

APPENDIX D

Community Input Summaries and Comments



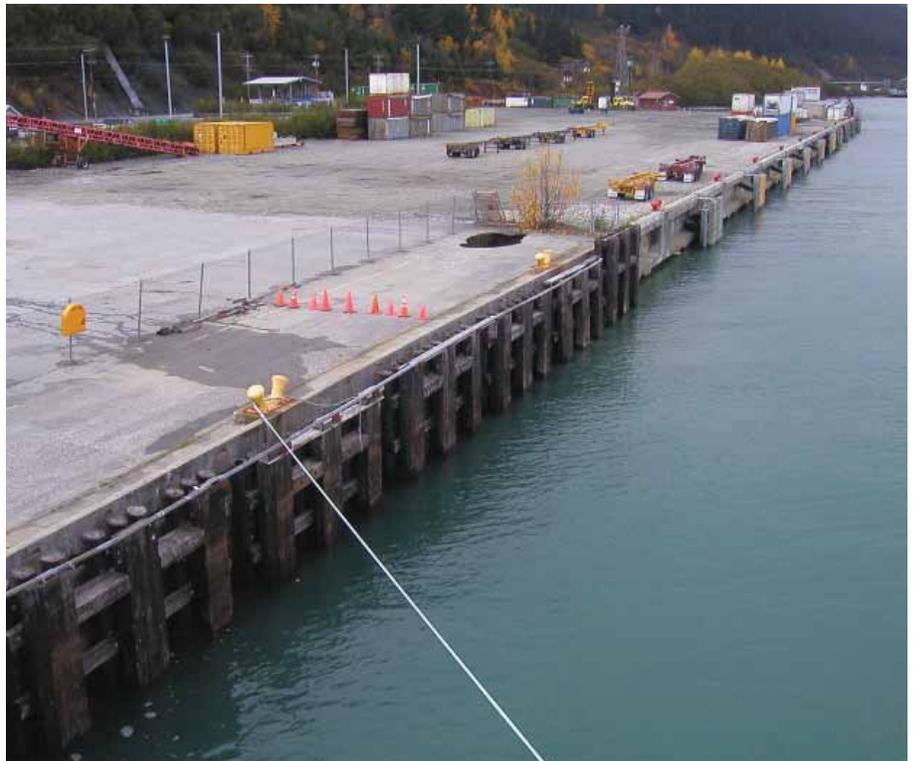
HAINES BOROUGH

LUTAK DOCK



COMMUNITY MEETING

Join us to identify dock users needs and to review the preliminary design concepts and project schedule.



TUESDAY, NOVEMBER 1

6:30 PM to 8:30 PM

HAINES PUBLIC LIBRARY

COMMUNITY MEETING ROOM

111 3rd Ave

For more information contact:

Brad Ryan: Haines Borough, Director of Public Facilities at 907-766-2256 or bryan@haines.ak.us

Van Le, AICP: R&M Consultants, Inc. Public Involvement at 907-646-9659 or vle@rmconsult.com

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 (Available on the website)
Fact Sheet
Comment Form

HAINES BOROUGH LUTAK DOCK DESIGN & CONCEPT DEVELOPMENT

www.LutakDock.com

Project Overview:

Lutak Dock is a deep water port originally constructed in 1953. Modifications, repairs and partial replacements to the dock have been incrementally occurring since 2003 in order to maintain the dock's working condition. Through this project, the Haines Borough is considering options for replacing or refurbishing the Lutak Dock with the purpose of:

- Securing the integrity of the existing facility;
- Maintaining existing working area and functionality;
- Maximizing life expectancy; and
- Providing a design that allows for expansion of the facility in the event of future demand.

Design Option 1:

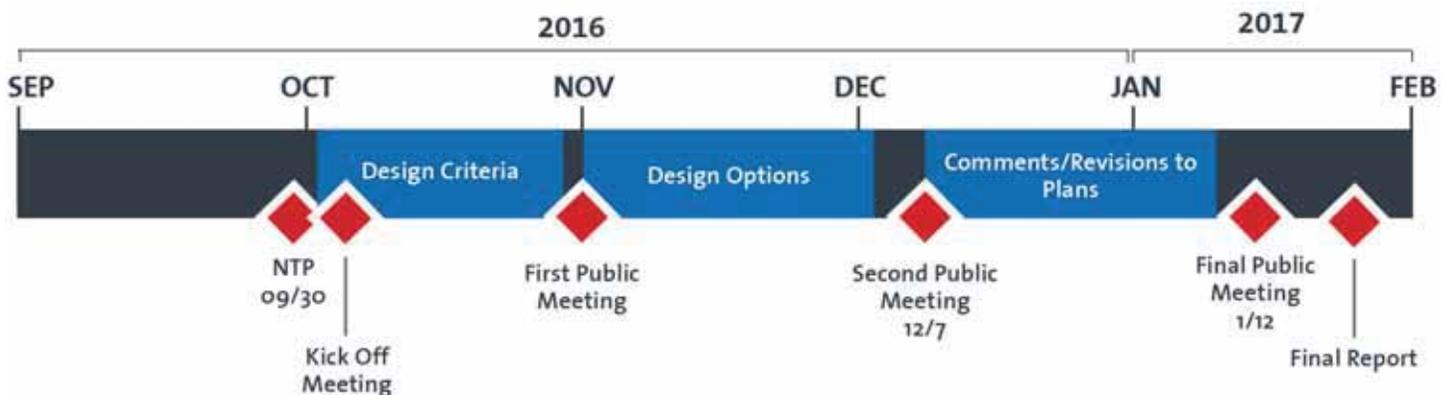
Encapsulating the dock structure with new sheet pile walls, keeping the existing dock size and functionality.

Design Option 2:

Replacing the existing dock with a like size and capacity facility.

Design Option 3:

Reinforcing the existing dock using a combined sheet pile bulkhead and pipe pile supported platform dock.



Visit the project website: www.LutakDock.com

For more information contact:

Brad Ryan: Haines Borough, Director of Public Facilities at 907-766-2256 or bryan@haines.ak.us
Van Le, AICP: R&M Consultants, Inc. Public Involvement at 907-646-9659 or vle@rmconsult.com

Haines Lutak Dock Project Industry Stakeholder Coordination Meeting Summary

11.01.2016



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

Industry Stakeholder Coordination Meeting: Planning Assumptions for the Lutak Dock Design and Development

MEETING INFORMATION

Date: Tuesday, November 1, 2016

Location: Haines Borough Assembly Chambers

Time: 2:00 PM – 4:00 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

Industry Stakeholders:

- Liz Cornejo, Constantine Metals
- Fred Gray, Delta Western
- David Lowell, DOT&PF (by Telephone)
- Tim Doggett, DOT&PF (by Telephone)
- Bill Thomas, Haines Borough Lobbyist
- Mike Ganey, Alaska Marine Lines (AML-Lynden)

PURPOSE OF INDUSTRY 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. Industry Stakeholders were invited to participate in the meeting to ensure they help us identify the correct issues to be solved and to provide feedback on the preliminary design options.

To start the meeting, introductions were made and John Daley, R&M Project Manager, provided an overview of the Project Team, the schedule and background on the decision to include refurbish or replace the dock before emergency repairs are needed. John's overview was accompanied by a PowerPoint presentation, which is an attachment to this summary.

The following is a summary of the topics discussed in the meeting:

Existing Issues:

- Dock is degraded
- Encapsulated because there is no fill removal issues
- Rust
- Reliance on structural capacity of cells
- Used fill in 1953 but it has lasted
- Bridge guides off the RO-RO ramp
- Funding
 - Potentially FHWA Tiger Grant which has funding available of up to \$5 Billion
- Tank Farm is currently owned by the Army but ownership transfer to either the Borough or the Chilkoot tribe is possible
- Barge Facility
- Preliminary Design Option 3
 - If this option is chosen, what will happen with the old dock? It will be removed and replaced with this option.

Future Uses

- **Mining Exploration and Exports**
 - Keep doors open to future ore export considerations, but mostly to ensure the dock replacement maintains or enhances roll-on roll-off capacity and efficiency, minimizing restrictions during low tide, and evaluate opportunity for future dredging for deeper water uses.
 - The ability to export concentrate from Haines is a future consideration. We are not yet at a stage to provide any export details, but the ore terminals at Skagway and Greens Creek Mine may have some ballpark information useful in your discussions to keep the door open for future expansion uses.
 - Wellgreen Platinum is closer to moving from exploration to extraction than other prospects
- **Timber**
 - Cost benefit analysis by DNR
 - There is no place to store timber in the water
 - The market for Southeast logs is not doing well



ATTACHMENTS

- Meeting Sign-In
- PowerPoint Presentation

HAINES BOROUGH

LUTAK DOCK



COMMUNITY MEETING #2

R&M Consultants Inc. will present on preliminary dock concept designs and cost estimates for each concept. This is a great opportunity for the community to ask questions and provide feedback that will help inform future decisions on the preferred design concept.



THURSDAY, DECEMBER 15

5:30 PM to 7:00 PM

**HAINES PUBLIC LIBRARY
COMMUNITY MEETING ROOM
111 3rd Ave**

For more information contact:

Brad Ryan: Haines Borough, Director of Public Facilities at 907-766-2256 or bryan@haines.ak.us

Van Le, AICP: R&M Consultants, Inc. Public Involvement at 907-646-9659 or vle@rmconsult.com

Community Meeting #2: December 15, 2016 from 5:30 to 7:00 PM
At the Haines Borough Public Library, Community Room



HAINES BOROUGH
LUTAK DOCK
DESIGN & CONCEPT DEVELOPMENT

Please join us for

Community Meeting #2

for the Lutak Dock Concept Development & Design Project

R&M Consultants, Inc. will present on preliminary dock concept designs and cost estimates for each concept. This is a great opportunity for the community to ask questions and provide feedback that will help inform future decisions on the preferred design concept.

