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Alaska State Legislature

House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

HOUSE TRANSPORTATION COMMITTEE LETTER OF INTENT

TO ACCOMPANY HB 628

"An Act making a special appropriation to the Department of Transportation and Public Facilities for the construction of dock and warehouse facilities in Yakutat; and providing for an effective date."

The House Transportation Committee has had HB 628 under consideration.

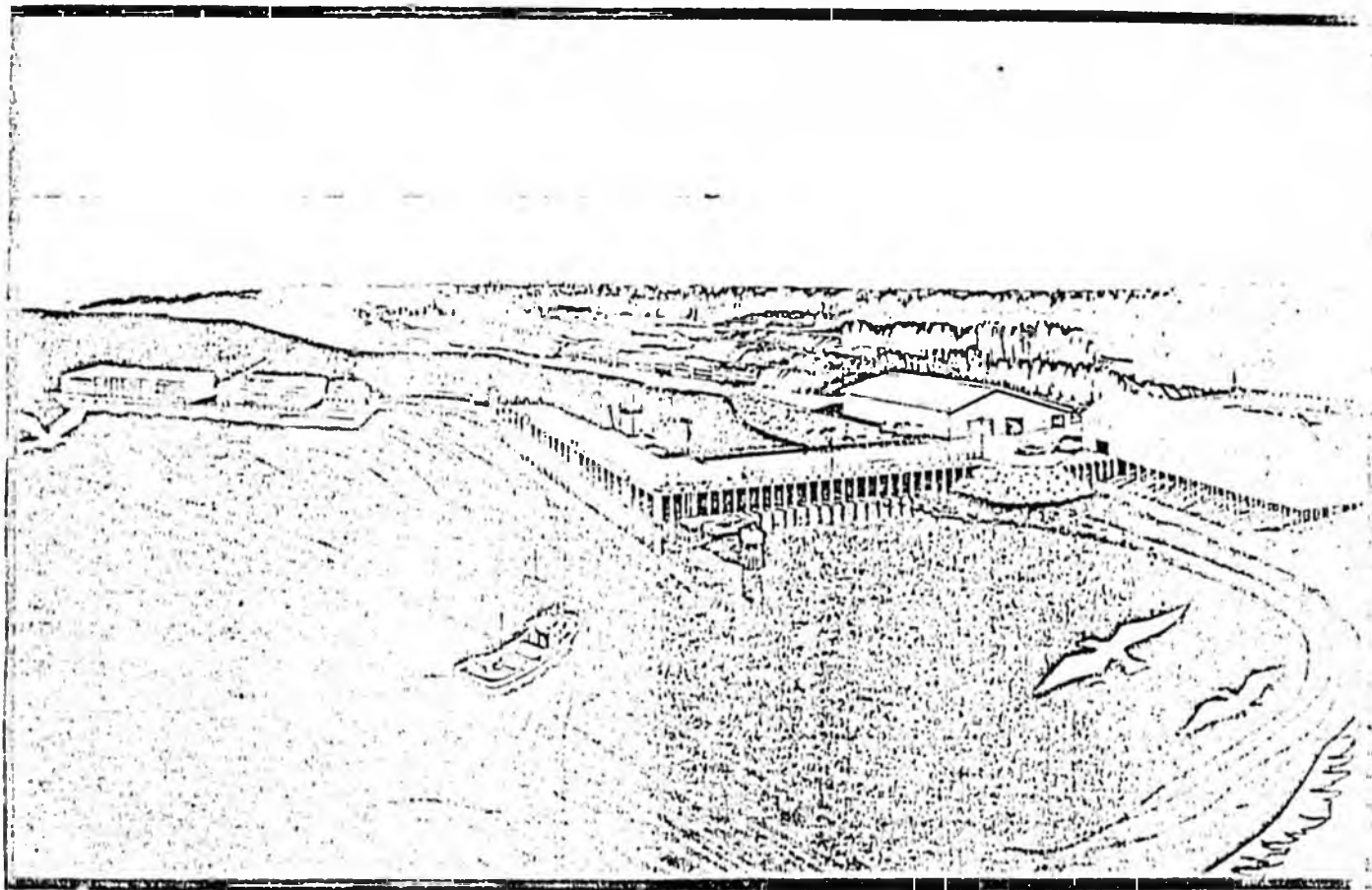
The total project cost under this special appropriation is \$4,800,000 in General Fund dollars. The committee is aware that \$2,000,000 is allocated in the Governors Capital Budget.

