



**US Army Corps
of Engineers** ®
Pacific Ocean Division

REAL ESTATE PLAN

APPENDIX G



Alaska District

NAVIGATIONAL IMPROVEMENTS

CRAIG, ALASKA

**Real Estate Division
Alaska District
U.S. Army Corps of Engineers**

TABLE OF CONTENTS

<u>ITEM</u>	<u>PAGE</u>
<u>PURPOSE</u>	1
<u>PROJECT TYPE AND APPLICABILITY</u>	1
<u>PROJECT SCOPE AND CONTENT</u>	1
<u>DESCRIPTION OF LANDS, EASEMENTS, RIGHTS-OF-WAY, RELOCATION and DISPOSAL (LERRD)</u>	8
<u>PROJECT COMPONENTS</u>	8
<u>STANDARD ESTATES</u>	8
TABLE 7: LERRD REQUIREMENTS	8
TABLE 8: Baseline Cost Estimates for Land, Easements, Rights-of-Way, and Disposal Area	9
<u>BASELINE COST ESTIMATE FOR REAL ESTATE</u>	9
<u>FEDERAL LANDS</u>	9
<u>INDUCED FLOODING</u>	9
<u>NAVIGATION SERVITUDE</u>	9
<u>NEAREST OTHER EXISTING FEDERAL PROJECT</u>	9
<u>NON-STANDARD ESTATES</u>	9
<u>HTRW IMPACTS</u>	10
<u>MINERAL/TIMBER ACTIVITY</u>	10
<u>NOTIFICATION OF SPONSOR AS TO PRE-PCA LAND ACQUISITION</u>	10
<u>REAL ESTATE MAP</u>	10
<u>RELOCATION ASSISTANCE BENEFITS</u>	10
<u>SCHEDULE</u>	10
<u>SPONSORSHIP CAPABILITY</u>	10
<u>ZONING ORDINANCES ENACTED</u>	10
<u>UTILITIES & FACILITIES RELOCATIONS</u>	10
<u>VIEWS OF FEDERAL, STATE, AND REGIONAL AGENCIES</u>	11
<u>VIEWS OF LOCAL RESIDENTS</u>	11
<u>ANY OTHER RELEVANT REAL ESTATE ISSUES</u>	11
<u>ASSESSMENT OF SPONSOR REAL ESTATE ACQUISITION CAPABILITIES</u>	Exhibit A

**NAVIGATION IMPROVEMENTS
CRAIG, ALASKA**

REAL ESTATE PLAN

PURPOSE:

This Real Estate Plan (REP) will be consolidated into the decision document Feasibility Report for Navigation Improvements for Craig, Alaska. The purpose of the feasibility study is to evaluate potential navigation improvements. The REP identifies and describes the real estate requirements for the lands, easements, rights-of-way, relocations and disposal areas (LERRD) that will be required.

PROJECT TYPE AND APPLICABILITY:

