FY 2010 Capital Request Gustavus Transient Vessel Mooring Facility

FY10 Capital Project Request Form for District: C HD 05

Grant recipient name (ie. Name of Municipality, School District, or Organization): **Alaska Department of Transportation and Public Facilities (ADOT&PF)**

Physical location of project (community name): **Gustavus. The Project is located in the Gateway to Glacier Bay National Park: The city of Gustavus, Alaska. The population of about 500 people depends heavily on revenue from tourist traffic generated by the park, and a significant part of the local economy has developed serving the needs of visitors to this natural wonder.**

Project Title (should clearly state what the project is): **Gustavus Transient Vessel Mooring Facility**

Brief Description of Project (1 or 2 sentences): Build a Breakwater Float and a Timber Mooring Float as part of a multi-phase replacement of the existing dock and trestle facility. The Breakwater Float will increase mooring capacity for smaller boats and skiffs, while providing improved protection from Icy Passage's strong seas. The Timber Mooring Float further increases moorage capacity and further capitalizes on the protection provided by the breakwater structure.

Total Cost of Project from Inception to Completion: (Total should equal the funding request from the State and funding sources secured, requested or needed listed below): **$2,000,000**

State Fiscal Year 2010 Funding Request from the State: $1,350,000

If your project is funded this year, will you be requesting state funding again? (Y/N): No.

Funding Plan

Please list any funding **already secured**, as well as the year it was secured:

Funding Source	Amount Secured	State FY
Federal Funds		
State Funds		
Denali Commission	$650,000	FY10
Rasmusson Foundation		
Local Funds		
Other Funds (explain)		

Per Irene Gallion, 1/21/09 e-mail to Gustavus city clerk: "

Today I talked to Mike MacKinnon, who said that the Denali Commission will award 650K, contingent on the State/Gustavus coming up with a 50% match"

Please list any non-state funding currently **requested but not yet secured**:

Funding Source	**Amount Requested State FY**
Federal Funds	
State Funds	
Denali Commission	
Rasmusson Foundation	
Local Funds	
Other Funds (explain)	

If you need additional funding to complete this project, please indicate below from whom you intend to secure that funding:

Funding Source	**Amount Needed State FY**
Federal Funds	
State Funds	
Denali Commission	
Rasmusson Foundation	
Local Funds	
Other Funds (explain)	

Please provide a detailed description and project justification

(approx. a one page summary, attach all other project back up with this form)

Overview and Benefits

The current primary marine facility was built in the early 1960s to serve five homesteads, and now serves in excess of 500 people. The entire facility is in a deteriorated state, and the existing mooring floats are removed and stored in the fall due to their inability to withstand winter weather. Limited small boat facilities mean that charter operators have to take turns using the current facility when weather allows its use. Even in summer, the small boat facility is unusable during periods of strong winds due to its alignment with prevailing seas, lack of shelter, and the outdated design.

The new facility will:

- Increase operational safety. The current facility requires that boats jockey for limited mooring, often times in challenging wave conditions. The new facility will be built to serve the expanding needs of the community in higher seas and generally poorer weather. Improved capacity will eliminate the need for multiple users to jockey for position along a mooring with limited space. These improvements reduce the liability of the State and City, and reduce wear and damage for users.
- Reduce maintenance costs. The facility has been designed to withstand the relatively extreme

wave action in Icy Passage. The new design of the harbor facility as a whole provides better protection to the proposed timber mooring facility. The timber moorage will be able to be left in place over the winter, eliminating the costs of moving and storage. New construction materials result in lower maintenance costs.

- Provide economic advantages. Improved access for all small boats will increase through-traffic for the city and increase the transient's time spent there, providing the opportunity to expand services to private boaters and charter customers.
- Provide expanded capacity and improved efficiency. Not only will more temporary moorage be available, but operators can choose moorage that better suits their vessel and business.
- Increase small cargo capacity.
- Improve access. Current boat access to Glacier Bay National Park through the protected waters of Bartlett Cove is highly regulated and limited. Not only will improved dock capacity expand access to the park, but visitors may extend the time they spend there. The location of the proposed harbor will result in tourists driving through the Gateway to Glacier Bay National Park, increasing Gustavus' exposure to tourist dollars.
- Preserve natural resources. The Park Service has resisted increased boat traffic in Bartlett Cove due to threats to the humpback whale and other species by focusing increased boat traffic into the portal of Glacier Bay. The proposed project, by alleviating pressures on Bartlett Cove, supports the continuation of a 19-year whale research program being conducted by the National Park Service in Bartlett Cove.

Project Description

Gustavus, AK does not currently have a man-made harbor. The Transient Vessel Mooring Facility is part of a multi-phase replacement of the existing dock and trestle facility that will enhance the transient mooring facilities, increase small boat capacity, and will modernize the facility. There are two main components of this facility: A Breakwater Float and a Timber Mooring Float. The Breakwater Float will increase mooring capacity for smaller boats and skiffs, while providing improved protection from Icy Passage's strong seas. The Timber Mooring Float further increases moorage capacity and further capitalizes on the protection provided by the breakwater structure. The Transient Vessel Mooring Facility project is a major replacement and capacity-expansion effort. As part of the overall project, the new floats will provide year-round protection from currents for the timber mooring float, establishing the only mooring facility in Gustavus that is not tide-dependent. Portions of the current facility are in need of immediate replacement, and this project is expected to extend the service life of the facility by 30 years.

