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The following is a description of harbor development priorities for the City of Kodiak.

1. Completion of the Near Island Bridge:

Funding: 50/80 \$ 500,000.00
118/80 \$5,000,000.00

Project Description: Existing funds will provide for the design of the sub-structure, superstructure and access routes; right-of-way acquisition and relocation costs; and sub-structure construction. An additional \$17,300,000.00 supplemental request is part of the FY '83 Governor's Budget. These funds would be used to construct the superstructure and access roads from Rezanof Avenue and the Dog Bay Harbor Staging Area.

2. Completion of Kodiak/Dog Bay Small Boat Harbor:

Funding: Phase I 75/78 \$2,450,000.00
Phase II 201/72 \$ 724,650.00
118/80 2,000,000.00
50/80 150,000.00

Total State \$2,874,650.00

City of Kodiak's Share \$1,700,000.00

\$4,574,650.00

Project Description: Phase I construction included the placement of a floating breakwater. The breakwater components are in place. The project should be completed by March 1, 1982.

Phase II involves the construction of in-harbor floats and pilings capable of berthing over 300 vessels up to 100' in length. This phase should go to bid by mid-February.

An additive alternative program has been included in the bid package although funds are not currently available. This program would provide electricity to the slips, lighting of the float facilities and an access pier from Near Island. A ferry service will be initiated until road access via the proposed Near Island Bridge to transport people and goods between Dog Bay and the City.

The City of Kodiak is pursuing a guarantee of funding for the Alternative Program of \$1,825,000.00 with the hope that they would be able to be reimbursed by the State. The State has requested \$2,000,000.00 as part of the FY '83 voter's package to fund the Alternatives, project engineering and contingencies. The State

would only be able to reimburse the City if this request was approved by the Legislature this session and the voters in November of 1982.

(NOTE: The remaining projects are the preliminary recommendations for harbor development activities at Kodiak taken from the on going Kodiak Harbor Development Plan by Peratrovich and Nottingham, Inc. for the City of Kodiak. This study will also look at land use requirements as they relate to harbor development.)

3. Pillar Mountain stabilization and breakwater #6:

Funding: Non-available. Engineer's estimate for design and construction \$36,000,000.00 for slope stabilization. Immediate funding request for design and engineering \$2,500,000.00 of the stabilization project. Project Engineering and cost of the breaker facility is unknown at this time.

Project Description: This project would stabilize the slope of Pillar Mountain in the immediate vicinity of the existing city docks. The project would remove serious hazard as well as provide space for 2000 linear feet of ocean dock between the existing piers number 2 and 3, (initially a 400' x 80' dock would be constructed in this area). It would provide 13 acres of upland staging and industrial areas which is extremely limited in Kodiak. The material from the excavation could be used in the construction of the ocean dock and breakwater #6. (Please see attached brochure on the Pillar Mountain Project.)

Breakwater #6 would provide protection to the City Dock area. Core material could be available from the Pillar Mountain Project. Armor stone would have to be secured from another material source.

4. Pier Number 3 Repair/Dock Construction:

Funding: Non-available. Engineer's estimate is \$2,500,000.00.

Project Description: The existing abutment serving as backwall of Pier Number 3 is failing due to corrosion of its supporting the back system. The proposed project would construct a dock 20' to 25' in depth for the length of 380' behind this backwall, install a cathodic protection system and install a fender system.

5. Improvement of Entrance Channel between Puffin Island and Kodiak Island:

Funding: Cost estimate unavailable at this time.

Project Description: The entrance channel to Kodiak/St. Paul Harbor is narrow with several marked and unmarked shoals. This

project would clear the channel of obstacles to provide easier and safer maneuverability of ocean going vessels of 700' in length and 30' draft. This project is necessary to provide safer passage for the projected increase in large ocean class vessel traffic at Kodiak.

6. New Dock Development between Pier 2 and 3 and Boat Haulout Facility at Gibson Cove.

Funding: Cost estimate for a 400' x 80' dock is unavailable at this time.

Cost estimate for Boat Haulout Facility is \$750,000.00.

Project Description: Initial dock development would consist of a structure 400' x 80' between Pier 2 and 3. This facility would meet the short-term needs of additional docking facilities for ocean going vessels at Kodiak. The area between Pier 2 and 3 could potentially provide 2000' of additional docking facilities if Pillar Mountain is stabilized.

