

PROJECT COMPLETION REPORT¹

PROJECT NAME

**Raccoon Island Shoreline
Protection/Marsh Creation Phase A**

CWPPRA/STATE PROJECT NO.

TE-48

Report Date: 4-9-2012

BY: Charles H. Slocum

1. Project Managers/Contracting Officer:

DNR Project Manager	Ismail Merhi	Telephone	(225) 342-4127
DNR Construction Project Manager	Beau Tate	Telephone	(225) 342-6736
DNR Monitoring Manager	Todd Folse	Telephone	(985) 449-4082
Federal Agency Project Manager	Loland Broussard	Telephone	(337) 291-3069
Federal Agency Contracting Officer	Ralph Broome	Telephone	(318) 473-7781

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

The project is located in the Terrebonne Basin on the western-most island of the Isles Dernieres barrier island chain in Terrebonne Parish, Louisiana.

Phase A included the construction of eight segmented breakwaters gulfward of the island and immediately west of the existing breakwaters demonstration project and an eastern groin that will connect existing Breakwater No. 0 to the island. The eight, 300-foot long breakwaters were constructed approximately 250 feet from shore, in 3 to 8 feet of water. The 926-foot terminal groin was constructed to stabilize the eastern end of the island and reduce tidal currents between breakwaters 0, 1, and 2, and the shoreline.

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

Phase A: Construction of eight (8) rock riprap breakwaters and the rock riprap east groin area. The rock riprap was placed with a 10 foot top width and 3:1 side slopes. The breakwaters and east groin were constructed to +4.5 NAVD88 elevation. All rock sections were constructed on geotextile fabric with 400 lb/in ultimate strength in the principal direction. The breakwaters were 300 feet in length with settlement plates placed 50 feet from each end. The east groin was 926 feet long with two settlement plates installed 400 feet apart and 200 feet from the east end. For additional information see the attached "AS-BUILTS" plans

Actual Benefitted Acres: 71 Acres

¹To be filled out at construction completion by either the DNR Construction Project Manager or the Federal Agency Contracting Officer depending on which organization had lead role for construction of project. (Except for some items under # 13).

4. Key project cost elements

Report as of February 22, 2011	CWPPRA Project Cost Estimates**	Cost Incurred as of Construction Completion
Construction	\$ 14,631,051.00	\$ 4,058,149.61 (Outstanding Claim)
E & D	\$ 2,131,654.00	\$ 1,588,066.90
Landrights	\$ 13,190.00	\$ 13,852.70
Monitoring	\$ 195,113.00	\$ 134,313.57
O & M	\$ 82,203.00	\$ 1,599.20
Total	\$ 17,035,211.00	\$ 5,795,981.98

** Most recent estimate from CWPPRA Project estimates Report produced by USACOE.

5. Items Of Work

Item No.	Work	Estimated Quantity	Unit	Estimated Unit Price	Estimated Amount	Unit Bid Price	Bid Amount	Final Quantity	Final Amount	% Over/Under	
1	Mobilization and Demobilization	1	Job	\$200,000.00	\$200,000.00	\$150,000.00	\$150,000.00	1	\$150,000.00	100.00%	
2	Construction Surveys	1	Job	\$40,000.00	\$40,000.00	\$75,000.00	\$75,000.00	1	\$75,000.00	100.00%	
3	Contractor Quality Control	1	Job	\$30,000.00	\$30,000.00	\$25,000.00	\$25,000.00	1	\$25,000.00	100.00%	
4	Rock Riprap	61,800	Tons	\$43.00	\$2,657,400.00	\$58.50	\$3,615,300.00	57,843	\$3,383,815.50	93.60%	
5	Geotextile	26,910	SY	\$5.00	\$134,550.00	\$5.75	\$154,732.50	33,700.73	\$193,779.20	125.23%	
6	Metal Fabrication, Settlement Plates	18	EA	\$850.00	\$15,300.00	\$2,000.00	\$36,000.00	18	\$36,000.00	100.00%	
Total Estimate					\$3,077,250.00	Total Bid		\$4,056,032.50	Total		\$3,863,594.70

6. Construction and construction oversight

Prime construction contractor	Choctaw Transportation Company, Inc.
Subcontractor	Bertucci Construction Corp.
Original construction contract	\$ 4,056,032.50
Change orders	\$ 45,160.50
Final construction contract	\$ 4,101,193.00

Const. oversight contractor

Const. amt. \$

Cons. O.S./Admin. agency

NRCS

Est. amt. \$

7. Major equipment used.

Tug boat Delta Falcon
Tug boat Nancy C
Tug boat C.B. Ford
Various rock barges

Spud Barge AB-4
Spud Barge AB-5
Spud Barge KS396

Link Belt Excavator 330LX
CAT Excavator 322B
Bucyrus Erie 88B Crain

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

Bid opening for this project was held on August 3, 2005. On August 10, 2005 a letter was sent to Choctaw Transportation Company (contractor) to provide information for the NRCS Contracting Officer (CO) to make a responsibility determination. The information was received on August 17, 2005. Before the CO could make a responsibility determination Hurricane Katrina made landfall on August 29, 2005. Prior to making a contract award the CO and NRCS engineers made an assessment of the damage to Raccoon Island by Hurricane Katrina. It was determined that there was minimal damage to Raccoon Island. September 9, 2005 a contract award was made.

On September 24, 2005, after the contract was awarded another major hurricane, Hurricane Rita, struck the Louisiana/Texas coast. Since the hurricane passed on the west side of the island, NRCS engineers thought damage may have occurred. Due to these concerns a survey crew was sent to survey the island on August 29, 2005. Since erosion had occurred on the island, Modification No. 1 was issued on November 10, 2005 that made changes to the breakwaters and the groin. The breakwaters were moved closer to the island and the groin was shortened.

