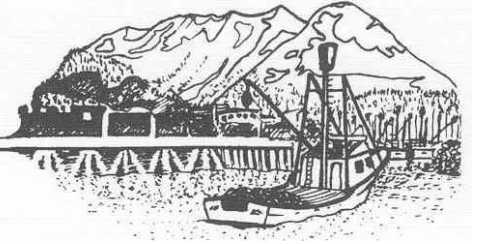


CITY OF CORDOVA



Chairman:

Andy Craig

Commissioners:

Mike Babic

Max Wiese

Ken Jones

Christa Hoover

Dave Glasen

Tommy Sheridan

Harbormaster:

Tony Schinella

Admin Assistant:

Brandy Griffith

HARBOR COMMISSION SPECIAL MEETING

JANUARY 4, 2023 @ 6:00 PM

COUNCIL ROOM A&B

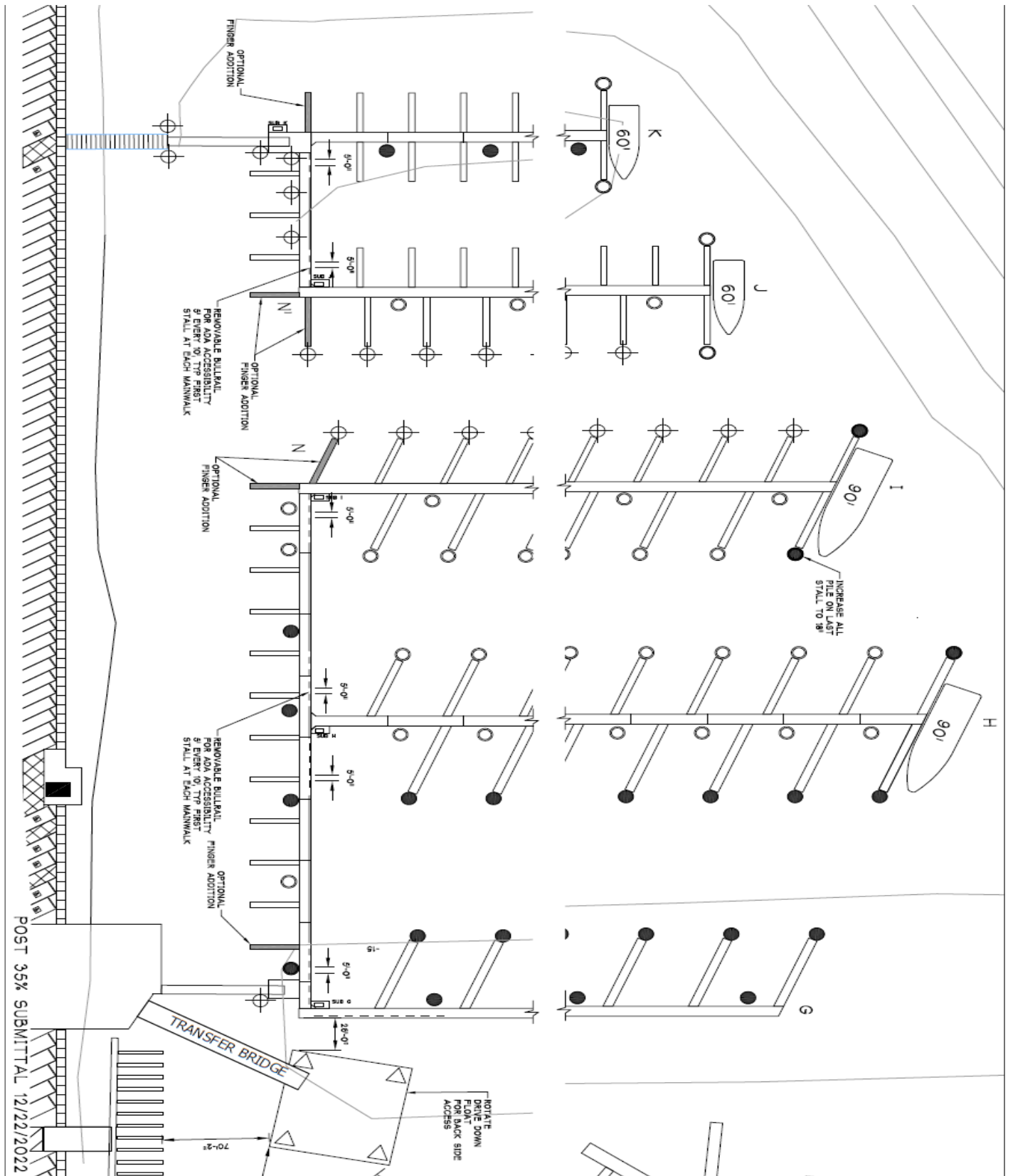
AGENDA

CALL TO ORDER

ROLL CALL

Andy Craig, Max Wiese, Ken Jones, Mike Babic, Christa Hoover

- 1. APPROVAL OF SPECIAL AGENDA..... (Voice vote) Page 1**
- 2. APPROVAL OF MINUTES.....None**
 - A.**
- 3. COMMUNICATIONS BY VISITORS**
 - A. Audience comments regarding agenda items (3 minutes per speaker)**
- 4. HARBORMASTER REPORT..... None**
- 5. NEW BUSINESS**
 - A. Review of requested changes to 35% Drawings for South Harbor Rebuild.....Page 2-4**
 - B. Harbor Commission questions with responses from Turnagain Marine.....Page 5-6**
- 6. MISCELLANEOUS BUSINESS**
 - A.**
- 7. AUDIENCE PARTICIPATION**
- 8. COMMISSION COMMENTS & NEXT MEETING AGENDA ITEMS**
- 9. ADJOURNMENT.....(Voice vote)**