A boat haulout facility capable of handling a 150 ton vessel is recommended at Gibson Cove. This facility would allow vessels up to class to be repaired and maintained at Kodiak.

7. Near Island Industrial Area Development:

Funding: Cost estimate not available at this time.

Project Description: It is recommended that the southwest tip of Near Island be filled to provide suitable area for industrial development. This filled area would also serve as a breakwater. A 400' x 80' dock is recommended at this location to serve the Kodiak Fishing Fleet. It is projected that as the bottom fish industry develops fishing boats of up to 300' could begin to be based out of Kodiak. These vessels could use the Near Island Dock. The filled area and dock would protect the rest of Dog Bay Harbor. Dog Bay harbor could be expanded to serve these larger vessels.

Access roads to the industrial area and Dog Bay Harbor should be completed as well as the necessary utilities for infrastructure development.

8. Gibson Cove Breakwaters and Small Boat Moorage Area:

Funding: Cost estimates unknown at this time.

Project Description: This would complete the Gibson Cove Small Boat Moorage (less than 100') and Repair Facilities. The breakwater

would afford the necessary protection for the moorage and repair facilities.

Projects 1 and 2 are projects that are under design with cost figures that are based on sound engineering estimates. Projects 3 and 4 are conceptual projects that have been given some study. Their cost estimates should be fairly accurate. Projects 5 through 8 are the preliminary recommendations of the Port of Kodiak Development Plan. This plan will be completed by June 1982. More complete project scopes and refined cost estimates will be available some time before then. Estimates for projects 5 through 8 are best guesses based on available information.

