

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR MEETING AGENDA**  
**For Thursday, August 29<sup>th</sup>, 2013**

- I. Call to Order** (5:30 p.m. at the CBJ Assembly Chambers.)
- II. Roll** (John Bush, Tom Donek, Bob Janes, Kevin Jardell, David Logan, Budd Simpson, Scott Spickler, Mike Peterson, and Greg Busch).
- III. Approval of Agenda**  
  
**MOTION: TO APPROVE THE AGENDA AS PRESENTED.**
- IV. Approval of July 25<sup>th</sup>, 2013 Regular Board Meeting Minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed 5 minutes per person, or twenty minutes total time).
- VI. Items for Action.**

- 1. Aurora Harbor Rebuild – Option 2, 3 and 4  
Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING**

- 2. PND Engineer Contract Amendment for Construction Administration & Inspection – Cruise Ship Staging Area Improvements (Phase II)  
Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING**

- 3. PND Engineer Contract Amendment – Statter Harbor Launch Ramp Design  
Presentation by the Port Engineer

Committee Questions

Public Comment

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**REGULAR MEETING AGENDA (CONTINUED)**  
**For Thursday, August 29th, 2013**

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT MEETING**

4. Legislative Grant Prioritization List  
Presentation by Port ~~Director~~ Engineer

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING**

- ~~5. State of Alaska (Douglas Island Center Building) Request for use of Douglas Harbor Parking Lot~~  
~~Presentation by Port Director~~

~~Committee Questions~~

~~Public Comment~~

~~Committee Discussion/Action~~

~~**MOTION: TO BE DEVELOPED AT THE MEETING**~~

**VII. Items for Information/Discussion.**

**VIII. Committee and Board Member Reports**

- a. Operations/CIP Committee Meeting – August 22<sup>nd</sup>, 2013
- b. Finance Committee Meeting – August 27<sup>th</sup>, 2013
- c. Member Reports

**X. Port Engineer's Report**

**XI. Harbormaster's Report**

**XII. Port Director's Report**

**XIII. Assembly Liaison Report**

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR MEETING AGENDA (CONTINUED)**  
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**XIV. Committee Administrative Matters**

- a. Operations/CIP Committee Meeting – September 19<sup>th</sup>, 2013 in the Assembly Chambers @ 5:00 pm
- b. Finance Committee Meeting– September 24<sup>th</sup>, 2013 in CBJ Room 224 @ 5:00 pm
- c. Board Meeting – September 26<sup>th</sup>, 2013 in the Assembly Chambers @ 5:30 pm

**XV. Executive Session**

Discussion of Personnel Matters relating to Port Director's Evaluation

**XVI. Adjournment**

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
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I. Call to Order.

Mr. Donek called the Regular Board Meeting to order at 5:28 p.m. in the Assembly Chambers

II. Roll Call.

The following members were present: Greg Busch (via telephone), Bob Janes, David Logan, Mike Peterson, Budd Simpson, Scott Spickler, and Tom Donek.

Absent: John Bush and Kevin Jardell

Also present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, Dwight Tajon – Harbormaster, Loren Jones- Assembly Liaison, Dixie Hood – PRAC Liaison, Kate Mickelson– PND Representative, and Mathew Sill– PND Representative.

III. Approval of Agenda.

Mr. Uchtyl would like to change Action item #5 Assignment of Committee's to the #2 spot, add a Special Order of Business after Public Participation, and add two Items for Information.

2 Request from CDD to rezone the Auke Bay Post Office area.

3 PND to provide a brief overview of the results of the Aurora Harbor rebuild meeting.

***MOTION By MR. LOGAN: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.***

***Motion was approved with no objection.***

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the June 27<sup>th</sup>, 2013 Regular Board Meeting Minutes and the July 2<sup>nd</sup>, 2013 Special Board Meeting Minutes were approved as presented.

V. Public Participation on Non-Agenda Items

Cameron Byrnes, North Douglas, AK

He said he is here to talk about parking issues at the Auke Bay Harbor. Mr. Byrnes said he is an employee of Gastineau Guiding and drives commercial vehicles to drop off and pick up passengers in the Auke Bay harbor parking area and has for years. He talked about an incident he encountered while

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parking at the back of the lot at Auke Bay in the bus area parking where he has used for years. He was told he can no longer use that area of parking and was told that area was never for Commercial buses to use due to safety. Mr. Byrnes said there is not enough room for commercial buses to park at Auke Bay harbor and described how the buses constantly rotate with drop offs and pickups. Each year the commercial activities are growing at Auke Bay, and the commercial use area for buses has not grown. There has been no additional parking areas added in years. He asked why the bus drivers are getting hassled by the Harbor staff instead of helped by directing traffic if there is a safety issue. Mr. Byrnes said he could come up with changes that would improve the parking area tomorrow. He asked why the Harbor staff can't come up with anything.

Mr. Simpson asked where the back of the lot area is that he was referring to.

Mr. Byrnes said by the area that has eight spots on the cement that holds two piles of lumber and a sweeper. It is between the Kayaks and the Dolphin building. He said he pulls up in the bus and loads and unloads and has been doing that for years, but was told that area is not to be used for that.

Mr. Donek said he will refer this issue to the Operations Committee to discuss at the August meeting.

Mr. Byrnes said he has suggestions that will help relieve some of the congestion tomorrow.

Mr. Donek suggested to work with the Harbormaster.

Douglas Ward, Juneau, AK

He said he is the operator of Dolphin tours and wanted to also address the bus parking area in Auke Bay. This is a real problem that affects everyone in the Harbor. Too many buses are attempting to load and unload simultaneously. Mr. Ward spoke with some of the other bus operators and have agreed that some of the issues can be fixed internally by working together. He is requesting a verbal acknowledgement from the Board to work with the Harbor staff to come up with a solution to make commercial bus operations run smoother.

Mr. Peterson asked if this bus parking issue is a new issue or recurring problem?

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Mr. Ward said this has been on going. There is just not enough space. Individual operators need to work together to stagger arrival and departure times to smooth things out and avoid chaos.

Mr. Spickler asked how long a bus is typically parked for pick up or drop off of passengers?

Mr. Ward said all the operations are different, but a lot of the vehicle can be there for five minutes and get their job accomplished.

Mr. Peterson asked if the front end of the parking lot is where he is referring to?

Mr. Ward described the area and how it is used with the parking in the front.

Mr. Peterson asked if Gastineau Guiding is using the other side of the parking lot?

Mr. Ward said yes but that is not a good spot. It is better to be on this side of the lot to have passengers stay on the side walk.

Mr. Janes asked if staging on the far side of the lot was an unsafe situation?

Mr. Ward said the concern is that the passengers are not familiar with the environment and it could be unsafe, but if that area is just used as a staging area, it could provide for a quick pick up when they see their passengers.

Mr. Logan asked if Mr. Tajon could work with the commercial bus operators or does he need more from the Board.

Mr. Tajon said he can work with the operators.

Mr. Donek recommended to work with Mr. Uchytel and Mr. Tajon to come up with a solution for the bus operators.

Mr. Uchytel said he is looking into a TBMP type process for Auke Bay that all the users agree to.

**Special Order of Business**

Mr. Uchytel presented Employee of the Quarter award from January to March to Teena Scovill and read the award recognition letter.

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VI. Items for Action

1. Election of the Board Chair and Vice-Chair

Mr. Busch asked for nominations for the Board Chair.

**MOTION By MR. LOGAN: TO NOMINATE GREG BUSCH FOR BOARD CHAIR AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection.**

Mr. Busch was elected the Board Chair.

**MOTION By MR. BUSCH: TO NOMINATE MR. DONEK AS VICE-CHAIR FOR THE BOARD.**

**THE MOTION WAS SECONDED.**

**Motion passed with no objection.**

Mr. Donek was elected the Vice-Chair.

Public Comment – None

2. PND Contract Amendment for Taku Dock

Mr. Gillette said in the packet is the information proposal from PND to provide contract administration inspection services for the Taku Dock modifications. Trucano is the contractor and PND would be there to do inspections during construction and handle the contract administration. This is a time and material fee proposal for \$99,420. This would be the maximum amount charged, and would be keeping in the size and scale for this size of a project.

Board Questions

Mr. Simpson asked if this was in the Board authority or does this need to go to the Assembly?

Mr. Gillette said this would not have to go to the Assembly because it is under \$100,000. If it is decided tonight to move forward, staff will prepare the amendment and move forward with the project.

Public Comment-None

Board Discussion/Action

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**MOTION By MR. SIMPSON: TO APPROVE THE PROPOSAL FROM PND AND ASK UNANIMOUS CONSENT.**

**Motion Passed without objection**

3. Appropriation of \$500,000 from State for Statter Harbor

Mr. Gillette said this is the \$500,000 that was awarded from the State Legislature this last session for Statter Harbor Haul out facility. This needs to go to the Assembly for appropriation.

Board Question – None

Public Comment – None

Board Discussion/Action

***MOTION By MR. LOGAN: RECOMMEND TO THE ASSEMBLY THAT THE \$500,000 BE APPROPRIATED FROM THE STATE FOR THE STATTER HARBOR PROJECT AND ASK UNANIMOUS CONSENT.***

***Motion Passed without objection***

4. Appropriation of \$86,600 from ADOT/PF for Access Easement

Mr. Uchytel said this requires Assembly action to receive the money that the State is paying Docks and Harbors for the permanent easement to the Dick Deems property.

Board Questions - None

Public Comment

Dixie Hood, Juneau, AK

Ms. Hood said she wanted clarification on access to what?

Mr. Uchytel said to build a round-about in Auke Bay, ADOT needed access through Docks and Harbors property to provide a driveway easement to the Dick Deems property, and through an open and transparent process agreed on this price. This action allows the money to be received from the State to a Docks and Harbors CIP account.

Ms. Hood asked if this was for the Auke Bay round-about.

Mr. Uchytel said yes.



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Board Discussion/Action

**MOTION By MR LOGAN: TO APPROVE THE APPROPRIATION OF \$86,600 FROM ADOT FOR THE EASEMENT AND ASK UNANIMOUS CONSENT.**

**Motion Passed without objection**

5. Assignment of Committees

Mr. Busch said after taking into consideration the input from the Board members as well as the minutes from the last meeting and talking to Mr. Uchytel and Mr. Jardell, he plans to start out with two Committees. There will be a combined Operations/CIP Committee and a Finance Committee. These Committees will be in place until the By-Laws are revised. The By-Laws Committee will reconvene no later than October 1<sup>st</sup>.

Members for the Operations/CIP Committee

Budd Simpson - Chair

David Logan – Vice Chair

John Bush

Bob Janes

This first combined meeting will be on the CIP Schedule that meets on Thursday August 22<sup>nd</sup> at 5:00 pm in the Assembly Chambers.

Members for the Finance Committee

Tom Donek - Chair

Scott Spickler - Vice Chair

Kevin Jardell

Mike Peterson

This will be on the regular scheduled time on August 27<sup>th</sup> at 5:00 pm in CBJ Room 224.

Mr. Busch assigned Mr. Peterson as Liaison to the Lands Committee.

Mr. Busch assigned Mr. Simpson, Mr. Jardell and himself on the Port Director's Evaluation committee that will meet in executive session after the Board meeting in August.

Board Questions

Mr. Peterson wanted to confirm that the Finance meeting was on Tuesday August 27<sup>th</sup>.

Mr. Busch confirmed that was correct.

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**No Motion Needed.**

VII. Items for Information/Discussion.

1. Special Board Meeting August 14<sup>th</sup>, 15<sup>th</sup>, or 16<sup>th</sup> at noon – Cruiseship Terminal Staging Area (CSTSA)Phase II Bid Award Approval.

Mr. Gillette said the bids for this project are scheduled to be submitted by August 6<sup>th</sup>. This could be extended for a short time, but this is scheduled to go to the Assembly for approval August 19<sup>th</sup>. In order to do that, the Board would need to be willing to hold a Special meeting on August 14, 15, or 16<sup>th</sup> at noon to approve this one item. This project is scheduled to start September 19<sup>th</sup>.

The Board decided to hold the Special meeting on August 14<sup>th</sup> at noon.

2. Request from Community Development Department (CDD) to rezone the Auke Bay Post Office area.

Mr. Gillette said CDD requested Docks and Harbors sign an application to rezone a piece of property Docks and Harbors owns in Auke Bay. This piece of property is part of our Statter Harbor project that has been recently acquired from the State. This request is because the owners of the building the Post Office is in are planning to convert the lower floor into apartments. The Post Office has five more years on their lease and then will likely move out. They plan on converting the offices not used now to apartments and when the Post Office moves, they will convert that part of the building to apartments also. To allow this to happen this property needs to be in a general commercial zone, instead of a waterfront commercial zone which it is presently. CDD only entertains zone changes in July and January. Unless the Board objects, the Port Director will sign the application and apply for the zone change so the public process can move forward. Staff has done a little bit of research on this and does not see any harm this rezoning will cause to Docks and Harbors project. If staff finds out later this would not be good for Docks and Harbors staff can pull the support of this rezoning. This is not an action item, but just informing the Board of this rezoning and that the Port Director is going to sign the application unless the Board objects to this.

Mr. Donek asked if there will be any harm to Docks and Harbors project from this rezoning?

Mr. Gillette said no. The current project is in a waterfront commercial and staff has already received the conditional use permit for the Statter Harbor

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launch ramp project, going to a general commercial zone will not preclude Docks and Harbors from completing this project.

Mr. Peterson said he objects because this is landing on the Board's desk tonight and asking for some kind of action. If the Board was to give approval, and down the road decided to object, the argument from the other side of the fence could be then why did you approve this in the first place.

Mr. Gillette said just to be clear, staff is not asking for approval from the Board but just informing the Board of the Port Directors intent to sign the application.

Mr. Spickler said he recommends to sign this application and move forward. He does not see a down side to this.

Mr. Janes asked why the rezoning area is so large?

Mr. Gillette said because that is the size of one parcel, and for zoning purposes makes the connection for the area requested to rezone.

Mr. Logan asked about the timeline of only doing these changes in July or January.

Mr. Gillette said they only accept application in July or January, and could take months to get through the process.

Mr. Donek confirmed that this is not a done deal and this is just to start the public process.

3. PND to provide a brief overview of the results of the Aurora Harbor rebuild meeting.

Mr. Uchytel said he invited Kate Mickelson and Mathew Sill to provide a quick review of last night's public meeting on the 35% design for the Aurora Harbor rebuild and is asking the Board to give guidance to Staff on moving forward.

Mr. Sill said he is going to go over the cost and the schedule of this project and then get to the options that PND will need guidance on. Mr. Sill said Phase I of the project budget is at \$10.61 million. The timeline for this phase of design is by the end of July 2013 and they need some direction to move forward. The Army Coeur of Engineers permit has already been submitted. The remainder of this year will concentrate on

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the final design, filling out the bid package, and working on the floats. PND hopes to advertise and award the construction contract in March of 2014. Float construction is a long process that will start in May 2014 and last to January 2015. On-site construction will be from October 2014 to April 2015, and then hand off the project on May 1<sup>st</sup> of 2015. Mr. Sill talked about all the features currently in Aurora Harbor that they would like to keep in the design, number of stalls and configuration, keeping as much of the navigational channel as possible(it's already quite narrow), timber construction, and the uplands access to the Harbor. The improvements recommended to the current Aurora Harbor would be, wider and stronger fingers, increase the berth width, eliminate submerged timber, raise the freeboard on the floats, and with the fixed basin realigning the headwalk to get some extra room. Implementing the improvements and keeping the liked features of the current Aurora Harbor, he went over different options for the Board to give guidance to move forward. Mr. Sill said all the options will realign the headwalk float by moving the angle and pushing the whole float closer to the shore, this will increase moorage area, and reducing the navigational channel by 4' to make everything fit a little better. All the options will also still have the same approach dock and a new wider gangway landing float. Mr. Sill went over the options;

**Option 1** – Provide the maximum berth width while maintaining the current number and configuration of berths.

Positive impacts:

- Realign the Headwalk – Increased Moorage area.
- Increased Berth Width – Maneuvering room & wider vessels
- Number and configuration of berths – same as existing

Concerns:

- Narrow Fingers – Safety & Strength
- Reduced Navigation channel width

**Option 2** – Provide the best balance between berth width and finger width, while maintaining current berths.

Positive impacts:

- Realign the Headwalk – Increased Moorage area.
- Increased Berth Width – Where conditions allow
- Maintain number and general configuration of berths
- Increased Finger width – Safer & Stronger

Concerns:

- Reduced Berth Width – Some locations
- Reduced Navigation Channel Width

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**Option 3** – Provide the maximum possible berth widths on A & B Floats, at the cost of losing 6 moorage berths.

Positive Impacts:

- Realign the Headwalk – Increased moorage area
- Increased A & B Float Berth Width – Future fishing vessels
- Increased Finger Width – Safer & Stronger

Concerns:

- Reduced Berth Width – C float
- Reduced Navigation Channel Width
- Reduced Moorage Berth – 6 Total

**Option 4** – Provide the maximum possible berth widths on A Float, at the cost of losing 2 Moorage Berths.

Positive Impacts:

- Realign the Headwalk – Increased moorage area
- Increased A Float Beth Width – Future Fishing Vessels
- Increased Finger Width – Safer & Stronger

Concerns:

- Reduced Berth Width – C Float
- Reduced Navigation Channel Width
- Reduced Moorage Berth – 2 Total

**Float Features:**

Modern Design  
All Timber Above Water  
Tough Poly Tub Flotation  
Higher Freeboard for increased accessibility  
Low maintenance  
Bullrail gaps to provide ADA Accessibility

Mr. Sill said PND is looking for guidance for which option the Board would like to move forward with.

Mr. Busch said this is an important issue and this should be an action item for the Operations/CIP Committee meeting in August. He recommends to get input from the fishing industry so the Board knows based on input that the right decision is made.

Mr. Donek asked if this is put on the August Operations/CIP meeting agenda if it will affect the design schedule?