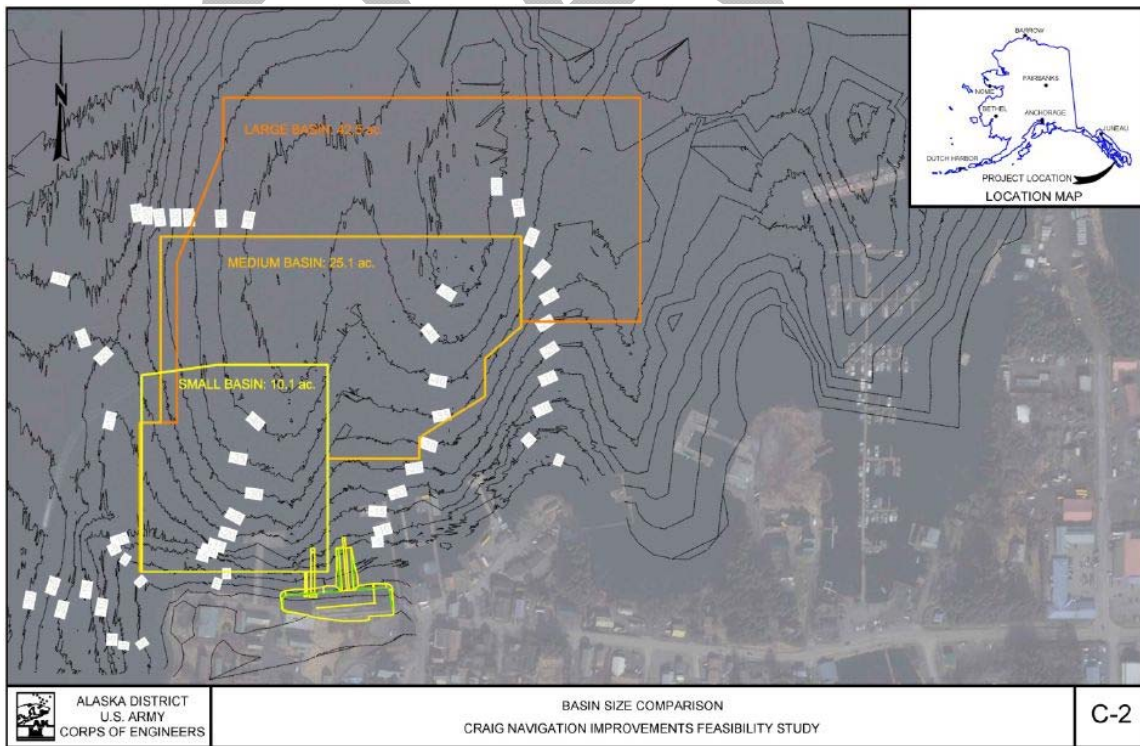
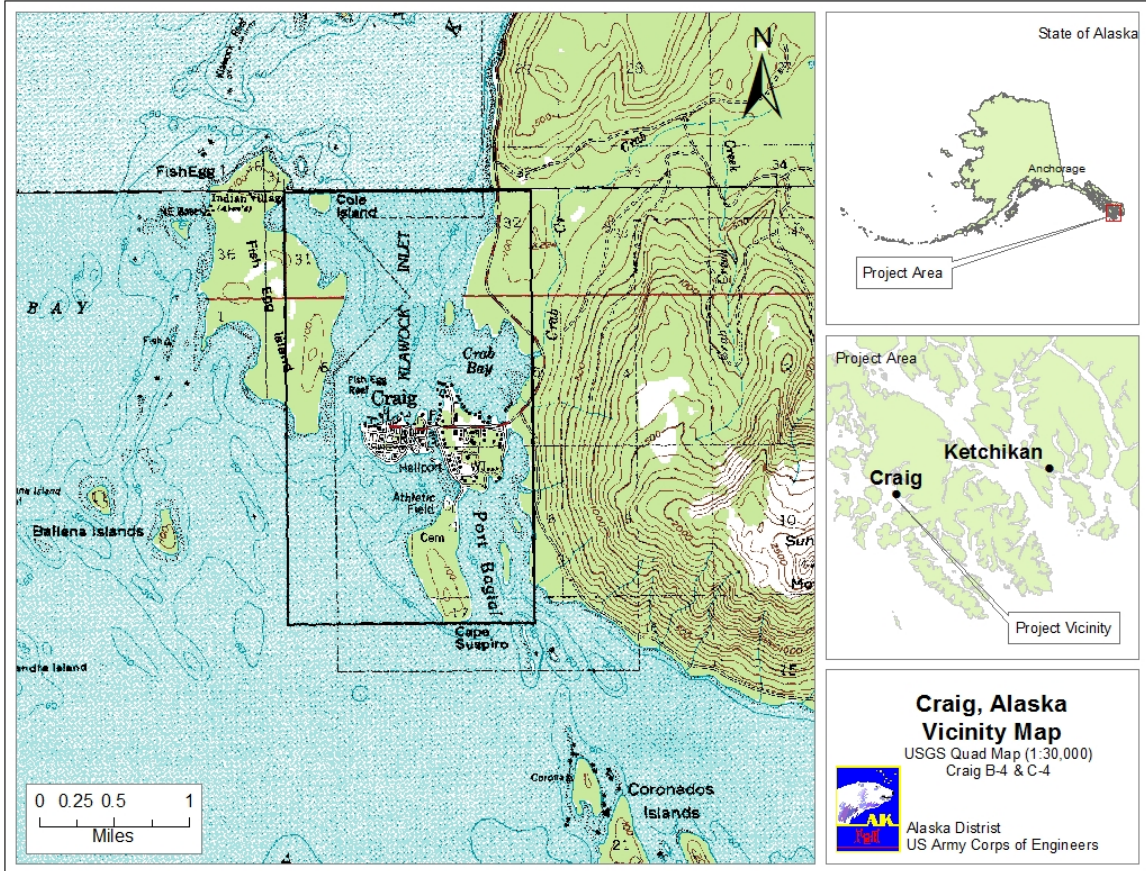
This feasibility study is being conducted under authority granted by a resolution adopted on December 2, 1970, by the Committee on Public Works of the U.S. House of Representatives. The resolution states:

“Resolved by the Committee on Public Works of the House of Representatives, United States, that the Board of Engineers for rivers and Harbors is hereby requested to review the reports of the Chief of Engineers on Rivers and Harbors in Alaska, published as House Document Numbered 414, 83rd Congress, 2nd Session; and other pertinent reports, with a view to determine whether any modifications of the recommendations contained therein are advisable at the present time.”

Nonfederal Sponsor for the project is the City of Craig.

PROJECT SCOPE AND CONTENT:

The Navigation Improvement Project, Craig, Alaska involves the development of increased moorage capacity at Craig, Alaska. The City of Craig’s moorage capacity is 215 slips at the North and South Cove boat basins plus an additional 12 slips at the city dock. Moorage is currently provided for excess vessels by rafting boats 5 to 10 deep, resulting in overcrowding and unsafe and inefficient operating conditions. The City of Craig has a wait list of approximately 82 vessels waiting for permanent moorage. Once the Wards Cove location was selected, three alternatives were developed for the site including three different sized basin harbors, small at 10+ acres, medium at 25+ acres and large at 42+ acres. The first design for Alternative 2 was eliminate and Alternatives 2a and 2b were developed. Alternative 2 was redesigned to incorporate a fish passage and Alternative 1 was added with a mooring basin of 7.5 acres. Alternative 2b is the preferred configuration for the tentative selected plan (TSP).

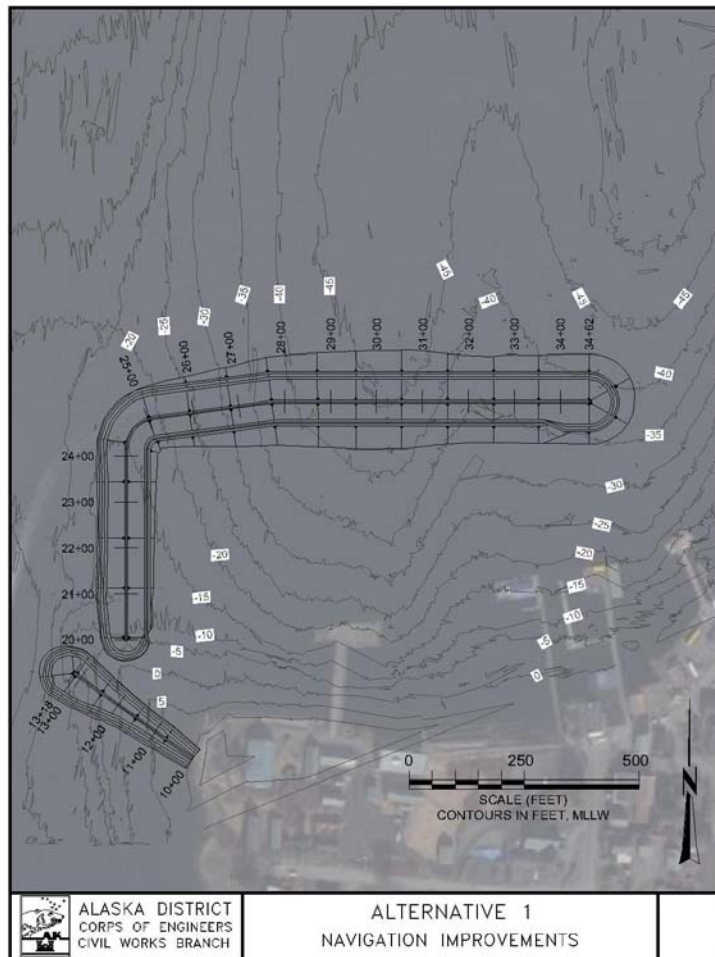


Alternative 1: Small Basin with No Western Entrance Channel:

This alternative would consist of a mooring basin approximately 7.5 acres in size and would be able to accommodate 105 vessels if configured as shown in **Error! Reference source not found.** Fish passage was incorporated into the design similar what is shown in Alternative 2b. This alternative is estimated to have a total project cost of \$33.5 million.

Table 1. Alternative 1 Configuration

Berth Length	Number of Berths
20	12
28	20
36	30
46	18
60	24
75	0
120	1



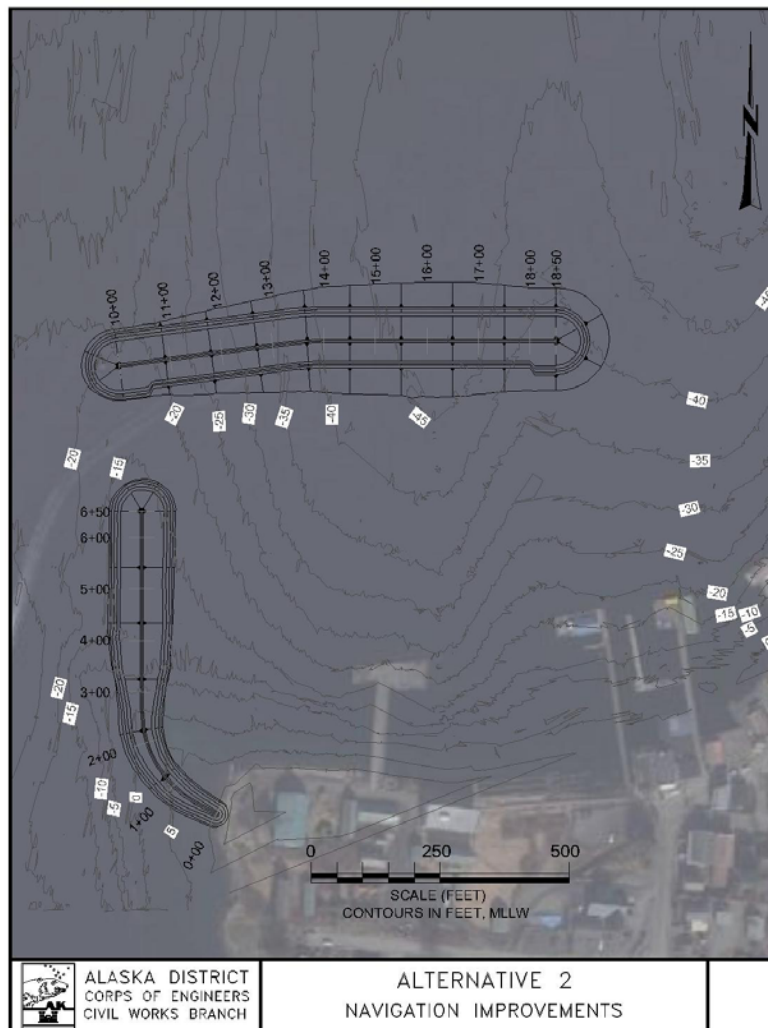
Alternative 1

Alternative 2: Small Basin:

This alternative would consist of a 10.1-acre basin protected by a 650-foot long western breakwater in a north-south alignment and an 850-foot long northern breakwater in an east-west alignment. This basin would be able to accommodate 145 vessels if configured as shown in Table 2. This alternative is estimated to have an initial project cost of \$30.8 million.

Table 2. Alternative 2 Configuration

Berth Length	Number of Berths
20	12
28	28
36	38
46	30
60	36
75	0
120	1



Alternative 2

Alternative 2a: Small Basin with Modified Western Entrance Channel:

This alternative would consist of a 10.1-acre basin protected by a 960-foot long western breakwater in a north-south alignment and a 960-foot long northern breakwater in an east-west alignment. This basin would be able to accommodate 145 vessels if configured as shown in Table 3. This alternative is estimated to have a total project cost of \$38.7 million.

