

COMPLETION REPORT
FOR
LA 82 FRESHWATER INTRODUCTION PROJECT (ME-16)
IN
CAMERON AND VERMILLION PARISHES, LOUISIANA

PREPARED FOR
STATE OF LOUISIANA
OFFICE OF COASTAL PROTECTION AND RESTORATION

PREPARED BY:
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DATED: DECEMBER 2011

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1.0 PRIME CONTRACTOR

B&J Marine Services, Inc.
511 Hawkeye Street
P.O. Box 967
Lake Arthur, LA 70549

2.0 SIGNIFICANT DATES/AMOUNTS

DESCRIPTION	DATE
Pre-Construction Conference	May 19, 2011
Notice to Proceed	May 24, 2011
Commencement Date	July 19, 2011
Date Fixed for Completion	August 8, 2011
Actual Completion Date	October 12, 2011
Original Contract Amount	\$258,933.00
Actual Contract Amount	\$300,484.44

3.0 SUBCONTRACTOR

None.

4.0 ITEMS OF WORK

Item Number	Items of Work	Final Quantity	Unit Price	Final Amount	% Over or Under
1	Rip Rap (130# Class)	1295	\$192.00	\$248,640.00	0%
2	Non-Woven Geocomposite Fabric	2190	\$4.70	\$10,293.00	0%
3	Site 1 Repairs (Includes excavation of pipe, sealing pipe and headwall with Wet Dry 700 and redi-mix concrete, and backfilling	LS	\$10,587.72	\$10,587.72	0%
4	Site 4 Repairs (Includes excavation of pipe, sealing pipe and headwall with Wet Dry 700 and redi-mix concrete, and backfilling	LS	\$21,471.87	\$21,471.87	0%
5	Mobilization	LS	\$9,491.85	\$9,491.85	0%

5.0 EQUIPMENT

Tug, Zoie
Rock Barge, Rental
Forklift, Rental
Excavator Barge, BJ #1

Deck Barge, BJ #3, Mop 26 & 30
Crew Boat, Bailey Boat
Office Building
Port a lets

6.0 SUPPLY BARGES USED ON JOB SITE

Barge	Dimensions
MOP 26	120' x 30' x 7'
MOP 30	120' x 30' x 7'

7.0 SIGNIFICANT EVENTS – START/FINISH/PROGRESS

The contractor was notified that work was to commence on May 24, 2011. The Class 130 rip rap was ordered, but there was a shipping delay due to weather. The initial delay was due to spring flooding along the Mississippi River. The supplier could not navigate the river during that time. A secondary delay was due to low water conditions near the project site during the mid summer. The low water levels in the canals prevented the contractor from being able to transport the rip rap to the project work areas. This delay led to Change Order No. 1 a thirty day no cost extension of time. On July 19, 2011, the contractor sent a tug to pick up the rock barge. On August 9, 2011, the contractor was able to begin the process of off-loading the rip rap from the rock barge to the deck barges. On August 11, 2011, the barges were mobilized to Rockefeller Refuge and work began at Site 1 on August 12, 2011. Once Site 1 was cleared, a sinkhole above the pipe was observed. No rip rap was placed at the site during this time. The contractor mobilized to Sites 2 and 3 until the extent and cause of the sinkhole could be determined at Site 1. It was noted that there was some existing damage to the locking device at Site 3. Approximately 377 tons of rip rap was placed at Site 2 and 159 tons was placed at Site 3. There was a site visit on August 16, 2011 and repair options for Site 1 were discussed. Approximately 94 tons of rip rap was place at Site 1. The contractor mobilized and began work on Site 5 on August 17, 2011. There was an incident in which rip rap fell from the construction equipment. There was some damage to the structure, approximately 6' long and 4" deep. There was also an incident in which the construction equipment hit the ladder on Site 5, bending it slightly and causing the anchor bolt to be dislodged. Approximately 467 tons of rip rap was placed at Site 5. Contractor mobilized to Site 4 on August 19, 2011. Similar to Site 1, a sinkhole was noted at this site. Approximately 198 tons of rip rap were placed at Site 4. Change Order No. 2 was generated on August 25, 2011. This change order added two items for the repairs to Site 1 and 4. It also included a thirty day time extension. The completion date was extended to October 7, 2011. The repairs included excavation of the pipes, sealing of the pipes and headwalls with Wet Dry 700 and redi-mix concrete. On September 28, 2011, Change Order No. 3 was generated. This change order was a no cost time extension based on delays due to the

delivery of material that was to be used to repair Sites 1 and 4. The completion date was extended an additional seven days to October 14, 2011. Work resumed on the project on September 26, 2011. As requested by OCPR, EJES did not provide inspection during the repair work. The contractor gave notice of substantial completion on October 12, 2011. The final inspection was held on October 27, 2011.

8.0 MODIFICATIONS AND CHANGES

As previously mentioned, there were three project Change Orders for this project. The amounts and justifications are as follows:

Change Order No. 1 (August 8, 2011) – Thirty day (no cost) contract time extension.

