

City and Borough of Juneau Aurora Harbor



PHASE III - FLOATS H & J MUNICIPAL HARBOR FACILITY GRANT APPLICATION

Respectfully Submitted By
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August 1, 2018



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MUNICIPAL HARBOR FACILITY GRANT APPLICATION

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APPLICATION





Application for a Harbor Facility Grant

FY2020

*Please read the entire Grant Program's Instructions (Form DOT&PF H-27268) carefully before attempting to filling out this application to ensure full consideration. For each funding request, submit **one original and five complete copies of this application with all attachments.***

| | |
|---|---|
| Harbor Facility Name: | Aurora Harbor |
| Municipality or Regional Housing Authority: | City and Borough of Juneau |
| Address: | 155 South Seward Street |
| | Juneau, Alaska 99801 |
| Principle Contact: | Gary Gillette, Port Engineer |
| Phone & Email: | 907-586-0398 / Gary.Gillette@juneau.org |

TYPE OF PROJECT AND FUNDING REQUEST

| Eligible harbor facility items of work | Non-eligible harbor facility items of work |
|--|--|
| <ul style="list-style-type: none"> Approach structures Pilings and anchors Access ramps and gangways Float systems for permanent and transient moorage Floating breakwaters Utility systems integral to the float systems (specifically power, lights, fresh water, sewage pump out, and fire protection) Launch ramps Seaplane floats Portable or trailer mounted equipment for firefighting, sewage pump out, oily bilge water, etc. Other appurtenances necessary for the basic operation of the harbor facility Third party contracts for construction management and inspection services | <ul style="list-style-type: none"> Dredging, blasting or mechanical removal of harbor basin materials Rubble-mound breakwaters and revetments Dikes, groins, and jetties Wharfs and docks for large commercial or tourist marine vessels (greater than 125 feet LOA) Seawalls, bulkheads, sheet pile walls, gabions, and quays Access roads and upland improvements Boat houses Commercial or privately owned utility systems on the float systems Fuel and oil distribution systems Platform floats for small buildings, restrooms, or commercial retail space Landscaping and facility amenities, e.g., trash receptacles, used oil collection tanks, storage/locker boxes, etc. Security or close circuit television video (CCTV) systems Utility system improvements beyond the harbor facility limits, e.g., electrical and water/sewer line extensions to bring those services to the harbor facility Harbormaster offices, buildings, offices, shops, boat yards or storage structures Vessel hoisting machinery and boat haul-out systems |

Alaska Department of Transportation & Public Facilities

REFERENCE THE INSTRUCTIONS (DOT&PF FORM H-27268)

(Block 1)

PROJECT SUMMARY – This is a brief summary describing the purpose and need for the project in a supportive narrative.

See Appendix A: Block 1 - Project Summary

(Block 2)

- a. Indicate if this application is for a Tier I or a Tier II grant.
- b. Indicate the type of work project (check all that apply and indicate % of total project construction cost)

| | | | | | | | | | | | | | | | |
|---|---|---|--|---|--|--|---|--|---|---|-------|------------------------------------|---|---|---|
| <input type="checkbox"/> <u>Tier I application</u> | <input checked="" type="checkbox"/> <u>Tier II application</u> | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;"><input type="checkbox"/> Major Maintenance</td> <td style="width: 30%;">%</td> </tr> <tr> <td><input type="checkbox"/> Major Repair or Replacement</td> <td>%</td> </tr> <tr style="background-color: #cccccc;"> <td colspan="2" style="height: 20px;"></td> </tr> </table> | <input type="checkbox"/> Major Maintenance | % | <input type="checkbox"/> Major Repair or Replacement | % | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;"><input type="checkbox"/> Major Maintenance</td> <td style="width: 30%;">%</td> </tr> <tr> <td><input checked="" type="checkbox"/> Major Repair or Replacement</td> <td>% 100</td> </tr> <tr> <td><input type="checkbox"/> Expansion</td> <td>%</td> </tr> <tr> <td><input type="checkbox"/> New Construction</td> <td>%</td> </tr> </table> | <input type="checkbox"/> Major Maintenance | % | <input checked="" type="checkbox"/> Major Repair or Replacement | % 100 | <input type="checkbox"/> Expansion | % | <input type="checkbox"/> New Construction | % |
| <input type="checkbox"/> Major Maintenance | % | | | | | | | | | | | | | | |
| <input type="checkbox"/> Major Repair or Replacement | % | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Major Maintenance | % | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> Major Repair or Replacement | % 100 | | | | | | | | | | | | | | |
| <input type="checkbox"/> Expansion | % | | | | | | | | | | | | | | |
| <input type="checkbox"/> New Construction | % | | | | | | | | | | | | | | |

(Block 3)

Cost Apportionment: Submit a breakdown of the amount and source of project funds for the construction phase of the project. The maximum amount for the proposed harbor grant amount is 50% of the total estimated project cost.

| | AMOUNT | % of TOTAL | SOURCE OF FUNDS |
|---------------------------------|---------------|--------------|--|
| a. Proposed harbor grant amount | \$2.0 million | 50 % | Harbor Facility Grant Program (minimum amount is \$50,000) |
| b. Applicant's share of cost | \$2.0 million | 50 % | |
| c. Amounts from state sources | | % | Only four state sources eligible |
| d. Amounts from federal sources | | % | |
| e. Amounts from other sources | | % | |
| f. Total estimated project cost | | 100 % | |

Note: The maximum amount on Line 3a is **\$5 million per municipality or regional housing authority per fiscal year** [Ref: AS 29.60.820(a)]. Applications for two or more harbor facilities in the same year are acceptable as long as the maximum amount is not exceeded by the applicant.

(Block 4)

Scope, Schedule and Cost Estimate: Attach a detailed project scope (including general layout drawing), schedule and construction cost estimate.

See Appendix B: Scope, Schedule and Cost Estimate

Anticipated Project Dates for the construction phase:

| | | | |
|-------------|----------------|----------------|---------------|
| Start Date: | August 1, 2019 | Complete Work: | April 1, 2020 |
|-------------|----------------|----------------|---------------|

Alaska Department of Transportation & Public Facilities

PAST HARBOR FACILITY GRANT FUNDING

(Block 5)

What AS 29.60.800 administered harbor grant(s) were previously made toward this harbor facility?

| DOT&PF harbor grant no. | Date the grant was awarded |
|-------------------------|----------------------------|
| 13-HG-007 | 10/31/14 |
| 17-HG-005 | 4/10/17 |

BASIC ELIGIBILITY REQUIREMENTS (Attach documentation supporting each response)

(Block 6)

Does the municipality or regional housing authority legally own the harbor facility? [Ref: AS 29.60.810]

See Appendix D: Blocks 6 & 12 – Bill of Sale

yes no

(Block 7)

Is the project a capital improvement project and not part of a preventive maintenance program or regular custodial care program?

[Ref: AS 29.60.810(1)]

See Appendix E: Block 7 – Capital Improvement Project

yes no

(Block 8)

Does the municipality or regional housing authority have the required 50% local matching funds for construction of the project? [Ref: AS 29.60.810(2)]

See Appendix F: Block 8 – 50% Match Funding

yes no

(Block 9)

Does the municipality or regional housing authority have adequate property loss insurance or an adequate program of insurance for the harbor facility?

[Ref: AS 29.60.810(3)]

See Appendix G: Block 9 – Property Loss Insurance

yes no

(Block 10)

Does the municipality or regional housing authority have an existing preventive maintenance plan? [Ref: AS 29.60.810(4)]

See Appendix H: Block 10 – Preventative Maintenance Plan

yes no

(Block 11)

Is there documentation that the municipality or regional housing authority will adhere adequately to the preventive maintenance plan after completion of the proposed project?

See Appendix I: Blocks 11 & 13 – Finance Plan

yes no

(Block 12) – To establish Tier I eligibility

a. Was the harbor facility once state-owned? [Ref: AS 29.60.820(b)]

yes no

b. If yes, please include a copy of the Bill of Sale (or a Deed) and fill in the date when the state transferred the harbor facility to the municipality or regional housing authority See Appendix

Date 2003

See Appendix D: Blocks 6 and 12 – Bill of Sale

Alaska Department of Transportation & Public Facilities

MINIMUM REQUIRED RATING CRITERIA (Attach documentation supporting each response)

(Block 13)

Does the municipality or regional housing authority have sufficient revenues to operate and maintain the harbor facility in the future without further state assistance; including total replacement at the end of its design life?

yes no

[Ref: AS 29.60.820(c)(1)]

See Appendix I: Blocks 11 & 13 – Finance Plan

(Block 14)

Does this project address public safety or emergency factors?

yes no

[Ref: AS 29.60.820(c)(2)]

See Appendix J: Block 14 – Safety Issues

(Block 15)

How much money has the municipality or regional housing authority spent on maintenance of this harbor facility and what were the funds used for?

In 2018 **\$511,121**
(FY 2017)

[Ref: AS 29.60.820(c)(3)]

See Appendix J: Block 15 – Past Maintenance Expenditures

Last 5 yrs. **\$2,508,978**

(Block 16)

Has the municipality or regional housing authority explored options that would reduce or eliminate the need for the proposed project?

yes no

[Ref: AS 29.60.820(c)(4)]

See Appendix L: Block 16 – Range of Options

ATTACHMENTS CHECKLIST

(Block 17)

Please review the application to see that it is complete and that five copies are provided. Please ensure that all attachments are provided and clearly identified (see Section B of the Grant Program's Instructions). Answers to questions 13 through 16 are scored; failure to provide attached responses to these questions will influence the ranking of your grant application.

- Indicated the kind of tier that this application for a Tier I or II grant (Question 2)
- Amount of Harbor Facility Grant (Question 3)
- Source(s) of local match (Question 3)
- Plan view drawing (Question 4)
- Detailed project scope, schedule and budget (Question 4)
- Proof of harbor facility ownership (Question 6)
- Documentation that project is a capital improvement (Question 7)
- Municipality or regional housing authority has the required 50% local match (Question 8)
- Proof of adequate property loss insurance (Question 9)
- Documentation of the Preventive Maintenance Plan (Question 10)
- Proof that harbor facility was once state-owned (Question 12)
- Documentation that lists the sources and amounts of the Finance Plan, including backup documentation such as letters of award from eligible federal, state, local and private sources (Question 13)

Alaska Department of Transportation & Public Facilities

- Documentation of public safety or emergency factors (Question 14)
- Documentation of past maintenance expenditures (Question 15)
- Documentation of options explored (Question 16)
- Application signed by an authorized representative (Question 18)
- Resolution of support (optional but encouraged)
See Appendix M: Block 17 – Resolution of Support

CERTIFICATION

(Block 18)

I hereby certify that I am an authorized municipal or regional housing authority representative, that this application's information is true and correct to the best of my knowledge, that the application has been prepared under the direction of the appropriate local or municipal governing agency, and that this application is submitted in accordance with law. In addition, by signing this application, I agree that I have reviewed and will abide by the Department of Transportation & Public Facilities' "Instructions for completing the Harbor Facility Matching Grant Application" (Form DOT&PF H-27268) and AS 29.60.800 et seq. I understand that failure to comply with this certification will be cause for the Department to withhold a grant award or withdraw a grant offer that may have been extended.

(Typed Name and Title of Authorized Representative)

X

(Signature of Authorized Representative)

Date

APPENDIX A

BLOCK 1 — PROJECT SUMMARY



APPENDIX A

BLOCK 1—PROJECT SUMMARY

Aurora Harbor is Juneau’s largest downtown district harbor, featuring a 19-acre basin just north of Harris Harbor and south of the Yacht Club. This central harbor was constructed between 1962 and 1964 and is formed by a stone jetty to the north and a detached breakwater and wave barrier along the channel.

Twelve main floats (A-N) extend from a long headwalk float near shore to accommodate nearly 500 vessels ranging in length between 16 and 100 feet. The moorage system is constructed from a combination of wood and concrete floats. Twenty-one covered boat shelters provide moorage capacity for about 40 vessels. Power, lighting and potable water utilities are available on all moorage floats and many are equipped with telephone and cable TV.

At over 50 years old, the float infrastructure is at the end of its useful life. The infrastructure is dilapidated and is in need of rehabilitation. Aurora Harbor is being replaced in phases, with Phase II having been recently completed. The floats are in poor condition and several finger floats are listing, uneven walking conditions are present for pedestrians and the electrical system presents serious safety issues. Phase III of the Aurora Harbor Rebuild includes the replacement of a portion of the existing Headwalk Float, refurbishment of the existing N and H dock gangway, modifications of approach dock N, a new electrical float and replacement of Mainwalk Floats H and J, including replacement of the water and electrical systems.

The attached Juneau Harbors Condition Assessment*, performed by PND Engineers, Inc. identifies the need for replacement due to decades of deferred maintenance by the State under its prior ownership and the age of the facility. The condition assessment was conducted in the summer of 2003. The condition of Aurora Harbor was found to be fair to poor. In the twelve years following the assessment, the condition at the harbor has deteriorated even further and is in need of full replacement. Most of the timber construction elements have met or exceeded their design life. Many timber structural members are split or broken, and others have significant rot. Uncoated floatation billets have deteriorated and are causing the floats to list.

This infrastructure is designed to provide maximum service life at minimum cost and to align the design life of various components. The Board has several decades of experience levying fees sufficient to pay for the operating and maintenance costs of the harbors in Juneau.

The CBJ plans to complete work associated with renovations under a US Army Corps of Engineers Nationwide Permit 3—Maintenance. The CBJ Docks and Harbors and Finance Departments have worked with the State of Alaska on many grants. We are committed to executing the grant on a timely and accurate basis, strictly in accordance with ADOT specifications and requirements.



Mainwalk Float H

*This report includes the Executive Summary and Section 3 only of the Juneau Harbors Condition Assessment as other sections do not pertain to Aurora Harbor. For a complete copy of the report, please contact Bre Lambert at PND Engineers, Inc. at 907.586.2093 or blambert@pndengineers.com.



AURORA HARBOR

A. Background Information

Aurora Harbor is Juneau's largest downtown district harbor, featuring a 19-acre basin located just north of Harris Harbor and south of the Yacht Club. This central harbor was constructed between 1962 and 1964 and is formed by a stone jetty to the north and a detached breakwater and wave barrier along Gastineau Channel.

Twelve main floats (A-N) extend from a long headwalk float near shore to accommodate nearly 500 vessels ranging in length between 16 and 100 feet. The moorage system is constructed from a combination of wood and concrete floats. Twenty-one covered boat shelters provide moorage capacity for about 40 vessels. Power, lighting and potable water utilities are available on all moorage floats and many are equipped with telephone and cable TV.

Pedestrian access from shore is provided at four separate approach docks extending from the adjacent uplands. The largest approach is located at the south end of the harbor just outside the harbor office. Steep gangways at this dock extend to the headwalk as well as to a private fuel dock near the south harbor entrance.

B Harbor Condition

The inspection of Aurora Harbor included all approach structures, all gangways, all floats, the electrical systems, and the water system.

Aurora Harbor is generally in fair to poor condition. Most of the timber construction elements have met or exceeded their design life. Many timber structural members are split or broken, and others have significant rot. Gangway skids are not lubricated, causing the gangways to move the entire float system and abrade the piles at tidal changes. Uncoated flotation billets have deteriorated and are causing the floats to list.

1. Moorage System & Support Structures

South Timber Approach Trestle and Gangway A

- a) Many lateral cross-bracing members are broken (3 of 14).
- b) No longitudinal bracing is present except for the pile bent adjacent to abutment.

Intermediate Gangway and Approach Trestle at Float C

- a) Gangway is excessively steep at low tide.
- b) Longitudinal bracing on approach trestle has several split and broken members.
- c) Lateral cross-bracing is split on end pile bent.
- d) Gangway skids are not lubricated.

Intermediate Gangway and Approach Trestle at Float H

- a) Longitudinal bracing is rotten and broken
- b) Lateral cross-braces are broken and split (4 of 12).
- c) Gangway is excessively steep at low tide.
- d) Gangway skids are not lubricated.

North Timber Approach Trestle and Gangway N

- a) Gangway is excessively steep at low tide.
- b) Gangway skids are not lubricated.

Headwalk Float

- a) Float has poor floatation and is listing and twisted in several areas especially near heavy equipment.
- b) Many timber piles are heavily abraded.
- c) Bullrail is rotten in many areas.
- d) Rubboards are heavily worn.
- e) Concrete surface is spalling near north end.
- f) N Gangway landing float contacts bottom at low tide and is severely deteriorated, potentially unsafe.
- g) Steel pile near N gangway has worn through due to mechanical abrasion with pile hoop.

Floats Athrough C

- a) Float A
 - All mooring piles are heavily abraded.
 - All finger floats are listing and curved toward the east (away from weather).
 - Pile tops have no protection.
 - 50% of rub boards are rotten.
- b) Float B
 - Float is listing to the north.
 - Larger finger floats on the south side are listing and curved.
 - All mooring piles are heavily abraded.
- c) Float C
 - Uncoated flotation billets throughout.
 - Many loose decking boards.
 - Several pile hoop rub boards are missing or have heavy mechanical damage.
 - Exposed ends of structural stringers have significant rot.
 - Overall adequate flotation.

Floats Dthrough F

- a) Float D
 - Loose decking boards.
 - Uncoated flotation billets throughout.
 - Significant vegetation growth along all edges of float.
 - Heavy mechanical abrasion on all mooring piles.
 - Original pile rub boards rotten or missing and piles are rubbing directly on float structural members.
 - Overall adequate flotation.
- b) Float E
 - Mainwalk float listing to south along entire length.
 - Float structural members are submerged.
 - Loose decking throughout.
 - Uncoated flotation billets throughout.
 - Significant vegetation growth along all edges of float.
 - Heavy mechanical abrasion on all mooring piles.

- Original pile rub boards rotten or missing and piles are rubbing directly on float structural members.
- c) Float F
- Loose decking throughout.
 - Uncoated flotation billets throughout.
 - Significant vegetation growth along all edges of float.
 - Heavy mechanical abrasion on all mooring piles.
 - Original pile rub boards rotten or missing and piles are rubbing directly on float structural members.

Floats Gthrough J

a) Float G

Float G consists of concrete module floats, with a typical freeboard of 8". Inspection observations noted on this float include:

- Structural timbers are partially submerged.
- Timbers are poorly treated, severely weathered, and have significant vegetation growth.
- Finger floats have 10" of freeboard.
- Many repairs and replacements have been made to concrete deck surfaces.
- Several of the finger floats have worn connection bolt holes, causing the finger floats to twist relative to the mainwalk float and creating a trip point.
- Timber piles are in good condition throughout float and fingers.

b) Float H

Float H consists of concrete module floats, with a typical freeboard of 8". Inspection observations noted on this float include:

- Main float freeboard = 10" throughout with no listing. End of mainwalk float is sagging with freeboard = 8".
- Little organic growth on timbers.
- Approximately 25% of floats show concrete cracking throughout mainwalk and fingers.
- Piles are in good condition with no mechanical damage.
- Approximately 50% of finger walers are twisted, however none severely.

c) Float J

Float J consists of concrete module floats, with a typical freeboard of 10". Inspection observations noted on this float include:

- Cracked and spalling concrete.
- Several float modules have been resurfaced.
- Two (2) finger floats are twisted.
- Structural timbers are weathered and show minor indications of deterioration.

Floats Kthrough N

a) Float K

- Concrete surface is in overall good condition.
- Structural float timbers are weathered, and virtually all have significant vegetation growth.
- The end of the mainwalk K float is sagging.
- Piles are in good condition.

- Approximately 20% of the finger floats have minor twisting or sagging at the ends.

b) Float L

Float L has similar characteristics and problems as noted on float K. Specific observations were:

- Approximately 40% of finger floats are twisted, but there is no major twisting.
- Approximately 10% of floats have a poor surface.
- Structural timbers are weathered and have significant vegetation growth.

c) Float N

- Float is listing to the south.
- Timbers are very weathered with significant amounts of moss and algae growth.
- Some walers are broken
- Many walers are displaced from float torsion.
- Timbers on finger floats are fatigued and twisting.
- End of float is sagging.
- Headwalk end of main float grounds on minus tide. Dredging is needed.

2. Electrical Systems

The electrical system is fed with two, 277/480 V, three phase services rated at 250 amps each. The measured load on one was 205 amps or 91% of the system capacity. The load on the second was 145 amps or 64% of the system capacity. The electrical services feed a main panel at the base of the gangway at C float and at the base of the gangway at H float. The panels feed step down transformers at each main float intersection with the headwalk. Each of these transformers feeds the pedestals on each main float. The feeder circuits to the transformers are loaded at 50% - 85%. The transformers are loaded at 10% - 70%, with the lightest load for the floats with the smallest slips. Most of the transformers are loaded above 50%. The pedestal circuit load varied from 30% to 90% of the circuit capacity. A, B & C floats are equipped with 30 amp receptacles and the rest of the floats are equipped with 20 amp receptacles. A float is equipped with 208 volt, three phase pedestals and one 480 volt, three phase pedestal for the tugs.

The original electrical system was installed sometime in the late 60s and early 70s. The system was partially renovated in 1981 to provide more capacity. New main panels, new feeder cables to the transformers, and new transformers were installed. New pedestals were installed on floats A,B,C,D,E,F,N and half of L and K. The existing pedestals and pedestal circuit cables were not replaced at that time.

The main distribution panel has 5 to 10 years of service life remaining. The transformers have less than 5 years service life remaining due to severe corrosion of the enclosures. Both the original and 1981 pedestals have exceeded their service life. The transformer feeder cables have 5 to possibly 10 years of service life remaining. The original cables need to be replaced, their insulation is cracking and the bare conductors are showing. This is a safety issue and should be remedied as soon as possible. Significant ground currents were found throughout the harbor.

Please also refer to Appendix A – CBJ Harbors Electrical Improvements, Phase I – Condition Survey.

3. Water/Fire Systems

Aurora Harbor's water system connects to the CBJ's municipal water system at both the north and south ends of the harbor with 6" polyethylene (HDPE) pipes. These are routed below grade to daylight into the harbor at approximately -10' MLLW. Flexible pipe connects the HDPE pipe to the floats. From the connection points, HDPE pipe is routed along the headwalk floats, with 4" HDPE lateral feeders for each of the six mainwalk floats. All main water lines on the floats are mounted below the water surface with pipe hangers. Pipe hangers are constructed with galvanized steel components and anchored with galvanized hardware.

The water supply system services the floats through hose bibbs enclosed within insulated and heat traced PVC standpipes. The standpipe encases a ¾" diameter water pipe which is tapped into the float water line via a ¾" diameter flexible hose. An electrical heat cable is routed through the side of the standpipe from a junction box

and is wrapped around the water pipe hose bibb assembly, then is routed through ½” PVC tubing alongside the water pipe to the tidewater level.

The water-fed fire protection system was removed in 1989 after numerous problems with freezing and pressure plagued the system. No water-fed fire protection system currently exists. The existing fire protection system consists of three (3) wheeled pumps that pump directly from the harbor, and several 50-lb fire extinguishers stored in weatherproof cabinets on the floats. Extensive maintenance and repair work was done to the water system in 1989. Numerous valves and water line hangers were replaced at that time.

The water system components above the water surface were inspected. Hangers, bolts and pipes are in fair condition, with some missing hardware. The following observations were made during the inspection of the water and fire protection systems.

- a) Isolation valves are present however additional valves may be desired by the Harbormaster.
- b) Large amounts of marine growth have accumulated on the submerged water line components.
- c) Many of the sealed thaw wire tubes are no longer watertight, and the ends of the thaw wires have been shorting out when they contact the water.
- d) PVC pipe encasing the hose bibb assembly extends below the waterline in excess of one foot (1’). This saturates the insulation, causes shorts in the thaw wire, and is prone to marine growth.
- e) Fire protection canisters are weatherproof and all fire extinguishers in the harbor were fully charged.

