

CBJ DOCKS & HARBORS BOARD
OPERATIONS COMMITTEE MEETING AGENDA
For Tuesday, February 15, 2011

- I. Call to Order (5:00 p.m. at the AURORA HARBOR OFFICE).**
- II. Roll Call (Don Etheridge, Greg Busch, Jim Preston, Bob Wostmann, Michael Williams, and Cheryl Jebe).**
- III. Approval of Agenda.**

MOTION: TO APPROVE AGENDA AS PRESENTED OR AMENDED.
- IV. Public Participation on Non-Agenda Items (not to exceed five minutes per person or twenty minutes total).**
- V. Approval of January 18, 2011, Operations Board Meeting Minutes.**
- VI. Items for Action.**

1. Used Oil Burner Replacement

Presentation by Harbormaster

Board Questions

Public Comment

Board Deliberations

MOTION: TO AUTHORIZE THE PORT DIRECTOR TO SOLICIT BIDS FOR SUPPLY OF A REPLACEMENT OIL BURNER AT THE AURORA HARBOR OFFICE AND TO AUTHORIZE THE PORT DIRECTOR TO AWARD A PURCHASE OF THE BURNER TO THE LOWEST QUALIFIED BIDDER IN AN AMOUNT NOT TO EXCEED \$7,500 DOLLARS, FUNDING PROVIDED BY THE EQUIPMENT REPLACEMENT RESERVE FUND.

- VII. Items for Information/Discussion.**

1. DeHart's Marina Maintenance

Presentation by Port Director and Harbormaster

2. Launch Ramp Permit Enforcement

Presentation by Harbormaster

3. Harbor Operations Update

Presentation by Harbormaster

CBJ DOCKS & HARBORS BOARD
OPERATIONS COMMITTEE MEETING AGENDA
For Tuesday, February 15, 2011

VIII. Staff & Member Reports.

IX. Committee Administrative Matters.

1. Next Operations Committee meeting – March 22, 2011

X. Adjournment.

CBJ DOCKS & HARBORS BOARD
OPERATIONS COMMITTEE MEETING MINUTES
For Tuesday, January 18, 2011

I. Call to Order.

Committee Chair, Cheryl Jebe called the meeting to order at 5:00 p.m. at the Aurora Harbor Office.

II. Roll.

The following members were present: Don Etheridge, Cheryl Jebe, Greg Busch, Mike Williams and Bob Wostmann.

The following member was absent: Jim Preston.

Also in attendance were: John Stone – Port Director, Phil Benner – Harbor Master and Ruth Danner- Assembly Liaison.

III. Approval of Agenda.

MOTION by Don Etheridge: TO APPROVE THE AGENDA AS PRESENTED AND ASKED UNANIMOUS CONSENT.

The motion passed without objection.

IV. Public Participation on Non-Agenda Items.

There was none.

V. Items for Action.

1. Proposed Changes to the Waterfront Sales Permit Regulations.

Mr. Stone referred to the memo on 12/21/10 for the public notice. We told people there would be two public hearings; one tonight and one on January 27, 2011 at 7:00 p.m. in the CBJ Assembly Chambers. The Board intends to take final action on the regulations immediately after the public hearing on the 27th.

Mr. Stone said there are three changes to the Waterfront Sales Permit Regulations:

1. Prohibition for owning more than one waterfront sales permit.
2. Allowable signage on a sales booth.
3. Behavioral conduct of persons selling tours.

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V. Items for Action (Continued).

Mr. Stone provided the following changes to the proposed regulations.

- (2) The permit holder shall provide the port director with a list of all individuals that will sell tours at booths and if requested, staff identification, booth staffing, schedules, and other documentation necessary to demonstrate the permit holder complies with this requirement.
- (3) The permit holder shall provide the port director with a list of all tours sold by the permit holder pursuant to their permit, including the name of the company providing the tour.
- (4) The permit holder may display two large signs on a booth provided the signs do not extend beyond the front profile of the booth. The permit holder may also display a one-foot by one-foot sign for each tour the permit holder sells. These signs may not extend more than six inches beyond the front profile of the booth.

Mr. Stone also included the Port of Ketchikan Code requirements for waterfront sales permits. The Ketchikan code requirements for the waterfront permit holders states the permit holder must submit payroll data. Mr. Stone said the port director seldom ever required this of anyone. Mr. Stone went over three different types of certified payroll definitions that were included in the agenda packet.

1. Alaska Department of Labor report and withholdings.
2. Internal Revenue Service
3. Difference between state and federal law.

If there was a company interested in more than one permit, we may request proof of certified payroll documentation.

Public Testimony:

Jeff Fanning
Liquid Alaska Tours

Mr. Fanning said he is concerned for the future of these businesses. There is a rumor that the Cruise Line Companies are interested in the Waterfront Sales Permits. He also recommended each company uses only their ticket stock when selling tours. This will make it easier for the designated harbor officer to make sure each receipt sold is for a specific company. He also suggested publishing any violations of the regulations. This will help keep the companies informed when someone is not abiding by the rules and regulations.

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V. Items for Information (continued).

Mr. Wostmann asked Mr. Fanning how the companies using their ticket stock would help the Harbor Department enforce the regulations.

Mr. Fanning said by checking the receipts sold at the sales booths, we can track each individual company and make sure they are selling only their tours and not other companies tours.

Carol Pitts
Orca Enterprises

Mrs. Pitts said that under regulation 10.030 (f) (3) a change in wording for the sentence "direct the activities of another permit holder's sales booths", could be changed to "management of the activities of another permit holders sales booths".

She also suggested on regulation 10.040 (c) (2) A permit holder shall not have more than one representative selling tours at any of its booths to add the following to the end of the sentence "except for reasonable temporary training of employees".

She also was concerned about regulation 10.040 (c) (5) The permit holder shall not engage in hawking or disruptive behaviors. The representative manning the booth is often not the permit holder.

Mrs. Pitts said the enforcement for the violations and the penalties should be published. We need to be informed exactly who to report these issues to. Ownership should be enforced and if we do the ticket receipts this should help with this enforcement for the individual tours. The automatic renewal option could be a great idea for future bidding process of the booths. It is important for the permit holder and their representatives to know how much the penalties and violations will be and how they will be imposed. This way there will be no confusion and everyone will be aware of the rules and regulations.

Suparna
Last Chance Tours

She said she supports all of the issues that Carol Pitts went over.

Jim Suck
Best Tours

Mr. Suck was concerned with the issue of too many regulations being in effect. It seems that Mr. Stone can request any documents he feels are adequate for any situation pertaining to the permit holders rules and regulations.

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V. Items for Information (continued).

Mr. Suek mentioned regulation 10.040(c) (2) The permit holder shall provide the port director with a list of all individuals that will sell tours at its booths and if requested, staff identification documentation, booth staffing schedules and other documentation necessary to demonstrate the permit holder complies with this requirement.

There is a major portion of the permit holders not at this meeting and the board should be sure everyone is in agreement with these new regulations. He did agree with all changes Mr. Stone had made to the regulations although he did not think it should be necessary to show documentation on a daily basis.

Ruth Danner asked Mr. Suek if he knew what the penalties were for a non-compliance violation.

Mr. Suek said his sales permit could be suspended or revoked at any given time. He felt that the vendors do not have any rights now or will not in the future.

Mr. Stone said there are clear penalties for permit violations per incident which are \$50.00, \$100.00, \$250.00 and then a mandatory court appearance under City Ordinance code 03.30.052 for citations procedure. Mr. Stone said the city attorney helped put these codes together. He could also suspend a permit for up to 10 days for misrepresentation of a tour sale or engaging in gross negligence. There are specific procedures and guidelines that have to be met in order to suspend a permit or have a hearing in regard to this. These fines are incorporated in the permit and everyone who purchases a permit receives these every year.

Based on public input Bob Wostmann recommended, and the Committee concurred to include three changes to the draft regulation proposal:

1. 05 CBJAC 10.030 (f)(3) add "or manage" after direct to read in part...direct or manage the activities of another permit holder's sales booths,...
2. 05CBJAC 10.040 (C)(2) add except training time for new employees.
3. 05CBJAC 10.040 (C)(5) add "or their representative" and delete "shall the permit holder" to read:
(5) The permit holder or their representative shall not engage in hawking or *disruptive behavior* nor interfere with the operations of other sales booths.

MOTION by Mr. Etheridge: TO RECOMMEND THE BOARD ADOPT THE CHANGES MADE TO THE WATERFRONT SALES PERMIT REGULATIONS AND FORWARD THEM TO THE FULL BOARD FOR APPROVAL AND ASK UNANIMOUS CONSENT.

The motion passed without objection.

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V. Items for Information (continued).

2. Resolution of Support for a visit by the USS Abraham Lincoln.

Mr. Benner would like for the Docks & Harbors Board and the Assembly to make a request to the Chief of Naval Operations to have some of their vessels visit the Port of Juneau.

MOTION by Mr. Westmann: TO RECOMMEND THE STAFF WORK WITH THE CITY ATTORNEY'S OFFICE TO DRAFT A RESOLUTION AND PRESENT IT TO THE FULL BOARD TO IN RETURN HAVE THE ASSEMBLY ADOPT THE NAVAL VESSELS VISIT TO THE CITY OF JUNEAU.

The motion passed without objection.

VI. Items for Information/Discussion.

1. Harbormaster's Operations Report.

Mr. Benner said on January 13 or 14 the breakwater boom broke away in Douglas. He showed where and how it broke away. Trucano Construction will be repairing the breakwater once the winds die down next week.

The vessel Bountiful sank today in Harris Harbor and Alfred Cook will be working tomorrow to bring the vessel back to the surface. There was 250 gal of diesel fuel onboard the vessel at the time it sank and the Coast Guard and D.E.C. are working together to get things cleaned up.

Mr. Benner received praise for the Harbor Board from Mr. Brian Lupro who thought it was a great idea to put the fences around the garbage containers. Mr. Lupro would also like to see the Summer Moorage Promotions come back for the coming summer.

Mr. Benner said we had a shooting in Aurora Harbor last month and the police asked who was living in the harbors. We are in the process of updating our list of liveaboard vessels and catching unregistered live boards. Currently we have found 24 people who were not registered as liveaboards.

Mrs. Danner asked if the police ever found out where the shots came from.

Mr. Benner said they still do not know where the shots originated from.

Mr. Benner said he had called the police to do a welfare check on a lady living in her van at the Auke Bay parking lot. When the police checked on her, she had 17 cats living in the van with her. Gastineau Human Services came and got all of the cats and found that several of the cats owners were looking for them. This lady has since threatened the police chief and

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VI. Items for Information/Discussion(continued).

Mr. Benner said he had called the police to do a welfare check on a lady living in her van at the Auke Bay parking lot. When the police checked on her, she had 17 cats living in the van with her. Gastineau Human Services came and got all of the cats and found that several of the cats owners were looking for them. This lady has since threatened the police chief and Mr. Benner because he called for a well fare check to be done.

The IVF Dock was without electricity for four days. We did get the problem fixed.

There were 18 windows blown out in Douglas along with canvases, awnings and sails removed from vessels during a big wind storm.

VII. Staff & Member Reports.

There were none.

VIII. Committee Administrative Matters.

The next Operations Meeting will be on February 15, 2011.

Ms. Jebe will not be in town to chair the February meeting.

IX. Adjournment.

MOTION by Mr. Etheridge: TO ADJOURN THE OPERATIONS COMMITTEE MEETING AND ASK UNANIMOUS CONSENT.

The motion passed without objection.

The meeting Adjourned at 6:20 P.M.

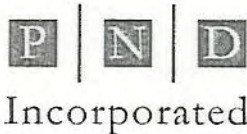
7 February 2011

MEMORANDUM

From: Harbormaster
To: Ops Committee
Via: Port Director

Subject: Used Oil Burner

1. We have been burning the used oil in the burning system in the old garage next to the Aurora Harbor Office. The current burner is taking up much time and money with maintenance. It is over fifteen years old and has had three fire pot replacements.
2. This is a very valuable asset for the Harbor. This allows vessels to drop off their used oil and filters after they have done oil changes and we then burn the used oil to help heat the garage. The most valuable asset is that we do not have to ship 55 gallon drums somewhere for disposal. This saves money.
3. The current used oil burner was installed prior to 1991 and I could find no record of the cost. Joab did remember that Harri Plumbing did the install.
4. I would like to purchase a new used oil burner at a cost of approximately \$7,500.00, our staff will be able to do the install.
5. Any questions, 586-5255.