When:

Thursday, December 15, 2016
5:30 PM to 7:00 PM

Where:

Haines Borough Public Library
Community Meeting Room
111 3rd Avenue, Haines, AK



Project Description:

Lutak Dock is a deep water port originally constructed in 1953. Modifications, repairs and partial replacements to the dock have been incrementally occurring since 2003 in order to maintain the dock's working condition. Through this project, the Haines Borough is considering options for replacing or refurbishing the Lutak Dock with the purpose of:

2/27/2017

Haines Borough Lutak Dock Project Community Meeting #2

- Securing the integrity of the existing dock;
- Maintaining existing working area and functionality;
- Maximizing life expectancy; and
- Providing a design that allows for expansion of the dock in the event of future demand.

The Summary of Community Meeting #1, held on November 1, 2016, is now available on the project website.

www.LutakDock.com

Contact a member of the project team:

Project Manager:

Brad Ryan
Haines Borough
Director of Public Facilities
907-766-2256 or bryan@haines.ak.us

Public Involvement:

Van Le, AICP
R&M Consultants, Inc.
Planning & Public Involvement Manager
907-646-9659 or vle@rmconsult.com

R&M Consultants, Inc., 9101 Vanguard Drive, Anchorage, AK 99507

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Haines Lutak Dock Project Community Meeting #2 Summary

12.15.2016



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

Community Meeting:

Haines Borough Lutak Dock Design and Development Concepts Project

MEETING INFORMATION

Date: Thursday, December 15, 2016

Location: Haines Borough Public Library Community Room

Time: 5:30 PM – 7:00 PM

MEETING ATTENDEES

Haines Borough Staff:

- Brad Ryan, Public Facilities Director
- 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:

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 second community meeting presented preliminary dock concept designs and the cost estimates for each concept and provided the community an opportunity to ask questions and provide feedback to help inform future decisions on the preferred design concept. The public meeting was scheduled and noticed two weeks in advance. Community members were notified through direct emails from the project team, updates on the Haines Lutak Dock project website, postings on the Haines Borough website, flyers posted throughout the city, an advertisement on the Haines Community website.

Brad Ryan, Director of Public Facilities for Haines Borough, introduced the project team and provided an overview of the project. John Daley, R&M Project Manager then gave a brief presentation on the project schedule, more detailed information on existing conditions of the dock, concept designs, the benefits and challenges of each alternative. The attending community members were informed of the *Lutak Dock Replacement FASTLANE Benefit-Cost Analysis* and its availability for review on the project website

and were asked to provide comments on the information presented thus far. John's presentation 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:

1. **Question:** Bill Kurz shared that he attended the GeoScience Forum conference in the Yukon in November. He stressed that the Roll-On-Roll-Off ramp needs replacing, especially to meet the needs of future mining activities. He noted that the Handimax is the right vessel to include for the potential mining activities at the dock. He mentioned that the existing dock is not deep enough to accommodate a highly loaded Handimax vessel.

Answer: Agreed; The Lutak Dock is well suited to provide general cargo support for a mining operation. An ore export terminal might be better suited for a different and separate nearby location. The depth of the water drops off quickly, so it would be possible to support various deep draft vessels using dolphins.

2. **Question:** Would Alternative 3 result in a loss of dock space? Will log ships be able to come in? This could affect timber sales if Alternative 3 will not accommodate these uses.

Answer: Yes alternative 3 results in a loss of uplands and greatly reduces the multi-purpose capacity of the dock. Alternative 3 supports the existing primary users including containerized cargo and fuel operations. It does not support future new users.

3. **Question:** For Alternative 3, if we lose the existing pass-pass operation, we need to look at the RORO. What would the cost for the RORO and is it included in the estimate? We asked AML about this and they said they would be ok with it.

Answer: The cost of replacing the RORO is included cost estimate for alternative 3. For alternative 3 the new RORO ramp is located at the face of the dock.

4. **Question:** What happened to the Pier design option from the first Community meeting?

Answer: Alternative 2, the Platform Dock (pier design) is the refined alternative from the first meeting. It's estimated to cost \$61 million.

5. **Question:** What drives the pricing for Alternative 3?

Answer: The mooring and berthing dolphins for alternative 3 are substantial. They are stand-alone pile structures that must be able to withstand the entire loads from the design vessels. (In other alternatives part of these loads are resisted by the dock.) They require piling driven into bedrock with internal tendon anchors.

6. **Question:** Is there a potential hybrid alternative between 1 and 3 that would retain the central cell structure and add the dolphins?

Answer: Yes. There are a number of combinations of various dock sections and dolphins that could be provided. However, for this project we are trying to focus on several primary and



distinct concepts in an effort to come to a decision and select a preferred alternative.

7. **Question:** What costs are feasibly affordable? Are they posted on the website?
Answer: *The cost information is from the bid tabs of previous similar projects. The plan sets with cost estimates will be posted to the website for your review.*
8. **Question:** Is the 50 year-lifespan for the proposed dock improvements the general engineered design standard?
Answer: *Yes, that is the waterfront engineering standard. All alternatives have a galvanized steel piling (with an approximate service life of 20 years on the galvanizing) and sacrificial anodes that have an approximate 20 year life. The combination of galvanizing and anodes provides an initial service life of about 40 years. We recommend periodically replacing anodes to extend the service life of the dock. Service life of the face panels and rubber elements on the fenders and berthing dolphins is about 15-years due to the impact of vessels. These items will require more frequent maintenance.*
9. **Question:** When will the preferred alternative be installed?
Answer: *The Preferred Alternative has not been chosen as of this meeting. In the coming months, the Haines Borough with assistance from the project team, will make an informed decision on the alternative to move forward to the next phase.*
10. **Question: What is the purpose of the aluminum anodes?**
Answer: *Aluminum alloy anodes are designed to protect the galvanized steel piling that are in the water. They have an approximate 20-year lifespan and should be periodically replaced.*
11. **Question: What is the FASTLANE Grant and where are we in the application process?**
Answer: *The FASTLANE Grant is a Federal Highways Administration (FHWA) grant application that would assist with the development and design of the Lutak Dock replacement. It will provide \$5 million in funding to complete the design process, permitting, geotechnical studies and materials testing. It is currently on the Assembly agenda for approval. The grant application deadline is December 15, 2016 and notification will be within the next 5-6 months. The grant will provide 60% contribution from FHWA and require a 40% local match from the Haines Borough. Total project cost for this phase is \$8.3 million.*
12. **Question:** Can we build something like Option/Alternative 3 for Alaska Marine Lines (AML) with reduced dolphins?
Answer: *Yes, and we can look at this option (Alternative 3B). We will update the costs also with this option.*
13. **Question:** Do you have a detail of Option 1 on the DOT&PF/ferry terminal side of the Lutak Dock? Would it be encapsulated on the DOT&PF side?
Answer: *We may need another cell to encapsulate that structure.*

14. **Question:** What happens to cells 6 & 7 if they are left as is?

Answer: *They could potentially fail if nothing is done. The top portion of these cells were removed by the ADOT&PF.*

15. **Question:** Is the Lutak Dock safe for use now?

Answer: *It is approaching the point where the dock will fail and if that happens, the fill in the existing cells will fall out into the bay. This would lead to a sink hole and the Borough would lose use of the dock.*

ATTACHMENTS

- Meeting Sign-In
- PowerPoint Presentation (Available on the website)
- Fact Sheet
- Comment Form



HAINES BOROUGH LUTAK DOCK DESIGN & CONCEPT DEVELOPMENT



www.LutakDock.com

Project Overview:

Lutak Dock is a deep water port originally constructed in 1953. Modifications, repairs and partial replacements to the dock have been incrementally occurring since 2003 in order to maintain the dock's working condition. Through this project, the Haines Borough is considering options for replacing or refurbishing the Lutak Dock with the purpose of:

- Securing the integrity of the existing facility;
- Maintaining existing working area and functionality;
- Maximizing life expectancy; and
- Providing a design that allows for expansion of the facility in the event of future demand.

Alternative 1A & 1B:

Encapsulation

Encapsulating the dock structure with new sheet pile walls, keeping the existing dock size and functionality.

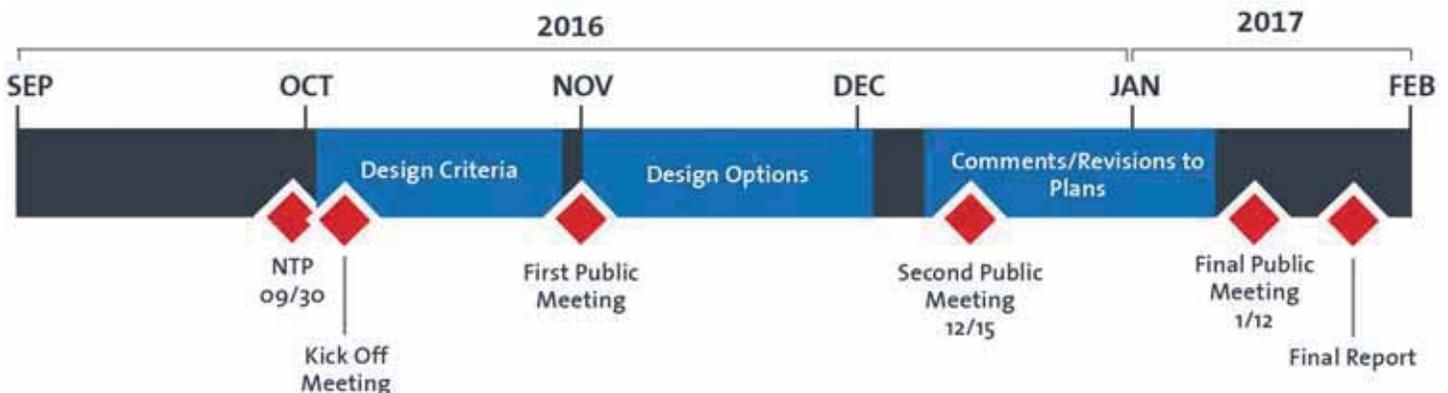
Alternative 2: Platform Dock

Replacing the existing dock with a like size and capacity facility.

Alternative 3: Dolphins & Transfer Bridge

Reinforcing the existing dock using a combined sheet pile bulkhead and pipe pile supported platform dock.

A summary table of the alternatives analysis is provided on the back of this sheet. 



