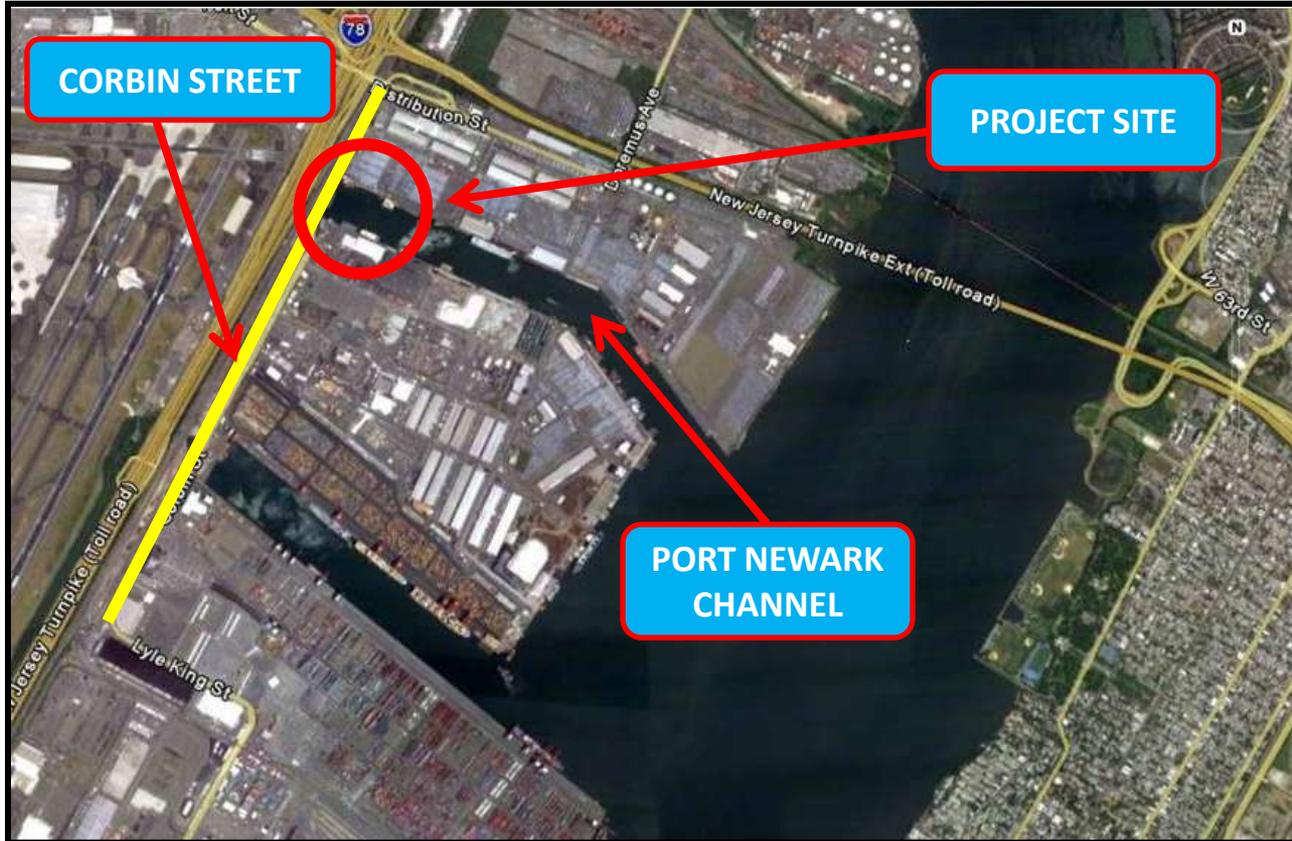


Port Newark – Corbin Street/Berth 3 – Wharf Reconstruction – Project Re-Authorization and Increase in Contract Authorization