CONSULTING
ENGINEERS

August 9, 2004

042056.01

Mr. Charles Horan, MAI
Horan, Corak and Company
403 Lincoln Street, Suite 210
Sitka, Alaska 99835

Subject: DeHart's Marina Condition Assessment
Inspection Report

Dear Charles,

Per your request PND, Incorporated, has inspected DeHart's Marina and are reporting our findings to you in this report.

Background

DeHart's Marina was constructed in 1980. According to the marina owner, the marina was constructed using timbers from the old Skagway Ferry Terminal, Trans-Alaska pipeline pipe, other timbers, and Bellingham Marine Float units. Mr. David Miller, PE, designed the floats. The area around the floats was redredged in 2001.

There are five main floats: A, B, C, D, and E. In addition to the five main floats there is a fuel float, a main gangway, a secondary gangway, an access trestle, and a haul out facility. A layout of the marina is included in Appendix A.

Floats A, B, C, and D are constructed of 3" thick creosote timbers and foam blocks wrapped in plastic. Carpet mats were placed on top of the creosote deck. The fingers of Float D are made of concrete, supplied by Bellingham Marine.

The fuel float is constructed of a 48" diameter ½" thick pipe and a concrete deck, Float E is constructed of a 48" diameter ½" thick pipe and a timber deck. The fingers of Float E are constructed of a 24" diameter ½" thick pipe, 4" x 8" timber stringers, and a timber deck.

Floats B and E are anchored with chains, while Floats A, C, and D are held in place by treated piles. On both sides of the piles are keeper timbers, 6" x 12", used to secure the floats to the piles. Some of the keeper timbers also have steel pile hoops for extra anchorage.

Methods of Inspection

PND inspected the marina employing various techniques including visual inspection, probing with screwdrivers, sounding with hammers, and drilling. Digital photographs were taken of typical conditions and specific deficiencies. The photographs are included in Appendix B.

The marina first was inspected visually. We looked for plant growth, splits, and checks in timber, spalling in concrete, and rust on pipes and connections. The timber components then were sounded with hammers and probed with screwdrivers to locate any areas of rot. The timber decks that were covered with carpet were drilled to determine if rot was present.

PND classified condition according to the following:

- New – of construction less than 2 years old with an estimated life of 10 years.
- Good – functional condition with little damage and an estimated life of 10 years.
- Fair – functional, but with damage and an estimated life of 5 – 10 years.
- Poor – functional, but with significant deterioration and an estimated life of 2 – 5 years.
- Severe – not functional, needs replacement and has an estimated life of 2 years.

Observations

1) Float A

- a) The deck planks were drilled in 38 places and all samples exhibit some degree of rot. These are of very poor condition.
- b) The keeper timbers all show rot and wear from rubbing on piles. These are in poor condition.
- c) Most of the keeper timbers are missing steel pipe hoops, and one of the hoops is broken.
- d) The piles all show significant wear and the treatment is worn through on many of the piles. Two of the piles have splits in them and are in poor condition.
- e) The cleats are all in good condition, but the connection bolts need to be tightened. There are three cleats that are especially loose.
- f) The freeboard varies from 5-13". According to *Planning and Design Guidelines for Small Craft Harbors* by American Society of Civil Engineers the recommended freeboard for floats servicing relatively small vessels is between 16-24".
- g) The plywood transition plate between the two portions of Float A is old and in poor condition.
- h) Seven of the bullrails show significant rot or have significant splits. They are in poor condition.

2) Float B

- a) The deck planks were drilled in 6 places and all show some degree of rot. These are in poor to severe condition.
- b) The cleats are in good condition, but the connection bolts need to be tightened. There are three cleats that are especially loose.
- c) There is no transition plate where Float A connects to Float B.
- d) The freeboard is inadequate, and varies from 5-7" for the main float and 1-3" for the fingers.
- e) The anchors and anchor chains were not inspected.

3) Float C

- a) The deck planks were drilled in 7 places and all show some degree of rot, except for the deck planks of the separate T-float. All the deck planks, except the T-float deck planks, are in poor condition.
- b) The piles are in fair condition except for one pile, which is very soft and shows signs of rot. It is in poor condition.
- c) All the keeper timbers show significant rot and are in poor condition.
- d) The transition plate where Float A connects to Float C is in poor condition.
- e) The connection between the main float and the T-float is very loose due to missing bolts.
- f) The cleats are all in good condition, but the connection bolts need to be tightened. There are four cleats that are especially loose.
- g) The freeboard is inadequate, and varies from 5-6" for the main float to 1-3" for the fingers.

4) Float D

- a) The deck planks were drilled in 3 places and all show some level of rot. These are in poor to severe condition.
- b) All the piles except two are in fair condition. These two piles exhibit rot and are in poor condition.
- c) All the connections between the main float and the concrete fingers are very worn and loose.
- d) All the keeper timbers display rot and were worn. These keeper timbers are in poor condition.
- e) The concrete of the fingers was not inspected.
- f) The walers at the concrete floats were drilled in four places and all are in good condition.
- g) Six of the rub strips, approximately 180 linear feet, are damaged or missing.
- h) The transition plate where Float A connects to Float D is in poor condition.
- i) The cleats are in good condition, but the bolts need to be tightened. There are three cleats that are especially loose.
- j) The freeboard is inadequate, and varies from 3-6" for the main float to 6-7" for the fingers.

5) Float E

- a) The main float deck is in fair condition. There are 78 center deck planks and 3 edge deck planks that are in fair to poor condition.
- b) The deck of the fingers is also in fair condition. There are 95 deck planks and 4 stringers that are in fair to poor condition.
- c) The pipe coatings are in poor condition and need to be painted.
- d) The fingers on the south side of Float E all have loose connections with the main float.
- e) The fingers are all missing rub strips.
- f) The cleats are all in good condition, but the bolts need to be tightened. There are 4 cleats that are especially loose.
- g) The freeboard is adequate, and varies from 16-18" for the main float and for the fingers.

6) Fuel Float

- a) The existing water system, 1" PVC piping, is inadequate for a marina with a fuel float. A dry fire line system complying with the International Fire Code requirements needs to be installed. The system should be of adequate size to produce a fire flow and have connections compatible for attaching fire hoses.
- b) There is a 6"x 4'-0" spalling in the concrete on the northwest side of the float.

- c) Electrical lines on north face of the float are subject to damage as they are mounted on rub strips.
- d) A rub strip is split and in poor condition.
- e) Two transition plates, one where Float E connects to the fuel float and the other where the fuel float connects to the secondary gangway, are in poor condition.
- f) The freeboard is adequate, and varies from 16-17".

7) Main Gangway

- a) The decking is in good condition.
- b) The hinges at the top of the gangway are in good condition.
- c) The rollers at the bottom of the gangway are weathered and in fair condition.
- d) There is no separate handrail, which violates the 2000 International Building Code requirement that requires a separate handrail.
- e) There are 30" side openings in the railing. This also violates the 2000 International Building Code requirement that restricts side openings to no larger than a 4" sphere can pass through.

8) Access Trestle

- a) The deck planks were drilled in four places and are in fair condition.
- b) The pile caps, stringers, and rails are in good condition.
- c) The piles are in good condition except for the southeast pile, which was split at the top and is in poor condition.
- d) One of the cross-braces exhibits rot and is split.

9) Haul Out

- a) The piles are in good condition except for two that are split at the top.
- b) Six of the ten pile caps are either split or display rot.
- c) Three of the deck planks are in poor condition.
- d) Two end struts are split and are in poor condition.
- e) There are 29" side openings in the railing. This violates the 2000 International Building Code requirement that restricts side openings to an opening that a 4" sphere can pass through, unless access is restricted to the site.

Cost Estimate

Cost estimates were prepared for two scenarios: replacement and rehabilitation. The cost estimates appear in Appendix C.

The replacement cost estimate was prepared assuming the present marina would be completely demolished and a similar marina constructed. The total recommended project budget for replacement of the marina is \$2,918,000.

The rehabilitation cost estimate was prepared assuming Float E, the fuel float, the concrete fingers of Float D, the gangways, the access trestle, and the haul out facility would be repaired to facilitate operation over the next 5-10 years. Floats A, B, C, D, and the fingers of Floats B and C are beyond repair and will need to be replaced to keep the facility in operation over the next 5-10 years. The total recommended project budget for rehabilitation of the marina is \$1,683,000.

Hopefully, this inspection report suits your needs. If you have any questions or need additional information, please feel free to contact me.

Sincerely,

PND Incorporated | Juneau Office



Brian Nielsen, Staff Engineer

Enc.

