

Paul VandenBosch
Secretary, Harbor Commission

Harbor Commission

Regular Meeting Minutes

Tuesday, April 16, 2013
5:30 p.m., City Hall Council Chambers
South Haven City Hall



City of South Haven

1. Call to Order

Present: Stephens, Jeffers, Pyle, Silverman, Strong, Sullivan, Arnold
Absent: None

2. Approval of Agenda

Motion by Pyle, second by Silverman to approve the agenda with the addition of Item 9a. Maritime Museum Request.

All in favor. Motion carried.

3. Approval of Minutes: March 19, 2013 Meeting

Motion by Stephens, second by Jeffers to approve the March 19, 2013 regular meeting minutes as written.

All in favor. Motion carried.

4. Interested Citizens in the Audience Will be Heard on Items Not on the Agenda

None at this time.

5. Marina Reports

VandenBosch gave an overview of the Marina Reports for the various municipal marinas.

6. North Side Marina Report

VandenBosch stated that as of yesterday the marina facility was opened, having passed substantial completion as of March 29. Landscaping, sun shade, adjustments on lights and flagpole to be installed still to be completed; the North Side Marina is open and will be requesting funds from the state and making payments and finalizing it for a few months to come.

Marple reported that by the end of this week the North Marina will look pretty good. VandenBosch thinks the 1% bonus for substantial completion by the end of March was a good move.

7. Ramp Fee Petition

VandenBosch noted that the request is to lower the fees for the pass card to the ramp at age 65 to a flat \$60 or \$65 from May to May. Sullivan suggested a rebate. VandenBosch explained the usual process for rate setting. Pyle suggested a pre-season savings for everyone; if rates are set in September, cards bought before January 1st would be discounted and cards bought after January 1st would be purchased at the regular rate. Strong asked and Jeffers suggested contacting Mr. Robert Baker in regards to the petition.

Motion by Stephens to invite Mr. Baker to the September Harbor Commission meeting; second by Pyle.

Staff will contact the petitioner about attending the September meeting.

All in favor. Motion carried.

8. Dredging Update

North Side and South Side Dredging

Dunkley Spoil Site Restrictive Covenant

Black River Dredging Project

See staff update in the April 16, 2013 Harbor Commission Workshop minutes.

9. Nichols Landing Deck Extension, Special Use Permit

VandenBosch explained the difference between Federal Harbor Lines and City Project lines; noted that his recommendation is to deny the request; the City Project lines would prohibit building out.

Bob Lewis, applicant: Stated that he proposes to purchase the Nichols dock space. "The dock is 12' wide; even now we could have a row of tables and add restrooms; the restaurant could operate that way. One original proposal was to expand to the farthest harbor lines. Lewis explained that now he understands that the ten (10) feet to the City Project line is the farthest he could expand and "it may not happen this year due to the calendar." Suggested opening with the dock as is and expand in 2014.

Sullivan asked whether the city project lines have always been where they are now. VandenBosch stated that the City Project lines apparently were there earlier but the city does not have much of a record but seeing how the docks and headwalls line up, City Ordinance 740 is considered the latest ruling on where the harbor lines are.

Pyle noted that there is docking extending beyond the City Project lines; VandenBosch explained that maybe those are floating docks. Strong and Silverman said that they did not think floating docks were treated any different than fixed ones. Silverman asked how the City and Federal lines differ. VandenBosch: "Federal Harbor lines indicate where the dredging is done while the City Project line is how far the docks may extend." Silverman said it protects the integrity of the harbor lines; east of the Idler, the portion of that line that relates to the turning basin probably had something to do with the fact that it was once a turning basin. Now we have the Museum Marina and the Museum's Orley dock which extends out and changes the character of that area.

Pyle noted that she feels the concept of waterfront dining is what South Haven is about and the city does not have anything to offer except the Idler.

Silverman noted that nothing done east of the Idler would impede on navigation or safety. Strong agreed, especially if the proposed dock is only built ten (10) feet out. Sullivan expressed concern for setting a precedent.

VandenBosch said the Harbor Commission could recommend to City Council that the City Project line be the same as the Federal Harbor line and added, "City Council has the ability to change this."

