



DOCKS AND HARBORS OPERATIONS MEETING AGENDA

August 21, 2025 at 5:00 PM

Port Office Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/82973014715?pwd=dSaOTfkSIW8grfX5DzMkz3f8N5uarr.1>

Passcode:814300 Webinar ID: 829 7301 4715

A. CALL TO ORDER

B. ROLL CALL: James Becker, Tyler Emerson, Clayton Hamilton, Robert Horchover, Matt Leither, Nick Orr, Mark Ridgway, Annette Smith, and Shem Sooter.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (not to exceed five minutes per person, or twenty minutes total time)

E. APPROVAL OF MINUTES

1. June 11th, 2025

F. ITEMS FOR INFORMATION/DISCUSSION

2. Little Rock Dump Secure Storage- Update

Presentation by Justin Kanouse (DOWL)
Committee Discussion/Public Comment

3. Law 101 for Board Members

Presentation by Nicole Lynch
Committee Discussion/Public Comment

4. Harbor ADA Requirements

Presentation by Port Engineer
Committee Discussion/Public Comment

5. Board Planning, Retreat Goals, and Organizational Improvements

Presentation by Port Director
Committee Discussion/ Public Comment

G. STAFF, COMMITTEE, AND MEMBER REPORTS

H. COMMITTEE ADMINISTRATIVE MATTERS :

6. Next Docks and Harbors Board Meeting- August 28th, 2025

Next Docks and Harbors Operations and Planning Committee Meeting- September 17th,

2025

I. ADJOURNMENT



DOCKS AND HARBORS OPERATIONS MEETING

June 11, 2025 at 5:00 PM

Port Office Conference Room/Zoom Webinar

- A. CALL TO ORDER:** Mr. Sooter called the meeting to order at 5:00 p.m.
- B. ROLL CALL:** James Becker, Clayton Hamilton, Debbie Hart, Matt Leither, Nick Orr, Annette Smith, Shem Sooter and Don Etheridge

Absent: Tyler Emerson and Debbie Hart.

Also in Attendance: Carl Uchtyl-Port Director, Mathew Sill-Port Engineer, Matthew Creswell-Harbormaster, and Melody Musick-Administrative Officer and Nicole Lynch with the CBJ Law Dept.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

Mr. Uchtyl indicated there's no changes but when we went to print for the Goldbelt Lease there's a correction to the packet attached. The lease starts on page 19 of the agenda packet.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None

E. APPROVAL OF MINUTES –

1. May 21, 2025 Meeting Minutes
Hearing no objection, the minutes were approved as presented.

F. UNFINISHED BUSINESS

2. New Goldbelt Tram Lease

Presentation by Port Director: Mr. Uchtyl summarized changes that occurred in 2015 to the Goldbelt Tram lease that was originally signed in 1995. From 1996-2006 Mount Roberts Tram paid \$90,000 in annual rent with no royalty rent as stipulated in the original lease. In 2006-2011, Mt. Roberts paid \$104,000 with no royalty rent. In 2015, after renegotiating the lease to remove the royalty rent, annual rent was assessed at \$272,000, from 2015-2021. In 2021 the lease was reappraised, and the annual rent was adjusted to \$204,000. The new appraisal amount is \$272,007. Page 10 and 11 of the agenda packet contain the 2015 resolution that amended the original lease agreement. Mr. Uchtyl indicated that the language in resolution would indicate every 5 years that CBJ and Goldbelt would get an appraisal to establish fair market value.

Ms. Smith asked, because the rent is adjusted every 5 years, has the rent amount kept up with the rate of inflation?

Mr. Uchytel explained that, no, it's a market appraisal so for example in 2015-2020 it was \$272,000. Then following the appraisal in 2021, it was \$204,000, so it went down, now it's up to \$272,000 so it's not linked to inflation.

Ms. Smith asked if Docks and Harbors does any maintenance on the Goldbelt Tram property?

Mr. Uchytel responded, No.

Mr. Hamilton asked, was that amount of \$272,000 was that due based on cost sharing?

Mr. Uchytel responded, No. The appraisal was done approximately in 2014 which determined the \$272,000, which is unrelated to the original base rent and royalty rent structure. Mr. Uchytel said that he began in 2011 as Port Director and there was a strained relationship with Goldbelt, but the original 1995 lease agreement required a payment of around (not exact) \$90,000 a year plus royalties. The royalties from 1995-1998 were 10% of the appraised market value per year, approximately \$30,000 as well as royalty rent of 1-5% of revenues not less than \$60,000 annually to be appraised every 3 years. There was a different regime on how the lease was to be determined back then. Part of that strain was due to the construction of the Tram being very contentious. There was lots of public testimony, public opposition against the Tram. Mr. Uchytel said that the drafters back in 1995-1996 were more focused on punitive arrangements. Revenue sharing as written in the original lease did not function as written and Docks and Harbors did not collect royalties which led to negotiating to get rid of it and implementing standardized practice.

Committee Questions

Mr. Hamilton asked to clarify what it meant when the lease did not pay any royalty rent? Docks and Harbors did not collect royalty rent or was that not paid? Did this go to court and was there an actual lawsuit?

Mr. Uchytel responded, nothing went to court. Mr. Uchytel said this occurred before his time as the Port Director. Docks and Harbors did not collect royalties until the lease was renegotiated.

Mr. Leither clarified that there's an appraisal every 5 years and rent is based on that appraisal.

Mr. Uchytel said that's correct.

Mr. Leither said since property generally increases every year, is the amount they are paying less than fair market value for every year past the first year of the new rate?

Mr. Uchytel said that the appraisal process is when the appraiser goes and looks at commercial property; within that time, the market goes up and down. The appraiser looks at square foot costs, tourism facilities and determines fair market value based on those factors.

Mr. Leither asked if there's a process for an appreciation of property, (for example in that 3rd year) so that property is averaging its value over those 5 years?

Mr. Sooter asked if all our other leases adjust annually or are they every 5 years?

Mr. Uchytel responded, yes. Within code, the requirement is every 5 years to have a rent review or re-valuation in the form of appraisal of all Docks and Harbors lease properties. The appraisals and CPI fluctuate over the years. The original lease contained language to conduct revaluation every three years at the direction of the Assembly at the time.

Mr. Hamilton asked if this is a 5-year review minimum?

Mr. Uchytel said that he would need to review the minimum and maximum review periods.

Mr. Hamilton said that Mr. Pierre is looking for stability, which provides an opportunity for the Board to review the terms of the lease to find the most mutually beneficial outcome.

Mr. Leither asked if there is a way to assess or extrapolate annual adjusted rent values using a five-year appraisal to average the rent amount based on appraised value throughout the five-year evaluation term.

Mr. Ethridge responded that his concern with projecting out market value is that if property values drop over 5 years, similar to what occurred during the COVID-19 pandemic, that model would not accurately reflect the appraised value and put Docks and Harbors ahead.

Mr. Hamilton said the Board does not want to burden Goldbelt if COVID happens again but would also like to continue profiting off Goldbelt's current success.

Mr. Uchytel reviewed CBJ code section 05 CBJAC 50.040 Appraisal, lease, rent requirements and dispute resolutions; concluding that rental adjustments must be made at least every 5 years.

Ms. Smith asked if every five years is the maximum timeframe for lease adjustment periods.

Mr. Sooter responded yes.

Mr. Leither said working with our current term contract for appraisal, how much does an appraisal cost.

Mr. Uchytel responded we share between \$5,000-\$10,000 for each appraisal. Most leases require the lease holder to pay for the appraisal.

Public Comment - None

Committee Discussion & Action

Mr. Orr said he thinks the lease should be based on an income-based appraisal, that way the lease is not necessarily tied to the property values downtown and Docks and Harbors get to share as the revenue goes up. Three-year appraisals are typical in the institutional real estate space but five is also adequate or as Mr. Leither suggested a CPI the yearly rate could go up or down and then you have the cost of the \$10,000 appraisal. Mr. Orr would recommend an income-based appraisal approach rather than a sales appraisal approach.

Mr. Leither clarified that although the \$10,000 appraisal rate is high, the difference between \$204,000 or \$272,007; \$35,000 is the average over 5 years. That's a significant amount over \$10,000 for the cost for additional revenue.

Mr. Orr said there is nothing wrong with 5-year appraisal method. The thing that jumps out is rent was \$272K in 2015 and \$272K in 2029, that seems like property value has inflated with the number of cruise ship passengers that utilize run the Tram property. Passenger fees are going up 20% in some cases and I am wondering if Docks and Harbors can benefit from that?

Mr. Uchytel addressed question with Appendix B: page 11 of 16 of the Goldbelt Tram Site leases and CBJ Policy 53.20.190, (2) Adjustment of Rental – Any changes or adjustments shall be based primarily upon the values of comparable land in the same or similar areas; so that's how CBJ based on the rate of comparable lands verses income based.

Mr. Hamilton said, except for this original lease we're looking at, which previously was income based.

Mr. Uchytel responded, except in 1995 when we were looking at when a tram was put in, it was very contentious. The Tram was required to be put in a public bathroom; there were a lot of things that were piled on to the original lease agreement. The City bases rentals on comparable property appraisal methods.

Ms. Smith asked, once we look through this and make a change then the Assembly can say still say no if they don't like what the Board is asking.

Mr. Uchytel clarified that for example, if Goldbelt comes to the Board asking for a new lease, say they want to forgo 5 years to secure financial securities to fix the foundation which is going to cost them \$3-5 million. They are going to make those improvements, 5 years from now, the building is appraised again, those improvements are not considered as their major maintenance costs.

Mr. Leither expanded on what Mr. Uchytel said, the Goldbelt Tram equipment was valued in 2014 as 19 million dollars, so they're not valuing the land as much. He assumed it would be more today.

Mr. Hamilton, just a point of information, if you take the 2014 and the CPI guide, it's \$400,000.

MOTION BY MS. SMITH TO RECOMMEND THE ASSEMBLY APPROVE A NEW 35-YEAR LEASE WITH GOLDBELT, INC FOR THE TRAM PROPERTY AT A LEASE RENT OF \$272,007 ANNUALLY.

Mr. Hamilton asked for the motion to be amended by adding the CPI annually.

Discussion on the Amendment

Mr. Leither stated the CPI and Property values are not tied. He asked does anyone know whether they roughly correlate or are they similar.

Mr. Orr stated, from a finance perspective, not always, because if you think about property as a financial assessment, that as property owner, you are not going to accept 5% when everyone else gets an 8%. That's why rents go up. It doesn't necessarily mean that, if there is no demand for the property then prices go flat because there is no one who wants what you have.

Mr. Leither said that with the Amendment, Mr. Hamilton is recommending an appraisal every 5 years. From what Mr. Orr says, the price can go up and down, but after 5 years the price could go up or down.

Mr. Ethridge said, having an unknown rent each year would harm the Lessees' ability to finance the improvements that they're looking to do.

Mr. Orr stated if they have control over the repairs they don't really care.

Ms. Smith asked Mr. Hamilton, in the proposed amendment what you are looking at, stay the CPI is 1% per year, would go up to \$274,720, every year, but then on the 5th year, we get an appraisal that brings it back down to \$272,000 then you start back over again and adjust every year including the CPU.

Mr. Hamilton said that's a bigger issue and we should let the Board decide that in 5 years.

Mr. Orr, yes, if it goes back to \$272,000 then after 5 years, you start over again, but if the appraisal is \$250,000 then rent starts at \$250K. In the meantime, you would get the CPI which is something although it is not a lot.

MOTION BY MR. HAMILTON TO RECOMMEND THE ASSEMBLY APPROVE A NEW 35-YEAR LEASE WITH GOLDBELT, INC FOR THE TRAM PROPERTY AT A LEASE RENT OF \$272,007 ANNUALLY AND ADD CPI ANNUAL ADJUSTMENT.

Motion approved unanimously.

Ms. Musick asked that the timing of the Lease billing be clarified since CPI comes at a varied time throughout the year.

Mr. Uchtyl responded that the CPI doesn't have to be linked to the previous calendar year. It's called Urban Alaska CPI and it's annually done each year March to March, and it'll provide the CPI over any period you want.

Ms. Smith asked if the referral is to the Anchorage CPI which is calculated every year.

Mr. Uchtyl will work with the law department on language of the lease to update it.

G. NEW BUSINESS

3. Taku Dock Use Permit

Presentation by Port Director:

Mr. Uchtyl said this is concerning the Use Agreement for the Taku Dock. Docks and Harbors owns the Taku Dock that Taku Smokeres uses. Taku Smokeres does not have an exclusive use of the facility. They maintain what they have on docks. Docks and Harbors are responsible for major maintenance. They have been operating a Use Agreement for at least the past 15 years or more. The current Use Agreement expired in 2024. It has taken until now to get an agreement with Taku Smokeres. For the past 15 years the lease agreement has \$6 per ton. On page 57 of the packet there's a reasonable value to establish a lease permit we use an appraiser for determining that rate for moving freight across the dock. Table 2 contains data of revenue collected over the past 15 years. Moving forward, page 58 of the agenda packet, you see how much the wharfage charges are throughout Alaska. You can see Wrangell at \$2.50/ton to Whittier with a railroad at \$40/ton. It appears somewhat arbitrary rather than scientific to find a tonnage fee we can live with. The recommendation is \$10/ton. It's on the higher end of wharfage rates but that price is based on communities around the state.

Committee Questions

Mr. Becker asked who does the maintenance on the dock?

Mr. Uchtyl responded that they do their own repairs.

Mr. Becker recommended the rate of \$10 per tonnage.

Ms. Smith asked if this was a reasonable rate?

Mr. Hamilton said if you average all the rates and exclude the two higher amounts it averages out to be about \$6, but if you look at Anchorage and Kodiak, I wonder if we don't want to pick a rate that is comparable to their rates.

Mr. Uchtyl summarized (page 63 of 126) that per the usage agreement Taku Smokeres will continuously maintain the dock in a good state of repair at no cost to the City. The operator shall undertake and complete minor repairs and key maintenance of the dock, including the replacement of wear surfaces on the dock. The City shall undertake major repairs and replacements of dock components that have reached the end of their useful life. They have a permit to use that area but if someone else wanted to use that area, they would need to get a permit.

Public Comment- none.

Committee Discussion/Action

Ms. Smith asked Mr. Hamilton if there would be a CPI increase on Goldbelt would you also put a CPI on the tonnage rate? So, would you start at \$10 and then add a CPI increase?

Mr. Hamilton responded that no, as part of the local economy and to shelter farmers and fishermen, he would lean towards stability in the price assessed.

Mr. Orr added even with the CPI on Goldbelt, that is a flat fee. He doesn't see that this is all that different.

MOTION BY MS. SMITH TO APPROVE A USE AGREEMENT WITH TAKU SMOKERIES FOR ANNUAL RENTAL RATE OF \$10 PER TON OF GOODS CROSSING THE DOCK.

Motion passed unanimously.

4. Engineering Design Contract - Aurora Harbor Drive Down Float

The presentation by Port Director-Mr. Uchytel referenced the Memo (Page 93 of 196) to get the Aurora Harbor Drive Down Float as a way of getting it funded as quickly as reasonably possible. The next Board meeting is on the 26th of June. The next Assembly meeting is the 28th of July to get the information to the board that at the next board meeting they'll have more specifics. MARAD was specific about how the grant is carried out. On page 95, there is a Welcome Aboard packet that specified Next Steps and a timeline. Docks and Harbors has a selection committee for engineering services to help design and permit the drive down float. With the selected engineers being PND Engineers. In the meantime, Mr. Uchytel said that MARAD will award the grant. Mr. Uchytel explained that they will allow us to expand our local match money (14-million-dollar project, a 20% local match) and we think that we're going to get half of that local match from the State ADOT Municipal Harbor Program. Docks and Harbors has permission for MARAD to do up to 35% of the design work and NEPA (National Environmental Protection Act) work, outreach to Natural resources, historical resources. So, through that process we have permission to move forward with an award to PND, however, we have not negotiated the award yet. Mr. Uchytel said he was coming to the Board tonight to give the background on where we were at and to let the Board know that we have permission from MARAD to expand up to \$700,000 for these elements that will get us to the grant award. Mr. Uchytel explained that he put a motion in the memo to the approval of the \$700K contract to PND otherwise the decision would go into the August board meeting.

