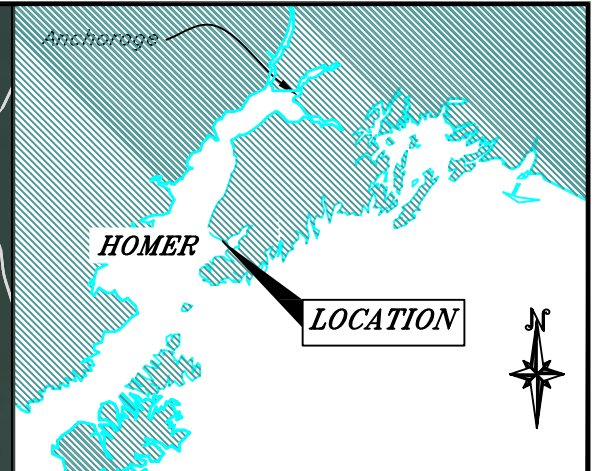
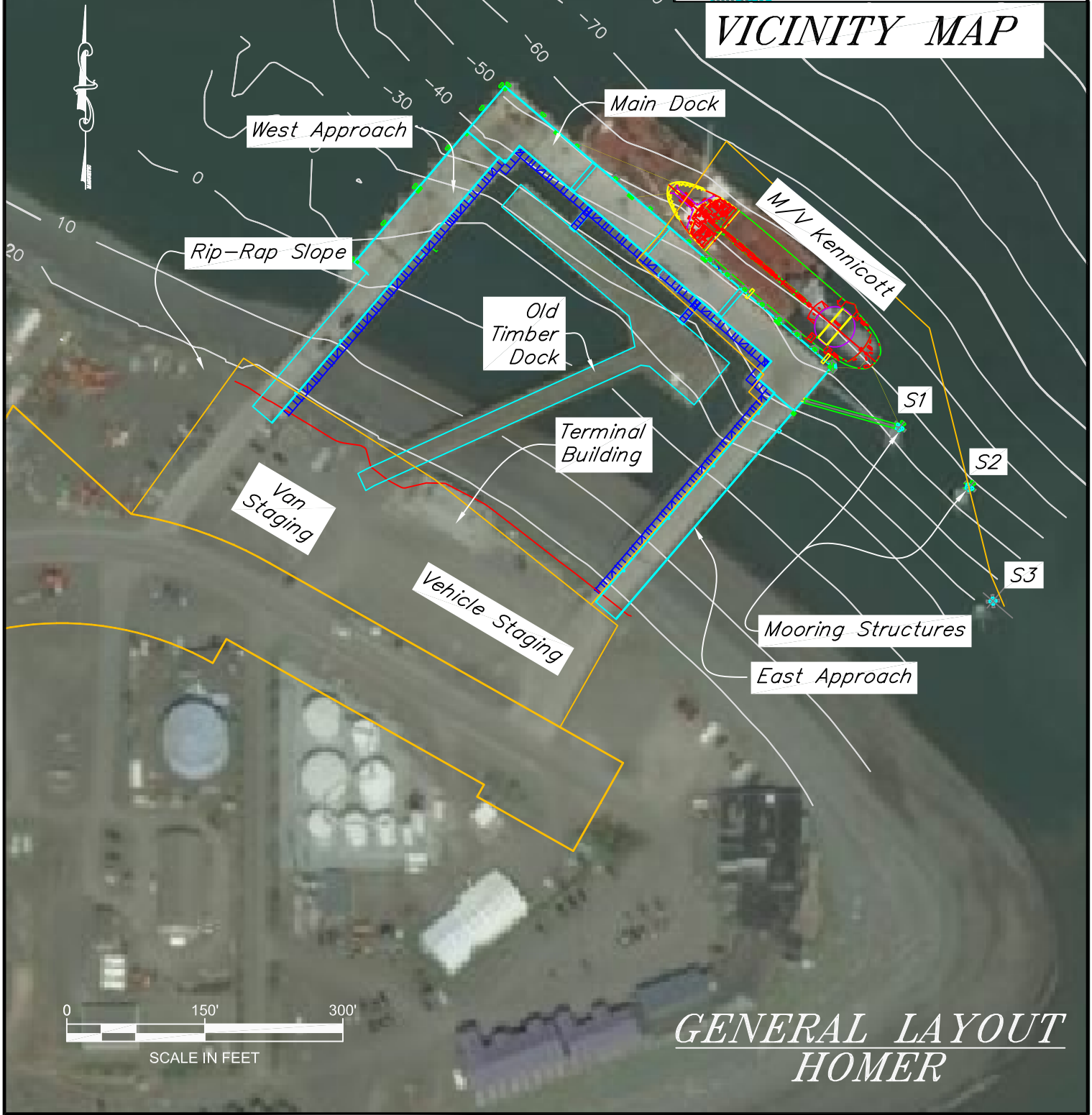


