

Public Meeting Summary
Port Lions City Dock Repairs
June 23, 2009

Participants

City of Port Lions

Lorna Maughan
Judith Clayton
Jon Scott Pestrikoff
Rich Pestrikoff
Steve Anderson
Susan Boslofsky
Annie Kewan
Wendy Bartleson
Wayne L?
Marvin Bartleson Sr.
Katy Adkins
Sheila Biehl
Liz Pennington
Dorinda Kewan
Arnold Kewan
Rodney K?
Marilyn Wagner
Chris Bartleson
Russell Gunderson
Harold Christensen Jr.
Bruce Nelson
Kathie Kyono
Steve Kyono
Jay Kaiser
Julie Kaiser

Corps of Engineers

Robert Tedrick
George Kalli

Purpose

This meeting served as a scoping meeting for Denali Commission funded repairs to the Port Lions city dock. Considering Port Lions has a population below 200 and that it was summer charter season, attendance at the meeting was superb. The attendance reflects the importance of this project to community members.

Topics Discussed

The community is concerned about the condition of the dock. Due to its poor condition barge service from Seattle was discontinued in 2006. This caused the only store in town to close down. This has caused a financial and logistical burden upon the residents of Port Lions. Loss of barge service has made the community even more reliant upon the Alaska Marine Highway ferry stops in the community. Concerns are that if the dock continues to degrade that they may lose that service, and their fuel deliveries, as well. Due to the condition of the dock, current fuel deliveries are only conducted during daylight hours. The community is hopeful that barge service will return and ferry stops and fuel deliveries will continue with an improved or replacement dock

It was confirmed that the current deck surface was placed directly atop the previous deck.

It was the general impression that the piles of the dock were sound but the many cross braces were either missing or unsound.

People expressed interest in the possibility of a dock replacement as opposed to repair. Corps employees informed community members that the current scope of work was for repair of the existing dock. The Corps would notify the Denali Commission if it appeared that replacement of the dock would be more economically feasible.

The schedule to produce a final report was questioned. Mike McKimmon from the Denali Commission had indicated to some community members that a final report would not be available until December 2009. In order to apply for grants with application deadlines of November 1st, community members asked if we could have a final report available to them by mid-October. George offered to get back to Judith Clayton about this question.

The Tustamena is the ferry currently servicing Port Lions. There is some talk of the larger Kennicott calling on Port Lions in the future, however, such a scenario is not part of the Borough of Kodiak regional transportation plan.

Restoring the weight capacity of the dock to 50,000 lbs will reduce the costs to ship equipment and materials to the community (reduce mobilization and demobilization costs). Currently, items too heavy for the dock must be brought to the community via a barge beach landing at additional cost. The State of Alaska dictated the current weight limit of 23,000 lbs.

Nobody was aware of any available original design drawings of the dock. The original design of the dock was intended to be dual purpose in that it was designed to serve the ferry and crab boats at the same time.

A Koniag owned gravel source is available near the Port Lions airstrip. Koniag is in the process of developing a rock source nearby.

One resident described that he can see the dock sway back and forth in heavy seas.

Interest was expressed in reconstruction of the finger dock. The previous finger dock is the source of the string of pilings extending inland from the dock causeway.

The fuel lines to the tank farm are atop the original decking at the edge of the dock.

The status of the buildings on the dock was questioned.

The dock ladders are on their “last legs” and are a safety concern.

Judith asked if we were familiar with a project regarding a dock in Gustavus. Not being familiar with the project, she offered to follow up with a point of contact.

Community members stressed that at some point repair may be more expensive than replacement.

There was relative agreement among those present that if replaced, the current size of the dock would be adequate.

It was suggested that the reef extending out from the end of the dock towards the red buoy could be built up as a breakwater which would provide additional protection for the ferry.