It is the intent of the House Transportation Committee that if \$2,000,000 remains in the Capital Budget that this special appropriation be reduced to \$2,800,000. Therefore the amount in Section 1, Line 11, would need to be reduced and the total amount from Capital Budget and Special appropriation should not exceed \$4,800,000.

**RECONSTRUCTION of the OCEAN CAPE DOCK and
WAREHOUSE located on MONTI BAY in YAKUTAT**

Presented to the **ALASKA STATE LEGISLATURE**

by the **CITY of YAKUTAT**



February 1981

A PROPOSAL FOR THE RECONSTRUCTION
OF THE OCEAN CAPE DOCK AND WAREHOUSE
LOCATED ON MONTI BAY IN YAKUTAT

Presented to
THE ALASKA STATE LEGISLATURE
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PREFACE

This proposal is submitted as a revision to the January 1980 proposal to the Legislature for the reconstruction of the Ocean Cape Dock and Warehouse Facilities on Monti Bay in Yakutat. These facilities will serve to upgrade local cargo handling operations to meet immediate requirements and also provide a core facility which can be easily expanded to meet future requirements resulting from fisheries growth and/or offshore oil development and production.

The total budget requested in the January 1980 proposal was \$4.85 million; Yakutat was allocated \$4 million, \$1 million of which was an advance from HB 60, and \$3 million of which came from the 1980 State bond allocations for port projects. Since the January 1980 proposal was submitted, the City of Yakutat has completed the Ocean Cape Site Development Feasibility Study in May 1980 and preliminary and final design of a warehouse and dock facility at the Ocean Cape site in February 1981.

Primarily because of inflation and additional considerations that are required as a result of the geotechnical investigations conducted during design, the revised total project cost is \$8.2 million. The first portion of the project is scheduled for construction start in May 1981; the remaining portion of this project is anticipated to be completed in 1982 after the additional funding has been secured.

The total request for additional funding is \$4,217,500.

*2.4 million

OCEAN CAPE DOCK AND WAREHOUSE FACILITY

YAKUTAT

ALASKA

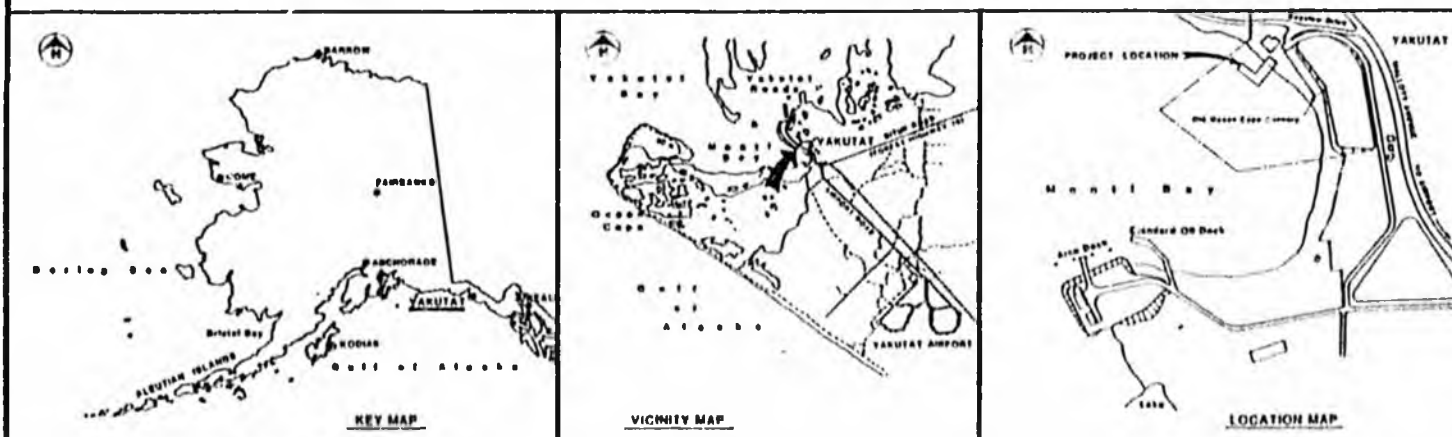
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OCEAN CAPE DOCK AND WAREHOUSE FACILITY