Visit the project website: www.LutakDock.com

For more information contact:

Brad Ryan: Haines Borough, Director of Public Facilities at 907-766-2256 or bryan@haines.ak.us
 Van Le, AICP: R&M Consultants, Inc. Public Involvement at 907-646-9659 or vle@rmconsult.com

Table 1: Lutak Dock Replacement, Alternatives Analysis Summary

Alt. No.	Description	Pros	Cons	Level of Service	Capital Cost
1A	Encapsulate using Modified Diaphragm	<ul style="list-style-type: none"> • Efficient and cost effective • Maintains existing footprint • Accommodates current users including pass pass cargo operations • Reclaim about ½ acre uplands at cells 5, 6, and 7 	<ul style="list-style-type: none"> • Pile driving risk during construction • Encapsulates existing sheets and poor quality fill 	<ul style="list-style-type: none"> • High 	<ul style="list-style-type: none"> • \$37,300,000
1B	Encapsulate using Modified Diaphragm	<ul style="list-style-type: none"> • Efficient and cost effective • Maintains existing footprint • Accommodates current users including pass pass cargo operations 	<ul style="list-style-type: none"> • Pile driving risk during construction • Encapsulates existing sheets and poor quality fill • Does not reclaim uplands at cells 5, 6, and 7 	<ul style="list-style-type: none"> • High 	<ul style="list-style-type: none"> • \$31,900,000
2	Platform Dock (Steel Pile-Supported Concrete Deck)	<ul style="list-style-type: none"> • All new facilities • Higher level of seismic performance • Maintains existing footprint and reclaims ½ acre uplands at cells 5, 6, and 7 • Accommodates current users including pass pass cargo operations 	<ul style="list-style-type: none"> • Highest cost 	<ul style="list-style-type: none"> • High 	<ul style="list-style-type: none"> • \$61,000,000
3	Dolphins and Transfer Bridge	<ul style="list-style-type: none"> • Least cost • All new facilities 	<ul style="list-style-type: none"> • Lose approximately 1.7 acres of uplands • Lose ability to use pass pass for cargo operations • Lose ability to side load over dock face 	<ul style="list-style-type: none"> • Medium 	<ul style="list-style-type: none"> • \$24,100,000

Haines Lutak Dock Project Chamber of Commerce Coordination Meeting Summary

12.16.2016



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

Chamber of Commerce Coordination Meeting:

Planning Assumptions for the Lutak Dock Design and Development

MEETING INFORMATION

Date: Friday, December 16, 2016

Location:

Time: 12:00 PM

Meeting Attendees

Haines Borough Staff:

Brad Ryan, Public Facilities Director

Krista Kielsmeier, Public Facilities Executive Assistant

Shawn Bell, Harbormaster

Jan Hill, Mayor

Jila Stuart, CFO

R&M Consultants:

John Daley, PE Project Manager

Van Le, AICP, Planning & Stakeholder Outreach

Chamber of Commerce Members:

Mike Ganey, AML

Debra Schnabel, Chamber

Jeremy Stephens, proHNS

Andrew Gray, proHNS

Tony Habra, HBSD

Karen Garcia

Fred Shields

Bill Kugz

Stephanie Pattison, HAL

John Hagen

Pam Long, Haines Real Estate

Roger Schnabel, Southeast Road Builders

Sean Gaffney, Alaska Mountain Guides/Haines

Skagway Ferry

Purpose of Chamber of Commerce 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. The Haines Chamber of Commerce invited the project team to provide a project update and overview to the Board and members.

To start the meeting, introductions were made by Brad Ryan, Borough Public Facilities Director. Van Le, R&M's Planning and Community Outreach Manager gave an overview of the community involvement to date and how comments have been helpful in the concepts development process. John Daley, R&M Project Manager, provided an overview of the project, the schedule and background on the decision to include refurbish or replace the dock before emergency repairs are needed. John discussed each of the 4 alternative designs being considered, including the pros and cons and cost estimates of each. The presentation included information on the FASTLANE Grant application and an update on its submittal schedule. John's overview was accompanied by a PowerPoint presentation, which is a reference to this summary and is available on the project website: www.LutakDock.com.

The following is a summary of the topics discussed in the meeting:

Question: Where is the interface between the Borough and state at Lutak?

Answer: *The original dock Cells #1 through #4 are owned by DOT. These were removed due in part to a failure at cell 4. Cells #5 through #7 are owned by the Borough. The DOT removed the top portion of these and laid the slopes back with armor rock. This was done to stabilize the area near the ferry berth. The property lines are shown on the plan set available on the project web site.*

Question/Statement: At the community meeting last night, guests rehashed the RORO and mining discussion. Lutak doesn't work for mining as it is not suitable for ore terminals. POL site is better suited for this activity. It's a good barge facility and we should keep the status quo for Lutak.

Answer: *Agree. The Lutak Dock is well situated to provide general cargo support for mining and other resource development projects. It has limited space in the uplands and would need to be expanded significantly to provide an export terminal. There are other nearby sites that might be better suited for an export terminal.*

Question: What do the timber sale companies say about the design concepts?

Answer: *We have not talked to them about it due to the scope of the project. See previous question and answer. The primary purpose of the dock is to provide general cargo, consumer goods and fuel to the community. The economic aspects have been considered generally and Northern Economics conducted a Benefit-Cost Analysis which is posted on the project website. The takeaway from the analysis is that if goods had to be trucked into Haines instead of being barged through the Lutak Dock, the cost would be seven fold which will have an impact on the cost of consumer goods to Haines residents and businesses.*

Question: Is it possible to modify Alternative 1 with a smaller face of the dock with the pass/pass feature?

Answer: *Yes, we can mix and match different parts of alternatives, but we need to focus on the overall*



concept more than the specific details right now.

Question: Alternative 1 has a higher risk with the pile driving that's required. Does Alternative/Option 3 have the same requirement?

Answer: *All marine projects carry the risks associated with pile driving. DOT has geotechnical records that are helpful. We acknowledge the risk and will mitigate it with borings as part of the final design effort.*

Question: What is the economic feasibility for the current uses at the dock?

Answer: *It is difficult to look at all the existing and projected dock uses in detail, but the largest economic impacts will be for change of modes of transporting of goods to Haines from the Lutak Dock to trucking along the Highway. The cost of trucking goods into Haines, based on Northern Economics' Benefit-Cost Analysis Report, is seven times what it costs to barge goods into Haines. This will have a multiplier effect on the cost residents and businesses pay for goods.*

Question: Are there other opportunities for the dock to benefit Haines economically? We cannot use the dock space for non-marine uses. We would like to be able to export rock and similar materials. Aggregate is possible but we need to work with the Harbormaster on this. Lutak could not be competitive because of the 2 day window. We need more uplands to provide area for staging of materials.

Answer: *There are limited uplands at the Lutak Dock. As mentioned previously the primary focus of the dock is the continued use for general cargo, consumer goods, and fuel. It may help to look at what other communities in Alaska do with expanding uses or accommodating several types of uses at a marine facility. For example, the Port of Anchorage (POA) has a preferential use agreement but has larger uplands and transient yard to accommodate all the different users.*

Question: *Can Haines expand the Lutak Dock to improve our positioning for future economic opportunities?*

Answer: *Due to the small scope and budget of this project and constrained land area, we could not look at the full range of market and economic analysis of other opportunities. The project did include the possibility of expanding the Dock to accommodate future mining operations and found that it may be best to locate that at the old POL site and not at the Lutak Dock due to the limited uplands. There is also the Benefits-Cost Analysis report for the Lutak Dock that focused primarily on changing the current mode of barging goods through the Lutak Dock to trucking goods. The report is available on the project website: www.LutakDock.com*

REFERENCES

- Meeting Sign-In
- PowerPoint Presentation

HAINES BOROUGH

LUTAK DOCK



COMMUNITY MEETING #3

This is a joint work session of the Port and Harbor Advisory Committee and the Haines Borough Planning Commission to review the Lutak Dock preferred concept. A preferred concept is currently being developed and will be available on the project website prior to the joint work session. www.LutakDock.com



WEDNESDAY, FEBRUARY 1, 2017

AT 5:30 PM

CHILKAT CENTER

1Theatre Drive, Haines

For more information contact:

Brad Ryan: Haines Borough, Director of Public Facilities at 907-766-2256 or bryan@haines.ak.us

Van Le, AICP: R&M Consultants, Inc. Public Involvement at 907-646-9659 or vle@rmconsult.com

Community Meeting #3 Joint Work Session: February 1, 2017 at 5:30 PM
in the Chilkat Center Lobby



Please join us for

Community Meeting #3 Joint Work Session

for the Lutak Dock Concept Development & Design Project

This will be a joint work session of the Port and Harbor Advisory Committee and the Haines Borough Planning Commission to review the Lutak Dock Concepts. Alternatives have been developed and will be presented at this meeting. Prior to the meeting, you may review the recommended alternative in the Joint Work Session Memo here: <http://www.lutakdock.com/>

When:

Wednesday, February 1, 2017
5:30 PM to 7:30 PM

Where:

Chilkat Center Lobby
1 Theatre Dr, Haines, AK 99827



Project Description:

Lutak Dock is a deep water port originally constructed in 1953. Modifications, repairs and partial replacements to the dock have been incrementally occurring since 2003 in order to maintain the dock's working condition. Through this project, the Haines Borough is considering options for replacing or refurbishing the Lutak Dock with the purpose of:

- Securing the integrity of the existing dock;
- Maintaining existing working area and functionality;
- Maximizing life expectancy; and
- Providing a design that allows for expansion of the dock in the event of future demand.

