



Pier B Mitigation

Military Construction Project P356
CVN Maintenance Wharf
for PSNS & IMF, Bremerton Site



Background

- Existing Pier B does not meet Navy facility requirements to berth the NIMITZ Class/ CVN-21 Class Nuclear Aircraft Carriers (CVN)
 - Constructed 1946 for Storing Moth-Balled ESSEX-Class CV
 - Mooring Points do not Meet Heavy Weather Criteria
 - No Portal Crane Service – Must Use Mobile and Floating Cranes, limiting material lifting capacity
 - Single lane vehicle access, further impacted by location of mobile cranes
 - No Permanent HP Compressed Air, Pure Water, or Oily Waste Disposal
 - Relies on temporary, re-locatable 20mw/4160V transformer. Will not support CVN21
- Structural issues
 - Creosote-impregnated fender piles toxic to marine life
 - Concrete structural pile deterioration with spalls, delaminations, and cracks at the top of the piles
- Construction is sequenced to occur during a rare absence of CVNs. Construction would start Qtr II Fiscal Year 2008; in-water construction would occur during the late summer and fall of 2008.



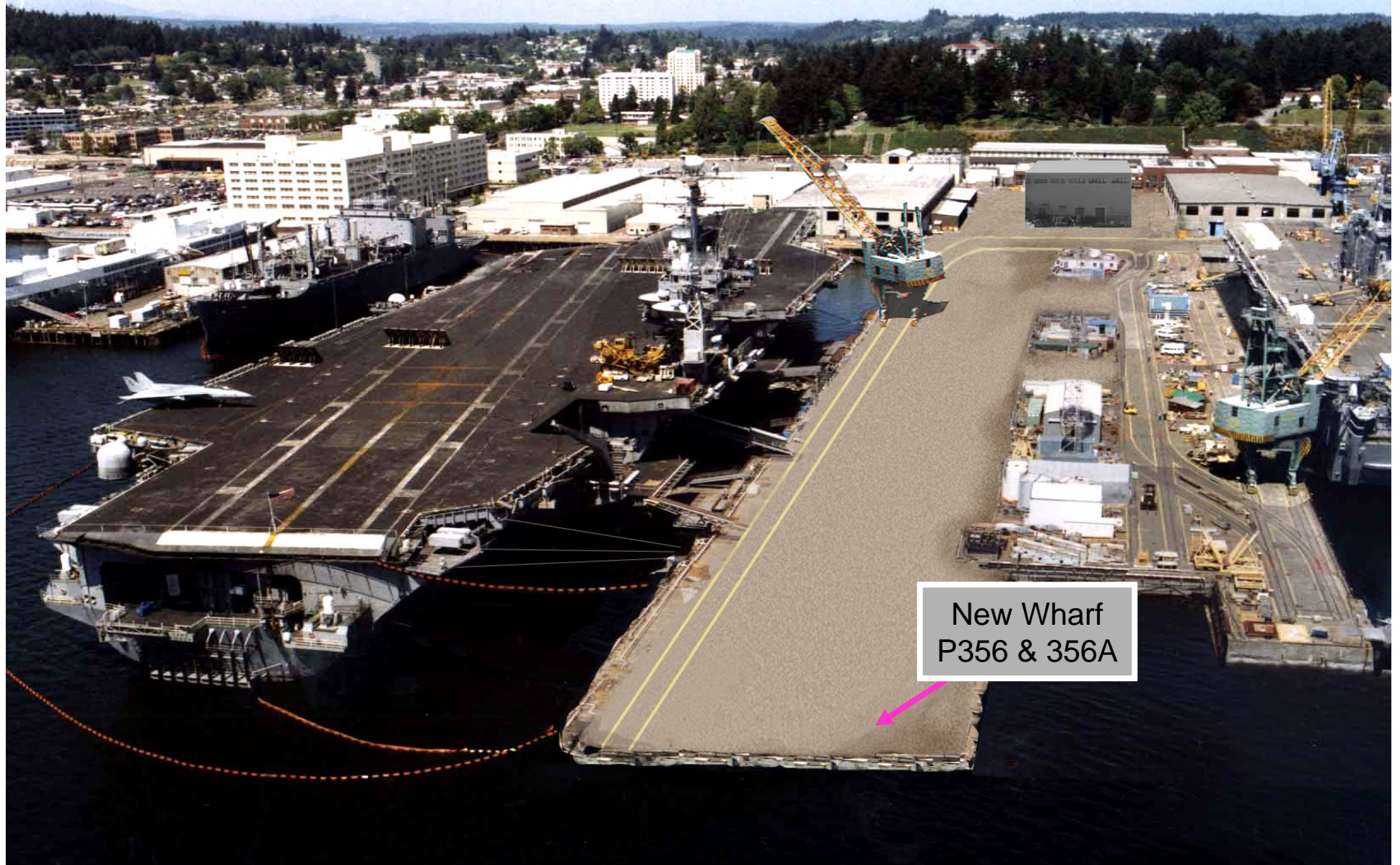
Project Scope

- Demolish existing Pier B
 - 60 feet (18.3 m) x 1,197 feet (364.8 m)
 - removal of 832 concrete piles, 672 creosote treated wood piles, and 10 steel piles
- Demolish Quaywall 729
- Strengthen Dry Dock 6 west wall
- Reconstruct Quaywall 729
- Construct new Wharf
 - 125 feet (38 m) x 1,325 feet (404 m)
 - Approximately 1100 new pilings, including both steel and concrete
 - Wharf surface elevation +18 feet (+5.4 m) MLLW
 - Updated utilities
 - Portal crane

Existing Situation



Post Construction



New Wharf
P356 & 356A



Avoidance Mitigation

- In-water construction
 - Scheduling in-water work to *avoid* migratory juvenile salmon
- Suspension of sediments during piling removal
 - Extraction and disposal of piles following best management practices to *avoid* water quality impacts
 - Turbidity monitoring to *avoid* excessive sediment resuspension during pile extraction, pile driving

