

## **Existing Container Yard (CY) Improvements**

(Sept. 2011 EA Engineering Summary of Phase 1A Implementation Plan)

### **I. Demolition**

- **Selected Fencing**

Fencing near existing gate and existing fencing along the eastern border of Area A2 will be demolished to allow access into expanded container yard per design drawings. Approximately 600 LF are anticipated to be removed.

Raw Cost: \$3,021.00

- **Chassis Wheel Stops**

Removal and replacement of approximately 800 existing damaged chassis wheel stops is anticipated.

Raw Cost: \$1,865.00

- **Crane Shop**

This shop is located near the east end of berth F-6 and used for repair of PAG owned cranes.

Raw Cost: \$66,595.00

**Total Demolition Raw Cost:     \$71,480.00**

### **II. New Installations**

- **Low Voltage Electrical and Communication Lines**

Utility trench/buried conduits to provide communication/security links between Existing Container Gate, High Tower, Existing Admin Bldg IT Spaces, new Gate Complex, Port Police, new BB Gate, and the proposed new Emergency Operations Center (EOC) Building adjacent to the existing Administration Building. Common trenches/duct banks will be required for and throughout the CY Expansion and new Gate Complex. No trenching for LV/Communication lines or future unfunded facilities will be done in the existing yard aside from short connections to the “backbone trench” from the Existing Container Gate to the Existing Administration Building. All associated costs are addressed under the Administration Building section.

Raw Cost: \$1,593,008.00

- **Chassis Wheel Stops**

Port operations provided a count of the number of damaged and missing wheel stops. EA assumed precast units would be used and applied a reinforced concreted UP to the estimated volume of concrete at about 800 CF.

Raw Cost: \$4,262.00

- **Crane Shop Area Paving**

The demolished crane shop area is anticipated to be paved using pavement repair sections consistent with the July 2010 Preliminary Engineering Design. Providing proper pavement surfaces is critical effective, long-lasting terminal yard use.

Raw Cost: \$71,451.00

**Total New Installations Raw Cost: \$1,668,721.00**

### **III. Upgrades and Improvements in the Existing CY**

The Port's buildings consist of administrative buildings, maintenance sheds, and other miscellaneous structures. These were all constructed when the Port was built in 1967 and are incompatible with modern port cargo handling practice. The following selected buildings will be renovated and upgraded in place. This, combined with infrastructure improvements to restore facilities service capability and code compliance, will serve to modernize and improve operations efficiency, flexibility, capacity, and security.

- **High Tower - Port Operations Control Center**

The High Tower building, located adjacent to the CFS will function as the Port Operation Control Center for the upgraded terminal. All vessel and yard activities will be planned and controlled from the High Tower.

Raw Cost: \$105,735.00

- **Existing Gate Administration Building**

The existing Gate Administration Building is not fit for the future and does not meet the requirements of the new Terminal Operating System and Gate Operating System. The building will require refurbishment. The current office configuration is not suited to be equipped with new desks and new IT equipment and consequently will require removal of existing furnishings, and installation of new workstations.

The Gate Administration building will house Port Police, Customs, Port Finance, and other personnel required to ensure that Port security, customs checks, cargo related documentation, and related shipping services are monitored and implemented efficiently. This building must be refurbished to accommodate several work stations, an area with a self-service desk for truck drivers to use, and a counter for resolving discrepancies that arise when delivering or picking up cargo. In addition, this building will serve as the backup processing center and camera monitoring station for trucks that arrive at the container truck gate that may have document discrepancies.

Raw Cost: \$1,380,845.00

- **Site Mechanical**

Approximately ten flush-mount fire hydrants and four new Oil/Water Separators are anticipated to replace existing components per the 2010 Preliminary Design.

Existing and new fire hydrants placements shall be coordinated to assure coverage at nominal intervals of 250 to 300 feet (76 to 94 meters) for container yard, break bulk and gate-controlled areas. Fire hydrants play an essential role in fire protection at commercial and industrial facilities. In most cases, manual firefighting actions are relied upon to fully control and extinguish fires, even when automatic fire-suppression systems are provided. Catch basins shall be provided with sumps and hoods to settle solids and prevent trash and oil and grease from traveling off-site. The catch basins shall not be connected with the storm sewer system until the end of construction.

Raw Cost: \$972,876.00

Total Upgrades and Improvements Raw Cost: \$2,459,456.00

**Total Existing Container Yard Improvements Raw Cost: \$4,199,657.00**