KACHEMAK BAY



VICINITY MAP



GENERAL LAYOUT HOMER

Homer City Dock

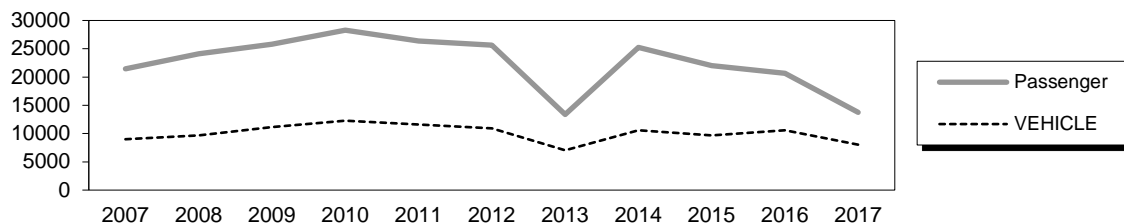
4690 Homer Spit Road

Owner: City of Homer

Terminal Manager: Ron Van Sickle – 907-235-8449

Terminal Description: Homer is a modern U-shaped concrete dock, built around the original timber city dock in 2001. It is owned and maintained by the City of Homer. The facility consists of terminal building and uplands staging area, east and west approach trestles connected to the main dock, two breasting dolphins and one mooring dolphin with one access catwalk. Vehicle and passenger transfer takes place on the city dock. The Coast Guard (USCG) uses the north end of the dock as a berth for their buoy tender. The presence of nearby Homer Harbor traffic has produced docking conflicts in the past. The State provided a portion of construction funding, has priority use and does not pay a docking fee per the MOA with the City.

The past 10 years of total passenger and vehicle traffic at Homer is shown below. The M/V Tustumena was out of service most of 2013, causing a steep dropoff in traffic at the terminal.



The most recent above water survey was completed on August 11, 2016, while the most recent underwater inspection was on September 20, 2013. The most recent Fracture Critical inspection was completed on September 28, 2012.

| Vessels | |
|-------------------------------|---------------------|
| Name | Berthing, Alignment |
| FVF | Starboard |
| Aurora / Kennicot / Tustumena | Stern/Starboard |

| Tidal Data (MLLW 0.0 feet) | |
|----------------------------|------|
| EHW | 24.8 |
| MHHW | 18.1 |
| MHW | 17.3 |
| ELW | -6.1 |

| Terminal Building | |
|-------------------|-------------------|
| Year Built: | 1999 |
| Square Footage: | 2335 s.f. |
| Heating System: | Furnace |
| Fuel Storage: | AST |
| Fire Protection: | Alarm Pyrotronics |
| Condition: | Good |

| Generator & Building | |
|--|--|
| This facility does not have a generator. | |

| Uplands | |
|---------------------|--|
| Short-Term Parking: | 5 cars, 2 hcp |
| Long-Term Parking: | N/A |
| Staging Area: | 2000 lineal feet; 250 lineal feet-buses/trucks |
| Paint Striping: | Yes |
| Driving Surface: | Asphalt |

| Approach Trestle (East Side) | |
|------------------------------|---|
| Dimensions: | 30' wide x 300' long |
| Year Built: | 2002 |
| Shoreward support: | Concrete abutment |
| Seaward support: | 30" diameter steel pipe piling |
| Pile Coating: | Epoxy-based paint |
| Cathodic Protection: | Anodes hang from cables |
| Lighting: | Overhead tall-mast lights |
| Condition: | Good |
| Load Posting Sign: | N/A |
| Original Design Load: | Uniform Load 500 psf/AASHTO HS25-44/45 Ton Forklift/140 Ton Truck Crane |

