



THE CRANEY ISLAND CONNECTION

CRANEY ISLAND EASTWARD EXPANSION NEWS AND INFORMATION

VOLUME 4 ISSUE 4

NOVEMBER 2010



Contracts Awarded!

Construction Has Begun

At the Virginia Port Authority's September 28th Board of Commissioners meeting, the Board awarded the first two contracts of the project to the contractors with the lowest qualified bids. Since Notice of Award, the contractors have been mobilizing equipment and preparing their workers for the year-long contract job.

Great Lakes Dredge and Dock Company will construct Stage 1 of the Expansion's South & Division Cross Dikes; and **C.T. Purcell, Inc.** will do heavy earthwork and plant wetlands at Paradise Creek, in line with the Craney Island Eastward Expansion Mitigation Plan. Both companies are profiled on pages 2 and 3 of this newsletter.

On Friday, November 12th, to announce and celebrate the start of real construction, Senator Mark Warner (D-Va.) visited Hampton Roads at a gathering of approximately 90 members of the maritime community at Norfolk's Half Moone Cruise and Celebration Center. Along with speeches by USACE Colonel Andrew Backus, newly-elected Portsmouth Mayor *Colonel Andrew Backus, Sen. Mark Warner, and J.J. Kenneth Wright, and Keever, VPA Senior Deputy Executive Director, unveil a VPA leadership, Senator rendering of the final Craney Island Marine Terminal. Warner joked that "this*



is a project we've all been working on forever." In fact, the project has been on the minds of maritime leaders since the 1970s, and has been in the permitting, design, and funding stage for the past 13 years. "Now," said VPA Executive Director Jerry Bridges, "the real work starts."

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THE CRANEY ISLAND CONNECTION IS PUBLISHED MONTHLY UNDER THE AUSPICES OF THE VIRGINIA PORT AUTHORITY AND THE U.S. ARMY CORPS OF ENGINEERS, TO PROVIDE READERS WITH REPORTS RELATED TO THE DEVELOPMENT OF THE EASTWARD EXPANSION OF CRANEY ISLAND. ARTICLES PRINTED HEREIN ARE FOR INFORMATIONAL PURPOSES ONLY. WE INVITE READERS TO COMMENT ON ARTICLES AND SUGGEST FUTURE TOPICS FOR CONSIDERATION.

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The first stage of constructing the south and division cross dikes of the Eastward Expansion will be completed by **Great Lakes Dredge and Dock Company**. This internationally-known, Illinois-based company was founded in 1890 and since then has helped shape community environments and transportation infrastructure around the world, including America's largest port cities. Great Lakes Dredge and Dock is one of the largest dredging contractors in the United States.

During this first phase of construction, which will take one year, the initial lift of the south and division cross dikes will be built with sand dredged from the Atlantic Ocean Channel by the *Liberty Island* dredge (see box below). **Great Lakes Dredge and Dock Company** will then place the sand in thin lifts. Next, they will install wick drains, which allow the soft clays that underly Craney Island to consolidate and strengthen, allowing for more sand to be placed on top to complete the dikes at a later stage.

Great Lakes Dredge and Dock Company is currently in the process of mobilizing their fleet of equipment and constructing a new spillbarge that will allow them to place the sand evenly in thin lifts. The spillbarge is being assembled at the Moon Engineering Company, Inc. shipyard in Norfolk, VA. Dredging operations in the Atlantic Ocean Channel and placement of sand at Craney Island will begin around mid-December.

Before constructing the dikes, demolition work must first be done on the existing rock jetty that forms the northern boundary of Craney Island's rehandling basin. Sub-contractor **W.F. Magann Corporation** of Portsmouth, VA, will perform the demolition work. The demolition will allow room for dike construction and future access channels to Craney Island Marine Terminal.

One of Great Lakes Dredge and Dock's specialties is land reclamation projects, which is creating new land masses by removing soils from approved offshore borrow areas and putting them where they can expand shorelines (including beach nourishment), or create islands. In 2000, Great Lakes Dredge and Dock partnered with the Port of Los Angeles and the Army Corps of Engineers to complete Pier 400, a project similar to the Craney Island Eastward Expansion. This dredging and landfill project created an island from material dredged from the ocean bottom, and a 593-acre marine terminal was then constructed atop the man-made island.

The company has also completed many dredging projects in Hampton Roads, including maintenance dredging and channel deepening work for the Army Corps of Engineers, as well as beach nourishment projects for the City of Norfolk and the City of Virginia Beach.



W.F. Magann Corporation is in the process of demolishing the outer 300 ft. of the rock jetty at Craney Island. Norfolk International Terminals (NIT) can be seen in the background.