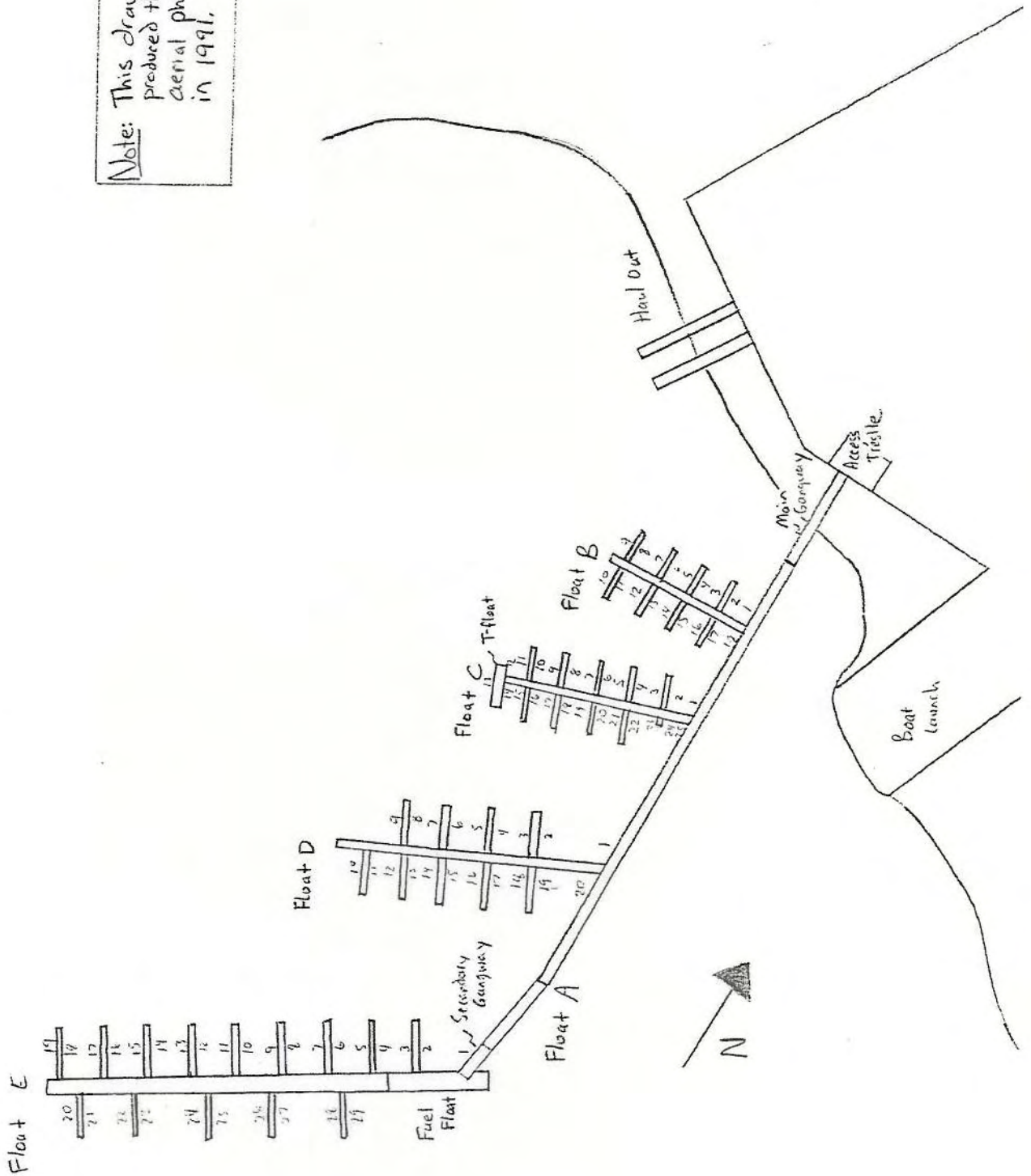
Appendix A

Site Plan

De Hart's Marina

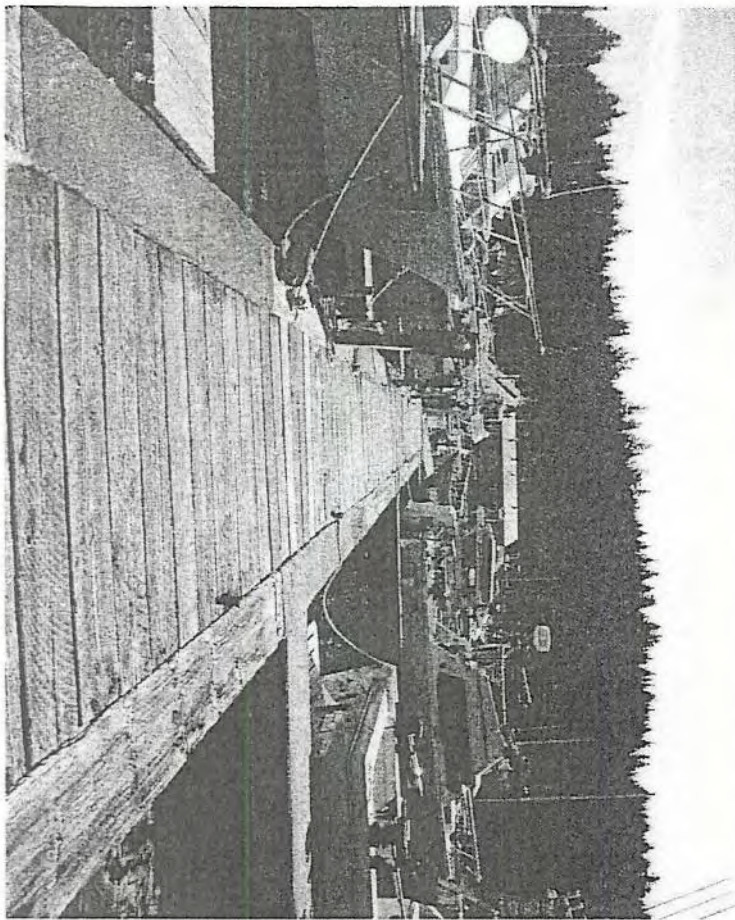
Scale: 1" = 100'

Note: This drawing was produced through use of aerial photographs taken in 1991.

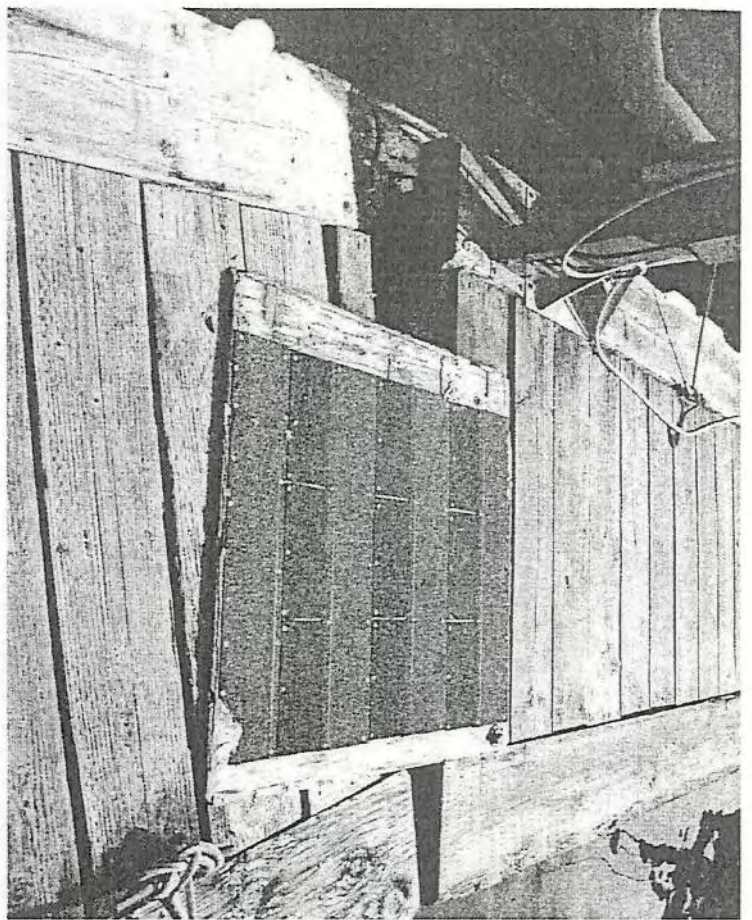


Appendix B

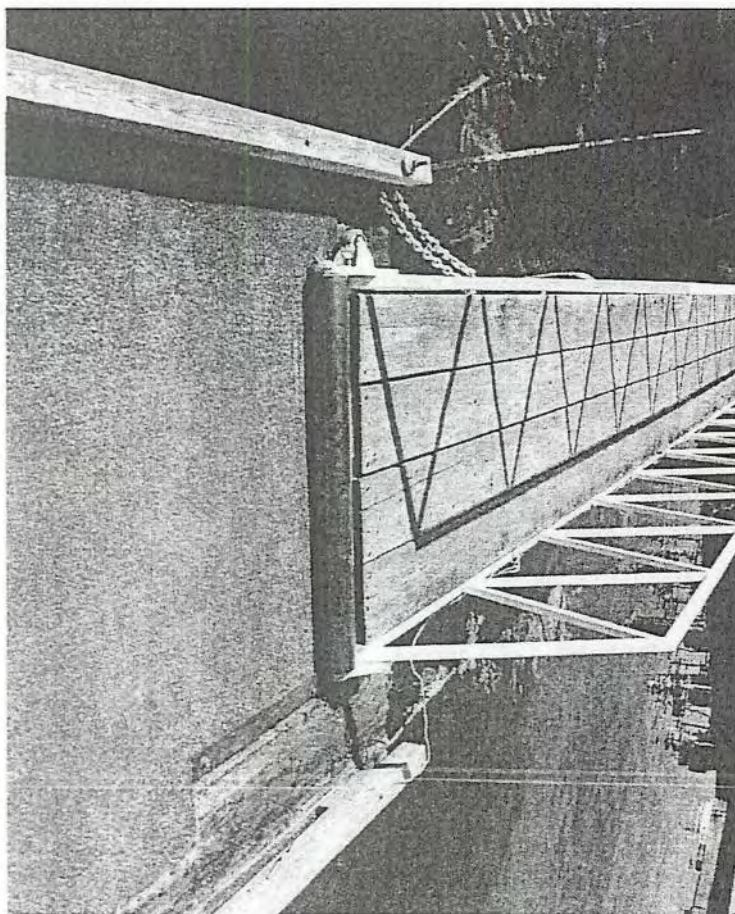
Photographs



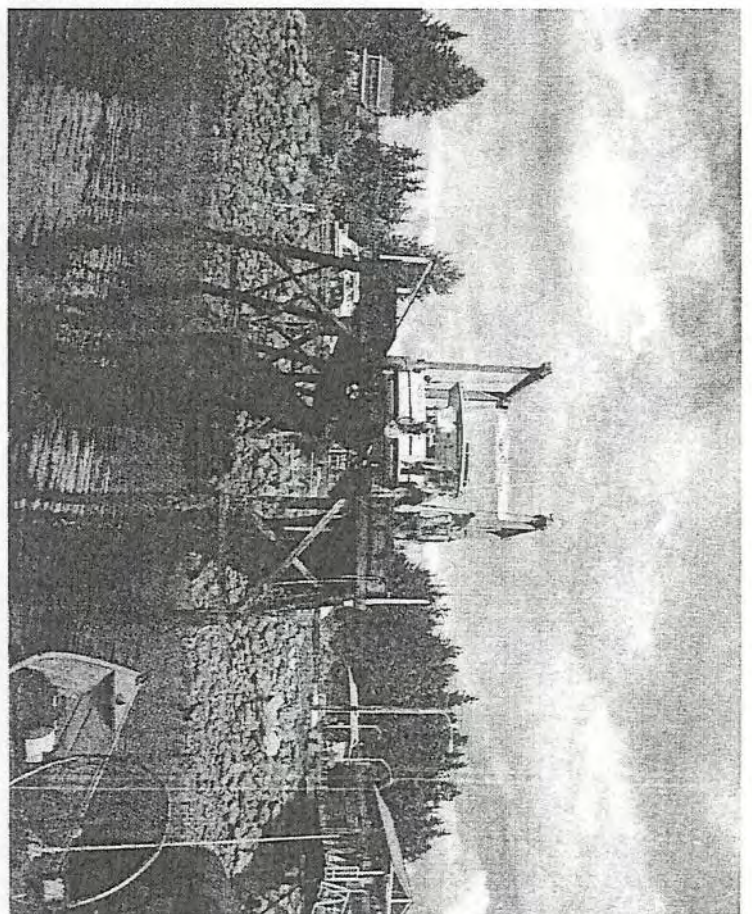
Site Inspection July 23 2004 02.JPG
Main Float E



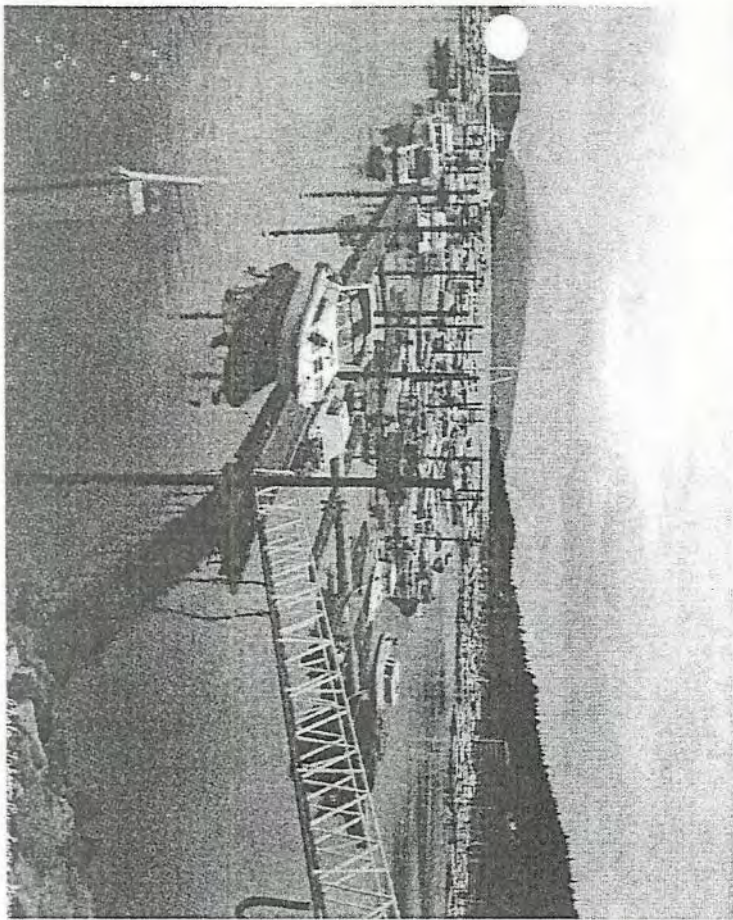
Site Inspection July 23 2004 07.JPG
Plywood Transition Plate