Please see attachments for additional information.

Detailed budget

Item	Qty	Price	Amount
Mobilization/Demobilization			$250,000
16' X 25' Skiff Haul-Out Floats	1,200	$65	$78,000
10' X 16' Side Floats (adjacent to skiff Floats)	320	$65	$20,800
12' X 25' Sectional Floats	1,200	$65	$78,000
10' X 40' Walkway Floats	400	$65	$26,000
14' X 180' Steel Mooring & Breakwater Float	2,520	$175	$441,000
16" X 1/2" Galv Steel Piles, Furnished	720	$70	$50,400
16" X 1/2" Galv Steel Piles, Driven	9	$4,000	$36,000

20" X 1/2" Galv Steel Piles, Furnished	1,000	$90	$90,000
20" X 1/2" Galv Steel Piles, Driven	10	$5,000	$50,000
100 lb Anodes	19	$1,000	$19,000
Construction Item Totals			$1,140,000
Contingencies @ 15%			$171,000
Design & Permitting			$175,000
Construction Engineering			$175,000
Construction & Design Totals			$1,661,000
ICAP @ 4.88%			$81,057
Project total per AK DOT estimate by KDM 10/23/07 (with mathematical correction)			$1,742,057
Cost increase in updated AK DOT estimate 1/21/09 by Kirk Miller per Irene Miller			$257,943
Project Total			**$2,000,000**

Please describe the project time-line and when expenditures will occur:

Preliminary Design: Complete

NEPA Documents: February, 2009

Final Design and Bid-ready Documents: May, 2009

Who will be responsible for providing the ongoing maintenance and operation costs?

The City of Gustavus will be assuming ownership and maintenance responsibility for the float facility, as acknowledged in Resolution 2008-13. The construction of the harbor is a joint effort with the State of Alaska's Department of Transportation and Public Facilities, which is currently managing the replacement of the existing dock and trestle facility. Through this partnership, the State can take advantage of current projects to reduce mobilization costs, and the relatively "young" City of Gustavus can benefit from the State's experience managing projects of this scope.

Maintenance costs for the float have increased vastly in recent history, due in large part to the decrepit state of the existing facility. An estimated $2000 per year is spent relocating the floats seasonally, and this cost has been more than doubled by recent repairs to the aging facility. Within the last year the facility was damaged by high seas. The maintenance team took advantage of locally-available scrap for as much of the repair as possible, but still spent an estimated $3,000 on bull rails and piling sleeves. The repairs did not stand up to the churning seas, and the facility has once again been hobbled together with scraps.

The replacement of the existing mooring facility reduces maintenance costs in two major ways. The new Breakwater Float provides a sturdy platform for mooring and breakwater protection to the timber mooring floats, reducing damage caused by rough weather. The new Breakwater Float also eliminates the need to move the timber mooring float seasonally. With regular maintenance, the life of the project is expected to be 50 years of service to the community. In addition to reduced maintenance costs, the proposed harbor facility increases utility by moving the facility out from shore and repositioning it so that boats with a deeper draft can utilize the facility.

Grant Recipient Contact Information:

Project Manager: John Scott, Project Manager
Address P.O. Box 112506
Juneau, AK 99811-2506
Phone: (907) 465-8413
Fax: (907) 465-4414
E mail:

Financial Manager: Pete Christensen, Finance Director
Address P.O. Box 112506
Juneau, AK 99811-2500
Phone: (907) 465-2065
Fax: (907) 465-4417
E mail: Peter.Christensen@alaska.gov

Has the project gone through a public review process at the local level and is it a community priority by resolution or other official action by the governing body?

(Y/N): Yes.

The community has provided the following support documents:

- City of Gustavus, Resolution 2008-13 in support of the facility, Appendix A
- National Park Service letter of support, Appendix B
- Public support, Appendix C

CITY OF GUSTAVUS, ALASKA

RESOLUTION NO. 2008-16

A RESOLUTION BY THE CITY OF GUSTAVUS SUPPORTING AN APPLICATION TO DENALI COMMISSION FOR GRANT FUNDING TO CONSTRUCT A NEW BREAKWATER FLOAT AND MOORAGE FLOATS FOR THE NEW GUSTAVUS DOCK

WHEREAS, the Gustavus Dock Replacement project No. 67599 may be completed during the 2009 construction season, and

WHEREAS, the Gustavus Dock is the only non-tidal dependent access point to Icy Passage and Icy Strait for use by commercial, sport and subsistence users, and

WHEREAS, present timber floats are not protected from Southwest or Southeast winds which have presented a danger to all persons and vessels using them, and

WHEREAS, present float has been shortened to consist of float sections repaired for use from previously destroyed floats, and

WHEREAS, new breakwater float and expanded mooring floats will protect and provide for enhanced visitor recreation and increased economic opportunity for the community, and

WHEREAS, a harbor project will provide increased boat access to the Glacier Bay National Park through the community of Gustavus, along with access to Jet service from Gustavus Airport, and

WHEREAS, present configuration of older floats is not compatible with the design of the new Gustavus Dock Project,

