

PORT OF BROOKINGS HARBOR
Special Commission Meeting
Thursday, February 4, 2021 • 9:00am
Teleconference / Meeting Room *(limited capacity)*

Teleconference Call-In Number: 1 (253) 215-8782

Meeting ID: 841 9077 0642 **Passcode: 02042021** **(to mute/unmute: * 6)**

When calling in, please announce your arrival and state your name when you join the meeting.

TENTATIVE AGENDA

- 1. CALL MEETING TO ORDER**
 - Roll Call
 - Modifications, Additions, and Changes to the Agenda
 - Declaration of Potential Conflicts of Interest

- 2. APPROVAL OF AGENDA**

- 3. PUBLIC COMMENTS** – (Limited to a maximum of three minutes per person. Please email your comments to danielle@portofbrookingsharbor.com prior to the meeting. ***Please wait to be called on before speaking***)

- 4. ACTION ITEMS**
 - A. Fuel Dock Project Changes

- 5. INFORMATION ITEMS**
 - A. None

- 6. COMMISSIONER COMMENTS**

- 7. NEXT REGULAR MEETING DATE** – Tuesday, February 16, 2021 at 6:00pm

- 8. ADJOURNMENT**

A request for an interpreter for the hearing impaired, for those who want to participate but do not have access to a telephone, or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Brookings Harbor Office at 541-469-2218.

ACTION ITEM – A

DATE: February 4, 2021
RE: Fuel Dock Project Changes
TO: Honorable Board President and Harbor District Board Members
ISSUED BY: Gary Dehlinger, Port Manager

OVERVIEW

- Legacy demolished the existing structure and found a second concrete slab. After demolishing the second concrete slab more rock was encountered than expected.
- Jack Akin/EMC Engineers, Port Engineer for the project recommends moving the ramp and eliminate the structure due to the additional rock prohibiting driving the H-pile beams as designed. The new ramp connection would include driving two H-pile beams to secure the connection.
- Existing stairs would also be demolished. Fuel and utility lines would be rerouted and reconnected to the access ramp. Concrete walkway would be poured for access to the ramp from existing concrete slab.
- Jack Akin and Port staff will work with Legacy to determine cost of changes and create Change Order #2 for the Board to approve. Today's approval will allow Legacy to continue the project without delay.

DOCUMENTS

- Jack Akin/EMC Engineers email, 2 pages
- Existing Subgrade photo, 1 page
- Proposed Change for Access to Fuel Dock, 2 pages

COMMISSIONERS ACTION

- **Recommended Motion:**
Motion to approve eliminating the concrete access structure and relocate the ramp and utilities to the proposed location. Project monetary changes will be reconciled at a later date.

From: Jack <emc@emcengineersscientists.com>
Sent: Wednesday, February 3, 2021 8:41 AM
To: Gary Dehlinger-Port of Brookings Harbor
Subject: Fuel Dock Access Pad

Gary, Travis-the following is a narrative describing our proposed solution to the dock access pad problem.

Discovery of Riprap Base

Upon removal of the top plate, sidewalls and bottom plate of the concrete fuel dock access pad we found another, subsurface plate (as much a three feet thick in some places) beneath the bottom plate. That plate was pinned to riprap, which was discovered to underlay the entire pad. This may explain why those that constructed the pad some thirteen years ago had elected not to conform to the engineered drawings.

It would have helped if they had provided some asbuilt drawings that communicated the changes made in the field. Now it is probably not the best practice to place some forty tons of concrete atop and pinned to a riprap system alongside an unstable embankment, as we can now see, but that is what we find.

So now we know that the entire fuel dock access pad was placed on a riprap foundation. The design proposed for this project is prescribed on independent support from driven columns (H-Piles), to avoid the threat of “daylighting”, that is: the shifting of the embankment, primarily due to storm and groundwater pore pressure, combined with tidal scour.

The Problem

We find that we cannot drive piles in any nearby area to provide the necessary four-pile support for a concrete pad close enough to provide access to the fuel dock.

Proposed Solution

However, during discussions with Port Management, the question was posed as to whether an access pad was really necessary, since access to the fuel dock was the function of the pad, if another access route could be found. The primary advantage of the pad was to reduce the slope of the gangway (maximum at low tide).

So if we simplify the design of the gangway by locating two supporting H-piles somewhat away from the edge of the embankment, closer to the top floor elevation, we can provide access, though perhaps at somewhat a greater slope.