The Summary of Community Meeting #2, held on December 15, 2016, is now available on the project website.

www.LutakDock.com

Contact a member of the project team:

Project Manager:

Brad Ryan
Haines Borough
Director of Public Facilities
907-766-2256 or bryan@haines.ak.us

Public Involvement:

Van Le, AICP
R&M Consultants, Inc.
Planning & Public Involvement Manager
907-646-9659 or vle@rmconsult.com

R&M Consultants, Inc., 9101 Vanguard Drive, Anchorage, AK 99507

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Sent by toleson@rmconsult.com in collaboration with

Haines Lutak Dock Project Community Meeting #3 Joint Work Session Summary

02.01.17



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

**Community Meeting: Haines Borough Lutak Dock Design and Development Concepts Project
Joint Work Session with the Ports and Harbors Advisory Committee and the Planning Commission**

MEETING INFORMATION

Date: Wednesday, February 1, 2017

Location: Chilkat Center Lobby

Time: 5:30 PM – 7:00 PM

MEETING ATTENDEES

Haines Borough Staff:

- Brad Ryan, Interim Borough Manager
- Krista Kielsmeier, Public Facilities Executive Assistant
- Shawn Bell, Acting Public Facilities Director
- Gabe Thomas, Acting Harbormaster
- Jan Hill, Mayor
- Jila Stuart, CFO

R&M Consultants:

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

Members of the Public: 28 people signed in, including the following Commission, Committee and Assembly members:

Haines Borough Assembly

- Ron Jackson
- Thomas C. Morphet
- Heather Lende
- Margaret Friedenauer, Assembly Liaison

Planning Commission

- Lee Heinmiller
- Rob Goldberg
- Jeremy Stephens
- Don Turner III

Ports and Harbors Advisory Committee

- Bill Rostad
- Glen Jacobson
- Brad Badger
- Fred Gray
- Don Turner Jr.

Purpose of Community Meeting 3 – Joint Work Session

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 Joint Work Session between the Port and Harbors Advisory Committee and the Haines Planning Commission is the third community meeting for the project. The purpose of the meeting was to review and discuss the recommended alternatives for the replacement of Lutak Dock and provided the community an opportunity to ask questions and provide feedback to help inform future decisions on the preferred design concept. The public meeting was scheduled and noticed two weeks in advance. Community members were notified through direct emails from the project team, updates on the Haines Lutak Dock project website, postings on the Haines Borough website, flyers posted throughout the city, an advertisement on the Haines Community website.

Shawn Bell, Acting Director of Public Facilities for Haines Borough, introduced the project team and provided an overview of the project. John Daley, R&M Project Manager then gave a brief presentation on the project schedule, information on existing conditions of the dock, concept designs, and the information provided in the Joint Work Session Memo. The attending Committee, Commission, and community members were informed of the Memo and its availability for review on the project website and were asked to provide comments on the information presented thus far. John's presentation is an attachment to this summary.

Following the presentation of the project, the meeting went into a question and answer session and concluded at the scheduled time of 7:00 PM. The following is a summation of the questions asked and answers provided during the meeting:

- 1. Question: Since funding is limited, can we go with Alternative 3 now but then change to Alternative 1 at a later date when more money becomes available?**

Answer: This is possible. However, once major construction is complete it is unlikely that things would change. The dolphins are a significant structure that would be difficult to build around.

- 2. Question: DOT conducted a study in the 1990s and there is a concern with the encapsulated alternative and driving piling in unknown fill. It sounds like there could be lots of change orders.**

Answer: There is risk associated with this alternative. It is likely that excavation around and between the existing cells would be required. Temporary shoring may be required. We can



include some contingency bid items to deal with obstructions. The alternative is to completely remove all the existing cells and start over. This would add to the cost.

3. Question: How much contingency money is included in the cost estimates?

Answer: 25% contingency on costs. This accounts for some uncertainty because we only have a preliminary design.

4. Question: Is the existing dock too far gone for a ground stabilization option?

Answer: That could work for small areas as a temporary repair but in general the dock is too far deteriorated for that option at this point.

5. Question: What is the difference from Alternative 1B and Alternative 3?

Answer: Alternative 1B is a modified diaphragm dock that would function much like the existing dock. Alternative 3 is all dolphins that would result in the loss of some uplands.

6. Question: Do you need fuel headers?

Answer: This depends on the operator of the fuel facility. In general a steep pipe header is more secure than a hose so it would be preferable.

7. Question: What work was done to Lutak dock 10 years ago?

Answer: New sheet piles were added at the interconnecting arcs, new fenders were provided and sacrificial anodes were installed.

8. Question: Regarding the sheet pile cells, faults on the water side could be catastrophic. But is this on the side where they face each other? The critical side is the side that faces the water, the other side is less critical, so could we replace just the water side? Looking at the Harbor \$7 million wave barrier.

Answer: We looked at a cantilever and tied back sheet pile wall outside of the existing dock. The earth pressure is very high and required multiple levels of tie backs. While theoretically possible it would be challenging and expensive to build this. A cell structure better for this site.

9. Question: Could a different kind of wall be used instead of combi-wall? The concern here is with the height of the wall.

Answer: There are lots of options but these get challenging with a high wall and significant earth pressures. Although it's expensive a cellular dock is probably the most economical and straightforward option.

10. Question: What about materials produced locally such as concrete? Is that feasible?

Answer: Similar to #9 there are lots of options but a cellular dock is probably the most economical and straight forward option.

11. Question: The state bought steel pilings for a vacated bridge project. It is currently being stored in Seattle. Can we get a deal on this stockpiled material such as 1300-1400 ft. pipes that can be used to build a new dock?

Answer: It would be fun to design a new dock around the use of stockpiled materials. Pipe piling would be used in a combi wall type of dock. See replies to #9 and #10.

12. Question: When the dock fails, goods will be forced to be trucked in and out and that is bad for the economy.

Answer: True except that the container and fuel service suppliers have contingency plans to provide emergency shipping access.

13. Question: What happens to cell 6 and 7?

Answer: Alternative 1A encapsulates these two cell (along with cell 5) and reclaims the use of the uplands associated with them. Alternative 1B does not address these cells. They will remain a risk under this alternative.

14. Question: What happens if cell 6 and 7 fall in?

Answer: If cell 6 failed it would likely result in a sink-hole and there would be sloughing of fill into the water. This would probably affect operations of the ferry berth.

15. Question: Who owns cell 5?

Answer: It seems that the Borough owns the cell but gave some form of right of way to the ADOT.

16. Question: If catastrophic failure occurs, is it by cell, such as self-separating as individual cells?

Answer: Most likely yes. The cells are stand-alone structures. So if one fails it doesn't necessarily propagate into the next one.

17. Question: Over the dock's lifetime, what is the maintenance and operation cost because of the type of metal we're using?

Answer: The existing dock has been operating for over 64 years. This is not bad considering it was bare steel and someone turned off the corrosion protection system. New construction uses galvanized steel with sacrificial anodes that combined have a corrosion protection lifespan of 40 years. The anodes can be replaced every 20 years or so to increase this life span. The sacrificial anodes that can't be turned on and off. The fender system takes energy from the berthing vessels and has a shorter service life. This depends on use and might be 20 to 25 years. It is best to program regular inspections and maintenance. It can be expected that the dock will require major maintenance such as repairing fenders and replacing anodes once every 20 to 25 years. Major maintenance might cost 5% of the original capital cost.

18. Question: Did you talk to DOT about what they did at their berth?

Answer: Yes. We had several conversations with the ADOT. The state didn't need uplands so the dolphins were a good alternative for how they use the dock.



19. Question: Will sheets be zinced?

Answer: Yes. We recommend hot dip galvanized sheets with aluminum alloy anodes.

20. Question: If the Roll-On Roll-Off (RORO) ramp is the main dock facility without the rest of the dock, can we leave the rest of the dock as is to save money? This seems to be the cheapest option.

Answer: The cost of demolition, pull out, and the existing armor slope make it more costly, but we can't leave the dock as it is.

21. Question: If the dock failed, who would cover the costs, the community emergency funds, state, or federal funds?

Answer: To be honest we don't know. This would be determined by your political representatives.

22. Question: If we just build new a dock to support current uses, what is the risk of leaving the structure as it is?

Answer: It is probably not ethical to abandon a failing dock. It could slough off into the waterway and affect the approach to the ferry berth.

23. Question: Are there contaminated soils near the rear wall? If so, can we drive a sheet pile wall into this?

Answer: The recent ADOT project did not encounter contaminated soils. For this project we would recommend a geotechnical field investigation that would include soil samples. We will screen the soil samples for contamination.

24. Question: Is there an alternative to back wall for the modified diaphragm in alternative 1? Can we just make an anchor of some sort to save on the cost of steel? We don't want an open cell.

Answer: There is an advantage in using closed cells such as modified diaphragms because they are a self-contained gravity structure which are resistant to several potential failure modes. They are detailed in several design manuals.

25. Question: The alternative that allows the dock to stay multi-use while private enterprise that needs more uplands can be taken care of in another location will be the best one. We should consider future mining operations but at another location and limit ourselves to realistic alternatives, not unrealistic ones.

Answer: Agree. Alternative 1 allows general cargo to support mining operations. Due to limited uplands, a mineral export terminal should be at another location.

26. Question: What is the difference between Alternative 3 (mooring dolphins) and Alternative 1B the (modified diaphragm)?

Answer: Current operations can be supported with either option but under Alternative 3 existing uplands are removed. Uplands are beneficial for cargo operations. The current uplands is already small at 4 acres and would be going down to under 2 acres with

Alternative 3. This would severely limit future growth. Alternative 1 retains the current upland area of just under 4 acres. It allows for a small amount of multi-purpose use and future development.

ATTACHMENTS

- Decision Memo (Available on the website)
- PowerPoint Presentation (Available on the website)
- Fact Sheet (Available on the website)



HAINES BOROUGH LUTAK DOCK DESIGN & CONCEPT DEVELOPMENT

www.LutakDock.com

Project Overview:

Lutak Dock is a deep water port originally constructed in 1953. Modifications, repairs and partial replacements to the dock have been incrementally occurring since 2003 in order to maintain the dock's working condition. Through this project, the Haines Borough is considering options for replacing or refurbishing the Lutak Dock with the purpose of:

- Securing the integrity of the existing facility;
- Maintaining existing working area and functionality;
- Maximizing life expectancy; and
- Providing a design that allows for expansion of the facility in the event of future demand.

Alternative 1A & 1B:

Encapsulation

Encapsulating the dock structure with new sheet pile walls, keeping the existing dock size and functionality.

