

MEMORANDUM THRU CELMN-CD-LA, Area Engineer, LAO (Juneau)
 CELMN-CD-LA, Proj. Engineer, LAO (Resweber)
 CELMN-CD- (Hill)

FOR CELMN-CD-C (Contract Admin Branch)

SUBJ: Narrative Completion Report, Contract DACW29-94-C-0095,
 Atchafalaya Basin Floodway, Wax Lake Outlet Control, Rock Weir
 Modification, Phase II, St. Mary, St. Martin & Vermilion
 Parishes, Louisiana

1. SIGNIFICANT DATES/NUMBERS:

Contract Award: 29 August 1994
 Preconstruction Conference: 02 September 1994
 Acknowledge NTP: 13 Sept 1995
 Original Completion Date: 31 January 1995
 Revised Completion Date: 25 March 1995
 Commencement Date: 15 September 1994
 Actual Completion Date: 25 March 1995
 Original Contract Amount: \$3,460,500.00
 Revised Contract Amount: \$4,940,362.30

2. PRIME CONTRACTOR: Choctaw Transportation Co. Inc.
 P.O. Box 585
 Dyersburg, TN 38025

SUBCONTRACTORS: None

3.	<u>ITEMS OF WORK</u>	<u>EST. QUAN/UNIT</u>	<u>UNIT PRICE</u>	<u>EST. FINAL QUANTITY</u>	<u>% OVER OR UNDER</u>
0001.	Mob & Demob	Lump Sum	LS	\$330,000.00	N/A
0002.	Sign Removal Wax Lake Weir	Lump Sum	LS	\$10,000.00	(100%)
0003.	Degrade Existing Levee (16,000 Est) Wax Lake Weir (Actual)	14,108 Cys	5.50	\$77,594.00	(11.8%)U
0004.	Surfacing (Crushed Stone)	4,500 Tons	10.00	0.00	0%
0005.	Rock Removal (Wax Lake Weir) (Actual)	331,695 Tons	6.00	\$1,990,170.00	(38.2%)O
0006.	Unsuitable Material Removal (Wax Lake Weir) (Actual)	32,141 Tons	10.00	\$321,410.00	(221.4%)O

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3.	<u>ITEMS OF WORK</u>	EST. <u>QUAN/UNIT</u>	UNIT <u>PRICE</u>	EST. FINAL <u>QUANTITY</u>	% OVER <u>OR UNDER</u>
0007.	Transportation & Placement of Rock (Charenton Canal)	30,000 Tons (Est)			
	(Actual)	33,729 Tons	7.50	\$252,967.50	(12.4%) O
0008.	Transportation & Placement of Rock (Bayou Shaffer)	70,000 Tons (Est)			
	(Actual)	155,738 Tons	4.50	\$700,821.00	(117.6%) O
Option 1.					
	<u>ITEMS OF WORK</u>	EST. <u>QUAN/UNIT</u>	UNIT <u>PRICE</u>	EST. FINAL <u>QUANTIT</u>	% OVER <u>OR UNDER</u>
0009.	Mob & Demob (Freshwater Bayou)	Lump Sum	LS	\$10,000.00	N/A
0010.	Geotextile Separator (Freshwater Bayou)				
0010AA.	(First 52,000 Sq. Yds)	52,000 SYds	2.50	\$130,000.00	
0010AB.	(All over 52,000 SYds)	30,000 SYds (Est)			
	(Actual)	41,393 SYds	2.50	\$103,480.00	(38%) O
0011.	Transportation and Placement of Rock, Flotation Channel & Settlement Plates (Freshwater B)				
0011AA	(First 90,000 Tons)	90,000 Tons	5.25	\$472,500.00	
0011AB	(All Over 90,000 Tons)	50,000 Tons (Est)			
	(Actual)	35,843 Tons	4.40	\$157,709.20	(28.3%) U
0012.	Remove/Trans/Unsuitable (Freshwater Bayou)	20,000 Tons (Est)			
	(Actual)	20,478 Tons	16.00	\$327,648.00	(2.3%)

At Freshwater Bayou 1,782 Sq Yds of Geotextile Separator Fabric; 11,729 Tons of Rock; and 711 Tons of Shell were not paid pending final settlement of UCO-3 & UCO-4.