WHEREAS, the City and the State of Alaska Department of Transportation and Public Facilities (DOT&PF) have joint interest in assuring transportation safety, capacity and flexibility for the City and its visitors,

WHEREAS, in discussions with DOT&PF, the City has agreed to take ownership of the breakwater float and small boat mooring floats built in addition to the dock replacement project No. 67599, and maintain above mentioned floats,

Appendix A

WHEREAS, DOT&PF has agreed to provide access for the City to the new float facility through the state's newly constructed dock and causeway,

AND NOW THEREFORE BE IT RESOLVED, City of Gustavus supports application to the Denali Commission, in partnership with the State of Alaska, Department of Transportation and Public Facilities, for grant funding to construct a new breakwater and timber float facility. This project would connect to the new Gustavus Dock Project, and include a steel breakwater and commercial vessel float, and new timber floats for smaller vessels.

PASSED and APPROVED by the Gustavus City Council this 11th day of September 2008.

Kenneth L. Klawunder, Mayor

Sandi Marchbanks, Vice Mayor

Wayne Howell, Council Member

John Nixon, Council Member

Mike Atkins, Council Member

William Unkel, Council Member

Paul Berry, Council Member

Attest:
Kapryce Manchester, City Clerk

Appendix A

United States Department of the Interior
NATIONAL PARK SERVICE
Glacier Bay National Park and Preserve
P.O. Box 140
Gustavus, Alaska 99826-0140

Tel: 907-697-2230 · Fax: 907-697-2654

IN REPLY REFER TO:
D45

SEP 03 2008

Ms. Irene Gallion
Regional Planner
Alaska Department of Transportation and Public Facilities
Southeast Regional Office
6860 Glacier Highway
P.O. Box 112506
Juneau, Alaska 99811-2506

Dear Ms. Gallion:

I am writing in support of your application to the Denali Commission for a grant to construct small boat moorage floats at the new Gustavus dock. The National Park Service has worked with the City of Gustavus for a number of years to see this critical project finally come to fruition. With construction of the new dock many positive options will open up for Gustavus.

In addition to finally gaining access to the Alaska Marine Highway, the new dock will provide the community with a solid platform for attaching and accessing small boat floats. The need for more and safer small boat floats has been a critical need for the community for some years. The current floats have experienced years of deteriorating quality and rising safety concerns as they have been battered by storms and stressed by heavy public use. On any given day during the busy summer season the public use floats have been a hive of activity, with sport, charter and commercial fishermen, tourism operators, subsistence users and kayakers all vying for limited space on the floats. And when the westerly winds are blowing these platforms often buck and heave with the incoming waves, creating unsafe conditions for all users. Over the past few years the Park Service has been contacted several times by commercial and private vessels with requests to use the dock inside the park at Bartlett Cove because the vessel floats at Gustavus were deemed unsafe. When two floats were destroyed by a storm in the fall of 2007 we all saw how critical these facilities are for the community.

Many of our visitors come not just to visit the splendors of Glacier Bay, but also to enjoy the many recreational opportunities available in Icy Strait and on the nearby Tongass National Forest. The Gustavus dock is the natural access point for an increasing group of visitors who come to fish, whale watch, kayak and enjoy the greater Glacier Bay region. We have also seen residents and tourism operators from outlying Icy Strait communities using Gustavus as a transportation and supply hub to transport guests and freight from the Gustavus airport and Gustavus businesses. All of that traffic

relies on the small vessel floats, and the new floats will greatly enhance safety and accessibility for all of these folks.

All of these positive results will serve to enhance the mission of the National Park Service in our management of Glacier Bay National Park. As the aged Gustavus Dock has deteriorated over the years the Park Service has had increasing requests from the community to access and use our facilities in Bartlett Cove for a variety of uses, including freight delivery and other uses that are non-compatible with park values. There have even been efforts to have some or all of lower Glacier Bay removed from the park so the community of Gustavus might gain unfettered access or outright ownership of this critical part of the park. Construction of a new Gustavus dock, with wave-barrier protected small boat floats, will alleviate all of this pressure from the park and place this use where it belongs, on the Gustavus waterfront.

I fully support your application for funds from the Denali Commission to construct small vessel floats at the Gustavus Dock. These floats will substantially serve the community of Gustavus, the greater Icy Strait region and Glacier Bay National Park.

Sincerely,

Cherry Payne
Superintendent

Gallion, Irene M (DOT)

From: John Nixon [CityCouncil4@gustavus-ak.gov]
Sent: Wednesday, September 24, 2008 9:54 AM
To: Gallion, Irene M (DOT)
Cc: CityCouncil
Subject: Gustavus waterfront development plan

Greetings from Gustavus!
Hello Irene,

As a member of the Gustavus City Council and the Marine Facilities Committee I wanted to take a moment to express my support for the Gustavus waterfront development plan.

The City of Gustavus is in desperate need of improved marine infrastructure for safety and economic reasons and for our citizens to be able to better enjoy our natural surroundings.