C. Proposed Work Program Budget

The following budget has been prepared in coordination with the CBJ Docks and Harbors Department to upgrade Aurora Harbor to a good condition. The budget includes an estimate of the funds necessary for reconfiguring two existing small vessel main floats J and K into one new large vessel float and to perform deferred maintenance and smaller upgrades on the other dock and harbor structures. Budgets have been prepared on a generalized unit price basis with the understanding that the CBJ may elect to perform some of the deferred maintenance work in house and will solicit construction contracts for most of the new replacement and reconfiguration work. This budget is useful for general planning purposes however more detailed cost breakdowns should be prepared as subsequent projects become further defined by the CBJ.

| ITEM | DESCRIPTION | QTY | UNIT COST | EXTENDED COST |
|------|--|-----------|-----------|---------------------|
| 1 | Phase I Renovation: Three new gangways and landing floats at C, H & N, sewer pumpout & electrical upgrades | All Req'd | LS | \$ 1,500,000 |
| 2 | Phase II Reconfiguration: Replace Floats J & K with new large vessel Float J complete with utilities and piles | All Req'd | LS | \$ 900,000 |
| 3 | Approach Dock A Gangway and Landing Float Replacement | All Req'd | LS | \$ 200,000 |
| 4 | DM Floats A through N: Structural Timber, Concrete & Steel Repairs | 65,000 SF | \$15 | \$ 975,000 |
| 5 | DM Floats A through N: Floatation Improvements | 65,000 SF | \$10 | \$ 650,000 |
| 6 | DM Floats A through N: Water System Repairs | All Req'd | LS | \$ 150,000 |
| 7 | DM Floats A through N: Electrical Power & Lighting (IHH Electrical Estimate-Appendix 5) | All Req'd | LS | \$ 2,000,000 |
| | Subtotal | | | \$ 6,375,000 |
| | Contingency | All Req'd | 15% | \$ 956,250 |
| | Environmental Permits | All Req'd | 0.5% | \$ 31,875 |
| | Design Engineering & Contract Documents | All Req'd | 8% | \$ 510,000 |
| | Contract Admin & Construction Inspection | All Req'd | 7% | \$ 446,250 |
| | CBJ Project Administration | All Req'd | 5% | \$ 318,750 |
| | Total Recommended Project Budget | | | \$ 8,638,125 |

DM = Deferred Maintenance
 HW = Headwalk

AURORA HARBOR PHOTOGRAPH INDEX

| PHOTO | DESCRIPTION |
|---|--|
| SOUTH GANGWAY AND APPROACH DOCK | |
| AURORA 001 | EAST SIDE OF "A" GANGWAY APPROACH DOCK |
| AURORA 002 | WEST SIDE OF "A" GANGWAY APPROACH DOCK |
| AURORA 003 | GANGWAY APPROACH DOCK ABUTMENT |
| AURORA 004 | GANGWAY AND APPROACH DOCK FROM UPLANDS VIEWING SOUTH |
| AURORA 005 | "A" GANGWAY APPROACH DOCK |
| AURORA 006 | "A" GANGWAY |
| AURORA 007 | "A" GANGWAY DAMAGED FROM VESSEL IMPACT |
| AURORA 008 | "A" GANGWAY SKID AND TRANSITION PLATES |
| AURORA 009 | BROKEN X-BRACING ON "A" GANGWAY APPROACH DOCK |
| AURORA 010 | BROKEN X-BRACING ON "A" GANGWAY APPROACH DOCK |
| HEADWALK FLOAT BETWEEN "A" AND "B" FLOATS | |
| AURORA 011 | VIEW SOUTH DOWN HEADWALK FLOAT BETWEEN "B" FLOAT AND "A" FLOAT |
| INTERMEDIATE "C" FLOAT GANGWAY AND APPROACH DOCK | |
| AURORA 012 | "C" GANGWAY SKIDS AND TRANSITION TO HEADWALK FLOAT |
| AURORA 013 | VIEW UP "C" GANGWAY |
| AURORA 014 | VIEW DOWN "C" FLOAT FROM TOP OF "C" GANGWAY |
| AURORA 015 | "C" GANGWAY AND APPROACH DOCK |
| AURORA 016 | "C" GANGWAY LANDING FLOAT |
| AURORA 017 | UPLANDS AND APPROACH DOCK AT "C" GANGWAY |
| AURORA 018 | UPLANDS AT "C" GANGWAY |
| AURORA 019 | BROKEN X-BRACING AT "C" GANGWAY APPROACH DOCK |
| AURORA 020 | "C" GANGWAY AT LOW TIDE |
| AURORA 021 | TRANSITION AND SKID PLATES AT "C" GANGWAY |
| AURORA 022 | VIEW UP "C" GANGWAY AT LOW TIDE |
| AURORA 023 | "C" GANGWAY PROFILE AT LOW TIDE |
| HEADWALK FLOAT BETWEEN "C" AND "H" FLOATS | |
| AURORA 024 | VIEW NORTH DOWN HEADWALK FLOAT BETWEEN "C" FLOAT AND "D" FLOAT |
| AURORA 025 | VIEW NORTH DOWN HEADWALK FLOAT BETWEEN "C" FLOAT AND "D" FLOAT |
| AURORA 026 | VIEW DOWN HEADWALK FLOAT FROM "G" FLOAT SOUTH |
| AURORA 027 | VIEW DOWN HEADWALK FLOAT FROM "F" FLOAT NORTH |
| AURORA 028 | VIEW SOUTH DOWN HEADWALK FLOAT FROM "H" FLOAT |
| INTERMEDIATE "H" FLOAT GANGWAY AND APPROACH DOCK | |

| PHOTO | DESCRIPTION |
|---|--|
| AURORA 029 | "H" GANGWAY LANDING |
| AURORA 030 | VIEW WEST AT "H" FLOAT AND GANGWAY |
| AURORA 031 | "H" GANGWAY TRANSITION PLATE |
| AURORA 032 | "H" GANGWAY AND APPROACH DOCK |
| AURORA 033 | DAMAGED BRACING AT "H" APPROACH DOCK |
| AURORA 034 | DAMAGED BRACING AT "H" APPROACH DOCK |
| AURORA 035 | GANGWAY LANDING FLOAT AT "H" FLOAT |
| AURORA 036 | NORTH PROFILE OF "H" APPROACH DOCK |
| AURORA 037 | UPLANDS AT "H" APPROACH DOCK |
| AURORA 038 | UPLANDS AT "H" APPROACH DOCK |
| HEADWALK FLOAT BETWEEN "H" FLOAT AND NORTH GANGWAY | |
| AURORA 039 | VIEW NORTH DOWN HEADWALK FLOAT FROM "H" FLOAT |
| AURORA 040 | VIEW NORTH DOWN HEADWALK FLOAT FROM "K" FLOAT |
| AURORA 041 | ROTTED TIMBER WALERS ON HEADWALK FLOAT BETWEEN "K" AND "L" FLOAT |
| AURORA 042 | VIEW SOUTH DOWN HEADWALK FLOAT FROM "K" FLOAT |
| AURORA 043 | VIEW NORTH DOWN HEADWALK FLOAT FROM "L" FLOAT |
| AURORA 044 | "N" GANGWAY LANDING FLOAT |
| TYPICAL HEADWALK FLOAT DETAILS | |
| AURORA 045 | ROTTEN, DETACHED RUBSTRIP ALONG HEADWALK FLOAT, NEAR "D" FLOAT |
| AURORA 046 | ROTTEN, DETACHED RUBSTRIP ALONG HEADWALK FLOAT, NEAR "D" FLOAT |
| AURORA 047 | ROTTEN BULLRAIL AT "A" FLOAT/HEADWALK INTERSECTION |
| AURORA 048 | ROTTEN RUBSTRIP ALONG HEADWALK NEAR "A" FLOAT |
| AURORA 049 | ROTTEN TIMBER WALERS ON HEADWALK FLOAT BETWEEN "H" AND "J" FLOAT |
| AURORA 050 | ROTTEN TIMBER WALERS ON HEADWALK FLOAT BETWEEN "H" AND "J" FLOAT |
| AURORA 051 | ROTTEN TIMBER WALERS ON HEADWALK FLOAT BETWEEN "H" AND "J" FLOAT |
| AURORA 052 | TYPICAL ABRADED HEADWALK PILE |
| NORTH GANGWAY AND APPROACH DOCK | |
| AURORA 053 | "N" GANGWAY, APPROACH DOCK AND LANDING FLOAT |
| AURORA 054 | "N" GANGWAY APPROACH DOCK |
| AURORA 055 | "N" GANGWAY APPROACH DOCK |
| AURORA 056 | LOW FREEBOARD AT "N" GANGWAY |
| AURORA 057 | "N" GANGWAY/FLOAT TRANSITION, SKIDS, DETERIORATED LANDING FLOAT |
| AURORA 058 | TOP OF "N" GANGWAY, LOOKING SOUTH |
| AURORA 059 | TOP OF "N" GANGWAY APPROACH DOCK |
| AURORA 060 | VIEW SOUTH FROM TOP OF "N" GANGWAY APPROACH DOCK |
| AURORA 061 | "N" GANGWAY APPROACH DOCK AND RETAINING WALL |
| AURORA 062 | "N" GANGWAY AND LANDING FLOAT |
| AURORA 063 | "N" APPROACH DOCK X-BRACING |
| AURORA 064 | "N" APPROACH DOCK X-BRACING |
| AURORA 065 | "N" APPROACH DOCK RETAINING WALL |

| PHOTO | DESCRIPTION |
|---------------|--|
| FLOATS | |
| AURORA 066 | TYPICAL ROTTEN HEADWALK BULLRAIL |
| AURORA 067 | SAGGING/TWISTED FINGER FLOAT WITH SUBMERGED STRINGERS ON "A" FLOAT |
| AURORA 068 | SAGGING/TWISTED FINGER FLOAT WITH SUBMERGED STRINGERS ON "A" FLOAT |
| AURORA 069 | VIEW EAST DOWN "A" FLOAT |
| AURORA 070 | VIEW WEST DOWN "A" FLOAT/SAGGING END OF FLOAT |
| AURORA 071 | "C" FLOAT ABRADED PILE AND WORN RUB STRIPS |
| AURORA 072 | VIEW WEST DOWN "C" FLOAT |
| AURORA 073 | "C" FLOAT ABRADED PILE AND WORN RUB STRIPS |
| AURORA 074 | VIEW EAST DOWN "C" FLOAT |
| AURORA 075 | ROT AND VEGETATION ON "D" FLOAT |
| AURORA 076 | VIEW EAST DOWN "D" FLOAT |
| AURORA 077 | VIEW WEST DOWN "D" FLOAT |
| AURORA 078 | VIEW EAST DOWN "E" FLOAT |
| AURORA 079 | ROT, DETERIORATED RUBSTRIP AND VEGETATION ON "E" FLOAT |
| AURORA 080 | VIEW WEST DOWN "E" FLOAT |
| AURORA 081 | VIEW EAST DOWN "F" FLOAT |
| AURORA 082 | VIEW WEST DOWN "G" FLOAT |
| AURORA 083 | LOW FREEBOARD ON "G" FLOAT |
| AURORA 084 | LOW FREEBOARD ON "G" FLOAT |
| AURORA 085 | RESURFACED FINGER ON "G" FLOAT |
| AURORA 086 | RESURFACED MAINWALK FLOAT UNIT ON "G" FLOAT |
| AURORA 087 | RESURFACED MAINWALK FLOAT UNIT ON "G" FLOAT |
| AURORA 088 | VIEW EAST DOWN "G" FLOAT |
| AURORA 089 | VIEW WEST DOWN "G" FLOAT |
| AURORA 090 | VIEW EAST DOWN "H" FLOAT |
| AURORA 091 | VIEW WEST DOWN "H" FLOAT SHOWING REPAIRED CONCRETE SURFACE |
| AURORA 092 | VIEW EAST ON "J" FLOAT |
| AURORA 093 | REPAIRED SURFACE OF "J" FLOAT FINGER |
| AURORA 094 | VIEW WEST DOWN "J" FLOAT |
| AURORA 095 | VIEW EAST DOWN "K" FLOAT |
| AURORA 096 | DETERIORATED TIMBERS ON FINGER ON "K" FLOAT |
| AURORA 097 | REPAIRED CONCRETE ON FINGER OFF OF "K" FLOAT |
| AURORA 098 | DETERIORATED TIMBERS ON FINGER ON "K" FLOAT |
| AURORA 099 | VIEW WEST DOWN "L" FLOAT |
| AURORA 100 | REPAIRED CONCRETE ON "L" FLOAT |
| AURORA 101 | VIEW EAST DOWN "N" FLOAT |
| AURORA 102 | FINGER ON "N" FLOAT SHOWING VEGETATION |
| AURORA 103 | FINGER ON "N" FLOAT SHOWING VEGETATION |
| AURORA 104 | VIEW WEST DOWN "N" FLOAT |
| AURORA 105 | BROKEN WALER ON "N" FLOAT |
| AURORA 106 | VEGETATION/DETERIORATED FLOAT TIMBERS ON "N" FLOAT |



AURORA 001.jpg
EAST SIDE OF "A" GANGWAY APPROACH DOCK



AURORA 002.jpg
WEST SIDE OF "A" GANGWAY APPROACH DOCK



AURORA 003.jpg
"A" GANGWAY APPROACH DOCK ABUTMENT



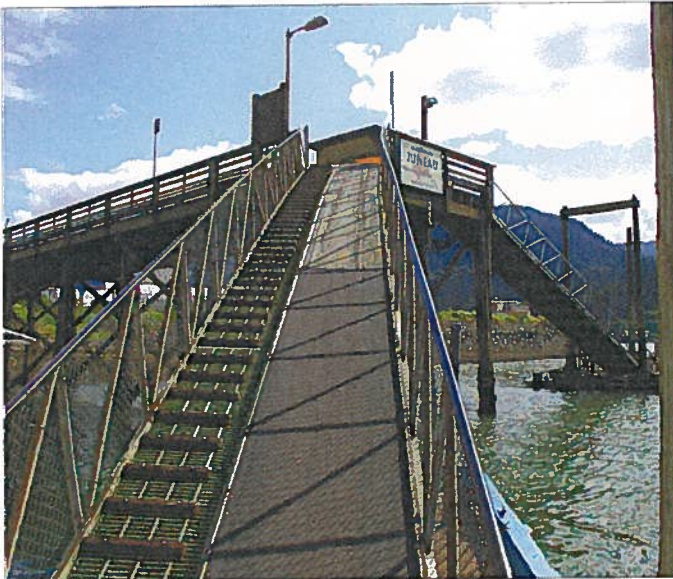
AURORA 004.jpg
"A" GANGWAY AND APPROACH DOCK FROM UPLANDS VIEWING SOUTH



AURORA 005.jpg
"A" GANGWAY APPROACH DOCK



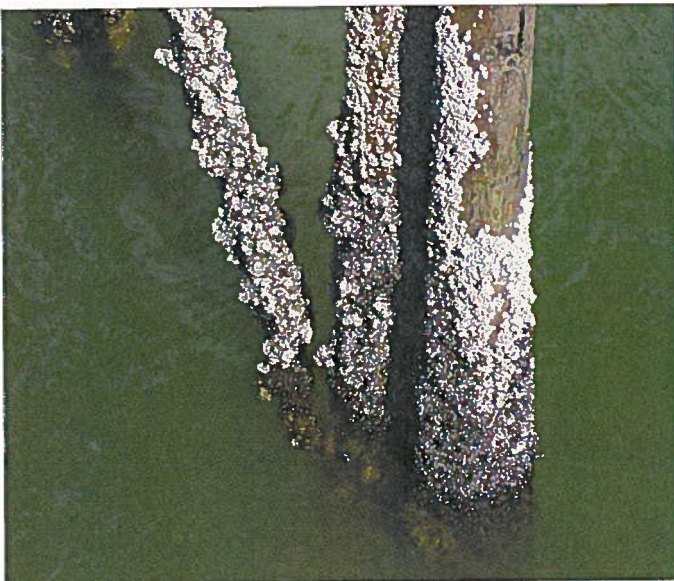
AURORA 006.jpg
"A" GANGWAY



AURORA 007.jpg
"A" GANGWAY DAMAGED FROM VESSEL IMPACT



AURORA 008.jpg
"A" GANGWAY SKID AND TRANSITION PLATES



AURORA 009.jpg
BROKEN X-BRACING ON "A" GANGWAY APPROACH DOCK



AURORA 010.jpg
BROKEN X-BRACING ON "A" GANGWAY APPROACH DOCK



AURORA 011.jpg
VIEW SOUTH DOWN HEADWALK FLOAT BETWEEN "B" FLOAT AND "A" FLOAT



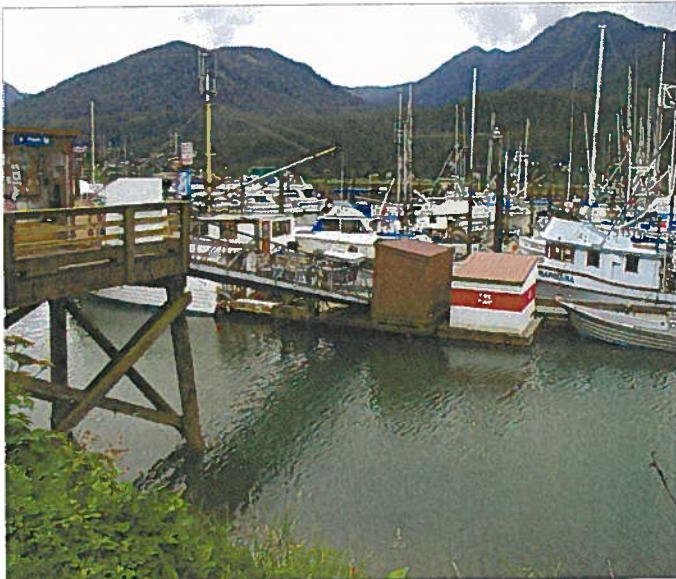
AURORA 012.jpg
"C" GANGWAY SKIDS AND TRANSITION TO HEADWALK FLOAT



AURORA 013.jpg
VIEW UP "C" GANGWAY



AURORA 014.jpg
VIEW DOWN "C" FLOAT FROM TOP OF "C" GANGWAY



AURORA 015.jpg
"C" GANGWAY AND APPROACH DOCK



AURORA 016.jpg
"C" GANGWAY LANDING FLOAT



AURORA 017.jpg
UPLANDS AND APPROACH DOCK AT "C" GANGWAY



AURORA 018.jpg
UPLANDS AT "C" GANGWAY



AURORA 019.jpg
BROKEN X-BRACING AT "C" GANGWAY APPROACH DOCK



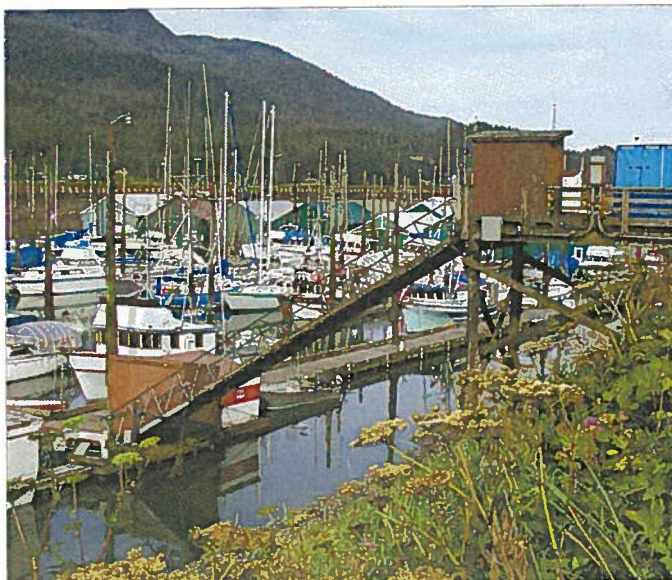
AURORA 020.jpg
"C" GANGWAY AT LOW TIDE



AURORA 021.jpg
TRANSITION AND SKID PLATES AT "C" GANGWAY



AURORA 022.jpg
VIEW UP "C" GANGWAY AT LOW TIDE



AURORA 023.jpg
"C" GANGWAY PROFILE AT LOW TIDE



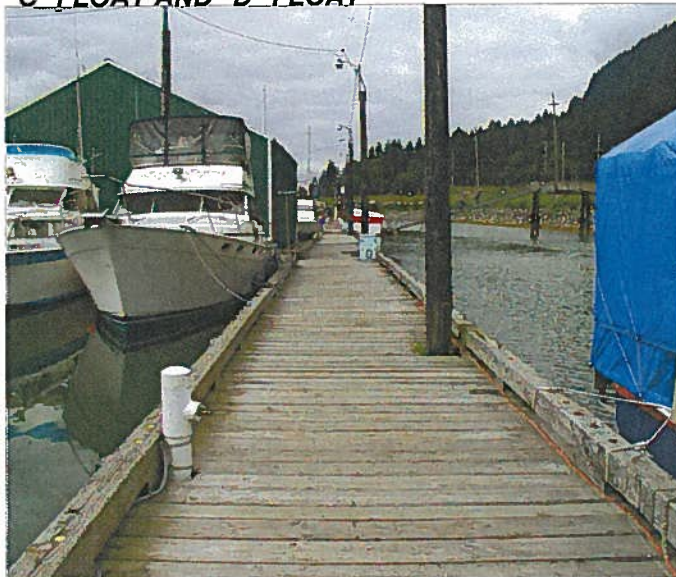
AURORA 024.jpg
VIEW NORTH DOWN HEADWALK FLOAT BETWEEN "C" FLOAT AND "D" FLOAT



AURORA 025.jpg
VIEW NORTH DOWN HEADWALK FLOAT BETWEEN "C" FLOAT AND "D" FLOAT



AURORA 026.jpg
VIEW DOWN HEADWALK FLOAT FROM "G" FLOAT SOUTH



AURORA 027.jpg
VIEW DOWN HEADWALK FLOAT FROM "F" FLOAT NORTH



AURORA 028.jpg
VIEW SOUTH DOWN HEADWALK FLOAT FROM "H" FLOAT



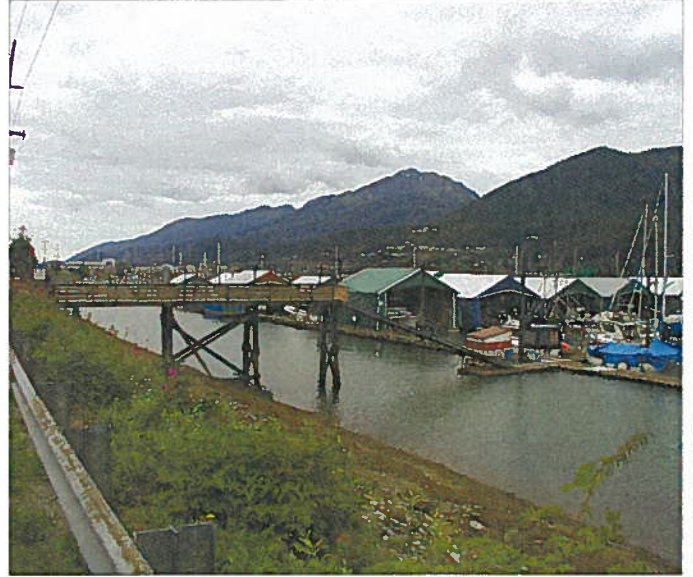
AURORA 029.jpg
"H" GANGWAY LANDING



AURORA 030.jpg
VIEW WEST AT "H" FLOAT GANGWAY LANDING FLOAT



AURORA 031.jpg
"H" GANGWAY TRANSITION PLATE



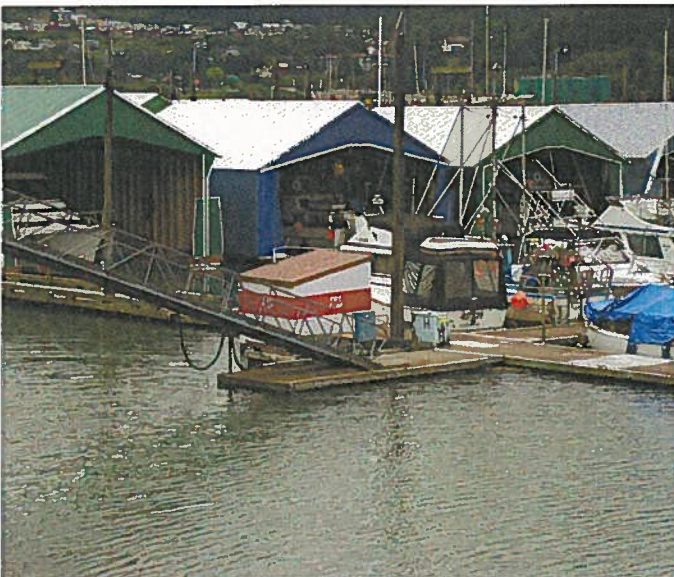
AURORA 032.jpg
"H" GANGWAY AND APPROACH DOCK



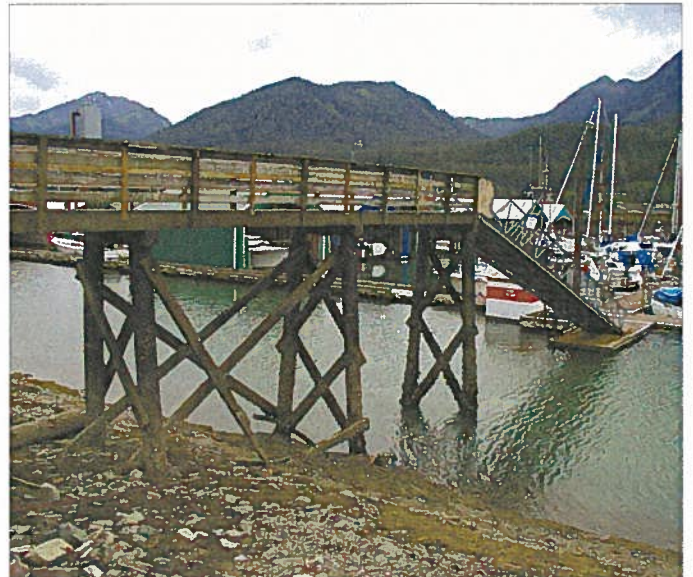
AURORA 033.jpg
DAMAGED BRACING AT "H" APPROACH DOCK



AURORA 034.jpg
DAMAGED BRACING AT "H" APPROACH DOCK



AURORA 035.jpg
GANGWAY LANDING FLOAT AT "H" FLOAT



AURORA 036.jpg
NORTH PROFILE OF "H" APPROACH DOCK



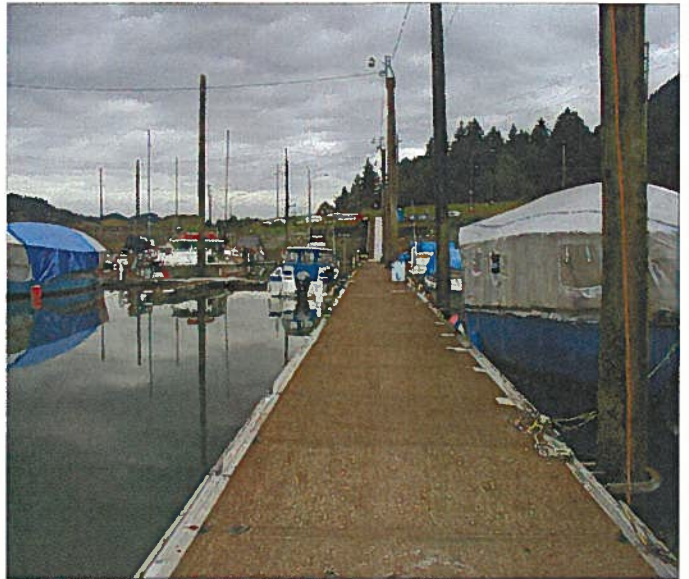
AURORA 037.jpg
UPLANDS AT "H" APPROACH DOCK



