

Council Cautious On Damaged Dock

ANCHORAGE, ALASKA, WEDNESDAY, APRIL 12, 1967

Dock Consultant Says New Extension Is Beyond Repair

12 Anchorage Daily Times
Wednesday, April 26, 1967

Dock Issue Unresolved

City Councilmen decided not to call in any more engineering help for the ice-damaged addition to the city dock Tuesday night, but they were careful not to scare away any legal opportunities the city might have for recovering possible losses.

Mayor Elmer Rasmuson, with the council in agreement, suggested additional meetings be held between city officials, the contractor and his insurance carrier and representatives of Lounsbury, Sleavin and Kelly, the engineering firm that designed the dock.

Hopefully, the meetings will result in some concrete suggestions as to what the city should do next. Al Swalling, general contractor for the job, indicated his representatives could be on hand for the first meeting Thursday.

Swalling has indicated that it will cost the city about \$2,000 a day in standby expense if his firm gets ready to go back to work and is forbidden to do so by the city because of the damaged dock. He indicated, however, his firm is willing to cooperate in an effort to solve the problem.

Approximately \$3.8 million has been allocated for the project and so far about \$1.5 million has been spent on the 140 feet that was finished before last year's construction season ended. Some of the money is also tied up in equipment and piles on hand but not used.

Orville Kofoid, representing Swan - Wooster Engineers of Portland, Ore., hired by the city for an independent appraisal of the damaged dock, indicated he does not agree with LSK as to the method for repairing the present structure.

Rather than repairing the dock in place, Kofoid said he would favor removing the deck and reconstructing the portion that has been damaged. LSK favors leaving the prestressed deck panels in place, drilling through them and replacing the damaged or missing piles. The contractor could make the final decision, however.

Kofoid said his firm agrees with LSK's redesign for the remainder of the dock. The redesign will cost an estimated \$241,950 including \$20,000 for temporary repairs to the damaged 140-foot structure.

Basically, LSK's plan is to bridge the present structure with temporary repairs in order to get on with construction of the remainder of the dock. When it is completed, the contractor could then go back and repair or reconstruct the damaged portion.

Councilwoman Wilda Hudson questioned the wisdom of continuing with plans for the rest of the dock until problems with the existing structure are cleared up.

The Port Commission recommended that LSK's redesign ideas be approved, but the members were careful to include the possibility of future damage suits against the engineering firm or the contractor.

Councilmen were careful not to accept any redesign ideas because of the city attorney's advice that such acceptance might jeopardize the city's legal position if it decides to sue the engineering firm for damages.

Mayor Elmer Rasmuson was adamant, though, that the dock will not be accepted until the city is assured that it is repaired satisfactorily and completed according to whatever specifications may be drawn up.

"I don't think the city is going to accept a dock that evidence has shown will not stand up during a winter," he said. All councilmen were in agreement.

Councilman Joe Yesenski, who first complained about the dock last fall, expressed concern that any design featuring concrete piles might not be feasible for Cook Inlet waters.

complaint that a number of them appeared to be set on an angle, and that some were not in line with the others. He objected on esthetic grounds and questioned the structural integrity of the misaligned piles.

The engineers concede there were some problems of placing the piles but said they were not serious.

City Hears Grim Report On Damage

The partially completed \$3 million north extension to the city dock is ice-damaged beyond repair, according to a Portland, Ore., consulting engineer hired by the city to appraise the problem.

IN A REPORT presented to the city council at their regular meeting last night, Orville Kofoid, of Swan, Wooster Engineering, Inc., said:

"From overall consideration, the dock is damaged beyond repair."

The report is in sharp contrast to one made by the design engineers, published yesterday and also presented to the council last night, which describes the existing structure as repairable.

The council asked the two engineering firms to review their reports to attempt to narrow the areas of difference.

Meanwhile, the city attorney was asked to study the matter in an attempt to determine liability.

KOFOID SAID six of eight poured-concrete beams spanning piling bents are damaged beyond repair as are at least 80 per cent of the weight-bearing piling. These and all decking would have to be removed with dubious salvage value to any of the material.

The report of the designers at the dock, Lounsbury, Sleavin and Kelly (LSK), on the other hand, said the beams, or caps, can be repaired and new piling inserted without removing any of the existing structure other than steel brace piling beneath the deck.

According to Kofoid, the two apparently undamaged caps would have to be at least partially removed to meet design revision requirements.

THE ENGINEERS were in partial agreement on the required re-design of the structure to prevent future damage.

Both agreed existing material, almost all of which has been prepared for the entire project, be used insofar as possible, and they agreed that all brace piling would have to be installed on the landward side instead of under the wharf decking.

But Kofoid said it would be necessary to re-design pile caps, splice in concrete piling and devise a method to prevent sagging of the steel brace piling under ice loads. In addition, he said, some steel piling would be required to supplement concrete piling beneath the wharf in the area of greatest ice damage danger.

His report expressed reservation as to whether the dock support structure will ever be completely safe from ice damage caused by drifting floes.

