

PROJECT COMPLETION REPORT

PROJECT NAME Cote Blanche Maintenance & Repair Project

CWPPRA/STATE PROJECT NO. TV-04

Report Date: August 14, 2001

BY: Miller Engineers & Assoc., Inc.

1. Project Managers/Contracting Officer:

DNR Project Manager Herb Juneau Telephone 337-893-3643

DNR Construction Project Manager Same Telephone Same

DNR Monitoring Manager Telephone

Federal Agency Project Manager Brad Sticker Telephone 318-473-7791

Federal Agency Contracting Officer Same Telephone Same

2. Location and description of projects as approved for construction by Task Force.

The project is located in south-central Louisiana south of the GIWW in a wetlands area located between East Cote Blanche Bay and West Cote Blanche Bay in St. Mary Parish. The project consists of maintenance/repair of the weirs located in Mud Bayou, Humble F Canal, Bayou Long, Humble Canal, Jackson Bayou and British American Canal and piling cap replacement and repair on approximately 5,000 linear feet of vinyl sheet piling foreshore wall located along the north bank of East Cote Blanche Bay between Jackson Bayou and British American Canal.

The work on the weirs consisted mainly of placing approximately 12" - 14" of paving stone to a predetermined distance from the end of the weir into the adjacent marsh. In addition day markers were replaced at Humble F Canal.

The work on the foreshore wall consisted of installing approximately 100 new piling caps to replace missing or rusted out caps and repair the remainder. The repair consisted of re-nailing and cutting the unused portions of the sheet metal that was overhanging.

3. Final, as built features, boundaries and resulting acreage (use attachments if necessary).

Project was a maintenance project and all features were existing.

4. Key project cost elements

	Project Cost Estimates	Cost Incurred as of Construction Completion
Construction	\$250,873.00	\$287,919.80
E & D	\$20,328.00	\$31,690.79
Landrights	N/A	N/A
Monitoring	N/A	N/A
O & M	N/A	N/A
Total	\$271,201.00	\$319,610.59

5. Items of work

SCHEDULE OF ITEMS (Construction Contract)									
Item No.	Work	Est. Quan.	Unit	Est. Unit Price	Estimated Amount	Final Quan	Bid Unit Price	Final Amount	%Over\ Under
1	Mob. Demob.	100%	Lump	\$20,000.00	\$20,000.00	100%	\$20,000.00	\$20,000.00	0%
2	Geotextile Fabric	8191	S.Y.	\$3.00	\$24,573.00	7924.4	\$4.50	\$35,659.80	31%
3	Paving Stone	4820	Ton	\$40.00	\$192,800.00	4820	\$43.00	\$207,260.00	7%
4	Piling Caps	100%	Lump	\$12,000.00	\$12,000.00	100%	\$20,000.00	\$20,000.00	40%
5	Day Markers & Supports	100%	Lump	\$1,500.00	\$1,500.00	100%	\$5,000.00	\$5,000.00	70%

6. Construction and construction oversight

	Construction Contract
Prime construction contractor	Bertucci Contracting Corporation
Subcontractor	None
Subcontractor	None
Original construction contract	\$289,119.50
Change Orders	\$1,199.70
Over/Under Runs	Under Run (Geotextile Fabric)
Final construction contract	\$287,919.80

Const. oversight contractor Miller Engineers & Assoc, Inc. Const. Amt. \$7,738.02

Const. O.S./Admin. Agency USDA-NRCS & LDNR/CRD Est. amt. \$

7. Major equipment used.

1. Small Spud Barge AB-105 and KS-112 w/4400 Link Belt track excavator
2. Large Spud Barge AB-11 w/crew quarters and 71-B Bucyrus Erie dragline
3. 2 - Tug boats used for handling barges - M/V Julie Marie & M/V Capt. Reg
4. 2 - Skiffs (16' w/25 hp outboard)

8. Discuss construction sequences and activities, problems encountered, solutions to problems, etc.

Contractor was given notice to proceed on June 12, 2001. Prior to that Miller Engineers' staked out limits of proposed work for each locale.

On July 1, 2001 the contractor mobilized to jobsite. Contractor received all paving stone and geotextile fabric. M/V Julie Marie arrived with barge M-7651, a partial load of paving stone.

On July 2, 2001 BB-105 worked south bank of Mud Bayou. Placed 3 pieces of geotextile (100 x 36) for 1200 s.y. after placing geotextile fabric it placed approx. 100 tons of paving stone to pin fabric and work area near weir wing wall. AB-11 then moved in canal and placed approximately 350 tons of paving stone from barge M-7651 to finish south bank of Mud Bayou.

On July 3, 2001 BB-105 worked north bank of Mud Bayou. Placed 1 piece of geotextile fabric (100 x 38) for 422.2 s.y. and placed 191 tons of paving stone from barge M-7651 to finish barge. At 10:00 a.m. all stone at site was used. 3 full barges were en route and arrived that

night. BB-105 grubbed north and south banks of Humble F canal

On July 4, 2001 AB-11 light loaded barge M-873 to M-7651 M/V Julie Marie moved barges to Mud Bayou.

On July 5, 2001 BB-105 moved through Humble Canal to inside of weir at Mud Bayou to reach eastern most limits of paving stone. BB-105 placed 4 pieces of geotextile fabric (100 x 36) for 1600 s.y. and placed 500 tons of paving stone from barge M-7651. AB-11 relayed rock in box for BB-105.

On July 6, 2001 BB-105 placed 2 pieces of geotextile fabric (100 x 36) for 800 s.y. on the north bank of Mud Bayou and placed approximately 375 tons of paving stone. AB-11 relayed stone for BB-105.

