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## **For Immediate Release**

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### **Port Commission Briefed on Construction Plans for the International Terminal Renovation Project**

NEWPORT – The Port Commission was briefed on the progress of the International Terminal Renovation project at its monthly meeting Tuesday, October 26, 2010.

Senior project manager Frank Berg of DAY CPM Services advised the Commission that above-ground demolition work including removal of the offices above the Hennebique's upper deck and the asphalt pavement in the abandoned warehouse had been completed. Work near the Pasley including driving of the permanent sheet pile bulkhead wall on the ship's north side has started and demolition of the terminal's high timber dock will commence later this week. Vibraflotation work, engineered to consolidate the ground immediately north of the Pasley to mitigate liquefaction forces during a seismic event, will start once the bulkhead work has been completed.

Port Commissioners have approved seven amendments to the Natt McDougall Company's (NMC) contract including Amendments NOs 5, 6 and 7 which were approved during a Port Commission Special Session meeting on October 12, 2010. NMC is the project's construction manager / general contractor (CM/GC). The seven amendments total \$7,676,968 and authorize work for a coffer dam sheet pile, site utility work, mobilization and the site water treatment system, sheet pile bulkhead, vibraflotation/soil stabilization, remediation of the Hennebique and installation of the coffer dam around the Pasley. These seven contract amendments comprise much of the work for Phase 1 and no other amendments are planned for the immediate future.

Berg briefed the commissioners on the status of the various permits required including the Joint Permit Application (JPA). He explained that staff with the National Marine Fisheries Service (NMFS) is currently reviewing the JPA having just completed a similar review on the

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NOAA project. Officials with the Oregon Department of State Lands (DSL), Oregon Department of Land Conservation and Development (DLCD) and the Department of Environmental Quality (DEQ) are also reviewing the document; however it will be several weeks before all the federal and state agencies' reviews are completed. The project's initial schedule called for the JPAs of both projects to be issued on November 1, 2010; however the Terminal's permits will likely slip several weeks. Approval of the JPA is required for the in-water work as well as other related upland work. Berg noted the Port and NMC are working closely with the agencies and in the interim, a water injection permit and a permit to use Yaquina Bay water, both required for the vibrafloitation process, have been issued by DEQ. The agency will also review the Port's Water Sampling Analysis Plan and its water treatment system plan. The water treatment system is designed to treat contaminated water from both ships on the Terminal site before being discharged back into the Bay.

Lastly, Mr. Berg noted the Port's fund raising consultant; DCI Objectives has prepared a draft Project Funding Strategy for the commissioners' review. The report identifies several key procedures the Port needs to complete in the near future to take advantage of available federal appropriations. Port General Manager Don Mann echoed Berg's comments adding that the appropriations option looked to be the best option for seeking federal dollars.

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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