Table 3. Alternative 2a Configuration

Berth Length	Number of Berths
20	12
28	28
36	38
46	30
60	36
75	0
120	1



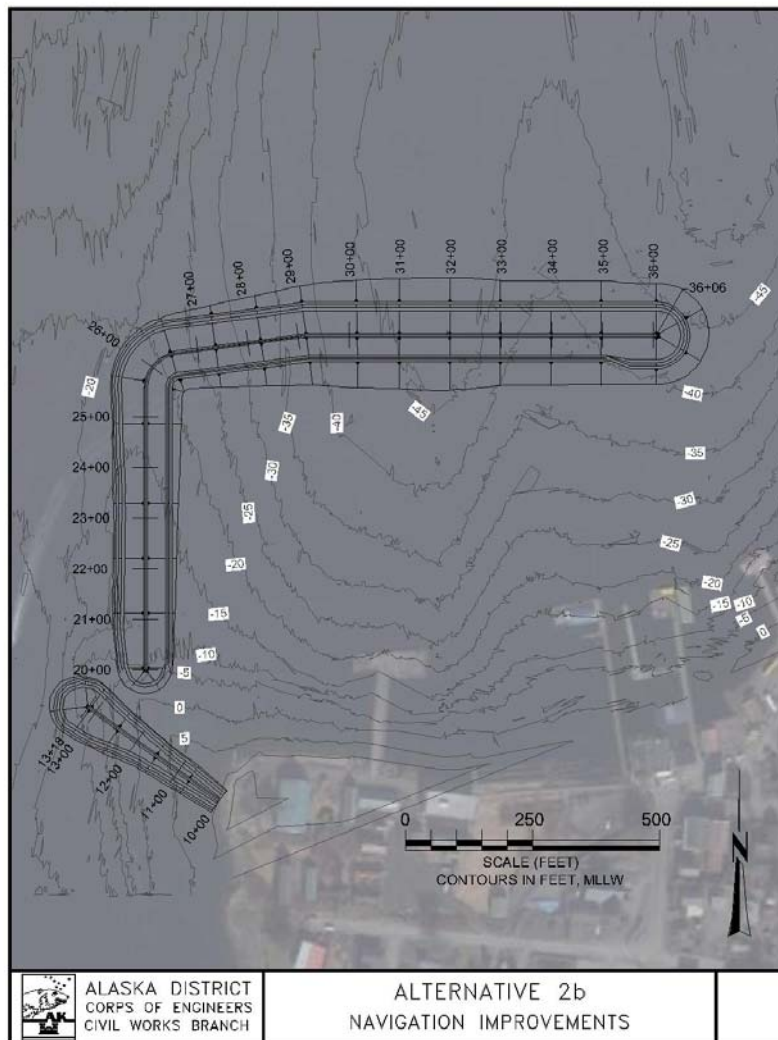
Alternative 2a

Alternative 2b: Small Basin with No Western Entrance Channel:

This alternative would consist of a 10.1-acre basin protected by a 1,933-foot breakwater in an “L-shape”. This design mostly eliminates the western opening completely except for an overlapping gap in the western alignment to provide for fish passage. This basin would be able to accommodate 145 vessels if configured as shown in Table 4. This alternative is estimated to have a total project cost of \$36.4 million.

