

PROJECT COVER SHEET – Updated April 18, 2024

Project Title/ Number: GPIP Vessel Haul-Out Development – Phase 1

Project Manager: Michael Harmon Project Sponsor: Garry White

Project Description:
 Planning, Environmental Permitting, Engineering Design and CMAR Construction of Phase 1 Improvements including a 150-Ton Boat Haul-Out Pier, Wash Down Pad, North Boat Yard and 150T Boat Hoist at Gary Paxton Industrial Park, Sitka, Alaska.

Design
 Construction
 Other

Project Charter Available? Yes No

Project Status: <i>(highlight green, yellow, red)</i>		
Scope	Schedule	Budget

Milestones:	
<p align="center"><u>Recently Completed</u></p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 04.26.23 Site No. 2 Selected by GPIP BOD <input checked="" type="checkbox"/> 06.01.23 Concept 4 Pier Selected by SME <input checked="" type="checkbox"/> 06.22.23 GPIP BOD adopted Concept 4 <input checked="" type="checkbox"/> 07.25.23 Assembly Adopted Concept 4 <input checked="" type="checkbox"/> 09.29.23 Geotech Field Investigation Complete <input checked="" type="checkbox"/> 01.15.24 Environmental Permit Applications <input checked="" type="checkbox"/> 03.27.24 Award to Western Marine Construction <input checked="" type="checkbox"/> 04.16.24 Travel Lift Bid (10-month delivery) 	<p align="center"><u>Upcoming</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Q 2-3 '24: 65% Desing and GMP, Final Design, Regulatory Review <input type="checkbox"/> Q2-4 '24: Material Procurement <input type="checkbox"/> Q4 '24 – Q1 '25: On Site Construction <input type="checkbox"/> Q1 '25 Boat Hoist Delivery <input type="checkbox"/> Boatyard Operational: Q1 '25

Project Budget:	
Estimated Total Project Cost	\$15,058,533
Working Capital	\$8,281,040.00
Loans	\$0.00
Grants	\$1,000,000.00
Other	\$0.00
Total Funded	\$9,281,040
Funding Gap	\$5,777,493

Contract Management: (list all contracts anticipated on the project)			
<u>Contractor/Function*</u>	<u>Type**</u>	<u>Amount</u>	<u>% of Project</u>
PND – Preconstruction, Permitting and Design Services	T&M	\$1,480,340	16%
Western Marine Construction (WMC) & Project Contingency	CMAR	\$5,776,027	62%
Travel Hoist Purchase	LS	\$1,375,000	15%
Construction Management & CBS Indirect Cost	T&M	\$649,672	7%

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General Comments:
 The scope had to be reduced due to unexpected pile depths and the budget remains short for the full scope. Shipyard operations is not part of this project charter and are a separate development process.

Key Milestones: 3.12.24 UPDATE

Key Tasks & Milestones	Start Date	End Date
1. Project Charter Approval: The Project Charter is brought to GPIB Board for approval.		11/21/22
2. Project Budget Appropriation Assembly	11/8/22	11/22/22
3. Prepare RFQ for PM services Port Planner SME	11/17/22	12/8/22
4. Advertise PM/Port Planner RFQ	12/12/22	2/1/23
5. Selection of PM/Port Planner/Engineer- PND	2/2/23	3/6/23
6. Contract Execution/NTP for PM/Port Planner/Engineer	3/7/23	3/29/23
7. Planning, Surveying, Public Involvement Process, Concepts, Costs, Preferred Alternative, Final Basis of Design & Charter Scope	4/3/23	7/31/23
8. Geotechnical Invest. - Work Plan, Driller Contract, Drilling Permits, Fieldwork, Analyses & Geo Report	5/22/23	01/31/24
9. Concept Rescoping due to Geotech Findings	10/1/23	11/15/23
10. Biological Assessment, IHA & Environmental Permit Applications	5/22/23	01/15/24
11. Regulatory Consultations, Permit Reviews and Authorizations	7/15/23	10/15/24*
12. 35% Preliminary Design	11/15/23	3/1/24
13. Prepare CMAR RFP	11/15/23	2/06/24
14. CMAR Solicitation & Contract Execution	1/15/24	3/26/24
15. PND 65% Design and GMP	3/27/24	5/31/24*
16. Material Procurement	4/30/24	12/1/24
17. On Site Construction	10/15/24	3/15/25
18. Secure Operator for 2025 Season	3/15/24	3/15/25
19. Procure 150T Boat Hoist	12/1/23	2/15/25
20. Haul Out is Operational		3/15/25
* Critical Path Items		
Milestones for Phase 2 TBD once funding is secured:		
Need to masterplan uplands during the development of Phase 1 to apply for grants and position this phase to proceed.		
Environmental permitting will likely need to be redone once this phase is better defined through a masterplan and funding is available.		