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4. EQUIPMENT:

Sampson Barge with a 1266 Koehring Hydraulic Excavator
 Reed Barge with a 1266 Koehring Hydraulic Excavator
 CH-207 Barge with a 9260 American Dragline
 AB-2 Derrick Barge with 71-B Bucyrus Dragline
 AB-4 Derrick Barge with an 88-B Bucyrus Dragline
 ANN #4 Spud Barge
 2800 Caterpillar Backhoe Excavator
 AB-10 Anchor Barge
 KS-30 Spud Barge
 B-25 Dump Trucks (2)
 750 John Deere Dozer
 Caterpillar 330 Backhoe Excavator
 Kato 1250 Backhoe Excavator
 Komatsu Backhoe Excavator
 Komatsu Trackhoe Excavator
 Rubber-Tired Front End Loader
 2 Crewboats (Eagle Eye) (Mullet Masher)
 2 Survey Skiffs

Tugs used on the worksite:

M/V DURDY DUDLEY
 M/V CAPT. TOMMIE JR.
 M/V AARON VIZIER
 M/V BETSY ROSS
 M/V COREY MICHAELS
 M/V KATE LOLLY
 M/V ROYAL EXPRESS
 M/V MISTER WAYNE
 M/V GLADYS FORD

Barges used on the jobsite for rock distribution:

CH-7501	HBC-7734
CH-7502	HBC-1622
CH-7504	RG-197
GD-943	GD-898
GD-944	GD-946
GD-945	R-9011
RM-733	GD-942
RM-721	GD-947
R-8465	GD-9410

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5. ITEMS OF WORK-START/FINISH/PROGRESS/ETC. (ROCK REMOVAL AT WLOC)

A. Prework conference was held with the contractor on rock removal at the weir commenced.

B. The original contract was for the removal of 240,000 tons classified as rock and 10,000 tons classified as unsuitable material. Barge loads which consisted of more than 30% shell, earth, stumps, and any other material not classified as rock was unsuitable.

Contractor also removed an earth levee from Station 1+50 to 16+50 down to elevation +5.0. Rock was to be removed from Station 16+50 to Station 45+50, from elevation +5.0' to -10.0' as shown on contract drawings. Contractor was also responsible for the removal of (5) timber piling clusters with navigation warning signs at the WLOC site.

C. The contractor's equipment on the jobsite for the rock removal consisted of the Sampson Barge with a 1266 Koehring hydraulic excavator with a 6 cy bucket. It commenced operations on 15 Sep 94 and completed work on 23 Mar 95. The Sampson Barge removed a total of 162,686 tons of rock and 22,601 tons of unsuitable material.

The Reed Barge was also mobilized on the site on 15 Sep 94; however, it was down for repairs until 9 Oct 94. The spud barge was also mounted with a 1266 Koehring hydraulic excavator with a 6 cy bucket. During the period of operation from Oct 94 to 23 Mar 95, the Reed Barge removed a total of 118,180 tons of rock and 45,613 tons of unsuitable material.

Another piece of equipment which was used at the weir was the AB-3 Spud Barge with a 88 B-Bucyrus Erie dragline using a 3 cy bucket. It operated removing rock from 4 Oct 94 to 4 Nov 95; then it was used to degrade the existing earth levee from 4 Nov 94 to 14 Nov 94. It was removed from the WLOC site on 18 Nov 94. It was also used at the Houma Yard to unload unsuitable material periodically. The AB-3 Barge excavated a total of 27,982 tons of rock and 4,405 tons of unsuitable material at the WLOC site.

The AB-3 Barge was replaced by the CH-207 Spud Barge with a 9260 American dragline with a 3 cy bucket. It started rock removal at the weir on 25 Nov 94 and worked on the site until 18 Dec 94. Then it mobilized to Freshwater Bayou. It also worked at the Houma Yard periodically, unloading unsuitable. It returned to WLOC on 4 Feb 95 and worked on the site for the duration of the work. It was also used in the sweeping operations at the WLOC site until 23 Mar 95. It replaced the AB-2 at Bayou Shaffer on the last two days of the contract. At the WLOC site, the CH-207 Spud Barge loaded 22,847 tons of rock.

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The M/V "Capt. Tommie Jr." was used on the site throughout the duration of the work at the Weir. It handled barges around the work area and prepared them for towing to the other locations such as Bayou Shaffer, Charenton, Freshwater Bayou, and Houma Yard.