AURORA 038.jpg
UPLANDS AT "H" APPROACH DOCK



AURORA 039.jpg
VIEW NORTH DOWN HEADWALK FLOAT FROM "H" FLOAT



AURORA 040.jpg
VIEW NORTH DOWN HEADWALK FLOAT FROM "K" FLOAT



AURORA 041.jpg
ROTTED TIMBER WALERS ON HEADWALK FLOAT BETWEEN "K" AND "L" FLOAT



AURORA 042.jpg
VIEW SOUTH DOWN HEADWALK FLOAT FROM "K" FLOAT



AURORA 043.jpg
VIEW NORTH DOWN HEADWALK FLOAT FROM "L" FLOAT



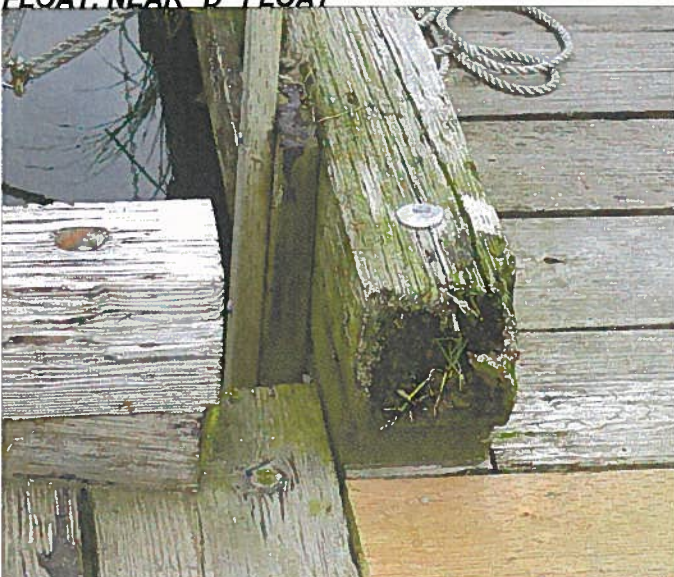
AURORA 044.jpg
"N" GANGWAY LANDING FLOAT



AURORA 045.jpg
ROTTEN, DETACHED RUBSTRIP ALONG HEADWALK FLOAT. NEAR "D" FLOAT



AURORA 046.jpg
ROTTEN, DETACHED RUBSTRIP ALONG HEADWALK FLOAT. NEAR "D" FLOAT



AURORA 047.jpg
ROTTEN BULLRAIL AT "A" FLOAT/HEADWALK INTERSECTION



AURORA 048.jpg
ROTTEN RUBSTRIP ALONG HEADWALK NEAR "A" FLOAT



AURORA 049.jpg
ROTTEN TIMBER WALERS ON HEADWALK FLOAT
BETWEEN "H" AND "J" FLOAT



AURORA 050.jpg
ROTTEN TIMBER WALERS ON HEADWALK FLOAT
BETWEEN "H" AND "J" FLOAT



AURORA 051.jpg
ROTTEN TIMBER WALERS ON HEADWALK FLOAT
BETWEEN "H" AND "J" FLOAT



AURORA 052.jpg
TYPICAL ABRADED HEADWALK PILE



AURORA 053.jpg
"N" GANGWAY, APPROACH DOCK AND LANDING
FLOAT



AURORA 054.jpg
"N" GANGWAY APPROACH DOCK



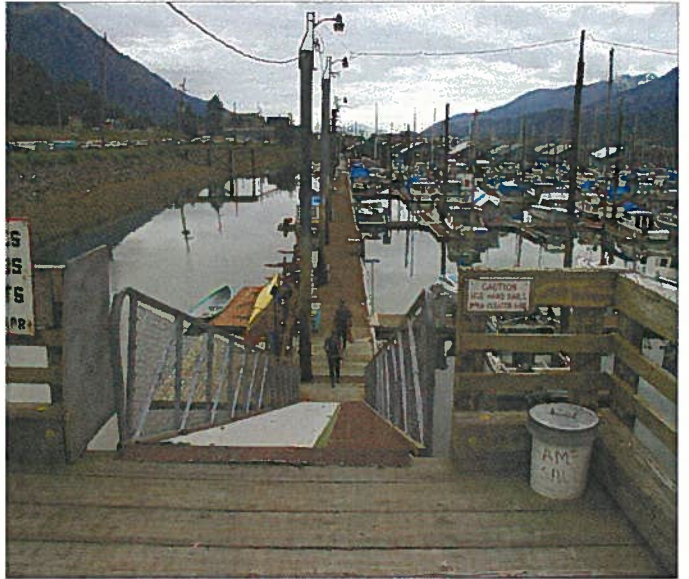
AURORA 055.jpg
"N" GANGWAY APPROACH DOCK



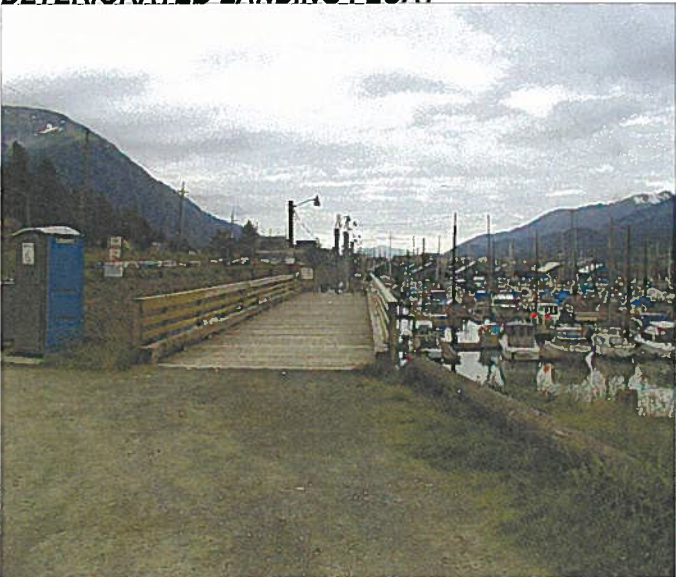
AURORA 056.jpg
LOW FREEBOARD AT "N" GANGWAY



AURORA 057.jpg
**"N" GANGWAY/FLOAT TRANSITION, SKIDS,
DETERIORATED LANDING FLOAT**



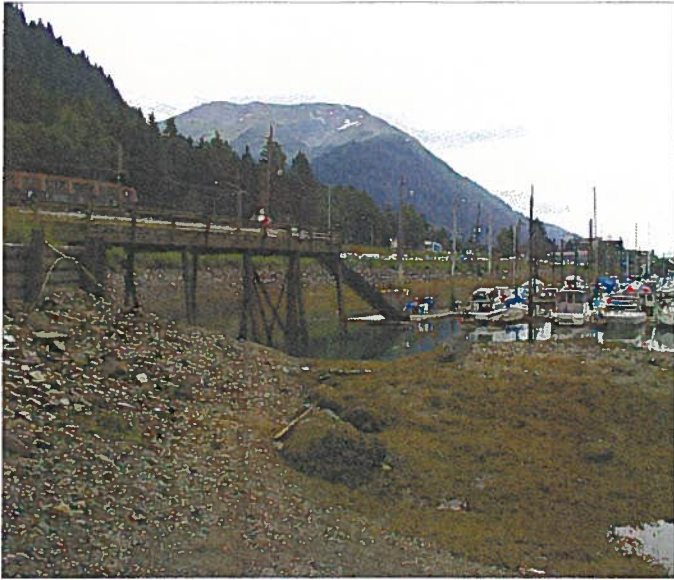
AURORA 058.jpg
TOP OF "N" GANGWAY, LOOKING SOUTH



AURORA 059.jpg
TOP OF "N" GANGWAY APPROACH DOCK



AURORA 060.jpg
**VIEW SOUTH FROM TOP OF "N" GANGWAY
APPROACH DOCK**



AURORA 061.jpg
"N" GANGWAY APPROACH DOCK AND RETAINING WALL



AURORA 062.jpg
"N" GANGWAY AND LANDING FLOAT



AURORA 063.jpg
"N" APPROACH DOCK X-BRACING



AURORA 064.jpg
"N" APPROACH DOCK X-BRACING



AURORA 065.jpg
"N" APPROACH DOCK RETAINING WALL



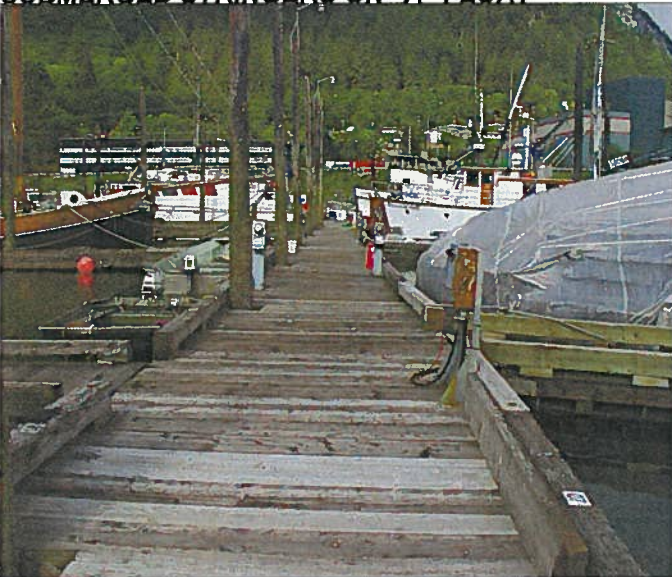
AURORA 066.jpg
TYPICAL ROTTEN HEADWALK BULLRAIL



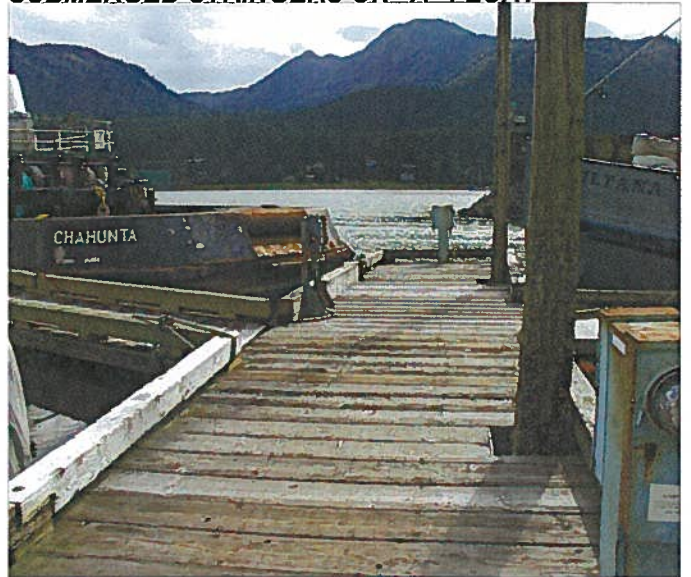
AURORA 067.jpg
SAGGING/TWISTED FINGER FLOAT WITH
SUBMERGED STRINGERS ON "A" FLOAT



AURORA 068.jpg
SAGGING/TWISTED FINGER FLOAT WITH
SUBMERGED STRINGERS ON "A" FLOAT



AURORA 069.jpg
VIEW EAST DOWN "A" FLOAT



AURORA 070.jpg
VIEW WEST DOWN "A" FLOAT/SAGGING
END OF FLOAT



AURORA 071.jpg
"C" FLOAT ABRADED PILE AND WORN RUB STRIPS



AURORA 072.jpg
VIEW WEST DOWN "C" FLOAT



AURORA 073.jpg
"C" FLOAT ABRASED PILE AND WORN RUB STRIPS



AURORA 074.jpg
VIEW EAST DOWN "C" FLOAT



AURORA 075.jpg
ROT AND VEGETATION ON "D" FLOAT



AURORA 076.jpg
VIEW EAST DOWN "D" FLOAT



AURORA 077.jpg
VIEW WEST DOWN "D" FLOAT



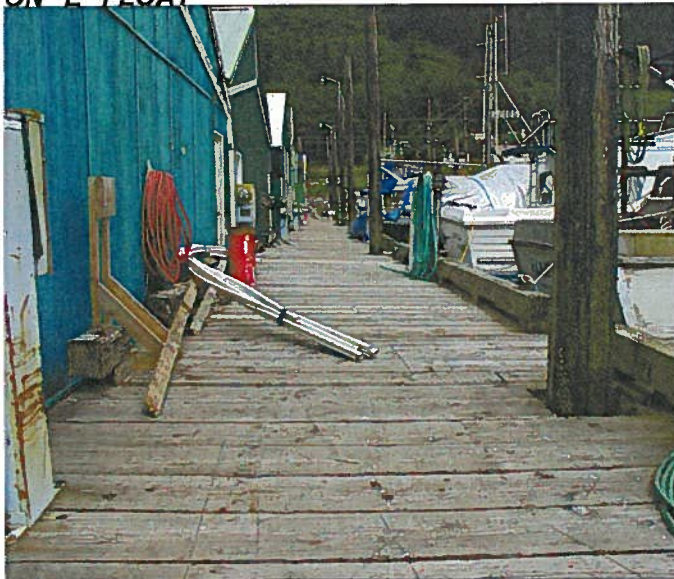
AURORA 078.jpg
VIEW EAST DOWN "E" FLOAT



AURORA 079.jpg
ROT, DETERIORATED RUBSTRIP AND VEGETATION
ON "E" FLOAT



AURORA 080.jpg
VIEW WEST DOWN "E" FLOAT



AURORA 081.jpg
VIEW EAST DOWN "F" FLOAT



AURORA 082.jpg
VIEW WEST DOWN "G" FLOAT



AURORA 083.jpg
LOW FREEBOARD ON "G" FLOAT



AURORA 084.jpg
LOW FREEBOARD ON "G" FLOAT



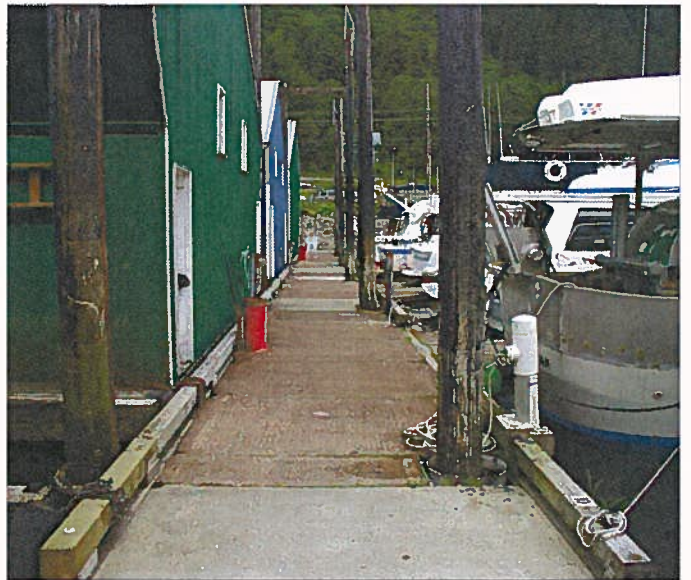
AURORA 085.jpg
RESURFACED FINGER ON "G" FLOAT



AURORA 086.jpg
RESURFACED MAINWALK FLOAT UNIT ON "G" FLOAT



AURORA 087.jpg
RESURFACED MAINWALK FLOAT UNIT ON "G" FLOAT



AURORA 088.jpg
VIEW EAST DOWN "G" FLOAT



AURORA 089.jpg
VIEW WEST DOWN "G" FLOAT



AURORA 090.jpg
VIEW EAST DOWN "H" FLOAT



AURORA 091.jpg
VIEW WEST DOWN "H" FLOAT SHOWING REPAIRED CONCRETE SURFACE



AURORA 092.jpg
VIEW EAST ON "J" FLOAT



AURORA 093.jpg
REPAIRED SURFACE OF "J" FLOAT FINGER



AURORA 094.jpg
VIEW WEST DOWN "J" FLOAT



AURORA 095.jpg
VIEW EAST DOWN "K" FLOAT



AURORA 096.jpg
DETERIORATED TIMBERS ON FINGER ON "K" FLOAT



AURORA 097.jpg
REPAIRED CONCRETE ON FINGER OFF OF "K" FLOAT



AURORA 098.jpg
DETERIORATED TIMBERS ON FINGER ON "K" FLOAT



AURORA 099.jpg
VIEW WEST DOWN "L" FLOAT



AURORA 100.jpg
REPAIRED CONCRETE ON "L" FLOAT



AURORA 101.jpg
VIEW EAST DOWN "N" FLOAT



AURORA 102.jpg
FINGER ON "N" FLOAT SHOWING VEGETATION



AURORA 103.jpg
FINGER ON "N" FLOAT SHOWING VEGETATION



AURORA 104.jpg
VIEW WEST DOWN "N" FLOAT



AURORA 105.jpg
BROKEN WALER ON "N" FLOAT



AURORA 106.jpg
VEGETATION/DETERIORATED FLOAT TIMBERS ON "N" FLOAT

APPENDIX B

BLOCK 4 — SCOPE, SCHEDULE AND COST ESTIMATE



APPENDIX B**BLOCK 4—SCOPE, SCHEDULE AND COST ESTIMATE****SCOPE:**

The purpose of this project is to renovate an existing municipal boat harbor in order to extend the life of the existing heavily used facility, improve safety, and increase harbor efficiency by incorporating improvement plans identified on the Aurora Harbor Reconfiguration drawings. Work included at Aurora includes:

- New 10' x 485' Headwalk Float
- New 10' x 292' Main Float H
- New 10' x 272' Main Float J
- New 10'x14' Electrical Float
- Refurbish and reinstall existing H Dock and N Dock gangways
- Refurbish and reinstall H Dock gangway landing float
- Approach Dock N Modifications
- Utility upgrades

A more detailed explanation of proposed improvements can be seen on the attached drawings.

FEDERAL, STATE AND LOCAL PERMITS:

Replacement of the existing float system will likely fall under a Nationwide Permit (NWP). NWP 3 – Maintenance allows for the 'repair, rehabilitation, or replacement of any previously authorized, currently serviceable, structure or fill'. No additional State permits are anticipated.

PROJECT SCHEDULE:

The construction schedule will depend on the CBJ's ability to acquire State matching grant funds. Match funding has been obtained and is appropriated into the project account.

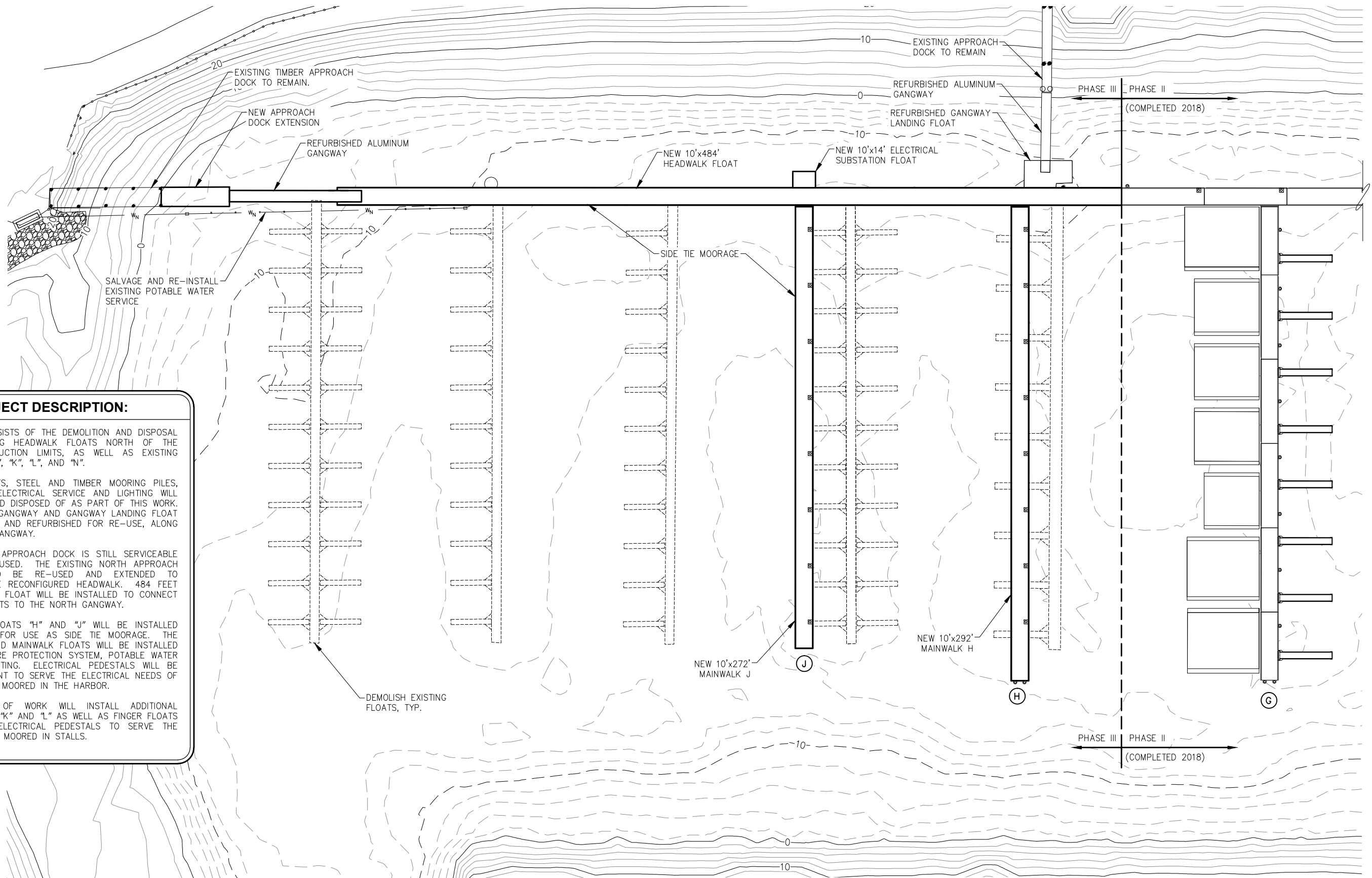
COST ESTIMATE:

Enclosed please find the project cost estimate. The table on the following pages provides cost summaries for estimated construction bids, indirect costs and total recommended project budgets.



Mainwalk Float J





PROJECT DESCRIPTION:

THE PROJECT CONSISTS OF THE DEMOLITION AND DISPOSAL OF THE REMAINING HEADWALK FLOATS NORTH OF THE PHASE II CONSTRUCTION LIMITS, AS WELL AS EXISTING MAINWALKS "H", "J", "K", "L", AND "N".

ALL FINGER FLOATS, STEEL AND TIMBER MOORING PILES, WATER UTILITIES, ELECTRICAL SERVICE AND LIGHTING WILL BE DEMOLISHED AND DISPOSED OF AS PART OF THIS WORK. THE EXISTING "H" GANGWAY AND GANGWAY LANDING FLOAT WILL BE SALVAGED AND REFURBISHED FOR RE-USE, ALONG WITH THE NORTH GANGWAY.

THE EXISTING "H" APPROACH DOCK IS STILL SERVICEABLE AND WILL BE RE-USED. THE EXISTING NORTH APPROACH DOCK WILL ALSO BE RE-USED AND EXTENDED TO ACCOMMODATE THE RECONFIGURED HEADWALK. 484 FEET OF NEW HEADWALK FLOAT WILL BE INSTALLED TO CONNECT THE PHASE II FLOATS TO THE NORTH GANGWAY.

NEW MAINWALK FLOATS "H" AND "J" WILL BE INSTALLED WITHOUT FINGERS FOR USE AS SIDE TIE MOORAGE. THE NEW HEADWALK AND MAINWALK FLOATS WILL BE INSTALLED WITH COMPLETE FIRE PROTECTION SYSTEM, POTABLE WATER SERVICE AND LIGHTING. ELECTRICAL PEDESTALS WILL BE PROVIDED SUFFICIENT TO SERVE THE ELECTRICAL NEEDS OF SIDE TIED VESSELS MOORED IN THE HARBOR.

FUTURE PHASES OF WORK WILL INSTALL ADDITIONAL MAINWALK FLOATS "K" AND "L" AS WELL AS FINGER FLOATS AND ADDITIONAL ELECTRICAL PEDESTALS TO SERVE THE NEEDS TO VESSELS MOORED IN STALLS.

REVISIONS

| REV. | DATE | DESCRIPTION | DWN. | CKD. | APP. |
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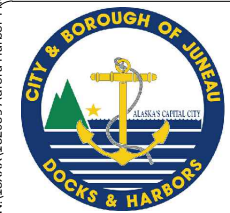
9360 Glacier Highway, Ste. 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

DESIGN: MS CHECKED: _____
DRAWN: WRB APPROVED: _____

SCALE: SCALE IN FEET
0 30 60 FT.