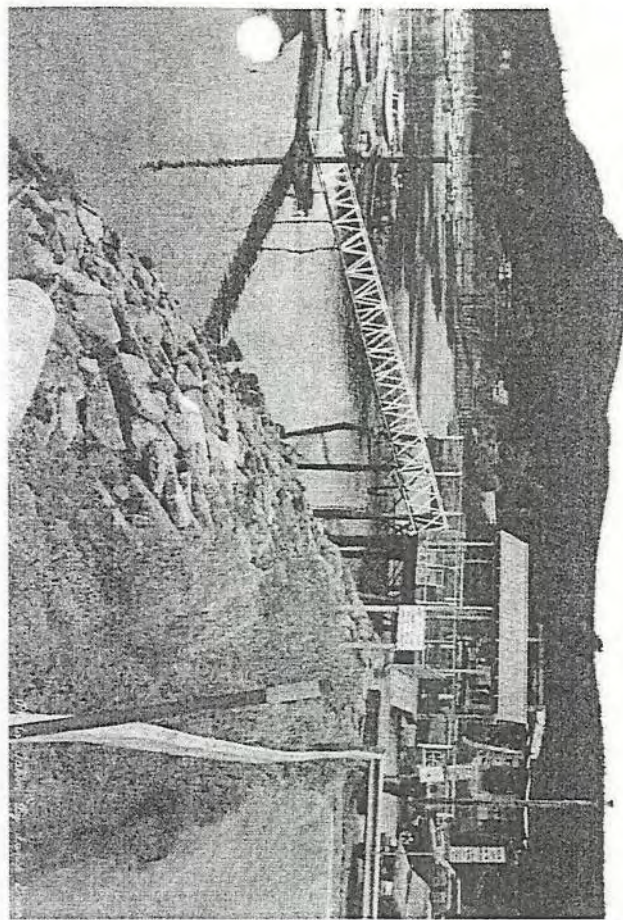
Site Inspection July 23 2004 13.JPG
Secondary Gangway (Transition Plate Missing)



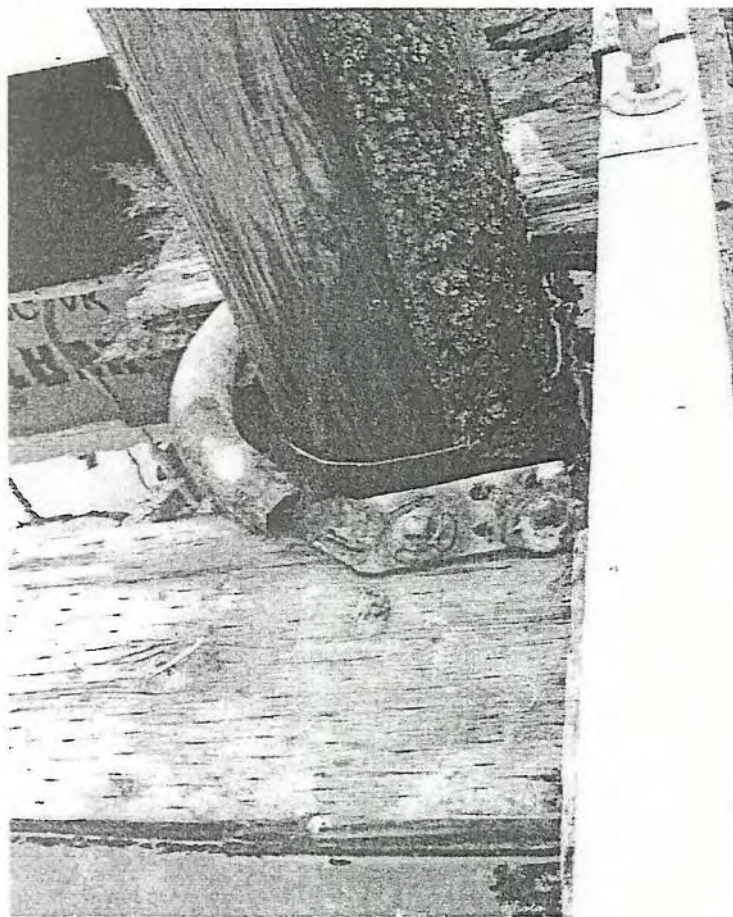
Site Inspection July 23 2004 23.JPG
Haul Out



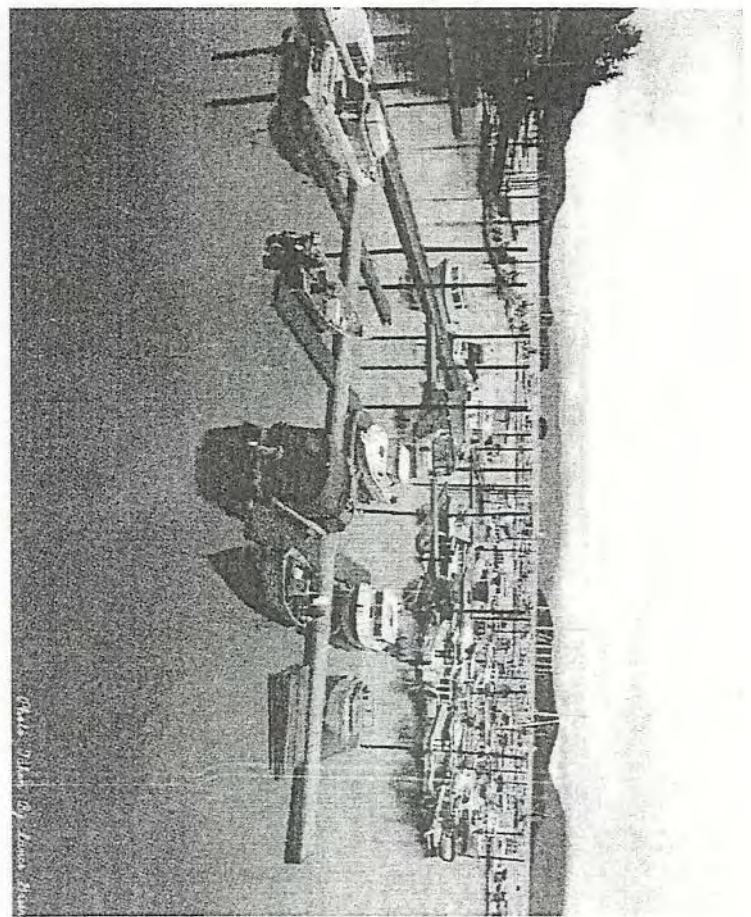
Site Inspection 07-26-04 03.jpg
Overall Marina



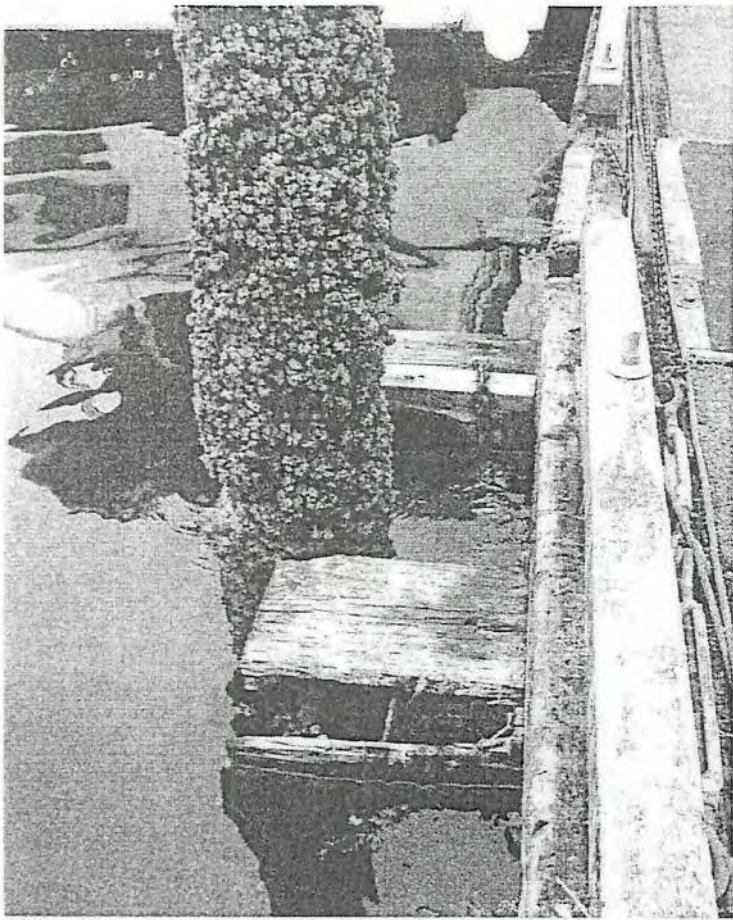
Site Inspection 07-26-04 05.jpg
Access Trestle and Main Gangway



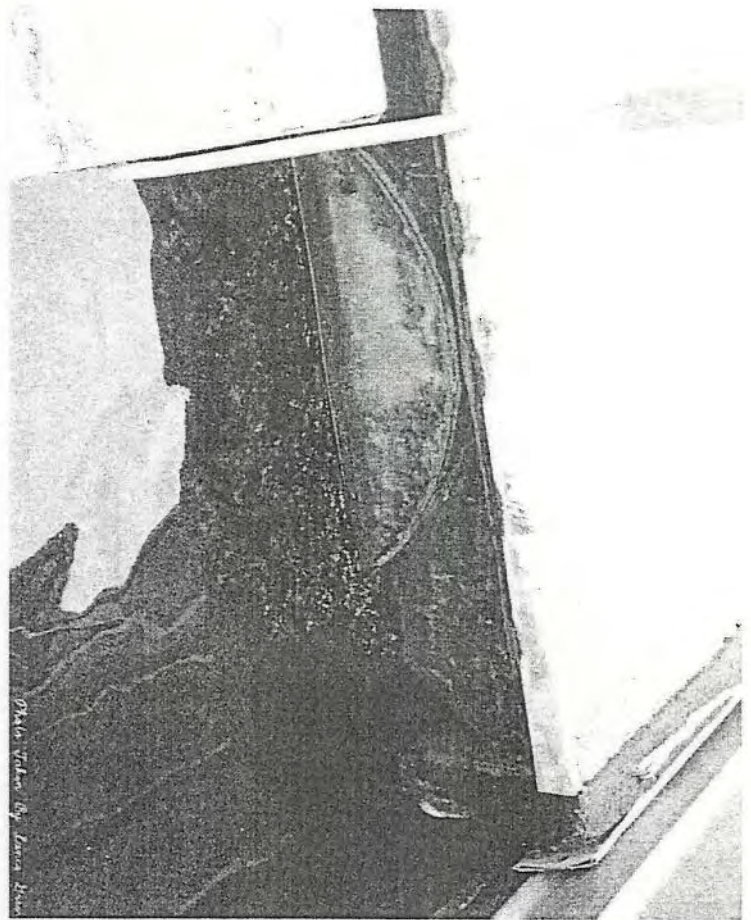
Site Inspection 07-26-04 11.jpg
Broken Pile Hoop



Site Inspection 07-26-04 53.jpg
Overall Marina



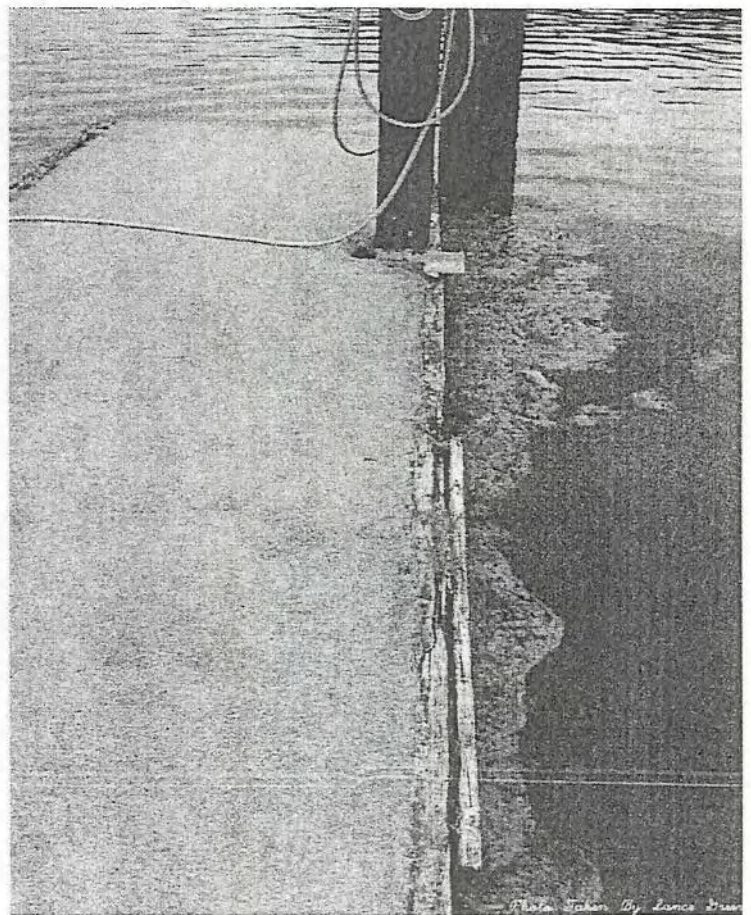
Site Inspection 07-26-04 15.jpg
Keeper Timber



