CEMVN-CD-NO 22 Jan 01

MEMORANDUM THRU

Area Engineer, NOAO
C/Const. Div. ATTN: Contr. Adm. Br.

FOR C/Eng. Div.

SUBJECT: Narrative Completion Report for Contract No. DACW29-01-C-0059, CWPPRA Bayou Chevee Shoreline Protection, Orleans Parish, Louisiana.

1. The subject contract, dated 07 August 2001, was awarded to Bertucci Contracting Corporation, P.O. Box 10582, Jefferson Louisiana 70181. The Notice to Proceed was issued on 16 August 2001, with work scheduled to commence by 26 August 2001. The completion date is 24 November 2001, and the amount of the contract is $1,331,800.00.

2. The pre-construction conference was held in the New Orleans Area Office on 24 August 2001. Detailed minutes of this meeting are located in the contract file. The Contractor signed the Notice to Proceed on 16 August 2001, and began operations by mobilizing equipment to the jobsite and taking original surveys on 27 August 2001.

3. Work required under this contract included excavation of a flotation channel, placement of reinforcing geotextile, construction of a stone dike breakwater and the installation of settlement plates.

4. This contract provided for five (5) major construction phases: (1) mobilization and de-mobilization, (2) excavation of a flotation channel, (3) placement of reinforcing geotextile, (4) construction of stone dike breakwater, and (5) installation of settlement plates to monitor subsidence. The final results of the Contractor's efforts were above average.

5. The contractor began the project on 27 August 2001, by staking the alignment, conducting original cross sections of the areas to be excavated, receive reinforcing geotextile, stone and settlement plates.

6. Excavation of the flotation channel began on 05 September 2001, by the sub-contractor Weeks Marine, 216 North Avenue East, Cranford, NJ, 07016-2497. The sub-contractor used a Manitowoc 4900 dragline with a 150' boom and 5CY bucket mounted on a ring attached to their barge. Working two (2) 10 hour shifts, the sub-contractor excavated ± 3500' of flotation channel, 90' wide, to an elevation of –2.5m. On 18 September 2001, Weeks Marine left the project at the prime contractors request. Additional flotation channel was excavated by the prime contractor, using both a Bucyrus Erie Model 71-B with a 100' boom and 4CY bucket and 88-B with a 100' boom and 5CY bucket draglines on barges. This activity continued for the duration of the contract.

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Overburden from flotation channel excavation was placed on the landside of the dike. However, due to space constraints, and at times reach considerations of the draglines, some of this material was placed on the waterside of the dike. This overburden was replaced back in the flotation channel at the completion of the dike construction.

7. The next phase of this project was the installation of the reinforcing geotextile. This operation began on 22 September 2001, using a barge (BB-105) with a Link Belt 3400 track hoe on timber mats to offload and spread the cloth. The reinforcing geotextile was placed in the water and pinned with small amounts of mud or stone until the full section of the dike could be constructed on top. A full 8' lap was maintained by the contractor and was controlled by physical measurement of the cloth. Using this method, the Contractor stayed 200' or more ahead of the stone laying operations until this task was completed on 01 December 2001, resulting in 35,898.18 square meters of reinforcing geotextile placed.

8. The final phase of this project was the construction of the stone dike and installation of settlement plates. This phase of the contract required the contractor to place stone in two separate areas, North Cove and South Cove. Working a ten (10) hour shift, the contractor began this phase of the project on 22 September 2001. Using a barge (AB-11), which also contained living quarters for the crew, with a Bucyrus Erie 71-B dragline on tracks and timber mats, the stone was placed in such a manner so as not to damage the reinforcing geotextile and the final elevation of the dike was controlled using the contractor established water gage. On 16 October 2001, a second barge (AB-3) with a Bucyrus Erie 88-B dragline on tracks and timber mats was added to speed stone placement and flotation channel excavation. During the length of this contract, there were a total of 40 barges of stone delivered to the site. This resulted in 50,545 metric tons of stone placed throughout the limits of the North Cove and South Cove. There was approximately 8,875 linear feet of stone dike constructed to protect the mouth of Bayou Chevee and the North Cove and South Cove. The stone was completed on 05 December 2001. Settlement plates were set in the North Cove and South Cove portions of the dike at the specified fish dips.

9. Additional equipment used in the performance of this contract was a contractor owned tug, M/V Julie Marie and privately owned tugs, M/V Forest Eagle and M/V Miss Bert. These tugs were used to shuffle barges around the site, deliver and return loaded and empty barges, perform needed repairs, re-fuel the work barges, position the work platforms and other duties as required.

10. There was one modification to the contract, and a summary follows:

a) P00001, CIN-01, 07 NOV 01. Change in contract amount (+$365,100.00) and a time extension of +30 days. This change required the contractor to extend the North Cove approximately 274 meters North and 168 meters to the South, and extend the South Cove 122 meters North.

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11. Following is a list of major suppliers and subcontractors on the subject contract:

a) Stone - Tower Rock Stone Company, St. Genevieve, MO.
b) Reinforcing Geotextile – Bradley Industrial Textiles, Inc. Valparaiso, FL.
c) Weeks Marine – Flotation Channel Excavation, 216 North Avenue East, Cranford, NJ.

12. The contractor submitted and enforced an adequate Safety and Accident Prevention Program. The contractor was cooperative in the performance of the work and performed daily safety inspections. In addition to holding weekly safety meetings with their entire crew, bi-weekly safety inspections were conducted, and records of these and other safety inspections are contained in the project files. There were no lost time accidents throughout the duration of the contract. There was a significant accident on 27 November 2001, involving loss of equipment, when the 71-B dragline suffered a catastrophic failure of its gantry causing the boom to fall and damaging it beyond repair. This unit was removed from service for the duration of the contract. Although an inspection of the dragline was conducted with no one specific contributing factor being cited, the overall age of over 30 years and the effects of an extended life in a salt water environment and corrosion were contributing factors. Additionally, a safety deficiency was issued to the Contractor on 19 October 2001, for not providing safe access (ladders) on and off the AB-11 and BB-105 barges, in a timely manner. However, once issued the deficiency was corrected in a short period of time.

13. The contractor submitted and enforced an adequate Environmental Protection Plan. The contractor also conducted daily inspections, and noted these in their daily QC Reports throughout the life of the contract.

14. The contractor was efficient and professional in the performance of contract work. All equipment was kept in good working condition, except as noted. Quality control activities were maintained throughout the life of the contract.

15. Following is a comparison of contract quantities and actual quantities:

Item No.	Description	Qty & Unit	Unit Price	Est. Amt.	Actual Amount	Earnings To Date
0001	Mobilization & Demobilization	Lump Sum	LS	$158,000.00	100 %	$158,000.00
0002	Stone	35,000 T	$22.00	100%	50,545 T	$1,111,990.00
0003	Flotation Channel	1	LS	$300,000.00	100%	$300,000.00
0004	Settlement Plates	EA	$1,200	4	4	$1,200.00

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0005	Geotextile Reinforcement	22,000 SM	$4.50	$99,000.00	35,898 SM	$161,541.00

17. A copy of the final cross sections is attached.

18. The contract was completed under time limits and in accordance with the contract plans and specifications with a declaration of substantially complete on 07 December 2001.

William R. Rossignol
Project Engineer

CF:
Project Engineer (Rossignol)
Office Engineer W/As-Built (Waits)
CEMVN-CT
CEMVN-ED-L (Binet)
CEMVN-CD-CS (Everhardt)
CEMVN-ED-C
CEMVN-CD-Q
CEMVN-PM-C (Hicks)