The sand that will be used to build the south and division cross dikes for the Eastward Expansion will be dredged from the Atlantic Ocean Channel (AOC). Using a trailing suction hopper dredge, the *Liberty Island*, Great Lakes Dredge and Dock Company will dredge 1.2 million cubic yards of sand from the channel. The sand will then be transported to Craney Island and placed within the crossdike footprint. The map on the right shows the path that the dredge will take from the channel to Portsmouth, VA. The dredging will be conducted from December 2010 to April 2011 due to time of year restrictions put in place to protect migrating wildlife.



As part of the Craney Island Eastward Expansion mitigation plan, **C.T. Purcell, Inc.** has been contracted by the Virginia Port Authority and the Army Corps of Engineers to plant 11 acres of wetlands along Paradise Creek in Portsmouth, VA.

Paradise Creek, once a heavily-industrialized superfund site on the Southern Branch of the Elizabeth River, has been undergoing a massive cleanup and restoration project since 2003. A portion of this project is the creation of Paradise Creek Nature Park, including the planned wetlands. The site currently consists of forests and open fields, which both contain former creek bottom that was filled with dredged material in the mid-1900s. C.T. Purcell will first need to excavate and remove 315,000 cubic yards of this material, then plant 11 acres of new, healthy wetlands.

C.T. Purcell, Inc. is an independently owned and operated excavating and grading corporation located in Montpelier, VA. It is also a Woman Business Enterprise and a Small Business Enterprise certified by the Department of Minority Business Enterprise. Sagle Jones Purcell is the majority owner and CEO, and practices a hands-on approach to running the company, dealing directly with clients herself.

The company is especially familiar with environmentally-sensitive issues and safety concerns, and is excited to work on a project that suits the company's skill sets and is similar to projects they have done in the Richmond area and around the Commonwealth. Purcell said, "We have been bidding projects in the Tidewater Area and were excited to see the Craney Island project advertised. We're looking forward to being a part of such a large and important project."

Although the Paradise Creek project will be **C.T. Purcell Inc.**'s first job in Hampton Roads, they are not strangers to the type of work or volume of material movement it will entail. The company recently completed the Martin Marietta Overburden Removal Project in a quarry near Richmond, VA. For this project, they moved approximately 360,000 cubic yards of dirt while maintaining berms, installing sediment basins, silt fence, maintaining dust control and construction roads, and planting grass in about 24 acres of disturbed area.

The same mechanisms and types of equipment that will be used for the Paradise Creek mitigation were used for the quarry project, including off-road trucks and excavators.

Removing built-up material to create wetlands will be similar to the Upper Shockoe Basin Project, another recently-completed endeavor of C.T. Purcell's. This project involved removing approximately 30,000 cubic yards of accumulated sediment from an active 2,000 linear foot stormwater basin for the City of Richmond, placing about 30,000 tons of rip rap and stone along both slopes of the basin, fine grading the soil, and planting 10 acres of grass.



Excavators will be used for bulk dirt removal at the site.

C.T. Purcell has chosen local subcontractors to assist them on the project. **Emerald Forest Construction** of Chesapeake, VA will perform wetland planting, and **Draper Aden and Associates** of Newport News, VA will conduct surveying work.

In addition to the Paradise Creek mitigation project helping restore and improve the creek, it will also bring economic benefits to the City of Portsmouth. C.T. Purcell will require a crew of approximately 20-25 workers, who will be staying in Portsmouth hotels during the eight months that they are on site. Some workers will remain in the area for the whole year.

The company is also looking to hire local operators and laborers with experience in excavating, grading, and heavy machinery. For more information about job opportunities with C.T. Purcell, please contact Ellen Reilly at (804) 883-6333 or (804) 883-7605 (fax), or via email at ellen@ctpurcellinc.com.

Cargo Volumes on the Rise

As further evidence of a continuing economic recovery, the Virginia Port Authority handled 175,518 TEUs this October, which is an increase of 15,737 TEUs when compared with October 2009. TEUs are a measurement of the number of 20-ft cargo containers that travel through the Port. The October trade balance was 51% exports and 49% imports.

For the 10-month period ending in October, the Port's total TEU totals were approximately 1.5 million, an increase of 10.5% from the same time period in 2009.

After the 2008-09 economic downturn, cargo volumes fell short of those from previous years. However, since then, they have been steadily increasing, with these new figures indicating that trade volumes have successfully rebounded.



The CMA CGM Figaro is the largest ship ever to call on the Port of Virginia. The ship, which is nearly the width of a football field and as long as an aircraft carrier, is helping grow cargo volumes at the Port.

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