

Haines Lutak Dock Project Community Meeting #1 Summary

11.01.2016



Prepared For:
Haines Borough
Submitted By:
R&M Consultants, Inc.

Community Meeting:

Haines Borough Lutak Dock Design and Development Concepts Project

MEETING INFORMATION

Date: Tuesday, November 1, 2016

Location: Haines Borough Public Library Community Room

Time: 6:00 PM – 8:00 PM

MEETING ATTENDEES

Haines Borough Staff:

- Brad Ryan, Public Facilities Director
- Bill Seward, Borough Manager
- Krista Kielsmeier, Public Facilities Executive Assistant
- Shawn Bell, Harbormaster
- Jan Hill, Mayor

R&M Consultants:

- John Daley, PE Project Manager
- Van Le, AICP, Planning & Stakeholder Outreach

Members of the Public: 24

PURPOSE OF THE COMMUNITY MEETING

The Lutak Dock is in need of repair or replacement as it is nearing the end of its useful life. The Lutak Dock Project will outline feasible alternatives for the replacement or refurbishment of the dock. This community meeting was intended to provide the public with an opportunity to review the project and the preliminary design concepts, ask questions, and provide feedback on future dock needs. The public meeting was scheduled and noticed two weeks in advance. Community members were notified through postings on the Haines Borough website, flyers posted throughout the city, an advertisement on the Haines Community website.

John Daley, R&M project manager, introduced the project team, provided an overview of the project, schedule, and background on the decision to include refurbish or replace the dock before emergency repairs are needed. John's project overview was accompanied by a PowerPoint presentation, which is an attachment to this summary.

Following the presentation of the project, the meeting went into a question and answer session. The following is a summation of the questions asked and answers provided during the meeting:

- **Question:** How shallow is the port (or the area that would require drilling for design option 1)?
Answer: *It is approximately 30ft at the dock face. Some dredging could be done if required. The depth to bedrock is important. Our geotechnical engineering team did previous work on the dock for DOT and will do additional research as part of this project.*
- **Question:** What size vessel can/will the dock accommodate?
Answer: *We are currently able to accommodate today's industry stakeholders, which includes vessel with max draft of 30-35 ft. This includes the barges loaded with containers from AML and the fuel barge from Delta Western.*
- **Question:** Will fish survive through the demolition and construction process?
Answer: *There is a permitting process we must go through for the project and it will be followed. The permits are granted after review of anticipated impacts such as noise from pile driving for fish and marine mammals.*
- **Question:** Do the existing cells need to be removed for the platform dock option?
Answer: *Yes. It's not practical to build in front of the existing sheet pile face because this would interrupt the pier head line and impede navigation to the ferry terminal dock. Also, the bottom drops off fairly rapidly in front of the dock which would require very long piling.*
- **Question:** Will there be any changes to the Roll-On Roll-Off (RO-RO) ramp?
Answer: *Yes, we anticipate replacing the ramps along with the fenders and dolphins.*
- **Question:** Why don't the options show anything different regarding level of service (i.e. ferry, dolphins)
Answer: *The project is primarily focused on replacing the Borough owned portion of the Lutak Dock. The upland area is limited for cargo. We will outline a minimal option that shows dolphins. However this will involve losing a certain amount of useable uplands.*
- **Question:** How will the side-load on and off work (from the barge to ramp) if the option with dolphins is used?
Answer: *It is possible to side moor a barge to dolphins and to use a transfer bridge or ramp that runs perpendicular to the shore. However, this limits access to the barge for cranes and some other operations. The only way cargo can be moved in this configuration is roll on roll off. As mentioned previously it also involves losing a certain amount of uplands.*
- **Question:** PND said the costs that are estimated to be around \$50 million.
Answer: *We are working on cost estimates for all alternatives and will provide them as soon as possible.*



- **Question:** Users say they want more dock but they don't want to pay for it? \$200,000 in user fees but that only pays for the debt going on?