Mr. Gillette said PND has other work to do on this project, but it would be helpful if the Board could give direction to go with the wider finger

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floats so they could be designing the finger floats and that would keep them on schedule. Mr. Gillette said the wider finger floats are a better option because of being more stable and safer.

Mr. Busch said he would eliminate Option 1 and focus on Options 2-4 with the wider finger floats.

Mr. Simpson recommended to take this up at the Operations/CIP Meeting to provide time for more public input.

Mr. Uchytel said his efforts to get the Commercial Fisherman to come to the meeting included sending e-mails to Mike Erickson, Hank Bombgard, Greg Fisk, Juneau Fisheries Development Committee and Jim Becker to get their input.

Mr. Donek said this is a bad time of year for the fishing industry to come to a meeting because they are out fishing. He said one of the comments from last night was that "if we build it they will come". He said he has a problem with that comment because he doesn't want to displace six boats hoping that the big fishing boats come in to replace them. Mr. Donek said he would like to pursue Option 2 with the wider floats. He asked the question if it would be possible in about 10 to 15 years from now if needed to remove a finger and adjust the remaining fingers to accommodate the wider boats?

Mr. Sill said moving the fingers would take some thought, but it would be possible. The problem would be removing the piles when contractors can't get a barge in the Harbor after it is all built.

Mr. Janes said that is a good thought to design the floats for potential expansion or change. In the design place the anchors and pilings in locations that would cause minimum impact with change.

Mr. Sill said because piano hinges are used on the fingers, moving the finger is not such a big deal, it would be finding a place to put more holes. The real problem would be pulling the pilings, and the geometry of the site would make that difficult.

Mr. Donek said the Board would like PND to pursue option 2 and come back to the Operations/CIP meeting in August for public input.

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Mr. Sill said if Options 2, 3, or 4, were chosen, it would not take a lot of effort to change from one option to another.

Mr. Busch said he would like to make sure to look at Options 2, 3, and 4 at the Operations/CIP meeting.

Mr. Logan requested to have a PND representative at the Operations/CIP meeting.

VIII. Committee and Board Member Reports

1. Operations Committee Meeting –Cancelled
2. CIP/Planning Committee Meeting – Cancelled
3. Finance Committee Meeting – Cancelled
4. Member Reports –

IX. PRAC Representative Report-

Ms. Hood said PRAC's July meeting was cancelled, and will not be having one in August.

X. Port Engineer's Report –

Mr. Gillette said his report was in the packet, and he also completed a CIP project schedule to show where projects are lining up over the next few years.

Mr. Logan asked about the Douglas Harbor project.

Mr. Gillette said at this time the Douglas project is on hold.

Mr. Uchtyl said he received a letter from EPA for demands and the Corps of Engineers is working on responding to that letter with their budget and their consultant in Washington State.

Mr. Logan asked what the demands were?

Mr. Uchtyl said they are challenging the original computer model of the disposal ground and how the cone dredge spoils will look like. They are asking to rerun the program and validate that 6" of cover can be on every inch of the cone spoils. That is the primary concern.

XI. Harbormaster's Report –

Mr. Tajon said he met with Richard Behrends with Behrends Mechanical on the Harris sewer pit for replacement of the lift station pumps. Mr. Tajon said

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Mr. Behrends suggested to not install the new pumps due to cost of pumping out the lift stations twice a year at \$800.00 versus \$13,000 every two to three years. No further action will be taken at this time and the Harris pit will be treated as a septic tank. Staff will put this pit on a regular schedule for pumping to prevent overflow.

Mr. Donek asked if DEC was okay with this?

Mr. Tajon said he will contact them.

Mr. Tajon said he applied for a FY 13 \$100,000 port security grant. Docks and Harbors will know if they will be awarded this by the end of September. If awarded this will purchase the new port security camera's for the 16B project. The current camera's have been in place for eight years and is aging rapidly.

Mr. Peterson asked what the replacement cost for the Camera's is?

Mr. Tajon said roughly \$60,000 to \$75,000.

Mr. Logan asked if this would be wireless?

Mr. Tajon said no, the radio transmitters are not good for wireless.

**XII. Port Director's Report**

Mr. Uchytel said he is expecting an answer in the next couple weeks from ADOT on the \$3.3 million grant money for the Marine services building under bridge park.

Docks and Harbors has hired three Harbor Technicians this last week. The Mike Pusich interpretive sign was installed at Douglas Harbor today. The Pusich family has invited the Board to their family reunion picnic from 3 – 7 on Saturday.

The Port Engineer has drafted and evaluated the need for a Project Labor Agreement for the 16B project. His analysis was that this is not needed due to the 16B project lack of complexity and other items.

Mr. Uchytel said he was approached by Fish & Game last year to provide 26 parking spaces from October to April for Fish & Game government vehicles in the Douglas Harbor parking area, and set up a use agreement for this service. An equivalent government agency from the State is requesting parking for 40 vehicles in the Douglas Harbor parking area. This is needed due to construction going on at the Fish & Game building. Mr. Uchytel said



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he is doing a vehicle count daily to see if Docks and Harbors can accommodate this agency.

There has been a lot of interest for Filming in Juneau this summer. There was filming for the Amazing Race. We have also given consent to film on the Docks and Harbors facilities. American Eagles, which is a clothing line, has requested to film models at the North Douglas Launch Ramp and have assured Mr. Uchytel they will not interfere with operations. A German crew that is flying some Commercial Fisherman around will be at Statter Harbor on Saturday.

The Auke Bay Loading facility has been used four times by Commercial Launch Ramp Permit holders due to the changes to promote use at the facility.

Mr. Uchytel said he met with Mr. Simpson and Mr. Fisk to look at the possibility of working into arrangement with UAS for the property near the Aurora Harbor. Mr. Fisk will make contact with UAS and see what would be available for opportunities for Docks and Harbors to pursue that property downtown.

Mr. Donek asked why there are about six cars parked at the ABLF?

Mr. Uchytel said these are fisherman's vehicle and not considered as long term parking, which the conditional use permit does not allow.

Mr. Donek asked what the definition of long term was.

Mr. Uchytel said thirty days.

XIII. Assembly Liaison Report

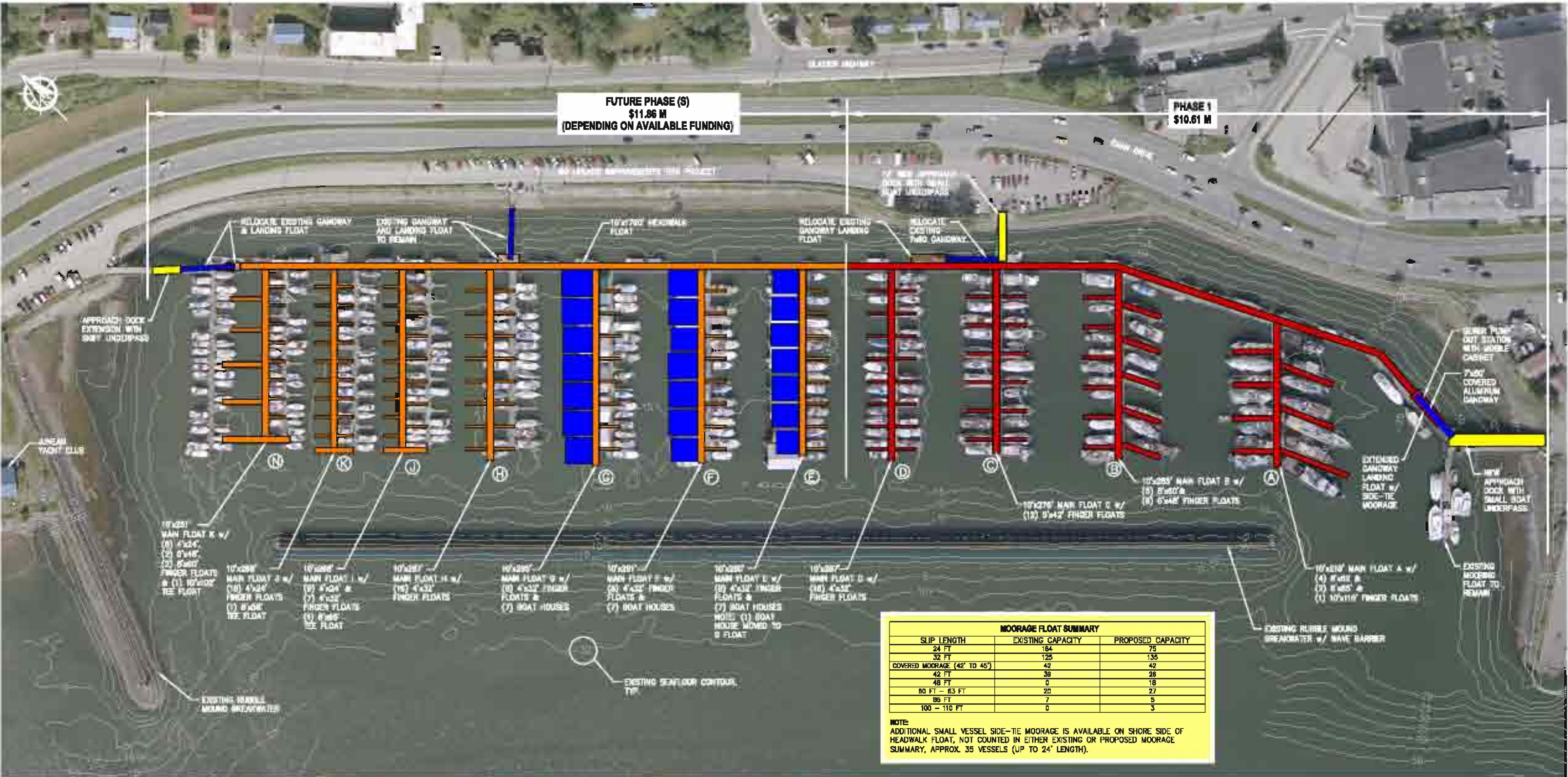
Mr. Jones didn't have a report.

XIV. Committee Administrative Matters

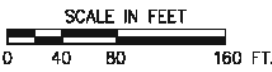
- a. Operations/CIP Committee Meeting – Next meeting is August 22nd, 2013 in the Assembly Chambers at 5:00 p.m.
- b. Finance Committee Meeting – Next meeting is August 27th, 2013 in CBJ Room 224 at 5:00 p.m.
- c. Board Meeting – Next meeting is August 29th, 2013 in the Assembly Chambers at 5:30 p.m.

XV. Adjournment

The regular Board Meeting adjourned at 7:10 p.m.



# AURORA HARBOR REBUILD MASTER PLAN



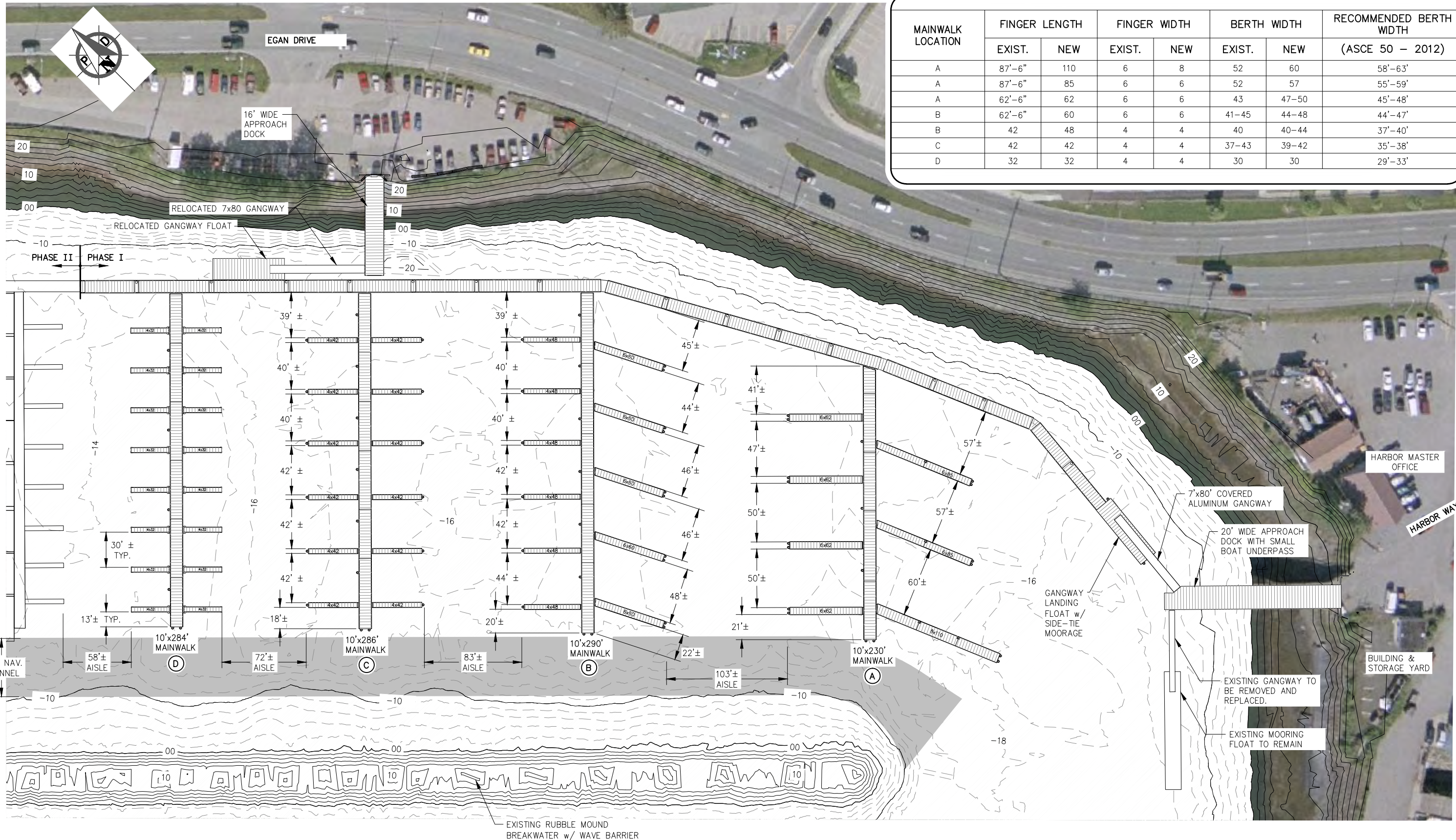
**ENGINEERS, INC.**

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MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 – 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110	6	8	52	60	58'-63'
A	87'-6"	85	6	6	52	57	55'-59'
A	62'-6"	62	6	6	43	47-50	45'-48'
B	62'-6"	60	6	6	41-45	44-48	44'-47'
B	42	48	4	4	40	40-44	37'-40'
C	42	42	4	4	37-43	39-42	35'-38'
D	32	32	4	4	30	30	29'-33'



PROVIDE THE MAXIMUM BERTH WIDTH WHILE MAINTAINING THE CURRENT NUMBER AND CONFIGURATION OF BERTHS

POSITIVE IMPACTS:

- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
- INCREASED BERTH WIDTH - MANEUVERING ROOM & WIDER VESSELS
- NUMBER AND CONFIGURATION OF BERTHS - SAME AS EXISTING

CONCERNS:

- NARROW FINGERS - SAFETY & STRENGTH
- REDUCED NAVIGATION CHANNEL WIDTH



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Fax: 907-586-2099  
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CITY & BOROUGH OF JUNEAU, ALASKA  
AURORA HARBOR REBUILD - PHASE I  
CONTRACT NO. DH 12-160

SHEET TITLE:

OPTION 1

PN&D PROJECT NO.:122055

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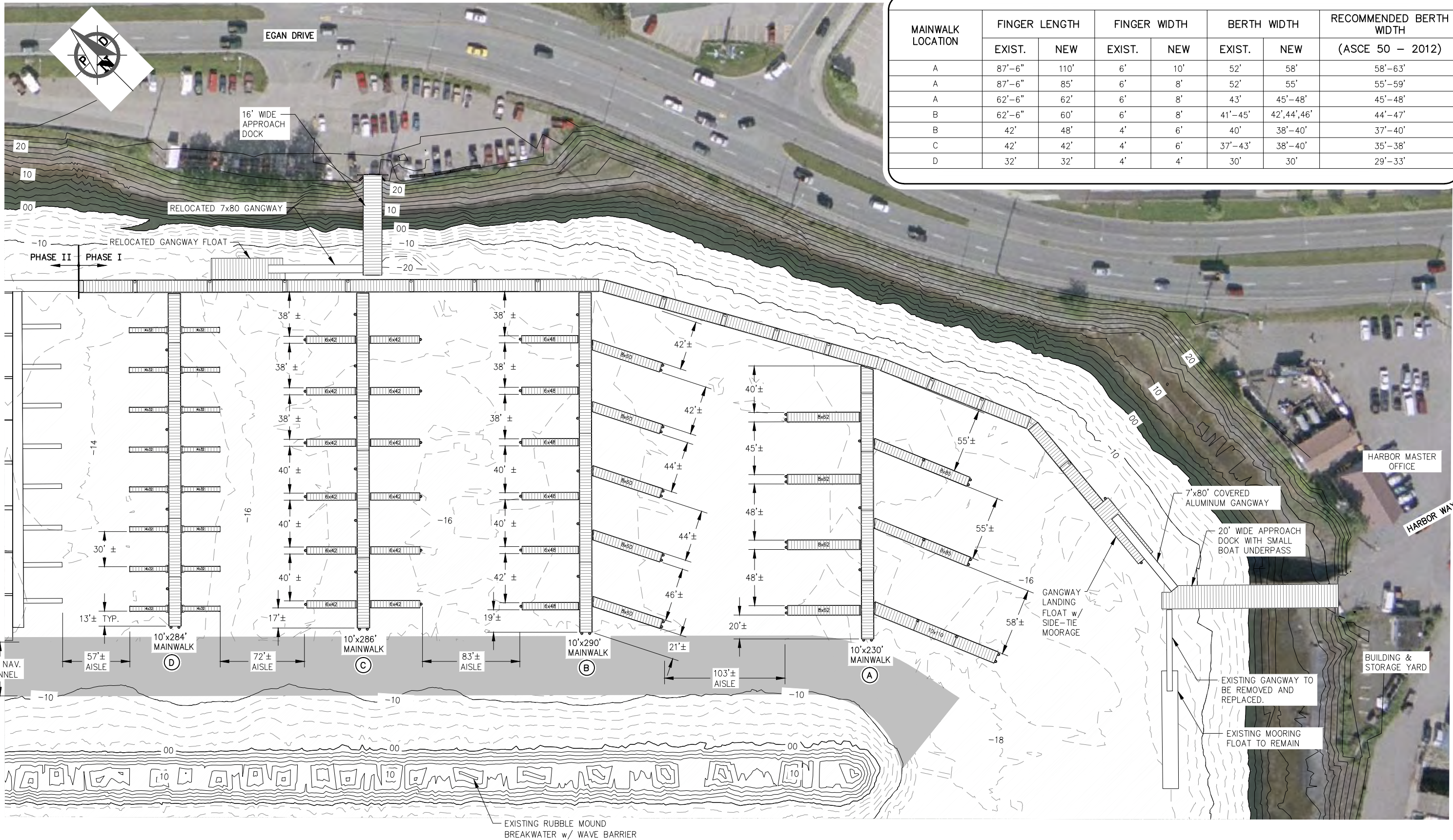
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OF 6

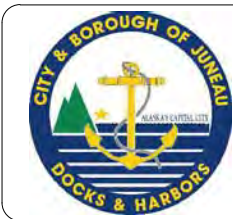
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0 40 80 FT.





MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 – 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110'	6'	10'	52'	58'	58'-63'
A	87'-6"	85'	6'	8'	52'	55'	55'-59'
A	62'-6"	62'	6'	8'	43'	45'-48'	45'-48'
B	62'-6"	60'	6'	8'	41'-45'	42',44',46'	44'-47'
B	42'	48'	4'	6'	40'	38'-40'	37'-40'
C	42'	42'	4'	6'	37'-43'	38'-40'	35'-38'
D	32'	32'	4'	4'	30'	30'	29'-33'



PROVIDE THE BEST BALANCE BETWEEN BERTH WIDTH AND FINGER WIDTH, WHILE MAINTAINING CURRENT BERTHS

- POSITIVE IMPACTS:
- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
  - INCREASED BERTH WIDTH - WHERE CONDITIONS ALLOW
  - MAINTAIN NUMBER AND GENERAL CONFIGURATION OF BERTHS
  - INCREASED FINGER WIDTH - SAFER & STRONGER

- CONCERNS:
- REDUCED BERTH WIDTH - SOME LOCATIONS
  - REDUCED NAVIGATION CHANNEL WIDTH



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CONTRACT NO. DH 12-160

DESIGN: MS      CHECKED: CRS  
DRAWN: WRB/LRG      APPROVED: CRS

SCALE: SCALE IN FEET  
0 40 80 FT.

SHEET TITLE:

OPTION 2

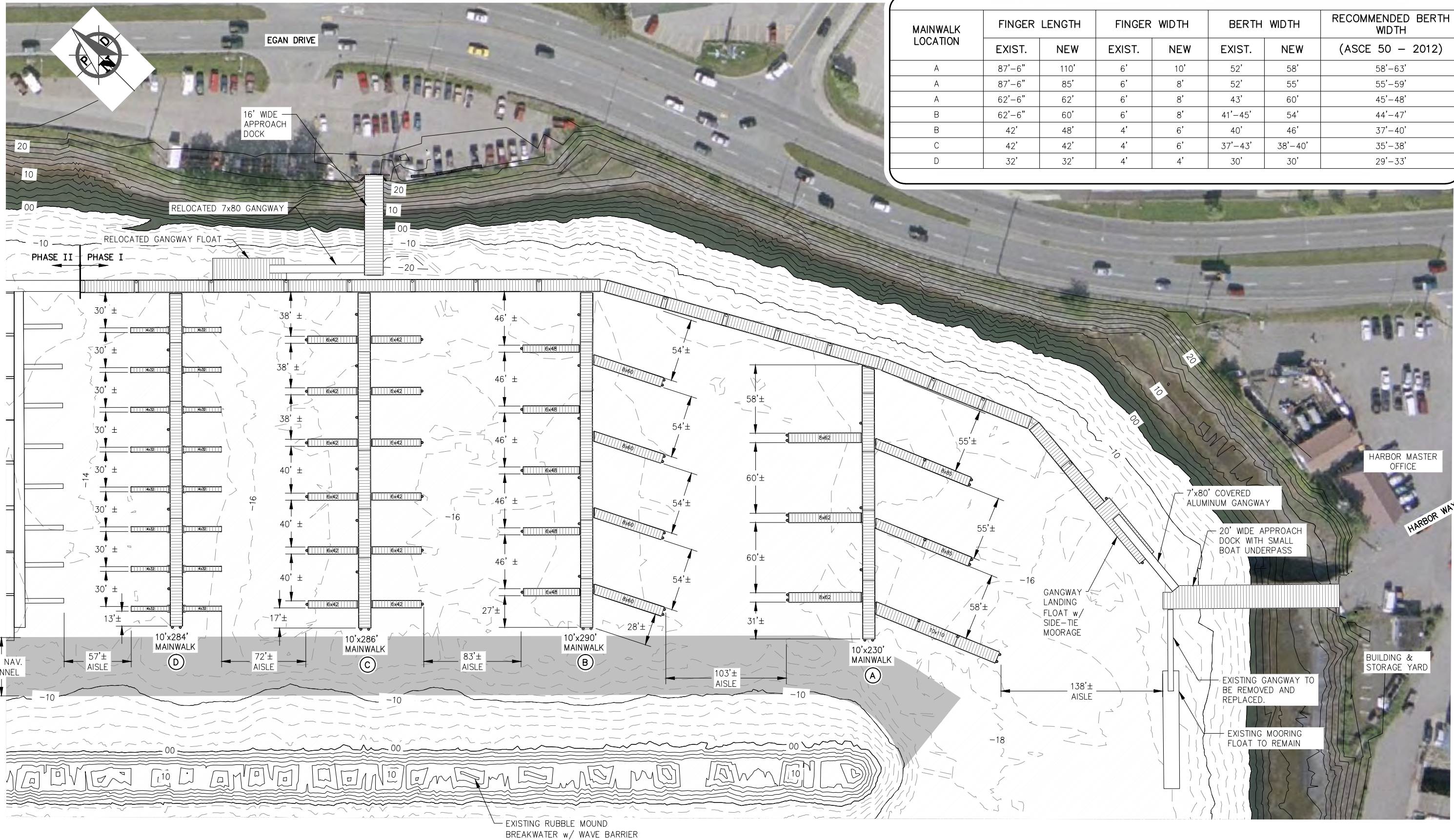
PN&D PROJECT NO.:122055

DWG. FILE:

O3

OF 6





MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 – 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110'	6'	10'	52'	58'	58'-63'
A	87'-6"	85'	6'	8'	52'	55'	55'-59'
A	62'-6"	62'	6'	8'	43'	60'	45'-48'
B	62'-6"	60'	6'	8'	41'-45'	54'	44'-47'
B	42'	48'	4'	6'	40'	46'	37'-40'
C	42'	42'	4'	6'	37'-43'	38'-40'	35'-38'
D	32'	32'	4'	4'	30'	30'	29'-33'



PROVIDE THE MAXIMUM POSSIBLE BERTH WIDTHS ON A & B FLOATS, AT THE COST OF LOSING 6 MOORAGE BERTHS

POSITIVE IMPACTS:

- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
- INCREASED A&B FLOAT BERTH WIDTH - FUTURE FISHING VESSELS
- INCREASED FINGER WIDTH - SAFER & STRONGER

CONCERNS:

- REDUCED BERTH WIDTH - C FLOAT
- REDUCED NAVIGATION CHANNEL WIDTH
- REDUCED MOORAGE BERTH - 6 TOTAL



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AURORA HARBOR REBUILD - PHASE I  
CONTRACT NO. DH 12-160

SHEET TITLE:

OPTION 3

PN&D PROJECT NO.:122055

DWG. FILE:

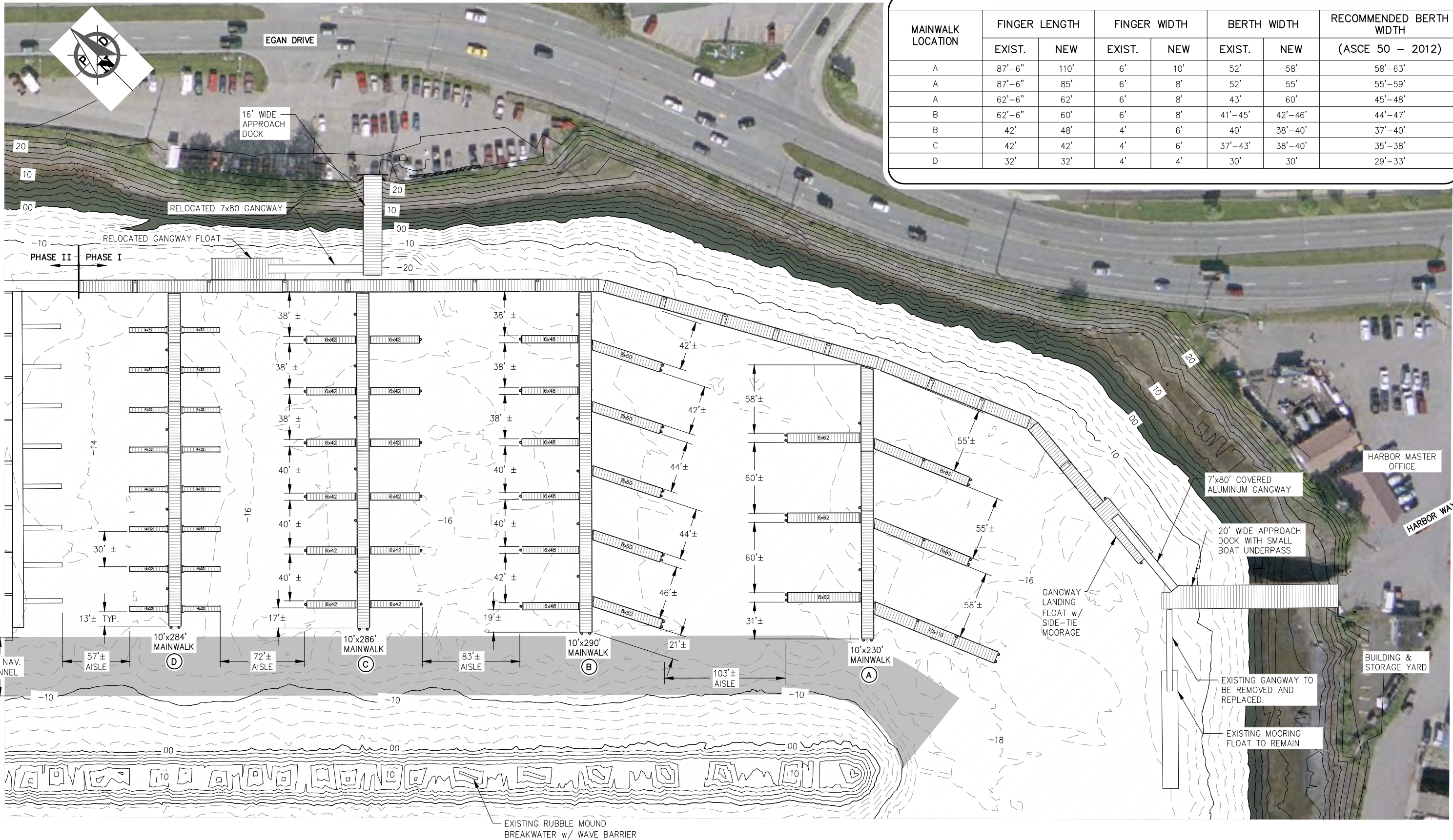
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OF 6

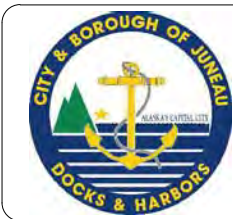
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SCALE: SCALE IN FEET  
0 40 80 FT.





MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 – 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110'	6'	10'	52'	58'	58'-63'
A	87'-6"	85'	6'	8'	52'	55'	55'-59'
A	62'-6"	62'	6'	8'	43'	60'	45'-48'
B	62'-6"	60'	6'	8'	41'-45'	42'-46'	44'-47'
B	42'	48'	4'	6'	40'	38'-40'	37'-40'
C	42'	42'	4'	6'	37'-43'	38'-40'	35'-38'
D	32'	32'	4'	4'	30'	30'	29'-33'



PROVIDE THE MAXIMUM POSSIBLE BERTH WIDTHS ON A FLOAT, AT THE COST OF LOSING 2 MOORAGE BERTHS

- POSITIVE IMPACTS:
- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
  - INCREASED A FLOAT BERTH WIDTH - FUTURE FISHING VESSELS
  - INCREASED FINGER WIDTH - SAFER & STRONGER

- CONCERNS:
- REDUCED BERTH WIDTH - C FLOAT
  - REDUCED NAVIGATION CHANNEL WIDTH
  - REDUCED MOORAGE BERTH - 2 TOTAL

**P****N****D**

ENGINEERS, INC.

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CONTRACT NO. DH 12-160

SHEET TITLE:  
**OPTION 4**

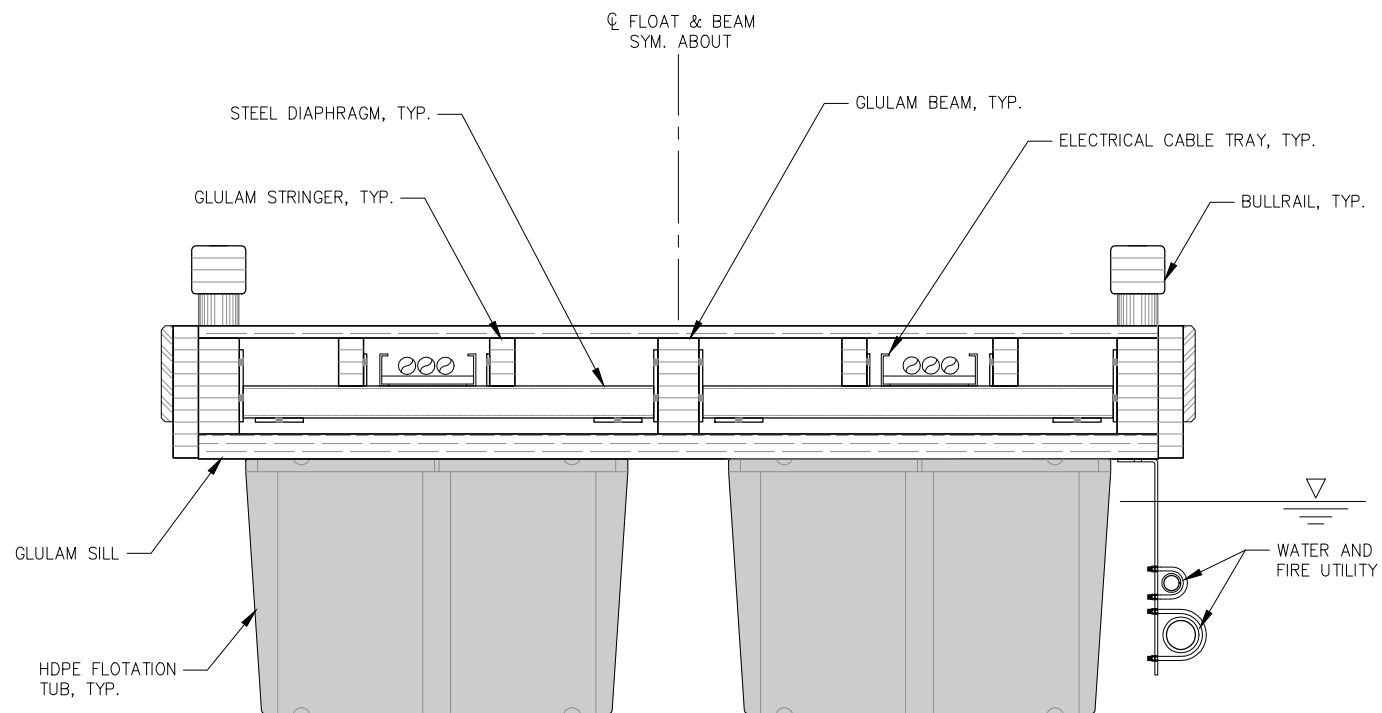
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**O5**  
OF 6

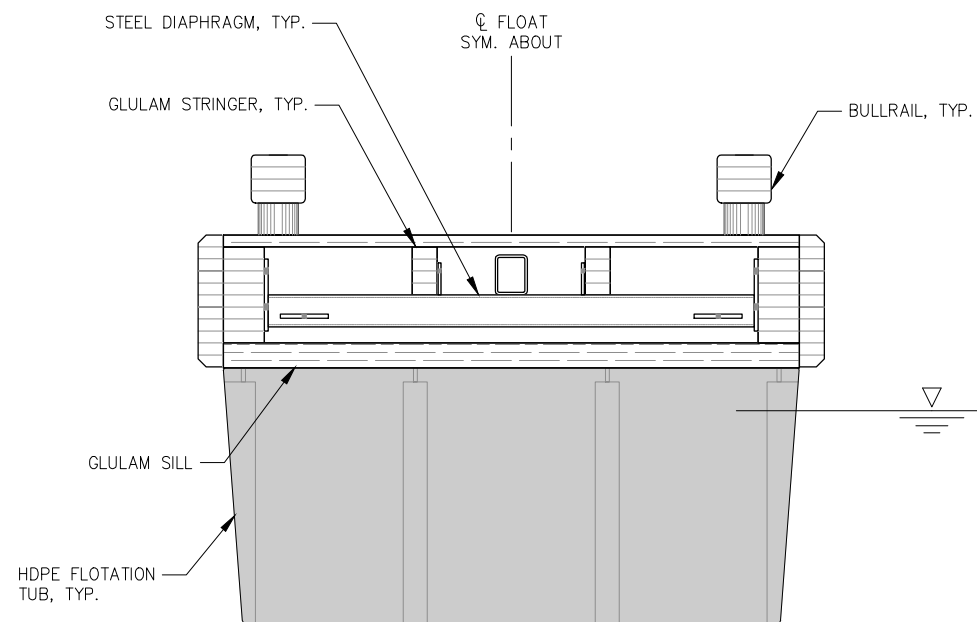
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DRAWN: WRB/LRG    APPROVED: CRS

SCALE: SCALE IN FEET  
0    40    80 FT.