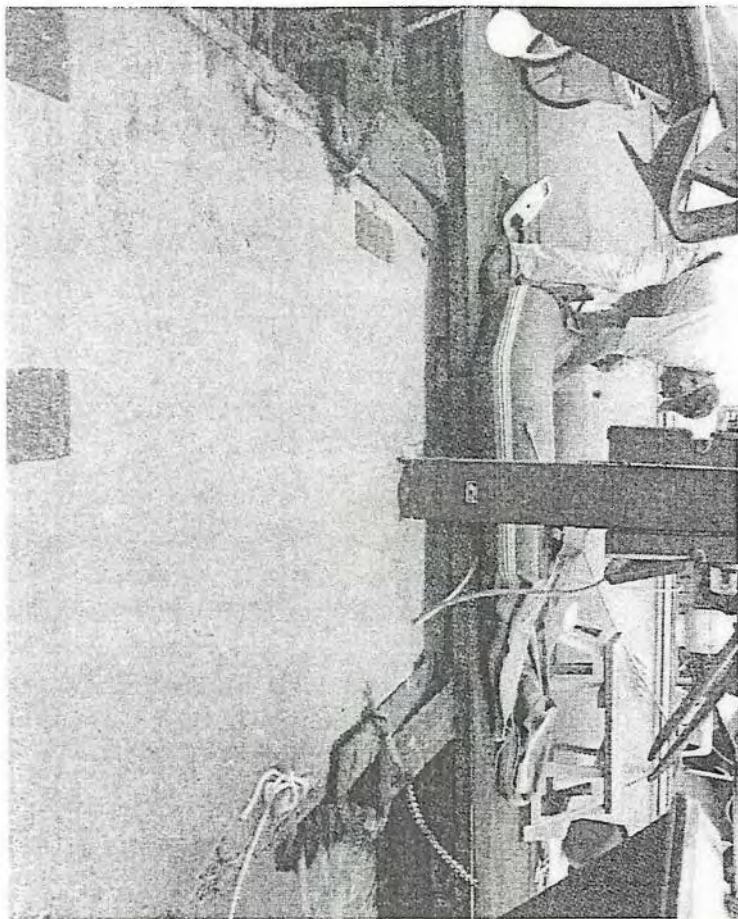
Site Inspection 07-26-04 23.jpg
Pipe Coating



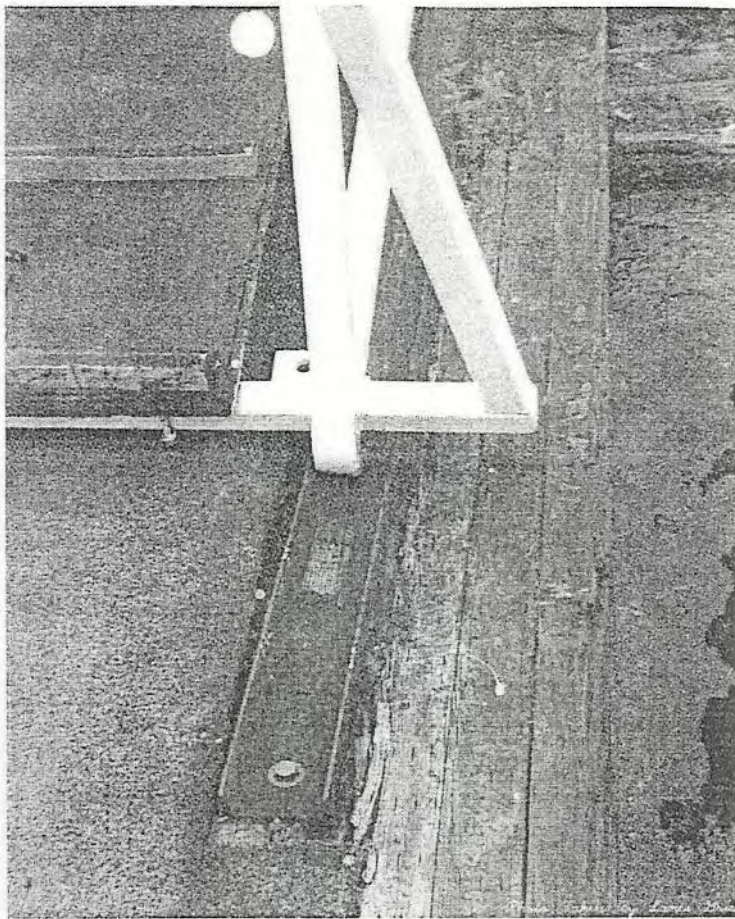
Site Inspection 07-26-04 33.jpg
Deck Rot



Site Inspection 07-26-04 35.jpg
Deck Rot



Site Inspection 07-26-04 43.jpg
Loose Connection (Float C - T-Float)



Site Inspection 07-26-04 50.jpg
Bottom of Gangway

Appendix C

Cost Estimates

DeHarts Marina Replacement

Preliminary Engineer's Cost Estimate
Prepared by: PND Consulting Engineers on July 29, 2004

Item Description	Units	Unit Cost	Quantity	Amount
Mobilization/Demobilization	LS	10%	ALL REQ'D	\$195,072
Demolition and Disposal	LS	\$150,000	ALL REQ'D	\$150,000
Main Float A, 8' x 400'	SF	\$55	3,200	\$176,000
Main Float B, 7' x 100'	SF	\$55	700	\$38,500
Main Float C, 7' x 125'	SF	\$55	875	\$48,125
Main Float D, 7' x 180'	SF	\$55	1,260	\$69,300
Main Float E, 8' x 240'	SF	\$55	1,920	\$105,600
Fuel Float, 13' x 60'	SF	\$60	780	\$46,800
(16) Finger Float, 3' x 23'	SF	\$55	1,104	\$60,720
(9) Finger Float, 5' x 33'	SF	\$55	1,485	\$81,675
(9) Finger Float, 3' x 36'	SF	\$55	972	\$53,460
(5) Finger Float, 3' x 30'	SF	\$55	450	\$24,750
Tee Float, 5' x 35'	SF	\$55	175	\$9,625
Access Trestle, 12' x 21'	SF	\$125	252	\$31,500
Main Gangway, 6' x 60'	LF	\$1,000	60	\$60,000
Secondary Gangway, 4' x 30'	LF	\$1,000	30	\$30,000
(2) Haul Out Platform, 9' x 73'	SF	\$125	1,314	\$164,250
Timber Pile	EA	\$4,000	44	\$176,000
Anchor Float System	LS	\$200,000	ALL REQ'D	\$200,000
Electrical & Lighting System	SF	\$20	13,263	\$265,260
Domestic Water System	SF	\$7	13,263	\$92,841
Dry Fire Line	SF	\$5	13,263	\$66,315
Estimated Construction Cost				\$2,145,793
Contingency (15%)				\$321,869
Site Investigations (3%)				\$64,374
Engineering Design & Contract Documents (8%)				\$171,663
Contract Administration & Construction				
Inspection (7%)				\$150,206
Owner Administration (3%)				\$64,374
Total Recommended Project Budget				<u>\$2,918,000</u>

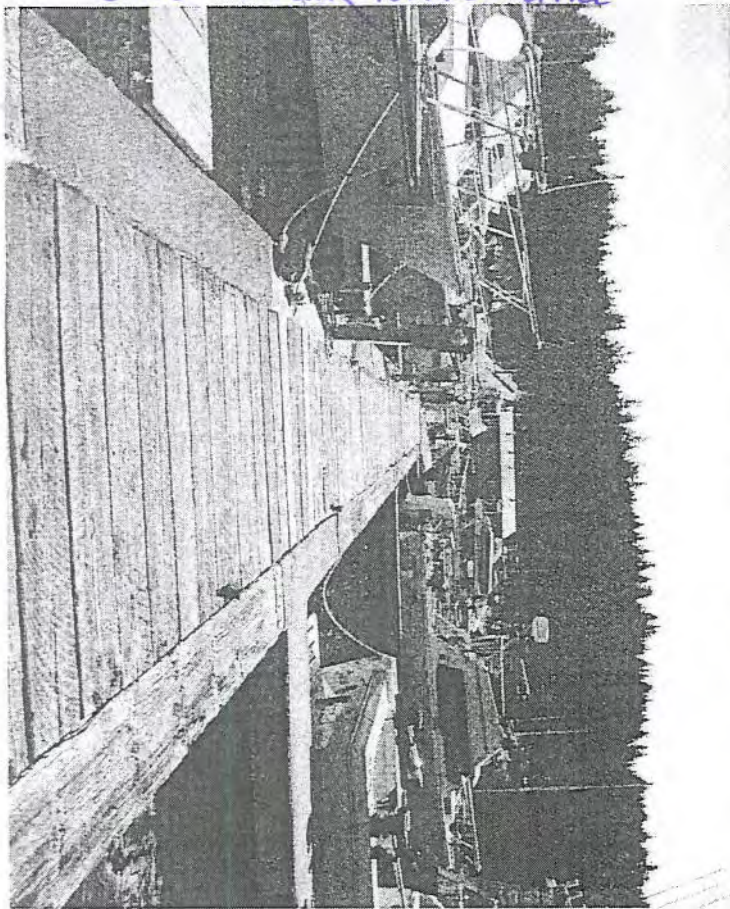
DeHarts Marina Rehabilitation

Preliminary Engineer's Cost Estimate
Prepared by: PND Consulting Engineers on July 29, 2004

Description	Labor				Materials				Equipment				Total
	Crew Size	Hours	Rate/MI	Subtotal	Quantity	Units	Unit Cost	Subtotal	Rate	Time	Time Unit	Subtotal	
Replace Float E Main Deck Plank	2	0.25	\$50	\$25	20	BF	\$2	\$40	\$50	1	Hour	\$50	\$115
Replace Float E Main Edge Plank	3	2	\$50	\$300	200	BF	\$2	\$400	\$50	3	Hour	\$150	\$850
Replace Float E Finger Deck Plank	2	0.25	\$50	\$25	10	BF	\$2	\$20	\$50	1	Hour	\$50	\$95
Replace Float E Finger Stringer	3	4	\$65	\$780	80	BF	\$2	\$160	\$200	1	Day	\$200	\$1,140
Replace Fuel Float Rub Strip	3	2	\$50	\$300	200	BF	\$2	\$400	\$50	3	Hour	\$150	\$850
Apply Coating to Pipes	3	80	\$65	\$15,600	7200	SF	\$2.50	\$18,000	\$2,500	2	Week	\$5,000	\$38,600
									\$10,000	2	Day	\$20,000	\$20,000
Replace Plywood Transition Plate	2	0.5	\$50	\$50	20	BF	\$2	\$40	\$50	1	Hour	\$50	\$140
Replace Float D Finger Rub Strip	2	1	\$50	\$100	40	BF	\$2	\$80	\$50	2	Hour	\$100	\$280
Replace Pile	3	12	\$65	\$2,340	1	LS	\$5,000	\$5,000	\$1,200	1	Day	\$1,200	\$8,540
Replace Haul Out Pile Cap	3	12	\$65	\$2,340	150	BF	\$2	\$300	\$1,200	1	Day	\$1,200	\$3,840
Replace Haul Out Deck Plank	2	1	\$50	\$100	40	BF	\$2	\$80	\$50	2	Hour	\$100	\$280