Answer: *Very few docks pay for themselves with user fees. Most are paid for with grants. The Borough will have to make an informed financial decision once the alternatives and cost estimates are outlined.*

- **Question:** What did the State's project do at the Ferry terminal?

Answer: *The ADOT expanded their berthing face by adding dolphins. They removed the badly corroded sheet pile cells and laid the slope back. They placed armor rock on this new slope. The project team has the record drawings and bid tab information for this recent project.*

- **Question:** Is a boat launch for trucks and trailers included in this project?

Answer: *A new boat launch is not in the scope of this project. The existing boat launch ramp will remain.*

- **Question:** Is the option to just replace the dock only minimal from a meeting that was held 2 years ago still an option?

Answer: *Options now are to look at refurbishing or replacing the dock for the long term.*

- **Question:** The Borough is paying to store 29,000 yards materials. Could the project save money by using this for the dock project?

Answer: *Possibly. However it is not thought to be high quality fill. We will look at borrow sites for best fill dependent on the dock options.*

Question: The dock is important to the Haines community for bringing cargo and goods but it cannot solve all our economic issues.

Answer: *The dock can help expand economic opportunities for Haines but is one part of many parts of growing the local economy as state funding is reduced.*

- **Question:** Shouldn't improving the dock start with how much money we have then figure out what solutions we can afford?

Answer: *The dock is at the end of its useful life. To avoid emergency or catastrophic repairs, planning for and funding a replacement may be in the Borough's best interest long-term. As mentioned previously, very few docks pay for themselves with user fees. Most are paid for with grants. The Borough will have to make an informed financial decision once the alternatives and cost estimates are outlined*

- **Question:** Why are there only 3 options?

Answer: *The Borough asked for 3 options to be looked at in the solicitation for qualifications-based proposal. The timeline allows the Borough to decide on the preferred option by February to meet federal grant application deadlines for funding.*

- Question:** What design has the least amount of metal in the water?
Answer: *We have not yet developed all the concepts in enough detail to fully answer this. The service life is 50+ years of the design life. This can be provided by for example requiring hot dip galvanized coatings with sacrificial anodes.*
- Question:** Have you seen the dock from the water?
Answer: *Yes, John did several inspections for the ADOT both above and below the waterline.*
- Question:** Is the use of a forklift with a load unsafe for use on the dock?
Answer: *We cannot comment on that directly but please see the PND engineering report for more information on that subject.*
- Question:** Is the dock not well designed for its existing operations?
Answer: *The existing dock is designed for Pass-Pass operations, which has been sufficiently meeting the needs of the current operators at the dock.*
- Question:** Can the Roll-On Roll-Off ramp go out to the embankment?
Answer: *As mentioned previously it is possible to side moor a barge to dolphins and to use a transfer bridge or ramp that runs perpendicular to the shore. However, this limits access to the barge for cranes and some other operations. The only way cargo can be moved in this configuration is roll on roll off. As mentioned previously it also involves losing a certain amount of uplands.*
- Question:** Is there enough uplands for cargo?
Answer: *We need to analyze the current amount of uplands and how the operations are functioning to determine the optimal amount if future expansion is needed. Based on other docks in general the amount of uplands associated with Lutak Dock is limited.*
- Question:** Can the RO-RO Ramp be turned to parallel the dock?
Answer: *There are a number of ways a transfer bridge or ramp can be orientated.*
- Question:** What if the dock collapses?
Answer: *A failure of this dock would likely be similar to what happened at cell 4. The sheets come apart at the interlocks and soil comes out of the cells through the gap. This causes a sinkhole to appear in the uplands. Access to the face of the dock is impeded by the sinkhole and the face of the dock becomes un-useable for vessel due to the fill in the berthing area and compromised fender system.*



ATTACHMENTS

- Meeting Sign-In
- PowerPoint Presentation
- Fact Sheet
- Comment Form