Committee Questions-none.

Public Comment-none.

Comment Discussion & Action

MOTION: MR. ETHERIDGE MADE THE MOTION TO RECOMMEND THE ASSEMBLY APPROVE A CONTRACT WITH PND ENGINEERS NOT TO EXCEED \$700,000 FOR PRE-AWARD DESIGN EFFORTS AS APPROVED BY THE MARITIME ADMINISTRATION.

Motion passed unanimously.

5. Request for Launch Ramp Donation- TSI Salmon Derby

Presentation by Board Member Orr- Mr. Orr requested that the Board give a launch ramp permit for the TSI Salmon Derby that is coming up in August.

Committee Questions- none

Public Comment- none

Committee Discussion/ Action

MOTION BY MS. SMITH TO DONATE A DOCKS & HARBORS LAUNCH RAMP PERMIT TO TERRITORIAL SPORTSMEN INC. IN SUPPORT OF THE 2025 SALMON DERBY.

Motion passed unanimously.

H. ITEMS FOR INFORMATION/DISCUSSION

6. Statter Harbor Phase IIID- Schedule Update

Presentation by Harbormaster – Mr. Creswell presented that The Statter Harbor Phase IIID had been awarded to Dawson Construction for the paving, landscaping of the bus lot, Originally the work was anticipated to begin in August and conclude next year, Docks and Harbors had a meeting last Friday in which Dawson presented two documents included in the packet, with phasing plan of how they would like to do approach the project. The plan includes a very aggressive schedule with Dawson beginning construction next Monday and to be completed roughly by mid-October. They planned to have the lot paved by then and by winter and the start of next season, it will be fully done. When staff walked the site on Monday with Dawson, we agreed that it was doable. Docks and Harbors had a public meeting today in Assembly Chambers with the operators regarding the use the lot and told them about how Docks and Harbors would handle the plan and who would manage traffic flow, pedestrian queuing and staging. All operators are all in support of this project. Dawson had a plan for all staging, and it will go full speed from the start. If the weather cooperates and it all goes well, the project will be completed roughly by October 15th.

Ms. Smith asked if Dawson will probably be working on this during Salmon Derby and some busy days, do you have plans for how that will be handled?

Mr. Creswell responded, yes Dawson and the Port have a plan for when we have sunny days, crab openings and the Salmon Derby. The one thing that this may mean we use a designated area of the lot for stashing a few trailers and other equipment. Mr. Norbryhn and Mr. Creswell will work very closely with Dawson to monitor the use of the area. It will depend on what phase of construction, what adjustments will be needed. Public will not lose the launch ramp area to this construction area other than Zone 4, the pink area which the start date is to be determined. Docks and Harbors will be working with Dawson and PND to mitigate any impact on that area.

Mr. Uchytel said that Mr. Creswell and Mr. Cryts worked hard with Dawson to do all this work. From a contractual perspective there would be no way where we could write a contract that would be this prescriptive. When Docks and Harbors originally wrote the contract there was a lot more flexibility for the contractor. When the low bid contractor came forward and said we've got a plan and it's complicated, but we can make it work. The Harbormaster and the Deputy Harbor Master looked at the plan and said that work for us and that works for them and that is how that played out.

Committee Discussion/ Public Comment-none.

I. STAFF, COMMITTEE, AND MEMBER REPORTS

Ms. Smith the South Douglas made a recommendation on the naming of Douglas Harbor that Mr. Uchytel recommended. The only change they accepted is the name of Douglas Harbor. Therefore, our business is done.

Mr. Uchytel explained there was an Assembly meeting on Monday. CBJ did pass a resolution to transfer Mayflower Island to Douglas Indian Association (DIA). Mr. Uchytel did not know what DIA's plan for that area. The Assembly scheduled a Special Assembly meeting today because they ran late. They approved the Taku Harbor improvement award to Trucano Construction. Also the Assembly approved a new Collective Bargaining Agreement (CBA) with MEBA, which is the union that represents Docks and Harbors and other CBJ employees. The agreement was a 3% increase starting in July, the following year a 3% increase and at the end of the 3rd year a 5% increase. The 3% will be adjusted in our budget going forward.

Mr. Uchytel said the period for applicants for our Docks & Harbor Board closed on Friday. There were seven potential applicants.

Mr. Uchytel said he did include info on the PIPD grant in the packet. We had a Washington DC MARAD person walk through Aurora Harbor. Mr. Sill and Mr. Uchytel took that representative out to the Auke Bay Loading Facility and the Drive Down Float. She is part of that NEPA evaluation process. Typically, she would not be here this early, but she was doing a PIPD grant in Hoonah. That all went very well.

There is a NOFO (Notice Of Funding Opportunities), which means there is a grant opportunity for the next round of PIPD grants. We don't have anything queued up that would be competitive. When we do our strategic planning, we can think of the next projects. The Alaska Department of Transportation has a Municipal Harbor Grant program. It's open now for FY27, however Mr. Uchytel said he didn't think he'd have anything he could compete for. Previously there was only one-year other year when we didn't compete, since 2011, for a Harbor matching grant. Mr. Uchytel encouraged if anyone could think of a project worth pursuing that they bring it forward. Mr. Uchytel said that it pays for floating breakwaters and major maintenance of floats.

Ms. Smith asked whether the old Ketchikan floating breakwater allowed Docks & Harbors to purchase it?

Mr. Uchytel said possibly. We haven't seen huge interest in buying that float. The owner of the old Ketchikan breakwater is looking for hundreds of thousands of dollars for that float.

Mr. Becker asked how much that float is being used?

Mr. Hamilton responded he knew of someone who had been using it, but he got scared off because he didn't want his stuff to be impounded.

Mr. Sooter asked Mr. Creswell if he saw much use of that concrete float?

Mr. Creswell said he thought there was only one person to use it.

J. COMMITTEE ADMINISTRATIVE MATTERS

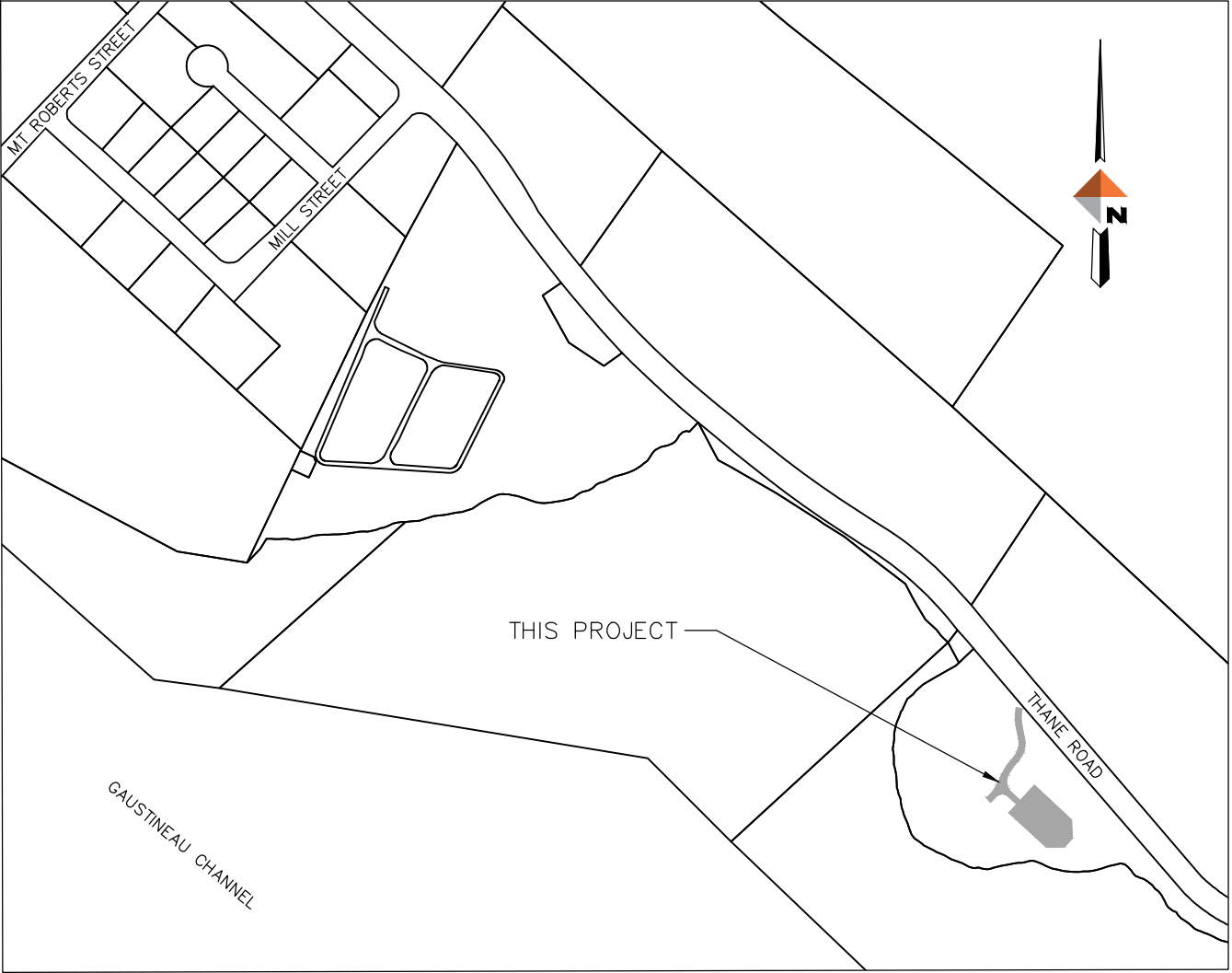
1. Next Operations Meeting is July 16.
2. Next Board meeting is July 24.

K. ADJOURNMENT AT 6:20 PM.

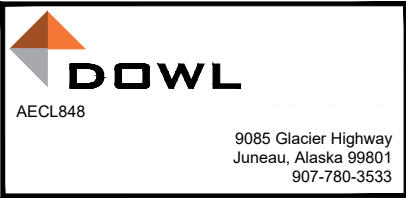
LITTLE ROCK DUMP SECURE STORAGE

CBJ CONTRACT No. DH25-###

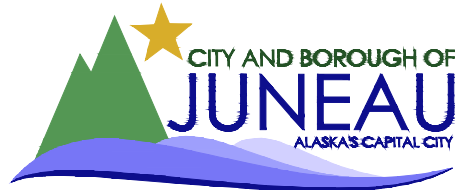
SHEET INDEX	
SHEET No.	TITLE
GENERAL	
G-001	COVER SHEET
G-002	LEGEND, ABBREVIATIONS, AND GENERAL NOTES
CIVIL	
C-100	TYPICAL SECTIONS
C-200	EXISTING CONDITIONS, SURVEY CONTROL
C-201	PLAN AND PROFILE – STA "M" 10+00 TO STA "M" 13+75
C-202	PLAN AND PROFILE – STA "D3" 20+00 TO STA "D3" 22+75
C-400	FENCE DETAILS
C-401	GATE DETAILS & PAD SECTION DETAIL
ELECTRICAL	
E1	TITLE, INDEX, LEGEND, & GENERAL NOTES
E2	SITE PLAN
E3	SINGLE LINE AND PANEL SCHEDULE
E4	LUMINARE SCHEDULE
E5	AREA LIGHTING DETAIL
E6	PANEL ELEVATION & TRENCH DETAILS



PREPARED BY:



PREPARED FOR:



65% SUBMITTAL

PROJECT	80611.02
DATE	8/4/2025
SHEET	
G-001	

LEGEND

DESCRIPTION

EXISTING

REMOVE

PROPOSED

CULVERT			
CENTER OF DRAINAGE			
DAYLIGHT EXTENTS			
EDGE OF ASPHALT			
EDGE OF DIRT ROAD			
EDGE OF DRAINAGE			
FENCE			
LIGHT POLE			
MAJOR CONTOUR			
MINOR CONTOUR			
OVERHEAD ELECTRIC			
POST			
POWER POLE			
ROAD MARKING			
SLUDGE CELL			
STRUCTURE			
UTILITY BOX			

ABBREVIATIONS

BOP	BEGINNING OF PROJECT
CBJ	CITY AND BOROUGH OF JUNEAU
CTE	CONNECT TO EXISTING
EL	ELEVATION
EOP	END OF PROJECT
FG	FINISHED GRADE
GB	GRADE BREAK
LT	LEFT
MN	MAGNETIC NAIL
MTE	MATCH TO EXISTING
NO	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
ROW	RIGHT-OF-WAY
RT	RIGHT
STD	STANDARD
TYP	TYPICAL
W/	WITH

GENERAL NOTES

1. LARGE BOULDERS, BEDROCK, STUMPS, LOGS, ORGANICS AND GROUND WATER MAY BE ENCOUNTERED AT VARIOUS DEPTHS DURING TRENCHING AND ROADWAY EXCAVATIONS OPERATIONS. THESE MATERIALS SHALL BE DISPOSED OF AS REQUIRED BY THE ENGINEER.
2. THE 4TH EDITION OF THE CBJ STANDARD DETAILS, DATED AUGUST 14 2011, STANDARD SPECIFICATIONS AND ALL ERRATA ARE MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE.
3. THE GRADING AND ALIGNMENTS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
4. PROPERTY LINE LOCATIONS USED IN THESE PLANS ARE DERIVED FROM RECORD PLATS AND DO NOT REPRESENT A BOUNDARY SURVEY. EXISTING RECORD PLATS DO NOT CLOSE WITH EACH OTHER IN SOME CASES. THE PROPERTY LINES SHOWN ON THESE PLANS ARE A BEST FIT APPROXIMATION OF CLOSURE.
5. CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. REBARS, CONCRETE NAILS, BRASS CAP MONUMENT AND ETC.) PRIOR TO CONSTRUCTION, REMONUMENT AFTER SURFACING IS REPLACED, AND SUBMIT A RECORD OF MONUMENT TO THE ENGINEER. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
6. THE PLAN SHEETS DO NOT SHOW ALL OF THE TREES AND OTHER VEGETATION THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES.
7. THE CONTRACTOR SHALL NOT STORE MATERIALS OR EQUIPMENT, OR OPERATE EQUIPMENT WITH ITS TRACKS OR WHEELS PLACED ON PRIVATE PROPERTY, WITHOUT WRITTEN APPROVAL OF THE PROPERTY OWNER.
8. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ENGINEER APPROVED EROSION CONTROL DEVICES DURING CONSTRUCTION PER SECTION 01570.