DATE: _____

M:\182085\Aurora Harbor\Phase 3 Harbor Grant\G. Drawings\Marine\L08 Site Plan - 1-16 Concepts.dwg, 7/26/2018 8:43:33 AM, DWG To PDF.pc3

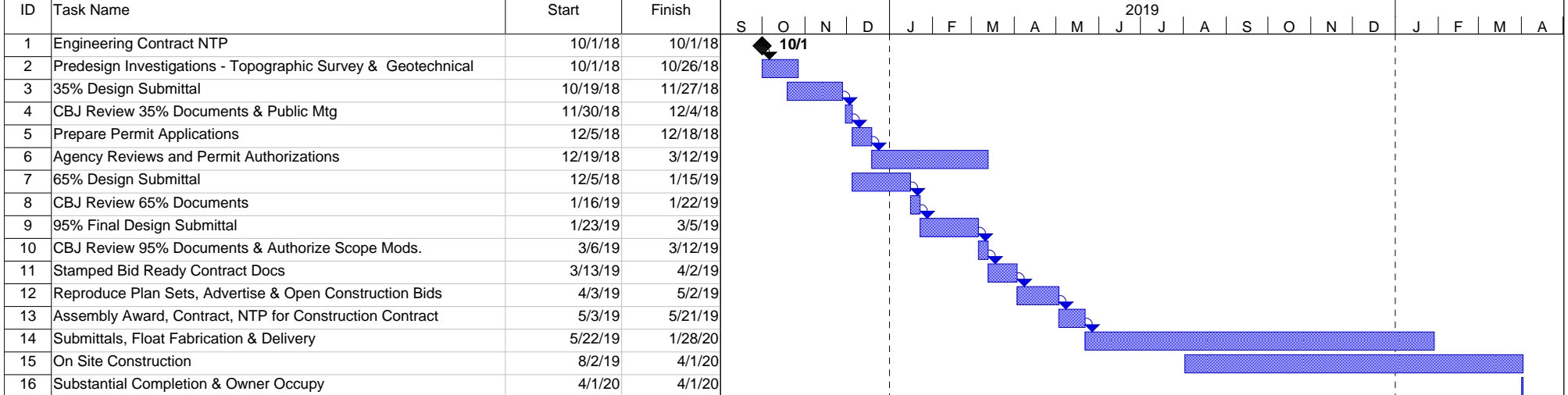


**CITY & BOROUGH OF JUNEAU, ALASKA
AURORA HARBOR REBUILD - PHASE III**

SHEET TITLE:
SITE PLAN - PHASE III

PND PROJECT NO.: 182085

AURORA HAROR REBUILD - PH III PRELIMINARY PROJECT SCHEDULE FLOATS H & J



| | | | | | | |
|----------------|---------------------|--|--------------------|--|-----------------------|--|
| PND No. 182085 | Task | | External Tasks | | Manual Summary Rollup | |
| | Split | | Project Summary | | Manual Summary | |
| | Milestone | | External Milestone | | Start-only | |
| | Summary | | Inactive Task | | Finish-only | |
| | Rolled Up Task | | Inactive Milestone | | Progress | |
| | Rolled Up Split | | Inactive Summary | | Deadline | |
| | Rolled Up Milestone | | Manual Task | | | |
| | Rolled Up Progress | | Duration-only | | | |



**AURORA HARBOR REBUILD - PHASE III
HEADWALK, MAINWALKS H & J (Excl. FINGERS)
PRELIMINARY ENGINEER'S ESTIMATE**



Prepared on: July 25, 2018

| Item | Item Description | Units | Quantity | Unit Cost | Amount |
|--|---|-------|-----------|-----------|--------------------|
| 1 | Mobilization | LS | All Req'd | \$400,000 | \$400,000 |
| 2 | Demolition & Disposal | LS | All Req'd | \$200,000 | \$200,000 |
| 3 | Landfill Fees for Float Disposal | LS | All Req'd | \$75,000 | \$75,000 |
| 4 | Domestic Water System | LF | 1049 | \$125 | \$131,125 |
| 5 | Salvage and Reconnect Exist. North Water Connection | LS | All Req'd | \$25,000 | \$25,000 |
| 6 | Dry Fire Suppression Line | LF | 1049 | \$86 | \$90,215 |
| 7 | Construction Surveying | LS | All Req'd | \$15,000 | \$15,000 |
| 8 | Approach Dock N Modifications | SF | 500 | \$200 | \$100,000 |
| 9 | Refurbish H Dock Gangway Landing Float | LS | All Req'd | \$50,000 | \$50,000 |
| 10 | Refurbish and Reinstall Existing H Dock Gangway | LS | All Req'd | \$40,000 | \$40,000 |
| 11 | Refurbish and Reinstall Existing N Dock Gangway | LS | All Req'd | \$40,000 | \$40,000 |
| 12 | Headwalk Float, 10' x 485' | SF | 4,850 | \$120 | \$582,000 |
| 13 | Main Float H, 10' x 292' | SF | 2,920 | \$120 | \$350,400 |
| 14 | Main Float J, 10' x 272' | SF | 2,720 | \$120 | \$326,400 |
| 15 | 10' x 14' Electrical Substation Float | EA | 1 | \$40,000 | \$40,000 |
| 16 | Steel Pipe Pile, 12.75" dia. x 0.500" thick | EA | 28 | \$7,420 | \$207,760 |
| 17 | Predrilled Pile Sockets | EA | 10 | \$6,000 | \$60,000 |
| 18 | Supply Flotation Billet | EA | 40 | \$250 | \$10,000 |
| 19 | Install Flotation Billet | EA | 40 | \$500 | \$20,000 |
| 20 | Life Ring Cabinet and Base | EA | 10 | \$1,100 | \$11,000 |
| 21 | Fire Extinguisher Cabinet and Base | EA | 10 | \$900 | \$9,000 |
| 22 | Hose Mount and Base | EA | 10 | \$750 | \$7,500 |
| 23 | Electrical Support Assemblies | LS | All Req'd | \$45,500 | \$45,500 |
| 24 | Electrical System (Headwalk) | LS | All Req'd | \$410,351 | \$410,000 |
| 25 | Spare Electrical Equipment | LS | All Req'd | \$5,000 | \$5,000 |
| ESTIMATED CONSTRUCTION BID PRICE | | | | | \$3,250,900 |
| CONTINGENCY (15%) | | | | | \$487,500 |
| CONSTRUCTION CONTRACT ADMIN & INSPECTION (7%) | | | | | \$261,600 |
| RECOMMENDED CONSTRUCTION BUDGET | | | | | \$4,000,000 |

APPENDIX C

BLOCK 5 — PRIOR GRANT CLOSEOUT WAIVER



APPENDIX C

BLOCK 5—PRIOR GRANT CLOSEOUT WAIVER

One of the prior grant for Phase I of the Aurora Harbor Improvements project (13-HG-007) has been closed out. The prior grant for Phase II of the Aurora Harbor Improvements project (17-HG-005) has not been closed out, however the project is substantially complete and a waiver for this requirement has been obtained. On the following pages please find the supporting documentation.



Concrete float wear and uneven float conditions





THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation
and
Public Facilities

OFFICE OF THE COMMISSIONER
Marc Luiken, Commissioner

3132 Channel Drive
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.state.ak.us

7/11/2018

Mr. Carl Uchytel, PE, Port Director
City and Borough of Juneau
155 S. Seward St
Juneau, AK 99801

Re: CBJ Harbor Facility Grant: Aurora Small Boat Harbor Phase II (17-HG-005) waiver request

Dear Mr. Uchytel:

In keeping with the true spirit of the Harbor Facility Grant Program, your request for a waiver to Article 48 of the grant agreement, Future Harbor Facility Grant Applications close-out restrictions, is approved. You may submit a grant application for Aurora Harbor Phase III by close of business on August 01, 2018.

In your letter of June 12, 2018, you offered, and we agree, that if the Aurora Phase II project is not completed and closed out by 4:00 PM, October 1, 2018, your application for Phase III will be denied consideration in the 2018 Harbor Facility Grant Program. Your final close-out request must be received by the Juneau Field Office by 4:00 PM, October 1, 2018. Submission may be by hard-copy to the office or by email to the grants officer at dot.harbor.grants@alaska.gov and electronically dated no later than Monday, October 01, 2018 at 4:00 PM. The close-out process is contained in "Article 45, Close-Out". Please contact Jim Potdevin in the Juneau Field Office if you need any assistance with the process.

I appreciate the effort the CBJ has made to make its small boat harbors something to be proud of.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Luiken".

Marc Luiken
Commissioner

cc: Lance Mearig, Director, Southcoast Region
Verne Skagerberg, Chief, Juneau Field Office

APPENDIX D

BLOCK 6 — BILL OF SALE BLOCK 12 — BILL OF SALE



APPENDIX D

BLOCK 6—BILL OF SALE

BLOCK 12—BILL OF SALE

On the following pages, please find supporting documentation detailing the ownership of Aurora Harbor by the City and Borough of Juneau. This includes the executed bill of sale and transfer agreement, signed on April 3, 2003.



Concrete float wear and uneven float conditions



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FRANK H. MURKOWSKI, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898
PHONE:(907) 465-3979
TEXT TELEPHONE:(907) 465-3652
FAX: (907) 586-8365

STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
Ports and Harbors Engineer

June 9, 2003

U.S. Army Corps of Engineers
Southeast Alaska Area District
P.O. Box 898
Anchorage, AK 99506

Mr. John Klutz:

Please be advised that the Department of Transportation and Public Facilities has transferred all State interests in Juneau Harbors to the City and Borough of Juneau. Enclosed for your information is the Bill of Sale with exhibits and related U.S. Army Corps of Engineers Construction permits from our files.

Please feel free to call me at (907) 465-3979 if you have any questions.

Sincerely,



Victor Winters, P.E.
State Harbors Engineer

Enclosures

1. Bill of Sale with exhibits
2. Inventory of USACE Construction permits
3. USACE Construction permits

cc: John Stone, Port Director, City and Borough of Juneau, 155 S. Seward St., Juneau, AK 99801
w/ enclosures

BILL OF SALE

THIS SALE, is made this 28 day of MARCH 2003, by and between the STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, hereinafter referred to as the STATE, whose mailing address is 6860 Glacier Avenue, Juneau AK 99801, and the City and Borough of Juneau, a Municipal Corporation, incorporated under A.S. 29.05.011 et seq., hereinafter referred to as the Municipality, whose mailing address is 155 South Seward Street, Juneau, AK 99801.

NOW THEREFORE, in consideration of one dollar (\$1.00) and other valuable consideration paid, the receipt of which is hereby acknowledged, the STATE does hereby sell, transfer and deliver to the MUNICIPALITY, for continued use as a public facility, all the STATE'S interest, if any, in the following personal property:

ANY and ALL personal property that the STATE owns or has interest in including, but not limited to docks, flotation devices, dolphins, piers, approaches and approach ramps, gridirons, launching ramps, bulkheads, walkways, and any and all other related personal property whatsoever located in: the Harris Small Boat Harbor, excluding the Fish & Game Dock, all within Alaska Tidelands Survey 3, located within the exterior boundaries of Section 22, Township 41 South, Range 67 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the Aurora Small Boat Harbor, all within Alaska Tidelands Survey 180, located within the exterior boundaries of Section 22, Township 41 South, Range 67 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the Douglas City Dock and Douglas Small Boat Harbor, all within Alaska Tidelands Survey 14, located within the exterior boundaries of Section 36, Township 41 South, Range 67 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the Don Statter Small Boat Harbor, all within Alaska Tidelands Survey 1251 and Alaska Tidelands Survey 739, within the exterior boundaries of Sections 22 & 23, Township 40 South, Range 65 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the Taku Harbor Dock, all within Alaska Tidelands Survey 682, within the exterior boundaries of Section 8, Township 44 South, Range 70 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the North Douglas Launching Ramp, all within unsurveyed tidelands, within the exterior boundaries of Section 9, Township 41 South, Range 66 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska ("the harbor facilities"), as shown on Attachments A thru G.

TO HAVE, and to hold all the facilities and aforesaid items to the MUNICIPALITY, its executors, administrators, heirs and assigns to its use and administration as a public facility forever.

The STATE makes no covenant, representation, or warrantee as to the suitability of the personal property or as to the physical condition of the personal property for any purpose. The MUNICIPALITY acknowledges that it has inspected the property, observed its physical characteristics and existing conditions, and has been afforded the opportunity to conduct such investigation and study on and of the personal property as it deems necessary for the purpose of acquiring the personal property for the MUNICIPALITY'S intended use. The MUNICIPALITY hereby waives all objections to or claims with respect to the physical characteristics and existing conditions of the personal property including hazardous materials in, at, on or under or related to the personal property. The MUNICIPALITY further acknowledges and agrees that the personal property is sold and conveyed to, and purchased and accepted by, the MUNICIPALITY in its present condition "as is" with all its faults, and the MUNICIPALITY hereby assumes the risk that

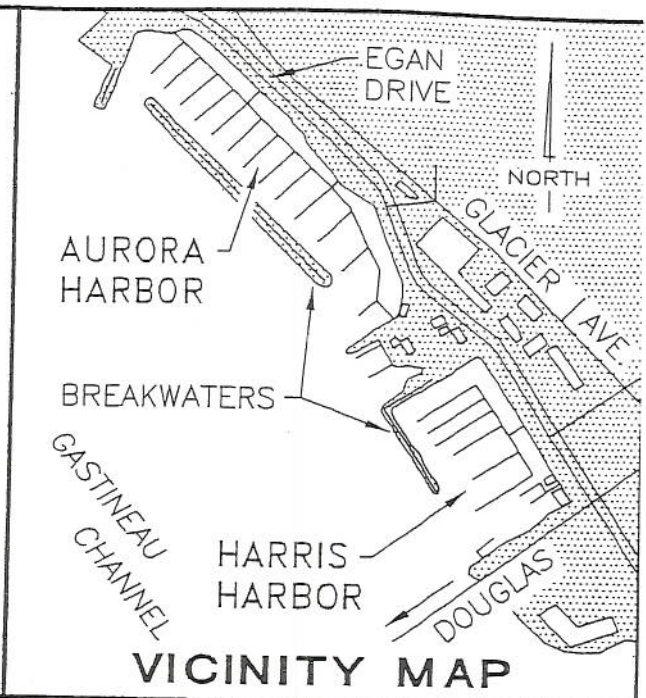
an adverse past, present, or future physical characteristics and conditions may not have been revealed by the MUNICIPALITY'S inspection or investigation. The MUNICIPALITY shall indemnify and hold harmless the STATE from and against all claims, damages, or liabilities (whether or not caused by negligence), including civil or criminal fines, arising out of or relating to the physical characteristics and existing conditions of the personal property from the date of the sale forward.

All terms and conditions contained in the cooperative agreements between the City and Borough of Juneau and the Alaska Department of Fish & Game (ADF&G Coop 01-018 - Douglas Harbor Ramp Facility, ADF&G Coop 92-040 - North Douglas Ramp Improvements) remain in full effect and are not changed by this bill of sale.

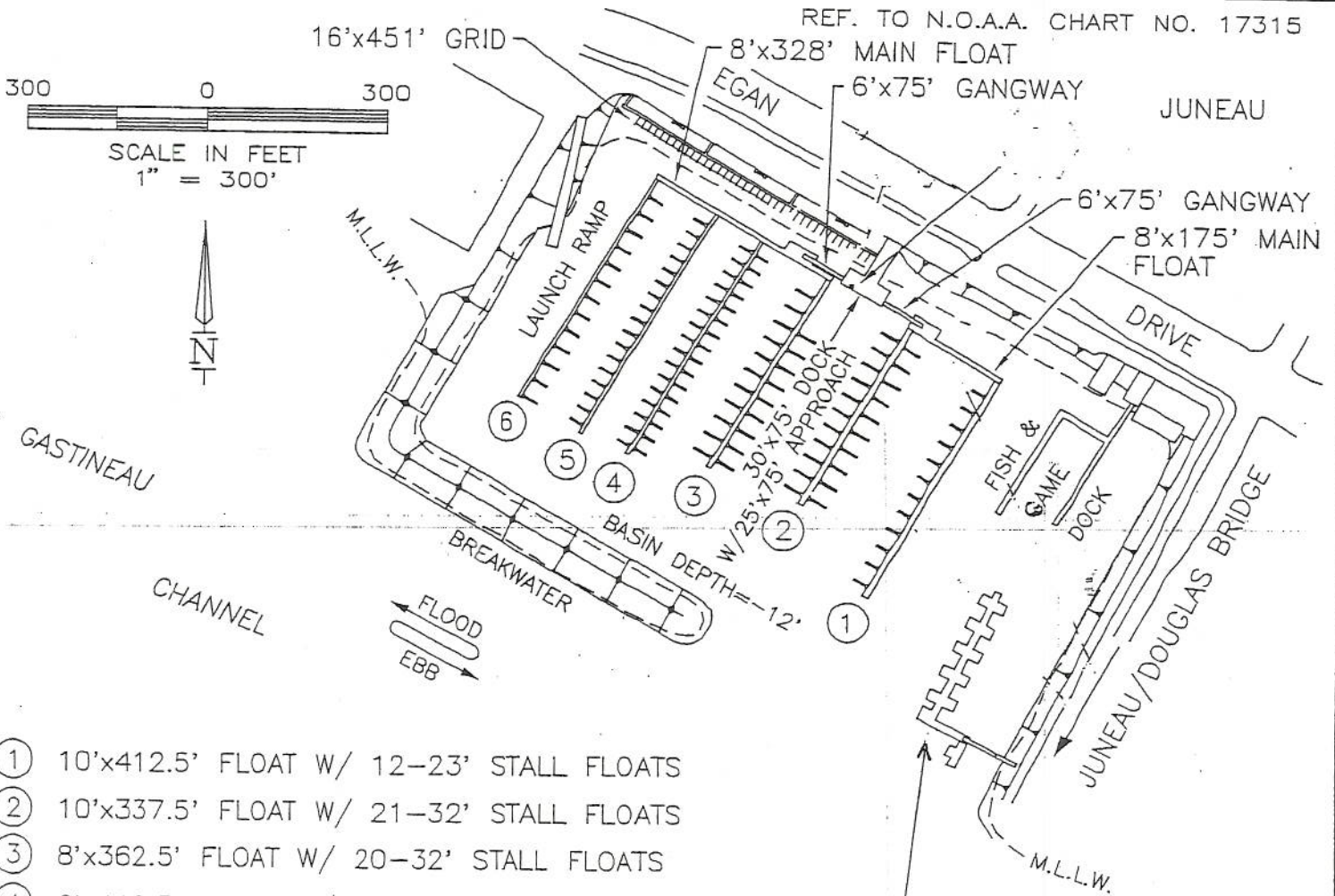
STATE OF ALASKA Department of
Transportation and Public Facilities
By: [Signature]
Title: DIR., S.E. REGION
Date: 4/2/03

ACCEPTED BY [Signature]
For the MUNICIPALITY
Title: PORT DIRECTOR
Date: MARCH 20, 2003

OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 586-5255
 DISTANCE FROM CITY CENTER: 1 MILE
 BERTHING FEES: CONTACT HARBORMASTER FOR FEE SCHEDULE
 TRANSIENT MOORAGE: FEE REQUIRED, NO TIME LIMIT
 LIGHTING ON FLOAT: YES
 POWER ON FLOAT: YES, 110 V METERED
 POTABLE WATER ON FLOAT: YES, YEAR ROUND SERVICE
 GRID FACILITIES: MAXIMUM ALLOWABLE LOAD = 5 TON PER BENT
 GRID BENT SPACING = 8'-0" ON CENTER
 MARINE WAYS: CRANE AND TRAVEL LIFT HAUL OUT AVAILABLE IN THE
 JUNEAU AREA. TRAILER LAUNCH RAMP ALSO AVAILABLE.
 REPAIR FACILITIES: SHIPWRIGHT, WELDING, MACHINE SHOPS, AND LIGHT
 MARINE REPAIR AVAILABLE IN THE JUNEAU AREA.
 LODGING AVAILABLE: YES, HOTELS AND MOTELS IN JUNEAU AREA
 GROCERY/RESTAURANT: GROCERY-6 BLOCKS, RESTAURANT-3 BLOCKS
 FUEL AVAILABLE: ALL TYPES AT AURORA FUEL DOCK
 COMMUNICATIONS: TELEPHONES AT GANGWAYS
 REMARKS: NIGHT EMERGENCIES PHONE 586-5334, QUARANTINE: LOCAL,
 1 TON HOIST AVAILABLE AT PIER, CAPACITY: 275 VESSELS



VICINITY MAP



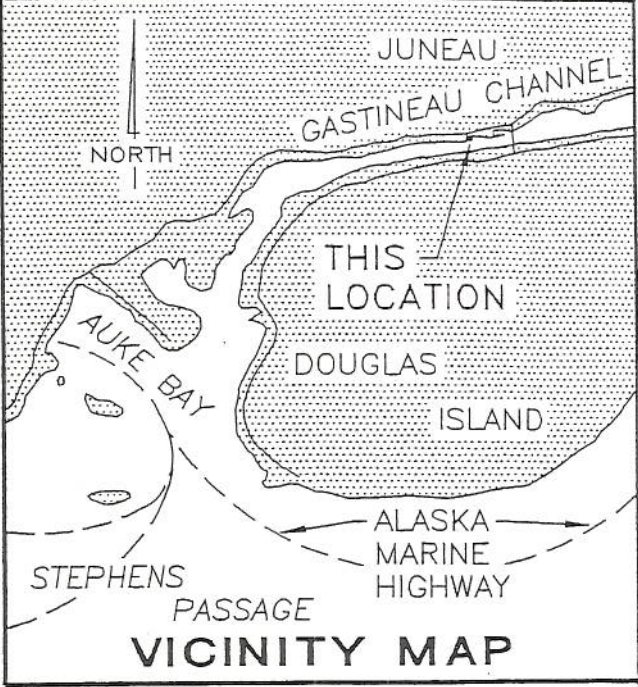
- ① 10'x412.5' FLOAT W/ 12-23' STALL FLOATS
- ② 10'x337.5' FLOAT W/ 21-32' STALL FLOATS
- ③ 8'x362.5' FLOAT W/ 20-32' STALL FLOATS
- ④ 6'x412.5' FLOAT W/ 32-23' STALL FLOATS
- ⑤ 6'x425' FLOAT W/ 17-24' STALL FLOATS
- ⑥ 6'x425' FLOAT W/ 14-27' STALL FLOATS

SEAPLANE FLOAT FOR
 12 SEAPLANES W/ 6'x61'
 GANGWAY

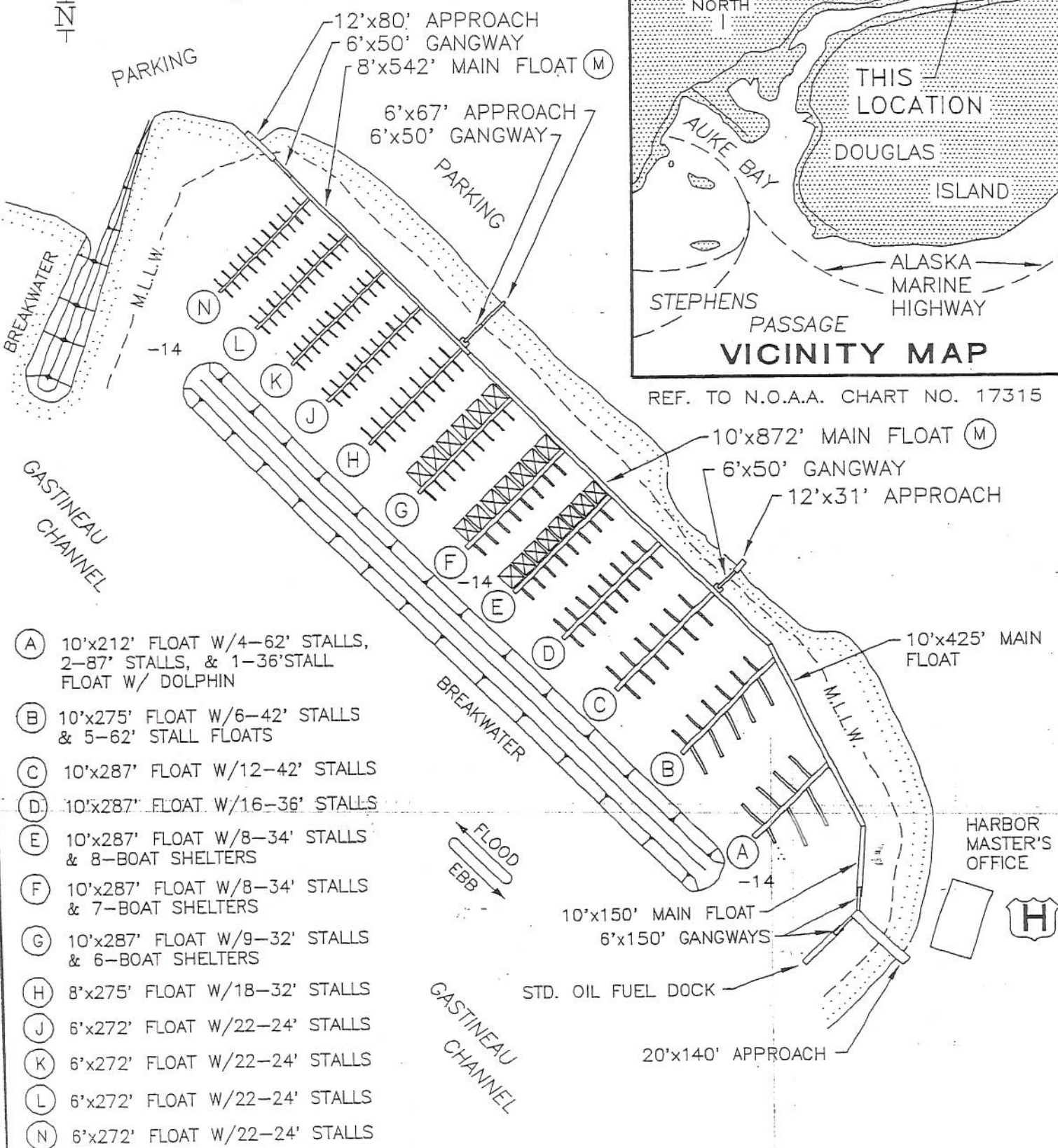
HARRIS HARBOR

300 0 300

SCALE IN FEET
1" = 300'