Silverman stated that might be a longer range solution, but to do that the commission needs to look carefully at the effect immediately west of the proposed dock build-out; how much difference would there be to the north side of the river with opposing boat slips on either side of the river; whether the city harbor line is to the south or the north. VandenBosch explained that both harbor lines were amended to allow the building of the Maritime Museum in the turning basin. Sullivan asked if the slips were already there when the Maritime Museum was built; Silverman and VandenBosch noted that yes, the slips were probably already in existence.

Pyle asked what Mr. Morris thinks about the proposed project to which Strong noted he had breakfast with Morris, who said as long as he can get in and out of his slip he has no problem with the proposal. Pyle pointed out that Morris' slip for his charter fishing boat is the closest of any to the proposed project area.

The board and Lewis discussed whether tying off of boats should be permitted on the dock if dining is added. Sullivan commented that anybody that owns a boat could anchor there. Lewis said dinghies would be okay, but he would want to limit transients to four (4) hours or less, so someone would not be sitting there and the boat is between them and the view. Silverman asked how a boater could access the dock with the proposed fencing illustrated in the application. Lewis said a gate could be provided. Marple pointed out that there is plenty of room in the transient marina.

Pyle had concerns with boat traffic waiting for the bridge in the area of the proposed build out and noted, "It can get very congested during those waiting periods." It was noted that there are tie-ups for dinghies under the bridge. Strong wouldn't mind the ten (10) foot build-out but is concerned about any size boat tying up there. Lewis asked if the dock could permit tie-ups if he did not expand the dock. Discussion ensued regarding whether docking should be allowed there if the docks are extended.

Lewis noted that he has a couple of other meetings to attend before many decisions can be made. Silverman inquired about the Harbor Commission form that has been included in previous packets. VandenBosch provided a copy of the Harbor Commission application form which the applicant needs to complete for the next meeting.

Motion by Silverman to adjourn discussion of the dock build-out proposal to the next Harbor Commission meeting, second by Sullivan.

Strong requested some updated pictures indicating the harbor lines. Stephens noted that we need a lot more information to be able to make an educated decision.

Arnold called the question:

All in favor. Motion carried.

Silverman recommended that the city adopt the Federal Harbor lines. VandenBosch stated, "It may well be that in the past the Harbor Commission has recommended that and the City Council has acted on it." Silverman requested sufficient diagrams so the Harbor Commission can make recommendations, pro or con and noted that if the two sets of lines were the same, it would remove the current confusion.

Sullivan asked if the Harbor Master has the ability to demand that a moored boat will move, which VandenBosch indicated is true.

9a. Maritime Museum request.

The board discussed the request. Pyle pointed out the Google map noting that if events are held on the proposed connecting dock parking might become an issue. Silverman asked if his interpretation of the request is correct.

Motion by Silverman, second by Stephens to approve the Museum request to extend their dock and connect it to the city dock. All in favor. Motion carried.

General Comments

There were none.

Member and Staff Comments

Sullivan: Noted that when dredging is done in the North side marina, could the city do anything for stake holders and slip holders up north of the bridge. Also asked if the city could provide an area for Type Two (contaminated) spoils. VandenBosch said the city does not have any place to deposit dredge spoil; there is a need to purchase land and have had some discussion but staff has been so busy that the discussion has not gotten very far.

Silverman: Asked the Marina Manager his view of the upcoming season.

John Marple, Municipal Marina Manager: Said if the city gets the river dredged it is going to be a whole lot better. "Seasonally, I am very happy we are about a year ahead of where I thought we would be. Transient boating has me scared to death; the nature of transient boating and vacationing has changed." Marple stated that this summer we are filling slips on the weekends and we are wide open during the week; need to do something about rates and do some marketing. Marple stated he does not have an answer for that particular situation and reiterated that during the week we have an issue. Marple said he is open to suggestions.

Silverman: Said he is on some sailboat forums and there is speculation about which and whether any harbors will be open. Silverman believes someone from the city or Marple's staff should be on there making comments of the progress of dredging, available sites, and what is available, that sailboats can tie up to. Silverman will send Marple a list of forums.

VandenBosch: Has been putting video clips on a city Facebook page, Google+ and YouTube.

