



Public Affairs Office

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Largest-ever dredging contract awarded for Wilmington Harbor Project

WILMINGTON, North Carolina—The Wilmington District, U.S. Army Corps of Engineers, awarded a record-breaking contract this afternoon for dredging a major section of the Wilmington Harbor Deepening Project. The award, for \$91,272,300, went to Great Lakes Dredge and Dock Company, based in Oak Brook, Illinois.

“This is the largest contract our District has ever awarded in its 125-year history,” said District Commander Colonel James W. DeLony. “I am proud of the meticulous, superbly conducted source selection process our folks carried out. They observed all the right practices to the letter, and the result is a contract that offers the very best value to our project sponsor, the State of North Carolina, and the federal government.”

The contracted work is for continued deepening and widening in the Cape Fear River Navigation Channel. The work entails dredging and removal of about 11.5 million cubic yards of material, of which about 500,000 cubic yards is expected to be rock or other very hard material.

The precise area of the work to be done extends from Station 39+70 in the Anchorage Basin to Station 60+00 Lower Brunswick Channel, and from Station 55+00 Keg Island Channel through Reaves Point Channel.

“We expect the work to begin this summer. We estimate that this contract will bring deep water to the State Port of Wilmington in late 2003, and we expect final completion of the contracted work by mid-2004,” said Sharon Haggett, Project Manager for the deepening project.

“As gateways to the global market place for our State’s importers and exporters, North Carolina’s Ports annually generate statewide thousands of jobs and millions of dollars in tax revenues,” said Erik Stromberg, Executive Director of the North Carolina State Ports Authority, “and in the Wilmington area alone, this translates to over 6,500 jobs and more than \$23 million in tax revenues.”

“The Wilmington Harbor Deepening project is critical to the future success of the Port of Wilmington and will provide payoffs for North Carolina in additional jobs and tax revenues -- not to mention a sharper competitive edge in the global marketplace for the State’s business and industry,” he added.

Construction on the Wilmington Harbor Project began in March 2000, and to date, three contracts have been completed. Two realigned the Ocean Bar Channel. The third, which included

removal of rock and hard material in the Keg Island-Big Island area of the river, was successfully completed five months ahead of schedule.

A fourth contract, referred to as "Ocean Bar II" scheduled for late summer completion, has included the placement of sand on Bald Head Island, Caswell Beach, Oak Island, and Holden Beach.

"We realize that many factors enter into keeping a project this big and this complex on schedule, including weather, state and Congressional funding, and contractor performance," Haggett said. "So far, we, our legislative delegation, our sponsors, and our contractors, have done a tremendous job keeping this vital project right on target. We know that effort will continue."