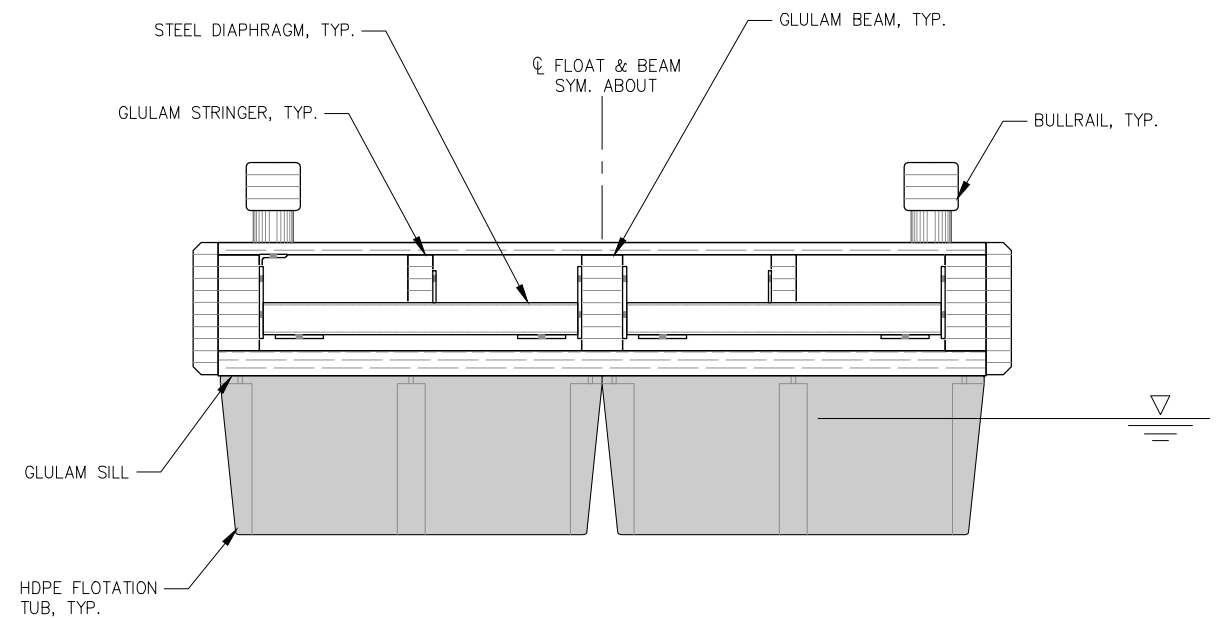




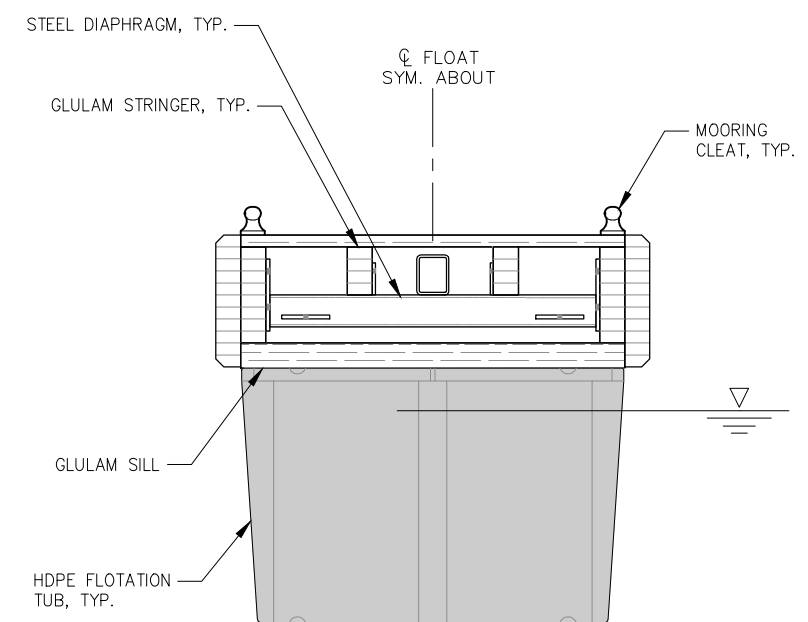
**10' MAINWALK FLOAT SECTION**



**6' FINGER FLOAT SECTION**



**8' FLOAT FINGER SECTION**



**4' FINGER FLOAT SECTION**



**FLOAT SYSTEM FEATURES:**

- MODERN DESIGN
- ALL TIMBER ABOVE WATER
- TOUGH POLY TUB FLOTATION
- HIGHER FREEBOARD FOR INCREASED ACCESSIBILITY
- LOW MAINTENANCE
- BULLRAIL GAPS TO PROVIDE ADA ACCESSIBILITY



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DESIGN: MS CHECKED: CRS  
DRAWN: WRB/LRG APPROVED: CRS

SCALE:

**CITY & BOROUGH OF JUNEAU, ALASKA**  
**AURORA HARBOR REBUILD - PHASE I**  
**CONTRACT NO. DH 12-160**

SHEET TITLE:

**FLOAT UNIT SECTIONS**

PN&D PROJECT NO.: 122055

DWG. FILE:

**O6**

OF 6





# AURORA HARBOR REBUILD

---

## PUBLIC COMMENTS

JUNEAU YACHT CLUB

JULY 26, 2013

PND 12055.01

### COMMENTS RECEIVED IN WRITING

Please see attached.

### COMMENTS RECEIVED DURING PUBLIC MEETING

Moorage Summary – Ph 2 End – 10' Mainwalk – Fire & Water Freeze Protection

Floatation – Re: Siltation change as a result of deeper float – but has gaps to promote flushing

Accessibility - Happy to see ADA Accessibility; Like that gangway is ADA accessible

Float Width - Support wider floats

Bullrail - Like gaps in bullrail; Like pipe bullrail versus square bullrail because they are easier to tie up to; but they are slippery in the winter and heavier than timber and more costly; maybe a 1 ½" or 2" radius on timber would make a nice bullrail

Smaller Vessel Moorage - Would Docks and Harbors consider Headwalk shoreside moorage for permanent moorage? The Docks and Harbors has no current plans, but will consider when that time comes.

Self-Rescue Ladders – Docks and Harbors could install them based on location. It's a preference. Removable, relocatable, perhaps?

Freeboard – Is there a safety hazard as a result of the higher freeboard? Is it possible to design handholds and footholds designed into the float to improve public safety?

Power and Lighting – Compliments on Statter Harbor lighting. Like power and electrical hookups

### COMMENTS RECEIVED VIA TELEPHONE

Matthew Sill (August 6, 2013) Telephone Conversation with Chuck Cohen\*\* who owns the Lady Barbara in C-26 float. He had a wide range of comments over an hour phone call which is summarized below.

He does not want any of the stalls to be reduced in width, and suggested that the last stall towards the breakwater be narrowed to increase stall width. While this would push the vessel towards the breakwater, he feels that there is sufficient room.

He believes very strongly that when a mainwalk has both wide and narrow stalls, that the wider stalls be located closest to the headwalk, as this area is the most constrained. Essentially, his point is that wider stalls are easier to maneuver into, and so should be located closest to the headwalk to offset the fact that maneuverability is worse in this area.

He also feels very strongly that all 24ft fingers be eliminated from the harbor, because these boats are all trailered, and because it would allow the addition of more 42 & 48 foot stalls. He would support the removal of one additional mainwalk in order to have more 42 and 48 ft stalls.

He likes option 1, because it doesn't narrow stalls from what he has now. He was also very supportive of deleting fingers in order to increase the stall width.

He had a suggestion regarding construction phasing that we could demo the fingers on the South side of E float, to allow wider fairways and possibly longer floats on C & D floats. These vessels could be relocated to the South end, and parked side tied against mainwalks where fingers have been removed.

He also suggested that the narrow stalls shown on option 2 could be workable if the fairways were wider.

He also suggested that the harbor should send out mailers to patrons to make them come to the planning meeting.

He pointed out that almost without exception, all vessels in the harbor are too long for the fingers they are tied to.

He suggested that we could increase fairway width by swapping the K float shown on the Master Plan with I or J float on the master plan. Since smaller boats would be using the float closest to the shore, the mainwalk could be moved closer to the shore relative to where it is shown on our master plan.

He believes that D float should be changed to 42 foot fingers, and that there are way too many 32 foot floats in the proposed system. He pointed out that you can put two small boats on a long finger, so it's not a problem if we have too many large slips.

*\*\*Mr. Cohen provided comments in writing. Please see attached.*

### PREFERENCE ON OPTIONS

Cohen Comment: Option 1 or Option 2

McPherson Comment: No Option Suggested.

Kadrlik Comment: Option 3

Peterson Comment: Option 1 or Option 2

Dore Comment: Option 1

Beier Comment: Option 1 or Option 2

Option 1 has strong support with 4 out of 5 (80%) commenters who selected an Option, selecting Option 1 as their first choice. Option 2 follows closely as 3 out of 5 (60%) commenters choose this Option as their second choice. One commenter selected Option 3 as their preferred choice (20%). No commenters selected Option 4. Of the six commenters, one commenter did not provide a comment in which an Option was selected.



# Comment Sheet

## Aurora Harbor Rebuild

The Aurora Harbor Rebuild Master Plan includes replacement of all moorage components. Due to the complexity of the project and available funding, the project will be completed in multiple phases. Minor modifications in stall size will account for changing moorage demands. No uplands improvements are proposed as part of this project. We're looking for your feedback regarding Phase I project elements. We encourage you to contact us today.

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

### Comments:

Plan to reduce berth width on Moorage on "C" Flot for some slips, and widen for others not good. I'm in C-26 with Long Beach, And if it were not for sailboat (narrow) next to me I could not get in & out, especially out - I back out all the way down the aisle as it is. If you need to widen certain stalls, do it further in the row, as the

Name

Address

Phone

Email

Chuck Cohen  
Box 020670, Juneau, Alaska 99802  
(907) 723-5151  
Kokzoff@Alaska.com

farther out  
Stalls are  
easier to  
maneuver into.

Also, we need more 40 foot plus stalls, and fewer smaller stalls. Boats are getting bigger and wider, and future use suggests more larger stalls, even if it means

Visit the Docks & Harbors website for more information and updates:

[www.juneau.org/harbors](http://www.juneau.org/harbors)

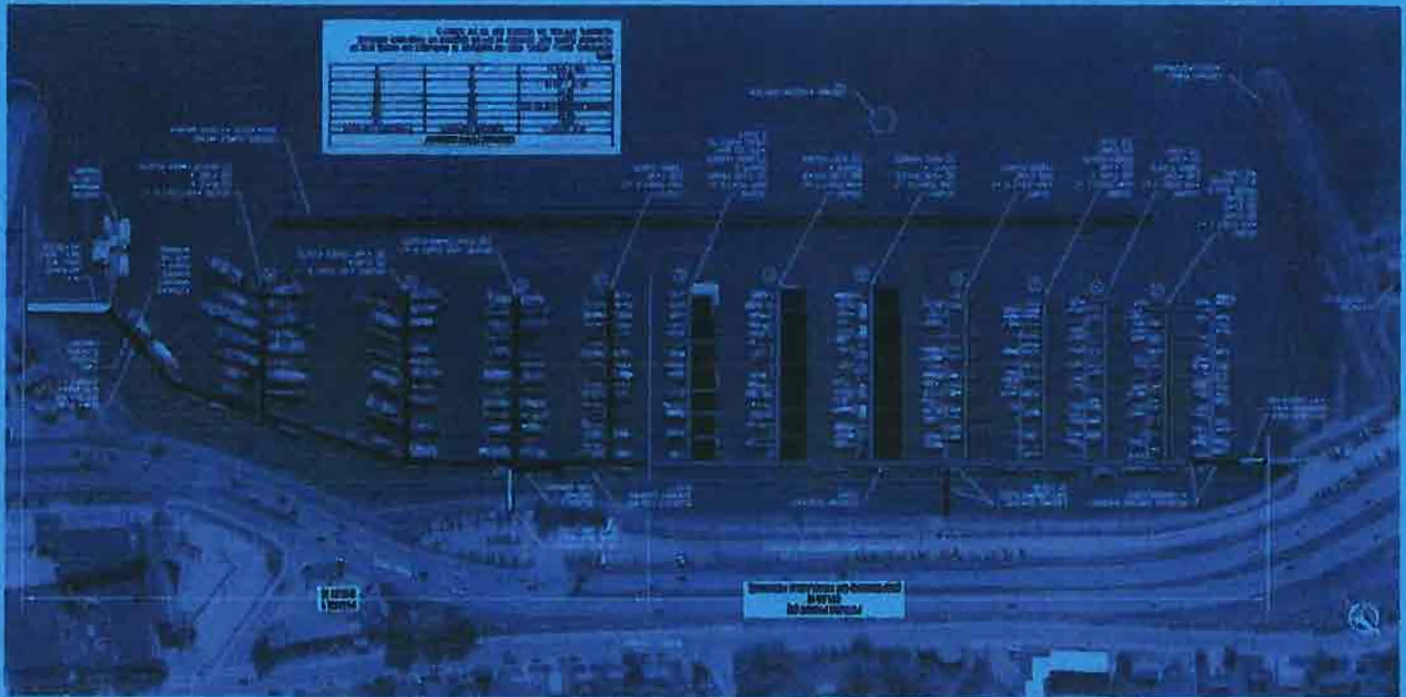
Fax this sheet to: 907.586.2099

Or email to [kmichelson@pndengineers.com](mailto:kmichelson@pndengineers.com)





MASTERS PLAN  
AURORA HARBOR REBUILD



factor ~~shores~~ streets, I  
Suggest moving boat houses  
to north, AND ADDING AN  
extra 40ft stall ~~on "D"~~ on "D"

Place  
Postage  
Here

Mail to:

Aurora Harbor Rebuild Project

c/o Ms. Kate Mickelson, Staff Engineer

P|N|D Engineers, Inc.

9300 Glacier Highway, Suite 100

Juneau, Alaska 99801

~~float~~ float, and ~~perhaps~~ perhaps  
"E" float ——— THANKS ———  
Couch ———

## Kate Mickelson

---

**From:** Matthew Sill  
**Sent:** Tuesday, August 06, 2013 9:38 AM  
**To:** Kate Mickelson  
**Subject:** Aurora Harbor Public Commentary

Kate,

This morning I received a call from Chuck Cowen(sp?) who owns the Lady Barbara in C-26 float. He had a wide range of comments over an hour phone call which I will summarize below.

He does not want any of the stalls to be reduced in width, and suggested that the last stall towards the breakwater be narrowed to increase stall width. While this would push the vessel towards the breakwater, he feels that there is sufficient room.

He believes very strongly that when a mainwalk has both wide and narrow stalls, that the wider stalls be located closest to the headwalk, as this area is the most constrained. Essentially, his point is that wider stalls are easier to maneuver into, and so should be located closest to the headwalk to offset the fact that maneuverability is worse in this area.

He also feels very strongly that all 24ft fingers be eliminated from the harbor, because these boats are all trailered, and because it would allow the addition of more 42 & 48 foot stalls. He would support the removal of one additional mainwalk in order to have more 42 and 48 ft stalls.

He likes option 1, because it doesn't narrow stalls from what he has now. He was also very supportive of deleting fingers in order to increase the stall width.

He had a suggestion regarding construction phasing that we could demo the fingers on the South side of E float, to allow wider fairways and possibly longer floats on C & D floats. These vessels could be relocated to the South end, and parked side tied against mainwalks where fingers have been removed.

He also suggested that the narrow stalls shown on option 2 could be workable if the fairways were wider.

He also suggested that the harbor should send out mailers to patrons to make them come to the planning meeting.

He pointed out that almost without exception, all vessels in the harbor are too long for the fingers they are tied to.

He suggested that we could increase fairway width by swapping the K float shown on the Master Plan with I or J float on the master plan. Since smaller boats would be using the float closest to the shore, the mainwalk could be moved closer to the shore relative to where it is shown on our master plan.

He believes that D float should be changed to 42 foot fingers, and that there are way too many 32 foot floats in the proposed system. He pointed out that you can put two small boats on a long finger, so it's not a problem if we have too many large slips.

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p. 907.586.2093 f. 907.586.2099  
[msill@pndengineers.com](mailto:msill@pndengineers.com) | [www.pndengineers.com](http://www.pndengineers.com)

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Immediately and delete this e-mail from your system.





# Comment Sheet

## Aurora Harbor Rebuild

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Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

### Comments:

Make Aurora Harbor more accessible to mobility-impaired users and the general public. I, Scott, use a wheelchair & a 30' accessible vessel.  
Suggestions:

1) Have "accessible" stalls for boats in assigned and transient moorage. Stalls such as this have no bullmarks or 4' gaps in them (on dock), are located on the main dock or have 5' wide fingers.

2) Improve ramps. Make them covered, with a metal base & non-slip surface. Make them at least 5' wide. Most importantly, make them so the slope is less than now (15° max would be nice), i.e. longer. Also, make the top hinge cover minimal and the bottom small end ramp piece friendly to a wheelchair.

