

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Hoonah****Project Title:****Hoonah - Marine Industrial Center 220 Ton Boat Haul Out Facility****State Funding Requested: \$ 3,000,000****House District: 5 - C**

One-Time Need

Brief Project Description:

Phase II consists of a 220 ton boat haul out facility with 3.5 acres of tideland fill for boat work and storage, a boat haul out pier, wash down facility with utilities, 150 ton travel lift and barge ramp.

Funding Plan:**Total Cost of Project: \$7,274,887**

	<u>Funding Secured</u>		<u>Other Pending Requests</u>		<u>Anticipated Future Need</u>	
	<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>
Federal Funds	\$2,000,000	2004				
State Funds	\$1,000,000	2006				
Denali Commission	\$300,000	2008				
Local Funds	\$1,027,159	2005				
Total	\$4,327,159					

Detailed Project Description and Justification:

Phase I consisted of 95,000 cubic yards of tideland fill which was completed in June of 2007. Phase II consists of the boat haul out pier, 220 ton travel lift, wash down pad and utilities. Hoonah is dependent upon both the timber and fishing industry for most of the community's jobs. With the decline in the timber industry, there is an increasing need for infrastructure supporting fishing, tourism and other industries. This project will support and enhance fishing and marine related businesses. Our close proximity to Glacier Bay National Park and Point Adolphus make Hoonah a desirable tourist destination. Twenty fishing and whale watching charter vessels make Hoonah their primary port. We had 80 cruise ships stop in Hoonah at Icy Strait Point in 2007 which is expected to increase in 2009. This facility will target boats located in northern Southeast, specifically the communities of Angoon (pop. 482), Elfin Cove (pop. 25), Gustavus (pop. 441), Haines (pop. 1,492), Hoonah (pop. 829), Juneau (pop. 30,650), Pelican (pop. 106), Skagway (pop. 854) and Tenakee Springs (pop. 109). With the aforementioned communities a total population of 35,712 residents or 49% of the resident population of Southeast Alaska will benefit from this project. Because of the size of the travel lift, we can also handle boats that are unable to be serviced in Sitka or Wrangell such as Four Seasons Marine Catamarans. There are over 140 commercial fishing and charter boats located in Northern Southeast that cannot be hauled out in the region and are potential customers. While the City of Hoonah is anticipating revenue generation from the lift and potential sales tax from associated work. Our primary goal is to further develop our port facilities to encourage the fishing fleet to consider Hoonah a primary port to operate from for their fishing ventures. The City is also anticipating the development of jobs in the Marine maintenance and

repair sector. This project will also benefit the local economic businesses relating to fuel, lodging and groceries.

This project has been a priority for the City of Hoonah for over 10 years. We have commitments from Four Seasons Marine for their catmarans and the Alaska Independent Tenderman's Association for 60 tender vessels to use our facility. We also have several letters of support from other agencies.

Project Timeline:

Project started in 2004. Expected completion of phase II is June 2009.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City of Hoonah

Grant Recipient Contact Information:

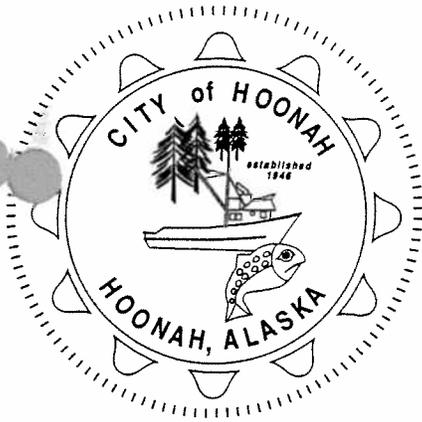
Contact Name: Dennis Gray, Jr., Mayor

Phone Number: 907-945-3663

Address: P.O. Box 630, Hoonah, AK 99829

Email: dgrayjr@starband.net

Has this project been through a public review process at the local level and is it a community priority? Yes No



CITY OF HOONAH

P.O. Box 360 • Hoonah, Alaska 99829 • (907) 945-3663 • FAX (907) 945-3445

January 14, 2008

Senator Albert Kookesh
State Capitol Bldg., Rm. 24a
Juneau, AK , 99801-1182

RECEIVED

JAN 18 2008

Sen. Kookesh's Office

RE: City of Hoonah CIP Requests

Dear Senator Kookesh,

You will find enclosed the City of Hoonah's 2008 CIP requests with supporting documentation.

I hope that you and your staff have a good session. You have always done a good job for us and our district.

Respectfully,

Dennis H. Gray, Jr.
Mayor

Hoonah

1/31/08

(KCAW - ^{radio} Kake Petersburg Thomas Bay) for info

#1 concern - cheaper power

waited last year - Ketchikan went
cost of intertie keeps going up each year.

#2 Boat haul out - short for environment & utilities
has \$ for dock 220 lift.

#3 Water line Dam project 30 yrs old
Leaks in last year - grant App w/ ~~100~~

#

24mil excise tax no app process
(\$5.00 per person who visits, 536,000 to Hoonah)
Johanna Bales spoke goal to gravel

~~X~~ Hoonah totem 4.3 million congress earmark
~~was~~ gone to state ^{DOT} to upgrade Ferry Terminal

Jody - IPEC AGI help buying generators - will need as back up
1) Hoonah Intertie - 50% bur of utility in Hoonah ^{part when intertie done}
Feds keep committing - should be state ending

2 rate of Feb Denali Comm to Hoonah

RUS
RPA now rural utility - Federal has high cost energy program
provide 25 million year to power projects. Gives help to ^{manage}

Jody submitted Grant for Ipec AOC.

Kate project - overland project

Angon

Cooperative - Capital credits - reduce margins + give to customers.

Zaid went directly to RUS + paid 5% debt.

1 unincorporated community. The following amount is appropriated from the general
 2 fund to the Department of Commerce, Community, and Economic Development for
 3 payments as a grant to the following unincorporated community for the purpose of
 4 defraying increased energy and other costs:

5	UNINCORPORATED	
6	COMMUNITY	APPROPRIATION
7	Whitestone	\$34,334

8 (c) Section 4(c), ch. 82, SLA 2006, page 117, lines 21 - 22, is amended to read:

9		APPROPRIATION	GENERAL	OTHER
10	ALLOCATIONS	ITEMS	FUND	FUNDS
11	Alaska Energy Authority -	3,200,000		3,200,000
12	<u>Kake - Petersburg Intertie</u>			
13	<u>and Alaska - British</u>			
14	<u>Columbia</u> [ALCAN]			
15	Intertie (HD 2)			

16 (d) Section 1, ch. 28, SLA 2007, page 5, lines 32 - 33 through page 6, lines 3 - 4, is
 17 amended to read.

18		APPROPRIATION	GENERAL	OTHER
19	ALLOCATIONS	ITEMS	FUND	FUNDS
20	Qualified Trade	<u>4,205,100</u>	<u>4,205,100</u>	
21	Association Contact	[5,005,100]	[5,005,100]	
22	Qualified Trade	<u>4,205,100</u>		
23	Association Contact	[5,005,100]		

24 (e) Section 4, ch. 30, SLA 2007, page 84, lines 26 - 27, is amended to read:

25		APPROPRIATION	GENERAL	OTHER
26	ALLOCATIONS	ITEMS	FUND	FUNDS
27	Community Development	11,650,000	600,000	11,050,000
28	<u>Assistance</u> [GRANTS]			
29	(HD 1 - 40)			

30 * **Sec. 21.** DEPARTMENT OF CORRECTIONS. (a) The sum of \$45,000 is appropriated
 31 from the general fund to the Department of Corrections, community jails, for a review of

RECEIVED

CAPITAL IMPROVEMENT PROJECT (CIP) JAN 18 2008
CITY OF HOONAH

Sen. Kookesh's Office

1. Submit the proposal to both Senator Albert Kookesh and Representative Bill Thomas. **NO LATER THAN JANUARY 15TH 2008.** Together they will submit a list to the Finance Committees.
2. Each project should include a **clear title** indicating the scope of the project.
Hoonah Marine Industrial Center (HMIC) 220 ton boat haul out facility.
3. Each project should include **justification and level of need.**