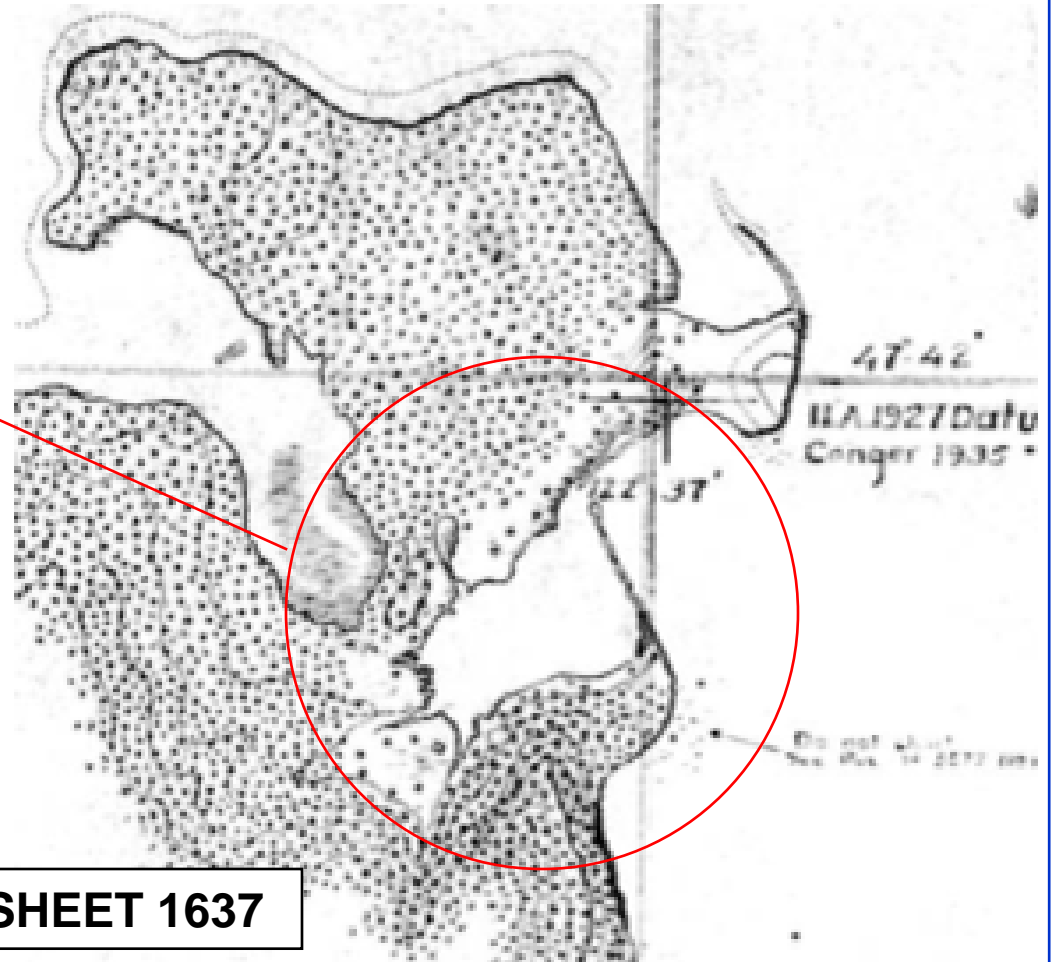
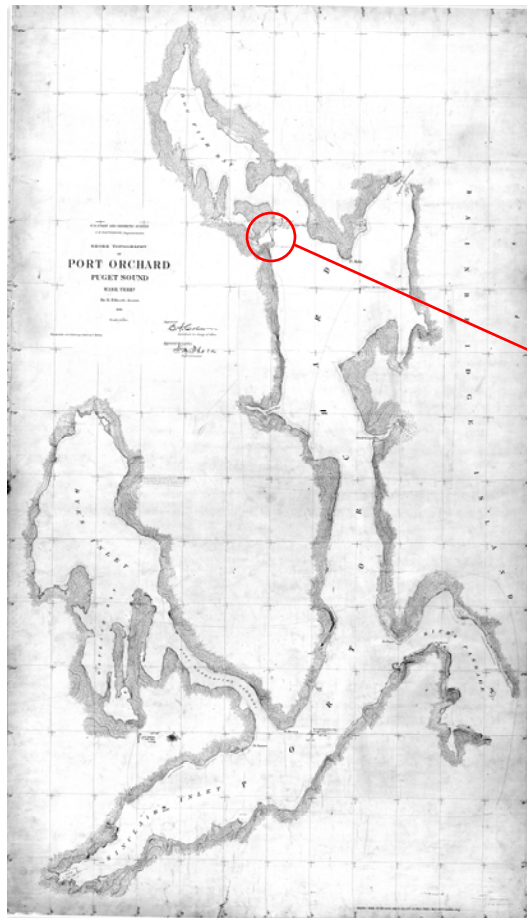


Reduction and Compensation Mitigation

- General habitat degradation from creosote-treated pilings and over-water structural coverage
 - Removal of creosote treated wooden pilings to *reduce* existing effects of this toxic material
 - Inclusion of on-site, in-kind actions to *compensate* for increased overwater coverage
 - Demolition of Pier 8
 - (Proposed) Restoration of bottom under Pier 8 contiguous with and similar to recently-placed “fish mix” sand and gravel
 - (Final) Restoration of free tidal access to the Keyport Lagoon