The existing timber floats are heavily used by visitors, commercial users, and charter groups, as well as area residents for subsistence and enjoyment of the water. These floats take a pounding from the weather and on days when westerly winds blow, these floats present a major safety threat to the users. The probability of accidents is high as the waves break over the floats and create extremely hazardous conditions for loading and unloading of passengers and freight. The current float area is too small to afford any temporary moorage for residents and visitors alike, and in bad weather conditions, there is no where to go to wait for better weather. The current float system severely limits the ability of area residents to capitalize on seasonal tourism, which is so important for our economy.
The N.P.S. permit system limits entry into Bartlett Cove which is the areas best natural anchorage. Currently a "transit permit" is available to enter Bartlett Cove for area residents but will be eliminated in three years. Visitors, who arrive early for their waiting permits to enter Glacier Bay, are turned away and not allowed entry even into the relative safety of Bartlett Cove until the day that their permit starts. The new float design does not create a harbor, but will allow much needed temporary moorage for residents and visitors.

The centerpiece of the new float design is the 200' long concrete wave barrier float. This float combined with the sheet pile planned for the new D.O.T. freight/ferry dock will greatly reduce wave action within the area to be used by the new timber floats. The concrete wave barrier float is the starting point for creating a safe and efficient area for all user groups. This float along with the new timber floats will provide the basic facility for efficient handling of freight and a long awaited facility which will make marine travel safe for the general public. The design of the new float system beginning with the wave barrier float, combined with new timber floats, will greatly assist the City in the future maintenance of the facility.

Thank you for your help in this extremely important venture.

John Nixon
City of Gustavus

Gallion, Irene M (DOT)

From: Sandi Marchbanks (City Council) [CityCouncil1@gustavus-ak.gov]
Sent: Wednesday, September 24, 2008 10:39 AM
To: Gallion, Irene M (DOT)
Cc: CityCouncil
Subject: Irene Gallion. Float Project 09.24.08sm

Irene Gallion
Alaska Department of Transportation
Juneau, Alaska,

Good Morning Irene,

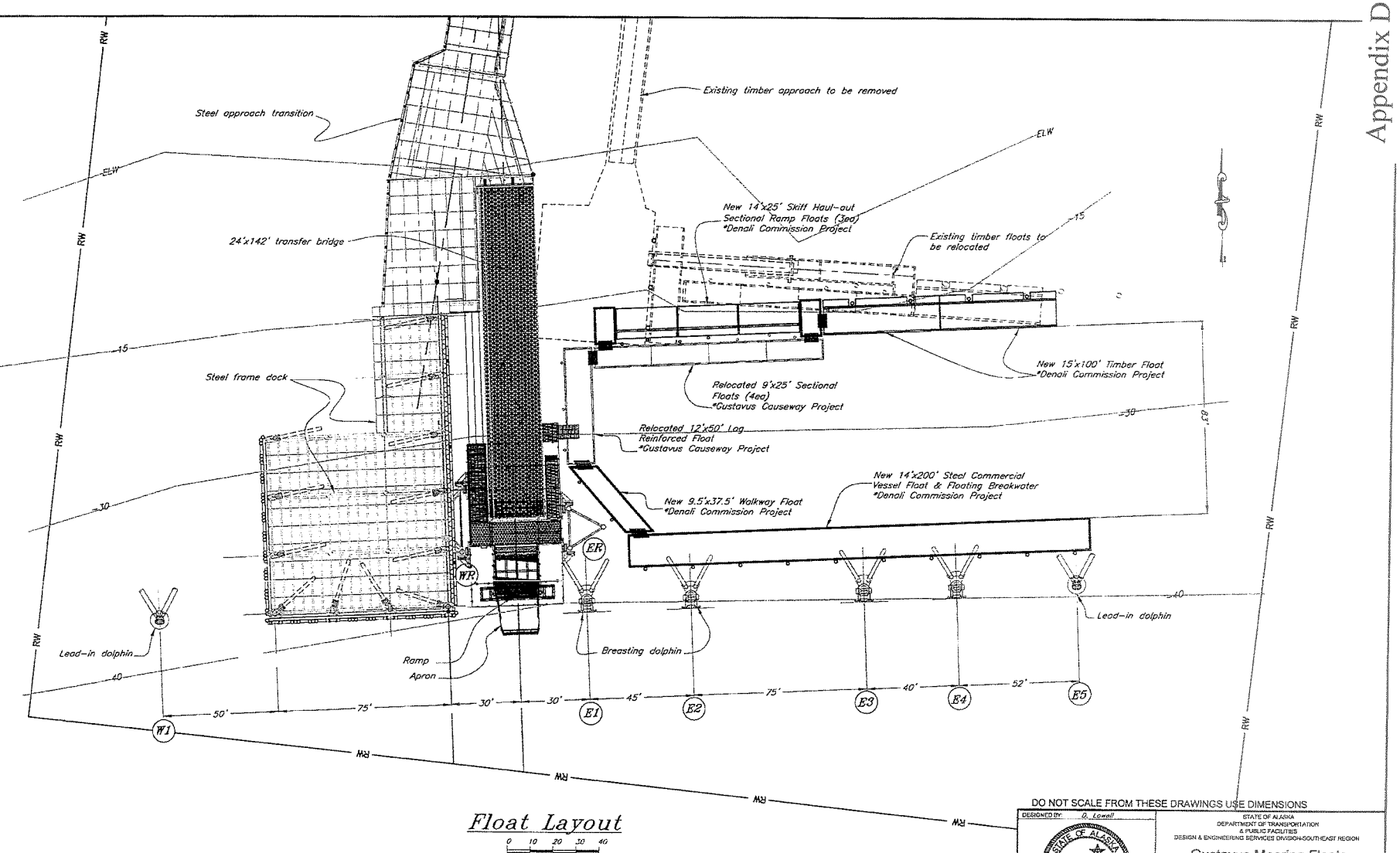
Thank you for the opportunity to comment on the float project being designed in conjunction with the new Gustavus dock.

