

THE CRANEY ISLAND CONNECTION

CRANEY ISLAND EASTWARD EXPANSION NEWS AND INFORMATION

VOLUME 4 ISSUE 8

MARCH 2011

Unique Equipment Created for Project

March 2011 was a transitional but innovative period for the construction of the Craney Island Eastward Expansion's cross dikes. Great Lakes Dredge and Dock Company (GLDD) finished placing the first set of sand lifts along the footprints of the South and Division cross dikes in late February, and have spent the last month preparing for the next stage of construction. The next stage is to install a drainage system that will significantly speed up the process of consolidating and strengthening the soft clay foundation that lies beneath the dike footprints.

GLDD and sub-contractor W.F. Magann will install this drainage system by placing Prefabricated Vertical Drains (PVDs) along the perimeter of both dikes' sand foundations. PVDs, also known as wick drains, will be inserted through the sand and more than 100 ft. into the existing ground. PVDs are typically used in large construction projects that require soil consolidation, such as dams, highway embankments, sedimentation ponds, bridge abutments, buildings, and airport runways.

To install the PVDs, the contractors have designed and constructed a second unique piece of equipment, the first being the spillbarge that placed the sand lifts. This second modified barge was built specifically for the Craney Island project as well.

The barge was modified by installing pipes into the deck to match the spacing specified for the PVDs. This set-up will allow the contractor to limit the number of times the barge is repositioned, thus optimizing production of the project.

This unique way of installing the PVDs is one of the many ways that the Eastward Expansion team has used innovative practices throughout the project's design and construction phases. At completion, the Craney Island Marine Terminal will be one of the most technologically advanced marine terminals in the country.



The barge being used for installing the PVDs is being fabricated at W.F. Magann Corporation's facility in Portsmouth. These holes with pipe sleeves installed in the deck will make wick drain placement more efficient.



A worker welds pipes into the barge in the pattern that the PVDs will be installed. This template will help the contractors guide the PVDs into the correct position underwater without having to reposition the barge.



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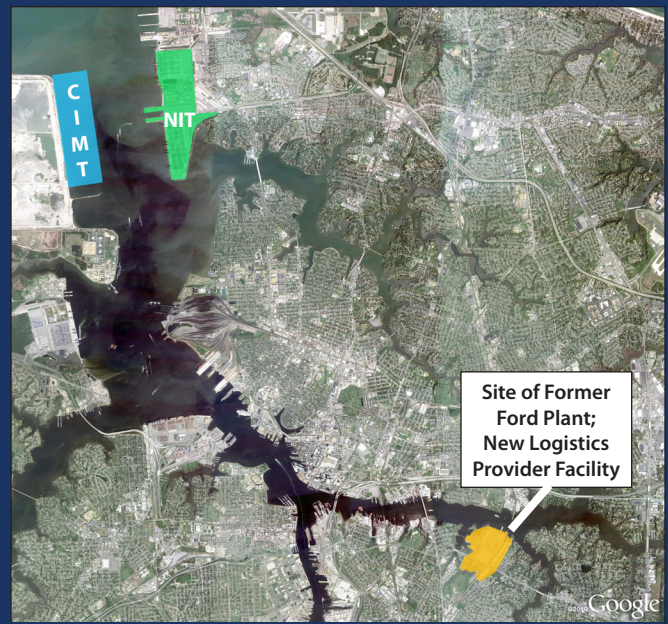
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Logistics Provider Locates in Region; Creates Jobs

This month, Governor McDonnell announced that Belgium-based worldwide logistics provider Katoen Natie (KTN) will establish a warehousing and distribution operation in the City of Norfolk. KTN will invest \$12 million to purchase and refurbish a portion of the former Ford Plant from Jacoby Development, Inc. The project will create 225 new jobs.

“We have been working for a long time to bring this project to Virginia,” said Governor McDonnell. “The advantages of the Port of Virginia, as well as the opportunity to refurbish an existing, available property are the reasons that Katoen Natie chose Norfolk for the site of its East Coast warehousing and distribution facility. In addition to creating 225 new jobs for the Commonwealth, the company will further enhance port operations with the addition of this waterfront facility.”

Hampton Roads’ world-class port and efficient intermodal connections make the area an attractive one in which to locate trade-related businesses such as KTN. KTN offers integrated logistics solutions such as warehousing and storage, packing and packaging, transport and distribution, value-added services, cleaning and repair, projects and process engineering, and port operations.



The former Ford plant opened in 1925 and was closed in 2007. It occupies 186 acres along the Elizabeth River, and is ideally located in close proximity to several of the Virginia Port Authority’s terminals, including the future Craney Island Marine Terminal.