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## **For Immediate Release**

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### **Port Commission Briefed on Construction Updates for the NOAA MOC-P Homeport and International Terminal Renovation Projects**

NEWPORT – The Port Commission was briefed on the progress of the International Terminal Renovation project at its monthly meeting Tuesday, December 21, 2010.

Senior project manager Frank Berg of DAY CPM Services advised the Commission that the in-water work has begun with the issuing of the permit on December 6, 2010. Natt McDougall Company (NMC) wasted no time assembling its crews and was driving piles within a couple of days. Since then, the sheet pile coffer dam along the bay side of the Pasley is nearly 50% completed and installation of the bulkhead sheet pile along the land side is finished.

Berg cautioned the Commission that the project's in-water work schedule was predicated on the Port receiving its permit on the first of November. NMC is working longer hours with a larger crew size to compensate for the month-long difference in time. Non-critical upland work, planned to take place before the permit was issued, is now rescheduled to make room on shore for the heavy equipment and piling. Some two million pounds of steel sheet piling are required for this portion of work. Berg said NMC was planning to remove asphalt in preparation of the vibroflotation work and start the remediation process of the Hennebique; however those scopes are also being rescheduled since the permit was delayed.

Joshua Dodson, Project Manager with DAY CPM Services briefed the Commission on the NOAA Homeport project. Mr. Dodson noted that the project continues to be on time and within budget. He said great progress has been made in the past month, noting that the eight lost days due to receiving the in-water permit late have been made up with Andersen/West Coast Contractors' (AWCC) pile driving work. He said they are driving 6 or more piles per day and are back within schedule.

AWCC is monitoring turbidity at various locations around the pile driving work. The Oregon Coast Aquarium (OCA) and the Hatfield Marine Science Center (HMSC) have been

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concerned the water turbidity from the pile driving work might adversely affect their water intake systems. To date, the turbidity levels have been significantly lower than originally thought. Dodson will ask the permitting agencies if the monitoring can be suspended now that the pile driving located closest to the water intakes has been completed. Mr. Dodson said he has received letters from OCA and HMSC supporting the suspension.

Julian Koerner, the pier work project manager with AWCC provided details on the in-water progress made to date. Referring to a plan of the pier projected on a screen, Mr. Koerner pointed to the pile driving work, now more than 65% completed. He explained crews were installing pier planks at one location as the pile driving was under way at the other end of the pier, all the while dredging was in progress. It is this well-orchestrated flow of work that enables AWCC to maintain its overall schedule.

Port General Manager Don Mann later briefed the Commission that to date, his office recently received correspondence from a Newport resident complaining to NOAA about the sound generated during construction. Mr. Mann reiterated that both of the Port's NOAA Homeport and the International Terminal projects have undergone a considerable amount of permitting scrutiny, including noise generated by the projects while under construction simultaneously. He said every effort to comply with the strict noise requirements has been met through the federal, state and local permit processes which involved stringent reviews by the National Marine Fisheries Service (NMFS), US Army Corps of Engineers, Oregon Department of State Lands (DSL), Oregon Department of Environmental Quality (DEQ,) Oregon Department of Fish and Wildlife (ODFW) and the City of Newport.

Prior to starting work on the International Terminal, Port staff delivered informational literature about the project to residents adjacent to the project site advising them of the temporary noise and increased traffic associated with the construction project. The Port is being watched closely by the agencies to ensure noise levels produced will not physically harm humans, sea animals or fish.

Mann stressed that the Port is sensitive to the area residents during the in-water pile driving work. Both of the projects fall under federal jurisdiction for the in-water work and as such, the pile driving work must be completed by the end of February 2011. The projects' contractors have factored in this aggressive work period and are making significant progress while maintaining the permits' requirements for noise levels, water turbidity, effects on aquatic life and other issues.

On behalf of the Port, Mr. Mann apologizes for the inconvenience from the construction noise that residents might be experiencing and underscored it by saying the Port is doing everything it can to mitigate or reduce the adverse effects of the construction. He emphasized

this is a very short work window to accomplish a lot of work from both projects that will ultimately bring significant economic benefits to the community. All in-water construction is scheduled to be completed by the end of February 2011.

In anticipation of increased public interest, project information has recently been updated on the Port's web site ([www.portofnewport.com](http://www.portofnewport.com)) which now includes a Frequently Asked Questions page as well as an online comment form.

For more information about the project, contact General Manager Don Mann at the Port of Newport, 541-265-7758, or visit the Port's Web site at [www.portofnewport.com](http://www.portofnewport.com). Comments can be submitted at anytime by emailing [terminalproject@portofnewport.com](mailto:terminalproject@portofnewport.com).

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