Preconstruction conference was held on November 9, 2005.

The CO issued the notice to proceed on December 12, 2005, along with new drawing and specifications as a direct change order.

The contractor began moving rock to the site on January 19, 2006 and ran aground in Lake Pelto, the access route the contractor had chosen. On January 20, 2006 the contractor light loaded 2 barges to get the rock to the site from Lake Pelto. At the same time the contractor was surveying the groin site.

The contractor began onsite work on Tuesday, January 24, 2006. The contractor worked for the next three days placing 1359 tons of rock and took off on Friday January 27, 2006. On Saturday, January 28, 2006 a storm passed through the area and severely damaged and sank one of the contractor's barges. Without the barge the contractor was unable to continue work. On February 14, 2006 the contractor brought in a replacement barge but was unable to access the work area for geotextile placement and basically shut down the work.

A partnering meeting was held on February 22, 2006. The contractor explained that severe weather had caused the delay in work performance. The contractor told the CO that they were experiencing different working conditions. The contractor requested a suspension of work until more favorable weather conditions. The CO requested this in writing. As the partnering meeting was in progress the contractor demobilized their crew and all equipment from the work site.

February 23, 2006 the CO contacted the contractor, again the contractor requested a suspension due to severe weather. The CO requested the contractor to put this request in writing. On March 17, 2006 the CO sent a letter reminding the contractor that time is running and that no written request has been submitted. April 7, 2006 the CO issued a cure notice to the contractor.

The contractor responded on April 10, 2006 to the CO cure notice with a letter. The letter stated that failing to issue a timely notice to proceed; changes to topography have occurred and that CO had suspended work at the end of February due to weather and unsafe conditions. A cure notice meeting with the contractor was scheduled on April 24, 2006. At the meeting the government agreed to increase performance time by 66 calendar days and the contractor would revise his construction schedule and begin mobilizing to the site the next week. Contract modification No. 2 was executed on May 3, 2006.

The contractor failed to mobilize and the CO issued another cure notice to the contractor on May 30, 2006. The contractor responded to the cure notice on June 6, 2006 and stated that they had begun mobilizing equipment to the site. Work resumed on June 18, 2006.

No work was performed from June 25, 2006 to July 14, 2006 due to equipment problems.

Work resumed on July 15, 2006.

No work was performed from July 21, 2006 to July 29, 2006 due to more equipment failures.

Work resumed on July 30, 2006.

Work was delayed again from August 19, 2006 to August 31, 2006 due to no rock being delivered to the site.

The contract performance time ended on September 13, 2006 and work is not complete. A letter was sent to the contractor informing them that the performance time had expired but it was in the best interest of the government for them to continue work.

No work was performed from September 15, 2006 to September 27, 2006 due to equipment problems and weather.

No work was performed from October 3, 2006 to October 31, 2006 due to no rock available and weather.

Contractor worked on November 1, 2006.

No work performed November 2, 2006 to November 8, 2006

November 13, 2006 contractor moved equipment from the job site and informed the inspector they would return in the spring 2007 to finish the job. No action taken by government after contractor left.

July 9, 2007 contractor resumed work.

September 16, 2007 contractor moved off site and work was accepted as is because the project as constructed would meet the objectives of the project.

9. Construction change orders and field changes.

Change Order: This change order was needed as a result of changes to the topography of the island and surrounding water bottom caused by Hurricane Rita. Additional 7,500 tons rock was added to item 4 and 4920 SY geotextile was added to item 5.
Total cost for this mod was \$ 467,040.00, no funds was added to the contract.

Modification #1: This modification was needed to increase bid item 5 geotextile by 7,854 SY due to overrun. VEQ Quantity increase under FAR Clause 52.211-18.
Total cost for this mod was \$ 45,160.50 added to contract.

Modification #2: This modification was needed to increase the performance time by 66 calendar days.
This was a no cost mod.

10. Pipeline and other utility crossings.

<u>Structure</u>	<u>Owner</u>	<u>Rep. To Contact</u>
None		

11. Safety and Accidents.

The contractor followed the requirements of OSHA and the NRCS Supplement to OSHA. No accidents were reported.

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

The contractor left the site without completing the punch list items which were as follows:

Breakwater number 9 – Not completed to neat lines and grades, short of rock at both ends.

Breakwater number 11 – Not completed to neat lines and grades, hole on west end and short of rock on Gulf side.

Breakwater number 12 - Not completed to neat lines and grades, short of rock on West end.

Breakwater number 13 - Not completed to neat lines and grades, short of rock on crown.

Groin - Not completed to neat lines and grades, short of rock at sta. 5+00 and 7+00. Rock placed on groin is smaller than the required R-5000.

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.
Bid I.D. (Construction, Vegetation, etc.)	7-5-2005	AG-7217-S-05-0022
Bid Opening	8-3-2005	
Construction Contract Award	9-9-2005	Ag-7217-C-05-0016
Preconstruction Conference	11-9-2005	
Notice to Proceed	12-12-2005	
Mobilization	12-30-2005	
Construction Start	1-24-2006	
Construction Completion (Partial)	9-16-2007	
Final Acceptance	7-22-2008	

Other significant Project Dates

Date

Project Implementation closeout**

Start of Preconstruction Monitoring***

Preconstruction Aerial Photography Acquisition***

Monitoring Plan Completion***

**** Final implementation closeout is made by either the DNR Project Manager or the Federal Agency Contracting Officer depending on which organization had lead role for construction of project.**

***** To be completed by DNR Project Manager.**