CITY OF YAKUTAT

YAKUTAT

ALASKA

SHEET	
OF	
DATE	02/01/00
BY	01/01/00
NO.	01/01/00

PRIMARY



EXISTING FACILITIES

The Ocean Cape dock and fish processing plant was purchased during 1977 by the City of Yakutat from the Atlantic Richfield Company and the Shell Oil Company. The plant was originally built in 1906 as a salmon cannery. The owners of recent record, The Bellingham Canning Company, the Marine Seafoods Packing Company, and Ocean Cape Seafoods, Inc., allowed the dock and many of the buildings to fall into disrepair. Although the oil companies removed the most dilapidated structures and graded for storage, little work was done on the dock. Thus, despite the fact that this is the principal public general cargo wharf in the community, little effort was expended to ensure its future usability.

An examination of the dock in 1978 by structural engineering consultants to the City revealed extreme damage to the piling by marine borers and general deterioration of the pile caps and decking in most of the dock area. Some areas of the dock are unsafe and in danger of total collapse. Similar reports have been made to the Alaska District, U.S. Army Corps of Engineers, in an economic and transportation study prepared in May 1979, as well as others. The old cannery warehouses are also unsafe and should be demolished. The only structure with any remaining life expectancy is the cannery building which houses the present fish processing operation. The support system for this structure was completely rebuilt 21 years ago using untreated timbers. This support system requires immediate repairs and has a remaining life expectancy of no more than four years.

During fiscal year 1979 the City of Yakutat undertook a \$60,000 project to make some repairs to the dock. Although these repairs provided for an interim marginal use of the dock, this facility that provides for general cargo handling and fish processing for the community and could in the future serve the Marine Highway System is unsafe and needs to be demolished and totally rebuilt. The existing dock is so badly deteriorated that partial repair and partial replacement of selected piling is neither practical nor economical. On this basis, the City of Yakutat authorized design of a new dock and warehouse facility at the Ocean Cape site in July 1980.



ASSESSMENT OF NEEDS

Fisheries growth and resultant cargo and product flow across the Ocean Cape dock is expected to increase dramatically in the near future. The Harbor Use Plan prepared for the City of Yakutat as a part of the Yakutat Coastal Zone Management Program yielded information that indicated that the Ocean Cape dock occupies the best siting on Monti Bay for a general cargo facility and, additionally, should be integrated with the satisfaction of the demands of the local fisheries industries as much as possible. The City is progressing with contractual agreements for leasing the Yakutat cold storage facility that is located farther north on Monti Bay to a private operator; the lease arrangement calls for principal reliance on the new Ocean Cape dock, warehouse, and staging area to serve the cold storage plant.

The May 1980 Ocean Cape Site Development Feasibility Study reports that the fishery resource of the Yakutat area is capable of supporting a processing volume of 14 million pounds per year within the next five years. This volume could either be processed in a plant at the Ocean Cape site alone or divided and processed in plants at both the Ocean Cape site and old cold storage site.

There are opportunities for transshipping frozen products at the Ocean Cape site and sufficient mutually beneficial joint operations to make the rebuilding of the plant at the old cold storage site and the construction of a future cold storage and specialty plant at the Ocean Cape site most desirable.