Alternative 2: Platform Dock

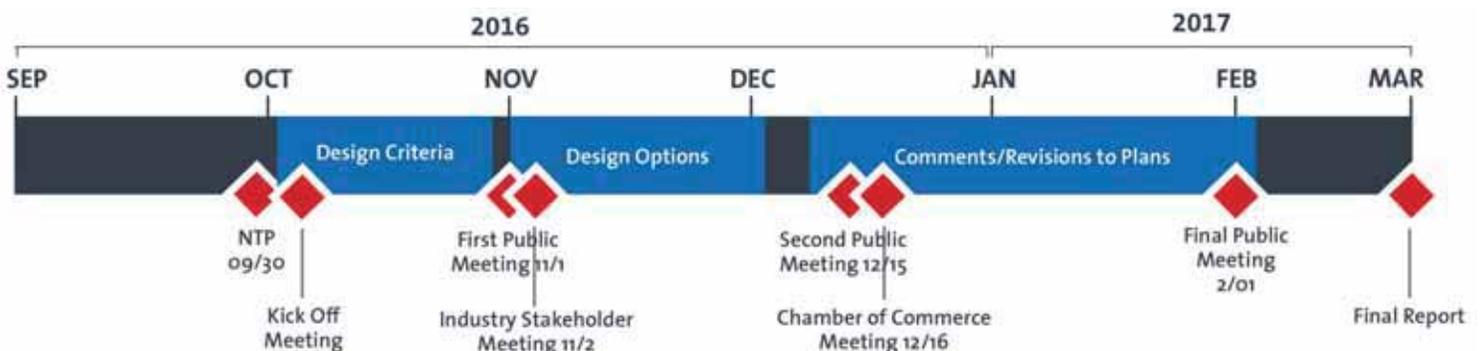
Replacing the existing dock with a like size and capacity facility.

Alternative 3A & 3B : Dolphins

& Transfer Bridge

Reinforcing the existing dock using a combined sheet pile bulkhead and pipe pile supported platform dock.

A summary table of the alternatives analysis is provided on the back of this sheet. 



Visit the project website: www.LutakDock.com

For more information contact:

Brad Ryan: Haines Borough, Director of Public Facilities at 907-766-2256 or bryan@haines.ak.us
 Van Le, AICP: R&M Consultants, Inc. Public Involvement at 907-646-9659 or vle@rmconsult.com

TABLE 1: LUTAK DOCK REPLACEMENT, ALTERNATIVES ANALYSIS SUMMARY

ALT. NO.	DESCRIPTION	PROS	CONS	LEVEL OF SERVICE	CAPITAL COST
1A	ENCAPSULATE USING MODIFIED DIAPHRAGM	<ul style="list-style-type: none"> EFFICIENT AND COST EFFECTIVE MAINTAINS EXISTING FOOTPRINT ACCOMMODATES CURRENT USERS INCLUDING PASS PASS CARGO OPERATIONS RECLAIM ABOUT ½ ACRE UPLANDS AT CELLS 5, 6, AND 7 	<ul style="list-style-type: none"> PILE DRIVING RISK DURING CONSTRUCTION ENCAPSULATES EXISTING SHEETS AND POOR QUALITY FILL 	<ul style="list-style-type: none"> HIGH 	<ul style="list-style-type: none"> \$37,420,000
1B	ENCAPSULATE USING MODIFIED DIAPHRAGM	<ul style="list-style-type: none"> EFFICIENT AND COST EFFECTIVE MAINTAINS EXISTING FOOTPRINT ACCOMMODATES CURRENT USERS INCLUDING PASS PASS CARGO OPERATIONS 	<ul style="list-style-type: none"> PILE DRIVING RISK DURING CONSTRUCTION ENCAPSULATES EXISTING SHEETS AND POOR QUALITY FILL DOES NOT RECLAIM UPLANDS AT CELLS 5, 6, AND 7 	<ul style="list-style-type: none"> HIGH 	<ul style="list-style-type: none"> \$31,989,000
2	PLATFORM DOCK (STEEL PILE-SUPPORTED CONCRETE DECK)	<ul style="list-style-type: none"> ALL NEW FACILITIES HIGHER LEVEL OF SEISMIC PERFORMANCE MAINTAINS EXISTING FOOTPRINT AND RECLAIMS ½ ACRE UPLANDS AT CELLS 5, 6, AND 7 ACCOMMODATES CURRENT USERS INCLUDING PASS PASS CARGO OPERATIONS 	<ul style="list-style-type: none"> HIGHEST COST 	<ul style="list-style-type: none"> HIGH 	<ul style="list-style-type: none"> \$61,840,000
3A	DOLPHINS AND TRANSFER BRIDGE	<ul style="list-style-type: none"> ALL NEW FACILITIES 	<ul style="list-style-type: none"> LOSE APPROXIMATELY 1.7 ACRES OF UPLANDS LOSE ABILITY TO USE PASS PASS FOR CARGO OPERATIONS LOSE ABILITY TO SIDE LOAD OVER DOCK FACE 	<ul style="list-style-type: none"> MEDIUM 	<ul style="list-style-type: none"> \$25,383,000
3B	DOLPHINS AND TRANSFER BRIDGE	<ul style="list-style-type: none"> LEAST COST ALL NEW FACILITIES 	<ul style="list-style-type: none"> LOSE APPROXIMATELY 1.7 ACRES OF UPLANDS LOSE ABILITY TO USE PASS PASS FOR CARGO OPERATIONS LOSE ABILITY TO SIDE LOAD OVER DOCK FACE SERVICEABILITY LIMITED TO EXISTING FUEL AND CARGO BARGES 	<ul style="list-style-type: none"> MEDIUM 	<ul style="list-style-type: none"> \$21,166,000



Haines Borough Lutak Dock Design and Development Concepts February 1, 2017

Brad Ryan – Director of Public Facilities
Shawn Bell – Harbormaster
Van Le, AICP – R&M Planning Lead
John Daley, P.E. – R&M Project Manager
www.LutakDock.com



Schedule



Project Purpose and Need



- All freight and fuel for Haines comes over Lutak Dock.



Project Purpose and Need



- Long series of local failures and reports documenting the condition of the dock.
- 2014 report by PND Engineers, Inc. "the structure has reached the end of credible 60-year service life. Further utilization is effectively on borrowed time."
- 2014 Echelon Engineering reported an average section loss of 37% on the main cells with a maximum section loss of 65%.
- According to the ASCE Manual of Practice 130 "*Waterfront Facilities Inspection and Assessment*" this type of section loss can be considered to represent "major" and "severe" damage.



Project Purpose and Need



Sink holes and loss of fill



Corrosion failure closure arc (PND Engineers)



Project Purpose and Need



- If (when?) the dock fails the fuel and cargo for Haines will be forced to come over the Highway.
- 2016 Northern Economics reports: "The increase in transportation costs is expected to impact the cost of goods and services in Haines for both consumer and industrial end users."
- 2016 Northern Economics reports: "Based on national transportation statistics, the average freight revenue per ton-mile for freight moved by truck is over seven times as much as the average freight revenue per ton-mile for freight moved by barge."



Project Purpose and Need



Project Progress



- Preliminary engineering and evaluation complete.
- Preliminary cost estimates complete.
- Original direction / ideas included three alternatives:
 1. Encapsulation; New sheet pile wall outside of the existing cells
 2. Replace in kind with earth filled bulkhead
 3. Pile supported dock with sheet pile abutment



Project Progress



- Combi-wall encapsulation not economically feasible. Height requires multiple levels of tie backs.
- Modified diaphragm encapsulation feasible and economic.
- Berthing dolphins economic and feasible
- New three alternatives:
 1. Encapsulation of the existing cells with modified diaphragm
 2. Pile supported dock with sheet pile abutment
 3. Berthing dolphins



Project Progress



- Mining operation support considered
- FASTLANE grant application support provided



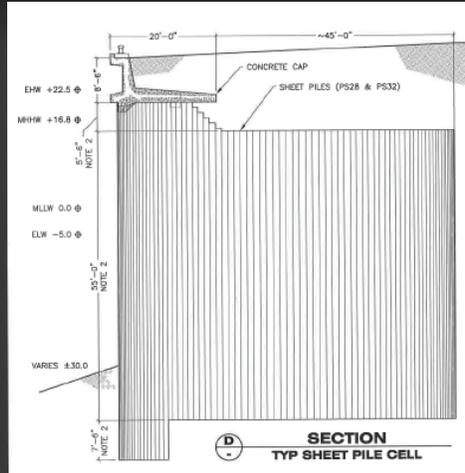
Existing Site



Existing Site



Existing Site



Mine Support



- Hypothetical development of the Palmer Mine.
- The export site requires a concentrate storage building and related facilities. This could take up 7-10 acres.
- Existing dock is about 4 acres.
- Ship loader and berth need for Handimax size vessel



Mine Support



Table 1 Key Dimensions of Design Ships

Dimensions	Ship Size (dwt)		
	12,000	33,000	45,000
Length Overall (ft)	426	625	722
Breadth (ft)	66	90	100
Maximal Depth (ft)	37	50	58
Loaded Draft (ft)	27	34	42
Number of Hatches	4	6	6
Hatch average length (ft)	200	140	218



Mine Support



Mine Support Summary



- Concentrate Storage Building requires 7 to 10 acres and may be better suited at old US Army POL site.
- Handimax vessels could be berthed at Lutak Dock. Ship loader and dolphins would be required.
- Lutak Dock could support general cargo for a mining operation.