Until this year, my family and I were the owners of one of the lodges in Gustavus and have been closely involved with the whole structure over the past 14 years. For the past 10 years, we were honored to have a group of eighteen repeat fishing guests, the oldest being 94 years old this year. The floats are so hazardous and dangerous, Glacier Bay National Park staff, in a remarkable and unprecedented decision, agreed this year to allow the charter boat used for fishing the three oldest (80, 92 and 94) onto the Bartlett Cove dock to load and unload them each day for three days. If those three men (two are WWII veterans) live to come fishing next year, the National Park will again be called upon to make the call allowing this exception to the stringent park rules. I can think of no other way to describe the full extent of the peril experienced by all users of the present floats than by this example.

The sheet piling on the new dock and the concrete wave barrier float is vital in the creation of a safe area to load and unload both passengers and freight. Additionally community members who are presently limited to the tidal Salmon River area during the larger part of the year will now have the option to utilize this area during winter months when the tides are stronger and the daylight hours shorter. This will be a major step in creating a safer waterfront community in which to reside.

As I've previously stated to DOT, my family continues to be thankful to all involved for the efforts being made to bring much-needed waterfront infrastructure to Gustavus.

Best regards,
Ken and Sandi Marchbanks
Justin and Davita Marchbanks



Float Layout

0 10 20 30 40

Tidal Data
HTL = +20.0
MHW = +13.7
MLLW = 0.0
ELW (Est.) = -5.0

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY: D. Lowell

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION

STATE OF ALASKA 49th Kirk J. Miller CE-8550 REGISTERED PROFESSIONAL ENGINEER

Gustavus Mooring Floats
Denali Commission Project

CHECKED BY: K. Miller

Float Layout Plan

DRAWN BY: D. Lowell

PATH: O:\CUS\68343\MF\DENALI PREFERRED LAYOUT.DWG

TAB: 7/7/2008 2:39 PM SWBENNETT

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			68343	2008		XX

Denali Commission
Transportation Improvement Program
Fiscal Year 2009 Project Nominations

Waterfront Development Projects

Please send this completed form and associated documents to

Ms. Automme Circosta
Denali Commission
Transportation Program Assistant
510 L Street, Suite 410
Anchorage, Alaska 99502

You may send these documents by email to Ms. Circosta at acircosta@denali.gov

Please contact Automme with any questions at (907) 271-1426

Waterfront Development Projects

Project Name: Gustavus Transient Vessel Mooring Facility – Denali Commission project, Phase 2: Breakwater Float

Contact Information:

Project Manager:	**John Scott, Project Manager**
Address	P.O. Box 112506 Juneau, AK 99811-2506
Phone – FAX – e-mail	Phone: (907) 465-8413 Fax: (907) 465-4414 E mail:

Financial Manager:	**Pete Christensen, Finance Director**
Address	P.O. Box 112506 Juneau, AK 99811-2500
Phone – FAX – e-mail	Phone: (907) 465-2065 Fax: (907) 465-4417 E mail: Peter.Christensen@alaska.gov

1. **Project Location:**

The Project is located in the Gateway to Glacier Bay National Park: The city of Gustavus, Alaska. The population of about 500 people depends heavily on revenue from tourist traffic generated by the park, and a significant part of the local economy has developed serving the needs of visitors to this natural wonder.

The dock facility and small boat mooring float facility are about 1.5 miles from the township center, and provides access to services in the township and in the park. Local residents, charter fishermen and tourists are currently users of the existing facility.

2. Facility Description:

Gustavus, AK does not currently have a man-made harbor. The Transient Vessel Mooring Facility is part of a multi-phase replacement of the existing dock and trestle facility that will enhance the transient mooring facilities, increase small boat capacity, and will modernize the facility. There are two main components of this facility: A Breakwater Float and a Timber Mooring Float. The Breakwater Float will increase mooring capacity for smaller boats and skiffs, while providing improved protection from Icy Passage's strong seas. The Timber Mooring Float further increases moorage capacity and further capitalizes on the protection provided by the breakwater structure.