The City of Hoonah is seeking \$3 million for Phase II of the Hoonah Marine Industrial Center (HMIC) is a new project which consists of a 220 ton boat haul out facility with 3.5 acres of tideland fill for boat work and storage, a boat haul out pier, wash down facility with utilities, 150 ton travel lift and barge ramp. Phase I consisted of 95,000 cubic yards of tideland fill which was completed in June of 2007. Phase II consists of the boat haul out pier, 220 ton travel lift, wash down pad and utilities. Hoonah is dependent upon both the timber and fishing industry for most of the community's jobs. With the decline in the timber industry, there is an increasing need for infrastructure supporting fishing, tourism and other industries. This project will support and enhance fishing and marine related businesses. Our close proximity to Glacier Bay National Park and Point Adolphus make Hoonah a desirable tourist destination. Twenty fishing and whale watching charter vessels make Hoonah their primary port. We had 80 cruise ships stop in Hoonah at Icy Strait Point in 2007 which is expected to increase in 2009. This facility will target boats located in northern Southeast, specifically the communities of Angoon (pop. 482), Elfin Cove (pop. 25), Gustavus (pop. 441), Haines (pop. 1,492), Hoonah (pop. 829), Juneau (pop. 30,650), Pelican (pop. 106), Skagway (pop. 854) and Tenakee Springs (pop. 109). With the aforementioned communities a total population of 35,712 residents or 49% of the resident population of Southeast Alaska will benefit from this project. Because of the size of the travel lift, we can also handle boats that are unable to be serviced in Sitka or Wrangell such as Four Seasons Marine Catamarans. There are over 140 commercial fishing and charter boats located in Northern Southeast that cannot be hauled out in the region and are potential customers. While the City of Hoonah is anticipating revenue generation from the lift and potential sales tax from associated work. Our primary goal is to further develop our port facilities to encourage the fishing fleet to consider Hoonah a primary port to operate from for their fishing ventures. The City is also anticipating the development of jobs in the Marine maintenance and repair sector. This project will also benefit the local economic businesses relating to fuel, lodging and groceries.

4. Each project should include **support or comments** from the local government and/or the agency that is going to administer the project.

This project has been a priority for the City of Hoonah for over 10 years. We have commitments from Four Seasons Marine for their catmarans and the Alaska Independent Tenderman's Association for 60 tender vessels to use our facility. We also have several letters of support from other agencies that are attached.

5. Each project should include **documentation of the amount of local matching funds available or clearly state if no matching funds are required/available**. If the local government or administrator of the grant will be making an **in kind donation** that should also be noted.

Phase I was financed with an EDA grant of \$2,000,000 with a city match of \$858,000 for a total of \$2,858,000. We still have \$589,108 grant funds available from EDA. The city also has a \$1,000,000 State Capital Matching Grant which is financing the engineering portion of the project with remaining funds to be used for construction. The City of Hoonah owns the tidelands where the project is located which has a value of \$52,272. The City also paid for the geotechnical engineering study in the amount of \$116,887 that was completed to make sure the area could support the weight of the fill material.

6. If **additional state support** for the project will be needed, please describe what support will be needed and for how long. If no additional state support will be needed for the project please indicate how the project administrator will maintain this project.

Once this project is funded, there will be no further need for state assistance. The City of Hoonah will use the revenue generation from this project to maintain the facility.

7. Documentation **if** this project has been requested before.
8. Documentation of **other sources of funding** that have been sought for this project and what other funding has been secured.

Please see attached.

9. A **detailed outline** of the project with **timelines**.

Final design is estimated to be completed mid-February and bid in March 2008.

10. Name of person who will be the "**contact**" for this project and an address and phone number for them.

Mayor Dennis H. Gray Jr.
City of Hoonah
PO Box 360
Hoonah, AK 99829
907-945-3663

dgrayjr@cityofhoonah.org

11. A brief **community profile**.

The City of Hoonah is located on the northeast shore of Chichagof Island which is 40 air miles west of Juneau (Alaska's capital city) and 80 air miles north of Sitka. Hoonah has been the home of the Huna Tlingit since the last advance of the great ice masses into Glacier Bay which was their ancestral homeland. The advancement of these ice masses forced the Huna people to look for new homes. Since the Hoonah area was used each summer as a subsistence harvesting area, it was a natural place for them to settle. Originally, the community was known as Huna, which means "the place where the north wind doesn't blow" in Tlingit. Currently, Hoonah has a population of 841 and is a small, rural community with a rich heritage. Hoonah encompasses 6.6 square miles of land and 2.1 square miles of water. In 1912, the Hoonah Packing Co. built a large cannery one mile north of town which is now the site of Icy Strait Point, the city's tourism destination. In May of 2004, the first ship arrived at Icy Strait Point. The Thompson Fish Company still operates today known as the Hoonah Cold Storage. In 1944, a fire destroyed much of the town and many priceless Tlingit cultural objects. The federal government assisted in rebuilding the community. The City of Hoonah was incorporated as a first class city in 1946. Hoonah is the largest Tlingit village in Alaska.



December 6, 2007

PND 052038.05

Mr. Jerry P. Medina
City Administrator
City of Hoonah
P.O. Box 360
Hoonah, Alaska 99829-0360

Re: Hoonah Marine Industrial Center
Phase 2 Boat Haulout Pier
Preliminary Design Submittal

Dear Mr. Medina:

PND Engineers, Inc. (PND) has completed the preliminary design drawings and cost estimate for Phase 2 of the Hoonah Marine Industrial Center (HMIC). Enclosed please find two sets of these documents intended for your review and comments by December 14, 2007, per the attached schedule.

Scope of Improvements

The scope of improvements included under Phase 2 has been prepared in accordance with the directions we received from you and Mayor Dennis Gray at our coordination teleconference in late October. The primary elements include:

- A 120' long pile supported haulout pier consisting of one 9' wide pier and one 18' wide pier.
- The inside clear dimension of the pier is 33'-0" to accommodate a modified 150 Ton Travelift
- A concrete abutment /retaining wall at the transition to shore extended full width of the pier as previously illustrated under Concept No. 2. This feature provides more depth within the berth near the toe of the armor rock.
- Reconfigured armor rock associated with the described concrete abutment.
- Additive alternative fender piles outside the 18' wide pier.

Cost of Improvements

Enclosed please find detailed cost estimates prepared for the base bid and additive alternate work items. Please confirm that the City's available funds are sufficient to cover the cost of the improvements you have directed for this phase of the project.

Schedule

A copy of the project schedule is enclosed. At your request, PND has accelerated the design phase to deliver our work as fast as possible. The enclosed drawings are approximately 65% complete so we are considerably ahead of this pace as indicated at line 3 of the schedule. We feel we will be ready to advertise for construction

December 6, 2007
Hoonah Marine Industrial Center – Phase 2

Page 2

bids by mid February, approximately six weeks ahead of this schedule. Please provide PND with your confirmation that the project is ready to be advertised by that time.

Feel free to call me at any time if you have questions regarding this design submittal. Our engineers are pressing ahead with the final design in order to deliver the bid ready documents as soon as possible. We look forward to receiving your review comments next week.

Sincerely,
PND Engineers, Inc. | Juneau Office



Dick Somerville, P.E.
Vice President

Enclosures

**HOONAH MARINE INDUSTRIAL CENTER
PHASE 2 - HAULOUT PIER**

PRELIMINARY ENGINEER'S ESTIMATE

Prepared By: PND Engineers, Inc. December 6, 2007

Item	Spec.	Item Description	Units	Quantity	Unit Cost	Amount
1	1505	Mobilization	LS	All Reqd	10%	\$153,600
2	2202	Excavation, Armor Rock Reconfiguration	LS	All Reqd	\$85,000	\$85,000
3	2204	Base Course, Grading C-1	CY	100	\$60	\$6,000
4	2204	Shot Rock Backfill	CY	800	\$10	\$8,000
5	2702	Construction Surveying	LS	All Reqd	\$12,000	\$12,000
6	2882	UHMW Pile Rubstrips	LS	All Reqd	\$75,000	\$75,000
7	2886	End and Side Curbs	LS	All Reqd	\$80,000	\$80,000
8	2896	12-3/4" Steel Pipe Fender Piles with HDPE Sleeves	EA	12	\$11,000	\$132,000
9	2896	16" Steel Pipe Corner Fender Piles with HDPE Sleeves	EA	2	\$13,000	\$26,000
10	2896	16" Vertical Steel Pipe Piles	EA	35	\$10,000	\$350,000
11	2896	16" Battered Steel Pipe Piles	EA	6	\$17,000	\$102,000
12	3305	Concrete Backwall	CY	125	\$1,600	\$200,000
13	3420	Precast Concrete Deck Panels	LS	All Reqd	\$260,000	\$260,000
14	3601	Deck C.I.P Concrete and Grout	LS	All Reqd	\$65,000	\$65,000
15	5120	Steel Pile Caps	LS	All Reqd	\$100,000	\$100,000
16	5120	Steel Pipe Bullrail	LS	All Reqd	\$35,000	\$35,000
ESTIMATED CONSTRUCTION BID PRICE						\$1,689,600
CONTINGENCY (10%)						\$168,960
ESTIMATED CONSTRUCTION BUDGET - BASE BID						\$1,858,560
1	1505	Mobilization	LS	All Reqd	10%	\$13,500
17	2896	12-3/4" Steel Pipe Fender Piles with HDPE Sleeves	EA	9	\$13,000	\$117,000
18	5120	Access Ladders	EA	3	\$6,000	\$18,000
ESTIMATED CONSTRUCTION BUDGET - ADD ALT A						\$148,500