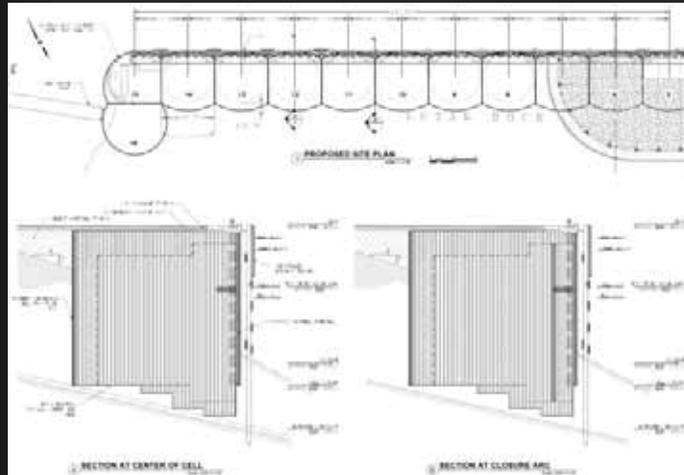
Alternatives



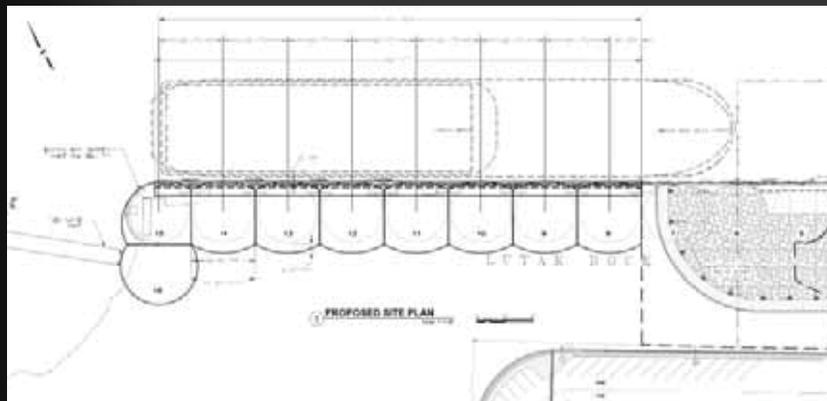
- 1A and 1B Encapsulate with Modified Diaphragm
- 2 Pile Supported Platform Dock
- 3A and 3B Berthing Dolphins and Transfer Bridge



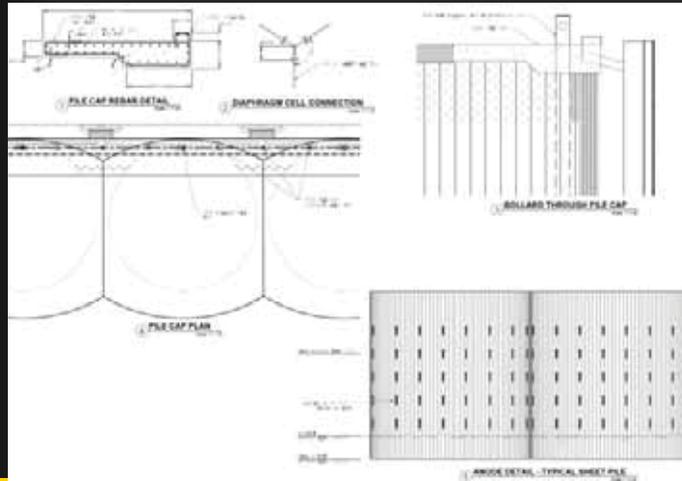
Design Option 1A Encapsulation



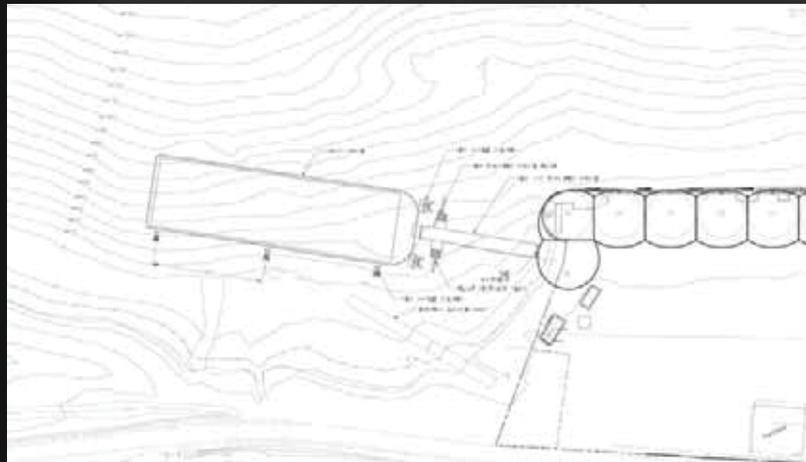
Design Option 1B Encapsulation



Design Option 1 Encapsulation



Design Option 1 Encapsulation



Design Option 1 Encapsulation



- Pros:
 - Efficient and cost effective.
 - Maintains existing footprint.
 - Accommodates existing and multipurpose users.
 - 1A reclaims about ½ acre.
- Cons:
 - Pile driving risk during construction.
 - Existing cell and poor quality fill remain.



Design Option 1 Encapsulation



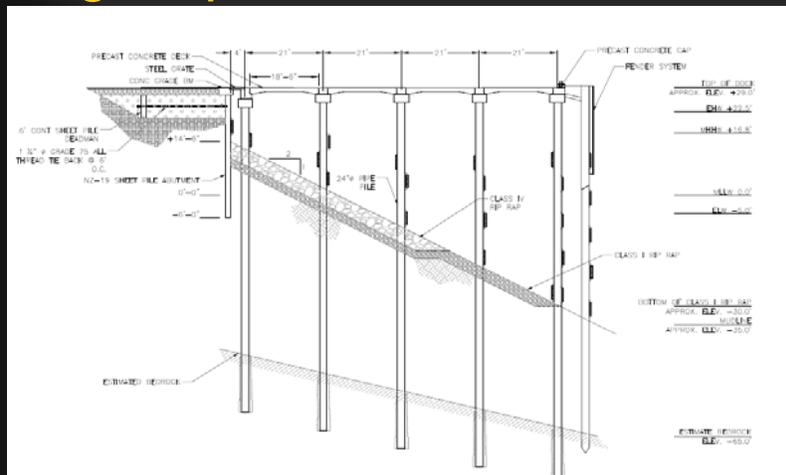
- 1A \$37,300,000
- 1B \$31,900,000



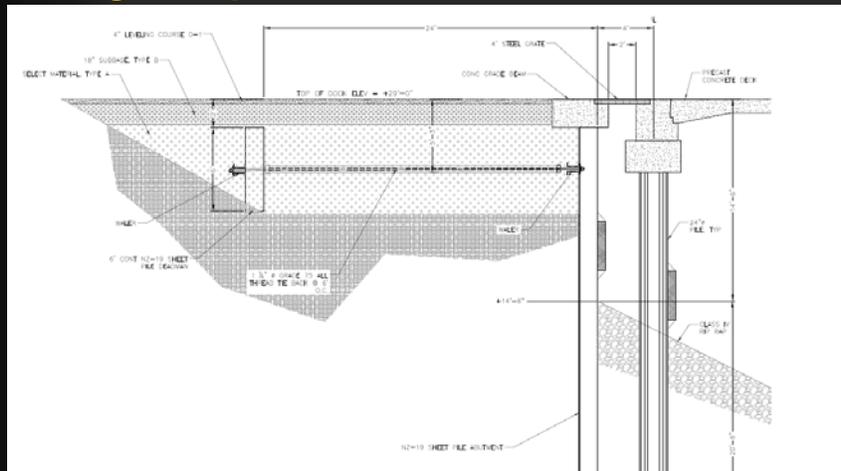
Design Option 2 Platform Dock



Design Option 2 Platform Dock



Design Option 2 Platform Dock



Design Option 2 Platform Dock



- Pros:
 - All new facilities.
 - Higher level of seismic performance.
 - Accommodates existing and multipurpose users.
 - Reclaims about ½ acre.
- Cons:
 - Highest cost.



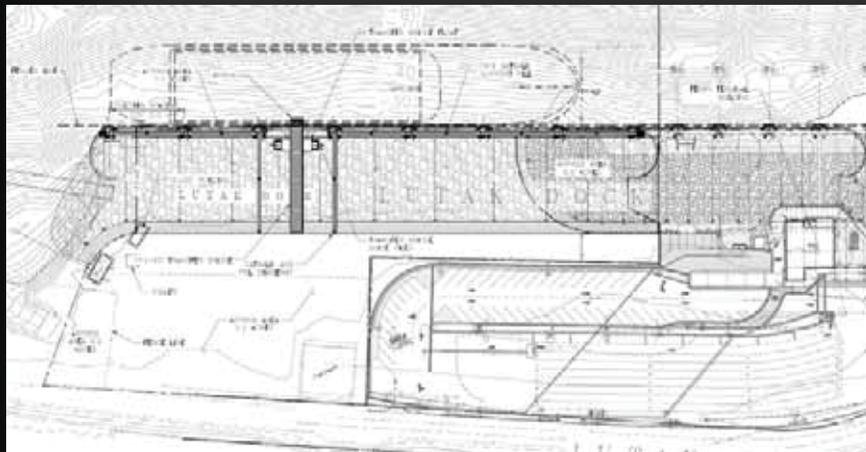
Design Option 2 Platform Dock



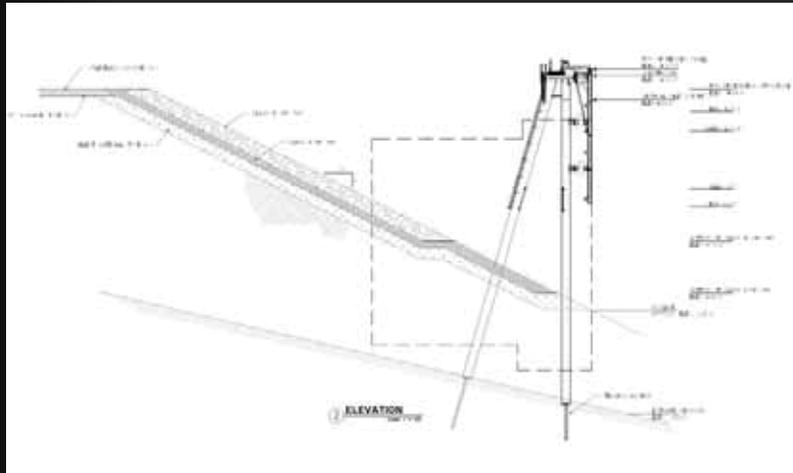
- \$61,000,000



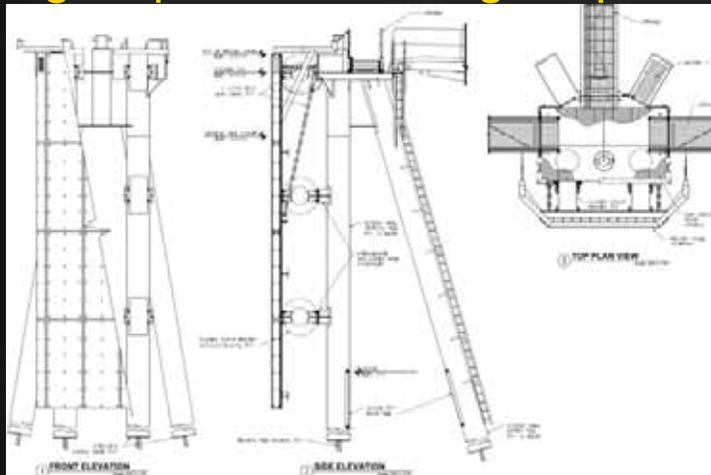
Design Option 3 Berthing Dolphins



Design Option 3 Berthing Dolphins



Design Option 3 Berthing Dolphins



Design Option 3 Berthing Dolphins



- Pros:
 - Least cost
 - All new facilities
- Cons:
 - Lose about 1.7 acres
 - Lose pass pass and side load ability
 - Lose multi purpose dock
 - 3B - Serviceability limited to existing fuel and cargo barges