3) A dock height of 16" or so is preferred for a vessel access w/ a side door or stern ramp. This is water surface to walking deck on dock.

Name

Scott & Denise McPherson

Address

PO BOX 240911, DOWELAS, AK 99824

Phone

586-6708

Email

dsmac@ak.net

Visit the Docks & Harbors website for more information and updates:

[www.juneau.org/harbors](http://www.juneau.org/harbors)

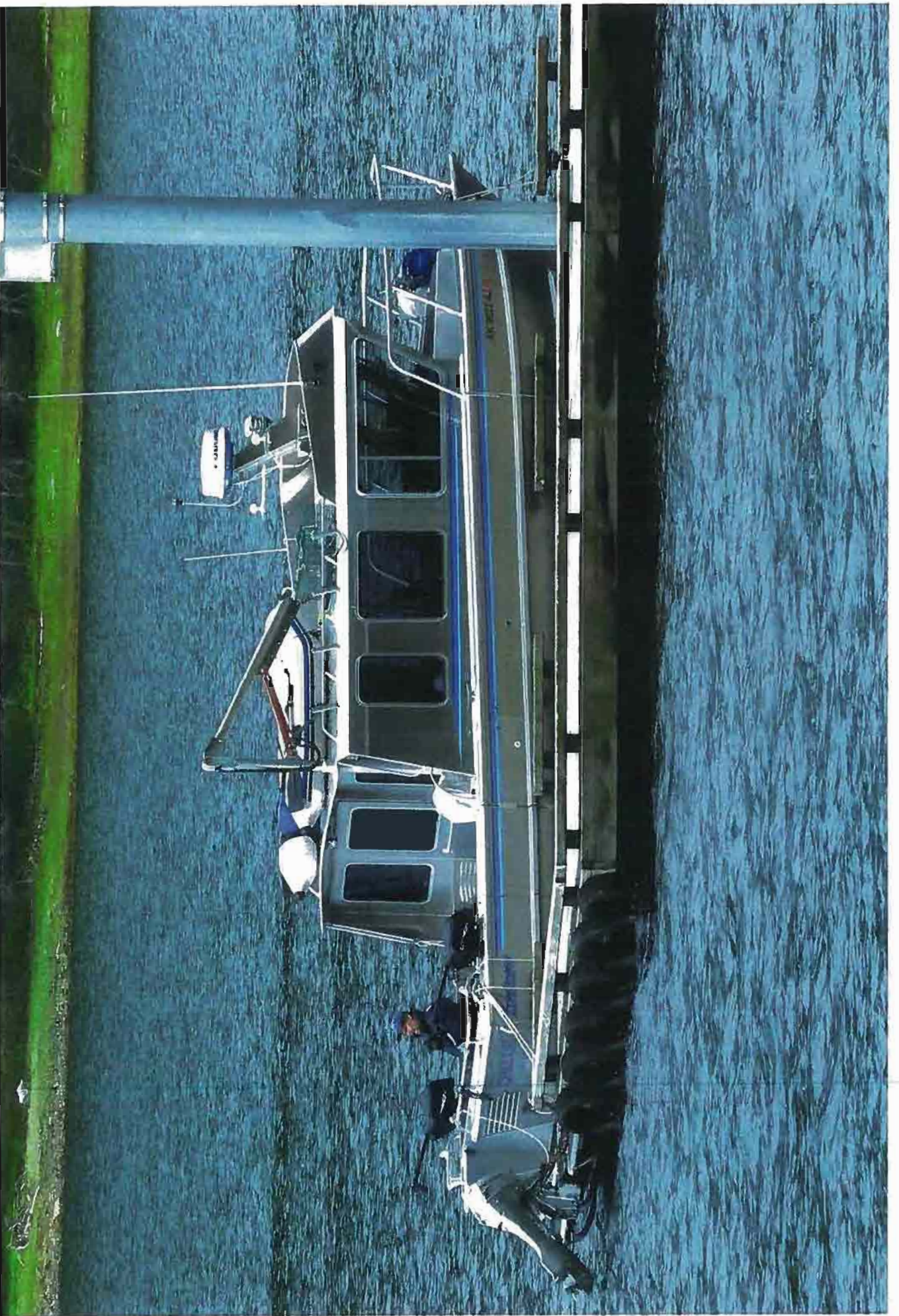
Fax this sheet to: 907.586.2099

Or email to [kmickelson@pndengineers.com](mailto:kmickelson@pndengineers.com)











## Kate Mickelson

---

**From:** Linda Kadrlik <adventuresafloat@gci.net>  
**Sent:** Thursday, August 08, 2013 10:42 AM  
**To:** Kate Mickelson; carl\_uchytil@ci.juneau.ak.us  
**Subject:** Aurora Harbor Rebuild

Hi Kate and Carl,

Thanks for the great opportunity to hear and respond to the options at your recent meeting. It was very informative, and I appreciate all the work that went into the presentations. I'm finally remembering to send our comments about the rebuild of Aurora Harbor via print. We favor Option 3, with more and larger spaces for larger vessels. The gentleman near the front who talked about enticing limit seiners to locate here permanently made a good point - that will bring increased revenue to Juneau. There are also other newer vessels that are being built wider, so the market seems to be there for larger spaces. Since this is a 50-year plan, it seems building for the future and larger vessels should be the focus, even though it might bring less opportunities for the small boats.

It seems that the increased use of the inside of the main float, adjacent to the highway, could provide additional space for smaller vessels, especially those that don't need to leave the harbor regularly. This could take the place of those small spaces being removed to provide for the larger spaces. There was mention of possible decrease in access, depending on certain tides, so those spaces might be offered at slightly lower moorage rates. If this space is utilized, there will be room for both the larger vessels the harbor is being built for as well as the smaller vessels.

The new float system sounds good, and the increased accessibility and low maintenance will be enjoyed by us all. The one comment about having the round bull rails flat on top sounds promising - it might make for less slipping when stepping onto the floats from the vessels. Keep up your good work, and I know we will all enjoy the newly rebuilt Aurora harbor. Francis and Linda

Adventures Afloat  
Francis and Linda Kadrlik  
4950 Steelhead, Juneau, AK 99801  
(800) 3AFLOAT, (907) 789-0111  
FAX: (907) 789-3312  
<http://home.gci.net/~valkyrie>



# Comment Sheet

## Aurora Harbor Rebuild

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Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

Comments:

SEE ATTACHED TEXT -

I ONLY USE APEN TO SIGN THINGS

MOSTLY BIRTHDAY CARDS

(APEN DON'T HAVE SPELL CHECK)

I VOTE FOR OPTION 1 - OR TWO

~~FOR TWO~~  
(WITH SUGGESTIONS)

Name

RUSSELL PETERSON

Address

1687 HARBOR WAY

Phone

321-3663

Email

RUSSELL.PETERSON@ALASKA.NET

Visit the Docks & Harbors website for more information and updates:

[www.juneau.org/harbors](http://www.juneau.org/harbors)

Fax this sheet to: 907.586.2099

Or email to [kmickelson@pndengineers.com](mailto:kmickelson@pndengineers.com)

## Russell J. Peterson

---

To: Docks and Harbors  
Subject: Aurora Harbor Rebuild

First of all I live here in Juneau, I am a live aboard on "A" Float and I have lived in Aurora Harbor longer than anywhere on land.

I have owned and restored 3 - 65' vessels in my time(s) living in Aurora Harbor spanning since the 1980's

**My first choice is option 1 followed by option 2**

My suggestion would be to move the main float closer to shore 10 feet or so if you decide on OPTION 2 so no stalls are made "smaller" – simple.

**Options 3 and 4 are wasteful and stupid.**

The Corps of Engineers guys told me this year when they surveyed that due to isometric rebound Aurora Harbor is "Rising" (going dry) at the rate of almost 3 feet every 30-40 Years.

VESSELS ON "A" FLOAT ALREADY GO DRY AT LOW TIDE.

The Alaska Pirate pride vessel is "too Big" for Aurora for many reasons and is a hazard to the facility in that the 1 time (one) that they forget to loosen their ropes when the tide goes out, the vessel touches bottom and rises 8 feet out of the water or so – the dock will be dangling from the side of that boat destroyed with the Princeton Hall dragged right into the mess. The "Existing" harbor is not designed to be a Grid – the new one will also not be designed for 100+ Ton Vessels LEANING and PUSHING against the pilings like they are on the grid.

Another dumb reason for larger wider stalls I have heard was to "attract" the fishermen "back" which has to be the absolute DUMBEST reason ever presented, and defended:

- 1) The Fishermen HATE us – and FLIP US OFF with their Fish Tenders "Anchored" out in the channel buying up their fish – many never stepping foot in Juneau let alone tying up. Juneau ran off the fishing fleet, to speak of many many years ago.
- 2) Juneau has the HIGHEST STALL RENT IN THE STATE
- 3) Juneau has the LOWEST FISH PRICES IN THE STATE
- 4) Juneau has NO PURSE SEIN FISHERY and any purse sein boats only "PASS THRU" for a few days "ONCE A YEAR"

Is this clear? Bigger wider stalls to accommodate bigger wider (and deeper) Boats in a harbor that is going dry with ZERO fishing boats to support it – yet someone had the Brilliant Idea to displace 8 Permanent Stall Owners for the absolute dumbest idea I have ever heard.

Aside from the fact that "Due Process Failed" in this instance – there is a very real property right issue raised and ruled upon for the "Boat House Owners" which I would argue cannot be treated differently than other "Permanent Stall Owners" without Boat Houses because this is still a Public Harbor and the public trust doctrine very much applies to everyone. So the Property Ownership rights granted Boat House owners must be equally applied to all Permanent Stall Owners as a matter of law.

Also for instance "Vern" on the Sultana has an enterprise engine that must be stopped and started "in gear" (totally shut down) for each maneuver – so he NEEDS his slip that he has had for maybe 30 Years... Harlan on the Leota as well and many more. So I feel we "permanent stall owners" have a right to see "where our vessels, and boats will end up" represented in each drawing BEFORE we can accurately vote or Accurately offer public comment.

I cannot and will not vote for any option that could, and WILL result in any harbor patron being displaced "not knowing who, or where" is absolutely a legal challenge(s) just waiting to happen and could very easily halt the "Entire Project" for many reasons.

We already were told the harbor would be rebuilt "as-is" at a cookie and cake pony show with a HUGE drawing on the wall – now?

Now there are 4 "NEW" Plans to choose from to slow up the process even more, and quite possibly cause a hold to be placed on the ENTIRE PROJECTS? This is all so basic, and simply unacceptable for all the above reasons.

The "existing Harbor" footprint is NOT the place for wider bigger stalls, if we want bigger wider stalls someday good money spent would "Then" be to drag the existing breakwater out into the channel to provide an even more Solid Base to pound a few heavy duty pilings for a floating breakwater from the point by the cranes to the yacht club corner to corner. Then "AS WE CAN AFFORD IT" we can add "DEEPER" Wider Stalls – HUNDREDS of them if you want – without displacing any Existing Harbor Patrons or Permanent Stall Owners. Zero.

Then vessels, and boats which are too DEEP, or too WIDE for the existing harbor can be built out from this original and newly built Aurora Harbor fingers "as we can afford them" and "as the need arises"

ALLLLLLLLLL These slips are FULL already – and there is a waiting list 20 YEARS long and some genius wants to REMOVE 8 Slips?

Even merely "Displacing" those permanent stall owners to other places within the "harbor system" still REMOVES almost \$50,000 from "Aurora Harbor Generated Revenue – for ZERO GAIN.

60' wide Stalls in Option 3 and 4 are wasteful – show us the footprints of "Existing Vessels, and Boats in those Stalls" and you will see 30 FEET "BETWEEN BOATS" is a joke. Most Boats are under 20 feet wide – FACT.

Another Fact I called Delta Boats, and a DOZEN Others to ask about this claim "boats are getting wider" – they LAUGHED. They said "ONLY PURSE SEINERS" – which again, JUNEAU HAS NO PURSE SEIN FLEET OR FISHERY except for the 5 DAYS they "pass thru" to drink beer and buy groceries – THEN LEAVE. The boat manufacturers that I called told me the OPPOSITE – boats are becoming more "streamlined" for Fuel Economy! So wow – someone is sure grasping for straws to sell this wider dumber stalls idea. Seriously.

Bigger wider stalls in Aurora to replace the existing harbor is a TERRIBLE idea. Dumbest I have heard for YEARS – especially when people have talked about hearing that "All Stalls Will be Reassigned" By either Seniority or even get this: "A LOTTERY SYSTEM" HAahaha

Wow – amazing. I am not the only one who views such crazy talk as "Litigation waiting to happen" that very well could, and very likely Would end up in a complete stop being ordered on the entire project until those issues are resolved.

So you got money to "REBUILD A HARBOR" – so lets get on with it, and rebuild it – not "redesign it" because options 3 and 4 fail on Every Level and as I said – would wrongfully displace long time Paying Permanent Stall Owners some of whom were on "Waiting Lists" for over 20 YEARS to "get" the stall they own. I cannot more strongly support "Doing as we already decided at the cookie and cake pony show" because without knowing who gets displaced, to where and such things is exactly how harbor projects get stopped like the Douglas Harbor – now if you guys are serious about "Rebuilding Aurora Harbor" then lets "Rebuild it" – because options 3-4 could very easily make us LOSE The entire project.

If options 3 or 4 are chosen someone will challenge it, possibly win an injunction, and very well cause a mess that is easily avoidable if we merely "DO AS WE PLANNED AND ADVERTISED" Most people have no idea about these changes to the plan that was so well publicized LAST YEAR. I sure did not until only a week ago.

THE NOTICES COULD HAVE BEEN PRINTED ON OUR MONTHLY INVOCES "GO TO THIS WEB URL TO DOWNLOAD IMPORTANT INFORMATION"



But they didn't. The URL was so hard to find even Kim the City Manager could not find it, Zach on the Grandure had to Call Carl for help finding it and when Carl could not even find it Zach pointed it out "if he cant find it...how could anyone else be expected to"

Don't get me wrong, I want a "rebuilt Harbor" – I do NOT want a "Re-Designed" harbor for absolutely false and misleading reasons for ZERO BENEFIT.

THE STALLS BEING DISCUSSED ARE ALL OWNED WITH ONLY 1 EMPTY STALL AND A WAITING LIST OF AROUND 20 YEARS FOR "A" FLOAT – TO LOSE @ SLIPS ON "A" FLOAT will not solve anything, it serves no benefit or purpose, and makes the moorage situation even WORSE than it is right now with all the slips full.

THE MONGOOSE IS MERELY HOT BERTHING ON "A" FLOAT UNTIL "NEXT MONTH" – so even that boat being SHOWN in the drawing is misleading and another very mitigating circumstance towards putting a stop to this nonsense talk ASAP and go forward with the "REBUILD" project that we alllllllll Already were presented with and digested with Cookies.

**Russell "Josh" Peterson**

M/V SEAL

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Home/FAX: (907)463-3664

Google Voice: (206) 659-1926

Skype Username: **mvseal.com**

<http://mvseal.com>





# Comment Sheet

## Aurora Harbor Rebuild

The Aurora Harbor Rebuild Master Plan includes replacement of all moorage components. Due to the complexity of the project and available funding, the project will be completed in multiple phases. Minor modifications in stall size will account for changing moorage demands. No uplands improvements are proposed as part of this project. We're looking for your feedback regarding Phase I project elements. We encourage you to contact us today.

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

### Comments:

First off I would like to say, great job in putting together the different options for the Aurora Harbor Rebuild.

I have been a harbor user since 1965 between Douglas and Aurora Harbors. I have owned, starting from a 14' skiff to a 47' pleasure vessel - numerous commercial fishing vessels over the years. Lately I have been operating a 65' charter vessel out of Aurora Harbor during the summer months, the last 6 years.

After looking over the different options I would like to see the Harbor Board pursue OPTION 2. In doing so, keeping the same number of larger stalls will enable me to keep using Juneau as my base of operations during the summer months.

Thank you

Name

William H Dore

Address

600 S+ Anns Unit 4 Douglas, AK 99824

Phone

907-723-8911

Email

buddydore@hotmail.com

Visit the Docks & Harbors website for more information and updates:

[www.juneau.org/harbors](http://www.juneau.org/harbors)

Fax this sheet to: 907.586.2099

Or email to [kmickelson@pndengineers.com](mailto:kmickelson@pndengineers.com)



## Kate Mickelson

---

**From:** Carl Uchytel <Carl\_Uchytel@ci.juneau.ak.us>  
**Sent:** Thursday, August 15, 2013 9:40 AM  
**To:** 'seabear@alaska.com'  
**Cc:** Ashley Bruce  
**Subject:** FW: Web Form Mail:Aurora Harbor Rebuild Master Plan

LaVern,

Thank you for taking time to correspond with us and the shoaling report off the stern of the SULTANA. I will ensure your comments are provided to the Operations & CIP Committee next week. Currently we have insufficient funding to undertake a major dredging project in Aurora Harbor but I am committed to making constant improvements. I am also open to ideas regarding being more accommodating to our harbor patrons, so feel free to contact me or the Harbormaster or the Aurora Harbor Supervisor. Finally, I will have a renewed interest next time I walk by the last Bristol Bay Monkey Boat!