The new facility will:

- **Increase operational safety.** The current facility requires that boats jockey for limited mooring, often times in challenging wave conditions.
- **Reduce maintenance costs.** The facility has been designed to withstand the relatively extreme wave action in Icy Passage.
- **Provide expanded capacity.** Not only will more temporary moorage be available, but operators can choose moorage that better suits their vessel and business.
- **Increase small cargo capacity.**

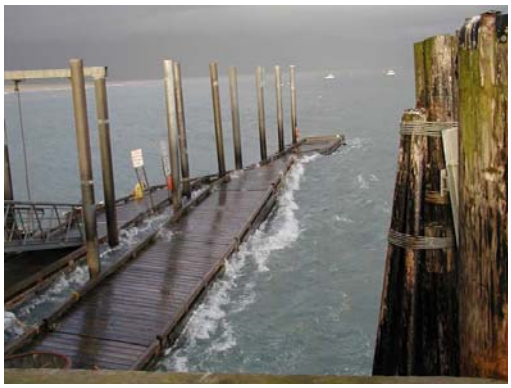
The current primary marine facility was built in the early 1960s to serve five homesteads, and now serves in excess of 500 people. The entire facility is in a deteriorated state, and the existing mooring floats are removed and stored in the fall due to their inability to withstand winter weather. Limited small boat facilities mean that charter operators have to take turns using the current facility when weather allows its use. Even in summer, the small boat facility is unusable during periods of strong winds due to its alignment with prevailing seas, lack of shelter, and the outdated design.

3. Project Class:

The Transient Vessel Mooring Facility project is a major replacement and capacity-expansion effort. As part of the overall project, the new floats will provide year-round protection from currents for the timber mooring float, establishing the only mooring facility in Gustavus that is not tide-dependent. Portions of the current facility are in need of immediate replacement, and this project is expected to extend the service life of the facility by 30 years.

4. Project Benefits:

The economic health of Gustavus and Glacier Bay National park depends heavily on a fully-functional dock. The benefits of the Transient Vessel Mooring Facility include:



- **Improved Safety:** The new facility will be built to serve the expanding needs of the community in higher seas and generally poorer weather. Improved capacity will eliminate the need for multiple users to jockey for position along a mooring with limited space. These improvements reduce the liability of the State and City, and reduce wear and damage for users.
- **Economic advantage:** Improved access for all small boats will increase through-traffic for the city and increase the transient's time spent there, providing the opportunity to expand services to private boaters and charter customers.
- **Improved efficiency:** Small boat congestion will be reduced, and operators will spend less time and fuel waiting for space and jockeying for position.
- **Increased capacity:** Competition for limited mooring will be relieved, and boat operators will feel comfortable spending more time on shore and in the community.
- **Improved access:** Current boat access to Glacier Bay National Park through the protected waters of Bartlett Cove is highly regulated and limited. Not only will improved dock capacity expand access to the park, but visitors may extend the time they spend there. The location of the proposed harbor will result in tourists driving through the Gateway to Glacier Bay National Park, increasing Gustavus' exposure to tourist dollars.
- **Reduced maintenance costs:** The new design of the harbor facility as a whole provides better protection to the proposed timber mooring facility. The timber moorage will be able to be left in place over the winter, eliminating the costs of moving and storage. New construction materials result in lower maintenance costs.
- **Preservation of natural resources.** The Park Service has resisted increased boat traffic in Bartlett Cove due to threats to the humpback whale and other species by focusing increased boat traffic into the portal of Glacier Bay. The proposed project, by alleviating pressures on Bartlett Cove, supports the continuation of a 19-year whale research program being conducted by the National Park Service in Bartlett Cove.

5. Transportation System Connections:

While not directly multi-modal, the Timber Mooring Float provides much-needed moorage for boat users from neighboring communities, and facilitates connections through the Gustavus Airport.

The timber mooring float function is not impacted by tides, unlike the existing small boat moorage along the nearby Salmon River, and improves access for small freight items.

6. Project Stage:

Preliminary Design: Complete
NEPA Documents: February, 2009
Final Design and Bid-ready Documents: May, 2009

7. Community Support:

The community has provided the following support documents:

City of Gustavus, Resolution 2008-13 in support of the facility, **Appendix A**
National Park Service letter of support, **Appendix B**
Public support, **Appendix C**

