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| 1. Component NAVY | FY 2005 MILITARY CONSTRUCTION PROGRAM | 2. Date 13 JAN 2004 |
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| 3. Installation and Location/UIC: N60478 ATLANTIC ORDNANCE COMMAND DET EARLE COLTS NECK, NEW JERSEY | 4. Project Title GENERAL PURPOSE BERTHING PIER (INCREMENT II) |
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|--------------------------------|---------------------------|----------------------------|-----------------------------------|
| 5. Program Element 0203176N | 6. Category Code 15120 | 7. Project Number P032A | 8. Project Cost (\$000) 49,200 |
|--------------------------------|---------------------------|----------------------------|-----------------------------------|

9. COST ESTIMATES

| Item | UM | Quantity | Unit Cost | Cost(\$000) |
|--|----|----------|-----------|-------------|
| GENERAL PURPOSE BERTHING PIER (INCREMENT II) (340,161 SF) | m2 | 31,602 | | 72010 |
| PIER 2 UPGRADES (94,249 SF) | m2 | 8,756 | 514.00 | (4500) |
| CONSTRUCT NEW TRESTLE (106,778 SF) | m2 | 9,920 | 1,574.00 | (15610) |
| CONSTRUCT NEW PIER (128,962 SF) | m2 | 11,981 | 3,759.25 | (45040) |
| CONSTRUCT WYE AREA FOR NEW PIER (10,172 SF) | m2 | 945 | 3,644.00 | (3440) |
| FINISH WYE AREA AFTER TRESTLE REMOVAL | LS | | | (1600) |
| TUG/BARGE BERTHS | LS | | | (1010) |
| TECHNICAL OPERATING MANUALS | LS | | | (810) |
| SUPPORTING FACILITIES | | | | 39150 |
| ELECTRICAL UTILITIES | LS | | | (4050) |
| MECHANICAL UTILITIES | LS | | | (6260) |
| DEMOL PIER & TRESTLE 2 | LS | | | (6990) |
| DEMOL PIER & TRESTLE 3 | LS | | | (9320) |
| DISPOSAL CONTAMINATED DREDGE MATERIAL | LS | | | (2810) |
| DREDGING | LS | | | (8420) |
| MOBILIZE/DEMobilize | LS | | | (700) |
| REMOVE RIPRAP MATERIAL | LS | | | (600) |
| SUBTOTAL | | | | 111160 |
| CONTINGENCY (5%) | | | | 5560 |
| TOTAL CONTRACT COST | | | | 116720 |
| SIOH (6%) | | | | 7000 |
| SUBTOTAL | | | | 123720 |
| LESS INCREMENTS I AND III FUNDING | LS | | | -74520 |
| TOTAL REQUEST ROUNDED | | | | 49200 |
| TOTAL REQUEST | | | | 49200 |
| EQUIPMENT FROM OTHER APPROPRIATIONS (NON ADD) | | | | (4600) |

10. Description of Proposed Construction

The project scope is based on upgrading the Earle Pier Complex. This includes replacing deteriorated Piers and Trestles 2 and 3. These facilities were constructed in 1944 (over 57 years old) and have reached their physical and economical limits. The project is required to support the Naval Weapons Station (NWS) Earle mission of providing four homeport service berths for Fast Combat Support Ship (AOE) class ships. The unit cost includes the cost of the pier, a narrow double deck the full length of the pier, and extra structural support for the additional weight of the diesel train and cars. Construction of the project will include the following three increments:

INCREMENT I - Increment I will include mobilization; upgrading Pier 2 to provide

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| <p>temporary berths during construction; demolition of existing Pier and Trestle 3; and dredging to -47' (14.33m) (approximately 455,425 cubic meters).</p> <p>INCREMENT II - Increment II will include mobilization; new trestle with steel or concrete piles and pile caps; new pier with steel or concrete piles and pile caps; concrete deck construction; finish wye area after Trestle 3 removal; and construct shore utilities.</p> <p>INCREMENT III - Increment III will include completing the new pier and trestle from the new concrete deck. Construction will include the following: utility galleries, railroad tracks, fender system, pier buildings, counter terrorism features (lighting, cameras and floating barrier), the construction of tug/barge berths, the completion of mechanical and electrical systems (including lightning protection and onshore utilities); and the demolition of Pier and Trestle 2.</p> <p>Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 13123 and other laws and Executive Orders.</p> | | | | |
| 11. Requirement: <u>31602m2</u> Adequate: <u>0m2</u> Substandard: <u>0m2</u> | | | | |
| PROJECT: | | | | |
| This project constructs a replacement weapons loading/homeport pier and approach trestle. (Current Mission) | | | | |
| REQUIREMENT: | | | | |
| The proposed project is required to support the NWS Earle requirement to provide two piers. Berths are required to support four AOE class ships, each with a maximum length of 243 meters. One berth is required for U. S. Navy ammunition ship loadout and three berths are required to support AOE class ships. | | | | |
| The requirement is based on the Navy decision to reassign or relocate current homeported ships at NWS Earle. Prior to the decision, NWS Earle was the homeport for the following four AOE class ships: USS Seattle (AOE-3), USS Detroit (AOE-4), USS Supply (AOE-6), and USS Arctic (AOE-8). As a result of the Navy decision, the USS Seattle has shifted its homeport to Norfolk, Virginia (June 2001) and the USS Supply has transferred to the Military Sealift Command (Civilian crew) (July 2001). The USS Arctic will transfer to the Military Sealift Command over the next four years. These two ships will remain at Earle. The USS Detroit will remain a Navy ship and will continue to be homeported at Earle. As a result of the reassignment/relocation of the homeported ships, the AOE class requirement at NWS Earle remains at four berths. The total requirement is to provide | | | | |

