

Port Lions, Alaska

26 January 2006



Abstract: The recommended plan of navigation improvements to the existing harbor at Port Lions, Alaska, provides a new rubble-mound breakwater, 1,360 feet in length, located southwest and east of the existing mooring basin. The new breakwater would protect the design fleet from northeast and southwest waves and since it would not be connected to the shore it would provide a 150-foot opening for fish passage allow fish to remain in the shallow water near the shore and minimize the threat of deep-water predation. Additionally, the width of the near-shore opening at the existing breakwater would be reduced to 30 feet by a combination of extending the existing breakwater 40 feet shoreward and by extending the existing stub breakwater 75 feet seaward. The two breakwaters would protect a 10-acre mooring basin providing protected moorage for a total of 124 commercial and subsistence vessels ranging in length from 22 to 55 feet. Because the recommended plan would not have any significant adverse effects, no mitigation

measures (beyond management practices and avoidance) or compensation measures are required. The recommended plan is the national economic development plan.

The estimated initial implementation cost of the general navigation features (GNF) of the recommended plan is \$9,300,000. All GNF costs are associated with the breakwater construction. The estimated Federal and non-Federal shares of the costs of GNF are estimated to be \$7,440,000 and \$1,860,000, respectively. In addition, the Federal Government would incur the costs of navigation aids currently estimated to be \$10,000. The non-Federal sponsor, the Alaska Department of Transportation and Public Facilities, would invest \$1,150,000 in local service facilities, which would include a mooring float system. Total costs for all features required to obtain the projected navigation benefits, including GNF; lands, easements, rights-of-way, and relocations; local service facilities; and aids-to navigation are estimated to be \$10,460,000.

The total equivalent annual cost of the project is estimated at \$641,000. This amount includes the equivalent annual cost of operation and maintenance of the project currently estimated to be \$20,000, including \$8,000 for the Federal portion for maintenance of the breakwaters and conducting periodic hydrographic surveys. The equivalent annual cost for the non-Federal sponsor to operate and maintain the mooring float system and maintain depths within the harbor is \$11,000. The U.S. Coast Guard would maintain the navigation aids at an annual cost of \$1,000. Equivalent annual benefits are estimated at \$884,000, for a benefit-to-cost ratio of 1.4 to 1 and average annual net benefits of \$243,000.

Report Documentation: Pertinent documentation on the project, the results of the CWRB, and subsequent Washington Level Review Actions are linked below.

- [CWRB Briefing Agenda](#)
- [Project Summary](#)
- [CWRB Briefing Slides](#)
- [CWRB Lessons Learned](#)
- [CWRB Meeting Record](#)
- [Comment Letters](#)
- [Documentation of Review Findings](#)
- [Signed Chief of Engineers Report](#)
- Transmittal to OMB
- [OMB Clearance](#)
- [Congressional Notification](#)
- [Finding of no Significant Impact](#)
- Authorization
 - [Section 1001 \(2\) WRDA 2007](#)
 - [Full WRDA Text](#)

Additional Information:

[Pacific Ocean Division](#)

[Alaska District](#)

[Port Lions Feasibility Report](#)