The proven salmon, crab, and halibut resources could be harvested more intensively by Yakutat-based fishermen if a modern, well-equipped processing facility were available. Local fishermen have the ability to enter the black cod fishery and, to a limited degree, the bottom fishery; and, while bottom-fish will probably not be harvested by the existing local fleet, jobs will be created in the processing plant.

The feasibility analysis indicated that a fish processing plant capable of processing bottomfish, black cod, and halibut, as well as crab and salmon, is a beneficial usage of property at the Ocean Cape site. It further recommended that final design of the site should include a fish processing plant building. It is anticipated that this future processing plant will be developed by private enterprise.

The scenario for oil and gas development and production is quite similar. A March 1979 report advised that the tonnage expected at Yakutat will be significantly greater during active exploration work and, further, that it is important that funding be secured to perform the necessary improvements by the time exploration activities commence. In addition to growth in the fisheries and oil-related fields, the secondary and tertiary cargo demands will also multiply.

The existing dock cannot be expected to last another four years before it will collapse. A four- to eight-fold increase in flow across the existing dock will shorten that lifespan to one to two years. Closing of the Ocean Cape dock by 1982 seems unavoidable unless a replacement can be financed immediately. Increased barge service to the community is currently envisioned, but is subject to replacement of the existing facility within the next 12 to 18 months.

Action by the 1981 legislative session is needed to provide the additional funds if Yakutat is to secure its existing economic stability, let alone meet the demands of growth that it will be experiencing during the 1980's.

