

# 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

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##### 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

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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

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