Description	Quantity	Units	Unit Cost	Cost
Mobilization/Demobilization	10.0%	LS	\$106,497	\$106,497
Replace Float E Main Deck Plank	78	EA	\$115	\$8,970
Replace Float E Main Edge Plank	3	EA	\$850	\$2,550
Replace Float E Finger Deck Plank	95	EA	\$95	\$9,025
Replace Float E Finger Stringer	4	EA	\$1,140	\$4,560
Replace Fuel Float Rub Strip	1	EA	\$850	\$850
Apply Coating to Pipes	1	LS	\$58,600	\$58,600
Replace Plywood Transition Plate	2	EA	\$140	\$280
Replace Float D Finger Rub Strip	6	EA	\$280	\$1,680
Replace Pile	3	EA	\$8,540	\$25,620
Replace Haul Out Pile Cap	6	EA	\$3,840	\$23,040
Replace Haul Out Deck Plank	3	EA	\$280	\$840
Demolition and Disposal	1	LS	\$100,000	\$100,000
Main Float A, 8' x 400'	1	SF	\$55	\$176,000
Main Float B, 7' x 100'	1	SF	\$55	\$38,500
Main Float C, 7' x 125'	1	SF	\$55	\$48,125
Main Float D, 7' x 180'	1	SF	\$55	\$69,300
Finger Float, 3' x 23'	16	SF	\$55	\$60,720
Finger Float, 3' x 36'	9	SF	\$55	\$53,460
Finger Float, 3' x 30'	5	SF	\$55	\$24,750
Electrical & Lighting System	1	SF	\$20	\$265,260
Domestic Water System	1	SF	\$7	\$92,841
Dry Fire Line	1	SF	\$5	\$66,315
Estimated Construction Cost				\$ 1,237,783
Contingency (15%)				\$ 185,667
Site Investigations (3%)				\$ 37,133
Engineering Design & Contract Documents (8%)				\$ 99,023
USCG Construction Phase				
Supervision and Administration (6%)				\$ 74,267
USCG Inspection and Testing (4%)				\$ 49,511
Total Recommended Project Budget				\$ 1,683,000

END OF D-FLOAT TOWARDS OFFICE

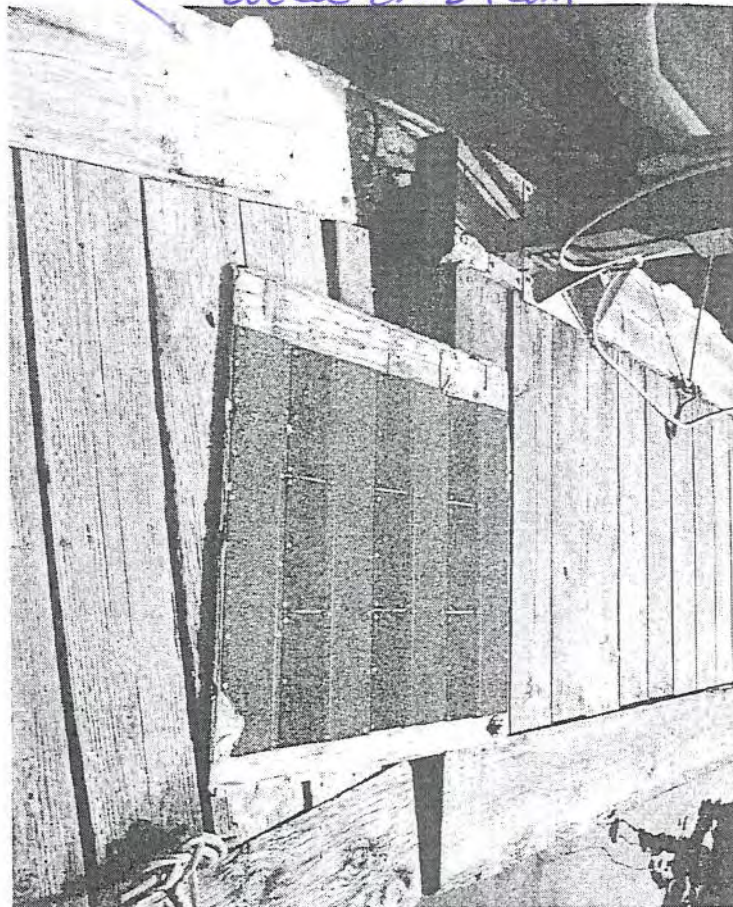


Site Inspection July 23 2004 02.JPG

Main Float E

CATWALK TO FUEL DOCK

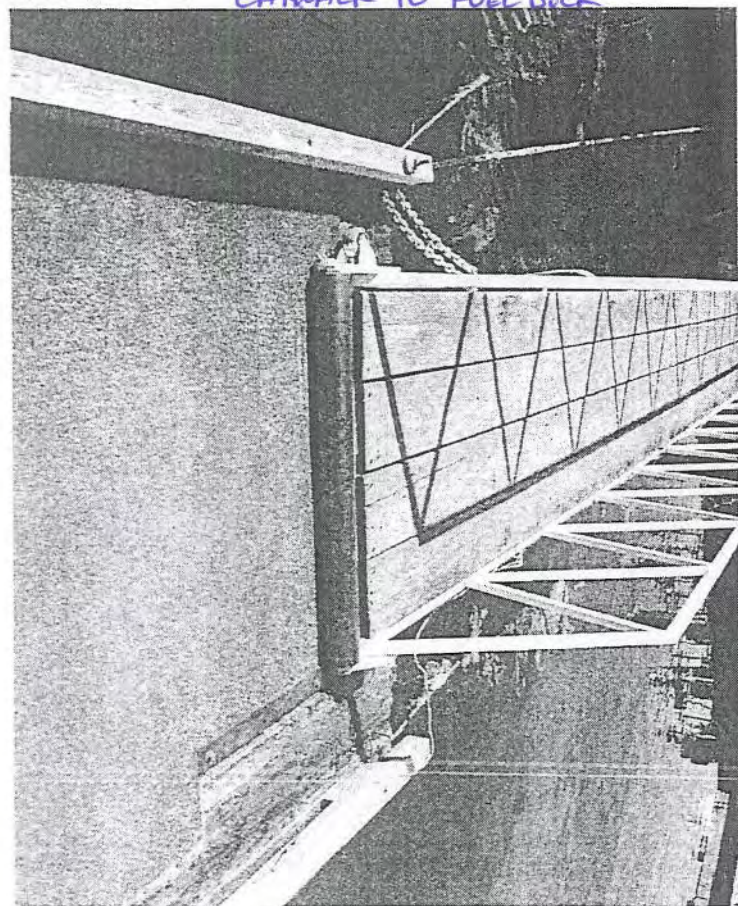
DOUGLES ON D-FLOAT



Site Inspection July 23 2004 07.JPG

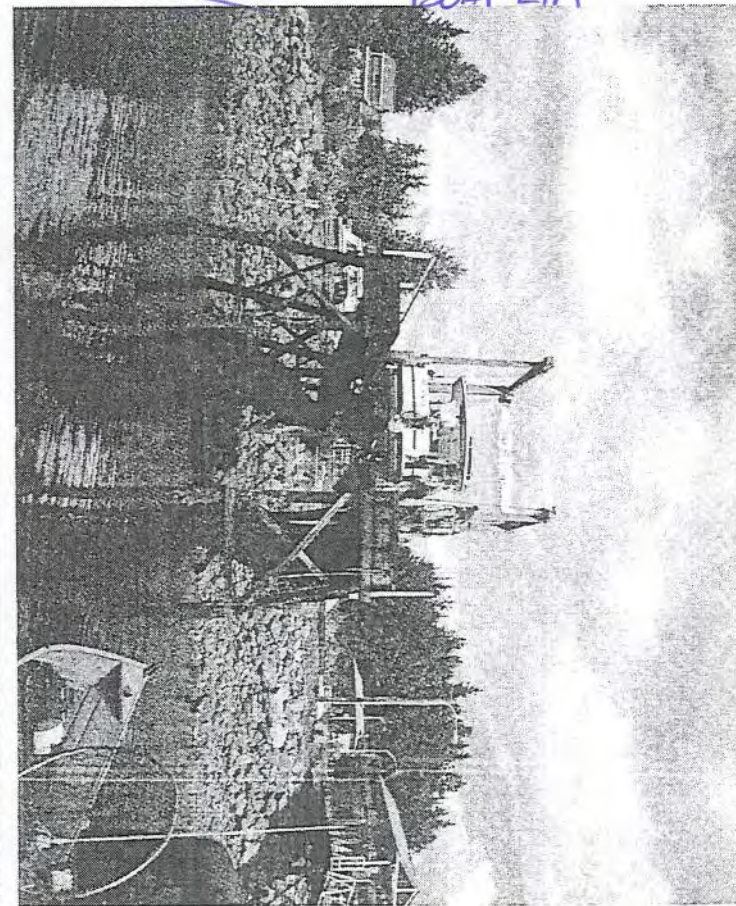
Plywood Transition Plate

BOAT LIFT



Site Inspection July 23 2004 13.JPG

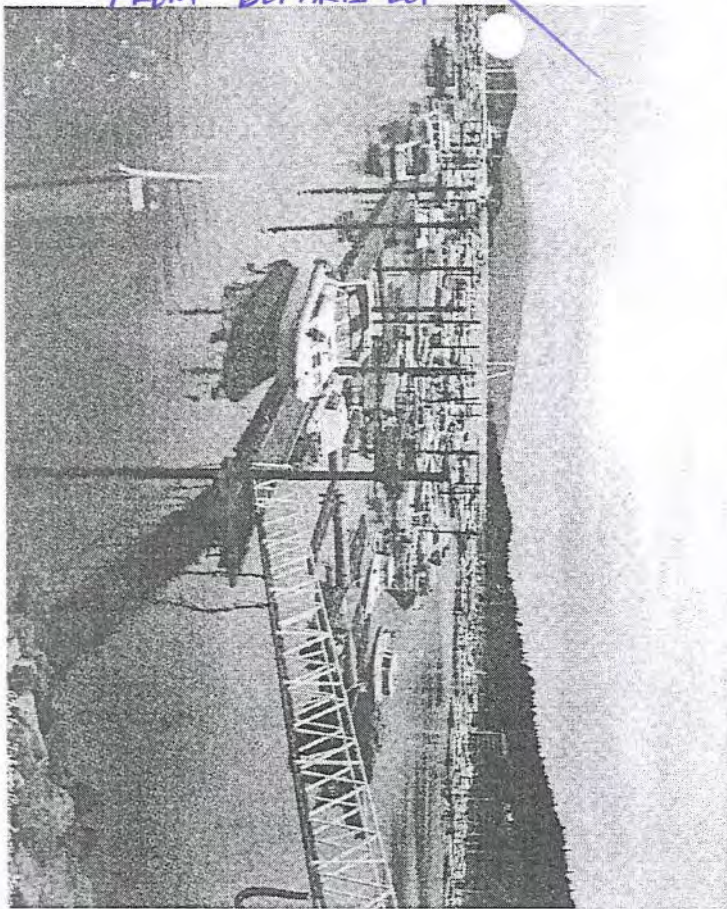
Secondary Gangway (Transition Plate Missing)