Sincerely,

Carl  
Carl J. Uchytel, PE  
Port Director  
Port of Juneau  
907.586.0294

**From:** [seabear@alaska.com](mailto:seabear@alaska.com) [<mailto:seabear@alaska.com>]  
**Sent:** Wednesday, August 14, 2013 11:00 PM  
**To:** Carl Uchytel  
**Subject:** Web Form Mail:Aurora Harbor Rebuild Master Plan

**Sender:** LaVern Beier

**Email:** [seabear@alaska.com](mailto:seabear@alaska.com)  
**Telephone:** 907-463-5856

**Subject:** Aurora Harbor Rebuild Master Plan

**Message:**

Greetings, I'd like to comment on the Aurora Harbor Rebuild Master Plan. I moor the 65 ft tug 'Sultana' in Aurora Harbor and I have also been a live aboard in Aurora since 1984. Over the decades few improvements have been done on the Aurora Harbor floats. In my view the continual and gradual deterioration of Aurora harbor combined with continual rising moorage fees has contributed to fewer out of town boat owners to seek moorage in Aurora when other communities in SE Alaska are better hosts and more accommodating on many levels. In my view there are only two practical options for the Aurora Harbor Rebuild this being: Option 1 or Option 2. Unless it is in the plan to dredge more of the inner harbor there are limited areas in the harbor with depths to accommodate large vessels drawing certain depths during low or minus tides than what currently exists. In addition, there is a bar that extends across the primary navigating channel between the starboard stern of the Sultana and the breakwater where over the decades numerous vessels of varying sizes and depths that have been observed bouncing off the bottom, grinding up the bottom with their props or completely grounding. On a personal note; my vessel the Sultana, is the last existing Bristol Bay Monkey Boat...powered by a rare Atlas Imperial direct reversible engine. For the safe navigation and stall requirements of this vessel and engine it would be suited best with an outside configured stall. Thank you for the opportunity to comment. Best regards, LaVern Beier

## Carl Uchtyl

---

**From:** Russell J. Peterson <russell.peterson@alaska.net>  
**Sent:** Thursday, August 22, 2013 10:37 AM  
**To:** Carl Uchtyl  
**Cc:** Dwight Tajon; Dolly Raster; Kim Kiefer; dkmertz@ak.net  
**Subject:** CORRECTION - RE: Nothing Personal

Nothing personal about this at all.

I would like this added to my public comment please if possible made available to the board for this evenings meeting:

Its unthinkable to even Suggest any "Bigger Wider Stalls" when the existing stalls are full – and will BE full with the current Stall Owners for about the next 20+ Years, or More. Same boats. Bigger Wider Stalls to "Attract Bigger Wider Vessels" into Aurora Harbor when the stalls are full, and fully occupied by a waiting list some 20 YEARS long... in which Vessels you have already assigned slips GO DRY at low tides. DRY! (See attached photos) Also notice the how the vessel is leaning out/away from the dock pulling the finger with it causing sideway stress not designed (or suited) by any Floating dock or Finger. (Unlike a grid) So I am amazed that **anyone** would suggest Bigger Wider Slips when the **ALL the Vessels** already here are ALL less than 20' wide and go dry posing a hazard beyond that in the event of a fire the vessel cannot exit the harbor while stuck in the mud 3-5 feet out of the water – and some ding dong wants to put bigger wider boats in Aurora Harbors "Existing Footprint" is hands down the Dumbest idea I have heard in a very long time. Before considering "displacing" 8 Existing Permanent Stall Owners. Worth mentioning is the finger its tied to "We" have repaired TWICE IN THE PAST 5 YEARS to replace Foam because the foam slid to one side, then the other and now risk repairing it AGAIN? Possibly even BEFORE we get a "Rebuilt New" Harbor? Seriously? Beyond the 50 amp AND 30 amp power that could be damaged and risk damaging the brand new power pedestal its plugged into, the same Pedestal that the Alaskan Grandure plugs into in the winters – or Used To because the last "Engineer Genius" that gave us a 3+ Million Dollar Power upgrade for Aurora Harbor put in 1 (one) 150amp breaker to power 5 (Five) Power Pedestals. The punch line? EACH PEDESTAL DRAWS 160+ AMPS! "Each Pedestal" draws MORE than the rated breaker that powers each side of "A" Float which is 4-5 Power Pedestals Each Side! That is 800 TOTAL AMPS – running off ONE 150amp Breaker = One Each Side of "A" Float.

So I have legitimate concerns about any "Brilliant Ideas" beyond simply rebuilding Aurora Harbor as planned. Nothing personal.

These photos were taken after the tide had started coming back in, and was not an Extreme Low tide rather common incoming minus tide.







**Russell "Josh" Peterson**

M/V SEAL

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<http://mvseal.com>





August 20, 2013

PND 102081.05

Gary Gillette  
Port Engineer  
CBJ Docks & Harbors Department  
155 South Seward Street  
Juneau, Alaska 99801

Subject: Cruise Ship Terminal Staging Area Improvements Phase II  
Contract Administration and Inspection Services Proposal – Rev 1.

Dear Mr. Gillette:

PND Engineers, Inc. (PND) along with our local subconsultants: Haight & Associates, Inc. (HAI), Wilson Engineering, Inc. (WEI), Jensen Yorba Lott (JYL) and Corvus Design, are pleased to provide this revised fee proposal for engineering services during construction of the Cruise Ship Terminal Staging Area Improvements Phase II. We have prepared the enclosed fee breakdown for the engineering tasks we anticipate based on our past experience with projects of a similar nature and the contract completion schedule. This proposal has been prepared following D&H review comments yet in advance of actual work schedule discussions with the CBJ's construction contractor.

Our proposal anticipates the Work will be completed within the contract completion schedule. We will cover onsite inspections, assuming one full time inspector working on average 50 hours/week covering one shift/day for 20 weeks. We have included budget for material testing of soil, concrete and asphalt. We have not included budget for double shift coverage. We will address design, construction and quality assurance issues efficiently and promptly to avoid costly project delays for the CBJ.

We hope that we have perceived your needs appropriately and offer the attached scope and fee proposal breakdown for your consideration. Due to normal uncertainties associated with the Contractor's performance, we propose to contract on a time and expenses (T&E) basis in accordance with our May 2013 billing rates. We will monitor expenditures with you on a monthly basis and will not exceed the estimated budget without your prior written authorization.

Feel free to call me at any time should you have any questions or need additional information regarding this proposal. We look forward to working with you towards the successful completion of this project.

Sincerely,

PND Engineers, Inc. | Juneau Office

A handwritten signature in blue ink, appearing to read 'Dick Somerville'.

Dick Somerville, P.E.  
Vice President

Enclosures



**PND Engineers, Inc.**  
**Cruise Ship Terminal Staging Area Improvements - Phase II**  
**Engineering Services Fee Proposal - August 20, 2013**  
**Contract Administration and Inspection Services during Construction**  
**PND Project No. 102081.05**

**Scope of Services**

Scope of Services	PND Senior Engineer VII	PND Senior Engineer III	PND Senior Engineer I	PND Staff Engineer IV	PND Tech V	PND Tech IV	WEI Principal Engineer	WEI Senior Engineer	Line Item Costs	Task Subtotal Costs
	\$180.00	\$130.00	\$110.00	\$100.00	\$105.00	\$90.00	\$155.00	\$115.00		
ANTICIPATED TASKS										
1. Project Management - Contract and subcontract agreements, direct subconsultants , PND/CBJ correspondence, administrative & clerical support	16					8	4		\$4,220	\$259,340
2. Prepare for & Conduct Preconstruction Conference, Prepare Minutes	4	2						2	\$1,210	
3. Structural Submittal Reviews - concrete reinforcement, structural steel, railings and connection hardware.	4		24	8		2			\$4,340	
4. Civil Submittal Reviews - upland improvements, water, drainage, concrete mix designs, grading plans.	4		16	24		4			\$5,240	
5. Design assistance for scope changes, unanticipated site conditions, review proposed substitutions, coordination with utilities.	8		24	24	8	4			\$7,680	
6. Attend weekly progress meetings with CBJ & Contractor	12		24						\$4,800	
7. Project Engineering: On site construction inspections w/ daily reports & photos - assume 1 inspector on site 20 weeks at 50 hrs/wk through substantial completion, including special inspections for concrete and structural.	16	1000				16			\$134,320	
8. Office Engineering: Project startup, CA/CI file system, prepare & review contract correspondence, pay applications, change orders, RFI's, DCVR's, grade inspection assistance, materials testing & project meetings.	16						16	582	\$72,290	
9. Substantial Completion Inspection & Prepare Final Punch List	4		4						\$1,160	
10. Punch List Inspections through final completion & contract closeout documentation	4	80						80	\$20,320	
11. Transfer contractor provided as-built data to electronic files	2		8		24				\$3,760	
Total Estimated Manhours	90	1082	100	56	32	34	20	664		
Estimated Third Party Expenses										
Haight & Associates	Electrical Engineering Services								\$8,000	\$26,870
Corvus Design	Landscape Services								\$8,030	
JYL	Architectural Services								\$1,765	
Materials Testing	Independent Lab Testing Allowance - Gradations, densities, concrete & ACP testing.								\$6,575	
Misc. Expenses	Job consumables, fuel, freight, small tools, field supplies, etc.								\$2,500	
Total Estimated T&M Fee										

Note: This budget assumes single construction shift, 20 weeks @ 50 hours /wk.



**PND ENGINEERS, INC**  
**STANDARD RATE SCHEDULE**  
**EFFECTIVE MAY 2013**

<u>Professional:</u>	Senior Engineer VII	\$180.00
	Senior Engineer VI	\$165.00
	Senior Engineer V	\$150.00
	Senior Engineer IV	\$140.00
	Senior Engineer III	\$130.00
	Senior Engineer II	\$120.00
	Senior Engineer I	\$110.00
	Staff Engineer V	\$105.00
	Staff Engineer IV	\$100.00
	Staff Engineer III	\$95.00
	Staff Engineer II	\$90.00
	Staff Engineer I	\$85.00
	Senior Scientist	\$110.00
	Senior Environmental Scientist	\$105.00
	Environmental Scientist	\$90.00
	GIS Specialist	\$90.00
<u>Surveyors:</u>	Senior Land Surveyor	\$105.00
	Land Surveyor I	\$95.00
<u>Technicians:</u>		
	Technician VI	\$125.00
	Technician V	\$105.00
	Technician IV	\$90.00
	Technician III	\$80.00
	Technician II	\$70.00
	Technician I	\$45.00
	CAD Designer V	\$95.00
	CAD Designer IV	\$85.00
	CAD Designer III	\$70.00



# WILSON ENGINEERING INC.

175 South Franklin Street, Suite 300, Juneau, Alaska 99801

(907) 586-2100, FAX (907) 463-4193, email: wileng@gcl.net

August 13, 2013

Mr. Dick Somerville, P.E.  
P|N|D Engineers, Inc.  
9360 Glacier Highway, Suite 100  
Juneau, AK 99801

Re: Cruise Ship Terminal Staging Area Improvements – Phase II  
Contract Administration & Inspection Services  
Fee Proposal

Schedule of CA & Inspection Work: September 1, 2013 – June 30, 2014

Wilson Engineering will provide John Hollatz, P.E., CWI, as the Office Engineer and Field Inspector. John is certified as AK-CESCL, WAQTC AsTT, CTT, DTT, AkST, AWS-CWI, and ASNT-ACCP Level II to provide Construction Inspection duties, as required.

8/20/13  
REV.

1. September 1, 2013 – September 30, 2013 (4 weeks)

John Hollatz: CA/Office start up, pre-con meeting, pre-construction photos, property owner notifications, submittals, correspondence, meetings

10 hrs/week x 4 weeks x \$115.00/hr =

Project meetings, inspection and reports

Jeff Wilson, P.E. – 4 hrs x \$155/hr =

~~\$4,000.00~~ 3680

\$ 620.00 620

~~\$5,220.00~~ 4300

Subtotal

2. October 1, 2013 – December 31, 2013 (12 weeks)

Office Engineer, weekly meetings grade inspections, testing, and reports

John Hollatz, P.E. – 20 hrs/week x 10 weeks x \$115.00/hr =

Project meetings, inspection and reports

Jeff Wilson, P.E. – 12 hrs x \$155/hr =

\$ 23,000.00

~~\$ 1,860.00~~ 1240

~~\$24,860.00~~ 24,240

Subtotal

3. January 1, 2014 – February 28, 2014 – WINTER SHUTDOWN (8 weeks)

Office Engineer,

John Hollatz, P.E. – 4 hrs/week x 8 weeks x \$115.00/hr =

\$ 3,680.00 ✓

4. March 1, 2014 – May 2, 2014 – Substantial Completion (8 weeks)

Office Engineer, weekly meetings grade inspections, testing, and reports

John Hollatz, P.E. – 20 hrs/week x 8 weeks x \$115.00/hr =

Project meetings, inspection and reports

Jeff Wilson, P.E. – 12 hrs x \$155/hr =

~~\$46,000.00~~ 36,800

~~\$ 2,480.00~~ 1240

~~\$48,480.00~~ 38,040

Subtotal

5. May 3, 2014 – June 30, 2014 – Final Completion & Project Closeout

Office Engineer, weekly meetings grade inspections, testing, and reports

John Hollatz, P.E. – 80 hrs x \$115.00/hr =

\$ 9,200.00 ✓

6. Project testing and expenses

16 sets - concrete strength tests (4 cylinders/test @ \$200/set) =

2 soil proctors x \$600/ea =

2 soil gradations x \$200/ea =

Nuclear Density gage =

Water Bact-Tee Test =

A.C. Pavement Oil Extraction, gradation, & Rice, 1 tests x \$700/ea. =

\$ 3,200.00

\$ 1,200.00

\$ 400.00

\$ 1,000.00

\$ 75.00

\$ 700.00

Subtotal

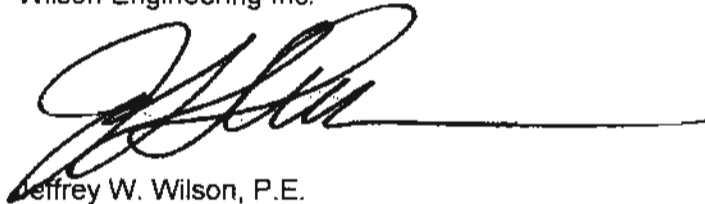
\$ 6,575.00 ✓

# **WILSON ENGINEERING INC.**

*175 South Franklin Street, Suite 300, Juneau, Alaska 99801  
(907) 586-2100, FAX (907) 463-4193, email: wileng@gcl.net*

TOTAL	<del>698,015.00</del>
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Sincerely,  
Wilson Engineering Inc.



Jeffrey W. Wilson, P.E.  
President

86,035

✓ CRS,  
PMS



**Corvus Design, Inc.**  
**Attn: Christopher Merl**  
 Anchorage: 907.222.2859  
 Juneau: 907.988.9000  
 www.corvus-design.com

<b>Fee proposal</b>						1-Aug-13
<b>Client:</b>	<b>PND Engineers</b>					
<b>Project:</b>	<b>CSTSA- CA</b>					
<b>Contract Type:</b>	<b>Lump Sum</b>					
	<b>Personnel Type</b>	Senior Principal	Principal Landscape Architect	Landscape Architect	Landscape Designer	Total Hours/ Total Fee
<b>Task</b>	<b>Hourly Rate</b>	\$155.00	\$145.00	\$115.00	\$85.00	
<b>1.0 Construction Administration</b>						
1.01 RFI & Change Order Responses		0	4	8	4	<b>16</b>
1.02 Review of Submittals, Shop Drawings		0	2	16	0	<b>18</b>
1.03 Landscape Inspections (including substantial and final) and Reporting		0	24	0	0	<b>24</b>
1.04 Meetings (4 @ 1 hours each)		0	4	0	0	<b>4</b>
1.0 Task Total Hours		0	34	24	4	<b>62</b>
1.0 Task Total Fee		\$0	\$4,930	\$2,760	\$340	<b>\$8,030.00</b>
<b>1.0 Task Expenses</b>						<b>\$0.00</b>
<b>Fee Proposal Labor Totals</b>						
<b>Labor Total Hours</b>		0	34	24	4	<b>62</b>
<b>Labor Total Fee</b>		\$0.00	\$4,930.00	\$2,760.00	\$340.00	<b>\$8,030.00</b>
<b>Fee Proposal Expense Totals</b>						
<b>Expense Total</b>						<b>\$0.00</b>
<b>Fee Proposal Grand Total</b>						
<b>Grand Total Fee</b>						<b>\$8,030.00</b>
Fee Notes:						
1) Additional deliverables, tasks, meetings and coordination beyond those outlined in this fee, and design aspects outside of scope, shall be considered additional services and shall be billed on a time and expenses basis or negotiated lump sum.						

DESIGN SERVICES PROPOSAL



**CONSTRUCTION ADMINISTRATION**

Project : CSTSA

STAFF:	Architect						Interior Design			Construction Manage			Drafter		Exec A	Cler A	ACC	TOTAL
	PMgr	A-III	A-II	A-I	Int III	Int II	ID-III	ID-II	ID-I	CM-III	CM-II	CM-I	D-II	D-I	EA	CA	A	
	\$160	\$125	\$110	\$100	\$95	\$85	\$140	\$110	\$85	\$120	\$95	\$90	\$85	\$75	\$80	\$40	\$85	
<b>ARCHITECTURE:</b>																		
Project Management	2																	
Pre-Construction Conf																		
Clarifications						3												
Submittal Review						4												
Testing/Inspection																		
RFIs/RFPs/CO'S						2												
Field Observations																		
2 @ 1 hours						2												
Substantial Compl Insp																		
1 @ 4 hours						4												
Final Completion Insp																		
1 @ 2 hours						2												
Close-out																		
Subtotal Hours	2	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	19
Subtotal Dollars \$	320	0	0	0	0	1,445	0	0	0	0	0	0	0	0	0	0	0	1,765

**CONSULTANTS:**

Civil Engineering  
 Structural Engineering  
 Mechanical Engineering  
 Electrical Engineering  
 Hazardous Materials Investigation  
 Landscape Architecture

Subtotal \$0  
 Overhead/Profit 10% \$0  
 Total \$0

**TOTAL CONSTRUCTION ADMINISTRATION SERVICES FEE \$1,765**



CONSULTING  
ELECTRICAL  
ENGINEERS

## MEMORANDUM

To: Dick

Date: 31 July 2013

From: Ben

H&A Job#: 137-80a

Regarding: Cruise Ship Terminal Uplands Phase II - Construction Services Fee

---

We look forward to supporting you with electrical engineering services for the upcoming construction of the Juneau Cruise Ship Terminal Uplands Ph II. We will include in our services the following tasks:

- Preconstruction meeting
- Submittal review
- RFI responses
- Progress meetings & inspections
- Substantial & final inspections
- Record drawings

We will invoice our work on a time and expense basis. I expect our total cost to be within a budget of \$8,000.