15%

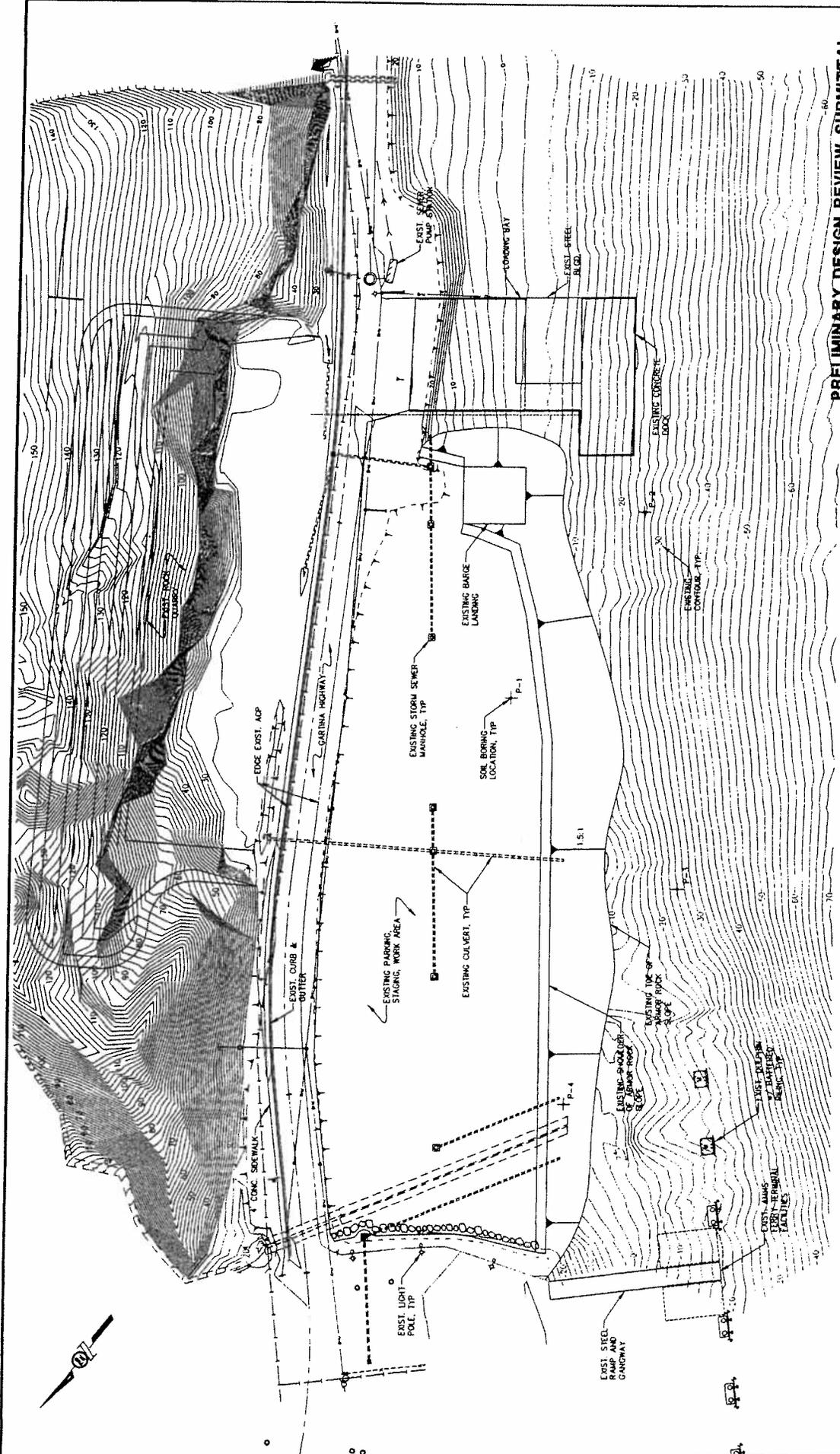
HOONAH MARINE INDUSTRIAL CENTER - PHASE 2 REVISED PROJECT SCHEDULE

ID	Task Name	Start	Finish	Oct '07	Nov '07	Dec '07	Jan '08	Feb '08	Mar '08	Apr '08
1	Schematic Design Submittal	Mon 10/15/07	Fri 12/7/07							
2	City Review Schematic Design	Mon 12/10/07	Fri 12/14/07							
3	Design Development Submittal (65%)	Mon 12/17/07	Fri 2/1/08							
4	City Review 65% Design Submittal	Mon 2/4/08	Fri 2/8/08							
5	Final Design Submittal (95%)	Mon 2/11/08	Fri 3/14/08							
6	City Review 95% Design Submittal	Mon 3/17/08	Fri 3/21/08							
7	Prepare Bid Ready Contract Documents	Mon 3/24/08	Mon 3/31/08							

PNID No. 052038.05
November 7, 2007



Project Summary
External Milestone
Deadline



PRELIMINARY DESIGN REVIEW SUBMITTAL

HOONAH MARINE INDUSTRIAL CENTER - PHASE 2

DATE: 12/05/2003

1.03 SHEET 3 OF 4

PROJECT: HOONAH MARINE INDUSTRIAL CENTER - PHASE 2

DATE: 12/05/2003

SCALE: 1" = 40' (AS SHOWN)

SCALE IN FEET: 0, 40, 80, 120

DATE: 12/05/2003

PROJECT: HOONAH MARINE INDUSTRIAL CENTER - PHASE 2

REV.	DATE	DESCRIPTION	DWNT.	CRD.	APP.

P N D ENGINEERS, INC.

10400 Highway 100
 Juneau, Alaska 99901
 Phone 907.586.2000
 Fax 907.586.2099
 www.pnd-inc.com

SCALE: 1" = 40' (AS SHOWN)

SCALE IN FEET: 0, 40, 80, 120

DATE: 12/05/2003

PROJECT: HOONAH MARINE INDUSTRIAL CENTER - PHASE 2

SOIL CLASSIFICATION, CONSISTENCY AND SYMBOLS

CLASSIFICATION: Identification and classification of the soil is accomplished in general accordance with the ASTM Standard D 2487-83. The Unified Soil Classification System (USCS) as presented in Table 1 of the Standard is used. The soil is classified as follows: (1) coarse grained (2) highly organic soils. Description is performed on the soils passing the 75 mm (3 in.) sieve and if possible the amount of oversize material (> 75 mm particles) is noted on the report. This is not always possible for drilled test tubes because the oversize particles are washed out in the sampling equipment. Over-size materials greater than 75 mm are noted on the report. Coarse grained soils are those having more than 50% non-oversize and retained on the No. 200 sieve; if a greater percentage of the coarse grains is retained on the No. 4 sieve the coarse grained soil is classified as gravel. The non-oversize material is classified as sand or silt. This grain size may be classified as silt or clay depending upon the Atterberg Liquid and Plastic Limits. The consistency values are determined in accordance with the ASTM D 2487-83 for a complete discussion of the classification method.

SOIL CONSISTENCY - GENERAL: Soil consistency as defined herein and delineated by the field and laboratory methods applies only to non-cohesive material. For those soils where the influence of such factors as soil structure, i.e. fissure systems, shrinkage cracks, slicken sides, etc. may be a significant factor in the determination of the consistency values, the soil should be described as to the nature of these features and the degree to which they significantly and unambiguously affect the soil's behavior.