| Utilities | | |
|------------------|--------------------------|---------|
| | at Terminal | at Ramp |
| Electrical: | Yes, city & backup power | |
| Water: | Yes | Yes |
| Sewer: | Yes (City) | Yes |
| Telephone: | Yes | Yes |
| Cable TV: | No | No |
| Fuel: | Yes, AST | No |
| Wireless Bridge: | Yes | - |

| Dolphins | | | | | | | |
|----------|---------------|----------------|-------------|--------|-------|-------|--------------------------------|
| Dolphins | Dolphin Piles | Fender Support | Fender Face | Anodes | Built | Cond. | Notes |
| S1 | 4B, 1V | 2V | UHMW | No | 2002 | Good | Red navlight & weather station |
| S2 | 4B, 1V | 2V | UHMW | No | 2002 | Good | Red navlight |
| S3 | 4B, 1V | - | - | No | 2002 | Good | Red navlight |

LEGEND

V = Vertical Steel Pipe Piling

B = Battered Steel Pipe Piling

| Catwalks / Gangways | | | | | | | | | |
|---------------------|-------------|-----------|---------------------------------------|-------|----------------|-------|----------|-------|--|
| # | From Struc. | To Struc. | Length / Style / Main Members | Built | Safety Chains? | Cond. | Lighting | Notes | |
| C1 | N5 | N4 | 98' / Catwalk / 12" x12" Tube Girders | 2007 | Yes | New | None | | |

| Terminal Projects | | | |
|-------------------|---------------------------|-----------------------------------|--|
| Year | Project # | Project Name | Description |
| 1961 | W6215 | Homer Approach & Dock | Dismantled and re-assembled the existing timber city dock with new superstructure. |
| 1993 | N/A | Homer Ferry Terminal Staging Area | Constructed paved parking and staging area large enough to provide adequate service for the M/V Tustumena's sailings to Seldovia, Kodiak, and ports on the Southwest AMHS Route., |
| 1999 | 753 / STP-021 (43) | Homer Ferry Terminal | Constructed the new terminal building. |
| 2002 | N/A | Homer City Dock | Constructed the new concrete U-shaped dock around the existing timber structure. Also built two breasting dolphins and a mooring dolphin. |
| 2007 | 69062 / SHAK - 021-1 (53) | Homer FT Dock Modifications | Removed existing aluminum catwalk, replaced with new steel catwalk. Installed new swinging bullrails to provide opening for the M/V Tustumena side and aft brow gangways. Installed new pipe bollard for forward spring line. |
| 2011 | 69054 / SHAK 0003(119) | AMHS Southwest Warehouse | Improved uplands (paving, drainage, utilities, site work) & built a pre-engineering metal warehouse building on Gravel Access Road, within 1/4 mile of the Homer City Dock & AMHS terminal building. Work also included installation of security camera system, fire alarm controls, & new wireless bridge system. |
| 2015 | 68223 | Homer Ferry Terminal Improvements | Replaced 4 fender panels along the dock face, built 5 new fender panels between the existing units, built a wrap-around fender at the east corner, relocated the existing 98' catwalk, refurbished the fender panels on dolphins S1 & S2, built a covered walkway between the parking lot and the main dock. |

Observations

1. This dock is a concrete deck structure with driven steel pile supports. The structure is designed for freight and ferry operations (HS 25-44) and is adequate for ferry traffic loads. The deck consists of precast concrete panels supported on precast concrete bents. There are 12x12 inch treated timber bullrails and mooring bits mounted on the deck structure. The substructure consists of 30" diameter vertical steel piling and batter piling.

There are hairline cracks mid-span along the outer concrete deck panels that run up the exposed side (facing outward). This is a typical condition. The top surface of deck panels also exhibit transverse cracking.

The epoxy coating on the support piling has roughly 25% remaining in the tidal zone. The pile coating is failing most severely near mudline due to high scour and sediment transport along the Homer Spit. There are numerous locations on the pipe piles where coating failure has occurred above the tidal zone with diameters of up to one foot. There is also minor surface rust forming at the pile top plate boundaries at the embedment locations to the cap soffits. There are 230 pound anodes installed on fender piles as part of the new construction; the dock support piles are bonded via thermite welds and heavy wire.