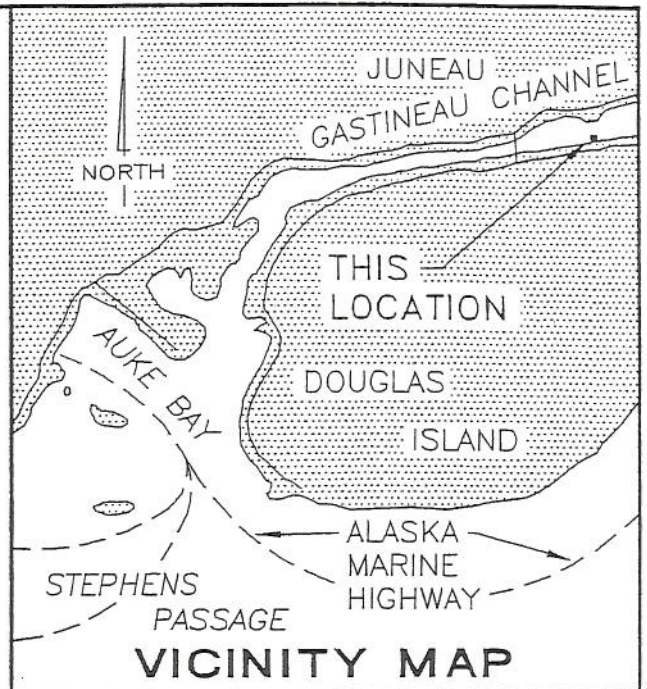
REF. TO N.O.A.A. CHART NO. 17315



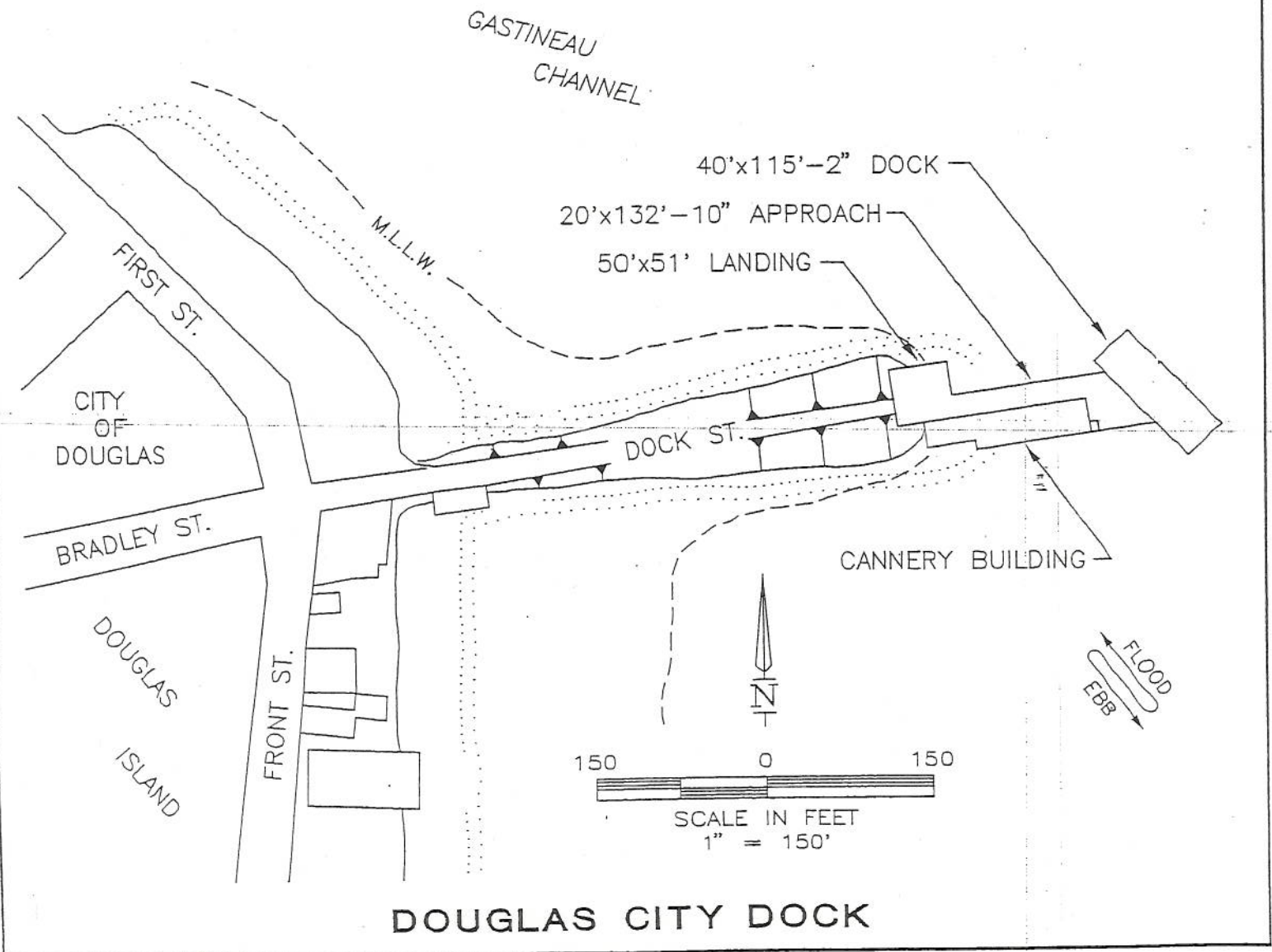
- (A) 10'x212' FLOAT W/4-62' STALLS, 2-87' STALLS, & 1-36' STALL FLOAT W/ DOLPHIN
- (B) 10'x275' FLOAT W/6-42' STALLS & 5-62' STALL FLOATS
- (C) 10'x287' FLOAT W/12-42' STALLS
- (D) 10'x287' FLOAT W/16-36' STALLS
- (E) 10'x287' FLOAT W/8-34' STALLS & 8-BOAT SHELTERS
- (F) 10'x287' FLOAT W/8-34' STALLS & 7-BOAT SHELTERS
- (G) 10'x287' FLOAT W/9-32' STALLS & 6-BOAT SHELTERS
- (H) 8'x275' FLOAT W/18-32' STALLS
- (J) 6'x272' FLOAT W/22-24' STALLS
- (K) 6'x272' FLOAT W/22-24' STALLS
- (L) 6'x272' FLOAT W/22-24' STALLS
- (N) 6'x272' FLOAT W/22-24' STALLS

AURORA HARBOR

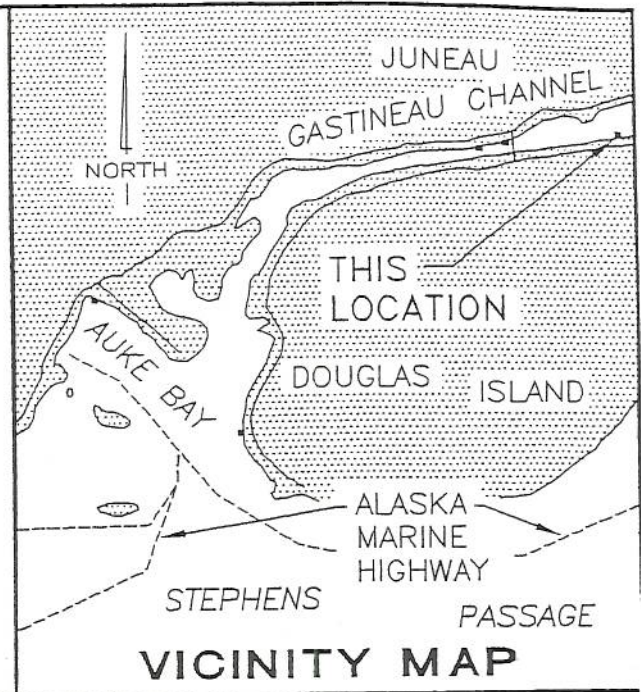
OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 789-0819
 DISTANCE FROM CITY CENTER: 3/4 MILE-DOUGLAS, 3 MILES-JUNEAU
 BERTHING FEES: CONTACT HARBORMASTER
 TRANSIENT MOORAGE: CONTACT HARBORMASTER
 LIGHTING ON DOCK: YES
 POWER ON DOCK: YES
 POTABLE WATER ON DOCK: YES
 GRID FACILITIES: NO
 MARINE WAYS: CRANE AND TRAVEL LIFT HAUL OUTS AVAILABLE IN THE
 JUNEAU AREA
 REPAIR FACILITIES: YES, IN THE JUNEAU AREA
 LODGING AVAILABLE: YES, IN THE JUNEAU AREA
 GROCERY/RESTAURANT: YES
 FUEL AVAILABLE: WOODSY'S IN DOUGLAS
 COMMUNICATIONS: NO
 REMARKS: CALL HARBORMASTER FOR INFORMATION REGARDING
 AVAILABILITY OF WHARF FACILITIES IN THE JUNEAU/DOUGLAS
 VICINITY.



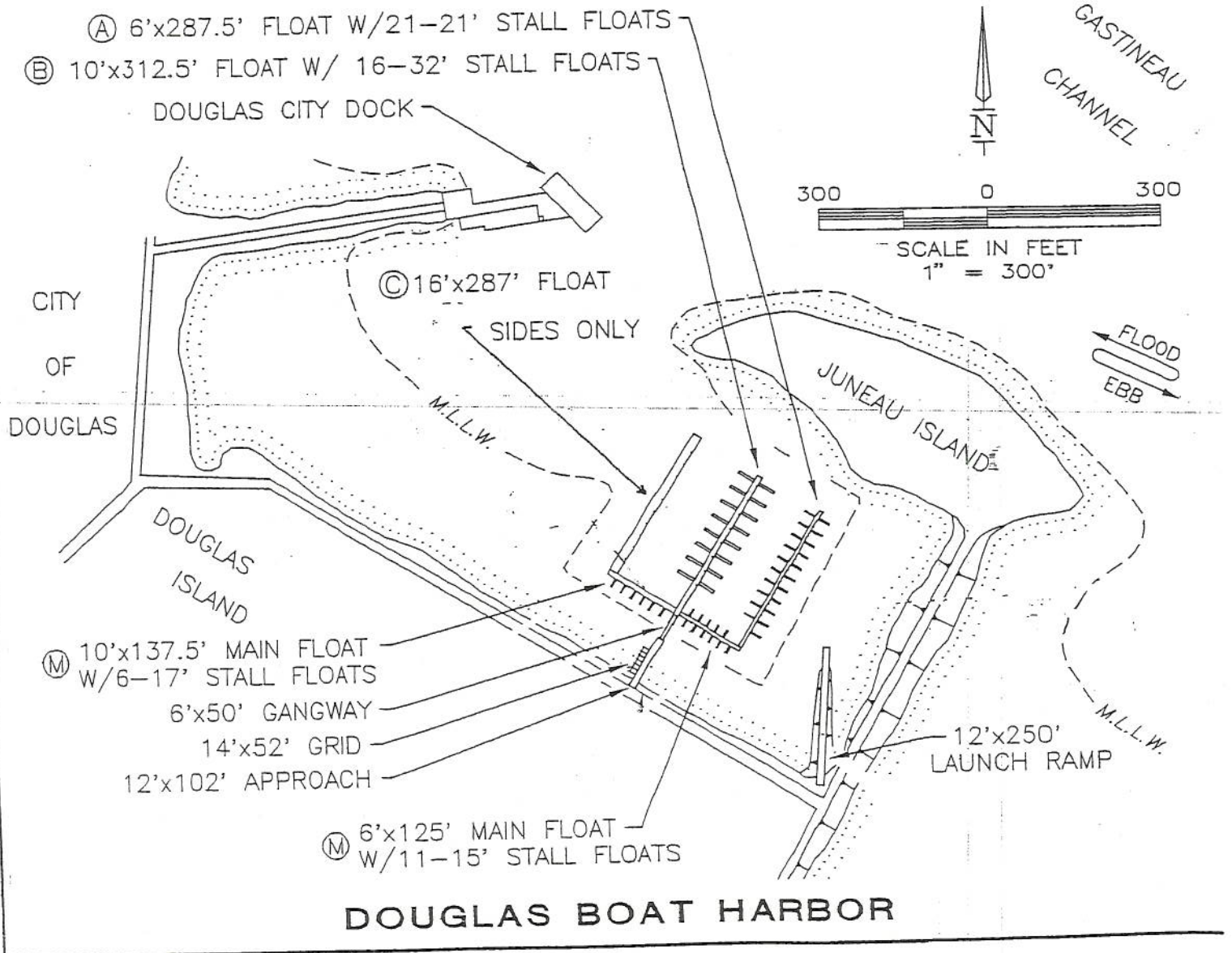
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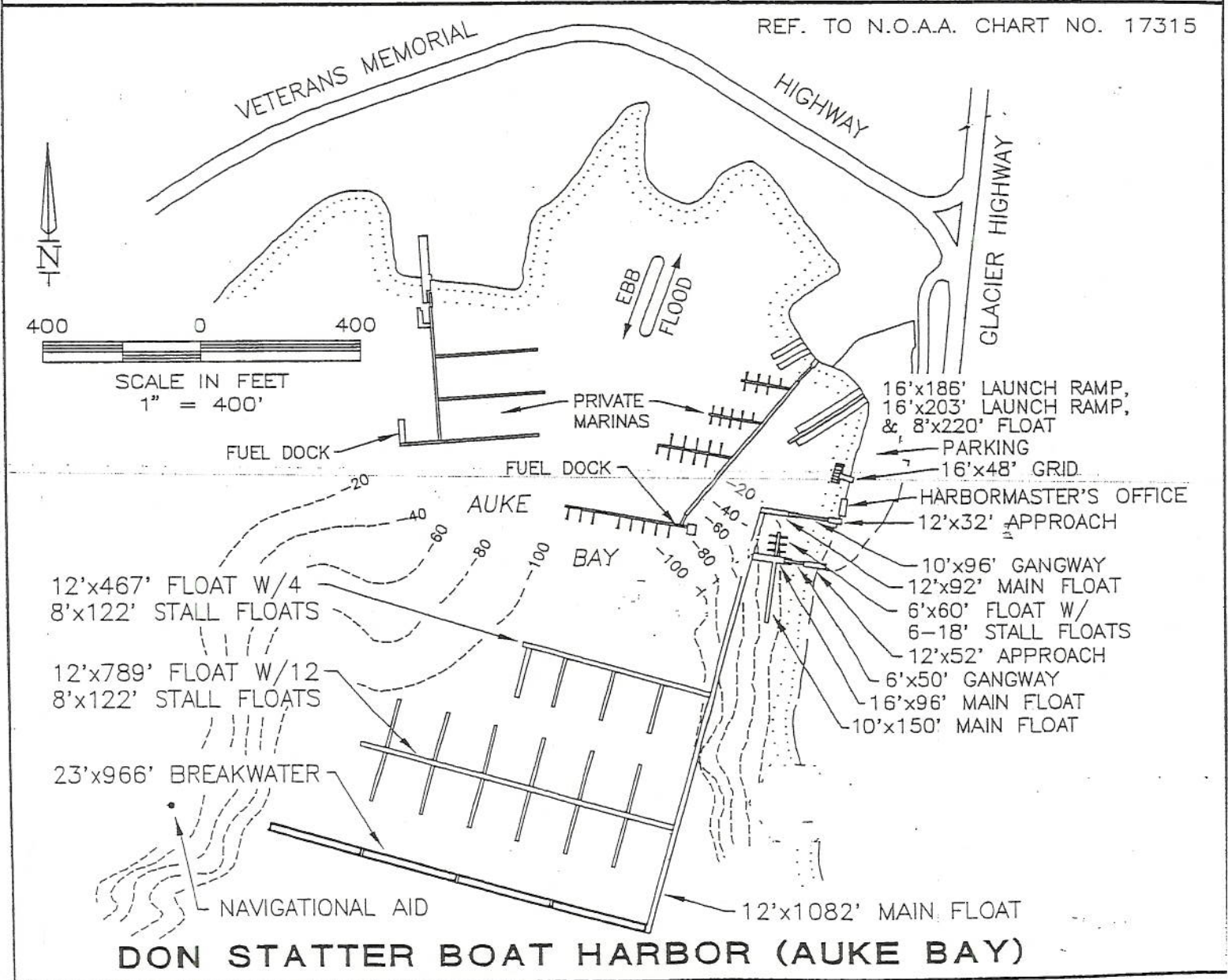
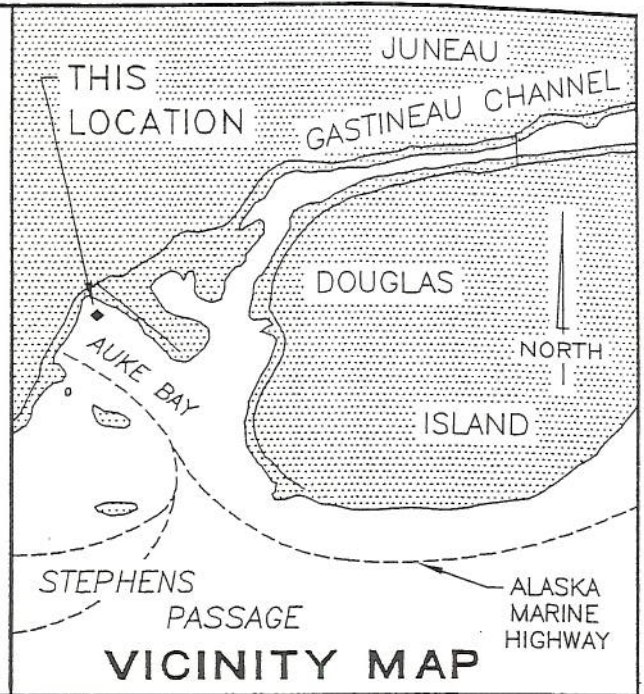
OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 586-5255
 DISTANCE FROM CITY CENTER: 1/2 MI.-DOUGLAS, 3 MI.-JUNEAU
 BERTHING FEES: CONTACT HARBORMASTER FOR FEE SCHEDULE
 TRANSIENT MOORAGE: FEE REQUIRED, NO TIME LIMIT
 LIGHTING ON FLOAT: YES
 POWER ON FLOAT: YES
 POTABLE WATER ON FLOAT: YES
 GRID FACILITIES: MAXIMUM ALLOWABLE LOAD = 4 TON PER BENT
 GRID BENT SPACING = 8'-6" ON CENTER
 MARINE WAYS: CRANE & TRAVEL LIFT HAUL OUT AVAILABLE
 IN THE JUNEAU AREA
 REPAIR FACILITIES: YES, IN THE JUNEAU AREA
 LODGING AVAILABLE: YES, IN THE JUNEAU AREA - NONE IN DOUGLAS
 GROCERY/RESTAURANT: YES, BOTH AT CITY CENTER
 FUEL AVAILABLE: WOODSY'S IN DOUGLAS
 COMMUNICATIONS: TELEPHONES AT GANGWAY
 REMARKS: NIGHT EMERGENCIES PHONE 586-5334, U.S. POST OFFICE IN
 DOUGLAS, CUSTOMS: LOCAL POINT OF ENTRY
 FISH CLEANING TABLES WITH WATER AVAILABLE.
 CAPACITY: 135 VESSELS



REF. TO N.O.A.A. CHART NO. 17315



OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 789-0819
 DISTANCE FROM CITY CENTER: 1/4 MI. TO AUKE BAY, 12 MI. TO JUNEAU
 BERTHING FEES: NO RESERVED MOORAGE (MUST REGISTER UPON DOCKING)
 TRANSIENT MOORAGE: 72 HOUR MAXIMUM STAY, DAILY, MONTHLY, AND
 SEASONAL RATES AVAILABLE. CALL HARBORMASTER
 LIGHTING ON FLOAT: YES
 POWER ON FLOAT: YES
 POTABLE WATER ON FLOAT: YES
 GRID FACILITIES: MAXIMUM ALLOWABLE LOAD = 4 TON PER BENT
 GRID BENT SPACING = 8'-0" ON CENTER
 MARINE WAYS: TRAVEL LIFT AVAILABLE AT DEHART'S MARINA
 REPAIR FACILITIES: OUTBOARD MOTOR REPAIR AT FISHERMAN'S BEND AND
 TEE HARBOR
 LODGING AVAILABLE: YES, IN JUNEAU
 GROCERY/RESTAURANT IN: GROCERY-1 BLOCK UP HILL, RESTAURANT IN
 PARKING LOT DURING SUMMER MONTHS
 FUEL AVAILABLE: STANDARD OIL CO. & UNION OIL CO. AT ADJACENT
 MARINAS
 COMMUNICATIONS: TELEPHONE AND WEATHER FORECAST DEVICE AT
 HARBORMASTER'S OFFICE AT TOP OF GANGWAY
 REMARKS: MODERATE STORM PROTECTION FROM BREAKWATER, SEWAGE
 PUMPOUT, REGULATED UPLAND PARKING, FISH CLEANING
 TABLES WITH WATER AVAILABLE. RECEPTACLES FOR GARBAGE
 AND WASTE OIL PER MARPOL REQUIREMENTS.
 CAPACITY: 245 VESSELS



OPERATED BY: STATE OF ALASKA, D.O.T. & P.F.
HARBORMASTER: MAINTENANCE AND OPERATIONS
JUNEAU, PHONE 465-1779

DISTANCE FROM CITY CENTER: REMOTE FACILITY

BERTHING FEES: NONE

TRANSIENT MOORAGE: OPEN MOORAGE, SPACE AVAILABLE BASIS

LIGHTING ON FLOAT: NO

POWER ON FLOAT: NO

POTABLE WATER ON FLOAT: NO

GRID FACILITIES: NO

MARINE WAYS: NO

REPAIR FACILITIES: NO

LODGING AVAILABLE: NO

GROCERY/RESTAURANT: NO

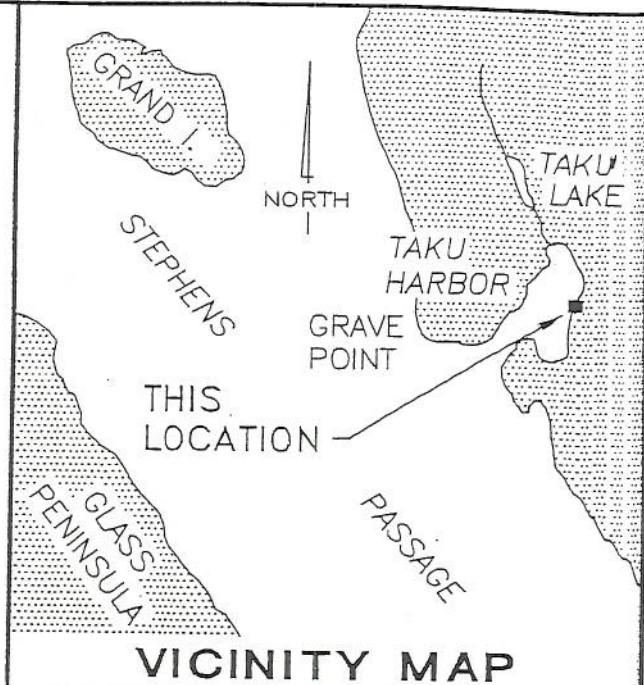
FUEL AVAILABLE: NO

COMMUNICATIONS: NO

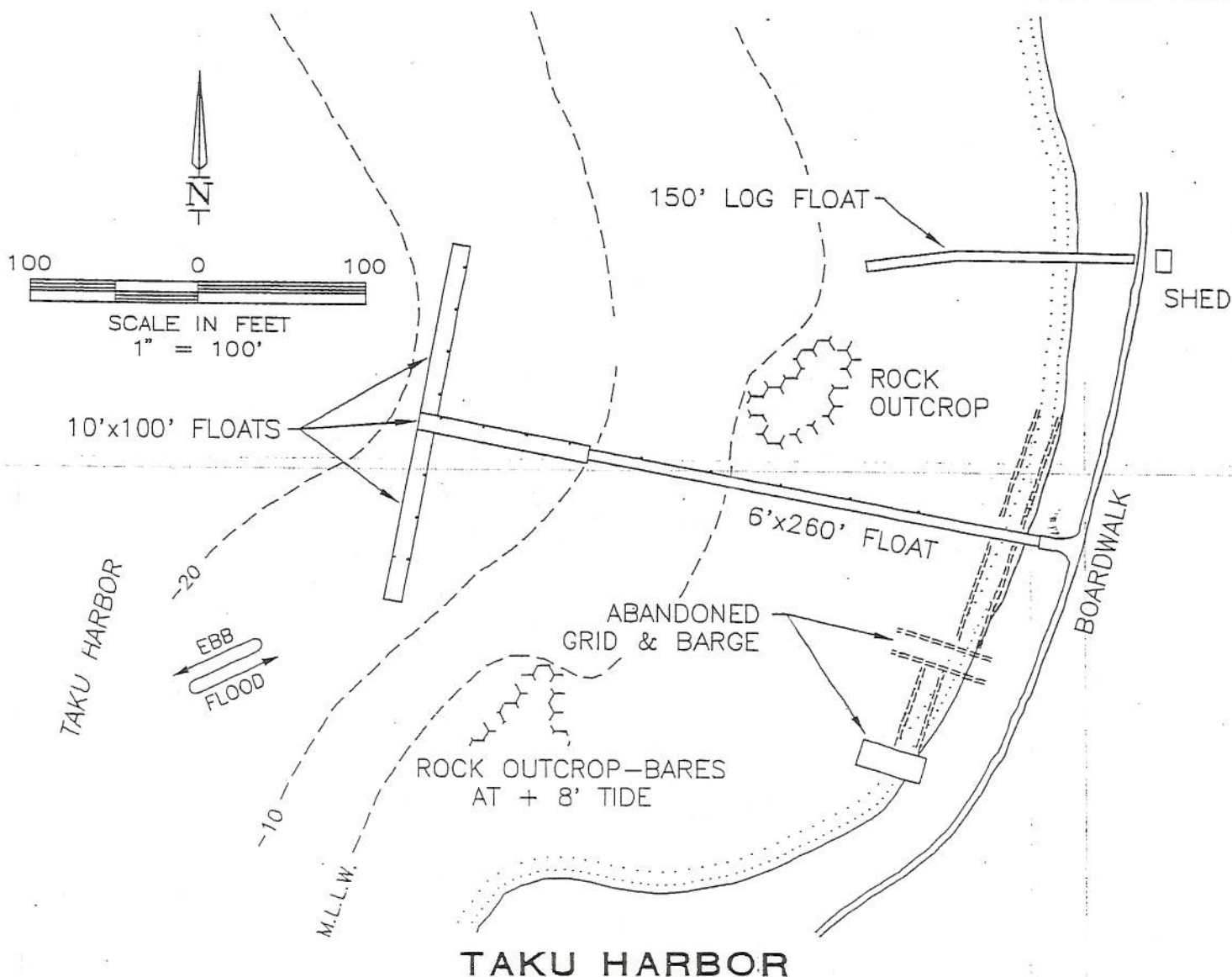
REMARKS: THIS HARBOR IS UNPROTECTED FROM SOUTHEAST WINDS.
THERE ARE NO GARBAGE OR WASTE OIL FACILITIES AVAILABLE.
VESSELS MUST RETAIN ALL WASTE MATERIALS.

