



February 21, 2019

PND 182060.01

Mr. Stephen Weatherman, P.E.
Senior Engineer
City and Borough of Sitka
100 Lincoln Street
Sitka, Alaska 99835

Re: Gary Paxton Industrial Park - Ramp Project
Concept No. 3 Operational Narrative

Dear Mr. Weatherman,

PND Engineers, Inc. (PND) has prepared Concept Plan No. 3 illustrating a multi-use ramp facility intended to haulout barges using inflatable rollers and winches as well as vessels up to 100 tons via a hydraulic trailer. The ramp is 60' wide with 40' of that width covered with concrete planks and the remaining surface is covered with crushed aggregate. A moorage float is shown alongside as an added option to allow aligning and queuing of vessels in the water however it is not mandatory for haulout operations. Concept No. 3 also illustrates a large class cruise ship moored at the existing multi-use floating dock along with associated mooring and breasting dolphins. Proposed property boundary options are provided around the existing Utility Dock which is currently being considered for sale to Hanson Marine for tug and salvage operations.

Operational restrictions must be considered when a large cruise ship is in port due to the close proximity of these three facilities. Restrictions will ultimately need to be vetted by ship captains and the USCG and may include the following:

1. Tugs and other vessels may need to be relocated away from the Utility Dock due to potential cruise ship mooring line interferences and bow thruster operations. Note that each ship has multiple mooring lines and not all line configurations are shown on this drawing.
2. Any vessels allowed to moor at the Utility Dock after full consideration of item 1 will not be able to safely depart while the cruise ship is secured to the dock and dolphins. It will likely be impossible or considered unsafe to transit below the ships mooring lines. Further there is minimal navigational clearance between the bow of the cruise ship and the proposed haulout ramp for making vessel turning maneuvers away from the Utility Dock while the ship is at berth.
3. Mooring lines will encroach all proposed property lines as shown. It may be possible to relocate the northerly mooring dolphin further north to mitigate this somewhat, however there still could be additional mooring lines required by the ship captains. Some form of formal easement is recommended to allow encroachment of these mooring lines while the cruise ship is at berth. Alternatively, the proposed property lines could be relocated closer to the dock face and a moorage easement granted for vessel operations at the Utility Dock with consideration for priority usage to each operation.

4. Haulout operations at the proposed ramp will cease during berthing and unberthing of cruise ships. After the ship is securely moored at the berth, it may be possible to haulout smaller vessels at the ramp provided the operations are considered safe by the ship captain and/or USCG. Hauling out or launching larger barges does not appear feasible when a cruise ship is moored at the berth however previously hauled barges working on the ramp should not be impacted.
5. Scheduling of operations at all three facilities will need to be closely coordinated by the managing authority of GPIP with formal operating agreements recommended to all affected parties.

There appear to be a number of options available to allow the three proposed operations to coexist on site provided navigational safety reviews are conducted by all users and the USCG and formal agreements can be reached outlining usage priorities. PND appreciates the opportunity to provide these initial review comments and are available to assist with any further evaluations with the users and USCG or any additional site reconfiguration options deemed necessary for this important waterfront project at GPIP.

Sincerely,
PND Engineers, Inc. | Juneau Office



Dick Somerville, P.E.
Vice President