Relative Density of Soils According to ASTM D 2487-83

Relative Density	Void Ratio (e)	Relative Density
Very Loose	0 - 0.25	Very Loose
Loose	0.25 - 0.5	Loose
Medium Dense	0.5 - 0.75	Medium Dense
Dense	0.75 - 1.0	Dense
Very Dense	1.0 - 2.0	Very Dense
> 2.0	> 2.0	> 2.0

DRILLING SYMBOLS

EQH - End Of Hole
 WD - Water Level
 BCR - Broken, Cement Removal
 DCI - Dry Core
 WD - Water Drilling

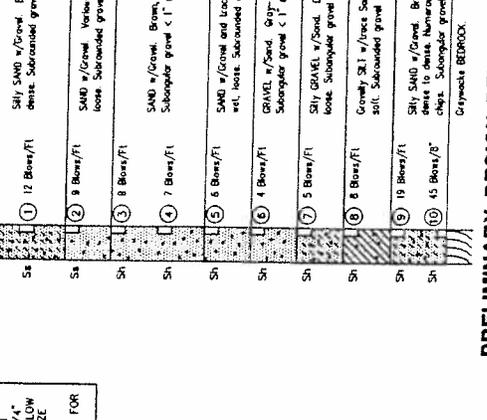
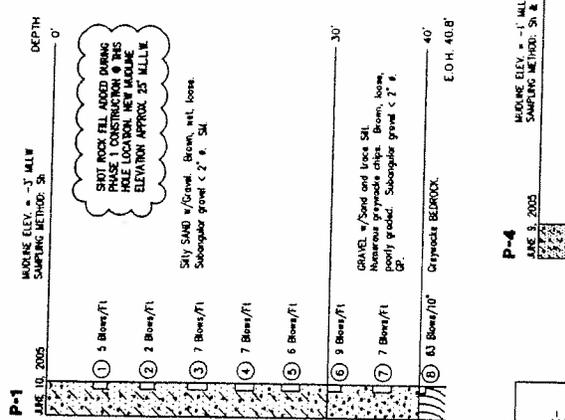
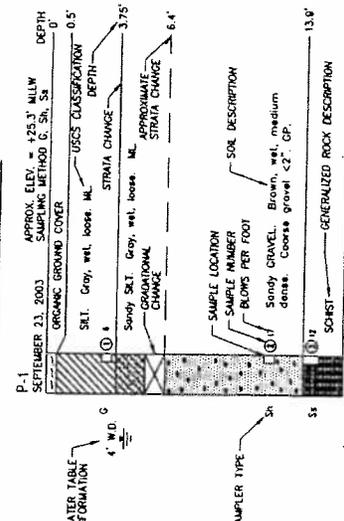
NOTE: Water levels indicated on the boring logs are the levels measured in the boring at the time of the test. In some cases, the water level may be higher or lower than the actual ground water level. In some cases, the water level may be higher or lower than the actual ground water level. In some cases, the water level may be higher or lower than the actual ground water level.

SAMPLER TYPE SYMBOLS

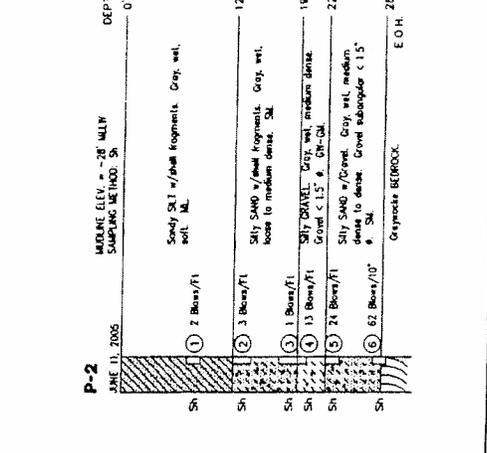
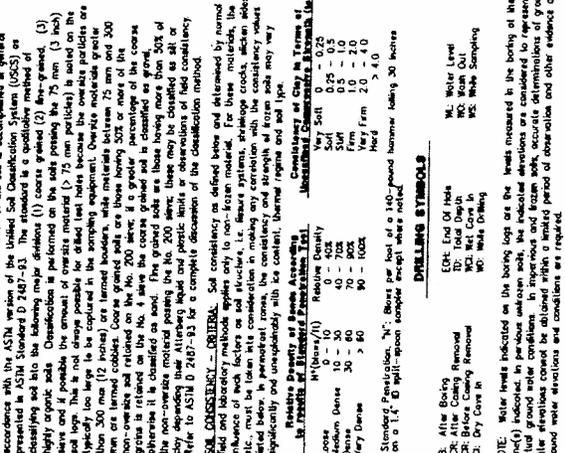
- S1 1" Split Spoon W/ 478 Hammer
- S2 2" Split Spoon W/ 1407 Hammer
- S3 2.5" Split Spoon W/ 3000 Hammer
- S4 2.5" Split Spoon W/ 3400 Hammer
- S5 2.5" Split Spoon, Pushed
- S6 2.5" Split Spoon, Driven W/ M Hammer
- S7 2.5" Split Spoon, Driven W/ 1407 Hammer
- S8 2.0" Split Spoon Driven W/ 1407 Hammer
- S9 2.5" Split Spoon, Pushed
- S10 2.5" Split Spoon, Driven W/ M Hammer
- S11 2.5" Split Spoon, Driven W/ 1407 Hammer
- S12 2.5" Split Spoon, Pushed
- S13 2.5" Split Spoon, Driven W/ M Hammer
- S14 2.5" Split Spoon, Driven W/ 1407 Hammer
- S15 2.5" Split Spoon, Pushed
- S16 2.5" Split Spoon, Driven W/ M Hammer
- S17 2.5" Split Spoon, Driven W/ 1407 Hammer
- S18 2.5" Split Spoon, Pushed
- S19 2.5" Split Spoon, Driven W/ M Hammer
- S20 2.5" Split Spoon, Driven W/ 1407 Hammer

NOTES:
 1. SAMPLER TYPES ARE EITHER NOTED ABOVE THE BORING LOG OR ADJACENT TO IT AT THE RESPECTIVE DEPTH.
 2. SPLIT SPOON SAMPLER SIZES PRESENTED ABOVE REFER TO THE INSIDE DIAMETER OF THE SAMPLER.

TYPICAL BORING LOG



NOTES:
 1. DRILLING EQUIPMENT CONSISTED OF TRUCK-MOUNTED DRILLING RIG ON LANDING CRANE. 5" ON INSIDE DIAMETER HOLLOW STEM AUGER, OVERSIZE SPLIT SPOON.
 2. SEE PREVIOUS SHEET FOR BORING LOCATIONS.



PRELIMINARY DESIGN REVIEW SUBMITTAL

1900 Clarke Highway Ste 108
 Houston, Texas 77058
 Phone: 281-346-9091
 Fax: 281-346-9092
 www.pdl-inc.com

P N D
ENGINEERS, INC.