Table 4. Alternative 2b Configuration

Berth Length	Number of Berths
20	12
28	28
36	38
46	30
60	36
75	0
120	1



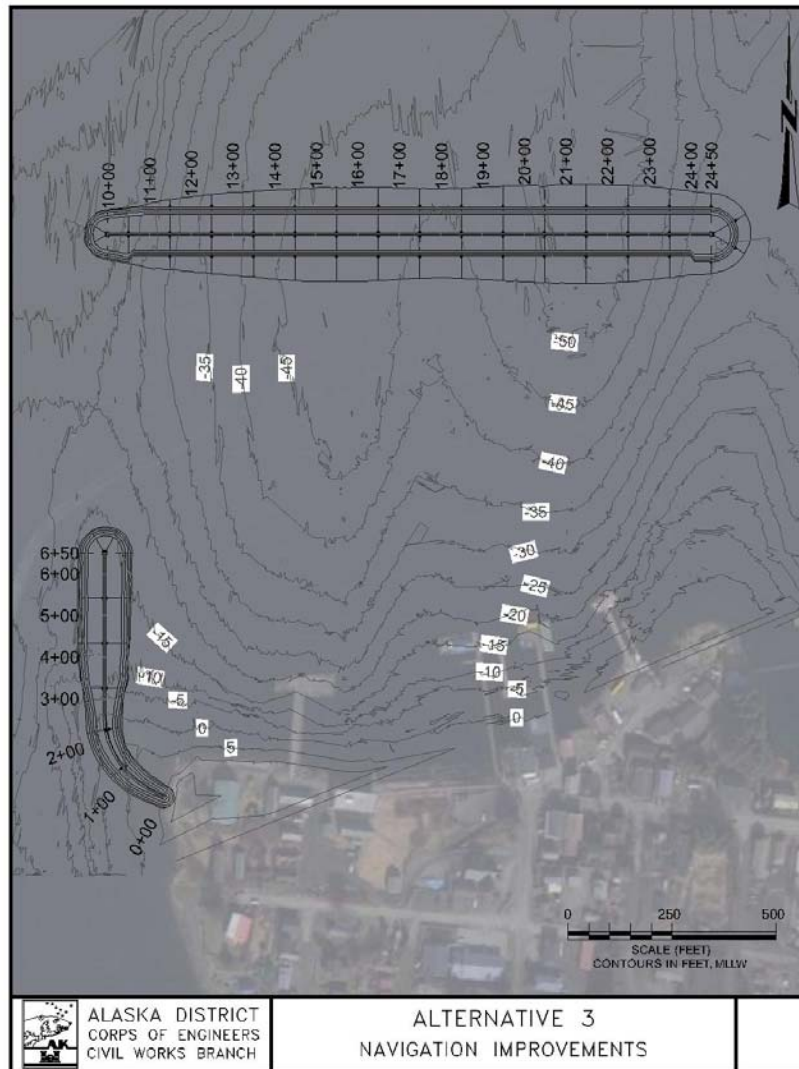
Alternative 2b

Alternative 3: Medium Basin:

This alternative would consist of a 25.1-acre basin protected by a 650-foot long western breakwater in a north-south alignment and a 1,450-foot long northern breakwater in an east-west alignment. This basin would be able to accommodate 303 vessels if configured as shown in Table 5. This alternative is estimated to have a total project cost of \$50.1 million

Table 5. Alternative 3 Configuration

Berth Length	Number of Berths
20	8
28	0
36	72
46	73
60	142
75	7
120	1



Alternative 3

Alternative 4: Large Basin:

This alternative would consist of a 42.5-acre basin protected by a 650-foot long western breakwater in a north-south alignment and a 1,600-foot long northern breakwater in an east-west alignment. This basin would be able to accommodate 530 vessels if configured as shown in Table 6. This alternative is estimated to have a total project cost of \$56.1 million.

Table 6. Alternative 4 Configuration

Berth Length	Number of Berths
20	10
28	29
36	101
46	132
60	245
75	12
120	1



Alternative 4

DESCRIPTION OF LANDS, EASEMENTS, RIGHTS-OF-WAY, RELOCATION and DISPOSAL (LERRD):

The project area is located on the western coast of Prince of Wales Island, approximately 55 air miles west-northwest of Ketchikan. It lies along the southern end of Klawock Inlet, within Section 6, Township 74 South, Range 81 East, USS 1429A and ATS 212, Copper River Meridian. The City owns all the land in the project area.

LERRD necessary to implement this project include NFS, State of Alaska, fee-simple lands for project, no staging, disposal areas or perpetual easements have not been identified. The State of Alaska owns the tides and submerged lands lying within this section, and the City owns the uplands.