POST 35% SUBMITTAL 12/22/2022

SHEET NUMBER	G3A
HARBOR LAYOUT ALTERNATIVES	
ISSUE DATE	12/9/2022

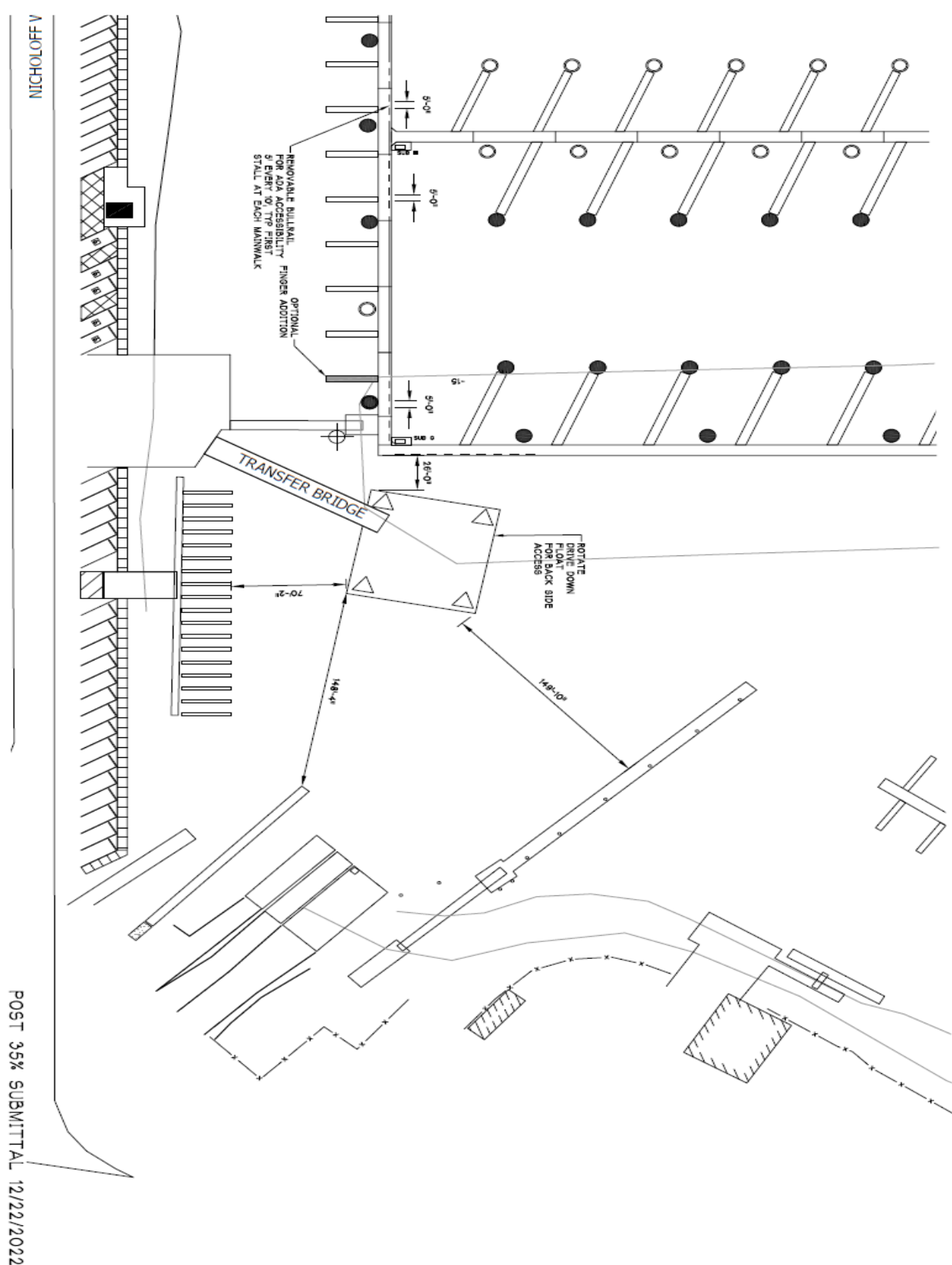
South Harbor Rebuild
City of Cordova
 ALASKA