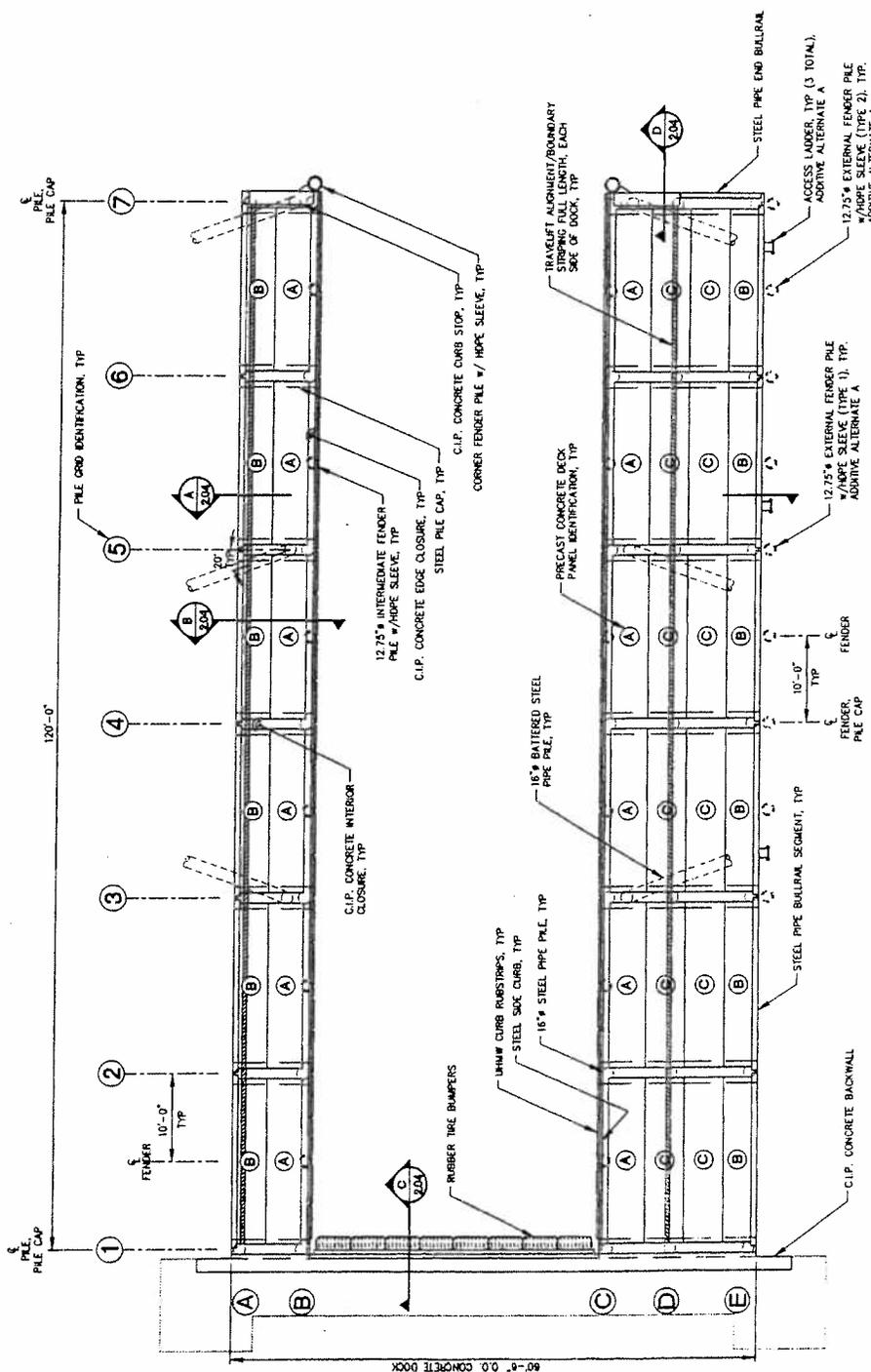
DATE: 12/06/2007

PROJECT TITLE: SOIL BORING LOGS

SCALE: NTS

REV. DATE DESCRIPTION DWL. CKD. APP.

1.04
 SHEET NO. 4 OF 8



DOCK PLAN

PRELIMINARY DESIGN REVIEW SUBMITTAL

HOONAH MARINE INDUSTRIAL CENTER - PHASE 2

DOCK PLAN

DATE: 12/06/2007

SCALE: NTS

3000 Division Highway, Ste 100
 Juneau, Alaska 99901
 Phone: 907-586-2883
 Fax: 907-586-2884
 www.pnd-inc.com

P N D
 ENGINEERS, INC.

DESIGNER: BML
 CHECKER: BML
 APPROVER: JLD

SCALE: NTS

PROJECT NO.: 020303R.02

DATE: 2.01.08

REV. DATE DESCRIPTION

1 12/06/07

2.01

DOCK PLAN

DATE: 12/06/2007

SCALE: NTS

P N D
 ENGINEERS, INC.

DESIGNER: BML
 CHECKER: BML
 APPROVER: JLD

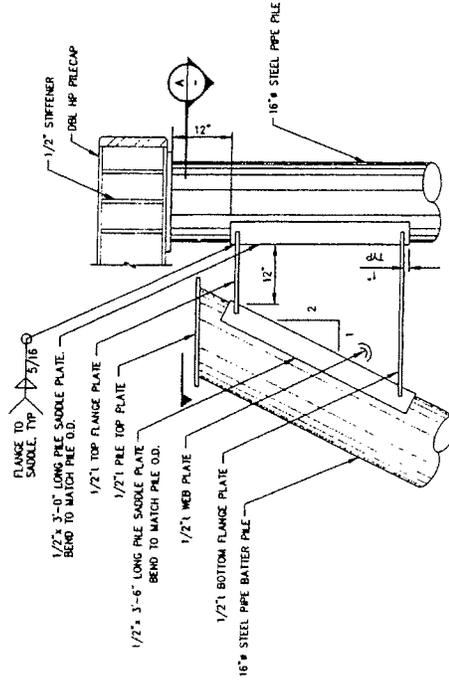
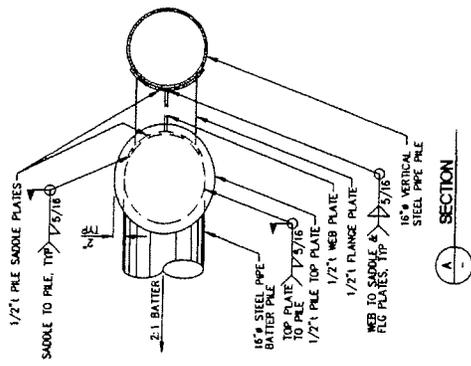
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PROJECT NO.: 020303R.02

DATE: 2.01.08

REV. DATE DESCRIPTION

1 12/06/07



BATTER PILE WELDMENT - ELEVATION

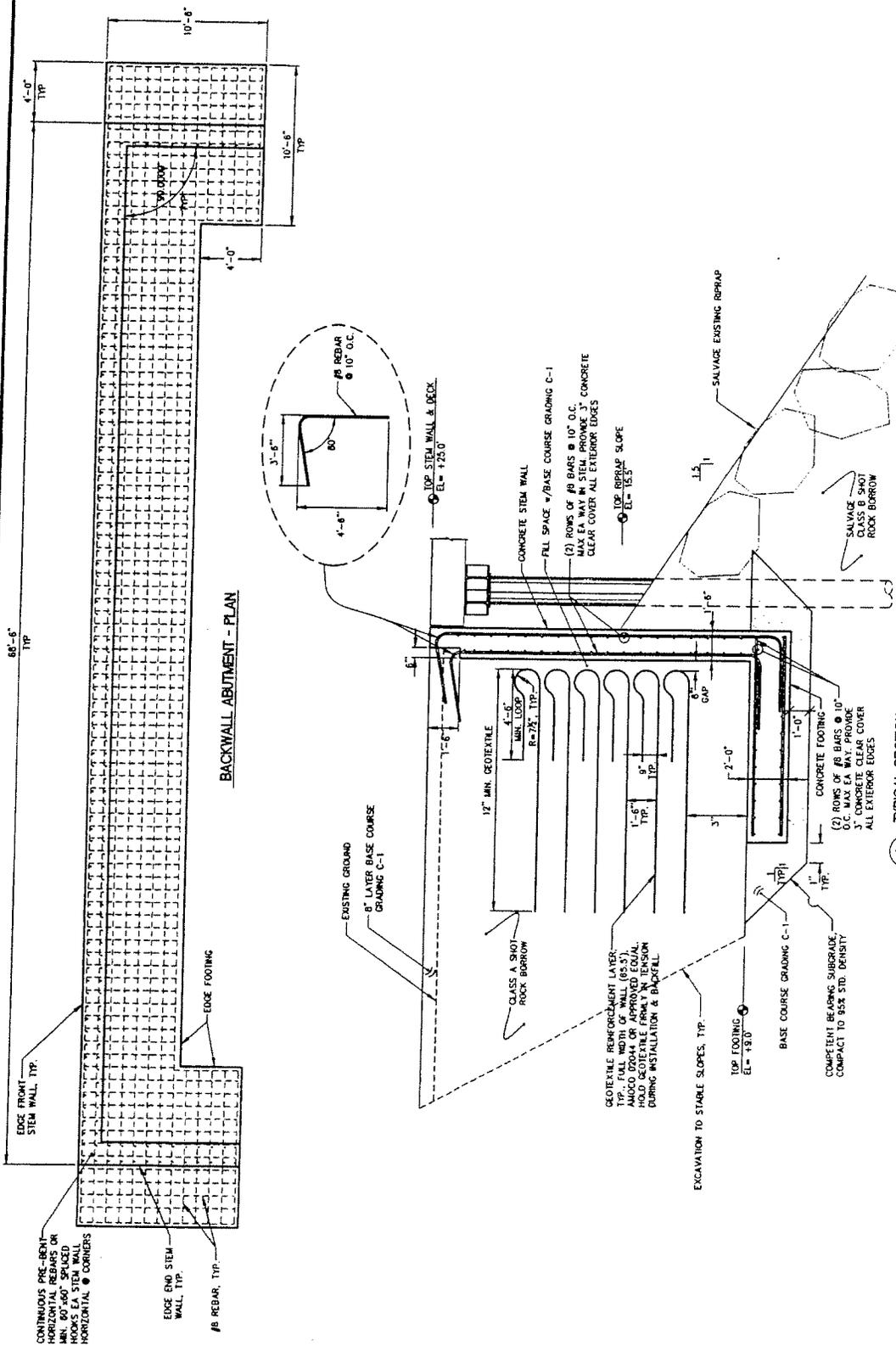
PRELIMINARY DESIGN REVIEW SUBMITTAL

REV.	DATE	DESCRIPTION	APP.