Other vessels such as the M/V "Aaron Vizier", M/V "Durdy Dudley" were used mostly for towing to the different areas where rock was being unloaded. Other tugs such as the "Kate Lolly" and "Corey Michaels" were used to mobilize barges at the worksites at Bayou Shaffer, Freshwater Bayou, and Charenton. The M/V "Gladys Ford" was mostly used for towing for only a short period at the end of the job. A total of 18 barges were used on the site for rock transportation to various sites.

A total of 331,695 tons of rock was removed at the Weir and 52,619 tons of unsuitable material was removed from the period of 15 Sep 94 to 25 Mar 95. A total of 192 days was used on this contract.

6. ROCK DISTRIBUTION:

CHARENTON - The spud barge AB-4 started unloading rock at the Charenton Scour Hole on 16 Nov 94. A total of 33,729 tons of rock was unloaded in the Scour Hole. The working limits were from station 1+50 to station 5+50. Work was completed on 8 Oct 94. The AB-4 and the M/V "Mister Wayne" were mobilized to Bayou Shaffer to unload 4,972 tons of rock from station 60+00 to station 70+00. Rock distribution to Bayou Shaffer was re-routed to Freshwater Bayou.

FRESHWATER BAYOU - On 8 Oct 94, the contractor started mobilizing some equipment at the Freshwater Bayou. The AB-2 spud barge, with the ANN #4 Barge with the LS 2800 hydraulic excavator, was mobilized. The M/V "Kate Lolly" was used during the mobilization. On 10 Oct 94 dike construction commenced. The work at Freshwater Bayou was completed on 26 Jan 95. The reaches of work at Freshwater Bayou are as follows:

a) Reach #1: Station 804+74 to station 863+23.79 with 26,594 tons of rock and 19,555 tons of unsuitable material with 23,067 sq. yards of Geotextile Fabric used.

b) Reach #2: Station 717+24 to station 765+92.63, with 24,572 tons of rock unloaded and 20,490 sq. yards of Geotextile Fabric.

c) Reach #3: Station 646+44.55 to station 588+53.20; 26,090 tons of rock unloaded and 923 tons of Unsuitable and 19,408 sq. yds. of Geotextile fabric was used.

d) Reach #4: Station 646+44.55 to station 711+92.63 used 31,201 tons rock along with 28,066 sq. yards of Geotextile Fabric.

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e) Reach #5: Station 804+89.49 to station 765+92.63.

f) Reach #6: Station 87+32 to station 867+72.48.

g) UCO-3 consisted of placing approximately 17,386 tons of rock in reaches #5 & #6 and 2,361 sq. yds of Geotextile Fabric.

UCO-4 consisted of 11,729 tons of rock using 1,782 Sq Yds of fabric & obtaining 711 tons of shell for stockpiling at pipeline locations. New locations Nos. 1-3-4-11.

During the period of operation at Freshwater Bayou from 10 Oct 94 through 26 Jan 95, a total of 137,572 tons of rock were unloaded for dike repair and new dikes. 20,478 tons of unsuitable material were unloaded on the backside of the newly constructed dikes and 95,174 sq. yards of Geotextile Fabric was used prior to building new dikes.

BAYOU SHAFFER: On 29 Jan 95, the AB-2 Spud Barge mobilized to Bayou Shaffer from Freshwater Bayou with the M/V "Kate Lolly". Work at Bayou Shaffer consisted of some new dike and existing dike repair. Listed below are the work areas for Bayou Shaffer:

a) Reach #1 Dike Repair: Station 60+00 to Station 71+00 - 4,972 tons of rock was used to cap existing dike.

b) Reach #2 Dike repair: Station 71+00 to Station 104+00 - 8,599 tons was used to cap existing dikes.

c) Reach #3 New dikes: Station 148+00 to Station 166+00 - 20,607 tons was used to build new dikes and 10,328 tons was cast on the back side.

d) Reach #4 New dikes: Station 104+00 to Station 110+56 - 4,752 tons was used to build new dikes and 7,828 tons was cast on back side.

e) Reach #5 New dikes: Station 210+00 to Station 228+83 - 22,632 tons were used to build new dikes and 13,502 tons was cast on the back side.

f) Reach #6 New dikes: Station 233+00 to Station 242+22 - 12,896 tons were used to build new dikes and 3,949 tons was cast on the back side.

g) Reach #7 New dikes: Station 310+00 to Station 358+00 - 45,673 tons was used to build new dike.