REVISIONS			
REV	DATE	DESCRIPTION	BY

65% SUBMITTAL

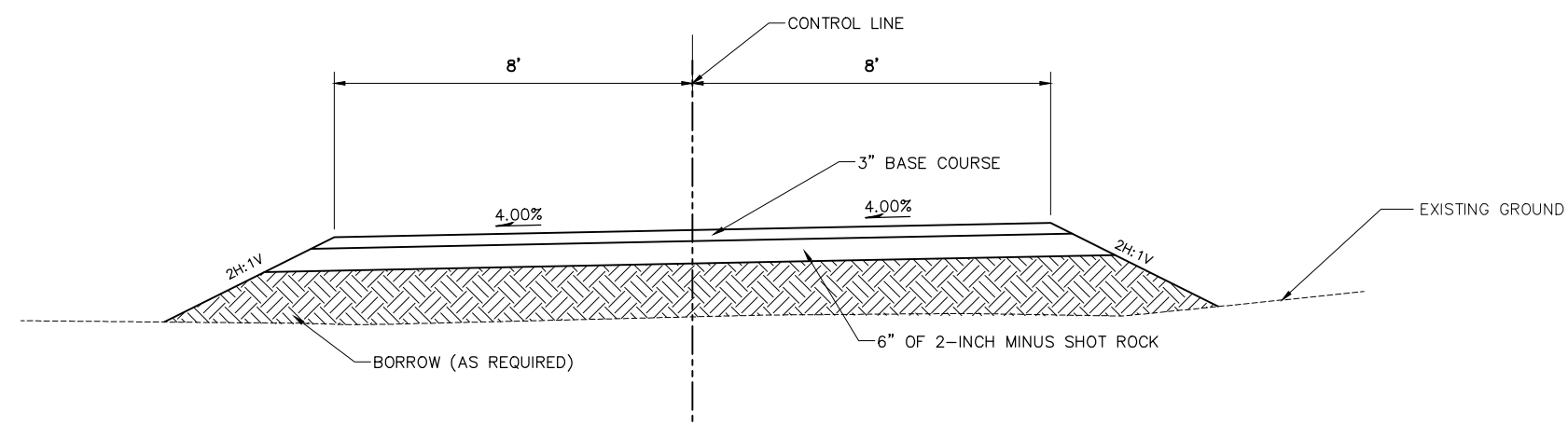


LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA

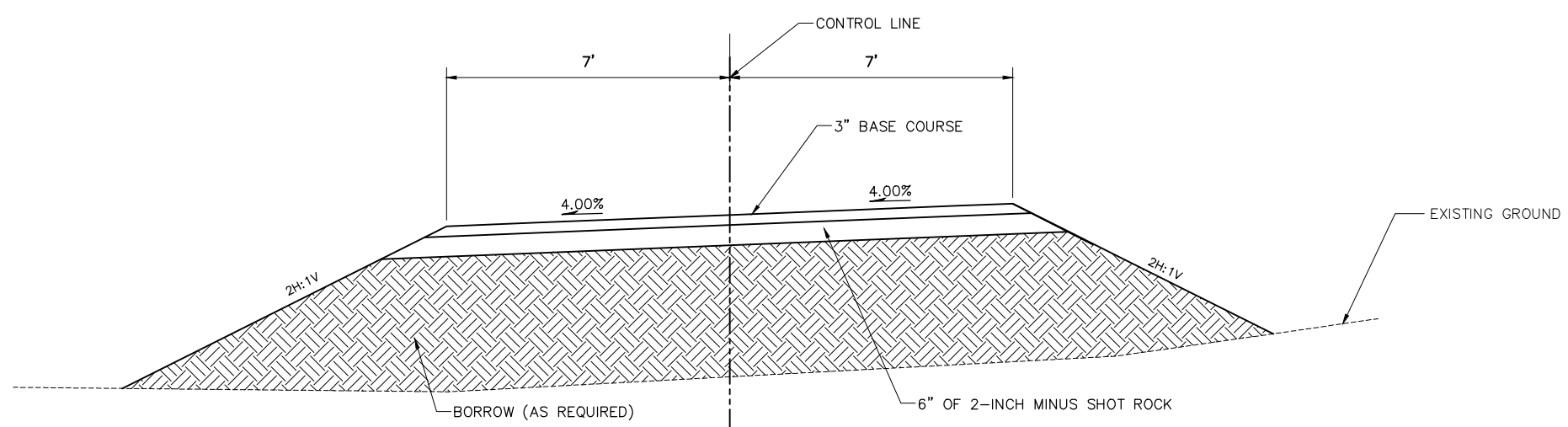
LEGEND, ABBREVIATIONS, &
GENERAL NOTES

PROJECT 2670.80611.02
DATE 8/4/25
SHEET
G-002

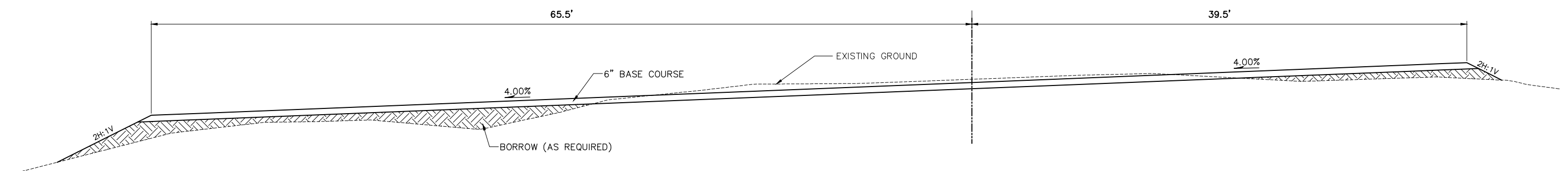
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TYPICAL SECTION ~ "M" STA 10+45 TO "M" 13+33



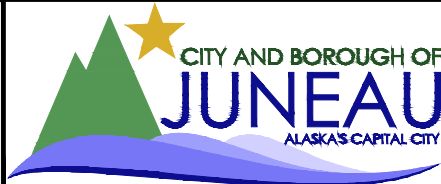
TYPICAL SECTION ~ "P" STA 20+35 TO "P" STA 20+72



TYPICAL SECTION ~ "P" STA 20+72 TO "P" STA 22+75

REVISIONS			
REV	DATE	DESCRIPTION	BY

65% SUBMITTAL



LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA

TYPICAL SECTIONS

PROJECT 2670.80611.02
DATE 8/4/25
SHEET
C-100

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CONTROL POINT TABLE					
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION	
103	2356756.174	2549209.135	34.11	CTRL/FOUN.GPSS.DOT.ALCAP.SHO.MON@DOGLEG	
201	2355900.212	2549973.559	28.30	CTRL/SETN.GPSS.RPC	
202	2356163.380	2549189.887	53.49	CTRL/SETN.GPSS.RPC	
210	2358015.729	2546516.356	50.64	CTRL/FOUN.GPSS.ALCAP@ROBERTS/JACOBSEN	

REVISIONS			
REV	DATE	DESCRIPTION	BY

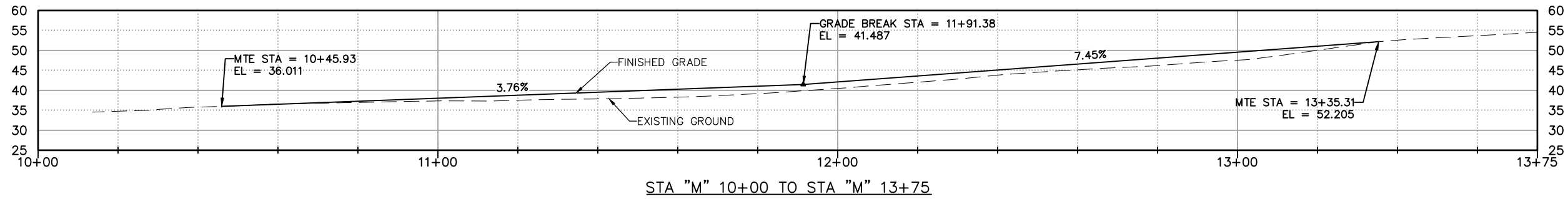
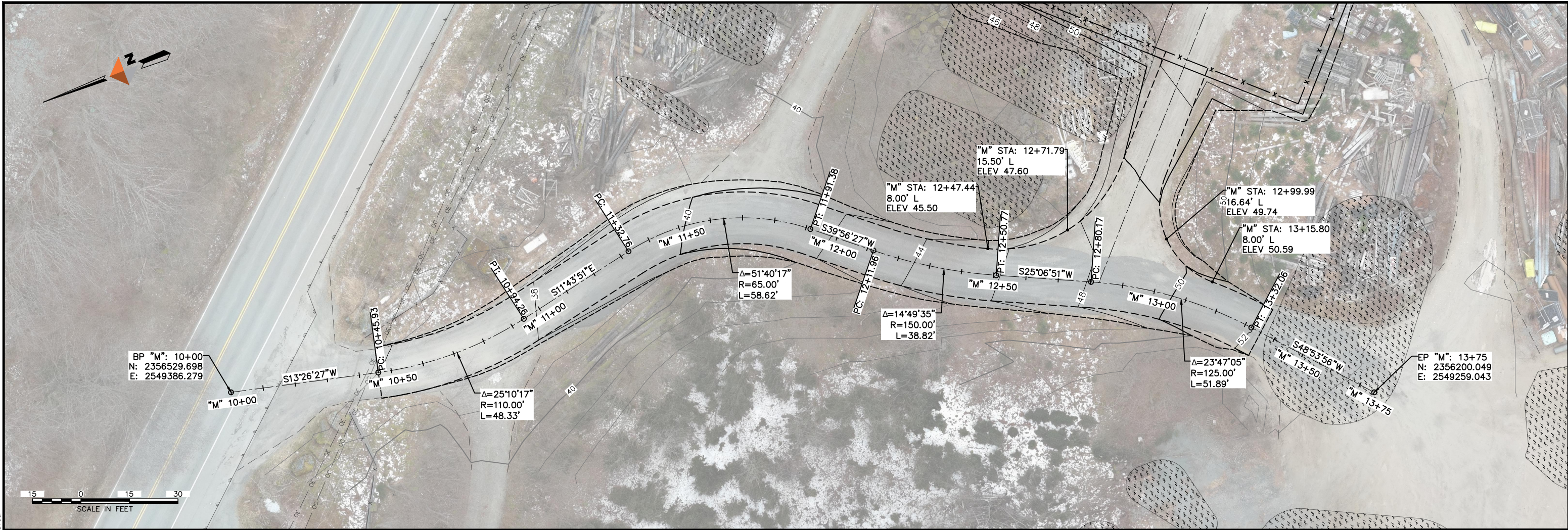
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LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA
EXISTING CONDITIONS,
SURVEY CONTROL

PROJECT 2670.80611.02
DATE 8/4/25
SHEET
C-200

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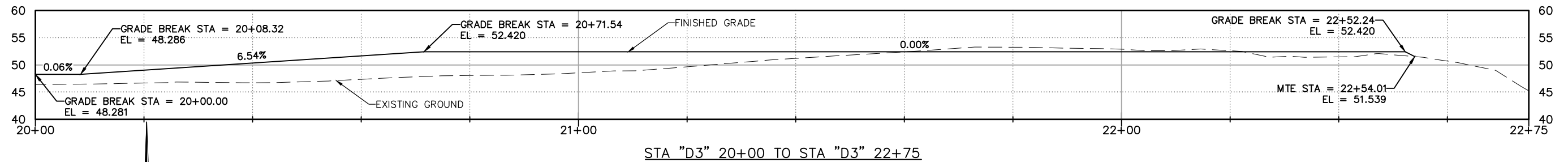
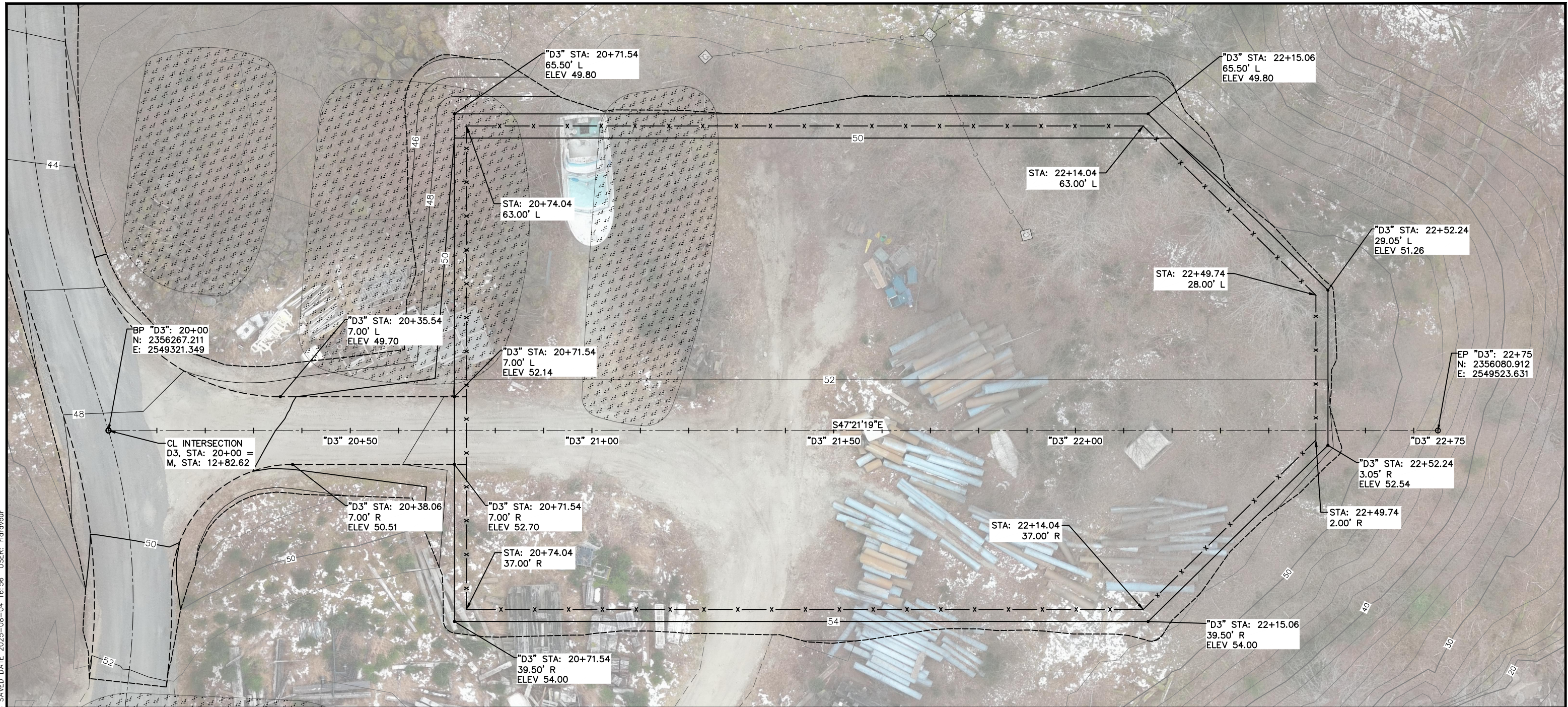


LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA

ACCESS ROAD PLAN AND PROFILE

PROJECT 2670.80611.02
DATE 8/4/25
SHEET
C-201

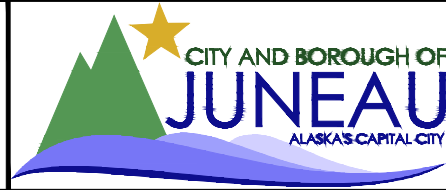
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10 0 10 20
SCALE IN FEET

REVISIONS			
REV	DATE	DESCRIPTION	BY

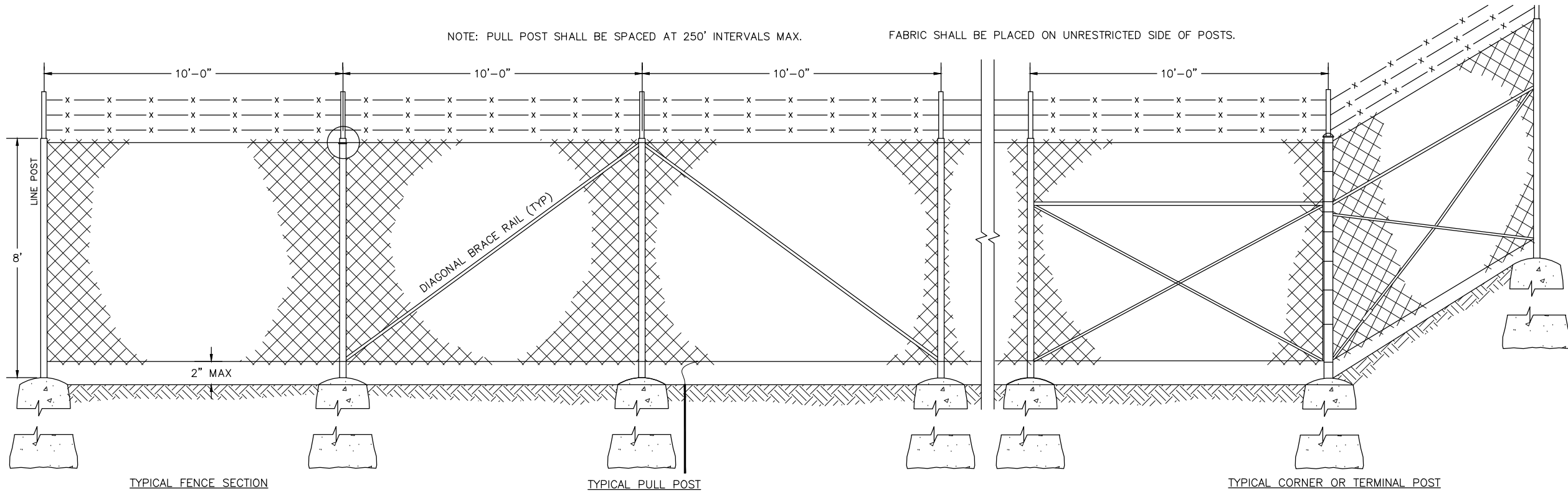
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LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA
PAD AND DRIVEWAY
PLAN AND PROFILE