P. N. D. ENGINEERS, INC.
 3500 Gloucester Highway Ste 100
 Jacksonville, Florida 32217
 Phone: 904-246-2093
 Fax: 904-246-2099
 www.pnd.com

HOONAH MARINE INDUSTRIAL
 CENTER - PHASE 2
 BATTER PILE DETAILS
 SHEET 2.03
 OF 8

DATE: 12/06/2007
 SCALE: AS SHOWN
 DRAWN: []
 CHECKED: []
 APPROVED: []
 PROJECT NO.: []



BACKWALL ABUTMENT - PLAN

TYPICAL SECTION

PRELIMINARY DESIGN REVIEW SUBMITTAL

HOONAH MARINE INDUSTRIAL CENTER - PHASE 2

PROJECT TITLE: BACKWALL ABUTMENT

DATE: 12/06/2007

SCALE: 2.06

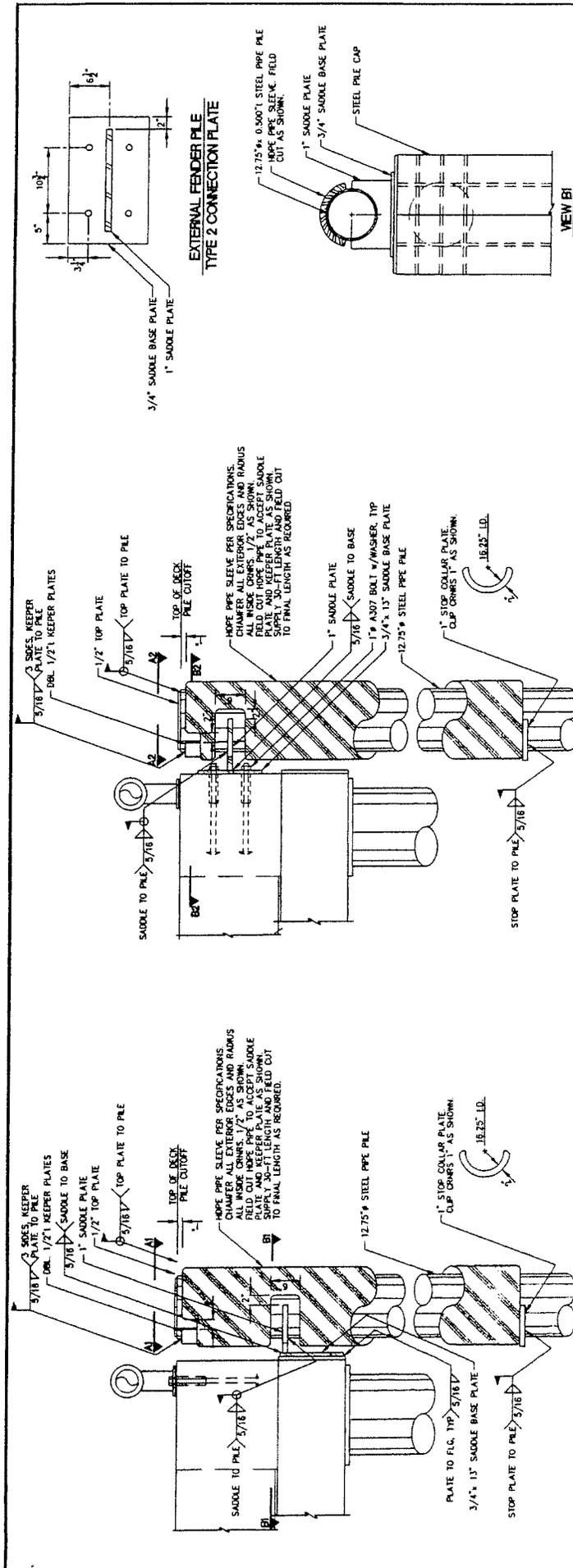
3000 Glades Highway, Ste 100
 Pompano Beach, Florida 33061
 Phone: (954) 385-2279
 Fax: (954) 385-2275
 www.pnd-inc.com

PND ENGINEERS, INC.

DESIGNER: [Signature] APPROVED: [Signature]

SCALE: 1/8" = 1'-0"

REV	DATE	DESCRIPTION	DWN	CHK	APP

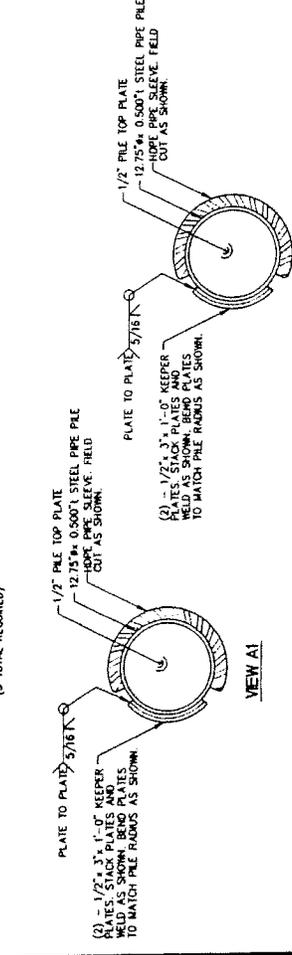


EXTERNAL FENDER PILE TYPE 1 - ELEVATION
(5 TOTAL REQUIRED)

EXTERNAL FENDER PILE TYPE 2 - ELEVATION
(4 TOTAL REQUIRED)

ADDITIVE ALTERNATE A - EXTERNAL FENDER PILE SCHEDULE

LOCATION	SIZE	FURNISHED LENGTH	TIP TYPE	DRIVING CRITERIA
3	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
3.5	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
4	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
4.5	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
5	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
5.5	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
6	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
6.5	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION
7	12.75" x 0.500" I	-	OPEN CUTTING SHOE	20' MIN. PENETRATION



VIEW A1

VIEW A2

VIEW B1

VIEW B2

PRELIMINARY DESIGN REVIEW SUBMITTAL

5900 Chautau Highway, Ste 100
 Panama, Alaska 99701
 Phone: 907-266-9975
 Fax: 907-266-9976
 www.pod-inc.com

P N D
ENGINEERS, INC.

DESIGNED BY: CHECKED BY:
 DRAWN BY: APPROVED BY:

DATE: 12/09/2007

REV	DATE	DESCRIPTION	DWGN	CHKD	APP

HOONAH MARINE INDUSTRIAL CENTER - PHASE 2

SHEET TITLE:
ADDITIVE ALTERNATE A - EXTERNAL FENDER PILES

SCALE: **1" = 10' X**

DATE: **12/09/2007**

Optional Hoisting Speed	5.1 FPM
Sling Adjustment	40' Max 14' Min
Power Sling Adjustment Slings	Both sets 13' 10" x 56' x (8) 4 ply nylon
Travel Speed Std.	65 FPM
Optional All Wheel Drive	100 FPM (Included)
Cable Drop below grade	20', (15' extra included)
Engine	John Deere 6068 TF

Also Included:

Wireless Radio Remote Control.
Load Weight Gauges in lbs.
6% Gradability

Price _____ **\$1,220,381.00**

Pricing includes our crew assembling and testing in your yard in Hoonah, Alaska. Includes freight to Seattle, Wa. in open top containers. Freight from Seattle to Hoonah, Alaska extra and can be determined. It will be your responsibility to supply us with the following equipment necessary to assemble this machine.

1. (A) 80 to 90 Ton Crane with a 70' to 80' Boom
plus a 40 Ton Crane with a 30' Boom. (4 to 5 Days Use)
(B) (2) 50 Ton Cranes with 70' to 80' Booms
plus a 20 Ton Crane with a 30' Boom. (4 to 5 Days Use)
2. Manlift capable of a 40' to 50' reach.
3. (2) Manbaskets with telescopic boom. 750 lbs capacity.
4. 8000 lb forklift truck.
5. Air compressor, 40 CFM, 150 PSI

Thank you for your interest,

Bill Kendrick

Kendrick Equipment Ltd.
#1.866.744.9921

Enclosed

200 C Specification Sheets
250C Specification Sheets
Launching Pier Requirements Data Sheets

Alaska Independent Tenderman's Association

P.O. Box 6315 Sitka, AK. 99835
907-723-2137 or 206-910-6656

ORIGINAL

City of Hoonah
Dennis Gray, Mayor
P.O. Box 360
Hoonah, AK 99829

01/02/2008

Dear Dennis,

This is a letter in regards to our earlier phone conversation. The Tenderman's Association represents about sixty vessels that tender each year in Alaska. As we discussed there is a significant need in Southeast Alaska for a large travel lift which can lift tender sized vessels. Currently there are no facilities to lift larger vessels between Seward and Seattle except the shipyard in Ketchikan. The problem with Ketchikan is that if you don't have a government sponsored budget you cannot afford to go there. Many of our members are forced to travel to Seattle each winter for routine maintenance. This is an expensive trip, fuel alone is around ten thousand dollars. Many vessels would stay in the state and do routine and major work if facilities were available.