526 Main Street  
Juneau, Alaska  
99801

Telephone  
(907) 586-9788  
Fax  
(907) 586-5774



August 14, 2013

PND 082015

Mr. Gary Gillette, AIA  
Port Engineer  
CBJ Docks and Harbors Department  
155 South Seward Street  
Juneau, Alaska 99801

Re: Statter Harbor Improvements  
Engineering Services Fee Proposal – Final Design & Bid Phase

Dear Mr. Gillette:

PND Engineers, Inc. (PND) appreciates the opportunity to provide this fee proposal for engineering services on the Statter Harbor Improvements project. The scope of services under this proposal includes five tasks intended to move the project through final site investigations, ADOT/PF & ADEC permitting, final engineering designs, preparation of bid ready contract documents and bid phase assistance. Construction phase engineering services are not included in this proposal however can be negotiated at a future date following successful completion of the design and bid phases.

#### **Scope of Improvements, Project Budget & Schedule**

The scope of construction improvements anticipated under this proposal is illustrated in the enclosed drawing entitled *Statter Harbor Improvements, Proposed Project for Conditional Use Permit, dated June 10, 2013*. The work generally includes a new two lane boat launch ramp; boarding float; site expansion; paved parking areas for trailers and vehicles; a marine seawall; sea walk and other pedestrian access improvements; new highway access; water, sewer and storm drain utilities; electrical power and area lighting; landscaping & planting; covered shelter; and beach access stairway. Specific improvement items are listed in the attached preliminary budget estimate dated August 14, 2013.

The total project budget for this project is roughly \$12 million including construction, contingency and indirect costs. Design services are intended to commence in early September 2013 with the objective of being bid ready by May 2014.

#### **Fee Proposal**

PND will provide engineering services under five tasks and a detailed breakdown of the fees associated with each task is enclosed. A summary of the tasks and proposed fees follows.

<b>Task</b>	<b>Task Description</b>	<b>Contract Method</b>	<b>Fee \$</b>
1	Public Involvement Meetings, Topographic Survey, Final Geotechnical Report, DOT/PF & ADEC Permit Applications	T&E	\$57,740
2	35% Preliminary Design	FF	\$196,780
3	65% Design Development	FF	\$239,578
4	95% Final Design	FF	\$218,918
5	100% Bid Ready Documents & Bid Phase Assistance	FF	\$62,645
All	All Work Listed Above	As Shown	\$775,661

*August 14, 2013*

*Page 2*

Due to the inherent uncertainties in the level of service required to complete Task 1, PND proposes to perform this task on a time and expenses reimbursable basis utilizing our standard billing rates at time of service. The fees indicated in the breakdown shall not be exceeded without prior written authorization from the CBJ. PND proposes to complete Tasks 2 through 5 on a fixed fee basis for the scope of improvements outlined in the attached concept plan and budget estimate.

PND proposes to utilize Haight & Associates, Inc. for electrical engineering services and Corvus Design for landscape architecture. Together, we appreciate the opportunity to provide services to the CBJ on this important project. Thank you for reviewing the proposed scope, project budget, professional fees and schedule. Please let me know if we have perceived your needs appropriately for this project. We are available to commence immediately and look forward to working with the Docks and Harbors Department towards the successful completion of this exciting harbor project.

Sincerely,  
PND Engineers, Inc. | Juneau Office

A handwritten signature in blue ink, appearing to read "Dick Somerville".

Dick Somerville, P.E.  
Vice President

Enclosures









**STATTER HARBOR IMPROVEMENTS  
BOAT LAUNCH FACILITY  
PRELIMINARY BUDGET**



Prepared by: PND ENGINEERS, INC.

August 14, 2013

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization	LS	All Req'd	8%	\$662,440
2	Clearing & Grubbing	AC	2	\$7,500	\$15,000
3	Excavation	CY	15,000	\$12	\$180,000
4	Class A Shot Rock Borrow	CY	15,000	\$28	\$420,000
5	Class B Shot Rock Borrow	CY	95,000	\$20	\$1,900,000
6	Armor Rock Slope Protection	CY	4,000	\$40	\$160,000
7	Base Course	CY	3,250	\$50	\$162,500
8	AC Pavement, Type II, Class B, 3 Inch Thick	TON	3,000	\$170	\$510,000
9	Highway Access Improvements	LS	All Req'd	\$150,000	\$150,000
10	Parking Area Retaining Walls	SF	5,000	\$75	\$375,000
11	Curbs and Sidewalks	LS	All Req'd	\$150,000	\$150,000
12	Vista Lookout w/ Benches and Tables	LS	All Req'd	\$150,000	\$150,000
13	Safety Rail	LF	500	\$200	\$100,000
14	Covered Shelter	LS	All Req'd	\$100,000	\$100,000
15	Beach Access Stairway	LS	All Req'd	\$30,000	\$30,000
16	Painted Traffic Markings	LS	All Req'd	\$20,000	\$20,000
17	Signage	LS	All Req'd	\$25,000	\$25,000
18	Landscaping & Site Furnishings	LS	All Req'd	\$200,000	\$200,000
19	Storm Drain System	LS	All Req'd	\$150,000	\$150,000
20	Water & Sewer Utilities	LS	All Req'd	\$150,000	\$150,000
21	Boat Launch Apron & Abutment	LS	All Req'd	\$60,000	\$60,000
22	Boat Launch Ramp Planks	LS	All Req'd	\$500,000	\$500,000
23	Timber Boarding Float	LS	All Req'd	\$350,000	\$350,000
24	Boarding Float Anchor Piles	EA	6	\$8,000	\$48,000
25	Marine Seawall	LF	250	\$8,000	\$2,000,000
26	Area Lighting & Electrical Service	LS	All Req'd	\$300,000	\$300,000
27	Construction Survey Measurement	LS	All Req'd	\$75,000	\$75,000
<b>ESTIMATED CONSTRUCTION COST</b>					<b>\$8,942,940</b>
<b>CONTINGENCY (10%)</b>					<b>\$894,294</b>
<b>COMPENSATORY MITIGATION</b>					<b>\$730,000</b>
<b>SITE SURVEYS, GEOTECHNICAL INVESTIGATION, DOT/PF &amp; ADEC PERMITS</b>					<b>\$60,000</b>
<b>FINAL DESIGN &amp; CONTRACT DOCUMENTS</b>					<b>\$737,793</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION</b>					<b>\$737,793</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>					<b>\$12,102,819</b>



# PND Engineers, Inc.

## Statter Harbor Improvements

# Engineering Services Fee Proposal - August 14, 2013

**PND Project No. 082015.02**

## Scope of Services

PND Senior Engineer VII	PND Senior Engineer VI	PND Senior Engineer III	PND Senior Engineer I	PND Staff Engineer V	PND Staff Engineer IV	PND Staff Engineer III	PND Tech V	PND Tech IV	PND CAD Designer V	Line Item Costs	Task Subtotal Costs
\$180.00	\$165.00	\$130.00	\$110.00	\$105.00	\$100.00	\$95.00	\$105.00	\$90.00	\$95.00		

## Task 1: Public Involvement Meetings, Topographic Survey, Geotechnical Report, DOTPF & ADEC Permits

1. Project management: subconsultant contracts, correspondence & work sessions.	24								4		\$4,680	\$56,740
2. Final Geotechnical Report - prepare final report with embankment and retaining wall design recommendations. No additional field investigations.	24			60			40	24	8	8	\$18,720	
3. Topographic Survey & Basemap: Utility locates, DOT&PF Coordination in ROW, field survey & develop updated basemap for complete upland and intertidal improvement scope.	4			40	24					8	\$8,400	
4. Three public meetings - prepare for and conduct presentations.	24			24	64				6	24	\$16,500	
5. DOT&PF Driveway, Utility, Encroachment and Beautification Permits. DOT&PF coordination meetings and plan review. ADEC Stormwater discharge permit.	8			16	32				4	16	\$8,440	
<b>Total Estimated Manhours</b>	84			140	120		40	24	22	56		

## Estimated Third Party Expenses

Misc Expenses	Reproduction and public involvement consumables	\$1,000	\$1,000
<b><u>TOTAL ESTIMATED FEE TASK 1 (T&amp;E)</u></b>			<b>\$57,740</b>

**TOTAL ESTIMATED FEE TASK 1 (T&E)**



**PND Engineers, Inc.**  
**Statter Harbor Improvements**  
**Engineering Services Fee Proposal - August 14, 2013**  
**PND Project No. 082015.03**

## Scope of Services

PND Senior Engineer VII	PND Senior Engineer VI	PND Senior Engineer III	PND Senior Engineer I	PND Staff Engineer V	PND Staff Engineer IV	PND Staff Engineer III	PND Tech V	PND Tech IV	PND CAD Designer V	Line Item Costs	Task Subtotal Costs
\$180.00	\$165.00	\$130.00	\$110.00	\$105.00	\$100.00	\$95.00	\$105.00	\$90.00	\$95.00		

## Task 2: 35% Preliminary Design

1. Project management: correspondence, scheduling and work sessions	24				8			8		\$5,880	\$178,460
2. Demolition plan & material item summary.	2			4	12			4	2	\$2,670	
3. Overall & enlarged site layout plans & survey control	8			40	60			16	12	\$14,960	
4. Site grading and paving plans	8			40	40			16	8	\$12,480	
5. Highway access improvements	4			16	8	12		4	4	\$5,320	
6. Site typical sections - excavation & embankment	6			16	24	12		8	8	\$8,160	
7. Shore protection - armor rock slope & scour reinforcement	2			4	16			4	4	\$3,280	
8. Storm drain structures and piping	4			32	16	12		6	6	\$8,320	
9. Water & sewer utilities	2			16	16	24		6	6	\$7,400	
10. Curb, gutter & sidewalks	4			32	16			8	8	\$7,520	
11. Parking area retaining walls	12	12	24	40	16	16		4	4	\$15,740	
12. Marine seawall	32	60	40	24	8	8		16	12	\$27,960	
13. Seawalk with vista lookouts	8	24	16	16	8			8	6	\$11,490	
14. Safety guardrails	2	8	4	4	8	12		4	4	\$5,480	
15. Covered shelter and beach access stairway	8		24	4	12			6	6	\$7,460	
16. Signage & painted traffic markings	1			4	4			2	2	\$1,440	
17. Boat launch apron and abutment	1			8	24			4	2	\$4,190	
18. Boat launch ramp, concrete planks & timber sleepers	4			8	40			4	4	\$6,600	
19. Timber boarding float and mooring piles	4	16		4	48			4	4	\$9,640	
20. Landscape planters, planting and site furnishings coordination	1			24	4	16		4	4	\$5,640	
21. Outline Specifications	4			4	8	8		4		\$3,160	
22. Material quantity computations and cost estimate	2	2		12	12	4				\$3,670	
<b>Total Estimated Manhours</b>	143	122	108	352	408	124		128	12	106	

## Estimated Third Party Expenses

Misc Expenses	Reproduction and consumables	\$1,000	
Corvus Design	Landscape architectural design	\$11,670	
Haight & Associates	Electrical Engineering	\$5,650	\$18,320
<b><u>TOTAL FIXED FEE TASK 2 (FF)</u></b>			<b>\$196,780</b>

**TOTAL FIXED FEE TASK 2 (FF)**



# PND Engineers, Inc.

## Statter Harbor Improvements

# Engineering Services Fee Proposal - August 14, 2013

**PND Project No. 082015.04**

## Scope of Services

PND Senior Engineer VII	PND Senior Engineer VI	PND Senior Engineer III	PND Senior Engineer I	PND Staff Engineer V	PND Staff Engineer IV	PND Staff Engineer III	PND Tech V	PND Tech IV	PND CAD Designer V	Line Item Costs	Task Subtotal Costs
\$180.00	\$165.00	\$130.00	\$110.00	\$105.00	\$100.00	\$95.00	\$105.00	\$90.00	\$95.00		

### Task 3: 65% Design Development

1. Project management: correspondence, scheduling and work sessions	20				8			8		\$5,160	\$217,980
2. Demolition plan & material item summary.	2			4	16		4		2	\$3,090	
3. Overall & enlarged site layout plans & survey control	12			60	40		24		12	\$16,620	
4. Site grading and paving plans	12			60	60		16		8	\$17,500	
5. Highway access improvements	6			16	16	20		8	4	\$7,740	
6. Site sections and details	12			24	24	24		16	8	\$12,160	
7. Shore protection - armor rock slope & scour reinforcement	4			8	16		6		4	\$4,290	
8. Storm drain structures and piping	6			40	32	16		12	6	\$12,270	
9. Water & sewer utilities	4			16	16	24		8	6	\$7,970	
10. Curb, gutter & sidewalks	8			32	24	16		8	8	\$10,680	
11. Parking area retaining walls	12	16	32	40	24	16		8	4	\$18,700	
12. Marine seawall	40	80	60	16	8	8		16	12	\$34,420	
13. Seawalk with vista lookouts	12	24	24	8	8			8	6	\$12,370	
14. Safety guardrails	4	8	4	4	8	8		4	4	\$5,440	
15. Covered shelter and beach access stairway	8		24		8	4		6	6	\$7,000	
16. Signage & painted traffic markings	2			4	8	8		4	2	\$3,050	
17. Boat launch apron and abutment	4			4	24			6	4	\$4,690	
18. Boat launch ramp, concrete planks & timber sleepers	6			12	48			8	4	\$8,660	
19. Timber boarding float and mooring piles	6	16		2	40			8	8	\$9,740	
20. Landscape planters, planting and site furnishings coordination	4			24	12	16		8	4	\$7,440	
21. Preliminary Specifications	8			8	8	12		8		\$5,080	
22. Material quantity computations and cost estimate	2	2	2	12	8	8				\$3,910	
Total Estimated Manhours	194	146	146	394	456	180		178	16	112	

## Estimated Third Party Expenses

Misc Expenses	Reproduction and consumables	\$1,000	<b>\$21,598</b>
Corvus Design	Landscape architectural design	\$10,390	
Haight & Associates	Electrical Engineering	\$10,208	

**TOTAL FIXED FEE TASK 3 (FF)**

**\$239,578**



**PND Engineers, Inc.**  
**Statter Harbor Improvements**  
**Engineering Services Fee Proposal - August 14, 2013**  
**PND Project No. 082015.05**

## Scope of Services

PND Senior Engineer VII	PND Senior Engineer VI	PND Senior Engineer III	PND Senior Engineer I	PND Staff Engineer V	PND Staff Engineer IV	PND Staff Engineer III	PND Tech V	PND Tech IV	PND CAD Designer V	Line Item Costs	Task Subtotal Costs
\$180.00	\$165.00	\$130.00	\$110.00	\$105.00	\$100.00	\$95.00	\$105.00	\$90.00	\$95.00		

## Task 4: 95% Final Design

1. Project management: correspondence, scheduling and work sessions	24				8			8		\$5,880
2. Demolition plan & material item summary.	2			4	8		4		2	\$2,250
3. Overall & enlarged site layout plans & survey control	8			60	40		16		12	\$15,060
4. Site grading and paving plans	8			60	60		16		8	\$16,780
5. Highway access improvements	4			12	12	16	8		4	\$6,120
6. Site sections and details	8			24	24	24	16		8	\$11,440
7. Shore protection - armor rock slope & scour reinforcement	4			8	8		4		4	\$3,240
8. Storm drain structures and piping	4			32	32	16	8		4	\$10,420
9. Water & sewer utilities	4			12	12	16	8		6	\$6,310
10. Curb, gutter & sidewalks	6			24	16	16	8		4	\$8,220
11. Parking area retaining walls	8	12	24	32	16	16	8		4	\$14,560
12. Marine seawall	40	60	60	16	8	8	12		12	\$30,700
13. Seawalk with vista lookouts	8	24	24	8	8		8		4	\$11,460
14. Safety guardrails	6	8	4	4	8	8	4		4	\$5,800
15. Covered shelter and beach access stairway	12		16		8		6		6	\$6,280
16. Signage & painted traffic markings	2			4	8	4	2		2	\$2,440
17. Boat launch apron and abutment	2			4	24		4		2	\$3,930
18. Boat launch ramp, concrete planks & timber sleepers	8			8	40		8		4	\$7,740
19. Timber boarding float and mooring piles	8	12			40		4		8	\$8,800
20. Landscape planters, planting and site furnishings coordination	4			16	12	8	8		4	\$5,760
21. Final Specifications & Bid Documents	16	6	8	8	8	16		16		\$9,670
22. Final bid quantities and Engineer's Estimate	8	2	2	16	8	8				\$5,430
<b>Total Estimated Manhours</b>	<b>194</b>	<b>124</b>	<b>138</b>	<b>352</b>	<b>408</b>	<b>156</b>	<b>152</b>	<b>24</b>	<b>102</b>	<b>\$198,290</b>

### Estimated Third Party Expenses

Misc Expenses	Reproduction and consumables	\$1,000	
Corvus Design	Landscape architectural design	\$9,080	
Haight & Associates	Electrical Engineering	\$10,548	\$20,628

**TOTAL FIXED FEE TASK 4 (FF)**

**\$218,918**





# PND Engineers, Inc.

## Statter Harbor Improvements

# Engineering Services Fee Proposal - August 14, 2013

**PND Project No. 082015.06**

## Scope of Services

PND Senior Engineer VII	PND Senior Engineer VI	PND Senior Engineer III	PND Senior Engineer I	PND Staff Engineer V	PND Staff Engineer IV	PND Staff Engineer III	PND Tech V	PND Tech IV	PND CAD Designer V	Line Item Costs	Task Subtotal Costs
\$180.00	\$165.00	\$130.00	\$110.00	\$105.00	\$100.00	\$95.00	\$105.00	\$90.00	\$95.00		