Keyport Lagoon



T-SHEET 1637



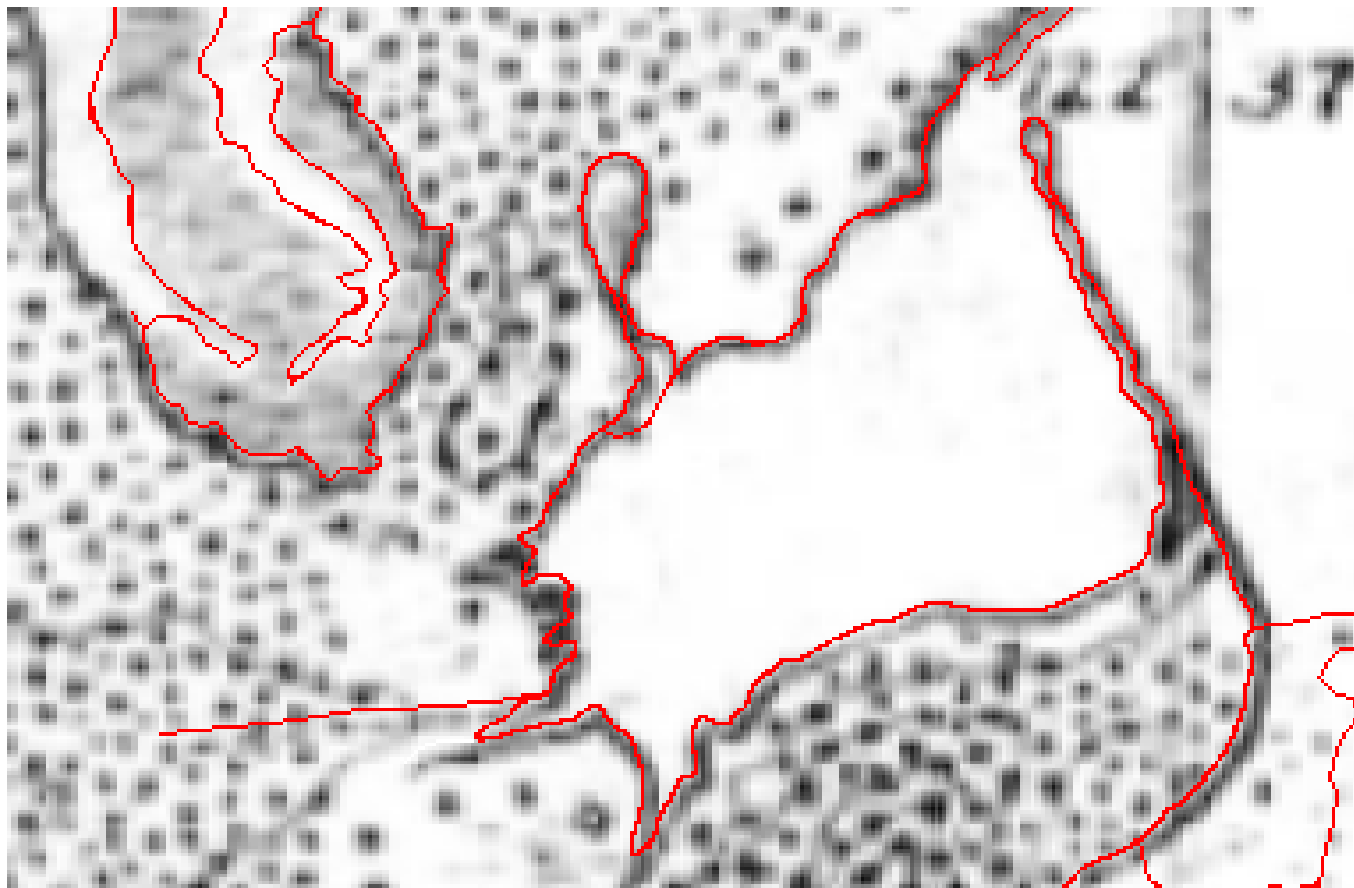
Keyport Lagoon



- NO OBSTRUCTIONS
