

FIRE ISLAND

A North Pacific
Maritime Center

A Study by
Commonwealth North

MATANUSKA-SUSTITNA
MUNICIPALITY OF

ANCHORAGE

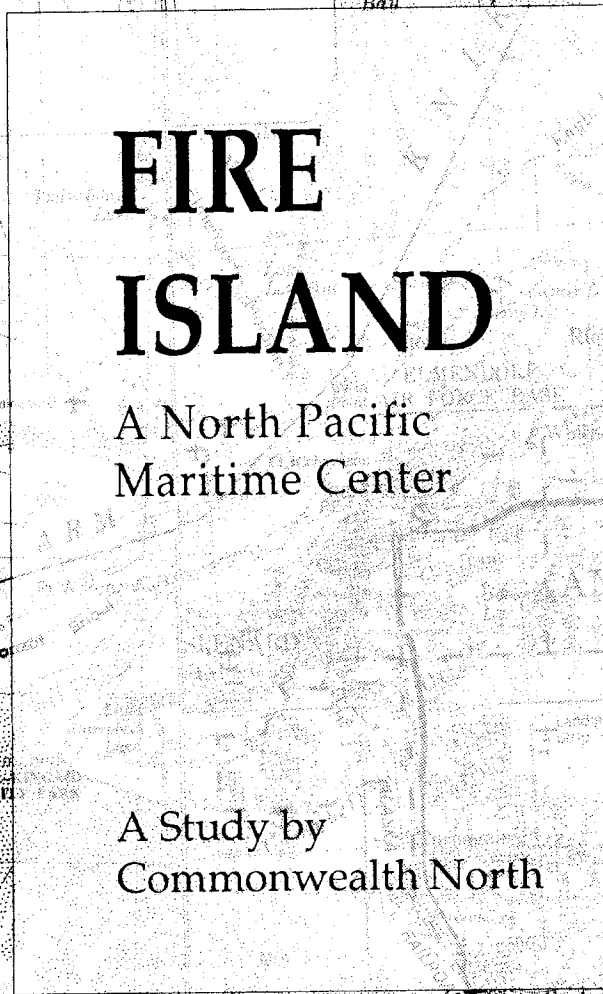
Bell Island
Maid L.
Fish Cr.
Beaver Lake
Magot Pt.
Mystery Bl.
R 7 W
Cabin

Figurvy Eight Lake
Maguene
Little
Susitna
Flats
R 5 W
Landing Strip
Cabin

TRAIL
My Lake
Carpenter Lake
WINTER TRAIL
Goose Creek
Caves L.
Beth
Landing Strip
Goose Bay
Race Pt.
North Pt.
Fire Island
Campbell
Gravel Pit
Landing Strip
West Pt.
SUSITNA

ANCHORAGE BOURGHOUS
TURNAGAIN BAY
CHICKALOON BAY
TURNAGAIN ARM
KNAI PENINSULA
Possession
Diamond Lake
KENAI NATIONAL WILDLIFE REFUGE
Cook Lake
Dipper L.
Miller Cr.
Kuguyuk L.
Bird Lake
Tangerra Lake
Neckshartka Lake
Trigger L.
Kakoon Lake
Kenaitze Lake
Phalarope Lake
Mull Lake
Warbler
Narak Lake
Aspen Lake
Two Island Lake
Wild Lake
Shoepac Lake
Sportfish Lake

McLain Lake
Wild Lakes
Lakes
SUSITNA



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March 1991

Executive Summary \$5
Full report \$10

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Fire Island

The Challenge Facing Alaska

This is a study of the viability of a major maritime center at Fire Island.

The question is: Will an expanded port attract enough new facilities, services and industries to justify the public investment required for construction?

A study team of more than 30 Alaskans met bi-weekly for the past 18 months gathering, reviewing and debating the hard questions related to the feasibility of a port at Fire Island:

- What are the costs?
- What are the benefits?
- Who benefits? / Who pays?
- What are the environmental problems?
- What are the engineering problems?

The conclusion is that a Fire Island Maritime Center will attract new facilities and services, which in turn will stimulate growth in industries such as modular construction and transportation related businesses. An expanded port will encourage further development in the processing and export of timber, coal, gravel and other bulk minerals and open the way for new opportunities in marine-based industries.



Fire Island Maritime Center will be one of the centerpieces in Alaska's economic portfolio—an important part of the answer to the challenge facing the state: the need to diversify our economy. As Prudhoe Bay oil fields are depleted and revenues taper off, Alaska must expand existing industries and encourage more economic opportunities.

Fire Island Maritime Center will be a critical component of a strategic plan to expand Alaska's role in international trade and transportation. Alaska's equidistance from the Far East, Europe, and the Lower 48 positions the state to become an international trade and transportation hub. If Alaska is to benefit from its strategic Pacific Rim location, it must have modern air/sea transportation facilities.

Existing port facilities in Anchorage are inadequate even for today's demands. There are space, environmental, and aesthetic constrictions that limit uses and inhibit expansion. The new Maritime Center will be built on about 1,500 acres of unused land at Fire Island's Race Point where the waterfront is deep and the tidal currents prevent shoaling.

The study includes substantial data on the cost of building a causeway to link Fire Island with Point Campbell including necessary utilities and rail facilities. Cost of the causeway and port are estimated at \$226 million, about evenly divided between the causeway itself and rail and port facilities. The engineering analysis suggests no extraordinary problems complicate the construction of the causeway or location of the port.

The Benefits of a Fire Island Maritime Center

The study data leads to the conclusion that the new economic activities could provide almost 3,000 new jobs with payrolls of about \$100 million annually.

ACTIVITY	JOBS CREATED
Modular Construction	1,523
Timber	1,083
Sea-Air cargo	43
Coal	90
Limestone	83
Gravel	18
Port operations	9
Total	2,849