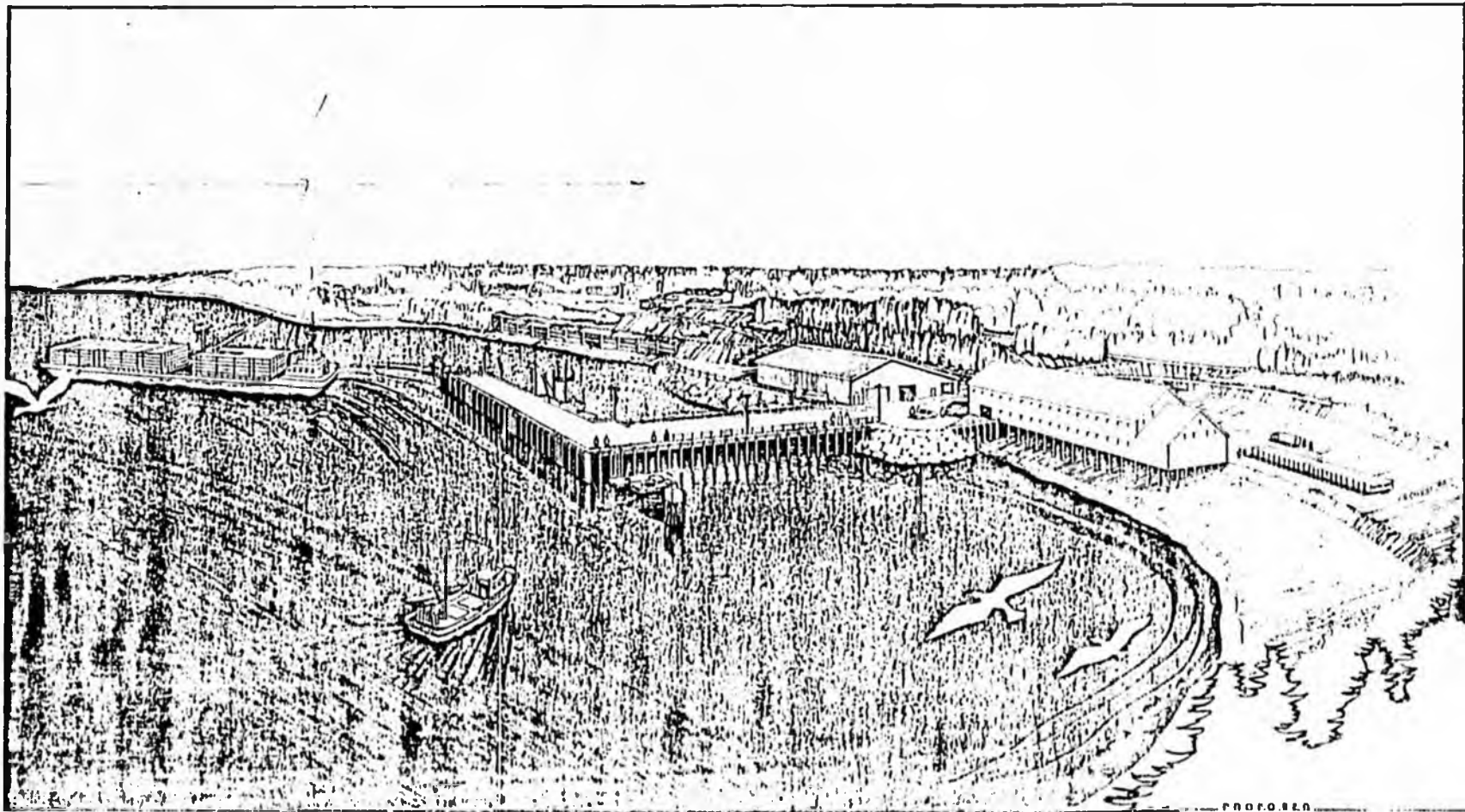


PROPOSED FACILITIES

The City of Yakutat will complete the design of a new warehouse, dock, staging area, and road access by the end of February 1981. This effort will produce a set of contract documents for the staged development of the Ocean Cape site excluding a new fish processing plant.