- NO BRIDGE

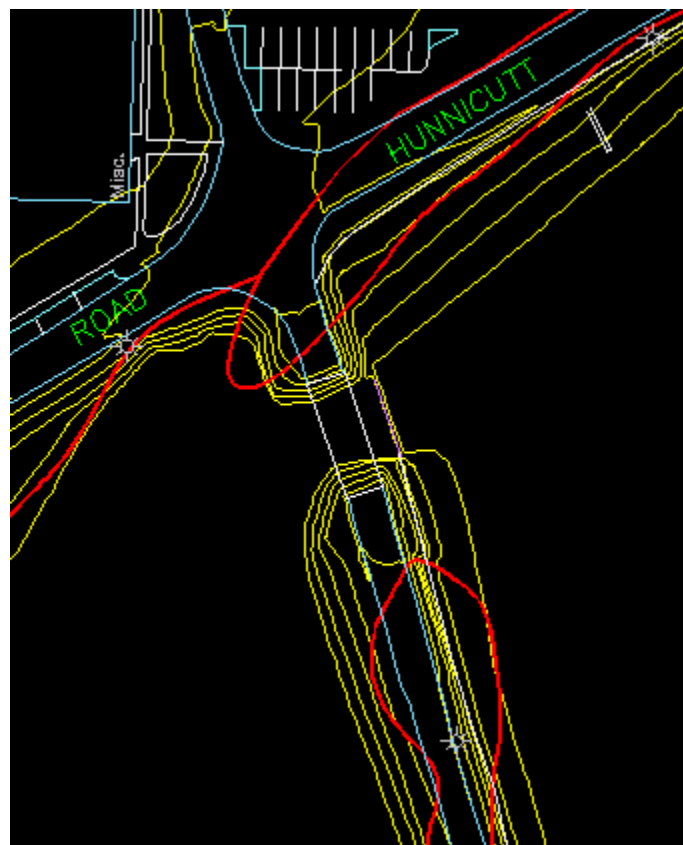
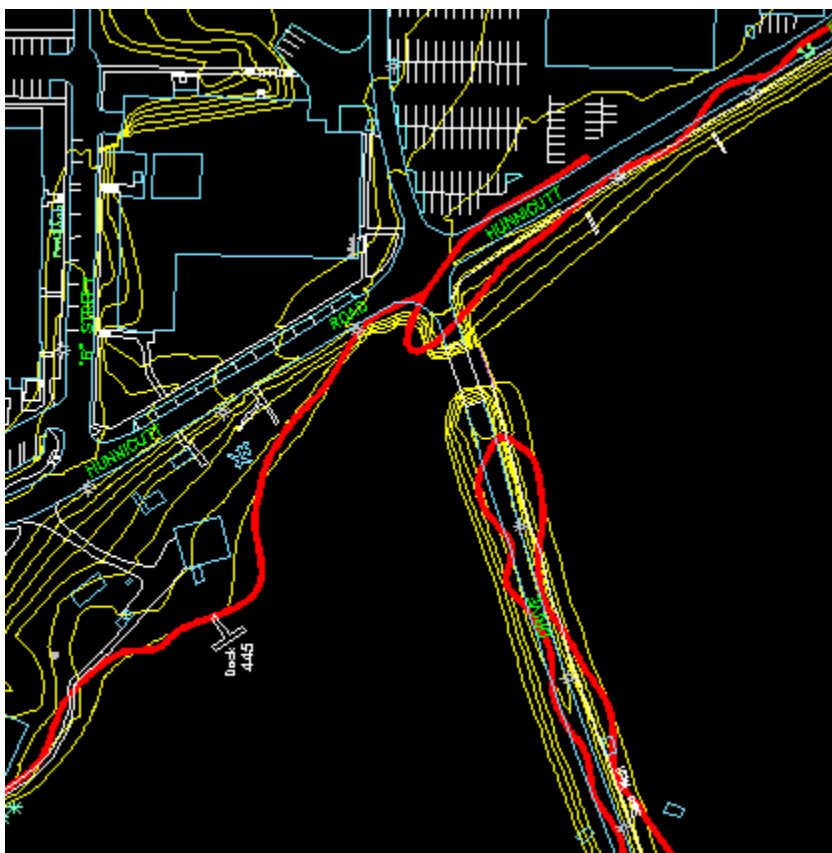