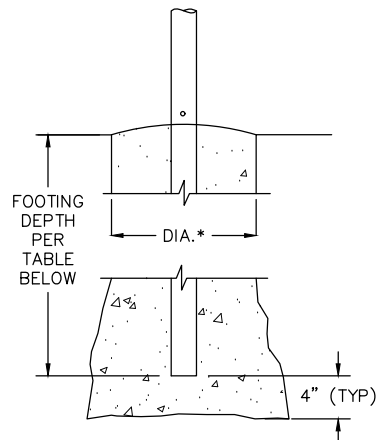
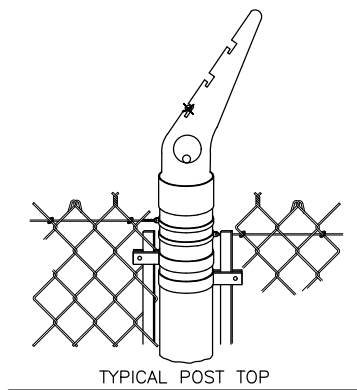
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DATE 8/4/25
SHEET
C-202

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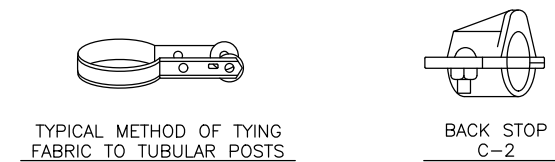
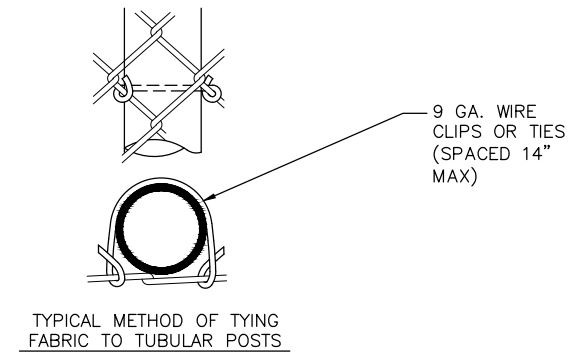
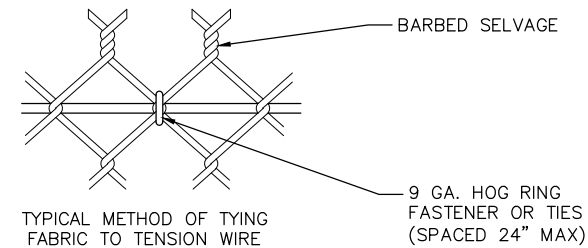


CHAINLINK FENCE NOTES:

1. POSTS SHALL BE SPACED EQUAL DISTANCES APART. MAXIMUM SPACING SHALL BE 10 FEET UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
2. POST TOPS SHALL BE SECURELY FASTENED TO POST.
3. BRACE RAILS AND TRUSS RODS SHALL BE SECURELY FASTENED TO POST WITH BRACE BANDS WITH THREADED TAKE-UP ADAPTER FOR TRUSS RODS.
4. GROUND WIRE SHALL BE ATTACHED TO FENCE FABRIC BY MEANS OF A SPLIT BOLT.
5. FABRIC SHALL BE STRETCHED TO A SMOOTH UNIFORM APPEARANCE.
6. DETAILS SHOWN INDICATE GENERAL DESIGN AND DIMENSIONS MAY VARY AMONG MANUFACTURERS.
7. ALL FENCE POSTS SHALL BE SET IN CONCRETE.
8. FABRIC SHALL BE PLACED ON UNRESTRICTED SIDE OF POSTS.
9. TOP RAIL MAY BE USED IN LIEU OF TENSION WIRE. ADJUST TOP BRACE LOCATION TO VERTICAL MIDPOINT ON CORNER POST AND NEXT ADJACENT POSTS IF TOP RAIL IS USED.



CONCRETE POST SETTING
NOTE: SEE TABLE BELOW



CHAINLINK FENCE DESIGN PARAMETERS										
FENCE FABRIC HEIGHT	POST TYPE									
	END-CORNER-PULL				LINE-BRACE				TOP RAIL OR BRACE RAIL	
	PIPE		FOOTING	DIA. (IN.)	PIPE		FOOTING	DIA. (IN.)	PIPE	LB/FT
	SIZE (IN.)	LB/FT	DEPTH (IN.)		SIZE (IN.)	LB/FT	DEPTH (IN.)		SIZE	
8'	2 7/8	5.80	48	15	2 3/8	3.65	40	12	1 1/4	2.27

1 CHAIN LINK FENCE DETAILS
NOT TO SCALE

REVISIONS			
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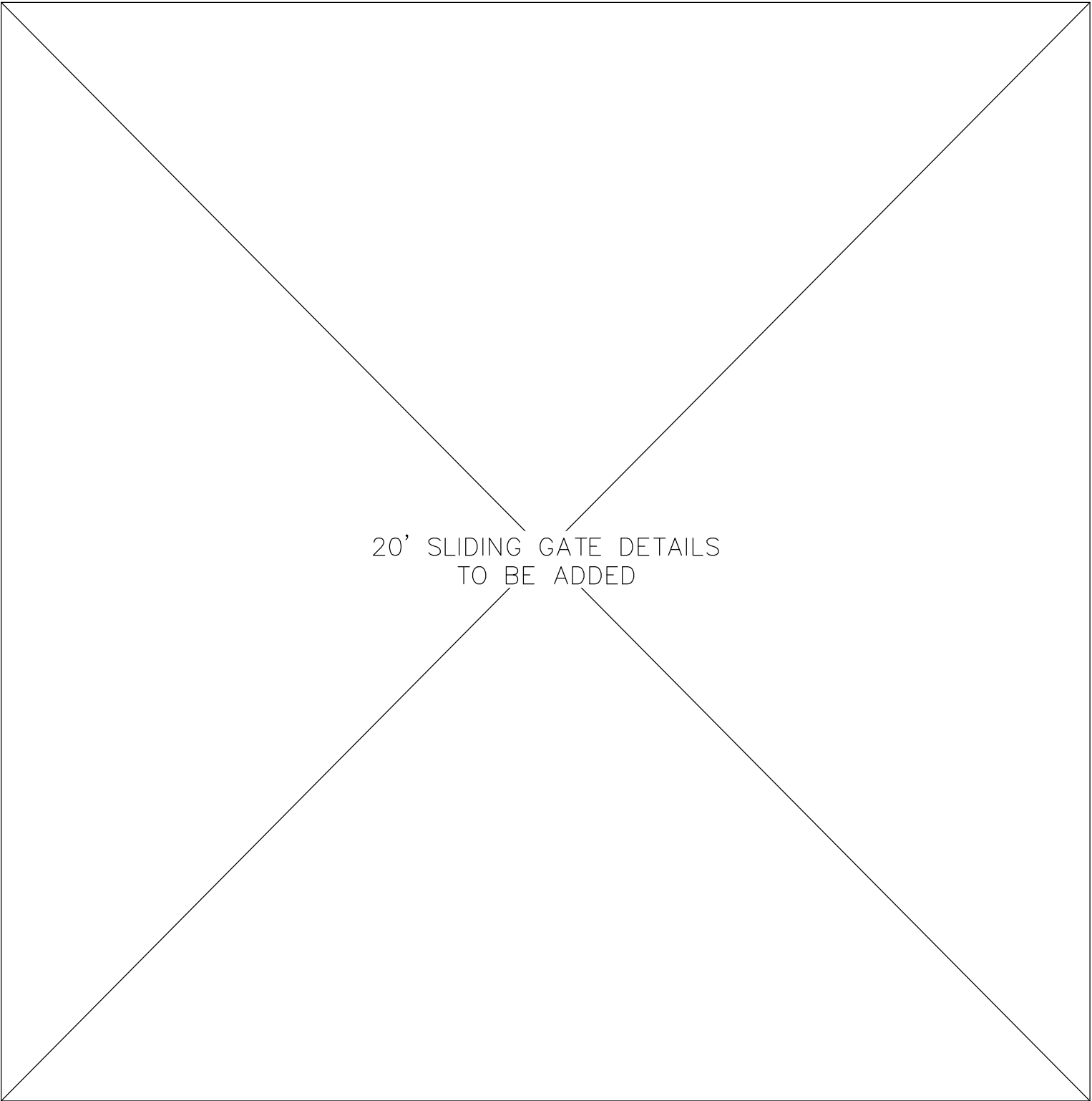


LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA

FENCE DETAILS

PROJECT 2670.80611.02
DATE 8/4/25
SHEET
C-400

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LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA

GATE DETAILS

PROJECT 2670.80611.02
DATE 8/4/25
SHEET
C-401

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LEGEND	
ACS	TELECOM UTILITY
AEL&P	ALASKA ELECTRIC LIGHT & POWER (POWER UTILITY)
APPROX	APPROXIMATELY
C	CONDUIT
CKT	CIRCUIT
CU	BARE COPPER
C/B	CIRCUIT BREAKER
	CIRCUIT BREAKER (AMPS/POLES)
	CONTACTOR
DIA.	DIAMETER
DIST	DISTANCE
ELEC	ELECTRICAL
EXTG	EXISTING
ELECTROLIER	LIGHT POLE, LIGHT POLE BASE FOUNDATION, AND LUMINAIRE
GALV.	GALVANIZED
GCI	TELEVISION UTILITY
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
GRS	GALVANIZED RIGID STEEL
HOA	HAND-OFF-AUTO
	HAND-OFF-AUTO SWITCH
J-BOX	JUNCTION BOX
LCE-XX	EXISTING LIGHT POLE CIRCUIT OF UNKNOWN ORIGIN. SEE KEYNOTE 4, SHEET J2.
LTG	LIGHT
	LIGHTING CONTACTOR
	LIGHT POLE WITH LUMINAIRE
	LIGHT POLE, EXISTING
LX#	EXISTING LIGHT POLE TO BE DEMOLISHED
MAX	MAXIMUM
	METER
MIN	MINIMUM
NEC	NATIONAL ELECTRICAL CODE
NO.	NUMBER
OD	OUTSIDE DIAMETER
PED	PEDESTAL
	PHOTOCELL
PVC	POLYVINYL CHLORIDE CONDUIT
	RECEPTACLE
REC	RECEPTACLE
TYP-#	TYPICAL
XFMR	TRANSFORMER
UNK	UNKNOWN
	UTILITY POLE
-OHE-	UTILITY - OVERHEAD ELECTRICAL
-E-	UTILITY - UNDERGROUND ELECTRICAL

Sheet List Table	
SHEET NO.	SHEET TITLE
E1	TITLE, INDEX, LEGEND, & GENERAL NOTES
E2	SITE PLAN
E3	SINGLE LINE & PANEL SCHEDULE
E4	LUMINIARE SCHEDULE
E5	AREA LIGHTING DETAIL
E6	PANEL ELEVATION & TRENCH DETAILS

GENERAL NOTES (APPLICABLE TO ALL SHEETS):

- PERFORM ALL WORK PER NATIONAL ELECTRICAL CODE (NEC), 2020 EDITION.
- PERFORM ALL WORK AS SHOWN ON DRAWINGS AND AS REQUIRED TO PROVIDE OPERATIONAL SYSTEMS.
- COORDINATE WITH POWER UTILITIES TO ALLOW THEM TO PERFORM THEIR WORK. UTILITY WORK WILL BE PAID FOR BY OTHERS. AS NOTED IN THE PLANS, SOME UTILITY WORK IS THE RESPONSIBILITY OF THE CONTRACTOR. DO NOT INSTALL ANYTHING IN CONFLICT WITH UTILITIES. BRING ALL CONFLICTS TO THE ATTENTION OF THE ENGINEER. OBTAIN LOCATES BEFORE WORKING TO AVOID NEWLY INSTALLED UTILITIES. POWER, TELEPHONE, AND TV UTILITY FACILITY DETAILS SHOWN ON THE DRAWINGS ARE SHOWN TO INFORM THE CONTRACTOR WHERE AND HOW THEY WILL BE REWORKED TO ALLOW FOR PROPER COORDINATION. THE POWER, TELEPHONE AND TV UTILITY COMPANIES WILL INSTALL THEIR FACILITIES, NOT THE CONTRACTOR.
- ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A JUNCTION BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL, SHEET E6.
- ALL WIRING SHALL BE IN CABLE WITH COPPER CONDUCTOR, 600V RATED XHHW INSULATION, AND OVERALL PVC JACKET. PROVIDE ADDITIONAL BARE GROUND. USE BARE GROUND TO GROUND TYPE 1A JUNCTION BOXES, LIGHT POLES, FOUNDATIONS, ETC. BOND GROUND INSIDE CABLE TO LOAD CENTER AND LIGHT POLES.
- OBTAIN PRIVATE LOCATES BEFORE CONSTRUCTION AND PROTECT CONDUIT, EQUIPMENT, ETC. TO REMAIN. ADJUST NEW CONDUIT ROUTING AS REQUIRED TO INTERCEPT, EXTEND, AND RE-USE EXISTING CONDUIT, ETC.
- PROVIDE LOCATES PRIOR TO DIGGING.



