

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: January 20, 2011
To: Harbor Commission
From: John N. Bridley, Waterfront Director
Subject: **Marina One Replacement Project – Phase 2 Construction Plan**

RECOMMENDATION:

That Harbor Commission receive a report on the Marina One Replacement Project – Phase 2 Construction Plan.

DISCUSSION:

Background

The multi-phased Marina One Replacement Project commenced last year with the construction of Phase 1, replacement of the main headwalk. Staff combined Phases 2-4 into a single bid package last summer with Bellingham Marine Industries (BMI) submitting a low bid of \$4,215,000. One phase per year is scheduled for construction with Phase 2 set to begin the week of February 7.

Phase 2 construction includes the complete replacement of “O” and “P” fingers. The project includes installation of new concrete docks, electrical system, dock boxes, power centers, domestic and fire water systems. Significant work on the utility system was completed during Phase 1 along the main headwalk in anticipation of building out future phases with the expectation that the duration of construction during future phases would be minimized. Waterfront staff and BMI have developed a construction plan consisting of three main construction tasks: 1) demolition, 2) dock installation, and 3) utility installation. Another key component of the proposed construction is the relocation of vessels within the harbor from “O” and “P” fingers during construction.

Demolition – 1 week

Beginning February 7, BMI will systematically remove “P” finger. All elements of the docking system will be removed including the concrete docks, all utilities, dock boxes, and power centers. The docks will be floated over to the launch ramp and then transported to the Marborg recycling center. All material is required to be recycled to the maximum extent feasible. Complete demolition is expected to take less than one week.

It is important to note that everything will be removed except the concrete piles. In 2008, a pile integrity test was conducted on the piles along the main headwalk. The test confirmed that the piles are in excellent condition and have not deteriorated significantly since their installation in the mid 1970s. The Waterfront dive team inspected each pile on “O” and “P” fingers and determined that the piles appear to also be in excellent condition. Therefore, URS, the design engineer for the project, and staff decided to keep all the piles thus saving

a tremendous amount of money. In the event that some piles deteriorate unexpectedly or are somehow damaged, staff is aware of several repair techniques that can be completed in situ extending the life of the piles even further.

The same process will be used to demolish “O” finger, which is tentatively scheduled for the week of March 7.

Dock Installation – 1 Week

Thirty-four new concrete docks will be trucked to the harbor from BMI’s plant in Dixon, California beginning February 14. The “P” dock main walkway consists of 16 floats that will be lifted into the water with a crane at the launch ramp and then partially assembled. Sub-assembled units of three docks each will be floated over to “P” finger and attached to the main headwalk. Upon completion of the main walkway, 18 finger dock floats will be launched at the ramp and floated over to “P” finger for assembly. Dock installation and assembly is pretty straightforward and expected to take less than one week. It is possible that upon completion of dock installation and assembly, boats may be able to reoccupy the slips without any utilities.

“P” finger will have four new concrete piles installed at the end to secure the expansion of this finger. Two new 50’ and two new 30’ slips will be created during construction. Piles will be driven as this section of “P” finger is assembled.

With the exception of installing new piles, the same process will be used to install docks on “O” finger, which is tentatively scheduled for the week of March 14.

Utility Installation – 2 Weeks

On February 21, BMI will begin installation of the new utilities and amenities on “P” finger. A new electrical system, including a transformer, will be installed. As Marina One is built out, a new transformer will be placed on each finger to provide adequate electrical service pursuant to updated code requirements. The transformer will be placed on the east side of the main walkway between slips 14 and 16 on “P” finger. There will be no reduction in slip size as a result of placing the transformer on the dock.

Utility installation also includes a new cable TV, domestic and firewater systems. New fire hose and fire extinguisher cabinets will be placed on the triangles at regular intervals. Cable TV cabinets will also be placed on some of the triangles. Cox Cable will restore service upon completion of the utility installation by BMI.

New dock boxes, power centers, and power pedestals will also be installed as part of the project. These amenities will be placed such that it will not be necessary to place cords across the finger docks to provide electricity to individual boats.

The same process will be used to install utilities “O” finger, which is tentatively scheduled to begin the week of March 21.

Vessels Relocation

Complete construction of each dock, including utility installation, is expected to take approximately 4 weeks. Staff is currently working on reassigning slips for the vessels on “P” finger beginning three days before demolition is scheduled to commence. A letter was sent to each slip permittee informing them of the proposed project schedule for their finger and that they will be temporarily reassigned to a slip for the duration of the construction on their finger. Vessels currently occupying a slip on “P” finger are expected to be reassigned from February 4 through March 4. Vessels currently occupying a slip on “O” finger are expected to be reassigned from March 4 to April 1.

Affected slip permittees will be reassigned to one of the Waterfront’s designated visitor’s slips or to a location where the slip permittee has temporarily cancelled their slip assignment for such things as hauling out or extended cruises. On any given day, there are approximately 60-90 slips available in the harbor between designated visitor’s slips and temporary cancellations for cruising status. Therefore, each individual slip permittee will be contacted with their specific slip reassignment the week prior to commencing construction.

The majority of the slips in Santa Barbara Harbor are relatively small and accommodating the 50’ and 60’ vessels from “O” and “P” finger will be a challenge. It is possible that several vessels will be reassigned to slips or locations in the harbor that do not have utilities. In addition, the Waterfront’s ability to accommodate visiting vessels will be limited during construction. Notices have been placed on all the marina gates informing the boating public of the pending limited slip availability.

Conclusion

Phase 2 construction should have considerably fewer impacts to the boating public than Phase 1. Construction will be isolated to one dock at a time thus minimizing the need to relocate all the vessels at once. There will be limited utility outages while “O” and “P” service is restored from the main headwalk. As with all construction projects, the schedule and exact sequence of construction may vary and notices will be placed on the Marina One gate regularly to inform the boating public of the project status.

Prepared by: Karl Treiberg, Waterfront Facilities Manager