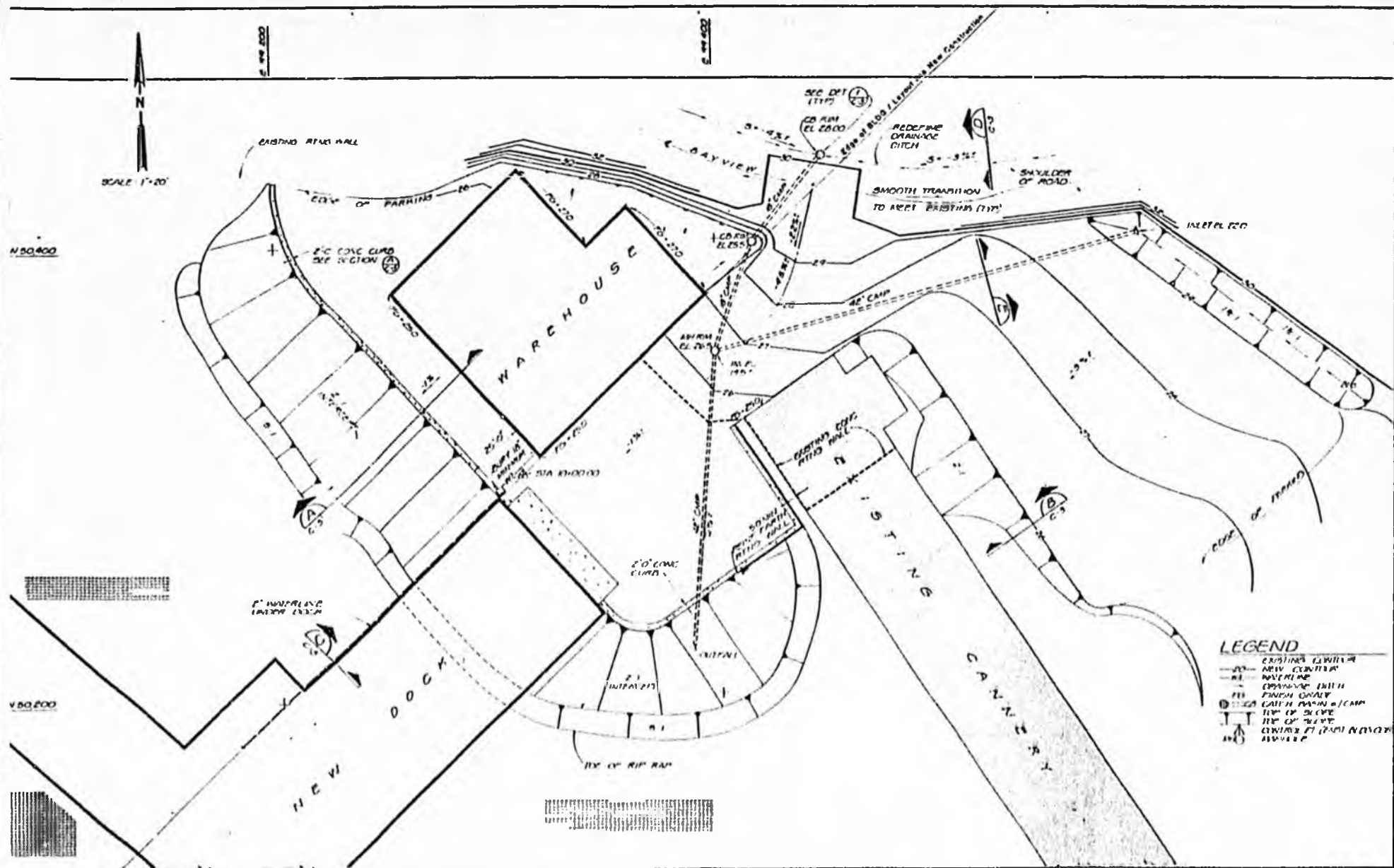
The existing wood structure will be replaced with a single-berth crane-equipped structure of steel piles supporting a deck of pre-cast, pre-stressed concrete augmented with mooring dolphins and a system of energy-absorbing fenders. The existing dock has a 207-foot face with water depths of 18 feet alongside. Given the projected use of the facility and the size of floating craft associated with these uses, the pier has been extended an additional 20 feet to achieve water depths at the face of 36 feet. The face has been extended an additional 23 feet to a total length of 230 feet.

Construction during 1981 will consist of demolition of the existing buildings, with the exception of the cannery, placement of fill and riprap for a pad for the new warehouse, construction of a new warehouse on this pad, and preparation of a staging area behind the Ocean Cape cannery. Additionally, with the remainder of the \$4 million that have not already been allocated, the City will prepurchase the necessary materials for dock construction in 1982. These materials will consist of piling for the dock and dolphins and fender system, timber, fenders, deck panels and miscellaneous bolts, chains, and accessories. Construction of the dock is scheduled for completion in 1982, provided sufficient funding is made available to the City by the end of the 1981 legislative session.



PROPOSED

YAKUTAT OCEAN CAPE
DOCK FACILITY
YAKUTAT ALASKA



SCALE 1"=20'

N

N 50 000

V 50 000

LEGEND

- EXISTING CENTERLINE
- - - NEW CENTERLINE
- - - DRAINAGE
- EXISTING DRAIN
- PROPOSED DRAIN
- EXISTING ROAD
- NEW ROAD
- EXISTING CURB
- NEW CURB
- EXISTING SIDEWALK
- NEW SIDEWALK

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OCEAN CAPE DOCK AND WAREHOUSE FACILITY

CITY OF YAKUTAT
YAKUTAT ALASKA

SITE GRADING AND LAYOUT PLAN

SHEET 02

DATE REVISION

BY: [Signature]

PHYSICIAN



FUNDING

The Ocean Cape development project is envisioned as a multi-phased program as follows:

Phase 1: Site Feasibility Study

Phase 2: Preliminary and Final Design of the entire project

Phase 3: Construction of dock, warehouse, open storage, staging area, and road access

Phase 4: Site modifications to processing facility to permit renovation or reconstruction of a modernized plant

Phase 5: Renovation or reconstruction of processing plant utilizing private industry investment.