8. Maintenance:

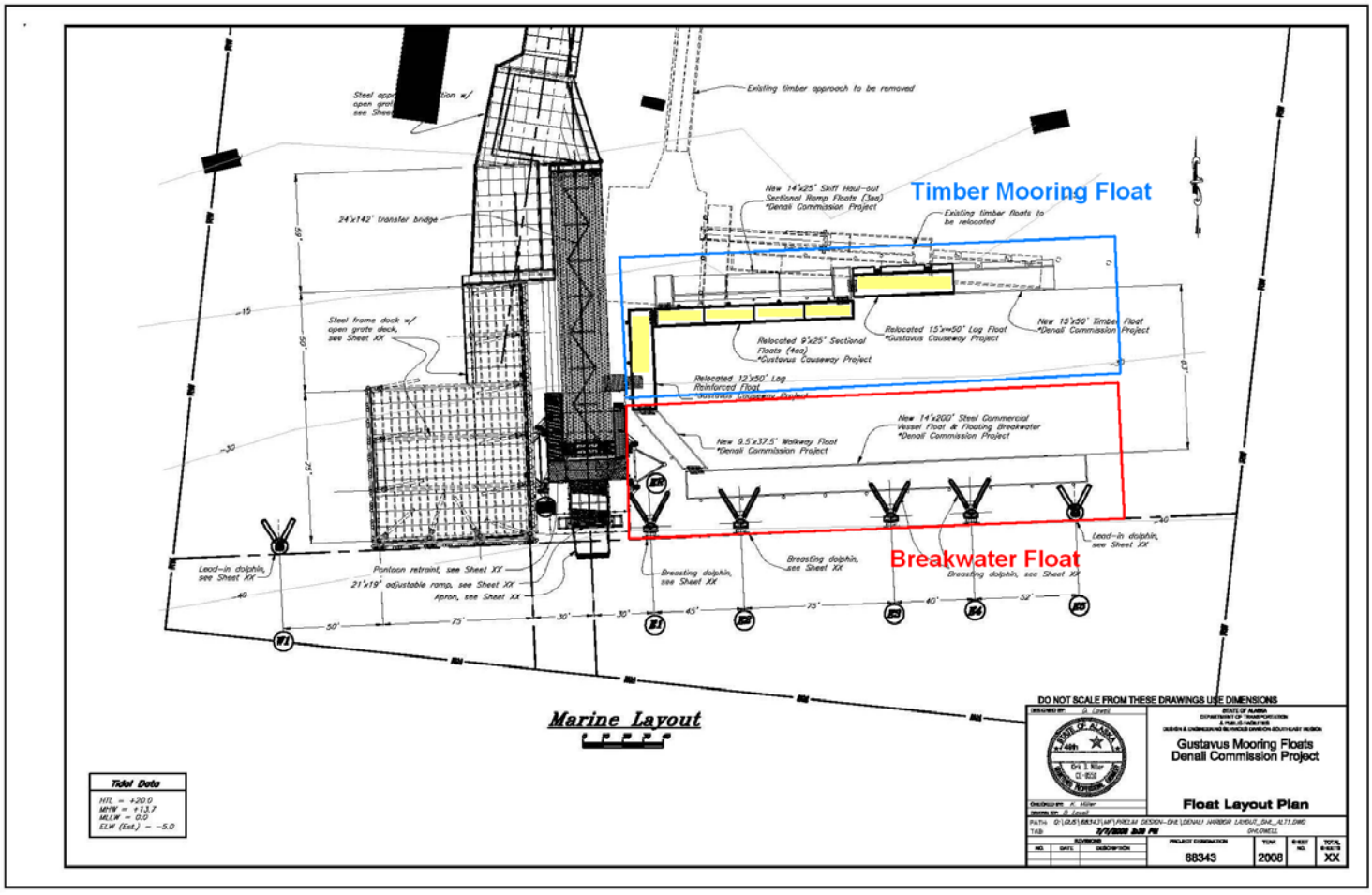
The City of Gustavus will be assuming ownership and maintenance responsibility for the float facility, as acknowledged in Resolution 2008-13, attached. The construction of the harbor is a joint effort with the State of Alaska's Department of Transportation and Public Facilities, which is currently managing the replacement of the existing dock and trestle facility. Through this partnership, the State can take advantage of current projects to reduce mobilization costs, and the relatively "young" City of Gustavus can benefit from the State's experience managing projects of this scope.

Maintenance costs for the float have increased vastly in recent history, due in large part to the decrepit state of the existing facility. An estimated $2000 per year is spent relocating the floats seasonally, and this cost has been more than doubled by recent repairs to the aging facility. Within the last year the facility was damaged by high seas. The maintenance team took advantage of locally-available scrap for as much of the repair as possible, but still spent an estimated $3,000 on bull rails and piling sleeves. The repairs did not stand up to the churning seas, and the facility has once again been hobbled together with scraps.

The replacement of the existing mooring facility reduces maintenance costs in two major ways. The new Breakwater Float provides a sturdy platform for mooring and breakwater protection to the timber mooring floats, reducing damage caused by rough weather. The new Breakwater Float also eliminates the need to move the timber mooring float seasonally. With

regular maintenance, the life of the project is expected to be 50 years of service to the community. In addition to reduced maintenance costs, the proposed harbor facility increases utility by moving the facility out from shore and repositioning it so that boats with a deeper draft can utilize the facility.

The illustration below shows how the Gustavus Harbor Project increases the utility of the harbor area, and compliments the reconstruction of the dock and trestle. The dashed lines illustrate the current configuration, and arrows show how old components (highlighted with yellow) are utilized in the new facility, reducing overall cost and environmental impact of waste.



A full-page layout is available in **Appendix D**.

9. Provide design and/or construction financial contributions in the table below:

The City of Gustavus and the Alaska Department of Transportation and Public Facilities (ADOT&PF) are requesting $1.3 million dollars in funding from the Denali Commission for construction of the Breakwater Float. We acknowledge that this is in excess of the traditional

cap on funds, but we point out that ADOT&PF's commitment on the harbor project is more than four times the Denali Commission match required under policy.

The entire harbor project is estimated to cost $1.8 million dollars. If the Denali Commission grants our funding request, the City of Gustavus will request a $500-thousand dollar appropriation from the legislature for construction of the remaining Timber Mooring Floats, and the ADOT&PF would support this request.

The table below illustrates how the State/City commitment compares to Denali Commission requirements.

Total Harbor Costs:	$	1,800,000.00
Steel Breakwater (Denali Commission commitment)	$	1,300,000.00
Timber Mooring (State commitment)	$	500,000.00

State required match for request: 9.03%	$	117,390.00
State commitment to total project, percentage:		28%
State commitment as percentage of Denali request:		38%
State commitment/required commitment:		4.26

It is State policy to match any Denali Commission grant with 9.03% of the request, a total of $117,390 dollars for this request. In construction of the entire harbor facility, the State's commitment will be approximately $500-thousand dollars for construction of the Timber Mooring Floats, 4.26 times the policy-mandated match for the $1.3 million dollar float, and almost 28% of the total project costs.