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| <p>1,130 meters of berthing at two piers. An additional requirement is to provide four berths for small craft (Tug, Barges, Security Patrol Boats). Currently, at the Pier Complex, six small boats are utilized for oil pollution control, work around the pier and security patrols. In addition to the small boats, tugboats and work barges support the Pier Complex.</p> <p>CURRENT SITUATION: Currently, the NWS Earle Pier Complex is comprised of the following three piers: Pier 2, Pier 3, and Pier 4 (Pier 1 serves as the temporary explosive truck holding yard at the Waterfront).</p> <p>Pier 2 (concrete deck on timber piles) provides one berth for homeporting and is dredged to -35 ft. Pier 2 was constructed in 1944 and is limited by the following restrictions: dredged depth restricts AOE berthing; structural restrictions: one AOE can be berthed on the West side with winds velocities up to 60 miles per hour (MPH) maximum, two AOE's - can be berthed with wind velocities up to 30 MPH maximum; Pier 2 requires platform modifications for ordnance loading; ordnance loading on Pier 2 is restricted due to pier length and existing pier building; Pier and Trestle 2 requires timber pile repairs; the railroad tracks on Pier 2 are in poor condition and are non-certified. Pier 2 requires new east side fenders/mooring dolphins; and Pier 2 has insufficient electrical connections on the east side. Structural testing and engineering analysis of the pier and trestle structure has identified significant areas of deterioration. The on-going process of structural degradation has prompted concern for the safety of operations on Pier and Trestle 2.</p> <p>Pier 3 (concrete deck on timber piles) provides two berths for ordnance loading and is dredged to -35 ft. Pier 3 was constructed in 1944 and is limited by the following restrictions: dredged depth restricts AOE berthing; Pier 3 utilities are limited to water and sewer only; all rail lines on the east side of Pier 3 are in poor condition and are shut down; Trestle 3 requires deck and rail repairs; timber pile repairs are required on Pier and Trestle 3; and Pier 3 requires a new fender system to support AOE class ships.</p> <p>Pier 4 (concrete deck on steel piles) provides 2 berths for homeporting or ordnance loading and is dredged to -47 ft. Pier 4 was constructed in 1990 and is not limited by restrictions.</p> <p>IMPACT IF NOT PROVIDED: Continued use of existing Piers/Trestles 2 and 3 will eventually result in structural failures which will significantly affect and diminish NWS Earle's ability to perform its mission. These facilities are 57 years old and have reached their economic and designed</p> | | | | |

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| life. | | | |

12. Supplemental Data:

A. Estimated Design Data:

1. Status:

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| (A) Date Design Start | 112001 |
| (B) Date Design 35% Complete | 012003 |
| (C) Date Design Completed | 092003 |
| (D) Percent Completed as of SEPTEMBER 2003 | 100% |
| (E) Percent Completed as of JANUARY 2004 | 100% |
| (F) Type of Design Contract | Design Bid Build |
| (G) Parametric Estimate used to develop cost | Yes |
| (H) Energy study/Life cycle analysis performed | Yes |

2. Basis:

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|---|-------|
| (A) Standard or Definitive Design: | No |
| (B) Where Design Was Most Recently Used: | N/A |
| 3. Total Cost (C) = (A) + (B) = (D) + (E) : | \$947 |
| (A) Production of Plans and Specifications | \$710 |
| (B) All other Design Costs | \$237 |
| (C) Total | \$947 |
| (D) Contract | \$592 |
| (E) In-House | \$355 |

4. Contract Award 112003

5. Construction Start 122003

6. Construction Complete 032007

B. Equipment associated with this project which will be provided from other appropriations:

| <u>Equipment</u> <u>Nomenclature</u> | <u>Procuring</u> <u>Appropriation</u> | <u>Fiscal Year</u> <u>Appropriated</u> <u>Or Requested</u> | <u>Cost</u> <u>(\$000)</u> |
|---|--|--|-------------------------------|
| OIL SPILL BARRIER BOOM | OPN | 2006 | 2,900 |
| SUBMARINE CAMEL | OPN | 2006 | 1,700 |

JOINT USE CERTIFICATION:

The Regional Commander certifies that this project has been considered for joint use potential. Joint Use is recommended.

Activity POC: John Mahoney

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