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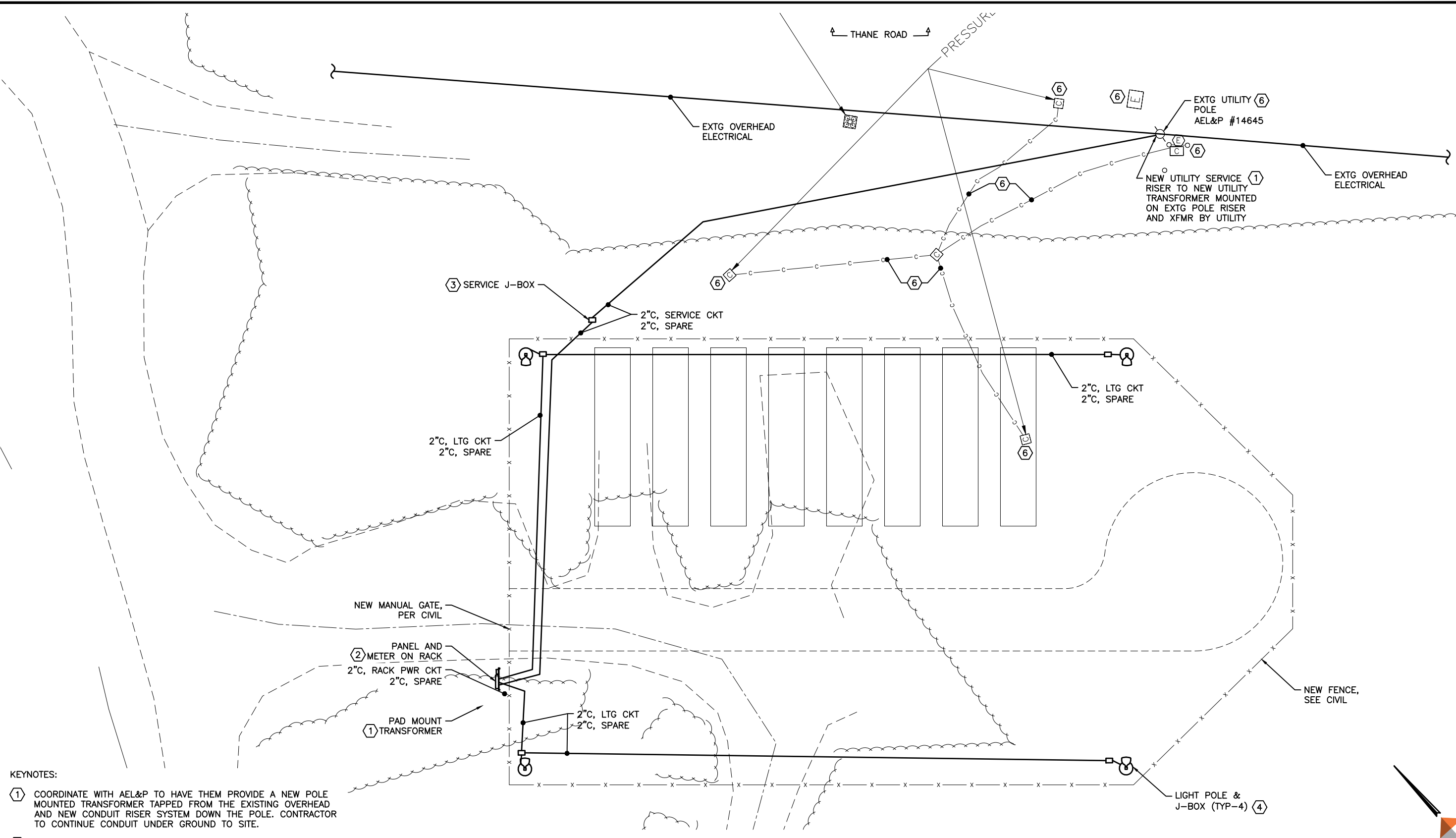
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7/31/25



LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA
TITLE, INDEX, LEGEND, & GENERAL NOTES

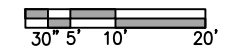
PROJECT 2870.80611.02
DATE 7/31/25
SHEET E1
1 OF 6

x:\129 dowl engineering\43 cbj little rock dump\working drawings\ELECTRIC VEHICLE CHARGER SITE PLAN.dwg PLOT DATE 2025-7-31 16:25 SAVED DATE 2025-07-31 16:24 USER: jodi



- KEYNOTES:
- 1 COORDINATE WITH AEL&P TO HAVE THEM PROVIDE A NEW POLE MOUNTED TRANSFORMER TAPPED FROM THE EXISTING OVERHEAD AND NEW CONDUIT RISER SYSTEM DOWN THE POLE. CONTRACTOR TO CONTINUE CONDUIT UNDER GROUND TO SITE.
 - 2 NEW PANEL RACK AND METER SOCKET, SEE DETAIL 2, SHEET E6 FOR ELEVATION.
 - 3 PROVIDE SERVICE JUNCTION BOX BETWEEN UTILITY POLE AND PAD MOUNT TRANSFORMER.
 - 4 NEW AREA LIGHT POLE AND JUNCTION BOX, SEE DETAIL 1, SHEET E5 FOR LIGHTING DETAILS.
 - 5 NEW RACK AND AREA LIGHT POLE AND JUNCTION BOX LOCATIONS TO BE CONFIRMED WITH OWNER PRIOR TO WORK.
 - 6 PROTECT AND MAINTAIN EXISTING UNDERGROUND UTILITIES.

1 SITE PLAN



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LITTLE ROCK DUMP STORAGE
JUNEAU, ALASKA

SITE PLAN

PROJECT 2870.80811.02
DATE 7/31/25
SHEET E2
2 OF 6

x:\129 dowl engineering\43 cbj little rock dump\working drawings\LUMNIARE SCHEDULE.dwg PLOT DATE 2025-7-31 16:25 SAVED DATE 2025-07-31 14:32 USER: jodi

LUMINAIRE SCHEDULE					
TYPE	DESCRIPTION	MANUFACTURER	LED CCT & LUMENS	SPARES	REMARKS
A	POLE MOUNT, CUTOFF LED LUMINAIRE FLOAT. NO LIGHT ABOVE 65° ABOVE NADIR	LITHONIA D-SERIES SIZE 0, DSX0 LED P7 40K 70 CRI T5M MVOLT EGSR DBLXD	4000K (20,000 LUMENS)	1	POLE MOUNT TO NEW SQUARE POLE. PROVIDE WITH NIXALITE BIRD CONTROL. ATTACH WITH MANUFACTURER RECOMMENDED ADHESIVE. NO HOLES IN HOUSING. CONTROL FROM INTEGRAL PE CELL ON FIXTURE BLACK. NO LIGHT ABOVE 65° ABOVE NADIR. WITH CUSTOM GLARE SHIELD. HOUSE SIDE SHIELD WHERE FIXTURE IS DENOTED WITH "(HS)"
NOTES: 1. THE PART NUMBERS IN THE LUMINAIRE SCHEDULE MAY NOT BE COMPLETE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL PARTS AND ACCESSORIES NECESSARY TO COMPLY WITH THE FEATURES SHOWN IN THE LUMINAIRE SCHEDULE (INCLUDING THE MOUNTING) AND AS SHOWN ON THE OTHER PLAN SHEETS, AND IN THE SPECIFICATIONS. 2. PROVIDE THE LUMINAIRES SHOWN OR APPROVED EQUAL. A SUBSTITUTE LUMINAIRE SHALL HAVE EQUIVALENT PHOTOMETRIC PERFORMANCE AS WELL AS THE SAME QUALITY, FEATURES, FUNCTIONALITY, ATTRIBUTES, ETC. AS THE SPECIFIED LUMINAIRE INCLUDING THE REQUIREMENTS SHOWN ON THE PLANS AND INCLUDED IN THE SPECIFICATIONS. IF IT DOES NOT, IT WILL BE REJECTED AS AN EQUAL TO THE SPECIFIED LUMINAIRE. PHOTOMETRIC FILES SHALL BE PROVIDED (*.IES) ALONG WITH CATALOG CUT SHEETS DURING SUBMITTALS AND THE LIGHTING DESIGN WILL BE CHECKED BY THE DESIGNER USING THE SUBSTITUTE LUMINAIRE. IF AN EQUIVALENT LIGHT LEVEL AND UNIFORMITY AS WELL AS GLARE CONTROL IS NOT ACHIEVED, THE SUBSTITUTE LUMINAIRE WILL BE REJECTED AS AN EQUAL TO THE SPECIFIED LUMINAIRE.					



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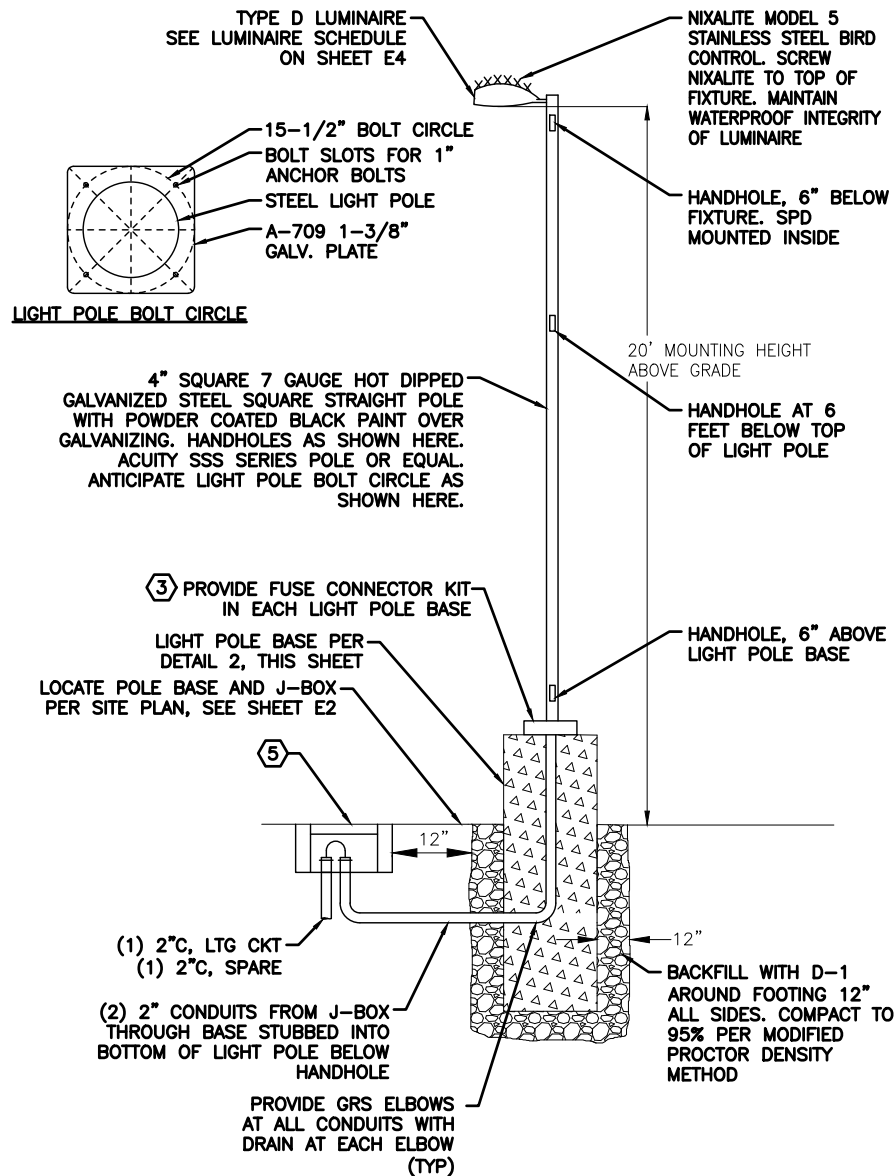


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LITTLE ROCK DUMP STORAGE JUNEAU, ALASKA	
LUMINIARE SCHEDULE	

PROJECT 2870.80811.02
DATE 7/31/25
SHEET E4
4 OF 6

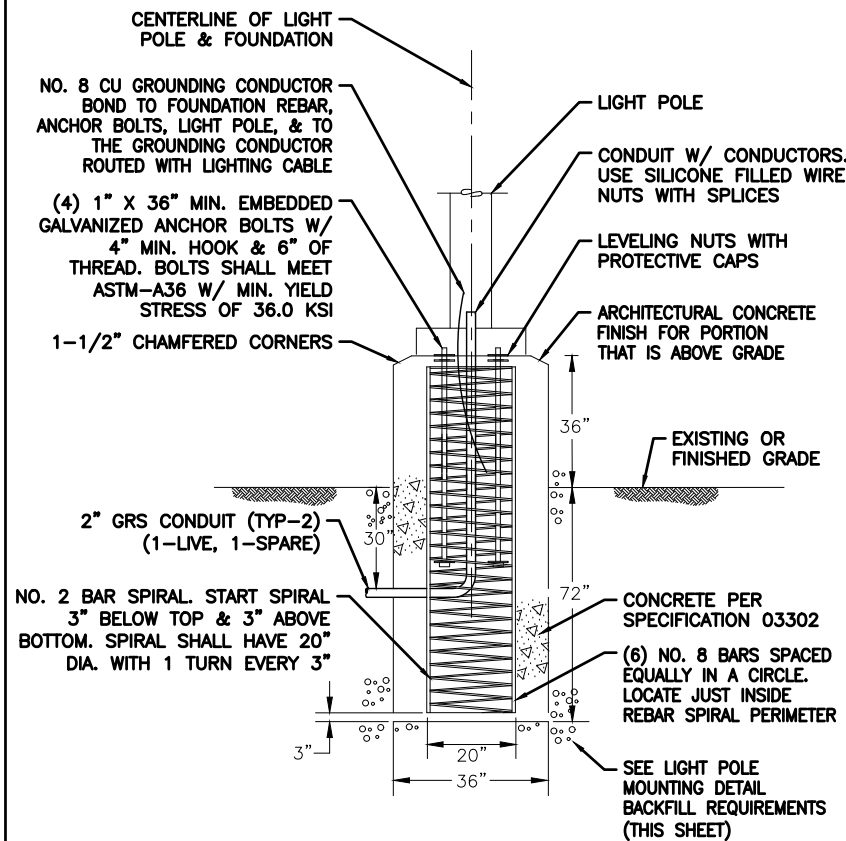
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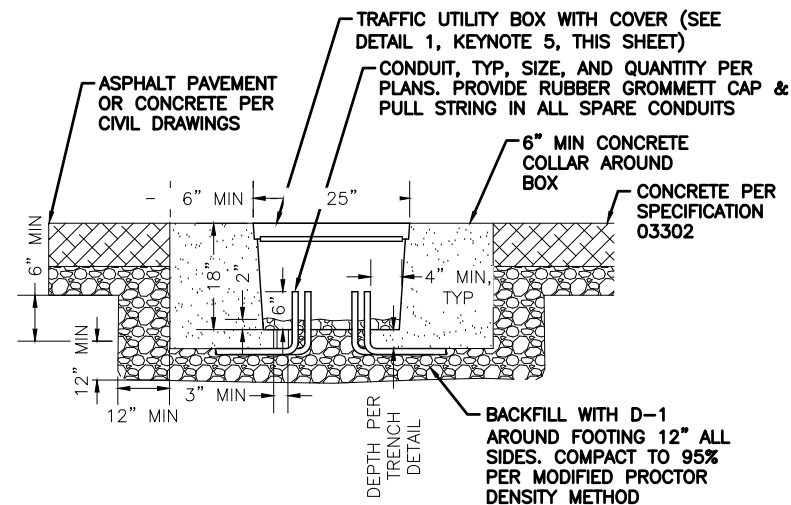
SHEET NOTES (APPLICABLE TO DETAIL 1 & 2):

- ALL SPLICES SHALL BE IN BASE OF LIGHT POLE.
- PROVIDE GROUNDING BUSHINGS ON ALL CONDUIT.
- PROVIDE FUSE KITS IN EACH LIGHT POLE BASE ACCESSIBLE FROM BOTTOM HANDHOLE AND SPD AT TOP OF LIGHT POLE. SEE DETAILS 4 & 5, THIS SHEET, FOR MORE INFORMATION.
- SIZE LIGHT POLE WITH LUMINAIRES FOR 120 MPH SUSTAINED WINDS WITH GUSTS TO 150 MPH. LIGHT POLE DIMENSIONS SHOWN ARE A MINIMUM. PROVIDE CALCULATIONS SHOWING COMPLIANCE SEALED BY CIVIL ENGINEER REGISTERED IN ALASKA.
- TIER 22, OPEN BOTTOM, 13" X 22" X 18" NOMINAL BOX WITH HEX BOLT LID, 'LIGHTING' ON COVER. HUBBELL QUAZITE PG1324BA18 WITH PG1324HH0029 COVER OR EQUAL. SEE DETAIL 3, THIS SHEET.
- LOCATE TOP OF BASE 3' ABOVE FINISHED GRADE PER LIGHT POLE BASE DETAIL 2, THIS SHEET.