Other Funding Source/s	Describe Sponsor	Funding Amount	Percent of Total Project
State of AK appropriation	City/DOT partnership	$500,000.00	28%

SE Region - Marine Engineering

Project Construction Cost Estimate

PROJECT NUMBER: XXXX
PROJECT TITLE: Gustavus Mooring Floats - Denali Commission Project / Phase 2
Phase 1 - Timber Mooring Floats

Item No.	Item	Unit	No Rqd	Unit Qty	Unit Price	Total Quantity	Amount
1	Mobilization / Demobilization	LS			$75,000	All Req'd.	$75,000
2	16' x 25' Skiff Haul-Out Floats	SF	3	400	$65	1,200	$78,000
3	10'x16' Side Floats (adjacent to skiff Floats)	SF	2	160	$65	320	$20,800
4	12'x25' Sectional Floats	SF	4	300	$65	1,200	$78,000
5	16" x 1/2" Galv Steel Piles, Furnished	LF	7	80	$70.00	560	$39,200
6	16" x 1/2" Galv Steel Piles, Driven	EA	7	1	$4,000	7	$28,000
7	100 lb Anodes	EA	7	1	$1,000	7	$7,000

Construction Item Totals =	**$326,000**
Contingencies @ 15% =	**$48,900**
Design & Permitting =	$50,000
Construction Engineering =	$50,000
Construction & Design Totals =	**$474,900**
ICAP @ 4.88% =	$23,175
Project Totals =	**$498,075**

Prepared by: KDM **Date:** 10/23/07
Checked by: **Date:**

$500

SE Region - Marine Engineering

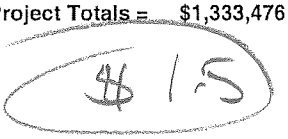
Project Construction Cost Estimate

PROJECT NUMBER: XXXX
PROJECT TITLE: Gustavus Mooring Floats - Denali Commission Project / Phase 2
Phase 2 - Steel Mooring & Breakwater Float

Item No.	Item	Unit	No Rqd	Unit Qty	Unit Price	Total Quantity	Amount
1	Mobilization / Demobilization	LS			$250,000	All Req'd.	$250,000
2	10' x 40' Walkway Floats	SF	1	400	$65	400	$26,000
3	14' x 180' Steel Mooring & Breakwater Float	SF	1	2,520	$175	2,520	$441,000
4	16" x 1/2" Galv Steel Piles, Furnished	LF	2	80	$70.00	160	$11,200
5	16" x 1/2" Galv Steel Piles, Driven	EA	2	1	$4,000	2	$8,000
6	20" x 1/2" Galv Steel Piles, Furnished	LF	10	100	$90.00	1,000	$90,000
7	20" x 1/2" Galv Steel Piles, Driven	EA	10	1	$5,000	10	$50,000
8	100 lb Anodes	EA	12	1	$1,000	12	$12,000

Construction Item Totals =	**$888,200**
Contingencies @ 15% =	**$133,230**
Design & Permitting =	$125,000
Construction Engineering =	$125,000
Construction & Design Totals =	**$1,271,430**
ICAP @ 4.88% =	$62,046
Project Totals =	**$1,333,476**

Prepared by: KDM **Date:** 10/23/07
Checked by: **Date:**



SE Region - Marine Engineering

Project Construction Cost Estimate

PROJECT NUMBER: XXXX
PROJECT TITLE: Gustavus Mooring Floats - Denali Commission Project

Item No.	Item	Unit	No Rqd	Unit Qty	Unit Price	Total Quantity	Amount
1	Mobilization / Demobilization	LS			$250,000	All Req'd.	$250,000
2	16' x 25' Skiff Haul-Out Floats	SF	3	400	$65	1,200	$78,000
3	10'x16' Side Floats (adjacent to skiff Floats)	SF	2	160	$65	320	$20,800
4	12'x25' Sectional Floats	SF	4	300	$65	1,200	$78,000
5	10' x 40' Walkway Floats	SF	1	400	$65	400	$26,000
6	14' x 180' Steel Mooring & Breakwater Float	SF	1	2,520	$175	2,520	$441,000
7	16" x 1/2" Galv Steel Piles, Furnished	LF	9	80	$70.00	720	$50,400
8	16" x 1/2" Galv Steel Piles, Driven	EA	9	1	$4,000	9	$36,000
9	20" x 1/2" Galv Steel Piles, Furnished	LF	10	100	$90.00	1,000	$90,000
10	20" x 1/2" Galv Steel Piles, Driven	EA	10	1	$5,000	10	$50,000
11	100 lb Anodes	EA	19	1	$1,000	19	$19,000

Construction Item Totals =	**$1,139,200**
Contingencies @ 15% =	**$170,880**
Design & Permitting =	$175,000
Construction Engineering =	$175,000
Construction & Design Totals =	**$1,660,080**
ICAP @ 4.88% =	$81,012
Project Totals =	**$1,741,092**

Prepared by: KDM **Date:** 10/23/07
Checked by: **Date:**

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