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No Geotextile Fabric was used. A total of 120,131 tons of rock was used on the dikes and 35,607 tons of rock was placed behind the existing dike in order to prevent erosion on the back side on Avoca Island. Total rock used at Bayou Shaffer was 155,738 tons.

BLUE POINT CHUTE: The Government used 4,656 tons of rock to close a slip near Blue Point Chute. A mod was issued for rental of barges which was used to transport the rock from the weir. No other equipment belonging to the contractor was used. (Reference CIN 009)

HOUMA YARD: The contractor rented a yard in Houma, La. where 30,297 tons of unsuitable material was stockpiled. The first two barges (1,844 tons) were unloaded at Dravo's Yard in Morgan City, La. The total amount of unsuitable material stockpiled by the contractor was 32,141 tons.

7. UTILITY CROSSINGS ON OR NEAR WORKSITES:

FRESHWATER BAYOU

UTILITY OR STRUCTURE	APPROXIMATE C/L STATION	OWNER
1-6" Gas Pipeline	601+85	Trunkline Gas Co.
Sub-Cable	611+50	Slemco
1-12" Gas Pipeline	618+41	Texas Gas Trans. Co.
1-2" Gas Pipeline	622+67	Vermilion Corporation
1-14" Pipeline parallel to bank	588+53 to 871+32	Acadian Gas Pipeline
6-6" Pipelines	635+56	Union Oil of California
1-3" & 2-4" Pipelines	635+37	
1-6" Gas Pipeline	751+60	Exxon, U.S.A.
1-14" Gas Pipeline	751+60	Exxon, U.S.A.
1-8" Gas Pipeline	767+36	Transcontinental Gas
1-16" Gas Pipeline	865+00	Tenn. Gas Pipeline Co.
1-12" Gas Pipeline	866+26	

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BAYOU SHAFFER

1-8" Natural Gas Pipeline	73+00	Tenn. Gas Co.
1-12" Nat. Gas Pipeline	77+20	Tenn. Gas Co.
1-12" Nat. Gas Pipeline	85+00	
1-22" Nat. Gas Pipeline	85+74	Texas Gas Transmission
1-20" Nat. Gas Pipeline	93+35	Columbia Gulf
1-20" Nat. Gas Pipeline	96+10	Texas Gas Transmission
1-26" Nat. Gas Pipeline	96+75	

CHARENTON CANAL

Overhead Powerline	N/A	CLECO
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8. SURVEYS MEASUREMENTS:

A. Surveys for the underwater rock removal at the WLOC site was taken prior to commencing by the contractor's hired survey party, Lawler and Associates. All surveys were taken from a Government-established baseline or points.

At the WLOC, electronic positioning was used (GPS). Also from established points on the east and west bank, a fathometer with a distance meter was also used.

Cross-sections were taken at 50 foot intervals with a profile of C/L and at 75 foot intervals, upstream and downstream of centerline. Soundings were taken at 20 foot intervals on cross-sections.

During the loading operations at the WLOC, controls were from an instrument set on both banks, (West & East) with personnel positioning the barge locations. Also 7-day surveys were taken by the contractor's survey party with a government inspector monitoring operations and verifying soundings.

Also contractor used a "Fish Finder" to locate humps around barges as they were excavating the rock. Also buoys were also used to mark the areas that were above grade of -10.0'.

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B. Barges were measured at the WLOC site prior to being loaded by a government inspector along with the contractor's personnel. Once barges were loaded and classified as rock or unsuitable, they were again measured by Government personnel and the contractor. Barges were measured using the Barge Displacement Table for each barge. At the distribution site, barges were again re-measured and accounted for. Contractor was credited for barges loaded and measured at the WLOC site.

9. QUALITY CONTROL/QUALITY ASSURANCE

A. Quality Control was administered by the contractor and considered satisfactory. Contractor submitted a Construction Quality Control Report on the daily basis. Contractor's Project Superintendent at the beginning of the job was Mr. Ronnie Price and was later replaced by Mr. Charles G. Walton. Mr. Nolan Simoneaux and Mr. Richard Price were alternate project superintendents. Also appointed to the Q.C. Staff was Mr. Wil Tyson and Mr. Charles Hebert, who were mostly with the rock distribution at Freshwater Bayou and Bayou Shaffer.