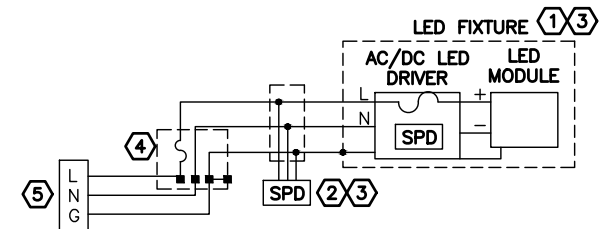
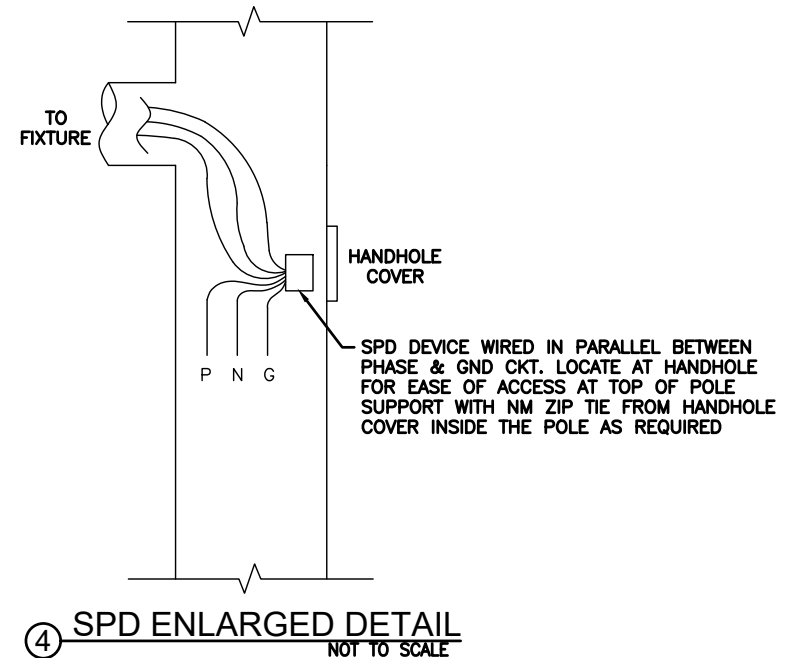
1 LIGHT POLE MOUNTING DETAIL
NO SCALE



2 LIGHT POLE BASE DETAIL
NO SCALE



3 HANDHOLE DETAIL
NO SCALE



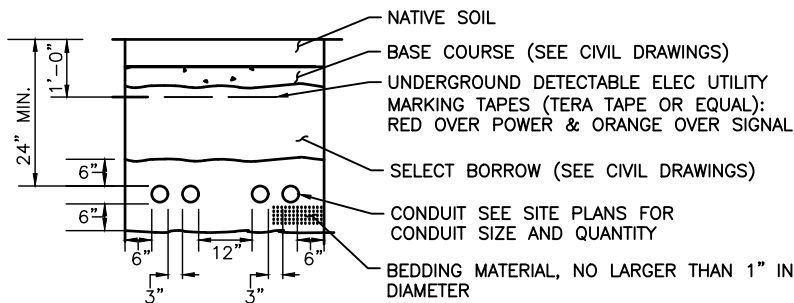
SHEET NOTES (APPLICABLE TO DETAIL 5):

- KEEP WIRES AS STRAIGHT AND SHORT AS POSSIBLE.
- ROUND WIRES RATHER THAN BENDING AT A HARD 90 DEGREE ANGLE.
- DO NOT CROSS OR OVERLAP PROTECTED WIRES (THOSE AFTER THE SPD, EITHER AC OR DC WIRES).
- ONLY ONE EXTERNAL SPD REQUIRED PER POLE, REGARDLESS OF THE NUMBER OF FIXTURE HEADS ON THE POLE.
- SEE DETAIL 1, THIS SHEET FOR POLE ELEVATION AND MORE ON SPD AND FUSE HOLDER MOUNTING.
- SEE DETAIL 4, THIS SHEET, FOR SPD INSTALLATION AT TOP OF POLE.

KEYNOTES (APPLICABLE TO DETAIL 5):

- OVERALL LED FIXTURE WITH FUSED DRIVER FURNISHED WITH INTEGRAL AND INTERNAL SPD.
- CIRCUIT EXTERNAL LED FIXTURE SPD AS SHOWN. MAKE PARALLEL CONNECTION INTO CIRCUIT. SIZE MATCHED TO CIRCUIT CONDUCTORS SIZES. SPD SHALL BE LITTELFUSE LSP10 OR EATON MTL LS10N OR EQUAL. SPD TO INCLUDE OPTIONAL END OF LIFE INDICATOR LED.
- CO-LOCATE EXTERNAL SPD WITHIN LIGHT FIXTURE HOUSING IF ACCEPTABLE TO FIXTURE MANUFACTURER. OTHERWISE INSTALL WITHIN POLE IMMEDIATELY ADJACENT TO FIXTURE MOUNTING LOCATION.
- FINGER SAFE FUSE HOLDER AT BASE OF LIGHT POLE ACCESSIBLE FROM BASE HANDHOLE. SEC 1791-SF OR EATON HEZ-AA. PROVIDE WITH CLASS CC FAST ACTING FUSE SIZED PER SELECTED FIXTURE LOAD REQUIREMENT.
- SOURCE PANEL PER PLANS.

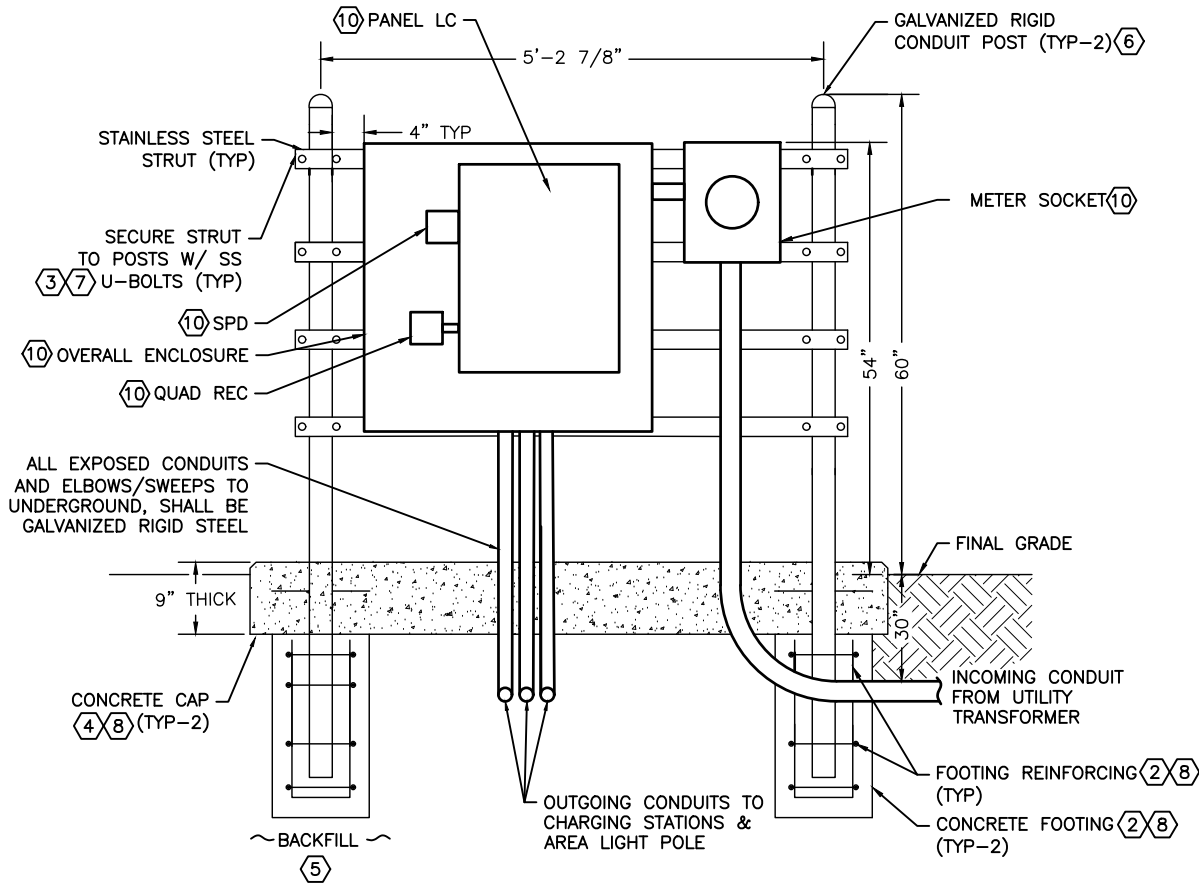
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1 TRENCH DETAIL
NO SCALE

SHEET NOTES (APPLICABLE TO DETAIL 1):

- ALL DIMENSIONS ARE MINIMUM.
- MODIFY CONDUIT BURIAL DEPTH WHERE SHOWN ON DRAWINGS AND AS REQUIRED TO AVOID ALL OBSTACLES. ROUTE BELOW OBSTACLES.
- THE LOCATION OF ALL EXISTING UNDERGROUND PIPING, CONDUIT, ETC MAY NOT BE WHERE SHOWN ON THE PLANS OR MAY NOT BE SHOWN AT ALL. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN UTILITY LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID WATER, SEWER, DRAINAGE PIPES AND OTHER CONFLICTS.
- MAINTAIN 12 INCHES MINIMUM SEPARATION (ALL DIRECTIONS) BETWEEN POWER AND OTHER, PIPES, ETC.
- CONDUITS SHALL BE BURIED AT A MINIMUM OF 24". BURY CONDUITS DEEPER WHERE REQUIRED TO AVOID OTHER PIPES AND STRUCTURES.
- PERFORM ALL TRENCH EXCAVATION, BACKFILL, AND COMPACTION PER CIVIL DRAWINGS AND SPECIFICATIONS.



2 PANEL ELEVATION

SHEET NOTES (APPLICABLE TO DETAIL 2):

- PROVIDE APPROVAL DRAWINGS FOR CHANNEL STRUT RACK DURING THE SUBMITTAL PROCESS. DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION: DIMENSIONS, WEIGHTS, DETAILS, REINFORCING, SEGMENTS LENGTHS AND SIZES, ENCLOSURE LAYOUTS TO SCALE, AND CONDUIT LOCATIONS.
- 12" DIAMETER X 4' DEEP CONCRETE FOOTINGS. PROVIDE WITH REINFORCING AS FOLLOWS: (4) #4 VERTICAL AND #3 CIRC. TIES AT 12" O.C. (2-TIES NEAR TOP).
- ALL CHANNEL STRUT TO BE STAINLESS STEEL. ALL POSTS AND CONDUIT TO BE GALVANIZED RIGID STEEL. TREAT ALL FIELD CUT STRUT AND CONDUIT SEGMENTS WITH GREY GALVANIC TOUCH UP PAINT TO INHIBIT CORROSION.
- PROVIDE CONCRETE CAP AROUND POST PENETRATION INTO GRADE THAT EXTENDS 2" ABOVE GRADE, AND MINIMUM OF 2" PAST FOOTING BELOW ALL SIDES. PROVIDE CAP WITH EMBEDDED GALVANIZED WIRE MESH.
- PROVIDE NATIVE SOIL OR APPROVED IMPORTED BACKFILL. COMPACT A MINIMUM OF 12" ALL SIDES OF FOOTINGS TO 95% PER MODIFIED PROCTOR DENSITY METHOD.
- 4" DIAMETER X 8' TALL HOT DIPPED GRS CONDUIT POST FILLED WITH CONCRETE. BURY 3' INTO GROUND (TYP-2).
- 1-1/2" STAINLESS STEEL CHANNEL STRUT. MOUNT STRUT TO POSTS AND EQUIPMENT TO STRUT.
- MAINTAIN ALL METAL REINFORCING A MINIMUM OF 3" DISTANCE FROM EDGE OF CONCRETE FORMS.
- ALL MOUNTING HARDWARE TO BE STAINLESS STEEL.
- SEE DETAIL 1, SHEET E3 FOR SINGLE LINE DIAGRAM AND COMPLETE DESCRIPTIONS.

REVISIONS			
REV	DATE	DESCRIPTION	BY

SECURE STORAGE - LITTLE ROCK DUMP**CBJ Contract No. DH23-048B****BASIC BID ENGINEER'S ESTIMATE**

ITEM NO	DESCRIPTION	UNIT OF MEASURE	APPROXIMATE QUANTITY	UNIT PRICE	AMOUNT
1505.1	Mobilization	Lump Sum	All Req'd	\$35,500.00	\$35,500.00
1550.1	Traffic Control	Lump Sum	All Req'd	\$5,000.00	\$5,000.00
1570.1	Erosion and Sediment Control	Lump Sum	All Req'd	\$10,000.00	\$10,000.00
2201.1	Clearing and Grubbing	Lump Sum	All Req'd	\$10,000.00	\$10,000.00
2201.2	Construction Material Relocation	Lump Sum	All Req'd	\$20,000.00	\$20,000.00
2202.1	Excavation	CY	120.0	\$35.00	\$4,200.00
2202.2	Borrow	CY	880	\$50.00	\$44,000.00
2202.3	Road Cleaning & Mining Area Restoration Guarantee	Contingent Sum	All Req'd	\$5,000.00	\$5,000.00
2204.1	2" Minus Shot Rock w/ Base Course	CY	190	\$100.00	\$19,000.00
2204.2	Base Course, Grading D-1	CY	330	\$150.00	\$49,500.00
2702.1	Construction Surveying	Lump Sum	All Req'd	\$3,600.00	\$3,600.00
2707.1	8-Foot Chain Link Fence	LF	490	\$150.00	\$73,500.00
2707.2	20-Foot Rolling Gate	EA	1	\$25,000.00	\$25,000.00
2714.1	Separation Geotextile	SY	2,100	\$10.00	\$21,000.00
16000.1	Electrical	Lump Sum	All Req'd	\$188,471.00	\$188,471.00

Sub Total = \$513,771.00**10% contingency \$51,377.10****Total = \$565,148.10**

Docks & Harbors Board Training 2025

CBJ LAW DEPARTMENT

SEALASKA Building, 2nd Floor, Suite 220
(907) 586-5242

CBJ Law Department

Who we are:

- Civil: 4 attorneys and 3 administrative staff
- Criminal: 2 prosecutors and 2 paralegals

What we do:

- CBJ Charter 3.13 (shall appoint Municipal Atty)
- CBJ 03.15.010 (Muni. Atty shall provide legal services to municipality)
- CBJ 11.20.030 (Defend employees/municipal officers engaged in course of CBJ business)
- There are links to the CBJ Code, Charter, and Regulations on the Law Dept. webpage: Juneau.org/law-department

Where we are:

- (907) 586-5242
- SEALASKA, 2nd Floor, Suite 220
- Please come visit. You are always welcome.

The Basics

CBJ is a home rule city and borough.

- As defined in AS 29.04.010.
- Where the State retains certain powers the City and Borough cannot act independently. AS 29.10.200.

Laws to Guide You:

- CBJ Charter and Code
- Assembly Rules of Procedure
- Docks and Harbors Bylaws
- Alaska Statutes
 - Title 29: Municipal Government
 - Open Meetings Act: AS 40.25.110

D&H Board Authority

- Board was created by CBJ Charter 3.21
- Authority granted and limited by CBJ Title 85
 - “... the...Board shall generally exercise all powers necessary and incidental to operation of all port and harbor facilities in the public interest and in a sound business manner...” CBJ 85.02.060(a).
 - CBJ 85.02.060 provides the general powers of the Board.
 - 9 members on Board of Directors.
 - Policy/Decision making board, aka Enterprise Board.

Open Meetings Act (OMA)

- ❖ All meetings open to the public
- ❖ Reasonable notice must be provided for meetings
- ❖ Public must have an opportunity to participate at regular and special meetings through public comment
- ❖ Executive session (generally for deliberation only)

Authority: AS 29.20.020, AS 44.62.310-312, Charter 3.12(d)

OMA: What *is* a Meeting?

❖ D&H Board Meetings

- (a) When **more than 3** members are present, and
- (b) consider a topic that the board is empowered to act upon.

❖ Advisory-only board (i.e. **subcommittee**)

- (a) a prearranged gathering of board members,
- (b) for the purpose of considering a topic that the body is empowered to act upon.

OMA: Best Practices

- ❖ Minimize private Board member discussions.
- ❖ “Serial” meetings: Avoid using “reply all” in email.
- ❖ Reasonable notice of meeting.
 - *24 hrs. min., more notice for complex issues*
- ❖ Make sure agendas include location and time.
- ❖ Actions taken in violation of OMA are voidable.
- ❖ Cure by completely redoing illegal action.
 - ❖ Conduct “a substantial and public reconsideration of the matters considered at the original meeting.” AS 44.62.310(f). A court may void all actions taken at an improper meeting. AS 44.62.310(g).

