

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Pelican****Federal Tax ID: 92-6000158****Project Title:****Project Type: Maintenance and Repairs**

Pelican - Fuel Dock and Float Repair

State Funding Requested: \$50,000**House District: 34 / Q**

One-Time Need

Brief Project Description:

To repair fuel dock to useable condition. This includes new piling, float repairs and other repairs tot he fuel dock infrastructure.

Funding Plan:

Total Project Cost:	\$80,000
Funding Already Secured:	(\$0)
FY2014 State Funding Request:	(\$50,000)
Project Deficit:	\$30,000

Detailed Project Description and Justification:

The City of Pelican recently acquired its fuel dock. Due to lack of maintenance and upkeep from previous owners several piling need replacement. The service float next to the fuel dock is also in need of an overhaul. The Captain of the barge that delivers fuel to Pelican has expressed real concerns over the safety of docking in Pelican. It is vital that the city have fuel and we need the upgrades at the fuel dock desperately.

Project Timeline:

2013 construction season

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City of Pelican

Grant Recipient Contact Information:

Name:	Clint Bean
Title:	Mayor
Address:	Box 737 Pelican, Alaska 99832
Phone Number:	(907)735-2202
Email:	mayor@pelicancity.org

Has this project been through a public review process at the local level and is it a community priority? Yes No

Lex Hales - Pelican Fuel Dock

From: Ernest Campbell <ernestcampbell@harleymarine.com>
To: 'Lex Hales' <LexH@harborent.com>
Date: 11/29/2012 1:09 PM
Subject: Pelican Fuel Dock
Attachments: CCE11292012_00000.pdf

Attached you will find the diagram of the dock in Pelican.

We will start with the bow slip line, the 2 pilings that that we use for the bow slip line are very soft, they are held to the dock with bolts that go through a 12x12 rail that is also very soft. Cannot put any pressure on them as we are afraid of pulling them out. Also along the face of the header dock there is a couple of broken piling. We sometimes need to twist on this line to get flat with the dock so we can put on the stern slip. This is done with baited breath.

The spring line goes on over the top of 2 piles on a separate dock, this is the most IMPORTANT line. The 2 pilings are the only thing we can use. They are also very weak, they are held to the dock with bolts that go through a 12x12 rail that is also very soft. The deck on this dock has plywood over it so the personnel on the dock don't step through the holes that are near the pilings for the spring line.

The stern slip goes around a piling just aft of the spring line which is also very weak.

The solution to this problem would be to drive a piling forward of the existing spring line pile so we have something to work against, without fear of tearing down the dock.

Both the header dock and the crab plant dock have pilings that are at least half the size of a new pile.

If you need anything else please let me know.

Thanks a lot for looking into this.

Tim

Ernest Campbell