Site Inspection July 23 2004 23.JPG

Haul Out

FROM DEHARTS LOT

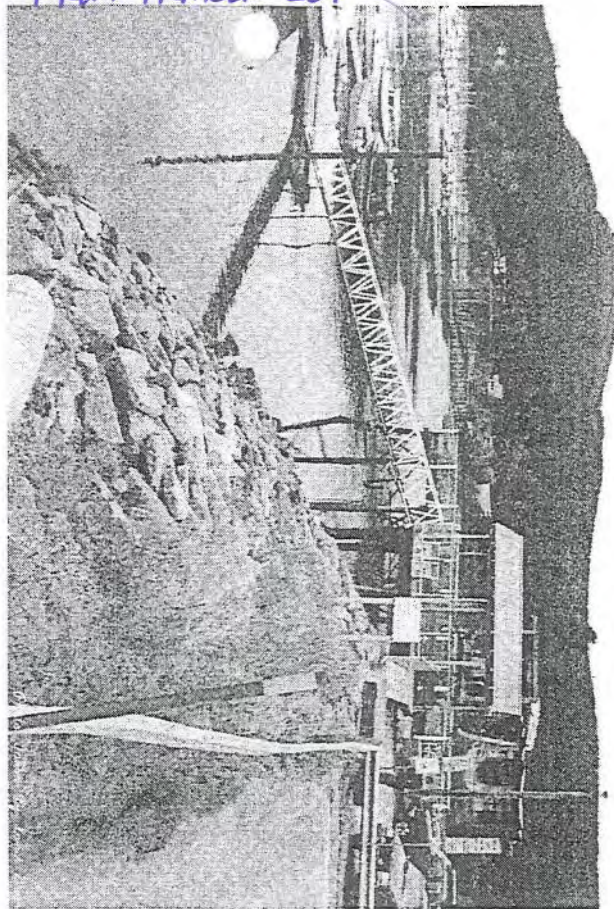


Site Inspection 07-26-04 03.jpg

Overall Marina

BY KITTILWAKE STALL

FROM TRAILER LOT



Site Inspection 07-26-04 05.jpg

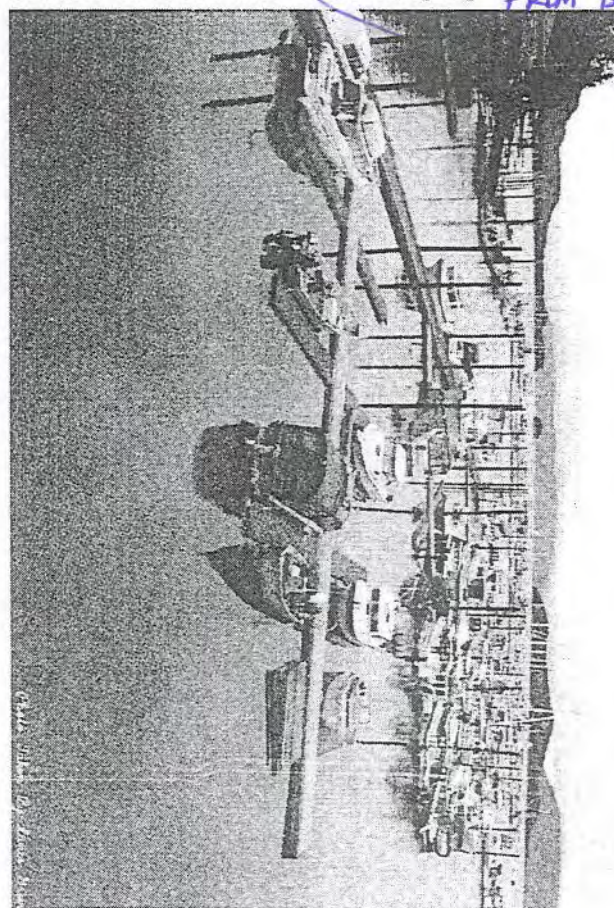
Access Trestle and Main Gangway

FROM BOAT LIFT



Site Inspection 07-26-04 11.jpg

Broken Pile Hoop



Site Inspection 07-26-04 53.jpg

Overall Marina

MAIN FLAT BY FUA VALVE

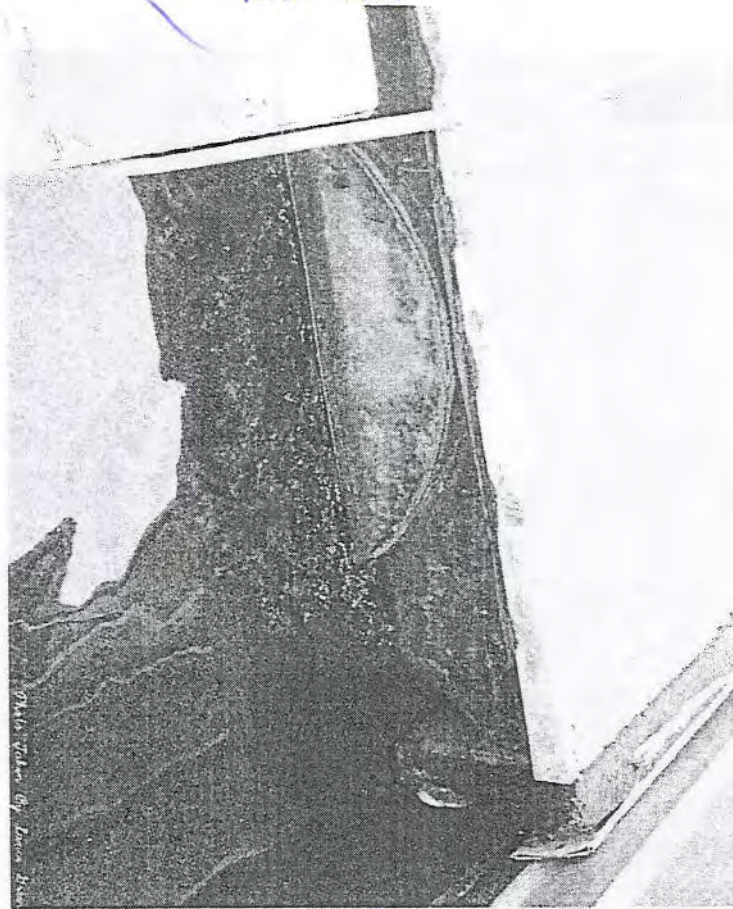


Site Inspection 07-26-04 15.jpg

Keeper Timber

STALL NEAR END OF C-FLAT

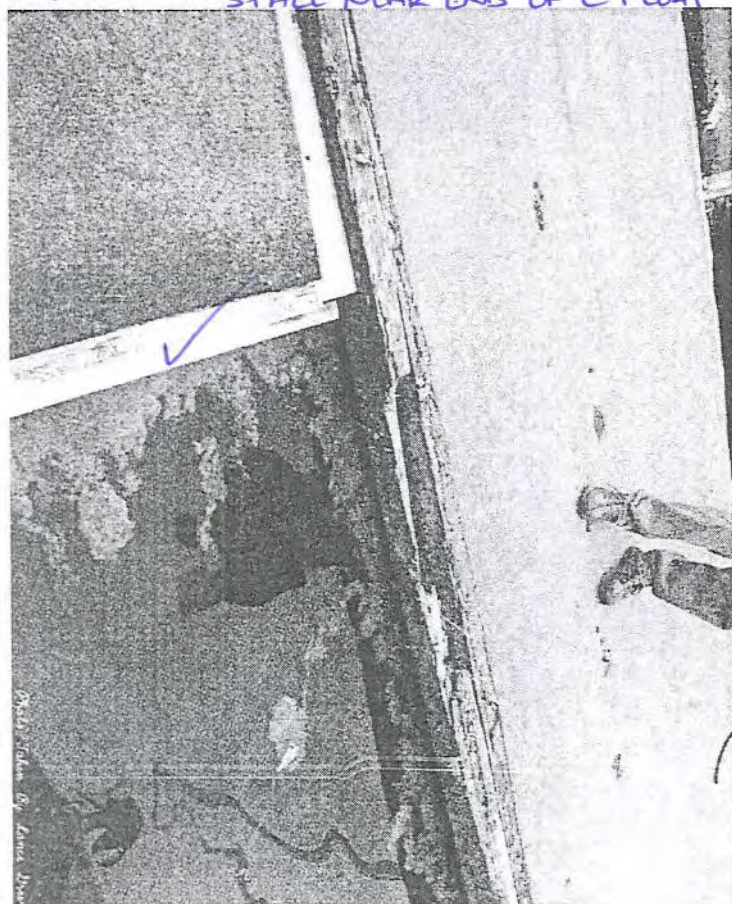
FUA DOCK



Site Inspection 07-26-04 23.jpg

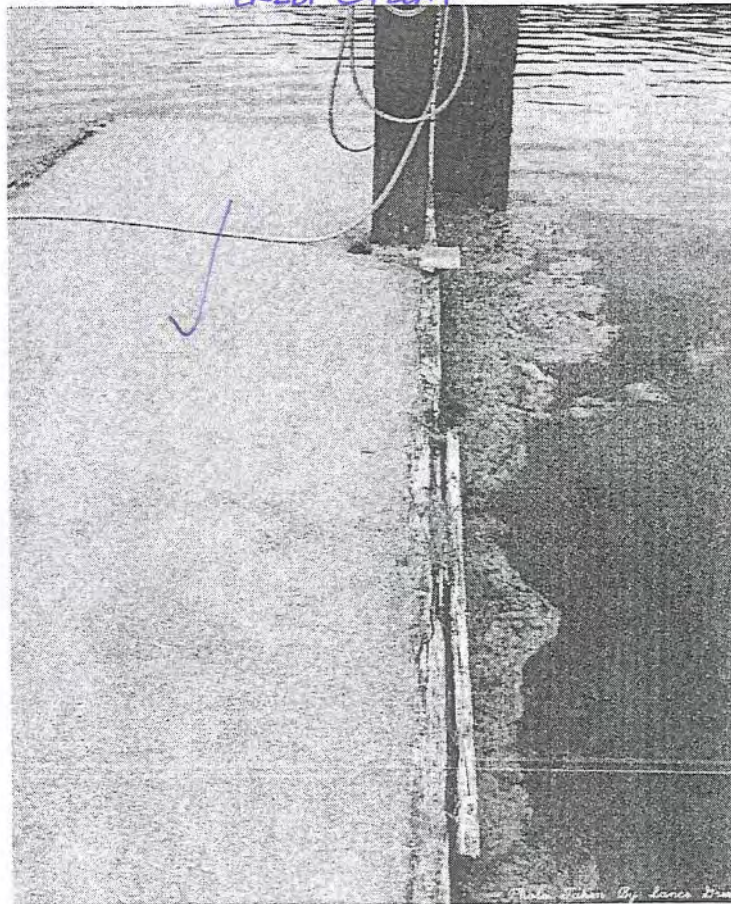
Pipe Coating

END OF C-FLAT



Site Inspection 07-26-04 33.jpg

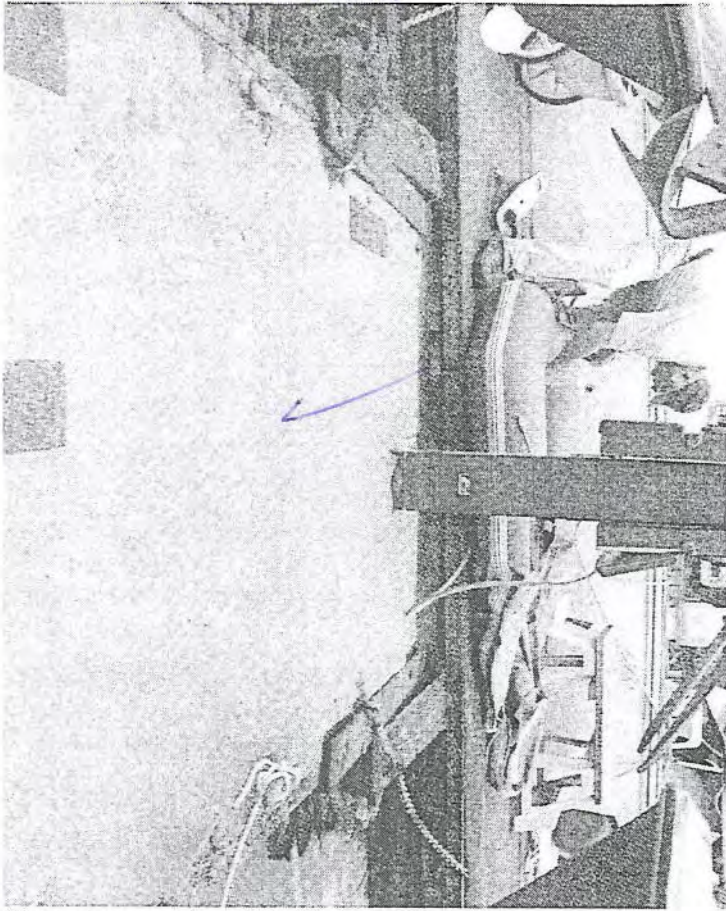
Deck Rot



Site Inspection 07-26-04 35.jpg

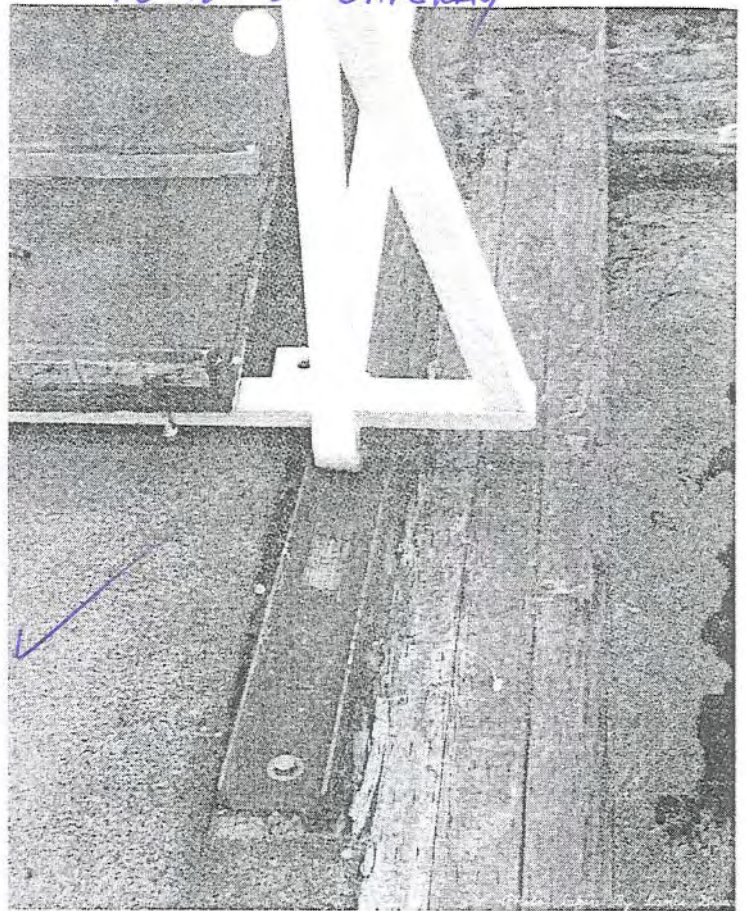
Deck Rot

END OF B-FLOAT

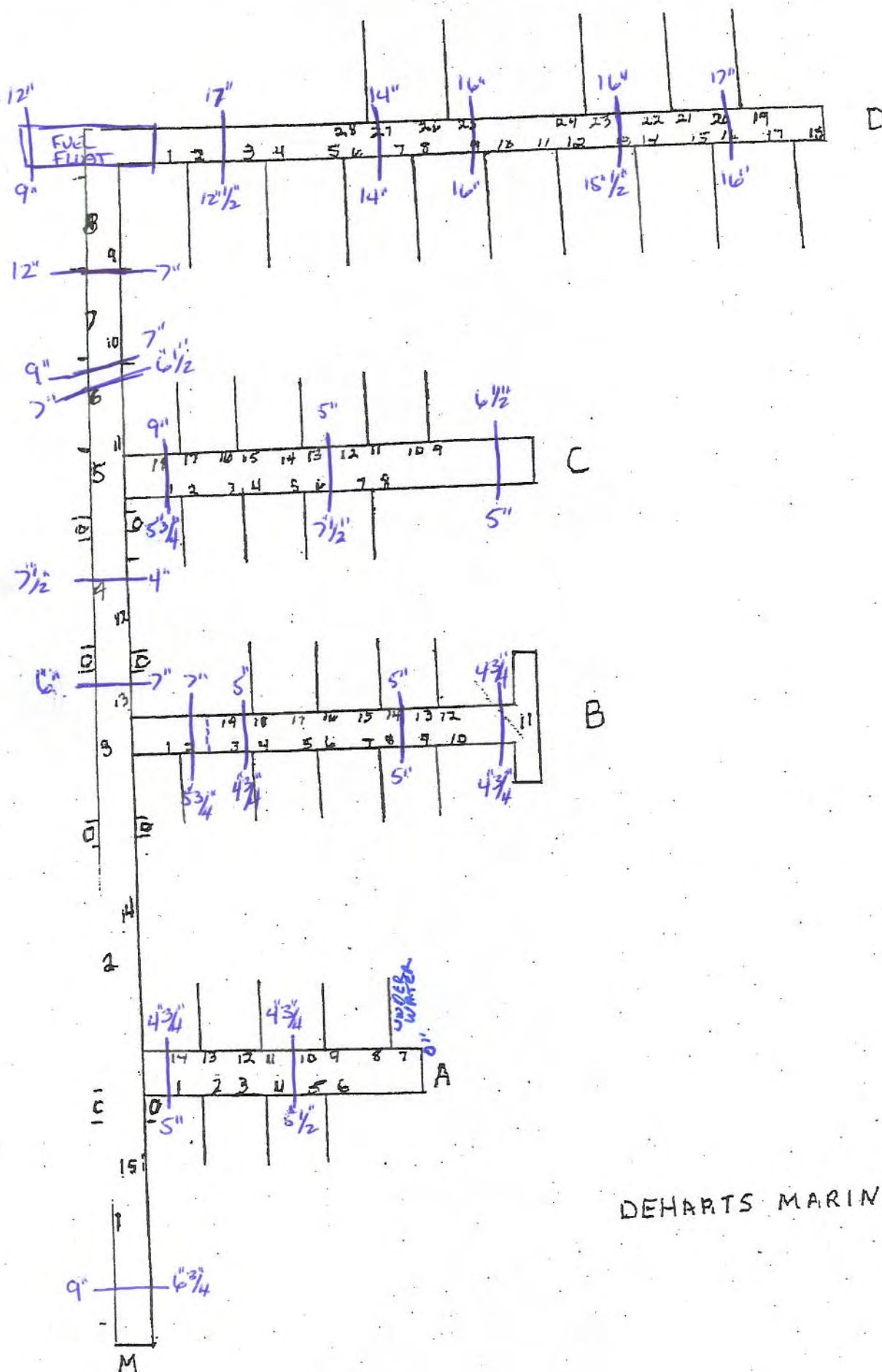


Site Inspection 07-26-04 43.jpg
Loose Connection (Float C - T-Float)

BOTTOM OF GANGWAY



Site Inspection 07-26-04 50.jpg
Bottom of Gangway



Haul out



A-FLOAT



B-FLOAT



C-FLOAT



CATWALK TO FUEL FLOAT



D-FLOAT DOCKING



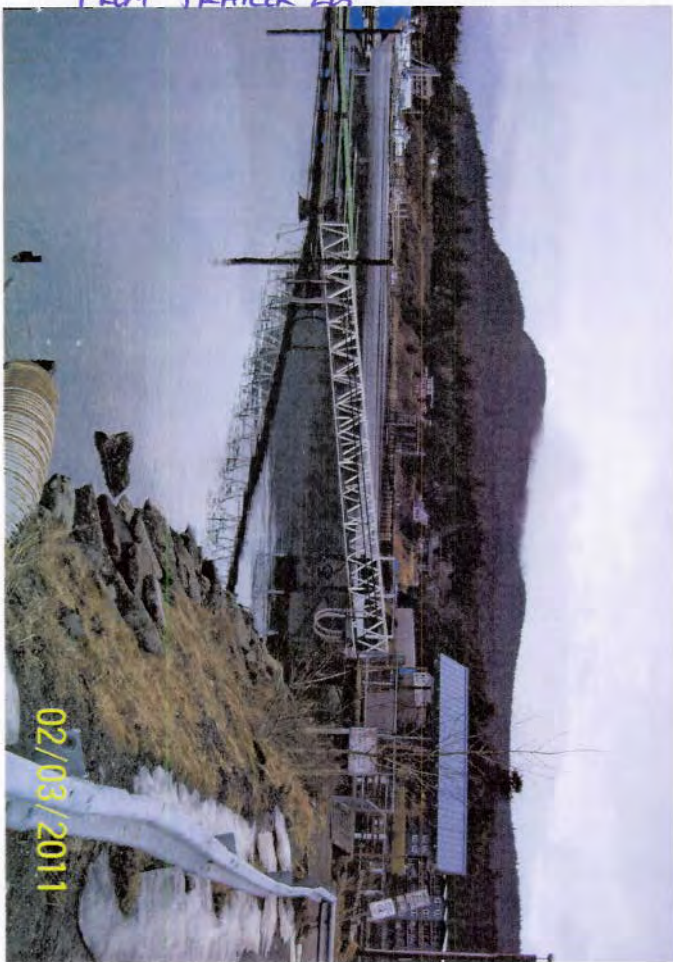
D-FLOAT TOWARDS OFFICE



FUEL FLOAT



FROM TRAILER LOT



DEHARTS FROM HAVEN



FROM DEHARTS LOT



BOTTOM RIGHT OF DEHARTS GANTRY



MAIN FLAT FROM BOTTOM OF CANALWAY



MAIN FLAT BY A-FLAT



END OF B-FLAT



MAIN FLAT BY KITIKAKE



STALL NEAR END OF C-FLUAT



END OF C-FLUAT



Mark,

I will forward your comment to the Board. It looks like we increased the fine in 2007 from \$50 to \$75. It had been \$50 for quite a while before that. The Police Department adds \$10 to the fine for administrative processing bringing the total to \$85. Before 2007, the total was \$60. I remember the Board discussing the fine amount before increasing it from \$50 to \$75. The discussion had to do with the launch ramp permit fee increasing from \$36 to \$90 and the need to have the fine amount closer to the launch ramp fee.

I believe the staff will void the fine if you go by the office and get a launch ramp permit.

John

From:**Sent:** Monday, February 07, 2011 10:42 AM**To:** John Stone**Subject:** Tell it to City Hall Form:Complaint**Complaint****Date:** 012311**Time:** am**Location:** North Douglas Boat Ramp**Contact Information****Name:** Mark Stopha**Telephone:** 907 463 3115**Email:****Address:** 4455 N. Douglas Hwy**City:** Juneau**Zip Code:** 99801**Department Involved:** Harbors **Person Notified:** John.Stone@ci.juneau.ak.us

I received a ticket because I did not have a 2011 launch ramp sticker. I had a 2010 sticker, as did everyone else in the parking lot, who also got a ticket. I am not denying I should have had a 2011 sticker. I am complaining that \$85 is an excessive fine to pay for not having a current sticker for a "first" offense. Obviously, everyone in the lot that got a ticket had last year's sticker, and are not scofflaws. There was a time that Juneau considered it a small community and a friendly reminder would be in order for this, rather than a ticket - especially in a lot where the dock is taken out for the winter. Juneau already has among the highest launch ramp fees in the state. Making a first offense ticket so high only adds insult to injury, and heightens the animosity toward an already unpopular department.