Phase 1 was completed in May 1980. Phase 2 will be completed by the end in February 1981. Phase 3 was proposed for funding by the State of Alaska during the 1980 session of the legislature. Because of rising costs due to inflation and additional considerations made necessary because of the geotechnical investigation, the funds that were requested in January 1980 will not be sufficient to complete the project. Therefore, the remaining unfunded portion of Phase 3 (\$4.2 million) is proposed for funding by the State of Alaska during the 1981 session.

With favorable action by the legislature on this proposal construction of the dock could be advertised for bids in summer or early fall of 1981 with construction started in late 1981 or early 1982 and be scheduled for completion in 1982.

Phases 4 and 5 have been favorably reviewed by the Farmers Home Administration; it is anticipated that Phase 5 will attract private industry investment. Such an approach ensures the community and other area processors that fisheries expansion is directly tied to the fisheries economy and the development of new processing facilities will be directly tied to the industry's estimates that the market in general will support such an expansion. This final phase is projected for FY 1982 and 1983.

The cost estimates in the January 1980 proposal were based on assumptions that were made before any geotechnical investigations had started and before the Ocean Cape site development feasibility study was completed. Some of the major differences between the January 1980 proposal and the February 1981 proposal include the additional staging area fill pad, riprap, approximately 60 additional vertical 16-inch piles at 60 feet average depth instead of 12-inch piles at 55 feet average depth, and deck topping. Because of unstable site conditions during the design

seismic event, additional batter piles were required, increasing the cost of the project substantially. With the exception of approximately 12 percent increase in construction costs in 1981 instead of start of construction in 1980, the primary source of the cost increase is the additional support structure that is required because of the geotechnical investigations.

Costs incurred or committed to date and anticipated construction costs for the 1981 portion of the project are summarized in the following table:

<u>Task</u>	<u>Cost</u>
<u>Engineering Services</u>	
Topographic/bathymetric surveys	\$ 15,000
Geotechnical services	55,000
Preliminary and final design services, contract document preparation, cost estimates, services during bid adver- tisement	330,292
On-site inspection and services during construction	<u>164,008</u>
Subtotal	\$ 564,300
<u>1981 Construction</u>	
Demolition of existing buildings	\$135,000
Temporary railing	2,000
Earthwork and rip-rap	380,000
Warehouse (9,200 sq. ft.)	700,000
Piling (first bent)	96,000
Mobilization	<u>110,400</u>
Subtotal	\$1,423,400
<u>Materials Prepurchase</u>	
Pipe piling for dock and dolphins with corrosion protection (23,247 LF)	\$1,026,000
Fender piles (7,093 LF)	86,000
Treated timber (21,444 FBM)	22,500
Bolts, chains, and accessories	13,000
Rubber fenders	40,500
Deck Panels	<u>458,000</u>
Subtotal	\$1,646,000
Plus contingency (10%)	<u>164,600</u>
Materials Prepurchase Subtotal	<u>1,810,600</u>
Total Project Costs Through 1981	<u><u>\$ 3,798,300</u></u>

The remaining costs for construction anticipated in 1982 are summarized as follows:

<u>Task</u>	<u>Cost</u>
<u>Engineering Services</u>	
On-site inspection and services during construction	\$ 164,100
Subtotal	\$ 164,100
<u>1982 Construction</u>	
Pile driving	1,649,000
Pile caps	476,000
Girders and facings	313,000
Deck topping	127,100
Deck fittings	62,000
Mooring float	5,500
Dolphin installation (2)	165,000
Load testing	200,000
Cathodic protection	88,000
Mobilization	166,000
25-Ton forklift	88,500
65-Ton crane	360,000
Contingency and inflation (15%)	<u>555,000</u>
Construction Subtotal	<u>4,255,100</u>
Total 1982 Project Costs	<u><u>\$4,419,200</u></u>