Keyport Lagoon



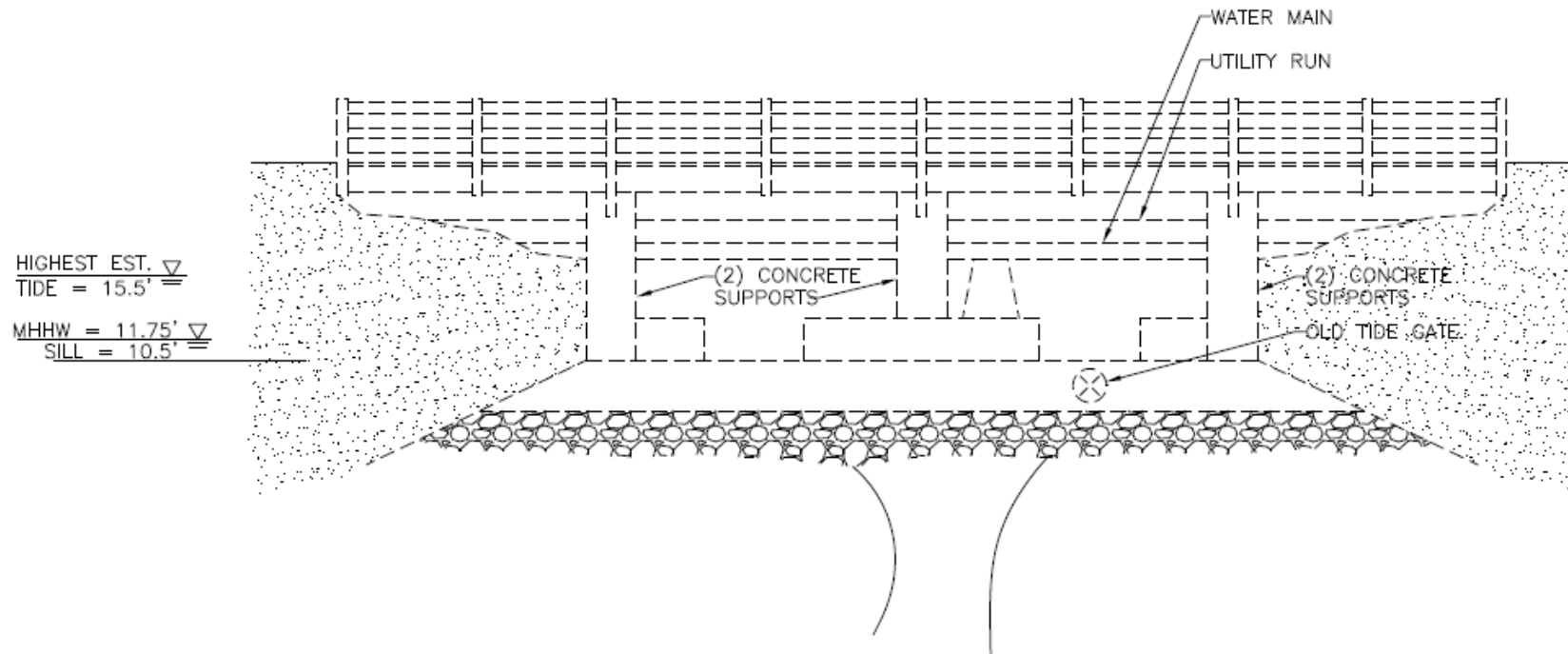


Keyport Lagoon





Keyport Lagoon

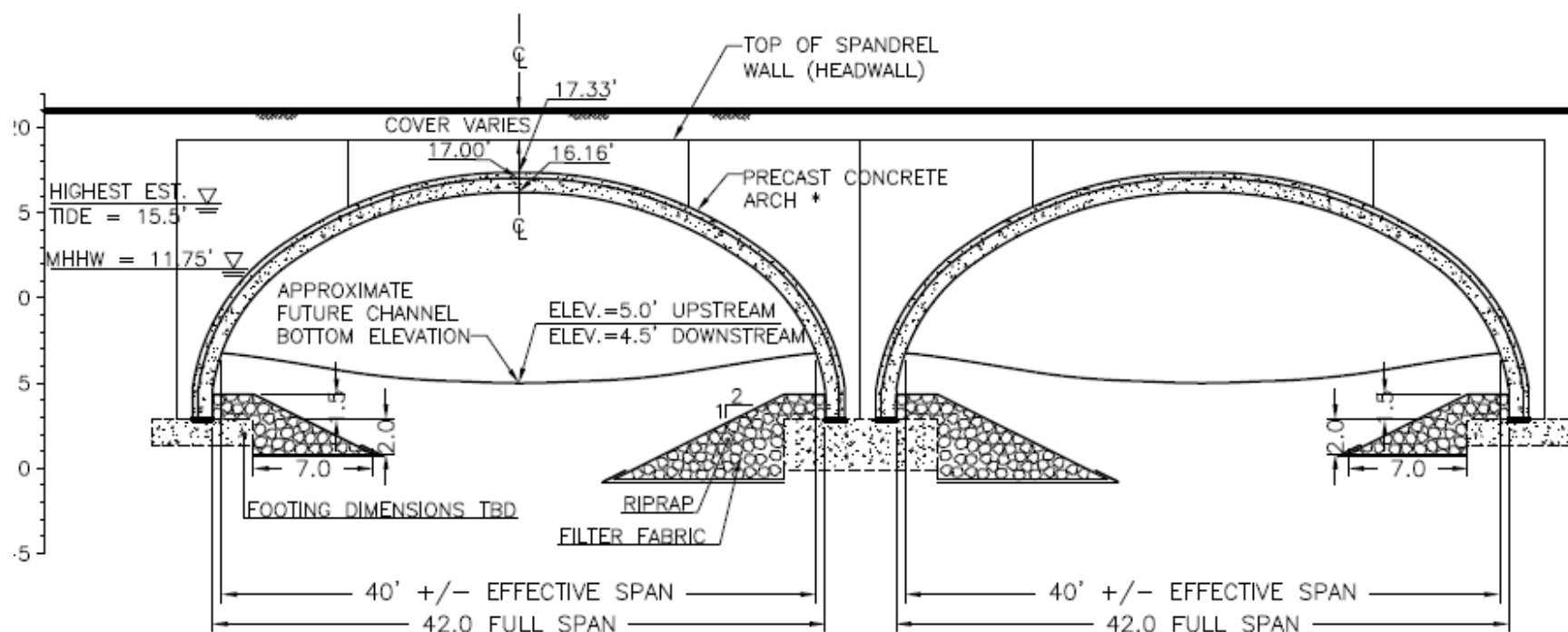


EXISTING KEYPORT BRIDGE — TO BE REMOVED

Not To Scale — Dimensions are Approximate



Keyport Lagoon



* BEBOTECH PRECAST CONCRETE ARCH,
TYPE E36/4. MINIMUM EFFECTIVE
SPAN = 40'. MUST PASS
MHHW = 11.75'. MUST MAINTAIN TOP OF
FOOTING @ ELEV = -3.0'

NOT TO SCALE
Vertical Datum = MLLW



Keyport Lagoon