CAPACITY: 16 VESSELS

FREQUENT NIGHT STOP BY COMMERCIAL FISHERMEN AND
FAVORITE SPOT BY JUNEAU BOATERS



REF. TO N.O.A.A. CHART NO. 17314



JUNEAU

OPERATED BY: CITY AND BOROUGH OF JUNEAU
HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
PHONE 586-5255

DISTANCE FROM CITY CENTER: 9 MILES

BERTHING FEES: CONTACT HARBORMASTER FOR LAUNCH RAMP FEE

FLOAT: A SEASONAL MOORING FLOAT IS AVAILABLE FROM APRIL -
OCTOBER; LOCATED ON THE RIGHT SIDE OF THE RAMP

TRANSIENT MOORAGE: NO

LIGHTING ON FLOAT: NO

POWER ON FLOAT: NO

POTABLE WATER ON FLOAT: NO

GRID FACILITIES: NO

MARINE WAYS: NOT APPLICABLE

REPAIR FACILITIES: NO

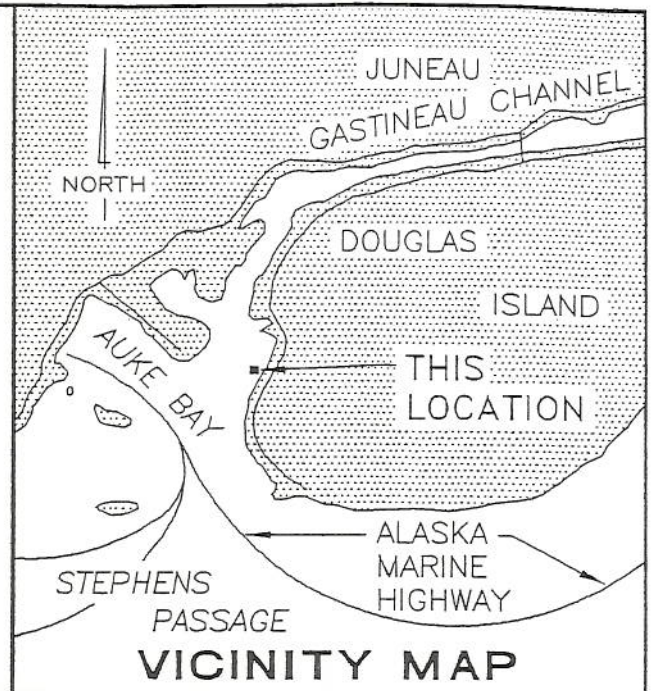
LODGING AVAILABLE: NO

GROCERY/RESTAURANT: NO

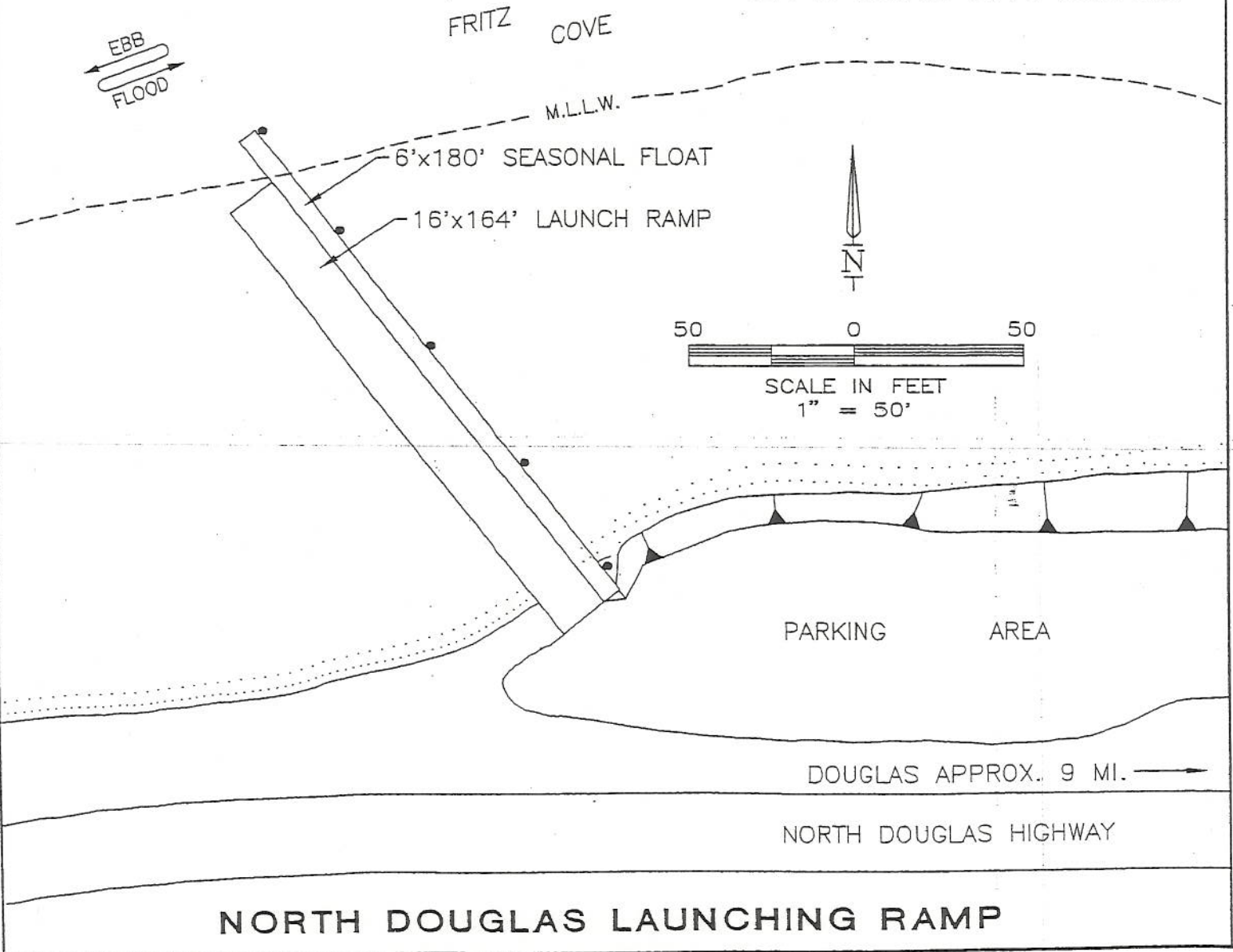
FUEL AVAILABLE: NO

COMMUNICATIONS: NO

REMARKS: SMALL CRAFT ANCHORAGE BETWEEN THE LAUNCH RAMP AND
HUT POINT, EXPOSED TO NORTHERLY AND WESTERLY WINDS.
PARKING FOR VEHICLES & BOAT TRAILERS.



REF. TO N.O.A.A. CHART NO.17315



NORTH DOUGLAS LAUNCHING RAMP

TRANSFER PROJECT AGREEMENT

This transfer agreement is made between the State of Alaska, Department of Transportation and Public Facilities ("the State") and the City and Borough of Juneau, Alaska ("the Municipality"). The State and the Municipality enter into this agreement under the authority of AS 35.10.120.

WHEREAS, the State has constructed harbor facilities which have been operated and maintained by the Municipality since construction, more particularly described below ("the harbor facilities");

WHEREAS, the Municipality owns or is eligible to own, subject to approval of the Department of Natural Resources, management authority of the tidelands beneath the harbor facilities;

WHEREAS, the State desires to transfer the harbor facilities to the Municipality;

WHEREAS, the Municipality desires to acquire ownership of the harbor facilities from the State;

WHEREAS, the Alaska Legislature appropriated funds to pay for the deferred maintenance of the harbor facilities; and

WHEREAS, it is in the interest of the State, the Municipality, and the public to transfer ownership of the harbor facilities to the Municipality;

NOW THEREFORE, in consideration of the mutual promises in this agreement, the State and the Municipality agree to transfer ownership of the harbor facilities from the State to the Municipality as follows:

1. Governing Provisions: The laws of the State of Alaska shall govern this transfer agreement.
2. Transfer of Harbor Facilities: The State shall transfer, by bill of sale, all of its right, title, and interest in the harbor facilities described below. The Municipality agrees to accept the interests that the State transfers. The interests in harbor facilities are more particularly described as:

ANY and ALL personal property that the STATE owns or has interest in including, but not limited to docks, flotation devices, dolphins, piers, approaches and approach ramps, gridirons, launching ramps, bulkheads, walkways, and any and all other related personal property whatsoever located in: the Harris Small Boat Harbor, excluding the Fish & Game Dock, all within Alaska Tidelands Survey 3, located within the exterior boundaries of Section 22, Township 41 South, Range 67 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the Aurora Small Boat Harbor, all within Alaska Tidelands Survey 180, located within the exterior boundaries of Section 22, Township 41 South, Range 67 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the Douglas City Dock and Douglas Small Boat Harbor, all within Alaska Tidelands Survey 14, located within the exterior boundaries of Section 36, Township 41 South, Range 67 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the Don Statter Small Boat Harbor, all within Alaska Tidelands Survey 1251 and Alaska Tidelands Survey 739, within the exterior boundaries of Sections 22 & 23, Township 40 South, Range 65 East, Copper River Meridian, Juneau

Recording District, 1st Judicial District, Alaska; the Taku Harbor Dock, all within Alaska Tidelands Survey 682, within the exterior boundaries of Section 8, Township 44 South, Range 70 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska; the North Douglas Launching Ramp, all within unsurveyed tidelands, within the exterior boundaries of Section 9, Township 41 South, Range 66 East, Copper River Meridian, Juneau Recording District, 1st Judicial District, Alaska ("the harbor facilities"), as shown on Attachments A thru G.

3. Warranties and Condition of Facilities: The State makes no warranties, express or implied, regarding the condition of the harbor facilities transferred or their suitability for continued public use. The State transfers the harbor facilities "as is, where is." The Municipality has inspected the harbor facilities and accepts the harbor facilities in their existing condition without any warranty from the State of their condition or suitability for continued public use.
4. No Subsequent Transfer: The Municipality agrees, covenants and warrants that it shall not transfer title to or control of the harbor facilities without the prior written approval of the State. The Municipality further agrees, covenants and warrants that any transfer title to or control of the harbor facilities without the prior written approval of the State of will be void and of no effect.
5. Deferred Maintenance Funds: The Alaska Legislature has appropriated the sum of \$7,119,000.00 to perform repairs and upgrades upon the harbor facilities. The State shall pay the funds (less State direct and indirect costs) to the Municipality upon the execution by the Municipality of this agreement, subject to the payment schedule in Appendix A. The Municipality shall submit payment request on forms contained in Appendix B. The Municipality agrees to hold public information meetings concerning its plans before expenditure of any funds. The Municipality agrees to complete the repair and renovations by within 5 years from the date of signature.
6. Public Purpose: Upon conveyance of the State's interest, the Municipality shall operate and maintain the harbor facilities for the use and benefit of the public. In the event the Municipality fails or ceases to administer, maintain, and operate the harbor facilities as public facilities, title to the harbor facilities shall revert to the State of Alaska.
7. Approvals and Permits: The Municipality shall coordinate all regulatory agency reviews and obtain all necessary written approvals from all governmental agencies having jurisdiction when operating, managing, performing maintenance upon or undertaking any other activities on the harbor facilities.
8. State Held Harmless: The Municipality agrees to indemnify, defend, and hold harmless the State and the State's officers, agents, and employees from and against any and all suits, causes of action, claims, damages, losses, and expenses whatsoever relating to the Municipality's ownership, management, operation, and maintenance of the harbor facilities, including deferred maintenance, that arise on or after the date of this agreement.
9. Third-Party Contractors: If the Municipality contracts with third-party contractors for

planning, design, or construction with regard to deferred maintenance on the harbor facilities using funds appropriated by the Alaska Legislature, the Municipality shall select the contractors using competitive procurement principles consistent with the State Procurement Code, AS 36.30 . The Municipality shall require third-party contractors to comply with all the applicable federal, state, and local laws, including but not limited to AS 36.05 (wages and hours of labor), AS 36.10 (employment preference), AS 36.15.010 through 36.15.050 (forest products preference) and AS 36.25 (contractor's bonds).

10. All terms and conditions contained in the cooperative agreements between the City and Borough of Juneau and the Alaska Department of Fish & Game (ADF&G Coop 01-018 – Douglas Harbor Ramp Facility, ADF&G Coop 92-040 – North Douglas Ramp Improvements) remain in full effect and are not changed by this transfer agreement.

This agreement entered into as of the day and year written below:

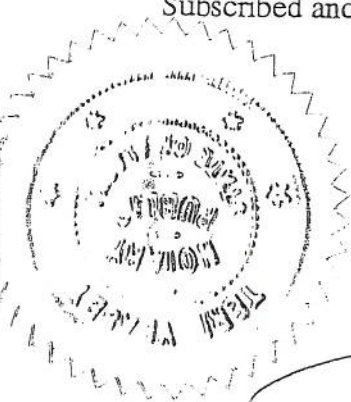
[Signature]
Municipality
By Its Duly Authorized Officer or Representative

MARCH 28, 2003
Date

State of Alaska
First Judicial District

Subscribed and sworn to before me this 28 day of March, 2003.

[Signature]
Notary Public
My Commission expires: 3-15-04



[Signature]
Alaska Department of Transportation & Public Facilities


4/2/03
Date

State of Alaska
First Judicial District

Subscribed and sworn to before me this 2ND day of April, 2003.

[Signature]
Notary Public
My Commission expires: 6 Mar '06

L.S.

 State of Alaska
Notary Public
THOMAS J. BAUER
My Commission Expires 6 Mar '06

Appendix A

1. Project Coordinators:

1.1. State:

Bob Palmer, SER
6860 Glacier Highway
Juneau, Alaska 99801
Phone: 465-4546; Fax: 465-6216

1.2. Municipality:

John Stone
155 South Seward Street
Juneau, Alaska 99801
Phone: 586-0292

2. Project Description:

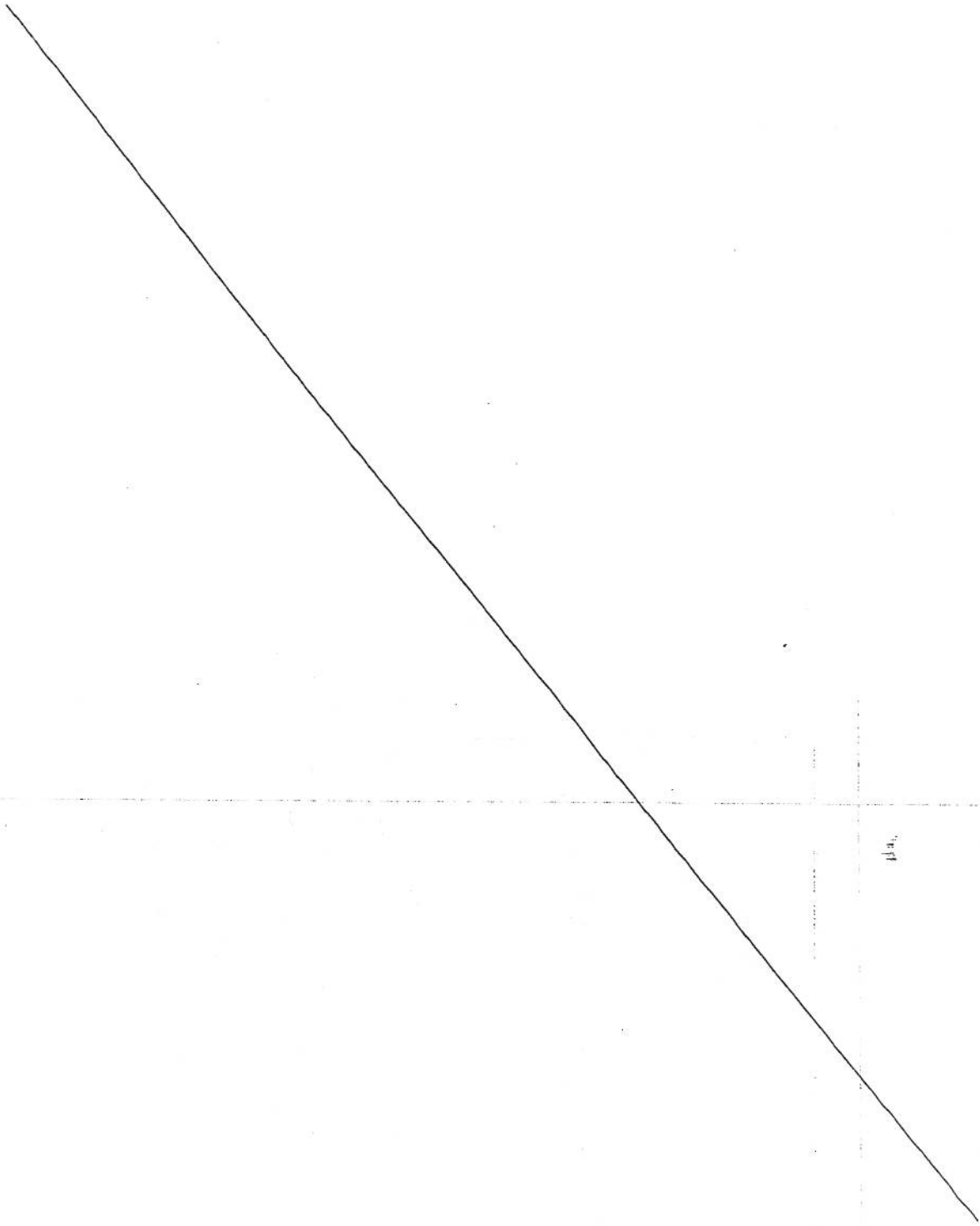
- 2.1. Provide funds for the repair and upgrade of previously owned State facilities as authorized by Chapter 114, SLA 2002, Section 10.
- 2.2. Provide for the transfer of all personal properties described in paragraph 2 above, and all related real estate interest held by the Department of Transportation and Public Facilities (DOT&PF) by Interagency Management Agreements (ILMA) or other instruments of property interests held by the Department.

3. Other terms and conditions:

- 3.1. The Municipality will retain for a period of three years after completion of the project all contracts, invoices, materials, payrolls, personnel records, conditions of employment, and other data relating to matters covered by this agreement.
- 3.2. The Municipality shall petition the Department of Natural Resources, and the DOT&PF shall cooperate and support the conveyance of all tidelands, subject DNR regulations, under or adjacent to the properties described in paragraph 2 above.
- 3.3. The State will notify the U.S. Army Corps of Engineers, and in accordance with federal regulations and guidance received from the Alaska District, assist and cooperate with the Municipality in transfer permits to the Municipality.
- 3.4. State indirect costs, calculated at the rate in effect at the time on the previous months expenditures, are deducted from the project account. State indirect costs are those authorized by the DOT&PF official ICAP, subject to annual adjustment and audit.
- 3.5. In the event the Municipality requests and the State agrees to perform planning, engineering, design, construction or other services, the State, with written agreement with by the Municipality, may directly charge the project account for time and direct expenses in-accordance with State procedures in effect at the time of the activity.
- 3.6. The Municipality shall submit periodic requests for progress payments on forms prescribed by the Department or similar to that found in Appendix B, with disbursement documentation attached. The Municipality may request and establish Electronic Data Interchange (EDI) capability for this agreement in lieu of vendor payments by check. EDI payments will be executed within 72 hours of invoice approval by the State project coordinator.
- 3.7. Direct project costs for in-house project management and engineering, contracted engineering services, materials purchases, construction contracts are eligible for reimbursement. Undocumented indirect costs, not to exceed five-percent of the direct costs, are eligible for reimbursement. Indirect costs allocated by an

audited indirect cost allocation plan (ICAP) may exceed the five-percent limitation.

- 3.8. Any unexpended funds at the completion of repairs and upgrades, or five years from the date of this agreement shall be retained by the State and used for debt reimbursement



Appendix B

Recipient Name and Address:

Vendor EDI#

Return Report Form to:

Department of Transportation and Public
Facilities
Ports and Harbors Engineer
3132 Channel Drive
Juneau, AK 99801

Project Name:

Project No.

Report No.

Final Report:

Report Period (month, day, year)

From:

To:

| | Expended this period. | Expended to date | State Paid to Date | Payment Request |
|-------------------------------|--------------------------|---------------------|-----------------------|--------------------|
| City Activity | | | | |
| 1.0 Project Management | | | | |
| 1.1 Force Account | | | | |
| 1.2 Material Procurement | | | | |
| Consultant Activity | | | | |
| 2. 1. Design Study | | | | |
| 2. 2. Final Design | | | | |
| 2. 3. Construction Management | | | | |
| Contractor Activity | | | | |
| 4. 1. Construction Contracts | | | | |
| 4. 2. Other contracts | | | | |
| TOTALS | | | | |

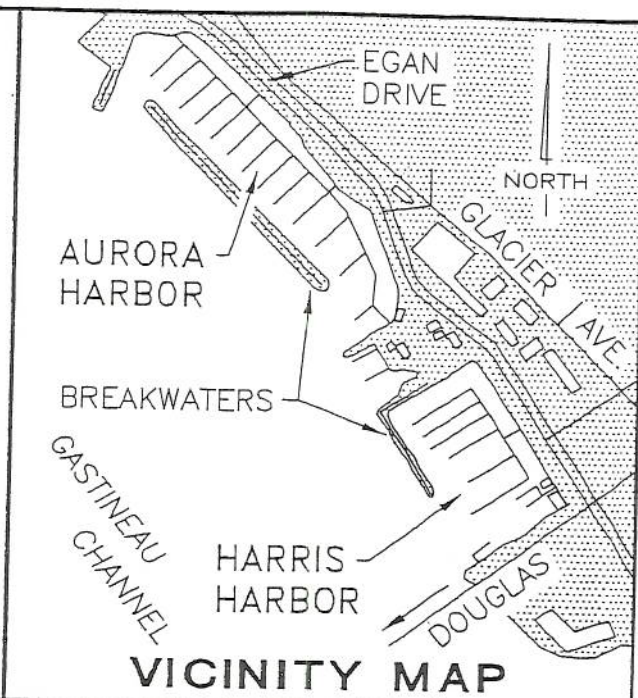
I certify that to the best of my knowledge and belief, the data reported herein is correct and all outlays were made in accordance with agreement conditions and the payment is due and has not been previously requested.

| | |
|---|--|
| Signature of Authorized Official | |
| Printed Name | |
| Title | |
| Date | |
| Telephone | |
| Fax | |

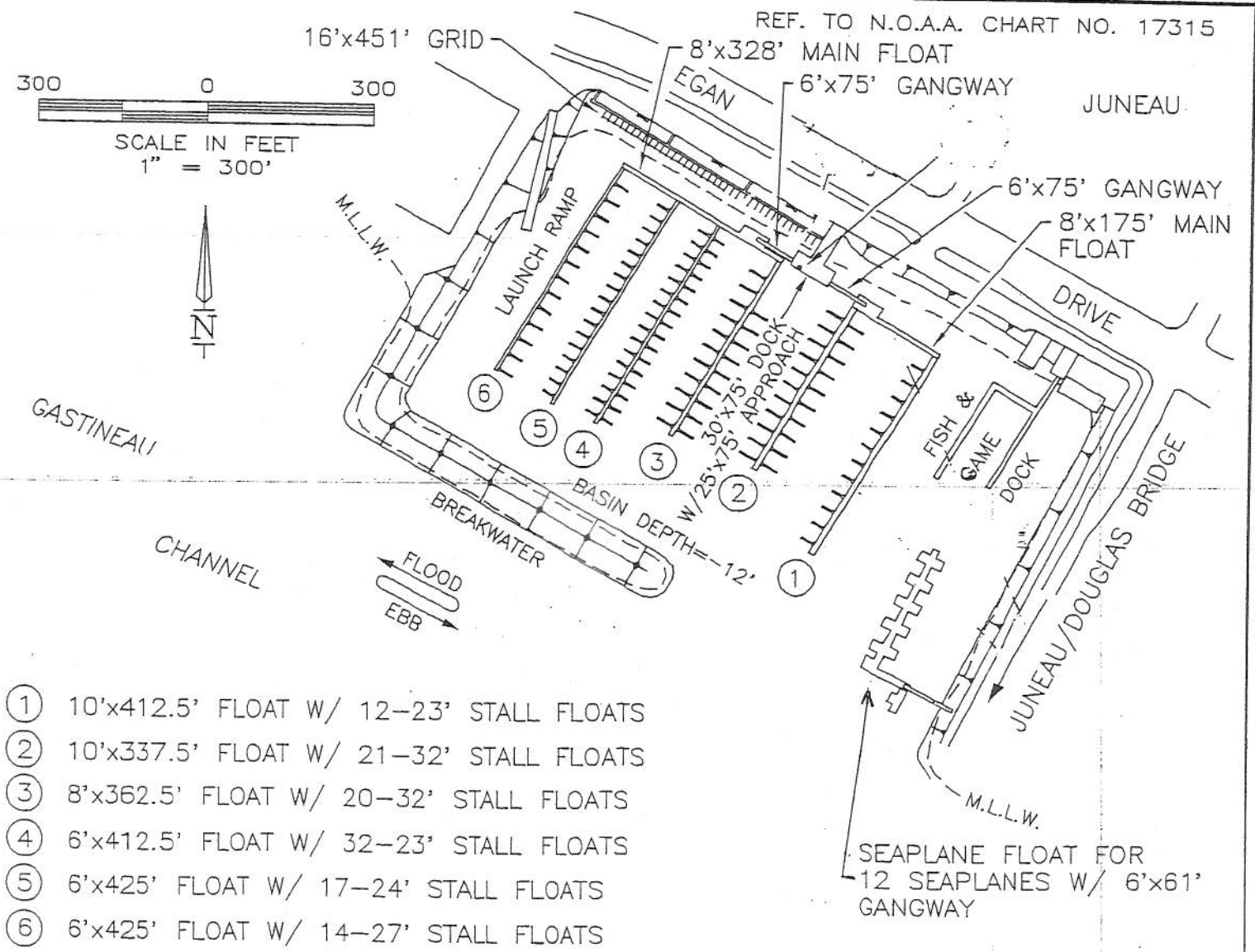
(Minimum documentation required with payment request is expenditure report by payee by category by date)

DOT&PF Approval: _____ Coding: 24432635 57450 30295241 77510

OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 586-5255
 DISTANCE FROM CITY CENTER: 1 MILE
 BERTHING FEES: CONTACT HARBORMASTER FOR FEE SCHEDULE
 TRANSIENT MOORAGE: FEE REQUIRED, NO TIME LIMIT
 LIGHTING ON FLOAT: YES
 POWER ON FLOAT: YES, 110 V METERED
 POTABLE WATER ON FLOAT: YES, YEAR ROUND SERVICE
 GRID FACILITIES: MAXIMUM ALLOWABLE LOAD = 5 TON PER BENT
 GRID BENT SPACING = 8'-0" ON CENTER
 MARINE WAYS: CRANE AND TRAVEL LIFT HAUL OUT AVAILABLE IN THE
 JUNEAU AREA. TRAILER LAUNCH RAMP ALSO AVAILABLE.
 REPAIR FACILITIES: SHIPWRIGHT, WELDING, MACHINE SHOPS, AND LIGHT
 MARINE REPAIR AVAILABLE IN THE JUNEAU AREA.
 LODGING AVAILABLE: YES, HOTELS AND MOTELS IN JUNEAU AREA
 GROCERY/RESTAURANT: GROCERY-6 BLOCKS, RESTAURANT-3 BLOCKS
 FUEL AVAILABLE: ALL TYPES AT AURORA FUEL DOCK
 COMMUNICATIONS: TELEPHONES AT GANGWAYS
 REMARKS: NIGHT EMERGENCIES PHONE 586-5334, QUARANTINE: LOCAL,
 1 TON HOIST AVAILABLE AT PIER, CAPACITY: 275 VESSELS