WHILE SUCH damage should be minor, he said, it must be a calculated risk with the use of concrete piling in this location.

Because of the importance of using the material and getting the job finished, the advantages would offset the risk, he concluded.

Harvey Pittelko, of Lounsbury, Sleavin and Kelly, in his report said the re-design work has not been completed but indicated less modification would be required.

NEITHER REPORT made any estimate of total loss from the damage or gave any indication of who would be financially responsible. Thus far, \$1,557,733 has been paid out on the \$3 million project but much of that is for delivered materials as yet unused on the structure. Less than one-third of it has been erected.

Among the legal problems posed, in addition to that of financial responsibility, are such things as insurance questions and liability for future damage should re-design fail to solve the problem.

City Manager Ben Marsh reviewed the situation of conflicting engineering reports and presented three alternatives to

Council Declines To Support Firm In Dock Damage

The Anchorage City Council last night refused a written request by Lounsbury, Sleavin and Kelly for a vote of confidence regarding the damaged addition to the city dock and the administration raised some question on the progress of re-design engineering.

L-S-K, in a letter to the city, reported re-design plans will be submitted to the council on May 3 if possible and called upon the city for "its full support."

In the letter, L-S-K declared "this firm considers itself

to have no responsibility for the damage which occurred" in regard to the ice damage to the unfinished pier project.

Commenting on the dock situation, acting City Manager Terry Novak reported to the council that he had received a telephone call from Orville Kofoid in Portland, Ore., on Monday that indicated some confusion over L-S-K re-design plans.

KOFOID — an engineer for Swan-Wooster Inc., an added consultant hired by the city — told him that conversation

with Harvey Pittelko of L-S-K in Seattle led him to think work on the re-design had been interrupted, Novak said.

David Fritz, a local representative of L-S-K, denied that

(See related City Council Story, Page 2)

work had halted but requested formal council authorization to proceed.

After council discussion of the matter, Councilman George Sullivan moved that the city hire as consultants the firm that designed the original dock, Tippetts, Abbott, McCarthy and Stratton.

COUNCILMAN Joe Josephson said he opposed the plan because it would be premature. First, he said, they must get the re-design of the original engineer to protect the city's legal position, in any possible future claims.

After some debate the motion was defeated but two of the council members voting "no" indicated they were not opposing the principle, just the timing.

In other action the council unanimously rejected a request by Virgil O. McVicker and others for a license to operate a cocktail bar in the Lane Hotel which is now being rebuilt after a disastrous fire last year in which 14 persons died.

THE REQUEST was rejected with almost no debate.

The council did approve a transfer of the Leo's Supper Club liquor license for West Hillcrest Drive to Green Dragon, Inc., at 1704 Gambell St. The club was formerly the Penguin Club. Its license was revoked by the Alcoholic Beverage Control Board because of financial liens imposed against it.

Also granted by the council was a variance to the city building code in connection with the construction of a 26-unit apartment building in Mountain View. The variance is to the setbacks front and rear.

Anchorage Daily News, Saturday, April 29, 1967

Corps Takes Soundings In Dredged Area

The Corps of Engineers is presently taking soundings along an area of the waterfront dredged last year for construction of the north extension to the city dock.

The soundings are to check complaints of building contractor Al Swalling that mud has sloughed back into the area causing shoals that will hamper barge work.

A spokesman for the port said it is expected that some report on the results of the sounding work will be available by the first part of the coming week.

Work on the project was not resumed this spring pending a decision on redesigning or reworking the planned dock after the portion completed last year suffered extensive ice damage during spring breakup.

Dock Delay 'Unfounded'

David Fritz, of the engineering firm of Lounsbury, Sleavin and Kelly, said yesterday that redesign work on the Anchorage City Dock north extension is definitely continuing and a report on the work will be made to the City Council next Tuesday night.

FRITZ SAID he talked by telephone with Harvey Pittelko in Seattle and Pittelko said there apparently had been some misunderstanding in the course of a telephone conversation with the representative of another consulting firm retained by the city.

City officials reported Tuesday night that Orville Kofoid, an engineer for the second firm of Swan and Wooster, Inc., had said he did not think the work was moving ahead — following a telephone talk with Pittelko. Yesterday Pittelko said Kofoid must have misunderstood him.

COMMENTS AT a city council meeting discussion of the dock situation Tuesday indicated confusion locally regarding the re-design work, Fritz said.

Contrary to some comments made, there is no basic disagreement between L-S-K and Swan-Wooster, he added. Fritz referred to a statement in a Swan-Wooster letter of April 17 that said:

"Our recommendations have been satisfactorily incorporated into their (L-S-K) re-design for the 460 feet not yet built. This redesign is sufficiently developed at this time to allow work to proceed on this section."

IN A PRESENTATION to the Tuesday council meeting, Fritz had recommended that the city go ahead with the work soon or face the risk of substantial losses, including some \$2,000 a day standby charges threatened by the contractor, Swalling-General.