Real estate requirements are as follows:

TABLE 7- LERRD REQUIREMENTS

FEATURES	OWNERS	ACRES	INTEREST	GNF/ LOCAL
Entrance Channel, Breakwater, (Portions Below Mean High Water)	City of Craig and State of Alaska	8.4 AC	Nav Serv	GNF
Breakwater AMHW	City of Craig	2,000 SF	Fee	GNF
Mooring Basin (BMHW)	City of Craig and State of Alaska	10.1 AC	Nav Serv	GNF
Temporary Staging	City of Craig	0.75 AC	Temporary Work Area Easement	Local
TOTAL PROJECT BOUNARY				

PROJECT COMPONENTS:

See Baseline Cost Estimate Section.

STANDARD ESTATES:

Fee and Temporary Work Area Easement

NON-STANDARD ESTATES:

None

FEDERAL LANDS:

None

NEAREST OTHER EXISTING FEDERAL PROJECT:

There are no other existing Federal Projects that will be affected by the project footprint.

NAVIGATION SERVITUDE:

Per 33 CFR § 329.4, navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability was discussed with our office council and it was determined that the application of navigational servitude is appropriate for construction of the breakwaters. Navigational servitude will apply laterally over the entire surface of the water-body, and is not extinguished by later actions or events which impede or destroy navigable capacity.

INDUCED FLOODING:

Flooding is not expected as a result of the project.

BASELINE COST ESTIMATE FOR REAL ESTATE:

The NFS will negotiate to secure real estate interest in the privately owned lands for the project (See Exhibit “A” -Real Estate Map). The NFS will acquire all necessary real estate interest in the lands necessary for the project.

The City of Craig is a Class 2 city and is not subjected to taxation, therefore, baseline cost estimates are being calculated on a previous report of sales and appraisals in remote Alaska.

Table 8: Baseline Cost Estimates for Land, Easements, Rights-of-Way, Relocations and Disposal Area

ITEM	FEDERAL	LOCAL	TOTAL
Admin Costs	\$8,000	\$12,000	\$20,000
Land Acquisition Costs (To be Determined)	\$0	\$3,000*	\$3,000*
Subtotal	\$8,000	\$15,000	\$23,000
20% Contingency - Crediting	\$1,600	\$3,000	\$4,600
PROJECT TOTALS	\$9,600	\$18,000	\$27,600

* Estimate is based on \$1.50 per square foot.

Values in the Baseline Cost Estimate are estimates and not a final LERRD value for crediting purposes.

UTILITIES & FACILITIES RELOCATIONS:

No known utilities or facilities are located in this area and no relocations are required.

RELOCATION ASSISTANCE BENEFITS:

There are no P.L. 91-646 businesses or residential relocation assistance benefits required for this project.

HTRW IMPACTS:

There are no known information pertaining to hazardous, toxic and radioactive wastes or materials, within the project footprint was provided.

MINERAL/TIMBER ACTIVITY:

There are no current or anticipated mineral or timber activities within the vicinity of the proposed project that will affect construction, operation, or maintenance of the proposed project. Nor will any subsurface minerals or timber harvesting take place within the project.

REAL ESTATE MAP:

The Real Estate Map will be produced by POA, in collaboration with the City of Craig.

SPONSORSHIP CAPABILITY:

The City of Craig is working in concert with their ...and they are a fully capable sponsor for acquiring the required lands, easements, and rights-of-way (See Exhibit "A" - Sponsor Real Estate Acquisition Capability Assessment). The Sponsor has professional experienced staff and legal capability to provide all lands, easements, and rights-of-way required for project purposes. The city has been advised of P.L. 91-646 requirements; and they have been advised of the requirements for documenting expenses for LERRD crediting purposes. The Sponsor's point of contact information is:

Brian Templin, City Planner
P.O. Box 725
Craig, Alaska 99921

NOTIFICATION OF SPONSOR AS TO PRE-PCA LAND ACQUISITION:

The non-Federal sponsor has been notified in writing about the risks associated with acquiring land before the execution of the PCA and the Government's formal notice to proceed with acquisition.

ZONING ORDINANCES ENACTED:

No zoning ordinances will be enacted to facilitate the proposed ecosystem restoration activities. Therefore, no takings are anticipated as a result of zoning ordinance changes. No zoning ordinances are proposed in lieu of, or to facilitate acquisition in connection with the project.

SCHEDULE:

The anticipated project schedule, unless revised after coordination with NFS, as shown in Table 9.