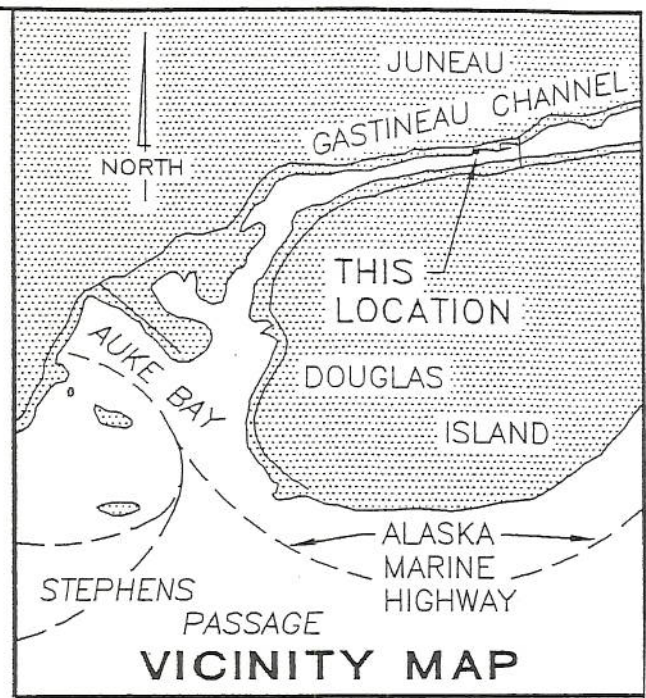
VICINITY MAP



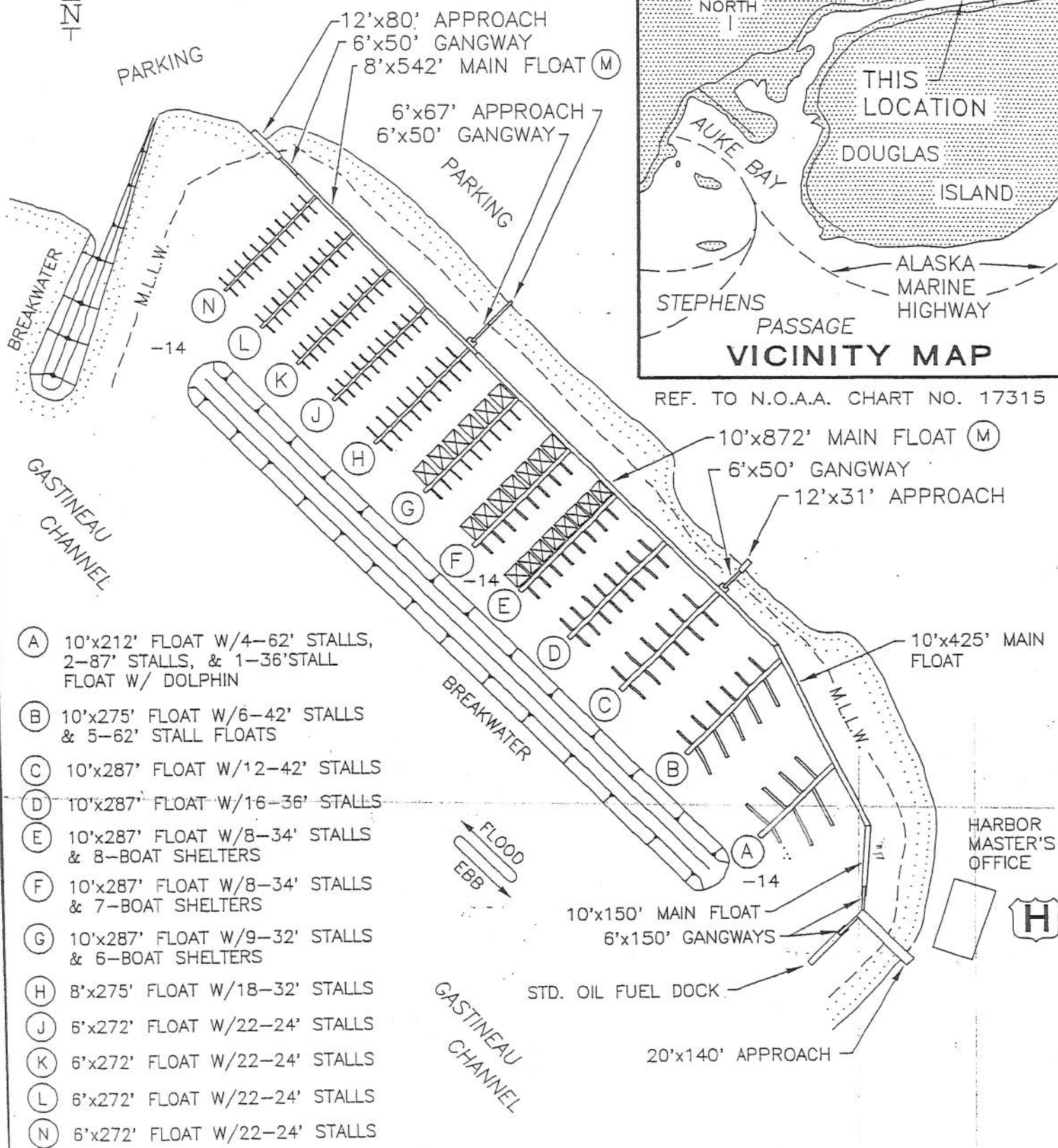
HARRIS HARBOR

300 0 300

SCALE IN FEET
1" = 300'



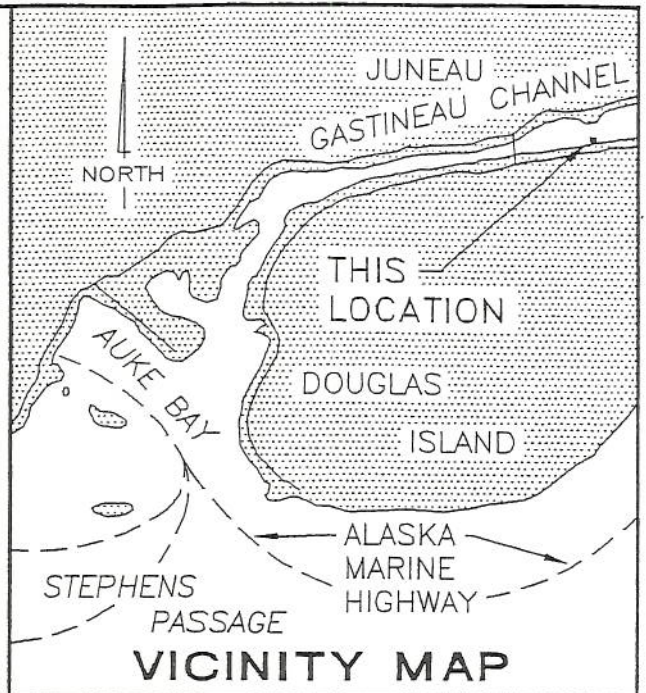
REF. TO N.O.A.A. CHART NO. 17315



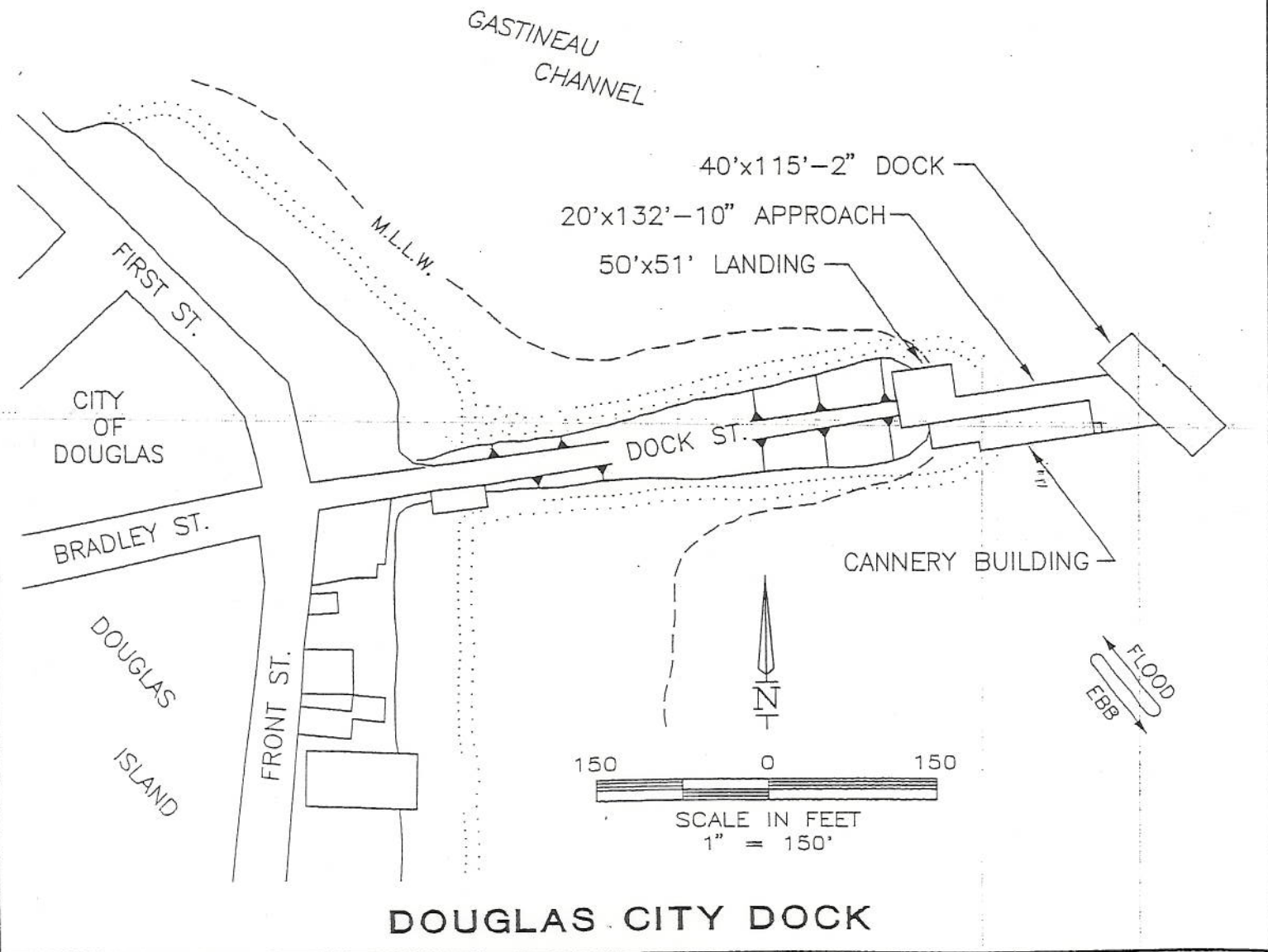
- (A) 10'x212' FLOAT W/4-62' STALLS, 2-87' STALLS, & 1-36'STALL FLOAT W/ DOLPHIN
- (B) 10'x275' FLOAT W/6-42' STALLS & 5-62' STALL FLOATS
- (C) 10'x287' FLOAT W/12-42' STALLS
- (D) 10'x287' FLOAT W/16-36' STALLS
- (E) 10'x287' FLOAT W/8-34' STALLS & 8-BOAT SHELTERS
- (F) 10'x287' FLOAT W/8-34' STALLS & 7-BOAT SHELTERS
- (G) 10'x287' FLOAT W/9-32' STALLS & 6-BOAT SHELTERS
- (H) 8'x275' FLOAT W/18-32' STALLS
- (J) 6'x272' FLOAT W/22-24' STALLS
- (K) 6'x272' FLOAT W/22-24' STALLS
- (L) 6'x272' FLOAT W/22-24' STALLS
- (N) 6'x272' FLOAT W/22-24' STALLS

AURORA HARBOR

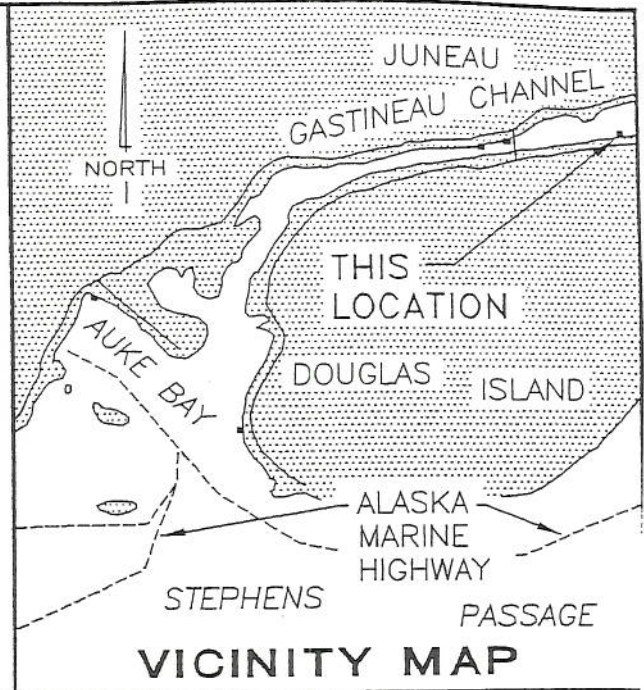
OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 789-0819
 DISTANCE FROM CITY CENTER: 3/4 MILE-DOUGLAS, 3 MILES-JUNEAU
 BERTHING FEES: CONTACT HARBORMASTER
 TRANSIENT MOORAGE: CONTACT HARBORMASTER
 LIGHTING ON DOCK: YES
 POWER ON DOCK: YES
 POTABLE WATER ON DOCK: YES
 GRID FACILITIES: NO
 MARINE WAYS: CRANE AND TRAVEL LIFT HAUL OUTS AVAILABLE IN THE
 JUNEAU AREA
 REPAIR FACILITIES: YES, IN THE JUNEAU AREA
 LODGING AVAILABLE: YES, IN THE JUNEAU AREA
 GROCERY/RESTAURANT: YES
 FUEL AVAILABLE: WOODSY'S IN DOUGLAS
 COMMUNICATIONS: NO
 REMARKS: CALL HARBORMASTER FOR INFORMATION REGARDING
 AVAILABILITY OF WHARF FACILITIES IN THE JUNEAU/DOUGLAS
 VICINITY.



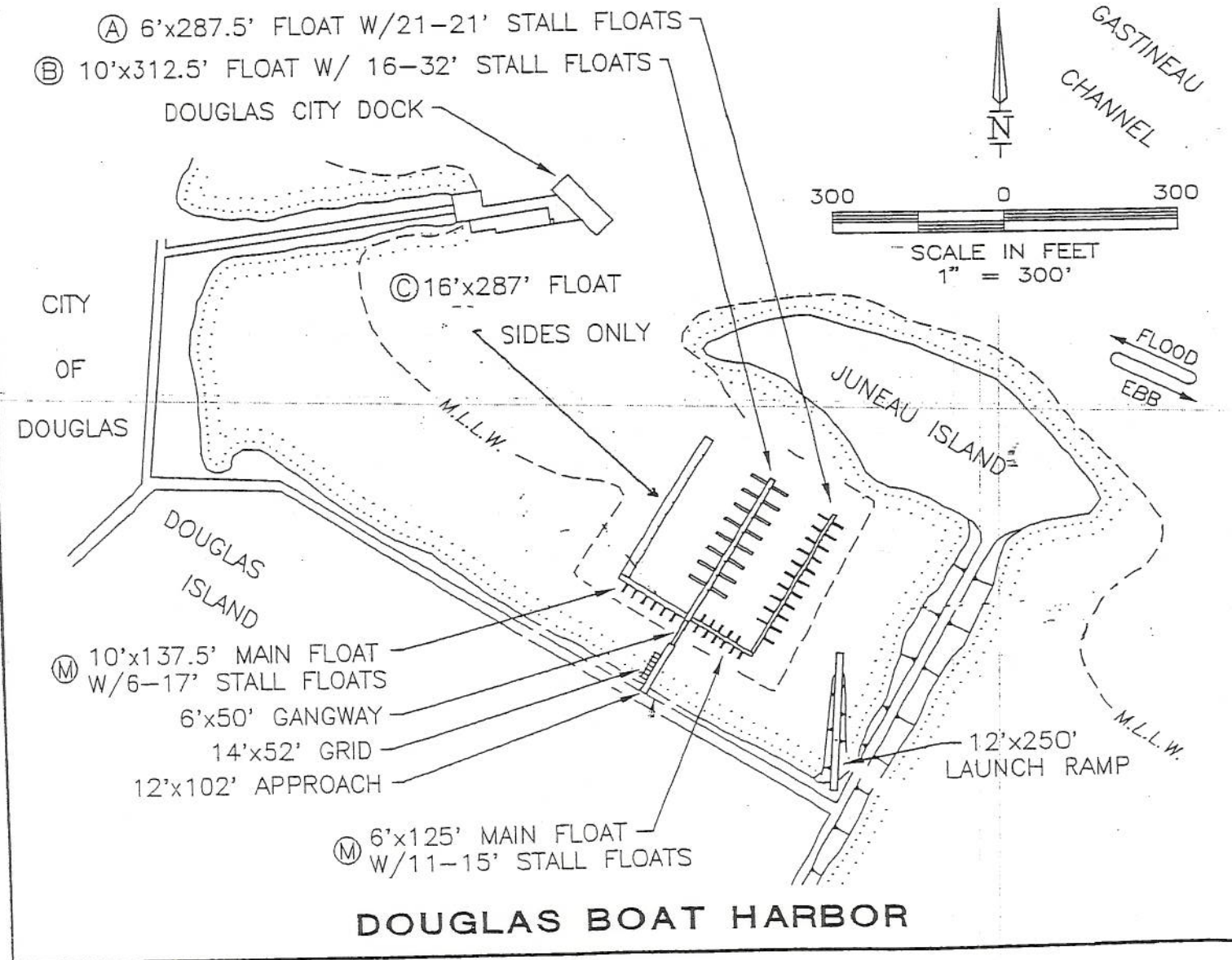
REF. TO N.O.A.A. CHART NO. 17315



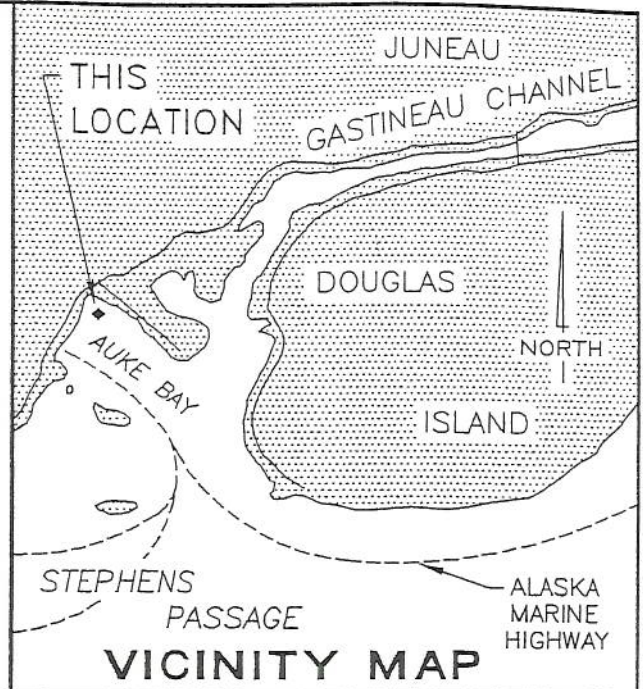
OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 586-5255
 DISTANCE FROM CITY CENTER: 1/2 MI.—DOUGLAS, 3 MI.—JUNEAU
 BERTHING FEES: CONTACT HARBORMASTER FOR FEE SCHEDULE
 TRANSIENT MOORAGE: FEE REQUIRED, NO TIME LIMIT
 LIGHTING ON FLOAT: YES
 POWER ON FLOAT: YES
 POTABLE WATER ON FLOAT: YES
 GRID FACILITIES: MAXIMUM ALLOWABLE LOAD = 4 TON PER BENT
 GRID BENT SPACING = 8'-6" ON CENTER
 MARINE WAYS: CRANE & TRAVEL LIFT HAUL OUT AVAILABLE
 IN THE JUNEAU AREA
 REPAIR FACILITIES: YES, IN THE JUNEAU AREA
 LODGING AVAILABLE: YES, IN THE JUNEAU AREA — NONE IN DOUGLAS
 GROCERY/RESTAURANT: YES, BOTH AT CITY CENTER
 FUEL AVAILABLE: WOODSY'S IN DOUGLAS
 COMMUNICATIONS: TELEPHONES AT GANGWAY
 REMARKS: NIGHT EMERGENCIES PHONE 586-5334, U.S. POST OFFICE IN
 DOUGLAS, CUSTOMS: LOCAL POINT OF ENTRY
 FISH CLEANING TABLES WITH WATER AVAILABLE.
 CAPACITY: 135 VESSELS



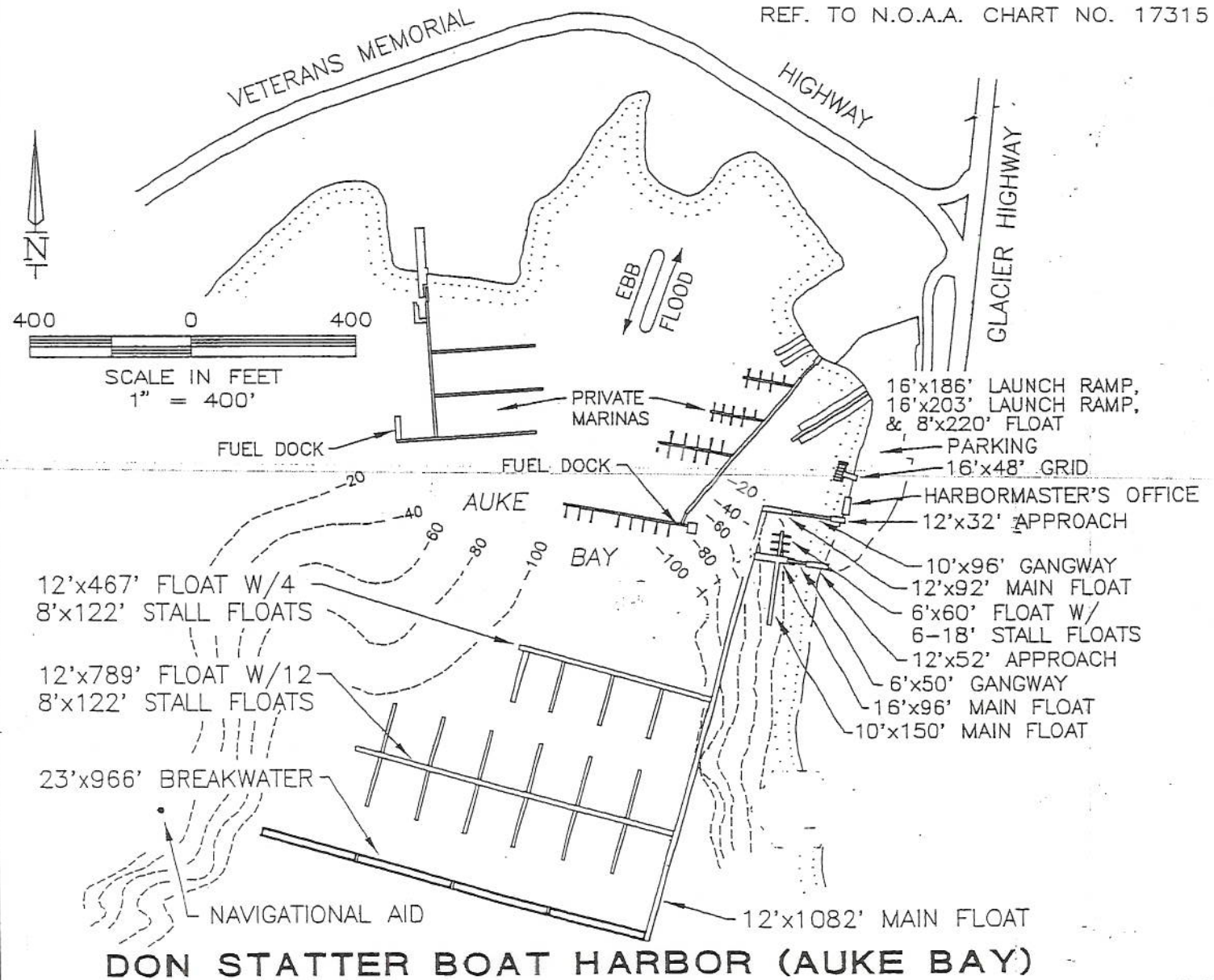
REF. TO N.O.A.A. CHART NO. 17315



OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 789-0819
 DISTANCE FROM CITY CENTER: 1/4 MI. TO AUKE BAY, 12 MI. TO JUNEAU
 BERTHING FEES: NO RESERVED MOORAGE (MUST REGISTER UPON DOCKING)
 TRANSIENT MOORAGE: 72 HOUR MAXIMUM STAY, DAILY, MONTHLY, AND
 SEASONAL RATES AVAILABLE. CALL HARBORMASTER
 LIGHTING ON FLOAT: YES
 POWER ON FLOAT: YES
 POTABLE WATER ON FLOAT: YES
 GRID FACILITIES: MAXIMUM ALLOWABLE LOAD = 4 TON PER BENT
 GRID BENT SPACING = 8'-0" ON CENTER
 MARINE WAYS: TRAVEL LIFT AVAILABLE AT DEHART'S MARINA
 REPAIR FACILITIES: OUTBOARD MOTOR REPAIR AT FISHERMAN'S BEND AND
 TEE HARBOR
 LODGING AVAILABLE: YES, IN JUNEAU
 GROCERY/RESTAURANT IN: GROCERY-1 BLOCK UP HILL, RESTAURANT IN
 PARKING LOT DURING SUMMER MONTHS
 FUEL AVAILABLE: STANDARD OIL CO. & UNION OIL CO. AT ADJACENT
 MARINAS
 COMMUNICATIONS: TELEPHONE AND WEATHER FORECAST DEVICE AT
 HARBORMASTER'S OFFICE AT TOP OF GANGWAY
 REMARKS: MODERATE STORM PROTECTION FROM BREAKWATER, SEWAGE
 PUMPOUT, REGULATED UPLAND PARKING, FISH CLEANING
 TABLES WITH WATER AVAILABLE. RECEPTACLES FOR GARBAGE
 AND WASTE OIL PER MARPOL REQUIREMENTS.
 CAPACITY: 245 VESSELS