Fritz also took issue with a claim of the city attorney that L-S-K is probably responsible for the dock damage. He quoted the same Swan-Wooster report to the effect that:

"It was unforeseen that an extreme sized mass (of ice) would suddenly be triggered and come down in a chain reaction."

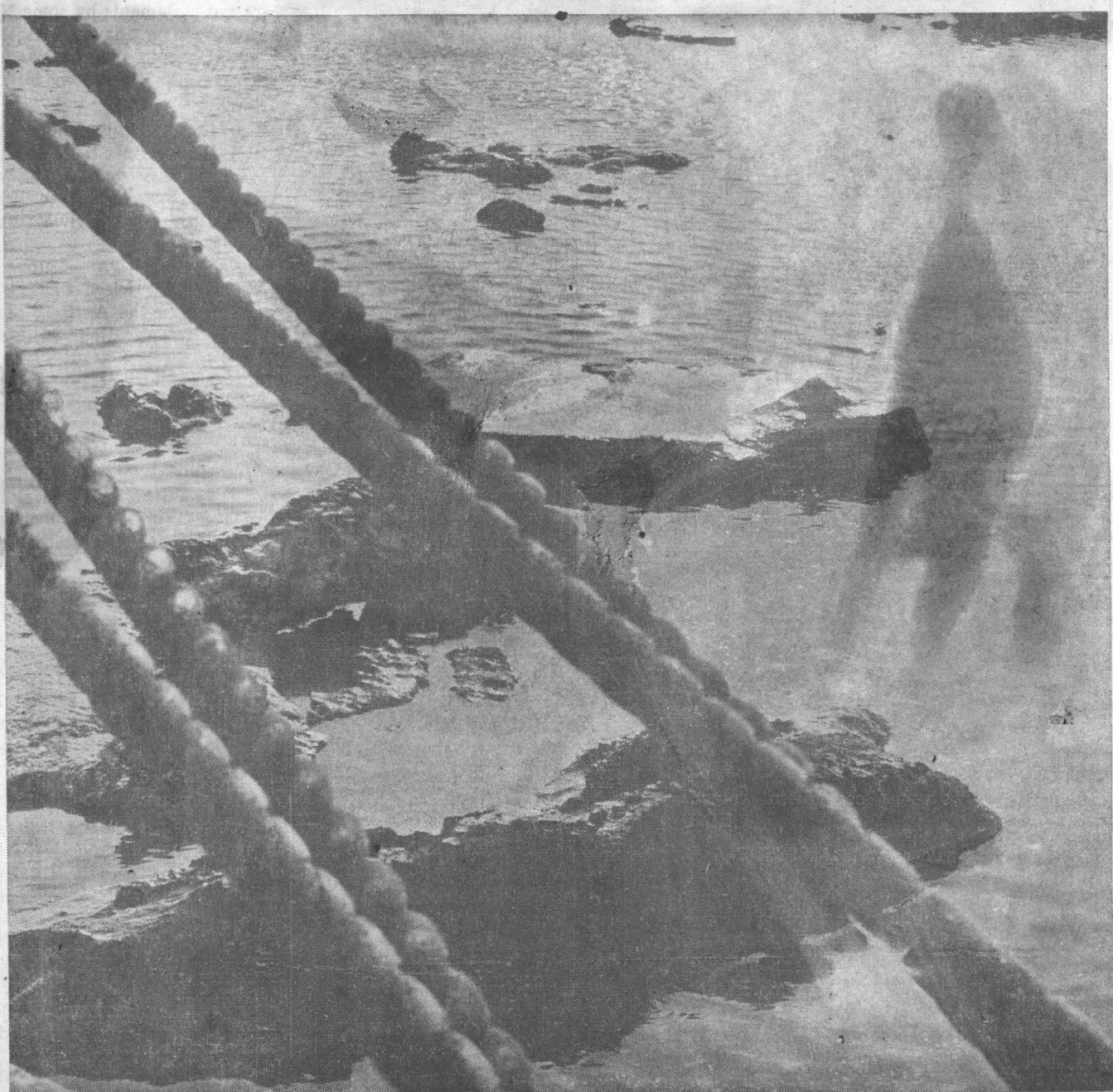
THE SWAN-WOOSTER report went on to state: "Our review of the design concept of Terminal No. 2 (north dock extension) in discussions with your consulting engineers reveals no evidence of an engineering error in the design."

L-S-K designed the 600-foot dock extension and was then retained as consultants during the actual construction phase.

FRITZ POINTED out at the Tuesday night meeting that "we are in the rather odd and difficult position of being responsible . . . to recommend and advise with respect to remedial action while being forced to defend against responsibility for damage which occurred."

The letter, in effect, asked that the city determine whether it will continue to rely upon L-S-K as its consultant or discharge them of their contractual obligations to serve the city on the job.

ANCHORAGE, ALASKA, MONDAY, APRIL 24, 1967



Daily Newsphoto by Justin Kelley

LAST OF THE winter's ice drifts past the City Dock as the setting sun glances off the water of Knik Arm.