

**Alaska Marine Highway System - Cordova Dock Emergency Repairs** **FY2012 Request: \$1,200,000**  
**Reference No: 54195**

**AP/AL:** Appropriation **Project Type:** Renewal and Replacement  
**Category:** Transportation  
**Location:** Statewide **House District:** Statewide (HD 1-40)  
**Impact House District:** Statewide (HD 1-40) **Contact:** Michael A. Neussl  
**Estimated Project Dates:** 04/15/2012 - 06/30/2016 **Contact Phone:** (907)465-6977

**Brief Summary and Statement of Need:**

The existing float system of the Cordova Dock needed emergency repairs in the fall of 2011. The necessary repairs were made to keep the dock operational and mitigate any potential hazards. This funding would reimburse the department for the costs already incurred to make emergency repairs to the Cordova Dock.

<b>Funding:</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>Total</b>
Gen Fund	\$1,200,000						\$1,200,000
<b>Total:</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required	<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill		

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

None

**Project Description/Justification:**

Because of the imminent danger of the existing float system of the Cordova dock, the cost to fix the float system was funded out of the department's Alaska Marine Highway System (AMHS) Deferred Maintenance allocation. The department is requesting that these funds be reimbursed.

The existing float system had two failed float connector joints near the center region of the float system on both the seaward and shoreward sides of the float system. The existing float connectors nearly completely failed, which resulted in penetrations of the float walls below the waterline and water leakage into four of the float units. The failure of these connectors was analogous to a load supporting beam that had a crack, which caused a significant loss of structural capacity at the mid-span. Further structural deterioration of the float connectors would eventually result in the entire float system coming apart.

The float system currently supports an extensive network of structural steel platform framing that is affixed to the deck of the floats. This framing supports vehicle loads which access the stern berth. The framing members are also integrated into the vehicle access platform for the side berth. Should the underlying floats begin to come apart, the overlying platforms will not be properly supported or braced and will also experience separation and resulting structural failure. In essence, the integrity of

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the float connections is essential to maintain the foundation for the overlying platforms. Further deterioration would result in the complete closure of the terminal.