AJD
 ENGINEERING



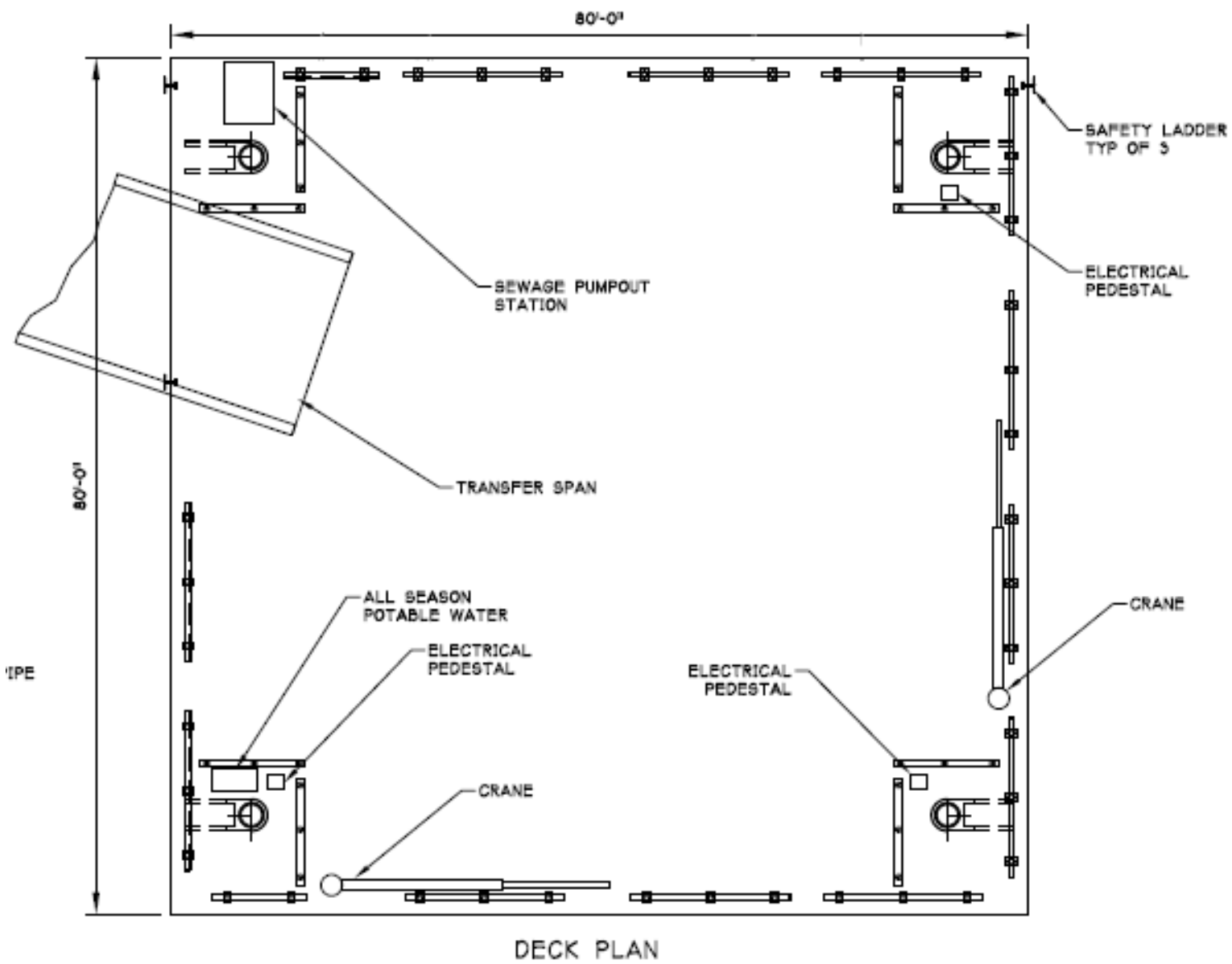
Turnagain
 Marine Construction



NICHOLOFF

POST 35% SUBMITTAL 12/22/2022

<p>SHEET NUMBER: NO. G3B</p>	<p>SHEET TITLE: DRIVE DOWN FLOAT ALTERNATE LOCATION</p>	<p>ISSUE DATE: 12/9/2022</p>	<p>South Harbor Rebuild City of Cordova ALASKA</p>		<p>AJD ENGINEERING</p>	<p>Turnagain Marine Construction</p>
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Harbor Commission questions and answers