Table 9: Project Schedule

NAVIGATION IMPROVEMENTS CRAIG, ALASKA	COE START
RECEIPT OF FINAL DRAWINGS FROM ENGINEERING	2-4 weeks after PPA execution
FORMAL TRANSMISSION OF ROW DRAWINGS & INSTRUCTIONS TO ACQUIRE LERRD	4-6 weeks after PPA execution
CERTIFY ALL NECESSARY LERRD AVAILABLE FOR CONSTRUCTION	6-9 months after PPA execution
PREPARE & SUBMIT CREDIT REQUESTS	6-8 months upon completion of Project
REVIEW/APPROVE OR DENY CREDIT REQUESTS	6 months of Sponsor submission

VIEWS OF FEDERAL, STATE, AND REGIONAL AGENCIES:

This project is supported by Federal, State, and Regional agencies. The Corps has met with representatives of the City of Craig and other pertinent parties to discuss aspects of the proposed action. Further coordination will be ongoing. In compliance with NEPA rules/regulations, letters will be sent to resource agencies and residents in the area; public notices will transpire within the project vicinity.

VIEWS OF LOCAL RESIDENTS:

The City of Craig has conducted public meetings concerning this project. Local residents are in favor of the project with funding remaining an issue to be resolved. Further coordination will be ongoing between the City of Craig, US Army Corps of Engineers, State and Federal resource agencies, and residents in the area.

ANY OTHER RELEVANT REAL ESTATE ISSUES:

None.

PREPARED BY:

REVIEWED AND APPROVED BY:

JOHN J SMITH
Realty Specialist

MICHAEL D COY
Chief, Real Estate

EXHIBIT A

NAVIGATIONAL IMPROVEMENTS

CRAIG, ALASKA

ASSESSMENT OF NON-FEDERAL SPONSOR'S

REAL ESTATE ACQUISITION CAPABILITY

1. **LEGAL AUTHORITY:**

a. Does the sponsor have legal authority to acquire and hold title to real property for project purposes? YES X NO _____

b. Does the sponsor have the power of eminent domain for this project? YES X NO _____

Does the sponsor have "Quick-Take" authority for this project?
YES _____ NO X

c. Are any of the lands/interests in land required for this project located outside the sponsor's political boundary? YES X NO _____

d. Are any of the lands/interests in land required for this project owned by an entity whose property the sponsor cannot condemn? YES X NO _____

2. **HUMAN RESOURCE REQUIREMENTS:**

a. Will the sponsor's in-house staff require training to become familiar with the real estate requirements of Federal projects including P.L. 91-646, as amended? YES _____ NO X

b. If the answer to 2a is "YES" has a reasonable plan been developed to provide such training? YES _____ NO _____

c. Does the sponsor's in-house staff have sufficient real estate acquisition experience to meet its responsibilities for the project? YES X NO _____

d. Is the sponsor's projected in-house staffing level sufficient considering its other work load, if any, and the project schedule? YES X NO _____

e. Can the sponsor obtain contractor support, if required in a timely fashion? YES X NO _____

f. Will the sponsor likely request USACE assistance in acquiring real estate?
YES _____ NO X

3. **OTHER PROJECT VAIRABLES:**

a. Will the sponsor's staff be located within reasonable proximity to the project site?
YES X NO _____

b. Has the sponsor approved the project/real estate schedule/milestones?
YES X NO _____

4. **OVERALL ASSESSMENT:**

a. Has the sponsor performed satisfactorily on other USACE projects?
YES X NO _____

b. With regard to this project, the sponsor is anticipated to be:

HIGLY CAPABLE _____ FULLY CAPABLE X

MODERATELY CAPABLE _____ MARGINALLY CAPABLE _____

INSUFFICIENTLY CAPABLE _____

Justification for Insufficient Capability:

5. **COORDINATION:**

a. Has this assessment been coordinated with the sponsor?
YES X NO _____

b. Does the sponsor concur with this assessment?
YES X NO _____

Justification for Sponsor Non-concurrence:

SPONSOR:

Name
Title

PREPARED BY:

JOHN J SMITH
Realty Specialist

REVIEWED AND APPROVED BY:

MICHAEL D COY
Chief, Real Estate