Change in Contract Time	
Original Contract Time (calendar days)	75
Net Increase (Decrease) from previous Change Orders (days)	0
Contract Time prior to this Change Order (calendar days)	75
Net Increase (Decrease) of this Change Order (days)	30
Contract Time with this Change Order (calendar days)	105

Justification - According to the contractor, there were delays in transporting the Class 130 Rip Rap to the project site. The initial delay in transportation was due to spring flooding along the Mississippi River. The supplier could not navigate the river during that time. A secondary delay was due to low water conditions near the project site during mid Summer. The low water levels canals prevented the contractor from being able to transport the Rip Rap to the project work areas. Finally, there was also a delay due to Adverse Weather. The anticipated number of Adverse Weather Days for July is seven. There were actually nine days with greater than 0.5 inches in rain.

Change Order No. 2 (August 25, 2011) – Addition of items to repair Sites 1 and 4. Thirty day contract time extension to complete the work.

Change in Contract Time	
Original Contract Time (calendar days)	75
Net Increase (Decrease) from previous Change Orders (days)	30
Contract Time prior to this Change Order (calendar days)	105
Net Increase (Decrease) of this Change Order (days)	30
Contract Time with this Change Order (calendar days)	135

Description	Quantity	Unit	Unit Price	Amount
Bid Item No. 3 - Site 1 Repairs (Includes, excavation of pipe, sealing pipe and headwall with Wet Dry 700 and redi-mix concrete, and backfilling)	1	LS	\$10,587.72	\$10,587.72
Bid Item No. 4 - Site 4 Repairs, (Includes, excavation of pipe, sealing pipe and headwall with Wet Dry 700 and redi-mix concrete, and backfilling)	1	LS	\$21,471.87	\$21,471.87
Bid Item No. 5 - Mobilization	1	LS	\$9,491.85	\$9,491.85
Net Increase of this Change Order				\$41,551.44

Justification - During the construction of the proposed improvements, field crews noted sinkholes above the existing pipes at Sites 1 and 4. The sinkholes were in the area where the pipes meet the headwalls. The contractor has proposed to excavate the pipes where they meet the headwall. He will seal the area using Wet Dry 700, an epoxy product, and redi-mix concrete. After sealing, the area will be backfilled and the geotextile fabric and riprap will be installed as originally planned.

Change Order No. 3 (September 28, 2011) – Seven day (no cost) contract time extension.

Change in Contract Time	
Original Contract Time (calendar days)	75
Net Increase (Decrease) from previous Change Orders (days)	60
Contract Time prior to this Change Order (calendar days)	135
Net Increase (Decrease) of this Change Order (days)	7
Contract Time with this Change Order (calendar days)	142

Justification - According to the contractor, there have been delays in the delivery of a key product which will be used in the sealing of the leaking culverts. This repair work was approved in Change Order No. 2. The product is called Wet/Dry 700 and is scheduled to be delivered by September 30, 2011. The current completion date is October 7, 2011.

9.0 UTILITY CROSSINGS

None.

10.0 STONE GRADATION

The stone/riprap used on this project was LADOTD Class 130 lb.

11.0 QUALITY CONTROL

Quality control was provided by Nathan Dondis. The contractor's construction performance and quality control were satisfactory.

12.0 QUALITY ASSURANCE

Quality assurance was provided by inspector Stephen Foster of EJES, Inc.

13.0 ACCIDENT/SAFETY

The contractor provided a safety plan which was utilized at the site. There were no accidents or loss time injuries on the project.

14.0 FINAL ACCEPTANCE

A final inspection was conducted by employees of OCP, Louisiana Department of Wildlife and Fisheries, and EJES, Inc. on October 27, 2011. The following are the punchlist items:

- The contractor shall provide lifting chains for sites 1, 3, and 4.
- Site 3 – the rip rap on the north and south side shall be moved closer to the structure.
- Site 5 – Finalize repair of structure. Concrete broken by rip rap that fell from equipment during construction.

APPENDIX – PHOTOS

SITE 1 PHOTOS



Photo 1 – Site prior to work



Photo 2 – Site prior to work



Photo 3 – Site after prep work complete



Photo 4 – Site after prep work complete



Photo 5 – Sink hole



Photo 6 – Sink hole



Photo 7 – Rip rap being placed



Photo 8 – Rip rap



Photo 9 – Rip rap



Photo 10 – Rip rap being placed

SITE 2 PHOTOS



Photo 11 – Prior to construction



Photo 12 – Prep work



Photo 13 – Prep work



Photo 14 – Geotextile fabric



Photo 15 – Rip rap



Photo 16 – Tug boat



Photo 17 – Rip rap in place



Photo 18 – Rip rap in place



Photo 19 – Rip rap in place



Photo 20 – Rip rap in place

SITE 3 PHOTOS



Photo 21 – Site prior to construction



Photo 22 – Prior to construction



Photo 23 – Prep work



Photo 24 – Geotextile fabric



Photo 25 – Geotextile fabric



Photo 26 – Rip rap in place



Photo 27 – Rip rap in place



Photo 28 – Rip rap in place

SITE 4 PHOTOS



Photo 29 – Site prior to work



Photo 30 – Site prior to work



Photo 31 – Sink hole



Photo 32 – Sink hole



Photo 33 – Geotextile fabric



Photo 34 – Rip rap in place



Photo 35 – Rip rap in place



Photo 36 – Rip rap in place

SITE 5 PHOTOS



Photo 37 – Existing damage at site



Photo 38 – Site prior to construction



Photo 39 – Existing damage



Photo 40 – Damage by contractor



Photo 41 – Ladder damage



Photo 42 – Ladder damage



Photo 43 – Geotextile fabric



Photo 44 – Rip rap in place



Photo 45 – Rip rap in place



Photo 46 – Rip rap in place