Attachment

pillar mountain slide stabilization and port development

city of kodiak, alaska

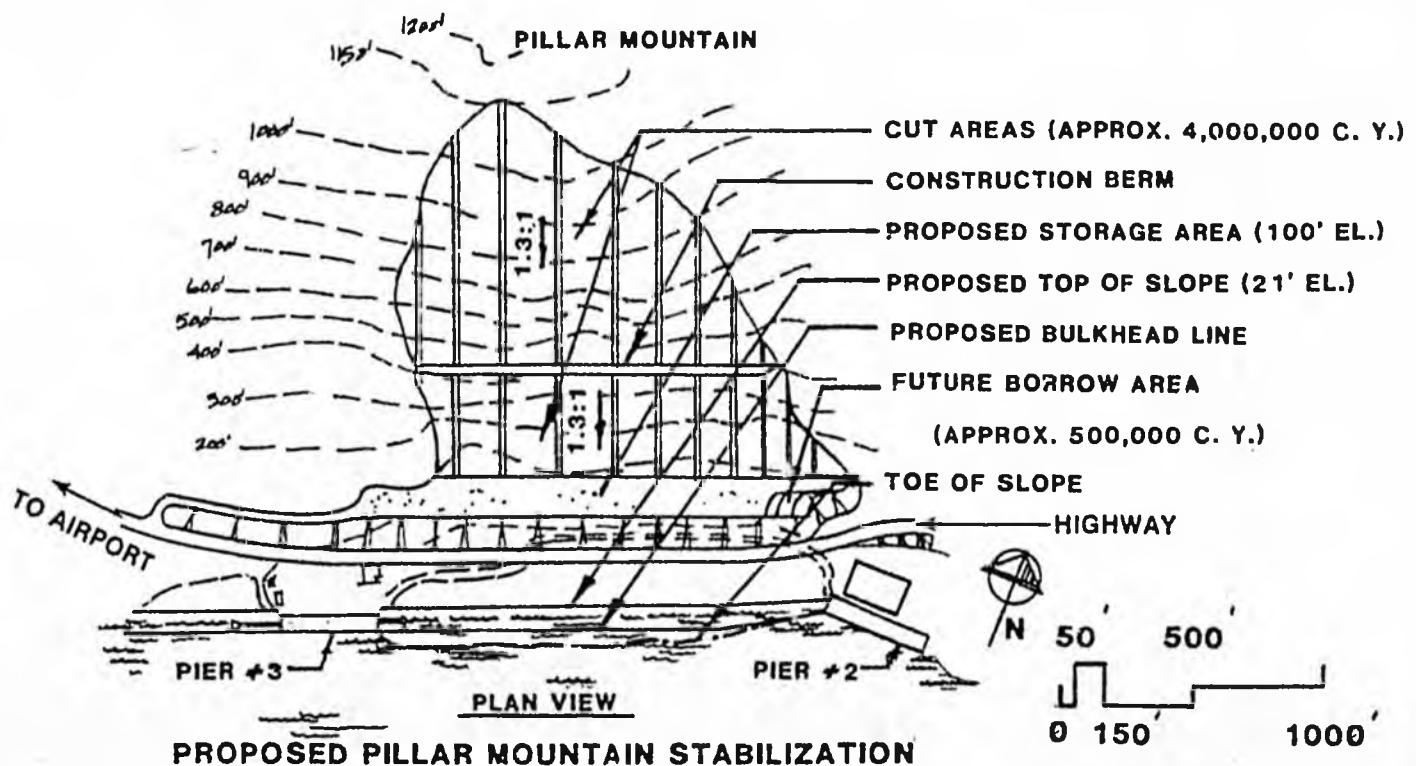
funding request

introduction

Kodiak depends upon the sea both for its existence and its primary means of transportation. The efficient use of the limited available uplands immediately adjoining Kodiak's harbor becomes of paramount importance to continuing economic growth.

St. Paul Harbor, which fronts the community of Kodiak, is the principal deepwater harbor in the area and provides primary access to the sea for direct movement of general cargo and fisheries products, and other commercial activities.

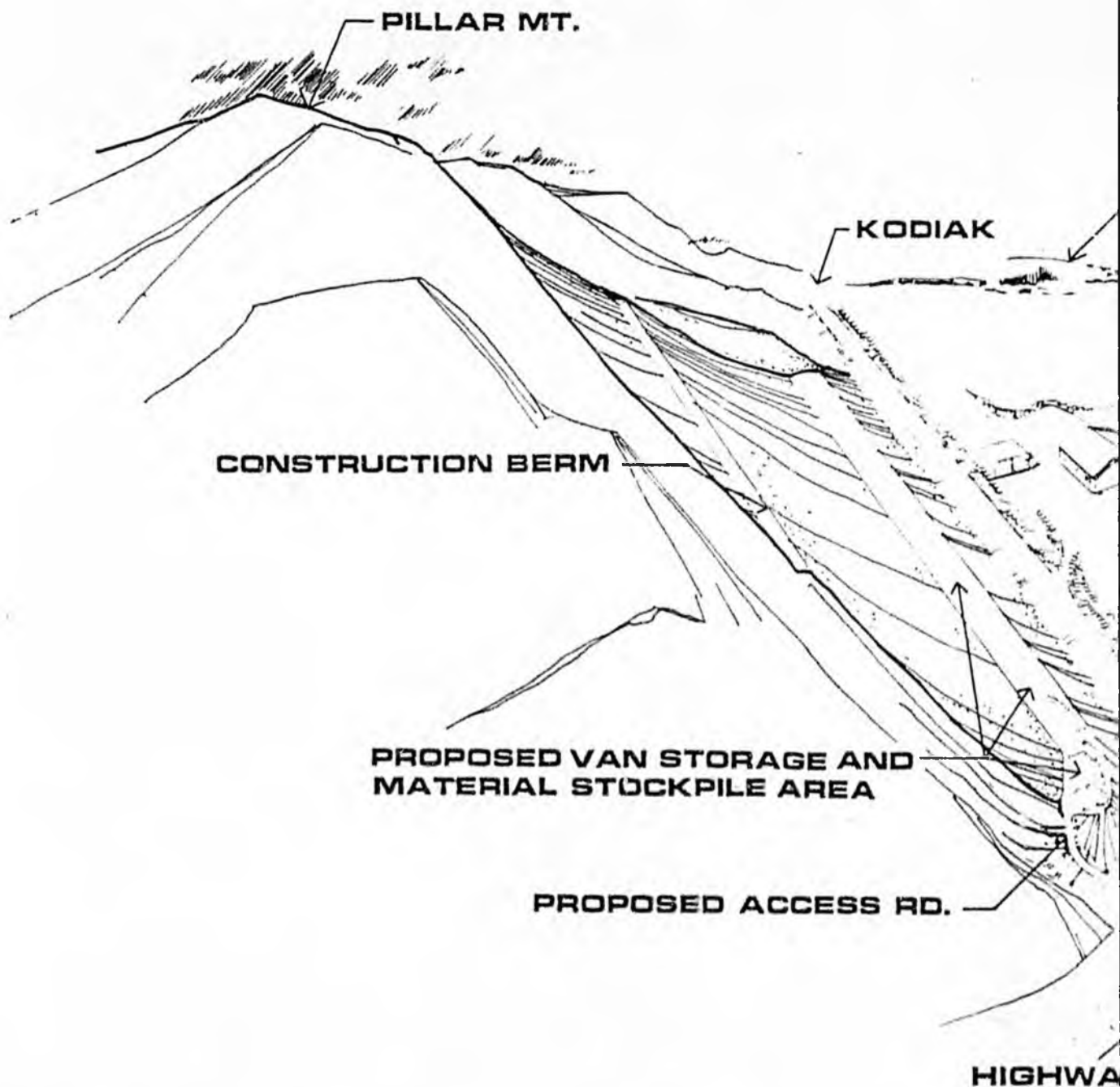
The existing deepwater port in St. Paul Harbor is located at the toe of Pillar Mountain and includes City Piers No. 2 and No.3. These two piers handle most of the heavy cargo movement, though they have minimal upland area for cargo storage due to the proximity of the state highway and the mountain. Limited space forces various users to transport and store containers at several locations remote from the port, resulting in a situation that is both undesirable and uneconomical.