Public Records Act

- **AS 40.25.110, Charter 15.7, CBJ 01.70**
- Two big rules:
 - 1) Every person has the right to inspect public records unless an exception applies.
 - 2) Strong presumption in favor of disclosure.
- Applies to CBJ emails, texts, documents, even if on your personal devices.
- **Best Practice: keep work at work, keep work on work devices, and don't use text messages for substance.**

Conflict of Interest (CBJC 01.45)

You are a municipal officer

You are prohibited from using your position to:

- ❖ Gain a benefit
- ❖ Secure employment or contracts
 - ❖ for yourself, your company, or your family.
- ❖ Take or withhold action if you have personal or financial interest
- ❖ Use CBJ time or equipment for personal or financial interest
- ❖ Vote or deliberate if you have a personal or financial interest

Violations are generally B misdemeanors

Conflict of Interest

❖ **Financial conflict of interest**

- Any interest held by the municipal officer or an immediate family member from which the person has received w/in 3yrs or expects to receive compensation (business, property, relationship)

❖ **Personal conflict of interest**

- Not a financial interest but includes any material exchange of promise, service, privilege, exemption, patronage, or advancement

Conflict of Interest: **Best Practice**

- ❖ If in doubt, contact your attorney
 - **Shield:** If you act consistent with attorney advice, then you are immune from personal liability
- ❖ Close calls, disclose in meeting
- ❖ Public Trust = be fair, transparent, and act in the public trust

Parliamentary Procedure

- The Rules:

1. Docks & Harbors Board Bylaws
2. Assembly Rules of Procedure
3. Robert's Rules of Order

- The Basics:

- Making a motion
- Objecting
- Voting on a motion
- Disagreements
- Amendments

Resources

- ❖ **Department staff/liaison**
- ❖ **City Clerk 586-5278**
 - ❖ City.Clerk@Juneau.gov
 - ❖ <https://juneau.org/clerk/boards-committees>
- ❖ **Law Department 586-5242**
 - ❖ Nicole.Lynch@juneau.gov



UNITED STATES ACCESS BOARD

amusement rides boating facilities fishing piers & platforms golf courses miniature golf sports facilities swimming pools & spa

accessible boating facilities



a summary of
accessibility guidelines
for recreation facilities

JUNE 2003

A FEDERAL AGENCY COMMITTED TO ACCESSIBLE DESIGN

Contents

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This information has been developed and reviewed in accordance with the Access Board's information quality guidelines (www.access-board.gov/infoquality.htm).

Accessibility Guidelines for Recreation Facilities



BAY AREA ASSOCIATION OF DISABLED SAILORS

Introduction

The Americans with Disabilities Act (ADA) is a comprehensive civil rights law that prohibits discrimination on the basis of disability. The ADA requires that newly constructed and altered state and local government facilities, places of public accommodation, and commercial facilities be readily accessible to, and usable by, individuals with disabilities. The ADA Accessibility Guidelines (ADAAG) is the standard applied to buildings and facilities. Recreational facilities, including boating facilities, are among the facilities required to comply with the ADA.

The Access Board issued accessibility guidelines for newly constructed and altered recreation facilities in 2002. The recreation facility guidelines are a supplement to ADAAG. As a supplement, they must be used in conjunction with ADAAG. References to ADAAG are mentioned throughout this summary. Copies of ADAAG and the recreation facility accessibility guidelines can be obtained through the Board's website at www.access-board.gov or by calling 1-800-872-2253 or 1-800-993-2822 (TTY). Once these guidelines are adopted by the Department of Justice (DOJ), all newly designed, constructed and altered recreation facilities covered by the ADA will be required to comply.

The recreation facility guidelines cover the following facilities and elements:

- Amusement rides
- Boating facilities
- Fishing piers and platforms
- Miniature golf courses
- Golf courses
- Exercise equipment
- Bowling lanes
- Shooting facilities
- Swimming pools, wading pools, and spas

This guide is intended to help designers and operators in using the accessibility guidelines for boating facilities. These guidelines establish minimum accessibility requirements for newly designed or newly constructed and altered boating facilities. This guide is not a collection of boating facility designs. Rather, it provides specifications for elements within a

boating facility to create a general level of usability for individuals with disabilities. Emphasis is placed on ensuring that individuals with disabilities are generally able to access the boating facility and use a variety of elements. Designers and operators are encouraged to exceed the guidelines where possible to provide increased accessibility and opportunities. Incorporating accessibility into the design of a boating facility should begin early in the planning process with careful consideration to accessible routes.



USDA FOREST SERVICE

The recreation facility guidelines were developed with significant public participation. In 1993, the Access Board established an advisory committee of 27 members to recommend accessibility guidelines for recreation facilities. The Recreation Access Advisory Committee represented the following groups and associations:

- American Ski Federation
- American Society for Testing and Materials (Public Playground Safety Committee)
- American Society of Landscape Architects
- Beneficial Designs
- City and County of San Francisco, California, Department of Public Works
- Disabled American Veterans
- Environmental Access
- Golf Course Superintendents Association of America
- Hawaii Disability and Communication Access Board
- International Association of Amusement Parks and Attractions
- Katherine McGuinness and Associates
- Lehman, Smith, and Wiseman Associates
- Michigan Department of Natural Resources
- National Council on Independent Living
- National Park Service
- National Recreation and Park Association
- New Jersey Department of Community Affairs
- Outdoor Amusement Business Association
- Paralyzed Veterans of America
- Professional Golfer's Association
- Self Help for Hard of Hearing People
- States Organization for Boating Access
- Universal Studios
- U.S. Army Corps of Engineers
- U.S. Forest Service
- Y.M.C.A. of the U.S.A.
- Walt Disney Imagineering



BAY AREA ASSOCIATION OF DISABLED SAILORS

The public was given an opportunity to comment on the recommended accessibility guidelines, and the Access Board made changes to the recommended guidelines based on the public comments. A notice of proposed rulemaking (NPRM) was published in the Federal Register in July 1999, followed by a five-month public comment period. Further input from the public was sought in July 2000 when the Access Board published a draft final rule soliciting comment. A final rule was published in September 2002.

"Whenever a door is closed to anyone because of a disability, we must work to open it.... Whenever any barrier stands between you and the full rights and dignity of citizenship, we must work to remove it, in the name of simple decency and justice. The promise of the ADA...has enabled people with disabilities to enjoy much greater access to a wide range of affordable travel, recreational opportunities and life-enriching services."

President George W. Bush, New Freedom Initiative, February 1, 2001

Boating Facilities

The recreation facility guidelines described in this guide focus on newly designed or newly constructed and altered boating facilities. Other provisions contained in ADAAG address elements commonly found at a boating facility, such as accessible vehicle parking spaces, exterior accessible routes, and toilet and bathing facilities. ADAAG addresses only the built environment (structures and grounds). The guidelines do not address operational issues of a facility. Questions regarding operational issues should be directed to the Department of Justice, 1-800-514-0301 or 1-800-514-0383 (TTY).

Recreational boating facilities can include fixed and floating facilities. Facilities can vary in size from one boat slip (for example, at a small campground facility) to several thousand slips, and can handle boats ranging in size from small canoes to large sailboats and powerboats. Facilities may be located in the same waterfront area or even in the same site (such as a State park with a large lake) and include marinas, launching facilities, piers, and docks that are designed for recreational use.

These guidelines do not cover the design of passenger vessels or ferry docks, and do not address access on and off passenger vessels. These issues will be addressed in future rulemaking for passenger vessels.



USDA FOREST SERVICE

Accessible Routes

ADAAG requires that at least one accessible route connect accessible buildings, facilities, elements, and spaces on a site. Accessible boat slips, accessible boarding piers at boat launch ramps, and other accessible spaces and elements within a boating facility must also be connected by an accessible route. The accessible route must comply with ADAAG provisions for the location, width (minimum of 36 inches), passing space, head room, surface, slope (maximum of 1:12 or 8.33%), changes in level, doors, egress, and areas of rescue assistance, unless otherwise modified by specific provisions outlined in this guide.

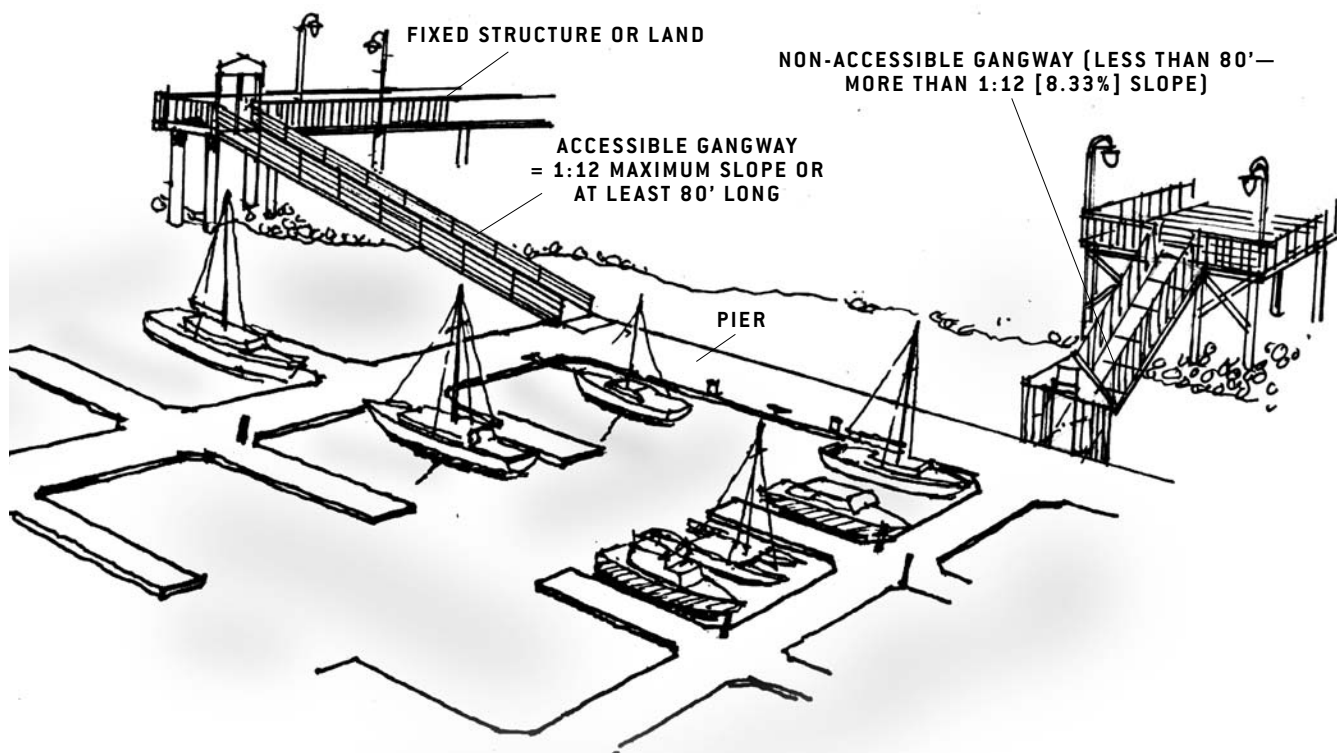


Gangways

A gangway is a variable-sloped pedestrian walkway linking a fixed structure or land with a floating structure. Where gangways are provided as part of accessible routes to connect accessible boat slips on floating piers, the following exceptions to the ADAAG accessible route provisions have been included in the guidelines to deal with the varying water level changes and other factors in this dynamic environment. Designers and operators should note that there are no exceptions to the accessible route requirements where the accessible route connects fixed piers to land or other fixed structures.

Gangway Slope and Rise Exceptions

Gangways designed for the least possible slope will provide more independent access for persons with disabilities. As a minimum however, gangways must be designed to provide for a maximum 1:12 (8.33%) slope but are not required to be longer than 80 feet in length. For example, if the vertical distance between where the gangway departs the landside connection and the elevation of the pier surface at the lowest water level is 10 feet, the gangway would have to be at least 80 feet long. As water levels rise and fall, gangway slopes also rise and fall. At times, this gangway slope may be less than 1:20 (5%) and at other times it may be more than 1:12 (8.33%). In smaller facilities with less than 25 boat

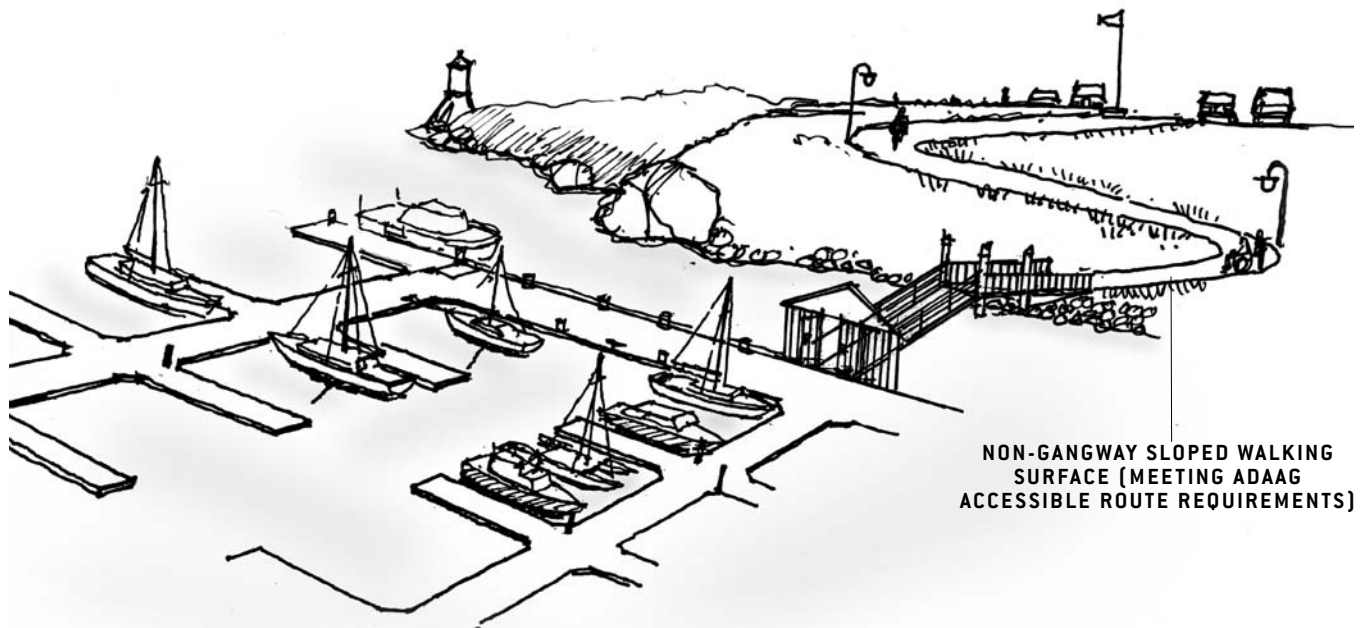


ACCESSIBLE GANGWAY SERVING ACCESSIBLE BOAT SLIPS IN A LARGE FACILITY

slips, the slope of the gangway may exceed 1:12 (8.33%), if the gangway is at least 30 feet long.

The maximum rise requirements in ADAAG do not apply to gangways. As a result, no intermediate landings on the gangways are required and gangways may be any length.

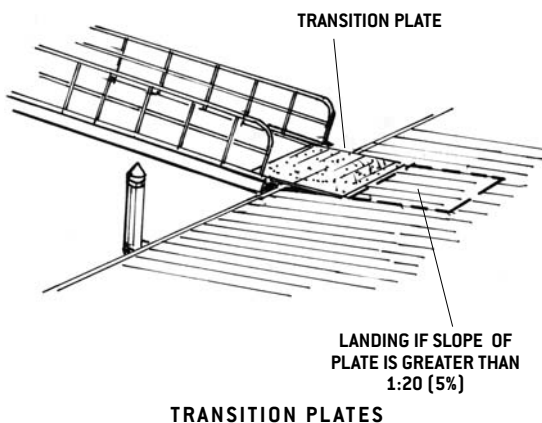
The gangway slope and rise exceptions do not apply to other sloped walking surfaces that may be part of the accessible route. For example, where a non-gangway sloped walking surface greater than 1:20 (5%) is provided as part of an accessible route connecting accessible spaces of a boating facility, it must comply with ADAAG slope and rise



requirements. This would include a ramp connecting a fixed pier or a float with fixed switchback ramps.