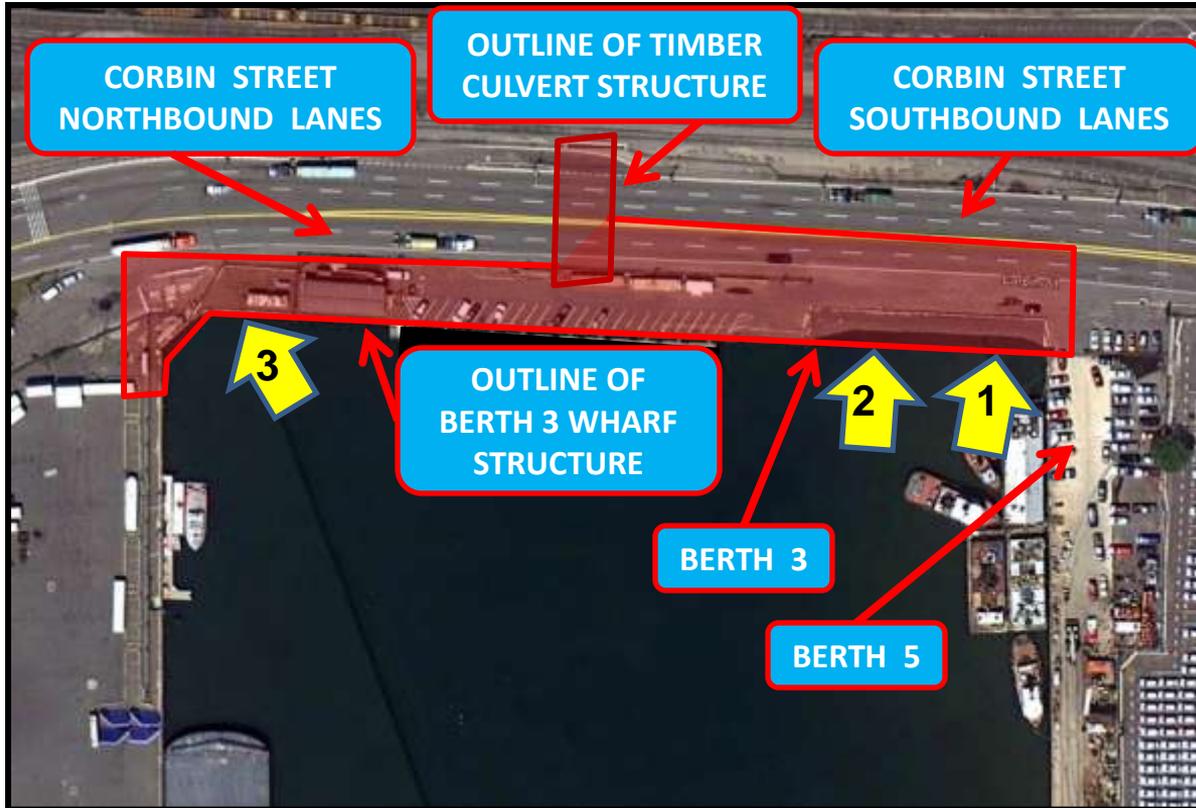
Committee on Capital Planning, Execution and
Asset Management

July 23, 2015

Project Location



Background – Berth 3



AREA 1 – March 2009 Collapse



AREA 2 – September 2012 Collapse



AREA 3 – January 2014 Collapse



Economic Impact

250 jobs

\$16 million in wages

\$69 million in economic activity

Project Cost/Schedule

	<u>Current Authorization</u>	<u>Requested Authorization</u>
• Construction/Design/Build:	\$27.6M	\$33.2M
• Planning/engineering/support:		
• Staff Costs:	\$ 2.3M	\$ 4.3M
• Consultant Costs:	\$ 2.4M	\$ 4.4M
• Contingency:	\$ 3.4M	\$ 1.0M
• Agency Allocation	<u>\$ 3.3M</u>	<u>\$ 5.0M</u>
<i>(Insurance, Administration, Financial expenses):</i>		
Project Cost:	\$39.0M	\$47.9M

– **Construction Duration: Q1 2013 – Q2 2017**

Current Wharf Construction

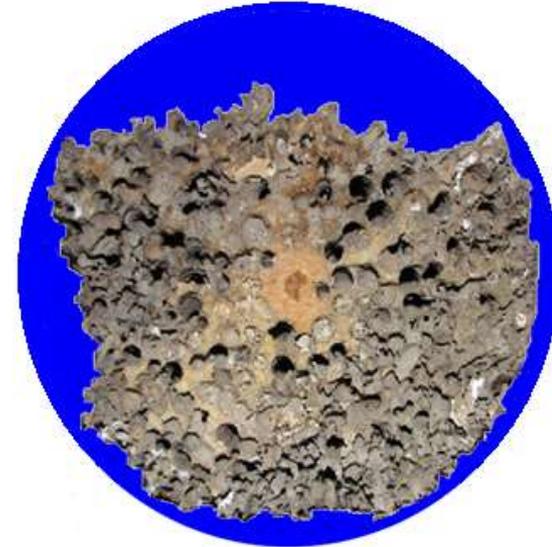
- Port Authority wharfs were constructed in between the 1950's, 1960's and 1970's.
- Existing wharf construction includes:
 - Untreated timber (5%)
 - Treated timber (70%)
 - Concrete and steel (25%)
- New wharfs are designed for:
 - Steel pipe piles with concrete
 - Higher load capacity
 - Allowance for channel deepening



Port Newark Berth 3

Marine Borer Issue

- During the last 25 years, port water quality has improved.
- Cleaner water has increased marine borer activity in the timber infrastructure.
 - Destruction of wood similar to termites
 - Significantly reduces strength
 - Biggest impact is to untreated timber
 - Treated timber also susceptible over time
- Proactive steps are in place by staff to monitor appropriate actions.



Asset Management

- **Cyclical Structural Integrity inspections are performed.**
- **Rehabilitation projects are included in the capital plan as warranted.**
- **As wharf structures further age and facility operations plans change, reprioritization of berth repair sequence and funding may be needed.**