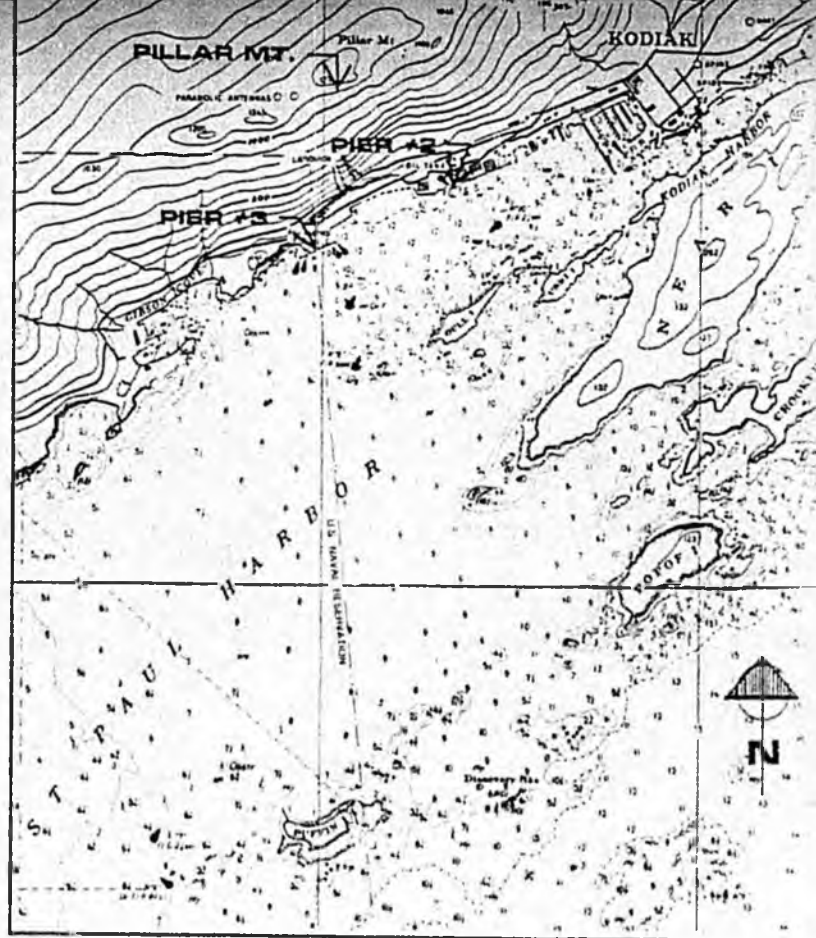
Immediately above the highway in the port area is an unstable slope of Pillar Mountain, which at times creates small rockslides that impact highway use between the airport area and Kodiak. While slides have been small to date, a significant and potentially dangerous condition has currently been identified. This problem has been the source of much controversy, study, and costly inconvenience. Studies now indicate that stabilization is possible, with considerable benefits.

project approach

Pillar Mountain's stability is the key issue in the safe development of Near Island and additional port facilities. A coordinated effort, commencing with the stabilization of Pillar Mountain through rearranging approximately four million cubic yards of rock, could result in the following:



- Removal of a hazard which seriously impacts the construction of all future development in the immediate area.
- Provide a reserve stockpile of fill material, estimated in excess of 500,000 cubic yards, for immediate and future use.
- Provide space for over 2,000 linear feet of additional deepwater dock frontage between Piers No. 2 and No. 3.
- Create an additional 13 acres of critical port upland area for commercial and industrial expansion.