9 February, 2011

From: Juneau Harbormaster
To: Operations Committee
Via: Port Director

Subject: Launch Ramp Permit Price Comparisons between Communities

1. Through the Alaska Association of Harbormaster and Port Administrators (AAHPA), I went out and asked the following questions for some background on boat launch ramps in the different communities:
 - a. How many launch ramps do you maintain?
 - b. Do you have boarding floats at all your ramps?
 - c. How much do you charge for a launch ramp permit?
 - d. Do you do enforcement of launch ramp permits?
 - e. How much is a ticket for not having a permit?

2. We sold almost 2,000 permits last year; I believe this will increase because customers with trailerable boats are not using moorage except at certain times of the year (derby, summer three month special, etc). I can not think of another community that has to travel the distance we do to maintain our launch ramps, parking lots, campgrounds, restrooms, and signage at these outlying facilities. The idea that you do not have to buy your permit until April or May does not make sense. I need to have my fishing permit/license January 1 of that year or I get a ticket, my car has to be licensed along with the driver or I get a ticket, etc. I do not like the fact that my staff is getting criticized for doing their job and enforcing permits. I know if I was launching my boat and the guy beside me is launching his and he does not have a permit, it would make me upset. We have the permit available in December to buy for the next year.

3. Here are the responses so far, both Homer and Seward stated they lose money by not doing enforcement:

City	No. of Ramps	No. of Boarding Floats	Launch Ramp Permit Cost	Permit Enforcement?	Ticket for No Permit?
Juneau	7	5	\$90/yr	Yes	\$75
Cordova	2	1	\$75/yr	No	None
Seward	2	2	\$100/yr	No	None
Kenai	2	1	\$20/day +\$10 Parking	Yes	\$60
Sitka	2	1	\$75/yr	Yes	Up to \$500 (usually \$300)
Kodiak	2	2	\$125/yr	Yes	\$150
Homer	1	2	\$125/yr	No	None

4. I thought that this would be some interesting background for some of the negative and miss information floating around on different blogs and websites.
5. Any questions, 586-5255.

MEMORANDUM

15 Feb 2011

To: Operations Committee

From: Harbormaster

This is what has kept us busy this month:

1. Snow removal and sanding of areas.
2. Booming, reporting, and floating one sunken vessel.
3. Tracking down water line leak at IVF Float.
4. Repairing electrical issue at IVF Float.
5. Seattle Boat Show, a lot of interest in cruising Southeast Alaska.
6. Personnel issues.
7. Repaired finger floats on B float in Douglas Harbor that were wind damaged.
8. Assisted JPD with thefts at cabins in Lucky Me.
9. Worked with USCG to repair sewer line from Liberty in Auk Bay.
10. Working with various agencies on USN visit to Juneau.
11. Closed off Marine Park for parking.
12. Sold approximately two hundred and fifty 2011 launch ramp permits.

This has been a very productive month for the Docks and Harbors Staff. Thank you for your support.

Phil Benner