We would whole heartedly support a yard in Hoonah with a larger travel lift. We were quite disappointed when Wrangell went with a 150 ton lift. There were about twenty vessels that I know of who were counting on being able to haul out there. Mine was one of them. I own and operate the vessel "Kupreanof" based in Sitka. It is an 80' steel vessel and is too heavy to haul on a 150ton lift. We tried in Wrangell and they estimate the weight as about 180tons. The Kupreanof is fairly typical, maybe a bit smaller than the typical tender. The "Grace C" owned and operated by Bert "Clay" McCay, I'm sure you are familiar with as he tenders crab out of Hoonah, would probably be more typical in size. I will try to have Clay contact you with his vessel specifics.

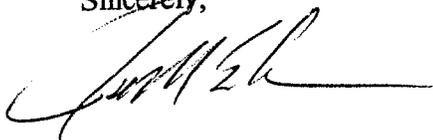
As an association we would love to see a 300ton lift some where in Southeast Alaska. That size would accommodate almost all our members. As I understand you have already done the engineering for up to a 220ton lift. Please do not do what Wrangle did and install a lift that is too small. I cannot speak for all our members but I can assure you even a 220ton lift will bring considerable business to your town. Please check with Wrangell on how much business their travel lift has generated and how many of the larger vessels they have had to turn away before you make any final decisions. Those of us with larger vessels spend quite a bit of money when we haul out, usually every other year.

Another thing I'm sure that you have considered is infrastructure. It is one thing to have a haul out facility and a whole different thing to have the support personnel to make it work smoothly. Ship stores, shipwrights, welder/fabricators, fiberglass people, painters, pressure washers and on and on will be necessary to make this all work smoothly. A yard will attract craftsmen from all trades to your town and I certainly hope you are planning to train some of your own.

One last thing to consider is a large building that you can drive the travel lift into and get boats under cover, that would be a great addition to your yard. Two or three separate bays. One for steel, one for fiberglass and one for painting. I think the building would pay for itself. I can for see a waiting list to get boats in there. A couple of hundred dollars a day would be cheap if you could get the boat under cover for some projects. Working under cover would be such a plus in this climate. Sand blasting, fiberglass and painting also get away from a lot of strict EPA rules when enclosed and not subject to rain run off. Folks in Petersburg are spending up to \$100,000 for a paint job (the boats do look pretty) that might be a nice market to capitalize on.

I hope this letter helps. Please use it any way you see fit. Please consider a 220 or a 300 ton lift. I don't think it will take long to pay for the extra cost with the amount of extra work you will bring in. If you have further questions please feel free to contact me anytime. Cell# 907-723-2137, hm# 907-747-5615.

Sincerely,



James M. Edson
President, Alaska Independent Tenderman's Association

Je/je

SOUTHEAST CONFERENCE

Working for strong economies, healthy communities, and a quality environment in Southeast Alaska

October 12, 2007

Denali Commission Transportation Program
5101 L Street, Suite 410
Anchorage, Alaska 99501
907 271-1414 phone 907 271-1415 fax

Re: City of Hoonah
Hoonah Marine Industrial Center

Dear Sirs;

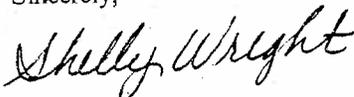
The City of Hoonah is part of the Southeast Conference Economic Development District and has listed the Hoonah Marine Industrial Center as a project in the Southeast Alaska Comprehensive Economic Strategy (CEDS). The Hoonah Marine Industrial Center is a two part facility that is meant to improve Hoonah as a Port. The main component is the 150 ton Marine Travel lift. To date there is not any competing facility in Northern Southeast; the nearest facility is in Wrangell or Sitka. The second part is to upgrade the Barge ramp landing to a Pass-Pass wharf for barges.

The Southeast Conference supports the efforts of Hoonah to combat the loss of fishing jobs and their endeavors to try to preserve the fishing industry sector in Northern Southeast Alaska.

Therefore we support the development of the Hoonah Marine Industrial Center. Specifically we support completion of the second phase of the facility.

Should you have any questions, please do not hesitate to contact me at (907) 523.2327 or email shellyw@seconference.org.

Sincerely,



Shelly Wright
Executive Director



ICY STRAIT POINT

"CATCH THE ALLURE OF THE REAL ALASKA"

Juneau Office:

9301 Glacier Hwy, Suite 110
Juneau, Alaska 99801
907.523.3680
907.789.8001 fax

Internet:

www.icystraitpoint.com
info@icystraitpoint.com

Hoonah Office:

PO Box 583
108 Cannery Road
Hoonah, Alaska 99829
907.945.3141
907.945.3766 fax

October 15, 2007

Mr. Mike McKinnon
Transportation Program Manager
Denali Commission
510 L Street, Suite 410
Anchorage, Alaska 99501

RE: Hoonah Marine Industrial Center

Dear Mr. McKinnon :

This letter is in support of the City of Hoonah's application to the Denali Commission for funding of the Hoonah Marine Industrial Center. As the newest "economic engine" in Hoonah, Icy Strait Point is heavily dependent upon the shipment of goods to Hoonah in support of our business. The improved barge facility will help tremendously in this regard.

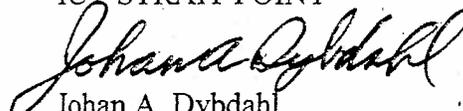
Many of our shore excursions involve marine vessels and a marine travel lift would allow us to service and repair our vessels locally. As our business grows this need will become even greater.

We are also painfully aware that our business is largely seasonal and that the City of Hoonah needs to diversify and expand its year round job availability. This project will help to do this.

We would urge the Denali Commission to approve the City of Hoonah's grant application.

Sincerely,

ICY STRAIT POINT


Johan A. Dybdahl
President

Cc: The Honorable Dennis Gray, Jr.
Mayor, City of Hoonah



**FOUR
SEASONS
MARINE
SERVICES**

21711 VETTER ROAD N.W.
SUITE 103
P.O. BOX 1780
POULSBO, WA 98370
PHONE: (360) 779-8687
FAX: (360) 779-4833

October 8, 2007

Mayor Dennis Gray
City of Hoonah
PO Box 360,
Hoonah, AK 99829

Mayor Gray:

This letter is sent in support of the City of Hoonah's efforts to establish a marine vessel haul out facility in Hoonah. Our company owns a fleet of 15 commercial passenger vessels, about 1/2 of which operate in Southeast Alaska, primarily in Juneau. Facilities that can handle some of our boats are scarce. One of our vessels in Juneau is a catamaran 31'10" wide. The only viable option for hauling it out of the water to do work on it in S.E. Alaska is Ketchikan Shipyard, on its very large floating drydock, which is very expensive, and far away from our area of operation. Also, its availability can be very limited. We have two other catamarans that are a little over 30' wide, which are also difficult to haul out. There is a travel lift in Sitka and Wrangell, but both of them are too narrow for these vessels. We also own 3 other catamarans that are 28'7" wide, which is just over the limit of the Wrangell machine, and the Sitka yard is often too busy to take these vessels, especially for an extended period. I understand you have discussed purchasing a travel lift with the additional width to accommodate our widest vessels. I can tell you also that there are other companies that operate wider catamarans in the area seasonally, who would welcome such a facility.

Hoonah is an ideal place for us to do extensive work on, and storage of our vessels. It is a short plane ride or boat ride from Juneau, and we could likely get whatever trades support we need there via the state ferry.

We are very much looking forward to the establishment of your facility, and we can assure you that you have a ready and willing customer for routine and emergency work on all our vessels based in S.E. Alaska. If there is anything else we can do to help you towards your goal, please let us know.