On July 7, 2001 BB-105 placed 1 piece of geotextile fabric (100 x 38) for 422.2 s.y. and placed approximately 533 tons of paving stone from barge M-873. AB-11 relayed stone for BB-105.

On July 8, 2001 AB-11 light loaded barge M-8001 to M-7651 and M-871 to M-873. BB-105 worked Humble-F Canal north and south bank and placed 6 pieces of geotextile fabric (50 x 12) for 400 s.y. and also placed approximately 225 tons of paving stone from barge M-7651.

On July 9, 2001 BB-105 worked Bayou Long north and south banks and placed 6 pieces of geotextile fabric (50 x 12) for 400 s.y. and also placed approximately 225 tons of paving stone from barge M-7651. Began tow to Humble Canal.

On July 10, 2001 AB-11 worked Humble Canal foreshore dike. Placed approximately 348 tons to cap dike from barge M-871. BB-105 worked Humble Canal west bank and placed 1 piece of geotextile fabric (20 x 12) for 26.7 s.y. and placed approximately 70 tons of stone from M-7651. AB-11 moved from Humble Canal to Jackson Bayou. AB-11 worked east bank of Jackson Bayou and placed 1 piece of geotextile (102 x 40) for 453.3 s.y. and placed approximately 330 tons of paving stone from barge M-871.

On July 11, 2001 AB-11 relayed stone for BB-105. BB-105 worked Jackson Bayou west bank and placed 1 piece of geotextile fabric (102 x 40) 453.3 s.y. and placed approximately 40 tons of paving stone from barge M-871 and approximately 110 tons of paving stone from barge M-873.

On July 12, 2001 contractor finished Jackson Bayou before 9:30 a.m. and moved barges to British American Canal. Engineer was told that contractor was leaving for weekend and would return on 7/16/01.

Pile capping crew working today.

On July 13, 2001 contractor returned to jobsite for 7:00 a.m. and began working British American Canal. Engineer wasn't contacted until around 12 noon. AB-11 relayed stone for BB-105. BB-105 worked British American Canal east bank and

placed 1 piece of geotextile fabric (42 x 40) for 186.7 s.y. and placed approximately 150 tons of paving stone from barge M-873. Also worked west bank and placed 2 pieces of geotextile fabric (1@54 x 50 & 1@108 x 15) for 480 s.y. and placed approximately 259 tons of paving stone from barge M-873.

On July 14, 2001 AB-11 worked British American Canal west bank and placed 6 pieces of geotextile fabric (108 x 15) for 1,080 s.y. and placed approximately 817 tons of paving stone. It was found that the paving stone wouldn't finish job so section was changed from revetment to small foreshore dike from approximately 678 ft. from weir. Ran out of paving stone approximately 57' from end of project and 74 tons of paving stone short of contract quantity.

On July , 2001 a field trip was performed with DNR and Bertucci personnel to completeness of job. It was found that the sections built on the west bank of British American Canal were way over built and contractor was to return to jobsite and either move stone from overbuilt areas and place on under built areas or bring more stone and finish job. Contractor decided to bring more rock.

On July 24, 2001 contractor re-mobilized equipment and moved in KS-112 spud barge w/excavator, barge GD-943 and M/V Capt. Reg to finish job. KS-112 worked west bank of British American Canal and placed approximately 75 tons to close 57' gap and capped approximately 130' of foreshore dike. Equipment was then to Humble-F to install day markers. Contractor tried to drill 5/8" ϕ holes without pilot holes and was unsuccessful. Contractor then sent a labor hand to hardware to get 1/4" and 3/8" drill bits but, labor hand lost outboard motor in canal and inspector had to bring crew back to boat launch. Contractor decided to send a different crew out to finish drilling holes.

On July 31, 2001 contractor called for a final inspection on pile caps. At 2:00 p.m. engineer visited jobsite to inspect new and repaired pile caps. All caps were found to be satisfactory. Pile cap portion of project was completed. Contractor attempted to drill remaining holes but had problems with drill and bits were too short. Contractor ordered longer bits and larger drill.

On August 6, 2001 with longer bits, bits for pilot holes and a larger drill contractor was able drill remaining holes and bolt day marker support framing to existing sign frame. Engineer inspected work and found to satisfactory. Job complete on this date.

9. Construction change orders and field changes.

The only a few field changes:

1. The original estimate of 40-50 pile caps needing replacement increased to approximately 100 by the time actual construction started.
2. Approximately 130 lin. ft. of the west bank of British American Canal was changed from revetment to a small foreshore dike.

10. Pipeline and other utility crossings.

None in area.

11. Safety and Accidents.

No accidents occurred for the duration of the project. A total of approximately 1,400 Accident Free man-hours were used to do the work. The project lasted a total of 37 days.

12. Additional comments pertaining to construction, completed project, etc.

Though the contractor had a good finished product they seemed unorganized as far as getting equipment to the field personnel. This caused the project to last approximately 2 weeks longer than it should have which in turn cost everyone involved more time and money.

13. Significant Construction Dates: To be filled out by DNR Construction Project Manager or Contracting Officer for construction for Agency responsible for construction.

	Date
Bid I.D.	Construction
Bid Opening	April 26, 2001
Contract Award	June 12, 2001
Preconstruction Conference	June 20, 2001
Notice to Proceed	June 12, 2001
Mobilization	July 1, 2001
Construction Start	July 2, 2001
Construction Completion	August 6, 2001
Final Acceptance	August 6, 2001