

# Ship Creek Small Boat Launch

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## The Circumstances:

- MOA lease with ARRC started in Sep 1987 and expired in Aug 2022
- Annual cost to dredge now averages approx. \$100,000
- Estimated average annual number of use events: 700'ish
  - Which means that there are very likely less than 700 annual users
- Average annual revenue generated from “honor system”  
\$5/launch payment plan: \$1,320 (or \$1.90/launch in reality)\*
- Maintenance of the facility has been covered through the Port’s annual budget—funded from user fees
  - In essence, private sector port users are subsidizing private sector commercial fishermen & sport boaters
- Just to cover dredging, launch fee would need to be \$143/launch
- Needed repairs estimated to be \$4 million+ are being deferred

\* Includes a \$1,000 check we’ve gotten annually since 2015 from the Alaska Setnetters

#	Item	Unit	Quantities	Unit Cost	Total Cost
1	Remove Existing Riprap	SY	2,000	\$100.00	\$ 200,000
2	ACB Mat	SY	2,000	\$352.35	\$ 704,700
3	Crushed Rock	CY	700	\$90.43	\$ 63,304
4	Geotextile	SY	2,000	\$9.08	\$ 18,160
5	Grout / CIP Concrete Closure	CY	210	\$750	\$ 157,500
6	Remove Existing Concrete Planks	CY	450	\$200	\$ 90,000
7	Precast Concrete Planks	CY	450	\$4,000	\$ 1,800,000
8	Type D Filter Material	CY	450	\$65.52	\$ 29,482
9	6 X 12 Pressure Treated Sill	LF	1100	\$40.09	\$ 44,098
10	Crushed Rock (between Planks)	CY	5	\$90.43	\$ 452
11	L24X13X1/2, Galvanized Steel	LF	240	\$188.87	\$ 45,328
12	8X8 Rubber Fender	LF	240	\$1,567	\$ 376,250
13	Galv. Steel Mounting Tab for Fender	LF	480	\$15.72	\$ 7,547
14	Mobilization	LS	1	\$500,523	\$ 500,523
15	Removal and Replacement of Existing Floating Dock	LS	1	\$50,000	\$ 50,000
16	Construction Management	LS	1	\$194,367	\$ 194,367
17	Contingency			30%	\$ 1,284,513
<b>Total</b>					<b>\$ 5,566,224</b>



Photo 1: Overview of the Boat Launch Facility (2019)



Photo 2: Boat Launch Ramps and Backslopes at Moderate Tide (2021)





Photo 7: South Side ACB Ramp and Glulam Timber Fender Damage (2020)



Photo 8: North Ramp -ACB circa 1987 (right) and ACB Repair circa 2008 (left) (2020)

ACB – Articulated Concrete Block



Photo 9: North Ramp – Break Line in Continuous ACB Mat (2021)



Photo 10: 2021 Project – South Ramp Repair Area (2020)





Photo 11: 2021 Project – North Ramp Repair Area (2020)



Photo 12: 2021 2021 Project – South Backslope Repair Area (2020)



Photo 13: 2021 Project – South Backslope Failure (2021)



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## Question(s) on the Table: How to Proceed?

- Whose responsibility is the SCSBL going forward?
- If MOA, then what department?
  - Remember too, a new lease with the ARRC would need to be negotiated first
- If the Port, then where does the revenue come from to maintain it?