Gangway Alterations

Gangways on existing boating facilities may be repaired or replaced without triggering the requirement to increase the gangway length. However, if the areas altered contain primary functions (such as a boat slip or boat dock), existing gangways are considered part of the path of travel to the altered primary function area and must be made accessible, if the cost to do so is not disproportionate. The Department of Justice has determined that it is not disproportionate to spend up to an additional 20 percent of the overall costs of alterations to the primary function areas to make the path of travel accessible.



Transition Plates

Transition plates are sloping pedestrian walking surfaces located at the end of a gangway. Gangways are not required to have landings at the end, if transition plates are provided. If the slope of a transition plate is greater than 1:20 (5%), the transition plate must have a landing at the non-gangway end of the transition plate and comply with other ADAAG ramp requirements.

Handrail Extensions

ADAAG addresses handrail height, diameter, and extensions provided to the end of the gangway. Other specifications regarding vertical supports are not addressed by ADDAG, but may be addressed in local building codes. Handrail extensions are not required where gangways and transition plates connect and both are provided with handrails.

ADAAG does not require handrails on sloped surfaces that have a rise of less than 6 inches or a projection less than 72 inches, or a slope of 1:20 (5%) or less. Where handrail extensions are provided, they do not need to be parallel with the ground or floor surface, since the surface may be moving due to water conditions.

Cross Slope

The cross slopes of gangways, transition plates and floating piers that are part of an accessible route must be designed and constructed to not exceed a maximum of 2 percent (1:50). Gangways and piers that are part of an accessible route are expected to be designed and constructed to meet the 2 percent requirement. Once placed in the water,

measurements, absent live loads, are to be made from a static condition (i.e., absence of movement that results from wind, waves, etc.). Where floating piers are grounded out due to low water conditions, slope requirements would not apply.

Elevators and Platform Lifts

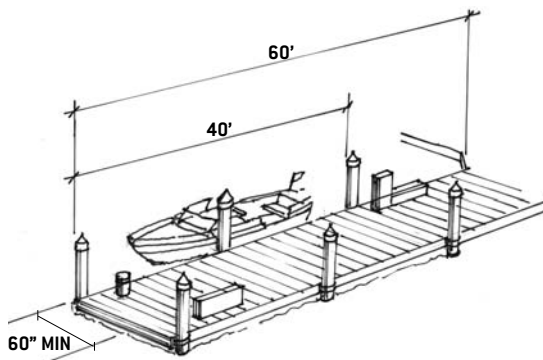
In addition to regular elevators, limited use/limited application elevators (smaller, slower elevators used for low-traffic, low-rise facilities) or platform lifts that comply with ADAAG may be used instead of gangways as part of an accessible route connecting floating piers.

Boat Slips

A boat slip is the portion of a pier, main pier, finger pier, or float where a boat is berthed or moored, or used for embarking or disembarking. Where boat slips are provided, the number of boat slips required to be accessible must comply with the table shown to the right. In these guidelines, boarding piers that are not part of boat launch ramps are also classified as boat slips. For purposes of these guidelines, piers not typically thought of as providing boat slips where boats can be moored, such as a fuel pier, are also included in determining the total number of slips at the facility.

If boat slips at a facility are not identified or demarcated by length, each 40 feet of boat slip edge along the perimeter of a pier will be counted as one boat slip. For example, a new boating facility will provide a single 60-foot pier with boats moored parallel to the pier on both sides. The pier has 120 feet of boat slip edge, which equates to three boat slips. According

NUMBER OF ACCESSIBLE BOAT SLIPS REQUIRED	
Total Slips in Facility	Minimum Accessible Slips
1-25	1
26-50	2
51-100	3
101-150	4
151-300	5
301-400	6
401-500	7
501-600	8
601-700	9
701-800	10
801-900	11
901-1000	12
1001 and over	12 plus 1 for each 100 or fraction thereof



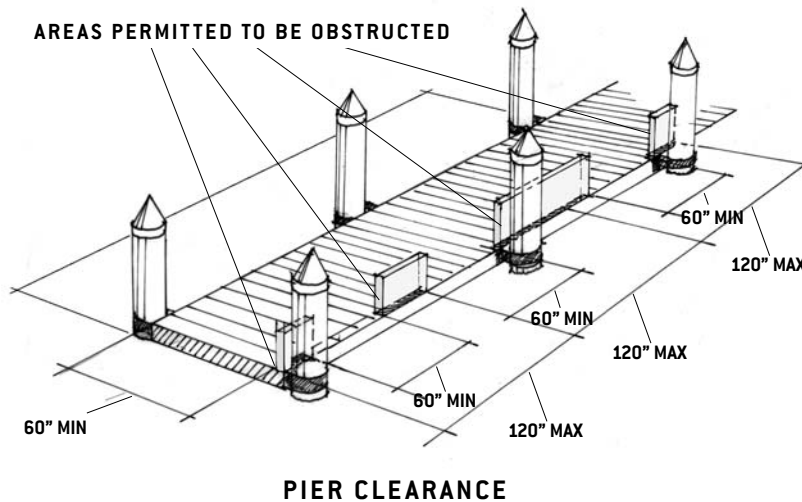
**REQUIRED CLEAR SPACE FOR
60-FOOT PIER**

to the table, one slip must be accessible, with clear pier space at least 40 feet long and a minimum width of 60 inches. In this case, the width of the pier is not considered when totaling the amount of boat slip edge, since it is not designed for mooring. Another new boating facility plans to provide a single pier that is 25 feet long and 3 feet wide and will allow boats to moor on both sides and on one end. The pier has 53 feet of boat slip edge, which equates to two boat slips. According to the table, one slip must be accessible, and the width of the pier must be increased to a minimum of 60 inches.

Dispersion

Accessible boat slips must be dispersed throughout the various types of slips a facility provides, but a facility does not have to provide more accessible boat slips than required in the table. Accessible slips may be grouped on one pier if the requirement for different types of slips is met. Types could include shallow-water or deep water; transient or longer-term lease; covered or uncovered; and whether slips are equipped with features such as telephone, water, electricity, or cable connections.

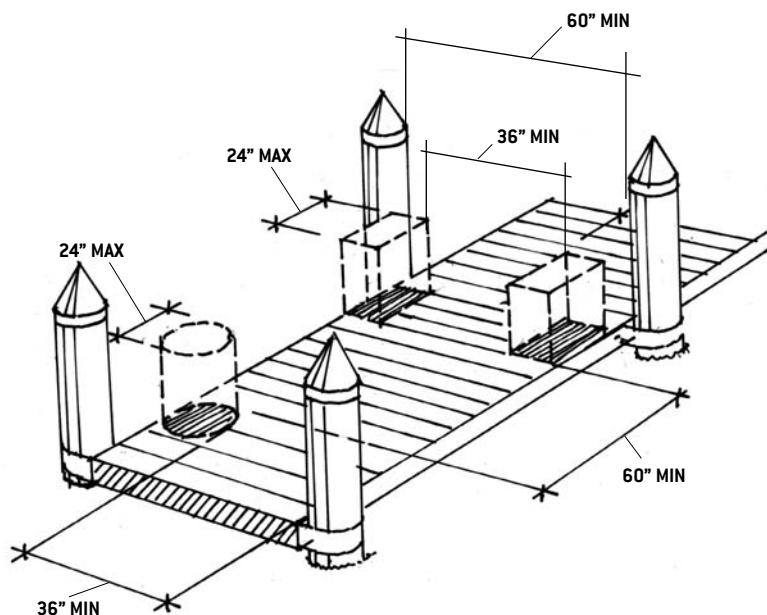
Accessible boat slips do not need to be marked and are not reserved in the same way as accessible vehicle parking spaces. For example, facilities should hold the accessible slips open for persons with disabilities until all other slips are filled. At that point, the slip may be made available for general use. For seasonal slip holders, accessible slips should be held until the expiration period for slip contracts has expired. Marina operators may choose to make



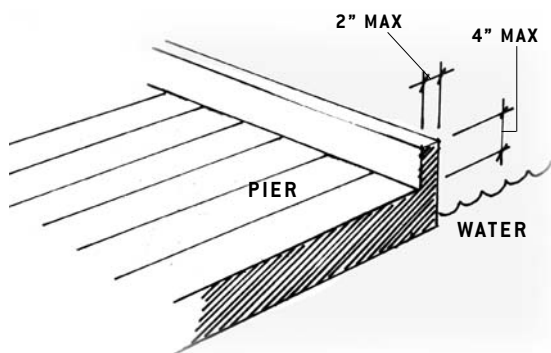
information regarding accessible boat slips available in promotional material or a facility guide. Ensuring that accessible slips are available to persons with disabilities is an operational issue and operators should contact the Department of Justice for further information.

Accessible Boat Slips

Accessible boat slips must have clear pier space at least 60 inches wide and as long as the slip. Providing more than 60 inches wide clear space will improve safety for people with disabilities, especially on floating piers. This space is the minimum necessary for individuals with disabilities to have sufficient space adjacent to their boat slip to use a chair lift or transfer device for getting on or off their vessel and provide a turning space for changing directions. Every 10 feet of linear pier edge serving the accessible slips must



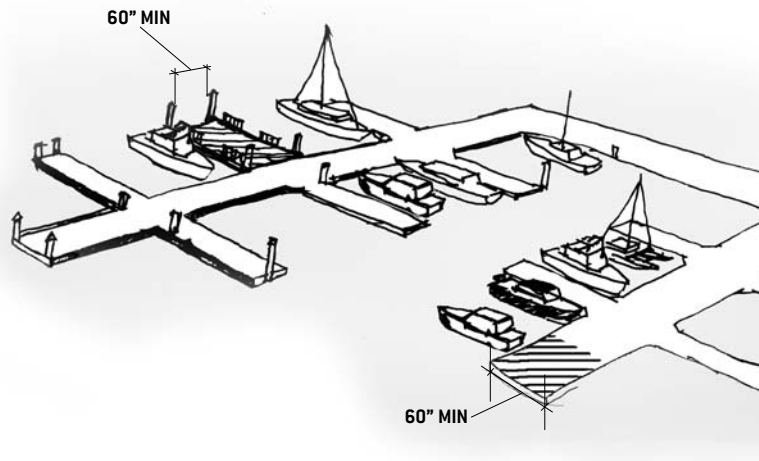
PIER CLEARANCE SPACE REDUCTION



EDGE PROTECTION AT PIER

have at least one continuous clear opening that is at least 60 inches wide. There are three exceptions:

- The width of the clear pier space may be 36 inches wide for a length of 24 inches, as long as multiple 36-inch segments are separated by segments that are 60 inches minimum clear in width and 60 inches minimum clear in length, and the clear openings are at least 60 inches deep.
- Edge protection is not required, but if provided, it can be 4 inches high maximum and 2 inches deep maximum at the continuous clear openings.
- In alterations, facilities with finger piers must have at least one accessible finger pier, which is the length of the boat slip and a minimum of 60 inches wide. Other accessible slips can be located perpendicular to the end of the pier with

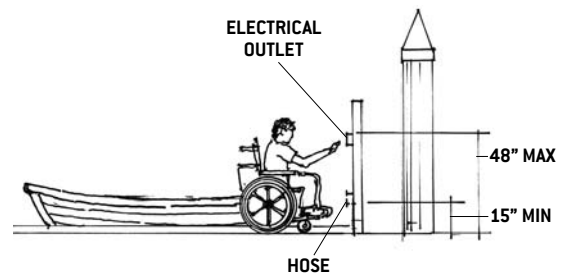
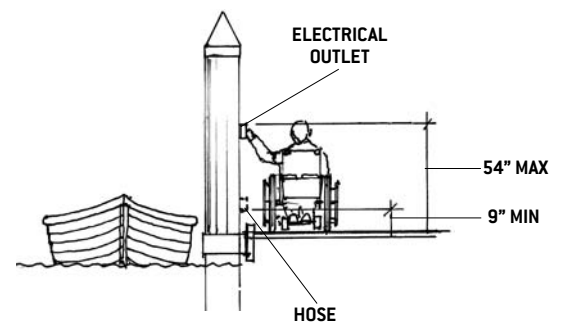
**ACCESSIBLE FINGER PIERS**

clearance extending the width of the slip. In facilities without finger piers, at least one accessible slip must be parallel to the pier and be a minimum of 60 inches wide (shown above).

Cleats and other boat securement devices at accessible slips do not have to comply with ADAAG reach range requirements. However, clear space must be provided at each securement device and each device must be located on an accessible route. This reach range exception does not apply to other controls and operating mechanisms such as hose bibbs, water supply hoses, outlets for electrical power, telephones, or cable TV.

Boarding Piers at Boat Launch Ramps

A boarding pier (sometimes called a courtesy pier or a launch dock) is the part of a pier where a boat is temporarily moored for embarking and disembarking. A boat launch ramp is a sloped surface designed for launching and retrieving trailered boats and other watercraft to and

**FORWARD REACH RANGES****SIDE REACH RANGES**



from a body of water. The provisions for boarding piers cover only those that are associated with boat launch ramps. Boarding piers that are not part of a boat launch ramp are classified as “boat slips” for purposes of these guidelines.

If boarding piers at boat launch ramps are provided, at least 5 percent but not less than one, must comply with these guidelines and be served by an accessible route. The exceptions for gangways, previously described above, may be applied to boarding piers (see pages 5–8).

In addition, gangways connecting floating boarding piers may exceed the maximum slope specified in the guidelines, if the total length of the gangway is at least 30 feet.

ADAAG ramp requirements do not apply to the portion of the accessible route serving a floating boarding pier or skid pier if it is located within a boat launch ramp. For example, a facility provides a chain of floats on a launch ramp to be used as an accessible boarding pier. At high water, the entire chain is floating and a transition plate connects the first float to the surface of the launch ramp. As the water level decreases, segments of the chain rest on the launch ramp surface, matching the slope of the launch ramp. An accessible route must serve the last float because it would function as the boarding pier at the lowest water level, before it possibly grounded out. Because the entire chain also functions as a boarding pier, it must comply with all ADAAG provisions, including the 60-inch minimum clear pier width provision.

Another facility provides a non-floating boarding pier that is supported by piles and divides a launch area into two launch ramps. An accessible route must connect the boarding pier with other accessible buildings, facilities, elements and spaces on the site. Although the boarding pier is located within a launch ramp, because the pier is *not* a floating pier or a skid pier, no exceptions apply. To comply with ADAAG, the accessible route could run down between the two launch ramps. Or, the fixed boarding pier could be relocated to the side of one of the launch ramps, which would allow the slope of the launch ramps to remain unchanged since the accessible route would run outside the launch ramps.

Boarding Pier Clearances

The entire length of accessible boarding piers must comply with the same technical provisions that apply to boat slips. There is no minimum length for the pier. However, the accessible boarding pier should be at least as long as other piers provided at the facility. If no other boarding pier is provided, it should be at least as long as what would have been provided if no access requirements applied. For example, at a launch ramp, if a 20-foot accessible boarding pier is provided, the entire 20 feet must comply with the pier clearance requirements. If a 60-foot accessible boarding pier is provided, the entire 60 feet must comply with the pier clearance requirements.



Launch Ramps Without Boarding Piers

There are no specific provisions that address access to launch ramps without boarding piers. The Department of Justice advises that if there are no applicable scoping requirements (i.e., how many features must be accessible), then a reasonable number, but at least one, must be accessible. It is recommended that an accessible route serve at least one launch ramp. The portion of the accessible route located within the launch ramp is not required to comply with the slope requirements for accessible routes.

More Information

You can obtain copies of the recreation facility guidelines, which include boating facilities, and further technical assistance from the U.S. Access Board at **www.access-board.gov**, **1-800-872-2253**, or **1-800-993-2822 (TTY)**.



United States Access Board

1331 F Street, NW, Suite 1000
Washington, DC 20004-1111

voice (800) 872-2253
tty (800) 993-2822

www.access-board.gov

2025

January						
S	M	T	W	T	F	S
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5	6	7	8	9	10	11
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30	31					

April						
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27	28	29	30			

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29	30					

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31						

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28	29	30				

October						
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26	27	28	29	30	31	

November						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			