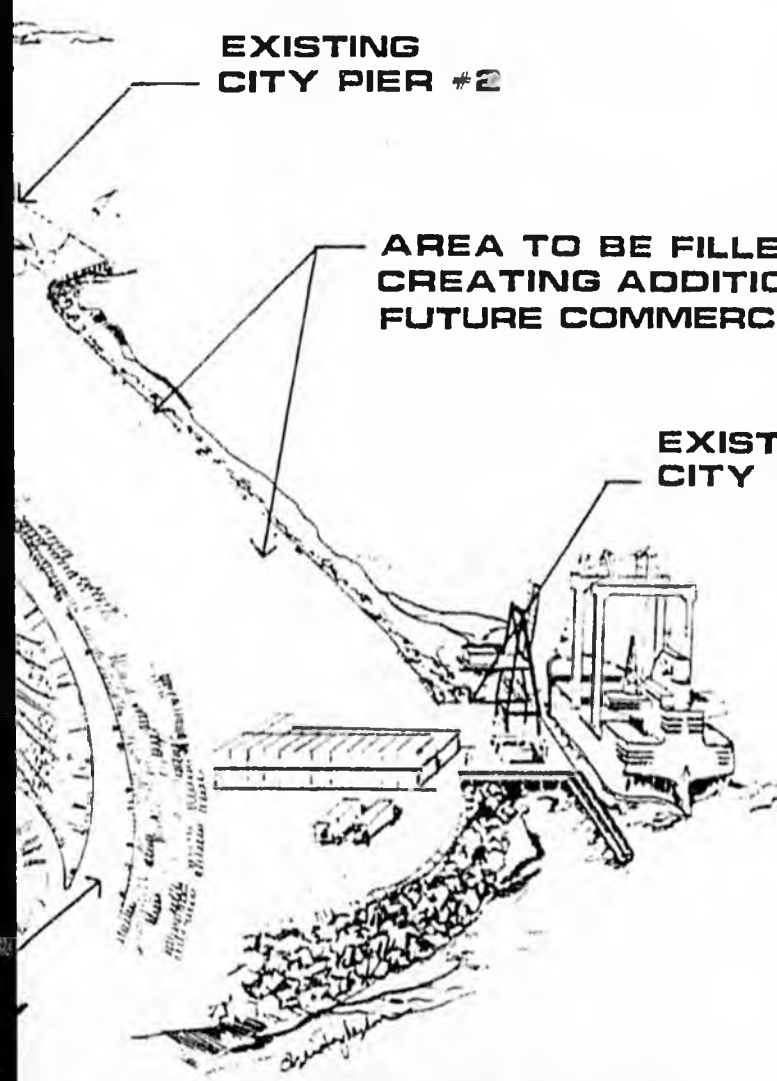
LOCATION MAP

NEAR ISLAND

EXISTING CITY PIER #2

**AREA TO BE FILLED
CREATING ADDITIONAL ACREAGE FOR
FUTURE COMMERCIAL/INDUSTRIAL DEVELOPMENT**

EXISTING CITY PIER #3



The project should begin with a staged plan that includes sound engineering and design consistent with suitable construction methods. This can be accomplished over the next three years, with project construction completion in 1985.

project budget and timing

<u>PHASE</u>	<u>PHASE DESCRIPTION</u>	<u>ESTIMATED BUDGET</u>	<u>TIME PERIOD</u>
I	Land Use Plan Development	\$ 100,000	1981 to 1982
II	Design and Construction Engineering (including additional field exploration, surveys, and geotechnical studies)	2,500,000	1982 to 1985
III	Construction (primary excavation and slope stabilization)	24,000,000*	1983 to 1984
IV	Construction (final finish work, including highway, utilities, surfacing, etc.)	3,000,000*	1985
	Base Project Cost	\$ 29,600,000	
	Inflation for 1985 Completion	6,400,000	
	TOTAL FUNDING REQUEST	\$ 36,000,000	

*Tentative - subject to Phase II findings.



For additional information, contact:

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