## Task 5: 100% Bid Ready Documents & Bid Phase Assistance

1. Project management: correspondence, scheduling and work sessions	24				8				4		\$5,520	\$55,420
2. Address final scope and review comments from CBJ	8	4	2	16	16	16		12		8	\$9,420	
3. Conduct Internal QA Design Audit - plans, specs, calculations, cost estimate, schedule, bid documents	24	16	12	32	32	32		24	16	8	\$23,320	
4. Prepare final stamped bid ready documents - plans & specs	8	8	4	16	16	16		8	8	4	\$10,260	
5. Conduct prebid conference	3	3		3	3						\$1,680	
6. Provide bidder responses and prepare addenda	8	4		8	8	8		4	2		\$5,220	
<b>Total Estimated Manhours</b>	75	35	18	75	83	72		48	30	20		

### Estimated Third Party Expenses

Misc Expenses	Reproduction and consumables	\$1,000	
Corvus Design	Landscape architectural design	\$4,975	
Haight & Associates	Electrical Engineering	\$1,250	
<b><u>TOTAL FIXED FEE TASK 5 (FF)</u></b>			<b>\$62,645</b>

**TOTAL FIXED FEE TASK 5 (FF)**



**PND ENGINEERS, INC**  
**STANDARD RATE SCHEDULE**  
**EFFECTIVE MAY 2013**

<u>Professional:</u>	Senior Engineer VII	\$180.00
	Senior Engineer VI	\$165.00
	Senior Engineer V	\$150.00
	Senior Engineer IV	\$140.00
	Senior Engineer III	\$130.00
	Senior Engineer II	\$120.00
	Senior Engineer I	\$110.00
	Staff Engineer V	\$105.00
	Staff Engineer IV	\$100.00
	Staff Engineer III	\$95.00
	Staff Engineer II	\$90.00
	Staff Engineer I	\$85.00
	Senior Scientist	\$110.00
	Senior Environmental Scientist	\$105.00
	Environmental Scientist	\$90.00
	GIS Specialist	\$90.00
<u>Surveyors:</u>	Senior Land Surveyor	\$105.00
	Land Surveyor I	\$95.00
<u>Technicians:</u>		
	Technician VI	\$125.00
	Technician V	\$105.00
	Technician IV	\$90.00
	Technician III	\$80.00
	Technician II	\$70.00
	Technician I	\$45.00
	CAD Designer V	\$95.00
	CAD Designer IV	\$85.00
	CAD Designer III	\$70.00



**Corvus Design, Inc.**  
**Attn: Christopher Merl**  
 Anchorage: 907.222.2859  
 Juneau: 907.988.9000  
 www.corvus-design.com

<b>Fee proposal</b>					1-Aug-13
<b>Client:</b>	<b>PND Engineers</b>				
<b>Project:</b>	<b>Statter Harbor</b>				
<b>Contract Type:</b>	<b>Lump Sum</b>				
	<b>Personnel Type</b>	Principal Landscape Architect	Landscape Architect	Landscape Designer	Total Hours/ Total Fee
<b>Task</b>	<b>Hourly Rate</b>	\$145.00	\$115.00	\$85.00	
<b>1.0</b>	<b>35% Schematic Design</b>				
1.01	Drawing Setup/Import Files	0	0	4	4
1.02	Coordination with Engineering	4	0	2	6
1.03	Refine Site Master Plan	16	8	0	24
1.04	Develop Schematic Landscape Plan	4	12	24	40
1.05	Presentation Rendering	2	8	8	18
1.06	Estimate	2	0	0	2
1.07	Public Meeting	4	0	0	4
1.08	Team Meetings (1 @ 2 hours each)	2	0	0	2
1.09	Project Management	2	0	0	2
1.0	Task Total Hours	36	28	38	102
1.0	Task Total Fee	\$5,220	\$3,220	\$3,230	\$11,670.00
<b>1.0</b>	<b>Task Expenses</b>				<b>\$0.00</b>
<b>2.0</b>	<b>65% Design Development</b>				
2.01	Landscape Plans & Details	8	16	32	56
2.02	Coordination with Engineering	4	0	2	6
2.03	Presentation Rendering	2	8	8	18
2.04	Update Estimate	2	0	0	2
2.05	Outline Specifications	4	0	0	4
2.06	Public Meeting	4	0	0	4
2.07	Team Meetings (2 @ 2 hours each)	4	0	0	4
2.08	Project Management	2	0	0	2
2.0	Task Total Hours	28	24	42	94
2.0	Task Total Fee	\$4,060	\$2,760	\$3,570	\$10,390.00
<b>2.0</b>	<b>Task Expenses</b>				<b>\$0.00</b>



**Corvus Design, Inc.**  
**Attn: Christopher Merl**  
 Anchorage: 907.222.2859  
 Juneau: 907.988.9000  
 www.corvus-design.com

	Personnel Type	Principal Landscape Architect	Landscape Architect	Landscape Designer	Total Hours/ Total Fee
Task	Hourly Rate	\$145.00	\$115.00	\$85.00	
<b>3.0 95% Design</b>					
3.01 Landscape Plans & Details		8	16	32	56
3.02 Coordination with Engineering		4	0	2	6
3.03 Update Estimate		2	0	0	2
3.04 Specifications		8	0	0	8
3.05 Meetings (1 @ 2 hours each)		2	0	0	2
3.06 Project Management		2	0	0	2
3.07 Quality Assurance/Quality Control		4	0	0	4
3.0 Task Total Hours		30	16	34	80
3.0 Task Total Fee		\$4,350	\$1,840	\$2,890	\$9,080.00
<b>3.0 Task Expenses</b>					\$0.00
<b>4.0 100% Design</b>					
4.01 Landscape Plans & Details		2	6	12	20
4.02 Coordination with Engineering		0	0	1	1
4.03 Final Estimate		1	0	0	1
4.04 Final Site and Landscape Specifications		4	0	0	4
4.05 Meetings (1 @ 2 hours each)		2	0	0	2
4.06 Project Management		1	0	0	1
4.07 Quality Assurance/Quality Control		2	0	0	2
4.0 Task Total Hours		12	6	13	31
4.0 Task Total Fee		\$1,740	\$690	\$1,105	\$3,535.00
<b>4.0 Task Expenses</b>					\$0.00
<b>5.0 Bid Period Assistance</b>					
5.01 Bid Period Assistance		4	2	4	10
5.02 Meetings (1 @ 2 hours each)		2	0	0	2
5.0 Task Total Hours		6	2	4	12
5.0 Task Total Fee		\$870	\$230	\$340	\$1,440.00
<b>Fee Proposal Labor Totals</b>					
Labor Total Hours		112	76	131	319
Labor Total Fee		\$16,240.00	\$8,740.00	\$11,135.00	\$36,115.00
<b>Fee Proposal Expense Totals</b>					
Expense Total					\$0.00
<b>Fee Proposal Grand Total</b>					
Grand Total Fee					\$36,115.00
Fee Notes:					
1) Fee includes single copy 8.5x11 and 11x17 hard copy reproduction and digital files. Additional reproduction shall be reimbursed on a time and expenses basis.					
2) Additional deliverables, tasks, meetings and coordination beyond those outlined in this fee, and design aspects outside of scope, shall be considered additional services and shall be billed on a time and expenses basis or negotiated lump sum.					
3) Travel delays and associated expenses shall be billed on a time and expenses basis.					



526 Main Street  
Juneau, Alaska  
99801

Telephone  
(907) 586-9788  
Fax  
(907) 586-5774

## FEE ESTIMATE

PROJECT NAME: Statter Harbor Launch Ramp

CLIENT: PND

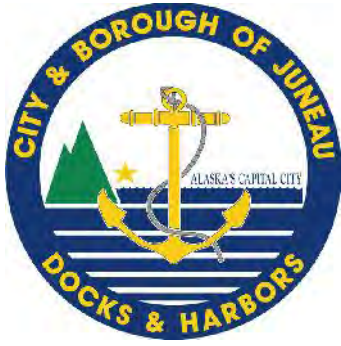
PROJECT NO.: 137-102

DATE: 22 July 2013

STAFF	SCHEMATIC DESIGN:	DESIGN DEVELOPMENT:	CONTRACT DOCUMENTS:	BIDDING:	CONSTRUCTION ADMINISTRATION:	CONSTRUCTION OBSERVATIONS:	TOTAL	RATE	TOTAL
	(HOURS)	(HOURS)	(HOURS)	(HOURS)	(HOURS)	(HOURS)	(HOURS)	(\$/HR)	(\$)
Principal Engineer	23	27	25	4	0	0	79	175	13,825
Senior Engineer	0	0	4	0	0	0	4	170	680
Staff Engineer	14	39	35	5	0	0	93	110	10,230
CAD/Designer	0	2	0	0	0	0	2	95	190
CAD/Technician	0	12	20	0	0	0	32	80	2,560
Clerical	0	0	0	0	0	0	0	65	0
Administrative	1	1	1	0	0	0	2	85	170
TOTAL (Time)	38	81	85	9	0	0	212		
TOTALS (\$)	\$5,650	\$10,208	\$10,548	\$1,250	\$0	\$0			\$27,655
Total (Sales Tax - CBJ @ 5%)	\$0	\$0	\$0	\$0	\$0	\$0			\$0
TOTAL ( Reimbursable Expenses)	\$0	\$0	\$0	\$0	\$0	\$0			\$0
<b>PROJECT TOTAL</b>	<b>\$5,650</b>	<b>\$10,208</b>	<b>\$10,548</b>	<b>\$1,250</b>	<b>\$0</b>	<b>\$0</b>			<b>\$27,655</b>

INVOICE PARAMETER: LS LS LS LS NA NA  
 LS = Lump Sum or Fixed Fee  
 T&E = Time & Expense  
 NA = Not Applied





# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

**From:** Carl Uchtyl, Port Director  
**To:** Docks & Harbors Board  
**Date:** August 23, 2013  
**Re:** Legislative Grant Priorities – FY15

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Annually, the City Manager's Office asks for a prioritized list from CBJ Departments and Boards regarding potential State and Federal Funding Request for the following FY. Typically this request comes out in December. However, this year the City has requested the list be provided earlier to allow for the Governor to place in his budget prior to the legislative session commencing.

Attached are the two requests we provided last year. I recommend we resubmit the same projects.

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Encl: Douglas Harbor Rebuild - \$3.5M  
Aurora Harbor Rebuild - \$5M



# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

## **Docks and Harbors Board FY 15 Legislative Grant Request Phase II Aurora Harbor Rebuild**

**Project Description:** The 1962 Aurora Harbor moorage facility is well beyond its design life and in need of replacement. PND Engineers performed a preliminary design in 2010 and an updated replacement cost in 2013. The cost is estimated to be \$22M for the entire facility.

Full funding is not at hand so the project will be phased. Phase I is estimated to be \$11M with money secured. This project consists of replacing the head float and gangway; main floats (A, B, C & D) and associated finger floats; electrical; domestic water; sewage pump out; and a new fire suppression system. Phase II would replace the same elements as far as funding in hand will allow.

### **Funds Requested (FY15)**

**State Funds** - \$5,000,000 (Legislative Request)

### **Funds Already in Hand (Phase I)**

**State Funds** - \$2,000,000 (ADOT Municipal Harbor Grant)

**Local Funds** - \$1,500,000 (Harbor Funds)

**Local Funds** - \$500,000 (Cruise Passenger Fees)

**Local Funds** - \$7,000,000 (2012 GO Bond)

**Funds Needed But Not Yet Received** – \$11,000,000

**Project Review:** A condition assessment of Aurora Harbor was completed in 2004 by PND Engineers and determined that the harbor was in fair to poor condition. Since then some emergency repairs have been performed as piling and floatation have deteriorated to the point of failure. There is no harbor wide fire suppression system which presents a safety concern.

**Project Time-Line:** Docks and Harbors began design in FY13 to be ready for the first phase of construction in 2014. The future projects can be phased as funding allows.

**Maintenance Responsibility:** CBJ Docks and Harbors is responsible for all ongoing maintenance and will use local harbor operations funds for these expenses.

**Project Contact:** Carl Uchytel, CBJ Port Director 586-0294.



# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
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## **Docks and Harbors Board FY 15 Legislative Grant Request Douglas Harbor Rebuild**

**Project Description:** The Douglas Harbor moorage facility was expanded in about 2005 but the original 1960s era portion was not upgraded. The concept was to construct the new portion to provide moorage area while the old section was rebuilt. The old section (subject of this project) needs to be dredged to the original depth. The effects of post-glacial rebound and sedimentation have caused the harbor to lose effective depth thus dredging is required. The existing floats and piling structures as well as the electrical and water systems are beyond their useful and are in need of full replacement.

The design of the project was near completion when soil testing indicated that some of the proposed dredge material was contaminated. Docks and Harbors has been working to acquire permits for the project. The current cost estimate \$8.5M.

### **Funds Requested (FY15)**

**State Funds** - \$3,000,000 (Legislative Request)

### **Funds Already in Hand**

**State Funds** - \$2,000,000 (Alaska Municipal Harbor Grant)

**Local Funds** - \$3,500,000 (2007 Harbor Revenue Bonds)

**Project Time-Line:** The project is anticipated to be bid in 2014 with construction to begin in late 2014 or early 2015.

**Maintenance Responsibility:** CBJ is responsible for all ongoing maintenance expense and will use local harbor operations funds for these expenses.

**Project Contact:** Carl Uchtyl, CBJ Port Director 586-0294.

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# PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Project	Status	Schedule	Contractor	Notes
<b>Auke Bay Loading Facility - Phase I</b>				
Auk Nu Cove Conservation Easement	In Progress		SEALTrust	Working with SEALTrust
Washdown Pad	In Progress	Summer 2013	Staff	On order
Water Filtering Equipment	In Progress	Summer 2013	Staff	Purchasing used equip for sale in Juneau
<b>Auke Bay Loading Facility - Phase II</b>				
Reporting	On-Going	Quarterly	Staff	Last report to cover Jan Feb Mar 2016
<b>Old Douglas Harbor Reconstruction</b>				
Permitting	In Progress	Summer 2013	ACOE	Working with Corps Anchorage
Dredging and Cap Design	In Progress		ACOE	
Review of 2007 95% Drawings	In Progress		Staff	
Final Engineering and Design	Hold		PND	Awaiting Corps Permit
Bid	Hold			Awaiting Corps Permit
Construction	Hold	TBD		Awaiting Corps Permit
<b>Statter Harbor Launch Ramp</b>				
Conveyance - DNR Property at Glacier Hwy	In Progress		R&M	Awaiting survey approval by DNR
Conveyance - DNR Tideland	In Progress		Staff	Public Comment until Sept 5
Mitigation Discussion with SealTrust	In Progress		Staff	Working with SEALTrust
Mitigation Deadline		Sept 17, 2013	Staff	
Final Engineering and Design	Hold		PND	Awaiting Fee Proposal
Bid	Hold			
Construction	Hold		TBD	
<b>Statter Harbor Moorage Improvements</b>				
Construction	Complete		PPM	Awaiting PPM proposal for adhesion issue
<b>CT Staging Area Improvements - Phase I</b>				
Construction	Complete		Trucano	Awaiting As-Builts
<b>CT Staging Area Improvements - Phase II</b>				
Bid	Complete			Awaiting Notice to Proceed
Construction	Hold	Oct 2013	Miller Const. Co.	Complete Spring 2014
<b>Taku Dock Modifications</b>				
Construction	In Progress	November 1, 2013	Trucano	Complete April 2014
<b>Port of Juneau Cruise Berths</b>				
Final Engineering and Design	In Progress		PND	Awaiting final bid documents

# PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

1% for Art	Hold		Staff	Pending kick-off meeting
Bid	Hold			Awaiting final documents
RFP for Vibration Monitoring Services	Hold			
RFP for CA/Inspection Services	Hold			Preparing RFP
<b>Port-Customs-Visitors Buildings</b>				
Phase I - Port-Customs Bldg	Complete		NPE	Awaiting two replacement light fixtures
As-Built Drawings	In Progress	Dec 31, 2013	JYL	
<b>Cathodic Protection</b>				
Final Engineering and Design	In Progress	Spring 2013	Tinnea	Reviewing 95% design drawings/cost estimate
Bid	Hold			Awaiting final drawings
Construction	Hold	Fall 2013		Awaiting bid
<b>Aurora Harbor Re-Build</b>				
Final Engineering and Design	In Progress		PND	
Corps of Engineers Permit	In Progress		PND	Awaiting Corps review and response
65% Design Submittal			PND	
95% Design Submittal			PND	
Bid Ready Documents			PND	
Bid			PND	
<b>Replace Sundial</b>	Hold			Potential 1% for Art project
<b>Bridge Area - SeaWalk Planning</b>	Hold			Coordination with Engineering
<b>Marine Park - SeaWalk Planning</b>	Hold			Coordination with Engineering
<b>Juneau Marine Services Center</b>	Hold			Awaiting TIGER Grant decision
<b>Shore Rep Booth for Cruise Docks</b>	Hold			Awaiting Design and Cost Estimate
<b>Statter Harbor Passenger For Hire Float</b>	Hold			Awaiting Funding
<b>Statter Harbor Boat Haul-Out</b>	Hold			Awaiting full funding
<b>Juneau Fisheries Dock Replacement</b>				
Construction	In Progress	Summer 2013	Trucano	Pile driving in progress
Electrical Design	In Progress		Haight	Awaiting final design drawings
<b>Corrosion Inspection - 2013</b>	In Progress		Norton	Week of Aug 12
<b>ADA Survey of Statter Harbor</b>	In Progress		NorthWind	Begin Aug 12
<b>Power Capstans at Cruise Dock</b>				
Order Capstans	In Progress		Staff	Awaiting delivery
Design Pedestal and Electric	In Progress		PND	Awaiting Design
<b>Weather Monitoring System</b>				Awaiting account set up
<b>Douglas Harbor Pump Out Station</b>	Design		PND	ADF&G Grant Funds