REF. TO N.O.A.A. CHART NO. 17315



OPERATED BY: STATE OF ALASKA, D.O.T. & P.F.
 HARBORMASTER: MAINTENANCE AND OPERATIONS
 JUNEAU, PHONE 465-1779

DISTANCE FROM CITY CENTER: REMOTE FACILITY

BERTHING FEES: NONE

TRANSIENT MOORAGE: OPEN MOORAGE, SPACE AVAILABLE BASIS

LIGHTING ON FLOAT: NO

POWER ON FLOAT: NO

POTABLE WATER ON FLOAT: NO

GRID FACILITIES: NO

MARINE WAYS: NO

REPAIR FACILITIES: NO

LODGING AVAILABLE: NO

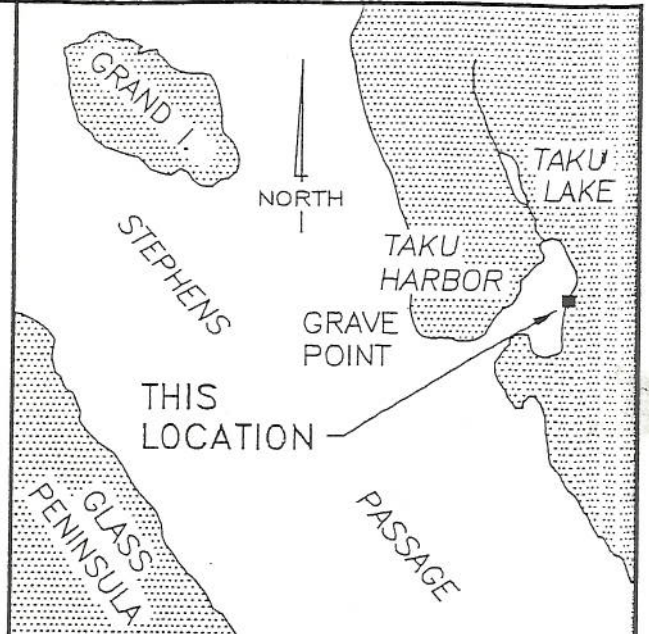
GROCERY/RESTAURANT: NO

FUEL AVAILABLE: NO

COMMUNICATIONS: NO

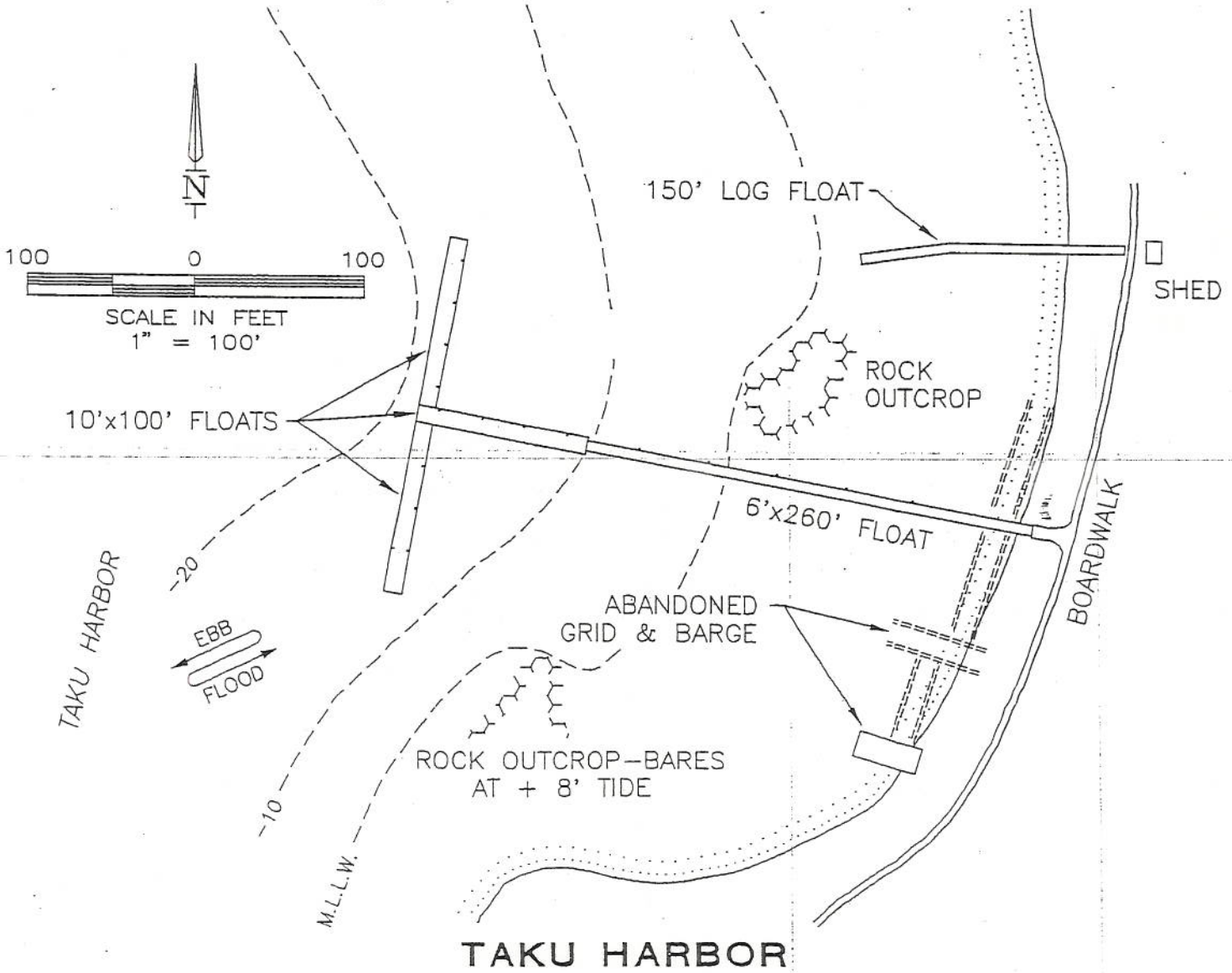
REMARKS: THIS HARBOR IS UNPROTECTED FROM SOUTHEAST WINDS.
 THERE ARE NO GARBAGE OR WASTE OIL FACILITIES AVAILABLE.
 VESSELS MUST RETAIN ALL WASTE MATERIALS.
 CAPACITY: 16 VESSELS

FREQUENT NIGHT STOP BY COMMERCIAL FISHERMEN AND
 FAVORITE SPOT BY JUNEAU BOATERS

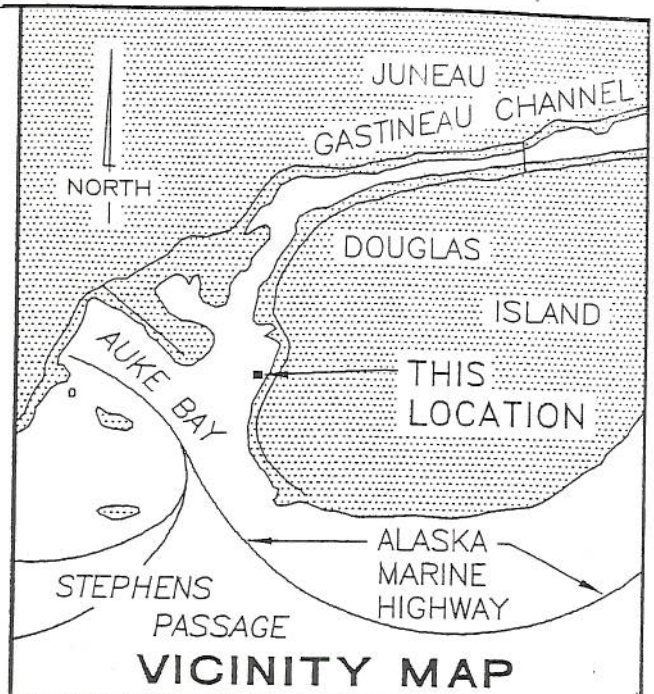


VICINITY MAP

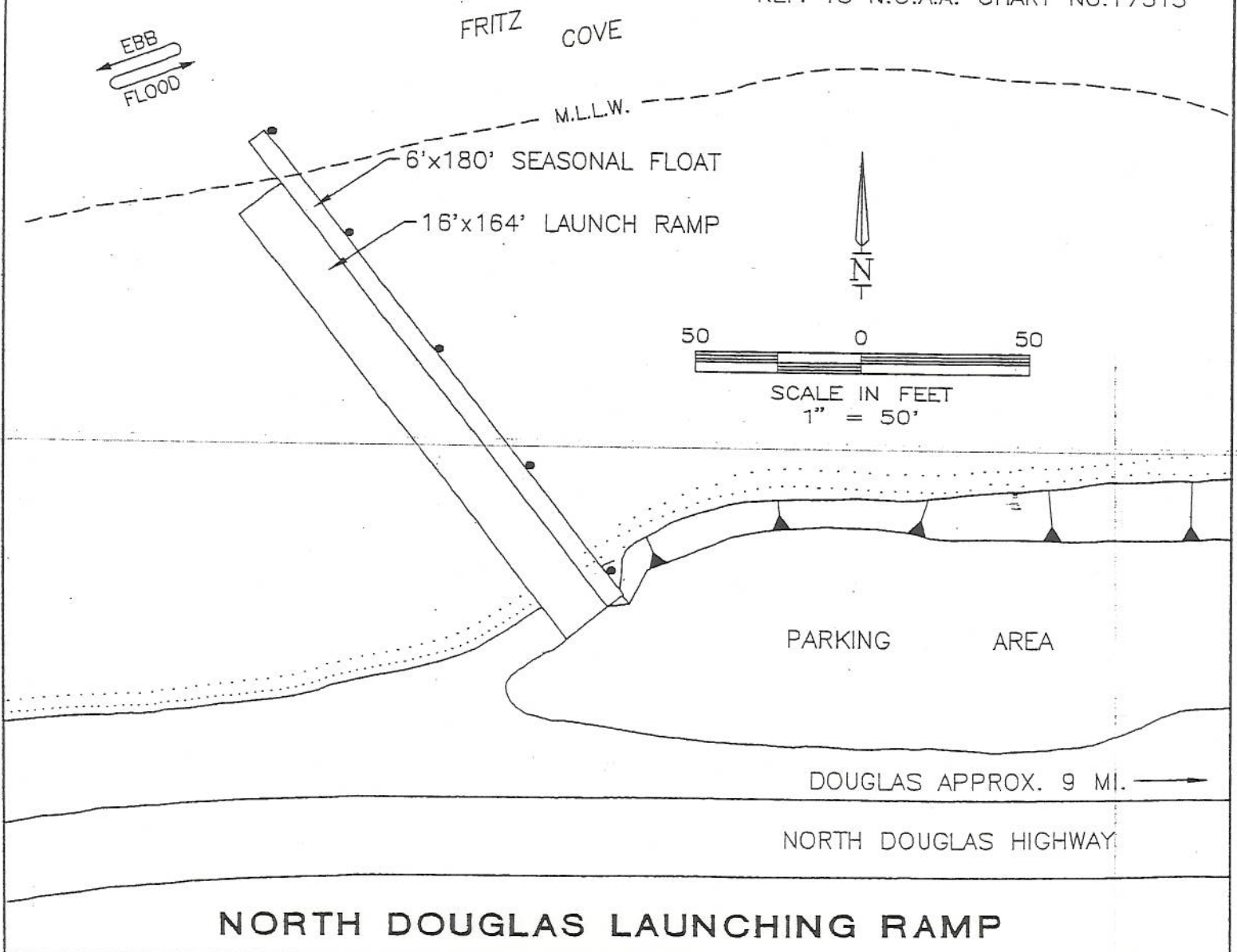
REF. TO N.O.A.A. CHART NO. 17314



OPERATED BY: CITY AND BOROUGH OF JUNEAU
 HARBORMASTER: MONITOR CHANNEL 16 VHF, WORKING CHANNEL 73 VHF,
 PHONE 586-5255
 DISTANCE FROM CITY CENTER: 9 MILES
 BERTHING FEES: CONTACT HARBORMASTER FOR LAUNCH RAMP FEE
 FLOAT: A SEASONAL MOORING FLOAT IS AVAILABLE FROM APRIL -
 OCTOBER; LOCATED ON THE RIGHT SIDE OF THE RAMP
 TRANSIENT MOORAGE: NO
 LIGHTING ON FLOAT: NO
 POWER ON FLOAT: NO
 POTABLE WATER ON FLOAT: NO
 GRID FACILITIES: NO
 MARINE WAYS: NOT APPLICABLE
 REPAIR FACILITIES: NO
 LODGING AVAILABLE: NO
 GROCERY/RESTAURANT: NO
 FUEL AVAILABLE: NO
 COMMUNICATIONS: NO
 REMARKS: SMALL CRAFT ANCHORAGE BETWEEN THE LAUNCH RAMP AND
 HUT POINT, EXPOSED TO NORTHERLY AND WESTERLY WINDS.
 PARKING FOR VEHICLES & BOAT TRAILERS.



REF. TO N.O.A.A. CHART NO.17315



NORTH DOUGLAS LAUNCHING RAMP

INVENTORY OF U.S. ARMY CORPS OF ENGINEERS CONSTRUCTION PERMITS RELATED TO
JUNEAU HARBORS

- 1) Juneau Harris Harbor
 - a) *Gastineau Channel 99 (7 August, 1968) reconstruct a revised inner harbor facility*
 - b) *Gastineau Channel 99 (12 January 1972) revision to 7 August 1968 permit*
 - c) *Gastineau Channel 99 (20 January 1976) redeck an existing float, replacement of an existing float, and construct a concrete float*
 - d) *Gastineau Channel 99 (31 December 1976) perform maintenance dredging*
- 2) Juneau Aurora Harbor
 - a) *Gastineau Channel 251 (6 March 1964) construct a float system and approach*
 - b) *Gastineau Channel 257 (16 February 1968) construct seaplane floats*
 - c) *Gastineau Channel 251 (4 June 1973) temporary occupation and use of a public work*
 - d) *Gastineau Channel 251 (13 June 1973) retain and preserve an existing gangway, realign a main access float, construct two additional gangways and four float systems, and place a fill adjacent to the shoreward end of the north breakwater*
 - e) *Gastineau Channel 251 (21 February 1974) construct a fill extension, relocate a float, and dredge a small basin*
 - f) *Gastineau Channel 251 (14 November 1975) revision to 21 February 1974 permit*
 - g) *Gastineau Channel 251 (5 January 1976) dispose of dredged material and to construct a temporary dike*
- 3) Juneau Douglas Harbor
 - a) *Gastineau Channel 218 (16 March 1956) construct a dike*
 - b) *Gastineau Channel 246 (16 May 1962) construct an approach and floats*
 - c) *Gastineau Channel 255 (16 September 1966) maintain an existing grid and boat launching ramp*
- 4) Juneau Douglas Dock: No permits found in our records. Facility predates Statehood and appears as an existing facility in Juneau Douglas Harbor Gastineau Channel 218 (16 March 1956) permit.
- 5) Juneau Auke Bay Harbor
 - a) *Auke Bay 2.2 (4 April 1939) construction of float and dock*
 - b) *Auke Bay 8 (1 April 1955) construct a finger float*
 - c) *Auke Bay 8 (9 September 1971) construct a small boat launching ramp and maintain an existing float and parking area*
 - d) *Auke Bay 8 (1 June 1978) construct two additional floats contiguous to an existing authorized float facility*
 - e) *Auke Bay 90 (6 November 1981) construct a public boat mooring facility for up to 400 boats*
 - f) *Auke Bay 90 (22 March 1982) revision to 6 November 1981 permit*
- 6) Juneau North Douglas Launch Ramp
 - a) *Fritz Cove 3/ (20 September 1957) construct a small boat landing ramp*
 - b) *Fritz Cove 13 (23 October 1974) construct a launching ramp*
- 7) Juneau Taku Harbor
 - a) *Stephens Passage 5 (31 August 1956) construct a float and guide piling*
 - b) *Stephens Passage 6 (29 July 1966) construct float facilities*
 - c) *Stephens Passage 6 (22 June 1979) construct a float and relocate an existing float*

APPENDIX E

BLOCK 7 —
CAPITAL IMPROVEMENT
PROJECT



APPENDIX E

BLOCK 7—CAPITAL IMPROVEMENT PROJECT

On the following pages, please find supporting documentation demonstrating that the Aurora Harbor Rebuild project is a capital improvement project.



Significant vegetation growth on floats



APPENDIX F

BLOCK 8 —

50% MATCH FUNDING



APPENDIX F

BLOCK 8—50% MATCH FUNDING

The City and Borough of Juneau will fund the 50% match required for the grant in the form of municipal monies from the voter approved 1% Sales Tax Initiative of 2017 and Harbors Fund. The CBJ Docks and Harbors Board have identified \$2.0 million dollars in available funding for Aurora Harbor.

Please see the following pages for a letter discussing this information from Robert Bartholomew, City and Borough of Juneau Finance Director.



Concrete wear and vegetation growth on floats



APPENDIX G

BLOCK 9 — PROPERTY LOSS INSURANCE



APPENDIX G

BLOCK 9—PROPERTY LOSS INSURANCE

On the following pages, please find supporting documentation detailing that the City and Borough of Juneau holds adequate property loss insurance for the replacement costs associated with Aurora Harbor. The policy is underwritten by Alliant Property Insurance Program. In addition, the City and Borough of Juneau has a self-insurance/co-insurance program that is accounted for within the Self-Insurance Fund. Please see attached sheets for further information detailing the property loss insurance held by the City and Borough of Juneau.



Damaged and patched concrete decking



APPENDIX H

BLOCK 10 — PREVENTATIVE MAINTENANCE PLAN



APPENDIX H

BLOCK 10—PREVENTATIVE MAINTENANCE PLAN

The City and Borough of Juneau Docks and Harbors Department has developed the *Juneau Docks & Harbors Maintenance Manual* to assist the Harbors Department in the maintenance and operation of the Juneau Harbor facilities. The document serves as a guide to systematically developing, monitoring, and evaluating the condition of the harbor facilities. The manual is attached in its full form on the following sheets.

The City and Borough of Juneau understands the importance of a preventative maintenance program and its effect on the quality and safety of their public harbor facilities.



Rusted holes in steel bracing covers



APPENDIX I

BLOCK 11 — FINANCE PLAN

BLOCK 13 — FINANCE PLAN

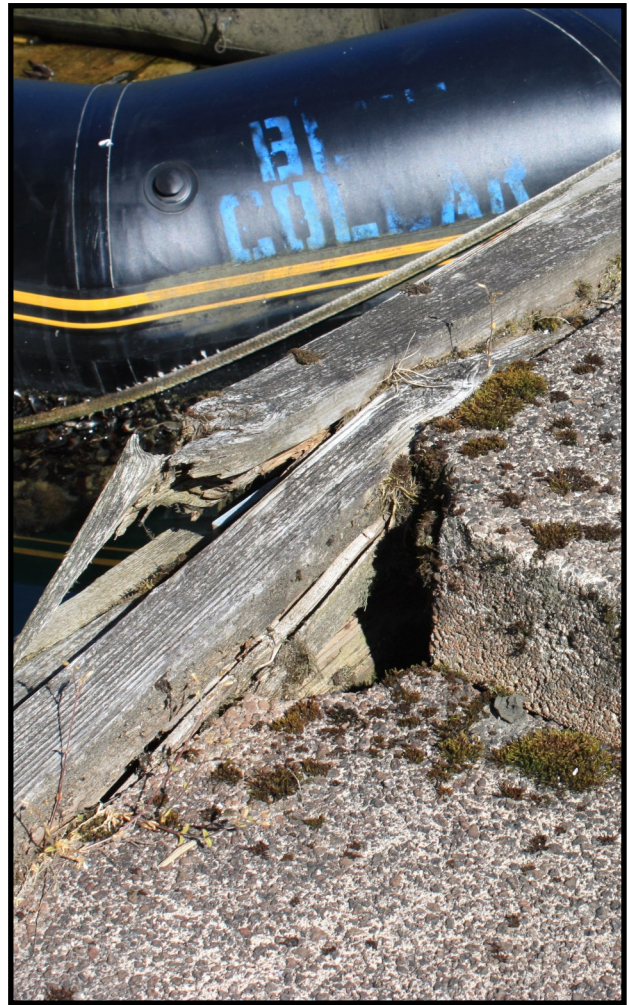


APPENDIX I

BLOCK 11—FINANCE PLAN

BLOCK 13—FINANCE PLAN

On the following pages, please find the Harbors Revenue Expense Projection report to serve as supporting documentation that the City and Borough of Juneau plans to adhere to the Preventative Maintenance Plan after completion of replacement activities at Aurora Harbor.



Damaged headwalk float



APPENDIX J

BLOCK 14 — SAFETY ISSUES



APPENDIX J

BLOCK 14—SAFETY ISSUES

Promoting and continuing safe use of harbor facilities is a top priority of the City and Borough of Juneau Docks and Harbors Department. Maintaining safe harbors is vital because of the increased use of Juneau harbor facilities by many users with conflicting interests. Commercial and recreational use of our harbor facilities is on the increase and presents increasing safety issues for the CBJ. Staff members, along with the Harbors Board hold regular monthly meetings which are noticed to the public. Public comments are received through discussions of the various issues, which results in full public participation in developing safety standards for use in Juneau Harbors.

The current replacement design of Aurora Harbor accounts for many safety issues:

- **Float Replacement** will result in an even surface of the floats and will help prevent slip/fall instances. Durable structural systems provide support for vessel mooring loads in windy conditions.
- **Electrical Upgrades:** Electrical upgrades will dramatically increase public safety within the harbor. Dated and faulty electrical equipment can cause fire due to its heightened potential as an ignition source which could potentially cause fire or explosion. Fire can be caused by various problems related to old electrical equipment. The possibility for explosions is present when flammable liquids, gases, and dusts are exposed to ignition sources generated by faulty electrical equipment.
- **Fire Suppression System Upgrades:** The existing fire suppression system consists of fire extinguishers. Installation of a new dry fire suppression line and new fire extinguishers will greatly enhance the safety of the harbor because dry fire suppression lines significantly increase the flow capacity and response time for fighting fires at all locations on the floats.
- **Domestic Water System Upgrades:** The existing potable water system consists of aging pipes and valves suspended below the floats, in some places by the few remaining utility hangers, but more commonly by ropes tied to the float walers. Heavy marine growth covers the entire system, which has the effect of pulling the pipes down, stressing the remaining hangers, and hiding the signs of leakage. CBJ Docks & Harbors works hard to identify and promptly repair leaks in the potable water system, but the condition of the existing system increases the likelihood that leaks will occur and potentially allow untreated seawater to enter the piping. Installing a new water system with new pipes and valves, which is properly supported by heavy-duty hangers will greatly improve the safety of the drinking water provided to patrons of the harbor.



Missing walers on headwalk



APPENDIX K

BLOCK 15 —

PAST MAINTENANCE

EXPENDITURES



APPENDIX K

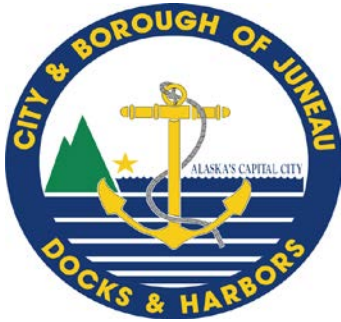
BLOCK 15—PAST MAINTENANCE EXPENDITURES

On the following pages, please find supporting documentation detailing the past maintenance expenditures of the City and Borough of Juneau for Aurora Harbor.



Old and damaged electrical meters





City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Port of Juneau

July 27, 2018

To: Alaska Department of Transportation and Public Facilities

From: Teena Larson
Port Administrative Officer

Reference: Municipal Harbor Facility Grant Application – Aurora Harbor Ph III

The FY20 Municipal Harbor Facility Grant Application requests documentation concerning past maintenance expenditures and the nature of maintenance performed. The following provides the breakdown of expenditures:

| FY17 | Aurora Harbor * |
|-----------------------------------|-----------------|
| Operations: Salaries and Benefits | \$464,315 |
| Materials/Commodities/Repair | \$46,806 |
| Last Five Years | |
| Operations: Salaries and Benefits | \$2,199,106 |
| Materials/Commodities/Repair | \$309,872 |

* Costs based on prorated infrastructure expenditures

APPENDIX L

BLOCK 16 —

RANGE OF OPTIONS



APPENDIX L

BLOCK 16—RANGE OF OPTIONS

In 2012-2013, PND developed two master plan options for replacing Aurora Harbor in its entirety. The concepts were presented to the general public and harbor patrons at several public meetings for input and comment.

It was determined that existing harbor users overwhelmingly supported the proposed layout for N and K, as well as the general configuration of the harbor. That, coupled with limited funds, has caused the CBJ to proceed with in-kind replacement of the existing moorage at Aurora Harbor.



APPENDIX M

BLOCK 17 —

RESOLUTION OF SUPPORT



APPENDIX M

BLOCK 19—RESOLUTION OF SUPPORT

On the following pages, please find the 2018 Resolution of Support by the Assembly of the City and Borough of Juneau for the Aurora Harbor Improvements project.



Overall view of Aurora Harbor and project limits