- What are the options for the DDF, move or reorient?
 - See attached drawing for possible alternate positioning of the DDF. This layout does not require any changes to the transfer span.
 - Move DDF transformers/hose bibs/services to maximize workspace? Move them next to the piles to keep them out of the way and protect them?
 - Shorepower pedestals were in fact intended to be placed within the timber curbs surrounding the pile, for protection. The potable water service will also be placed similarly.
- Queuing Approach: Can we adjust the size to save money (does it save any money) considering drive down ramp costs and possibility of moving DDF?
 - Reducing the size of the fixed dock queuing approach area is possible, but would require a few changes that may not be advantageous to the project:
 - 1. Shrink queuing area and leave DDF in proposed location would require a longer transfer span in the 140-160' length range. This additional length will offset the savings of reducing fixed dock area. Additionally, it would require the 6'X80' gangway to N-Float to be lengthened. The cost to lengthen this gangway would be substantial and furthermore offset the savings of the reduced fixed dock area.
 - 2. Shrink queuing area and move DDF towards shore. This would likely require dredging to occur underneath the DDF to allow for use by desired vessels. This dredging would outweigh the savings of the reduced fixed dock and potentially produce contaminated dredge spoils. Additionally, as with case 1 above, the gangway would require lengthening at an additional cost.
- Can we install 30a/50a power and water on the queuing ramp and other location in the uplands for a food truck or other services? Apparently, this was discussed in earlier versions and the Cordova Comprehensive Plan.
 - Both possible to add, but at an additional cost. Provide layout of power/water locations and pricing will be provided after consultation with electrical/mechanical subcontractors.
- Tidal Grid and Trestle appear to be disconnected in drawings; can we attach at the east end of the catwalk?
 - This will be corrected; catwalk will be connected to Q-ramp.
- What is the power phase on the docks, three phase?
 - 3 Phase 480V to Substations, then transform on floats to 208V 3 Phase. Details of 110V power forthcoming. Services will match what is currently in existence.
- Can we add additional floats on K, J, I float? Obvious cost increase; is it possible and cost?
 - Based on current budget environment this request is seen as cost prohibitive.
 - The attached drawing shows the addition of the five finger floats requested, as well as a possibility for two more to the north of GHI gangway landing.
 - Contractor will prepare docks/floats for future installation of additional floats.
 - Cost impact:
 - Furnish/Install each additional 4'X40' Finger w/Pile = \$45,000.00
 - Furnish/Install each additional 4'X32' Finger w/Pile = \$32,500.00

- Piling placement up/down wind from current locations to support heavy north wind forces? Is this reasonable, do we gain any strength/durability?
 - The guide pile layout was optimized for float geometry, and movement of pile to the south face of the main walks would result in addition of a number of piles.
 - All pile hoops are secured to the float using transverse through-rods that effectively transfer lateral load from the pile hoop to the opposing side of the float. While it is certainly true that locating a guide pile where it would impose a compression load on the pile hoop and float is most ideal, the connection of the pile hoops has been fully analyzed for structural soundness and the configuration provides the City the best value.
- Can we/should we upsize the piles on the “T” of H, I, J & K to support larger vessels mooring on the T’s or possibly add a pile?
 - The attached drawing shows pile up sized to accommodate larger vessels on the end T’s, up to a maximum vessel length of 90’.
 - We have worked with contractor and will upsize pile on H, I & J floats.
 - Cost Impact:

Changes required for Float Upgrades

- Upsized pile hoop weldments on H/I and the 40’ finger on J;
- Addition of pile hoops to the 32’ fingers on J/K;
- Addition of bullrail to the 32’ fingers on J/K;
- Upsized bullrail mounting hardware;

Float/Pile Upgrade Costs

- K-Float – Float Upgrade & Add/Install 2ea. 16”X.500” pile = \$28,735.00
- J-Float – Float Upgrade & Add/Install 1ea. 16”X.500” and Upgrade 1ea. 16”X.375” to 16”X.500” = \$20,050.00
- I-Float – Upgrade 1ea. 16”X.375” to 18”, Upgrade 1ea. 16”X.500” to 18” = \$8,725.00
- H-Float – Upgrade 1ea. 16”X.500” to 18” = \$6,000.00

- Will the gangways be covered? We are unsure, not a critical need and may open funds for other projects.
 - Gangways will not be covered, associated cost savings allow upsized piles on H, I & J floats.
- What is the exact ADA vehicle parking requirements and spacing, can we place them at the head of the gangways and near the launch ramp?
 - TMC will work with the City of Cordova to locate ADA vehicle parking spots at their discretion within the parking area provided in the 35% design submission.
 - We have sufficient space and regulatory latitude to insert ADA parking stalls wherever we feel they are best utilized, e.g., launch ramp and gangways.
- ADA moorings, how many and where, also what needs to be built into the slips to make them ADA compliant, have we identified these spaces?
 - See attached for proposed ADA slip accommodations.
 - ADA slips will be available for each mooring size and have easily removable bull-rails.

XXX