Design Option 3 Berthing Dolphins



- Alternative 3A
 - \$25,383,000
- Alternative 3B
 - \$21,166,000





Alternatives Analysis Summary

TABLE 8: LUTAR DOCK REPLACEMENT, ALTERNATIVES ANALYSIS SUMMARY

ALT. NO.	DESCRIPTION	PROS	CONS	LEVEL OF SERVICE	CAPITAL COST
1A	ENCAPSULATE USING MODIFIED BARRIADAM	<ul style="list-style-type: none"> EFFICIENT AND COST EFFECTIVE MAINTAINS EXISTING FOOTPRINT ACCOMMODATES CURRENT USERS INCLUDING PASS PASS CARGO OPERATIONS RECLAIM ABOUT 8 ACRE UPLANDS AT CELLS 5, 6, AND 7 	<ul style="list-style-type: none"> PILE DRIVING RISK DURING CONSTRUCTION ENCAPSULATES EXISTING SHEETS AND POOR QUALITY FILL 	HIGH	\$37,420,000
1B	ENCAPSULATE USING MODIFIED BARRIADAM	<ul style="list-style-type: none"> EFFICIENT AND COST EFFECTIVE MAINTAINS EXISTING FOOTPRINT ACCOMMODATES CURRENT USERS INCLUDING PASS PASS CARGO OPERATIONS 	<ul style="list-style-type: none"> PILE DRIVING RISK DURING CONSTRUCTION ENCAPSULATES EXISTING SHEETS AND POOR QUALITY FILL DOES NOT RECLAIM UPLANDS AT CELLS 5, 6, AND 7 	HIGH	\$31,940,000
2	PLATFORM DOCK (STEEL PILE-SUPPORTED CONCRETE DECK)	<ul style="list-style-type: none"> ALL NEW FACILITIES HIGHER LEVEL OF SEISMIC PERFORMANCE MAINTAINS EXISTING FOOTPRINT AND RECLAIMS 1/2 ACRE UPLANDS AT CELLS 5, 6, AND 7 ACCOMMODATES CURRENT USERS INCLUDING PASS PASS CARGO OPERATIONS 	<ul style="list-style-type: none"> HIGHEST COST 	MEDIUM	\$91,640,000
3A	DOLPHINS AND TRANSFER BRIDGE	<ul style="list-style-type: none"> ALL NEW FACILITIES 	<ul style="list-style-type: none"> LOSE APPROXIMATELY 1.7 ACRES OF UPLANDS LOSE ABILITY TO USE PASS PASS FOR CARGO OPERATIONS LOSE ABILITY TO SIDE LOAD OVER DOCK FACE 	MEDIUM	\$25,383,000
3B	DOLPHINS AND TRANSFER BRIDGE	<ul style="list-style-type: none"> LEAST COST ALL NEW FACILITIES 	<ul style="list-style-type: none"> LOSE APPROXIMATELY 1.7 ACRES OF UPLANDS LOSE ABILITY TO USE PASS PASS FOR CARGO OPERATIONS LOSE ABILITY TO SIDE LOAD OVER DOCK FACE SERVICEABILITY LIMITED TO EXISTING FUEL AND CARGO BARGES 	MEDIUM	\$21,166,000



Alternatives Analysis

ALTERNATIVE	SAFETY IMPROVEMENT	DESIGN YEAR LOS		COST
		Multi-Use Dock	Existing Users	
No-Action	✗	Medium	Medium	N/A
1A	✓	High	High	\$\$\$\$
1B	✓	High	High	\$\$\$
2	✓	High	High	\$\$\$\$\$\$
3A	✓	Low	Medium	\$\$\$
3B	✓	✗	Medium	\$\$

Legend: None ✗ Improved ✓



Alternatives Analysis Summary



- Alternative 2 cost too high!
- Practical choice between alternative 1 and 3.
- How important are the uplands and multipurpose use?
- How much funding can you get and from where?



Preferred Alternative



- **Alternative 1B** Encapsulate using Modified Diaphragm
- Provides high level of service
- Supports existing users and multi-use capabilities
- Maintains existing upland area
- Comparatively moderate cost



Next Steps



- Visit the project website - www.LutakDock.com
- Public comment on Alternatives
- Selection of Preferred Alternative by February 2017
Community Meeting #3
- Preferred Alternative will be presented to Ports & Harbors
Advisory Committee and Planning Commission for hearing
- Planning Commission will make recommendation to Assembly



Questions?



- Visit the project website
www.LutakDock.com
- The study team is available for follow on
meeting(s) if required.



Questions?



Summary Available for
Community Meeting #3 Joint Work Session held on February 1, 2017



Joint Work Session Community Meeting #3 Summary Available

for the Lutak Dock Concept Development & Design Project

This meeting was a joint work session of the Ports and Harbor Advisory Committee and the Haines Borough Planning Commission to review the Lutak Dock Concepts including the recommended alternative.

You may review the Meeting Summary, Presentation, and the Joint Work Session Memo here: <http://www.lutakdock.com/>

Project Description:

Lutak Dock is a deep water port originally constructed in 1953. Modifications, repairs and partial replacements to the dock have been incrementally occurring since 2003 in order to maintain the dock's working condition. Through this project, the Haines Borough is considering

options for replacing or refurbishing the Lutak Dock with the purpose of:

- Securing the integrity of the existing dock;
- Maintaining existing working area and functionality;
- Maximizing life expectancy; and
- Providing a design that allows for expansion of the dock in the event of future demand.



The Summary of Community Meeting #3, held on February 1, 2017, is now available on the project website.

www.LutakDock.com

Contact a member of the project team:

Project Manager:

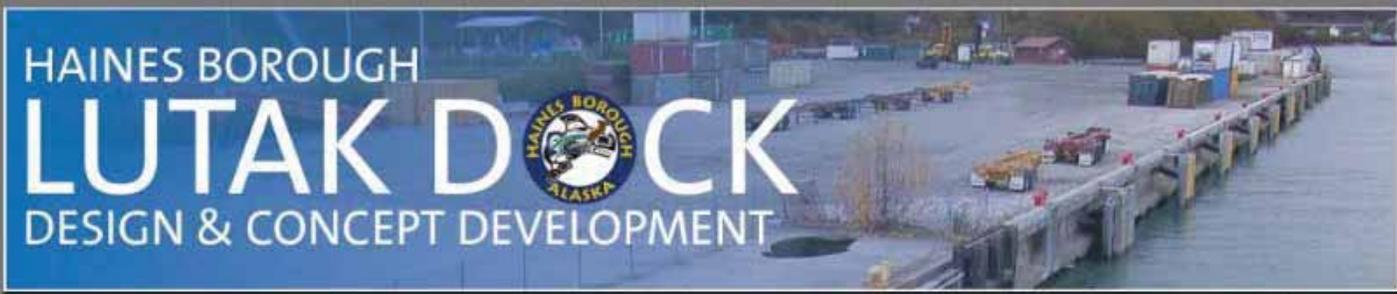
Shawn Bell
Haines Borough
Acting Director of Public Facilities
sbell@haines.ak.us

Public Involvement:

Van Le, AICP
R&M Consultants, Inc.
Planning & Public Involvement Manager
907-646-9659 or vle@rmconsult.com

R&M Consultants, Inc., 9101 Vanguard Drive, Anchorage, AK 99507

[SafeUnsubscribe™ {recipient's email}](#)



Community Meeting #3 – Joint Work Session Summary and Presentation

Posted on February 2, 2017

Thank you for attending the third community meeting on the Lutak Dock project. This meeting was a Joint Work Session of the Port and Harbor Advisory Committee and the Haines Borough Planning Commission to review the recommended alternatives.

You may view the meeting summary, presentation slides, and updated project Fact Sheet here:

- [Haines Borough, Lutak Dock, Joint Work Session Community Meeting 3, 2-1-17](#)
- [Haines Borough, Lutak Dock, Joint Work Session Community Meeting 3 Power Point, 2-1-17](#)
- [Haines Borough, Lutak Dock, Joint Work Session Community Meeting 3 Fact Sheet](#)

The Joint Work Session Memo discussed at the meeting and summary attachments can be found on the [Documents](#) page.

Thank you for your continued interest in the Lutak Dock project!

Posted in [Uncategorized](#) | [Leave a reply](#)

Community Meeting #3 – Joint Work Session

Posted on December 20, 2016

Please join us at Community Meeting #3 for the Lutak Dock project.

This will be a joint work session of the Port and Harbor Advisory Committee and the Haines Borough Planning Commission to review the Lutak Dock concepts.