Best Regards,

Loren Gerhard
Vice President, Marine Operations

P.O. Box 470
Hoonah, Alaska 99829

Phone (907) 945-3264
Fax (907) 945-3441

Hoonah Cold Storage

October 24, 2007

Denali Commission Transportation Program
510 L Street, Suite 410
Anchorage, Alaska 99501

Dear Sir or Madam:

I am writing this letter in support of the City of Hoonah's application to you requesting funding for the Hoonah Marine Industrial Center. Two of the main components of this project are a 150-ton marine travel lift and an upgrade to the existing barge ramp to facilitate a pass-pass wharf for barges.

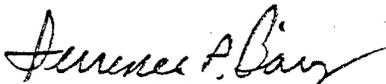
Hoonah is a small fishing village that has been severely impacted over the past several years--first by the Alaska Commercial Fisheries Entry Commission Fishing Permit System and then by the Individual Fishing Quota (IFQ) System. Due to these changes, Hoonah has suffered a tremendous loss of fishing permits, jobs, and local income.

The addition of the Hoonah Marine Industrial Center is certainly the best way to recover some of these lost jobs and income and at the same time create an infrastructure that would attract further economic development for Hoonah.

As a local seafood processor, I can attest to the fact that this type of facility is greatly needed in northern Southeast Alaska. We purchase fish from several hundred commercial fishermen each year. Many have been inquiring when the haul-out will be completed so that they can schedule their maintenance projects. Hoonah Cold Storage has a personal interest in the pass-pass wharf improvements as they will afford us a better freight tariff and make us competitive with other Southeast Alaska ports.

If I can be of any further assistance to you in your decision-making process, please don't hesitate to call me.

Sincerely,



Terrence P. Barry
General Manager



SEALASKA

October 3, 2007

Mr. Mike McKinnon
Transportation Program Manager
Denali Commission
510 L Street Suite 410
Anchorage, AK 99501

RE: Hoonah Marine Industrial Center

Dear Mr. McKinnon,

I am writing in support of the City of Hoonah's application to the Denali Commission Transportation Program, for the Hoonah Marine Industrial Center. Sealaska Corporation is a major land owner in the region, with over 400 shareholders residing in the community.

The Hoonah Marine Industrial Center is a locally supported project that is a vital addition to marine infrastructure in Northern Southeast Alaska. Sealaska and some of our subsidiaries would use both the marine travel lift and the improved barge facility. Sealaska currently has Federal Legislation HR3560, which will allow Sealaska to make entree into the marine and tourism business. These improvements to Hoonah's harbor would enhance our opportunities to expand in this sector.

In our current and potential needs, the improvements would help preserve Hoonah's fishing industry, create additional jobs in the marine service industry and provide critical shore side support for the visitor industry, commercial fishing, and other Northern Southeast industries that are dependent on maintaining marine vessels in our challenging environment.

We encourage the Denali Commission to approve the City of Hoonah's grant application

Sincerely,

SEALASKA CORPORATION

Rick Harris
Executive Vice President

cc: Chris McNeil Jr., President & CEO Sealaska Corporation
Albert Kookesh, Board Chair Sealaska Corporation
Dennis Gray, Mayor City of Hoonah
Bob Wysocki, President & CEO Huna Totem

Wards Cove

88 E. HAMLIN ST.
P.O. BOX C-5030
SEATTLE, WA 98105-0030

PHONE (206) 323-3200

FAX (206) 726-3785

October 4, 2007

The Honorable Dennis H. Gray Jr., Mayor
City of Hoonah
P.O. Box 360
Hoonah, Alaska 99829-0360

Dear Mayor Gray,

This letter is in support of a City of Hoonah application to the Denali Commission Transportation Program. The specific project Wards Cove Packing Company is in support of is the Hoonah Marine Industrial Center.

Wards Cove Packing, the oldest family-owned seafood company in Alaska, has been a part of the Alaskan fishing and processing industry and the Hoonah community for over eighty years. Wards Cove Packing operations include the Alaska Boat Company, Alyeska Seafoods, and six general store operations located in Hoonah, Naknek and Unalaska.

The Hoonah Marine Industrial Center is an important part of developing and diversifying Hoonah's economy. With Phase I of the project completed, it is vital that Phase II, which includes the pier and travel lift, be completed. It is our belief that South East Alaska's fishing and marine community will support this needed facility, bringing new business growth and jobs to Hoonah.

Wards Cove Packing is supporting this facility with the sale of twelve acres of land to the City of Hoonah and participation in the proposed bulk fuel upgrade bulk fuel tank farm at the site. Our operations will provide marine hardware and fuel to the fishing and tourism industries, as well as, the City of Hoonah.

If we can be of any further assistance on behalf of the Hoonah Marine Industrial Center, please be assured of Wards Cove Packing's strong support.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan Supler", with a long horizontal flourish extending to the right.

Jan Supler
Vice President
Wards Cove Packing Company



Huna Totem Corporation
9301 Glacier Hwy., Suite #200 • Juneau, Alaska 99801
(907) 789-1773 Fax (907) 789-1896

October 15, 2007

Mr. **M**ike McKinnon
Transportation Program Manager
Denali Commission
510 **L** Street, Suite 410
Anchorage, AK 99501

RE: **H**oonah Marine Industrial Center

Dear **M**r. McKinnon:

I am writing to you today in full support of the City of Hoonah's application to the Denali Commission Transportation Program, for the Hoonah Marine Industrial Center. Huna Totem Corporation is the ANSCA village corporation for the community of Hoonah. Nearly half of our shareholders reside in Hoonah.

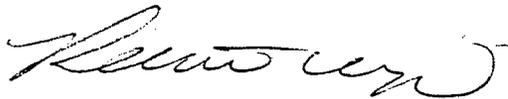
The Hoonah Marine Industrial Center is a vital element in the continuing economic diversity of Hoonah. While Hoonah and Huna Totem are enjoying success in the tourism industry, it is critical for the City to diversify and offer its residents a variety of employment opportunities, as well as reduce reliance on any one industry for employment and economic activity.

This project will help Hoonah retain its rich history in the fishing industry and create additional jobs in marine services. Additionally, the project will provide critical shore-side support for the tourism industry, fishing industry, and other regional businesses that depend on marine transportation in our marine highway environment of Southeast Alaska.

Huna Totem Corporation respectfully requests that the Denali Commission approve the City of Hoonah's grant request to complete this economically vital project.

Sincerely,

HUNA TOTEM CORPORATION



Robert Wysocki
President and CEO

cc: Albert W. Dick, Chairman
Huna Totem Corporation

The Honorable Dennis Gray, Jr.
Mayor of the City of Hoonah



Hoonah Indian Association

P.O. Box 602

Hoonah, AK 99829-0602

Phone (907) 945-3545 Fax (907) 945-3703



Resolution # 07 - 14

TITLE: A RESOLUTION IN SUPPORT OF THE HOONAH MARINE INDUSTRIAL CENTER BOAT HAUL OUT GRANT APPLICATION

WHEREAS, the Hoonah Indian Association is a federally recognized Tribe with all powers and responsibilities inherent in a sovereign government; and

WHEREAS, the City of Hoonah, has adopted an overall Community, Economic Development plan, and the 150 ton boat haul out facility is part of that plan; and

WHEREAS, the city has for several years had the boat haul out facility as a priority on their capital improvements projects list; and

WHEREAS, there is a demonstrated need in Northern Southeast Alaska for such a facility, as demonstrated by the feasibility study; and

WHEREAS, this project will create additional jobs in the Marine service industry which helps the Visitor industry, Commercial Fishing and other Northern Southeast industries that are dependent on maintaining marine vessels in our challenging environment; and

WHEREAS, there are three phases of this project with the first phase consisting of 3.2 acres of uplands fill that was completed in 2007 through a U.S. Economic Development Administration Grant; and

WHEREAS, the city is in receipt of a State of Alaska Legislative grant to help fund a portion of the second phase of this project; and

WHEREAS, the City of Hoonah is pursuing a grant application to complete the entire second phase of the Marine Industrial Center which encompasses the 150 ton boat haul out portion of the Marine Industrial center; now

THEREFORE, BE IT RESOLVED, that the Hoonah Indian Association Board of Directors hereby endorses the Hoonah Marine Industrial Center Boat Haul facility grant application to the Denali Commission Transportation Program.

CERTIFICATION

This resolution was duly adopted this 25th day of October, 2007, with a
vote of 6 for, 0 against, 0 absent, 0 abstentions.

Frank Wright Jr. 10/25/07
Mr. Frank Wright Jr., President Date

Attest:

Johanna K. Dybdahl 10/25/07
Johanna K. Dybdahl, Tribal Administrator Date