AMHS has no control of the dock or its operations. AMHS is not responsible for dock maintenance. Problems caused by others (such as overload damage or closure due to non-maintenance of critical items) would impact AMHS operations.

2. The fender system was replaced completely in 2015 and five (5) new pin-pile supported fender panels were installed between the existing panels, to improve the berthing capacity of the dock face for AMHS vessels, freight/fuel barges. Fender panels on dolphins S1 & S2 were also replaced on the 2015 project. A pulley is chained to the handrail on dolphin S1 to aid in line-handling.
3. There are several cracks in the catwalk handrail to S1. These likely formed as micro cracks while in the galvanizing tank during production, and progressively grew in size with repeated freeze-thaw cycles in the field.

The City of Homer installed a small bollard for use in tying off mid-ship lines, but the bollard is too small for handling lines from AMHS vessels.

4. Utilities run along the west side of the East approach. Several security cameras were installed around the terminal as part of the Homeland Security upgrades in 2005. Dock lighting is from tall mast lights mounted at each corner. High mast lights mounted on the dock don't come on until it's very dark, i.e. the photo cell sensor isn't adjusted correctly. It also appears that seabirds have built nests on the central top cap of the luminaire mast arms. The dock and approach carry fueling lines.
5. There is no luggage cart or pallet-jack at the terminal. The Tustumena must unload its truck onto the dock to move AMHS freight to storage and vice-versa. All freight is hand-loaded. In 2015 a 3-sided structure was built above the existing pedestrian walkway on the approach trestle to protect walk-on passengers from the elements while loading.
6. The terminal building exterior is weathered and has algae growth. The siding above the eaves is heavily warped, which provides an entrance for moisture to enter the roof overhang. Exterior vent openings are freely corroding. An exterior door on the west side of the terminal building has a broken latch mechanism in the door frame. The terminal manager plans on building an internal wall to separate the ticket counter from the office space, which is currently one open space. The electronic notice board mounted on the wall next to the ticket counter is a nice feature for communicating general information to the customer, especially during peak hours. Fluorescent lights inside terminal building are not functioning properly. Some lights do not work at all while others are very dim. The urinal in the men's bathroom was positioned too low, and results in splash issues. The ceiling fan is unbalanced.
7. The pursers shelter, located at the beginning of the approach trestle on shore, has a rusting door and the siding is rotting.
8. The ferry terminal parking lot is reportedly low on ADOT priority list for snow plowing in winter. The City plows the dock regularly. Plows have damaged the corner of the curb near the east side of the terminal building. There are intermittent drainage problems in the parking lot. Half the drainage is directed to one of two field inlets, and the cross-slope is nearly flat. The outlet pipes may be tidally influenced and there may be winter freeze-up problems, which both lead to standing water in the parking lot.

Observations (continued)

9. A 36' x 60' storage warehouse was built off-site in 2011. Water puddles in the pavement near the north corner. This corner was struck by a delivery truck and needs to be repaired. There is grass growing out of the gutter near a downspout.
10. The existing timber dock is deteriorating rapidly and should be demolished and removed as soon as possible. It is no longer safe for human occupancy and has become a nesting site for seabirds.

| Inspection Summary | | |
|--|----------|--|
| Structure | Priority | Recommendations |
| <i>Category I - Safety Repairs</i> | | |
| None noted. | | |
| <i>Category II - Rehabilitation Work</i> | | |
| Dock Support Piling | 1 | Monitor the piles for coating loss, corrosion and/or structural section loss. Program a project to wrap the pipes in the tidal zone with plastic sheathing. |
| Catwalk | 2 | Monitor the cracks in the handrail posts. Program a repair project in future. |
| High-mast lights | 3 | Program a project to adjust the sensitivity settings of the high mast lights on the dock to turn on before dusk and turn off after dawn. |
| Parking Lot | 4 | Monitor the condition of the parking lot pavement and shoulders, and look for other signs of drainage/overflow damage. |
| Terminal Building | 5 | Program a project to replace siding and re-coat the exterior of the terminal building. The project will also include repairs to the broken latch in the terminal building exterior door, replace fluorescent ceiling light fixtures with more modern/durable LED's, balance the ceiling fan, raise the urinal in the men's bathroom. |
| <i>Category III - Upgrades Needed</i> | | |
| None noted. | | |