B. Quality Assurance on all phases of work was administered by Mr. Glen Lemoine and Mr. Al Mistrot. Also with the inspection at the different sites and WLOC was Mr. J. Reed, Mr. E. Johnson, Mr. M. Fuselier, Mr. R. Beauvais and Mr. J. Drinkwater, USC Inspectors. The three-phase inspection system was stressed and followed throughout the contract period and documented.

10. LIQUIDATED DAMAGES:

The contractor's production rate was divided in 15-day periods. The contractor was required to make 2,000 tons per day with the exceptions of UCO-3 which required 1500 tons per day and UCO-4 which required 1200 tons per day.

The following list is the periods the contractor was charged liquidated damages at a cost of \$2,020.00 per day, totaling to \$13,202.72.

<u>PERIOD</u>	<u>REQUIRED PRODUCTION</u>	<u>ACTUAL TONNAGE</u>	<u>TONS BELOW TARGET</u>	<u>LIQ. DAMAGES AMOUNT</u>
Period #2 (5 Oct thru 19 Oct 94)	30,000	28,066	(1,934 Tons)	\$1953.34
Period #3 (20 Oct thru 3 Nov 94)	30,000	26,533	(-3,467 Tons)	\$3501.67
Period #4 (4 Nov thru 18 Nov 94)	30,000	28,775	(-1,225 Tons)	\$1237.25

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Period #5 (19 Nov thru 3 Dec 95)	28,500	23,016	(-5,470 Tons)	\$5524.70
Period #7 (19 Dec thru 6 Jan 95)	29,000	28,024	(-976 Tons)	\$ 985.76

11. MODIFICATIONS/CLAIMS:

Listed below are the modifications which have been issued on this contract:

CIN-1 is UCO-1 & UCO-2. UCO-1 was changing the order of work to have a time limit on earth levee degrading and order of work for shipment of rock to various locations. UCO-2 was determination of contract delay for liquidated damages for 15-day periods.

CIN-2 is the Option for UCO-1 & 2.

CIN-3 is modification of pipeline locations, descriptions (No Cost)

CIN-4 is revised Excavation Limits (Not Used)

CIN-5 is UCO-3 which is the revision at Freshwater Bayou dike alignment & Pipelines Nos. 2, 5, and 6.

CIN-6 is UCO-4 which are revisions at Freshwater Bayou closing pipeline gaps, revise dike tolerance, stockpile shell and stone at pipelines 1, 3, 4, & 11.

CIN-7 is to provide Government-furnished disposals for unsuitable material at Freshwater Bayou. (Additional Bid Item #12)

CIN-8 Cancelled

CIN-9 is the Government use of contractor barges for work at Blue Point Chute.

12. ACCIDENTS/SAFETY:

The contractor provided a Safety Plan which was satisfactory, which he was able to implement with no lost time injuries. A total of 37,700 safe manhours was worked. Contractor held and documented daily safety meetings and drills. Daily inspections towards safety were conducted by QC and QA personnel daily.

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13. ENVIRONMENTAL:

The contractor's attitude towards environmental concern was adequate. The spud barges were monitored daily for any leaks overboard. Contractor used biodegradable oil for the two Koehring backhoes. All garbage was properly disposed of. Daily inspections were conducted by USCE inspectors for assurance that the contractor was in compliance to specifications.

14. PROBLEMS ENCOUNTERED:

One problem which was encountered at the WLOC site was the equipment which was constantly breaking down. If the equipment would have had better operating time, the contract would have probably been completed earlier.

At Freshwater Bayou, low water hindered operations and north winds blew water out of the channel. Especially in afternoon hours, the work barges were limited to some areas where they could work. They were unable to dig flotation, because there was no room for the excess dirt.

16. FINAL ACCEPTANCE:

The final acceptance of the WEIR was held on 24 Mar 95 and on 25 Mar 95 at Bayou Shaffer. All work was done in compliance to contract plans, specifications, and any other detail regarding the work. All equipment and materials have been removed from the jobsite as of 25 Mar 95.

AL MISTROT
Construction Rep., LAO

INCL:
(As-built Drawings)

CF:
CELMN-ED-C
CELMN-PA
CELMN-CD-B
CELMN-CD-Q
CELMN-CT
Mistrot
Resweber
CELMN-CD-LA-File