WHEN: Wednesday, February 1, 2017 at 5:30 PM

WHERE: Chilkat Center Lobby

The recommended alternative that will be presented at the Joint Work Session can

RECENT POSTS

- [Community Meeting #3 – Joint Work Session Summary and Presentation](#)
- [Community Meeting #3 – Joint Work Session](#)
- [Community Meeting #2 Summary and Presentation](#)
- [Community Meeting #2 – December 15th](#)
- [Community Meeting Presentation](#)

IF YOU HAVE QUESTIONS OR

COMMENTS PLEASE CONTACT:

Haines Borough Project Manager:
Brad Ryan
Public Facilities Director
766-2258 or bryan@haines.ak.us

Public Involvement Coordinator:
Van Le, AICP
R&M Consultants Inc.
646-9859 or vle@rmconsult.com

CATEGORIES

- [Project Description](#)
- [Public Involvement](#)
- [Uncategorized](#)

ARCHIVES

- [February 2017](#)
- [December 2016](#)
- [November 2016](#)
- [October 2016](#)

DESIGN & CONCEPT DEVELOPMENT

Public Involvement

Community Meeting 1:

The first public meeting was held on **Tuesday, November 1st, 2016** from 6:30 PM to 8:30 PM at the **Public Library** in the Community Meeting Room. The goal of this meeting was to identify dock user needs and to review the preliminary design concepts and to share the project schedule.

View the meeting summary here:
[Haines Borough, Lutak Dock Community Meeting 1 Summary 11-1-16](#)

View the informational materials presented at the meeting here:
[Haines Borough, Lutak Dock Fact Sheet](#)
[Haines Borough, Lutak Dock Community Meeting Power Point_Nov. 1st 2016](#)
[Haines Boroug, Lutak Dock Community Meeting 1 Notice](#)

Community Meeting 2:

The second community meeting was held on **Thursday, December 15, 2016** from 5:30-7:00 PM at the **Public Library**. R&M Consultants, Inc. presented on preliminary dock concept designs and the cost estimates for each concept.

View the meeting summary here:
[Haines Borough Lutak Dock Public Community Meeting 2 Summary 12-15-16](#)

View the informational materials presented at the meeting here:
[Haines Borough, Lutak Dock Community Meeting 2 Fact Sheet](#)
[Haines Borough, Lutak Dock Community Meeting 2 Power Point, 12-15-2016](#)
[Haines Borough, Lutak Dock Community Meeting 2 Notice](#)

Industry Stakeholder Meeting:

Industry Stakeholders were invited to participate in a meeting held on **Tuesday, November 1st, 2016** to ensure the issues to be solved are correctly identified and to provide feedback on the preliminary design options.

View the meeting summary here:
[Haines Borough, Lutak Dock Industry Stakeholder Meeting Summary 11-1-16](#)

Haines Chamber of Commerce Meeting:

The Chamber of Commerce had a coordination meeting on **Friday, December 16th, 2016** with the project team to receive a project update and for the team to provide an overview to the Chamber board and members.

DESIGN & CONCEPT DEVELOPMENT

Documents

Lutak Dock Reports and Plan Sets

- [Haines Borough, Lutak Dock Concepts Plan Set 12-15-16](#) (7 MB file)
- [Haines Borough, Lutak Dock Study Progress Set 12-23-16 Part 1](#)
Part 1 includes: Cover Sheet, Alternatives Matrix, Existing Conditions, Concept Cost Estimates
- [Haines Borough, Lutak Dock Study Progress Set 12-23-16 Part 2](#)
Part 2 includes: Alternatives 1A, 1B, 2, and 3
- [Lutak Dock, Benefit-Cost Analysis Final Report](#)
- [Lutak Dock, Mine Support Memo 12-12-16](#)
- [01-11-2017 Lutak Dock Joint Work Session Memo](#)

Public Involvement Documents:

- [Haines Borough, Lutak Dock Fact Sheet](#)
- [Haines Borough, Lutak Dock Community Meeting 1 Summary 11-1-16](#)
- [Haines Lutak Dock Industry Stakeholder Meeting Summary 11-1-16](#)
- [Haines Borough Lutak Dock Public Community Meeting 2 Summary 12-15-16](#)
- [Haines Borough Lutak Dock Chamber of Commerce Meeting 12-16-16](#)
- [Haines Borough, Lutak Dock Community Meeting 2 Power Point, 12-15-2016](#)
- [Haines Borough, Lutak Dock Community Meeting 2 Fact Sheet](#)
- [Haines Borough, Lutak Dock, Joint Work Session Community Meeting 3, 2-1-17](#)
- [Haines Borough, Lutak Dock, Joint Work Session Community Meeting 3 Power Point, 2-1-17](#)
- [Haines Borough, Lutak Dock, Joint Work Session Community Meeting 3 Fact Sheet](#)

2014 Lutak Dock Engineering Reports (prepared by PND Engineers, Inc.)

- [Lutak Dock Structural Assessment](#)
- [Inspection and Assessment of Lutak Dock](#)

Design Manuals



Comment

Leave a Reply

Your email address will not be published. Required fields are marked *

Comment

Name *

Email *

Website

Post Comment

Van Le

From: William Kurz <wckurz@yahoo.com>
Sent: Wednesday, February 1, 2017 7:33 PM
To: Van Le
Subject: Letter

Hi Van;

Below is my letter. Good seeing you this evening. Glad to hear John's comments about the ore.

Bill

Haines Port Development Council LLC.
Board member Bill Kurz
February 1, 2017

Want to make it clear Haines Port Development Council fully supports repairing / rebuilding Lutak Dock to continue to serve the community and region as it has for many years. We do take exception to several of the statements in the R&M Consultants January 11, 2017 Memorandum.

1. Lutak Dock does not provide passenger services.
2. There is and not expected to be LNG transportation or storage at Lutak Dock.
3. LNG for Yukon energy and the proposed mines will be shipped via the Alaska Highway from Ft. Nelson. Wellgreen and Casino have current contracts to do so.
4. As to a facility to ship ore for Constantine's Palmer project. There simply is no way to economically build an ore terminal to serve one mine the size of the Palmer project. Constantine cannot publically state their expected yearly tonnage. We can say the Wellgreen mine is expected to be roughly the same size. Former Wellgreen COO stated they expect to ship 350,000 tons of ore yearly. Wellgreen's former manager Neil Frock stated the storage area for their ore would be just a little smaller than an NFL football field. To that you need the area for unloading trucks and washing trucks. To that add the EPA regulated filtering and storage of the waste water. The building must have EPA regulated air handling and filtering to remove ore dust.
5. It would take at least two mines the size of Wellgreen to make a profit. That would require a building roughly 150' X 800'. While you contemplate the cost do take into account the floor must be 18" – 24" reinforced concrete.
6. There is an implied reference to using the old Army Tank Farm to locate an ore terminal. Do take into account as per Public Law 111-84- Oct. 28, 2009 that property is to be transferred to Chilkoot Indian Association

7. A conveyor system from the tank farm to Lutak Dock that would have to pass the Ferry Terminal is ridiculous.

8. If Constantine's Palmer project becomes a mine and needs to ship ore before there is a commercial ore terminal here in Haines they can as Darwin Green has stated publically "barge their ore to Skagway by containers or super sacks". That can be done by the existing / repaired / replaced Lutak Dock.

9. On November 21, 2016 at the Yukon Chamber of Mines Geoscience Forum Haines Port Development Council held an open house that was attended by many of the people involved in the regional mining / mineral industry. Some of the attendees included; Stephen J. Mill Deputy Minister Yukon Energy Mines & Resources, Chris Donaldson with Casino Mine, Shaun G. McFarlane Vice President Moffat & Nichol, Kells Boland Prolog Canada, Liz Cornejo Constantine, Harriett Broulette Chilkoot Indian Association, Lynn Hutton Chief Isaac investments, Albert Yukon First Nation Chamber of Commerce.

Deputy Minister stated both Wellgreen and Casino have at least 4 more years of permitting before they can become operating mines

Haines Port Development Council LLC. Board Member

<http://www.hainesalaskaport.com/>

haines_port_development_council@yahoo.com

Haines & Yukon Railway LLC. Board Member

<http://www.HainesYukonRail.com>

wkurz@hainesyukonrail.com

Publisher; Haines Happenings

<http://hainesalaskahappenings>.

Bill Kurz

907-766-2324

Box 1363

Haines, Ak 99827



*Alaska Marine Lines, Inc.
100 Mt Roberts St
Juneau AK 99801
Phone: (907) 463-9347
Fax: (206) 965-2357*

March 2, 2017

To whom it may concern,

In response for your request for Alaska Marine Lines to comment on the proposed dock designs AML's comments are as follows:

AML can perform unloading and loading in a variety of methods. The preferred method is using a side ramp that allows for drive on/drive off forklift traffic over the side of the barge, in the center of the barge. This accommodates our need to segregate cargo on the ends of the barge for stops in multiple communities and efficient cargo handling throughout the voyage.

With that said we can also transfer cargo efficiently in the manner that we do today in Haines using what we call a pass/pass. With that design forklifts don't actually drive on or off the barge. Cargo is passed between the dock and the barge via a platform system via a forklift on the barge and a forklift on the marine terminal. Our least desirable method for transferring cargo is via a transfer ramp that goes over the stern of the barge such as the current Haines ramp configuration. The reason this is not desirable is that it requires us to keep the end of the barge clear for carrying cargo over the stern. This results in rehandling all the cargo from the stern of the barge to the bow and then start the transfer to the dock.

AML is very familiar with the cost to build and maintain a marine facility. We recognize the need to keep the cost as low as possible to avoid increased costs to consumers. The proposed costs to rebuild this facility could never be recovered by wharfage charges assessed for cargo that moves over the facility, without significant increases to the transportation costs to consumers.

Our recommendation is, if money is no object, we would propose a combination of options 1B and 3B. Our proposal would maintain the current yard space, but in one section leave an opening for a 20' x 120' cargo ramp as shows in option 3B. If that is not possible, our next preference would be option 1B with a slight modification to allow short ramps to be set over the side of the dock, to a barge, to transfer larger rolling cargo when the tide allows. The stern ramp as proposed does not benefit AML's operation, so we would not suggest that you spend the money to replace the ramp. If at the end of this process, the city needs for cargo moving over this dock to support the proposed improvements, we suggest that we meet and do some brainstorming for the project with a greatly reduced scope.

Sincerely,

A handwritten signature in black ink, appearing to be "Ricky Morgan", is placed over a light gray rectangular background.

Ricky Morgan
Southeast Alaska Marine Operations Manager
Alaska Marine Lines