Slope Difference

An estimated increase/decrease in gangway slope can be estimated. The top concrete pad (above the steps) is fixed to about +22' MLLW elevation. The top of the fuel dock access pad (now removed) was at about +16' MLLW. Given a lowest low tide of -2' MLLW, and adding 2 feet to top of Fuel dock decking, we have a maximum drop from the pad of 16'. The length along the top of 50' gangway from the north edge of access pad to the edge of the fuel dock is about 44.5'. Therefore the maximum gangway slope in % is about 38.4% (approx.. 21 degrees). If a 60' gangway was used without a pad, it looks like we can place on-shore connection

to H-piles at about +20' MLLW elevation. The resulting elevation difference would be 20 feet, and the resulting slope about 37.4%.

So, given the placement as described, there would be no significant change in slope by eliminating the fuel dock access pad.

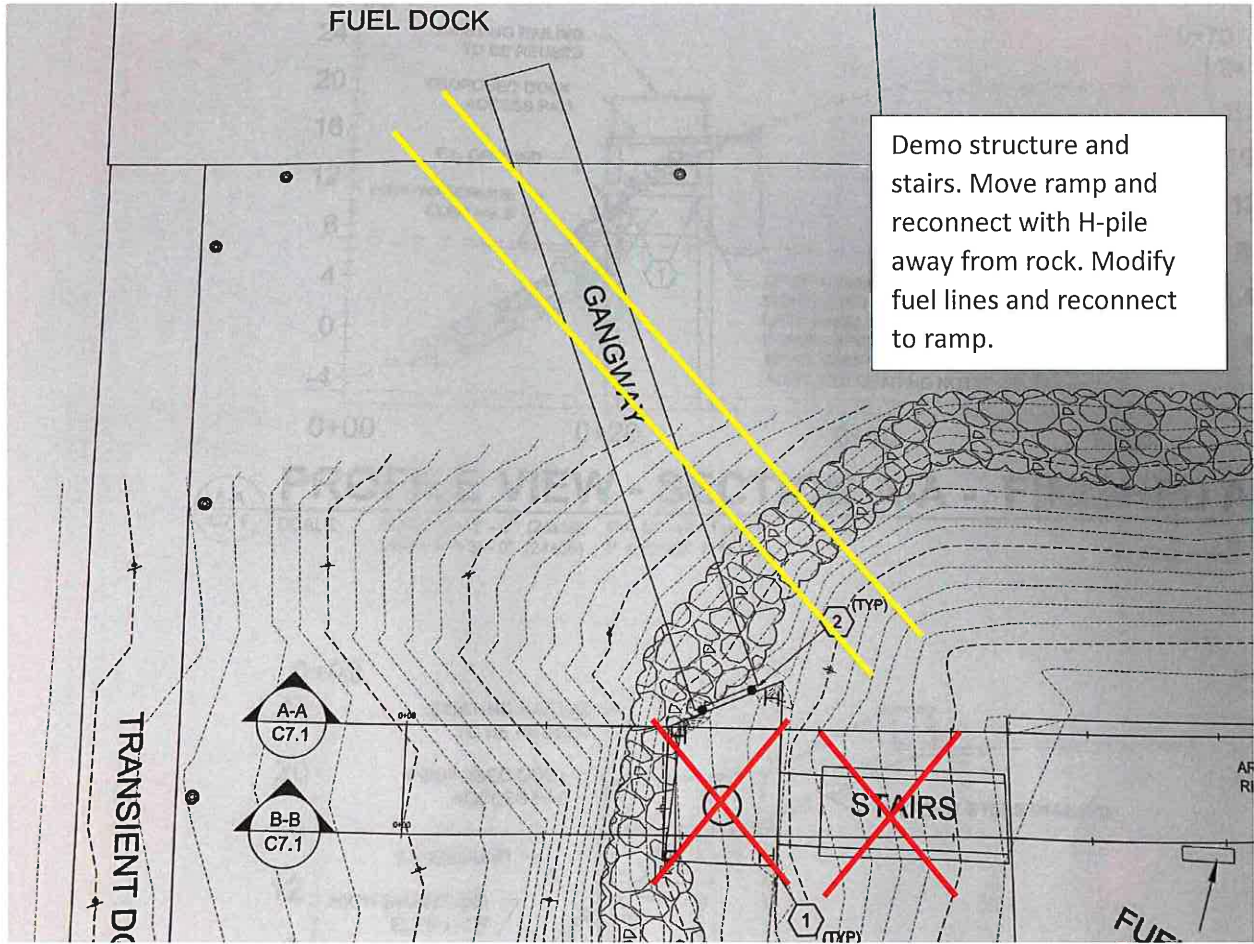
It was suggested during the above-described discussions that a 60' gangway, presently planned for the work dock access, could be exchanged with the present fuel dock access pad 50' gangway.

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Existing Subgrade for Access Structure



Proposed Change for Access to Fuel Dock



Proposed Change for Access to Fuel Dock



Old structure and ramp connection was here.

Proposed realignment and new connection point here.