Pyle: Asked if Marple has addressed any of the responses from the surveys we did last year. Marple updated on what he and his staff will be doing, who will be on staff, etc. and stated that overall the facility is in good shape. Mid-May the Bloomingdale Communications will be up and running and there will be wi-fi available. Cable is available in the clubhouse. There are a lot of things we need to do in the future, including gas grills at the museum and on the south side. There will be staffing eight hours a day at the North Marina once the season starts.

Pyle: Suggested a referral program for transients and seasonals. Marple said it could be helpful, but you have to show them value, if you do, they will show up in port.

Pyle: Asked about an open house for the North Marina Facility. Marple noted that there is a public opening May 18; a ribbon cutting May 24; and staff is mulling over a boater's grand opening reception for the Memorial Day weekend.

Stephens: Was encouraged to hear that Marsala is open to potential dock space for the fire boat. Silverman said it is a necessity; that particular boat is really designed for inland lakes. It is not an open water boat and is at maximum usage on the river. Silverman said commissioners should keep our eyes open to either promote or assist in a fundraiser for a new vessel that would better serve our harbor and improve our safety. People are generous and recognize the need for a better boat. Pyle noted that they may be aware of sources for funding or for a boat.

Pyle: Asked for an update regarding the fish grinder. VandenBosch said Norm has hired an electrician and/or plumber to help him work on it and the plan is to get it working.

Stephens: Asked when the dredging money for the federal channel is to come in – Army Corps has said late summer or fall according to VandenBosch. After questions, VandenBosch stated that the city is not spending money on that since the Corps are coming.

Silverman: Asked for an update on the dredging funding and the city's plans. VandenBosch noted that the city does not know exactly how much grant money we are going to get but city is planning to dredge all but the federal channel.

Adjourn.

Motion by Strong, second by Silverman to adjourn at 6:48 p.m.

All in favor. Motion carried.

RESPECTFULLY SUBMITTED,

Marsha Ransom
Recording Secretary

Harbor Commission

Workshop Minutes Harbor Coordination Meeting Emergency Services

Tuesday, April 16, 2013
4:30 p.m., Council Chambers



City of South Haven

1. Call to Order by Arnold at 4:30 p.m.

Present: Jeffers, Pyle, Silverman (arrived 4:39 p.m.), Stephens, Strong, Sullivan, Arnold
Absent: None

Also present: Ben Plachta, U.S. Coast Guard Auxiliary; David Perrin, U.S. Coast Guard; Mike Hostetler, Van Buren County Sheriff's Department, Marine Division; Tony Marsala, Fire Marshal – South Haven Area Emergency Services.

2. The Harbor Commission will hold a workshop coordinating emergency services in the harbor.

VandenBosch updated the commission and guests on dredging issues, noting that the city got approval from the Department of Natural Resources Waterways Division for a grant to dredge the entire channel. Dredging will be starting Monday, April 22; marinas will be dredged to 8' below low water datum, turning basin 8 feet below low water datum, except for the Friends Good Will channel which will be dredged to 11 feet. VandenBosch hopes the dredging will be completed in a month and a half. Private marinas may get a permit and have their marina dredged and deposit their dredge spoil at the city dredge spoil site. If you know of someone with a slip or marina they need dredged, have them contact Paul VandenBosch.

The group discussed whether all public dredging would be done before private dredging. There was also discussion of where the city limits are on the river.

Plachta questioned whether there will be a dredging assessment this year, to which VandenBosch responded that there is no assessment this year.

Plachta questioned the depth of dredging; VandenBosch said if the dredgers hit clay they will not be able to go deeper since they are using hydraulic dredging.

Agency Roles in South Haven Harbor Emergency Response Coordination

VandenBosch asked when the fire boat will be available. Marsala said depending on distance, water conditions, etc. it will be available when there is an emergency. Silverman asked whether the fire boat would be kept on the water; Marsala said to keep the fire boat on the water, there would have to be a lift with a house on it, the pontoons are made of Kevlar which the ultraviolet rays would destroy. VandenBosch suggested talking to Marsala about the possibility of a slip in Black River Park, the lift and cover would need to be funded some other way.

Sullivan asked the length of response time. Marsala said at least ten minutes. Discussion ensued regarding the boat being stored and that the fire department has several vehicles that can tow it.

VandenBosch said he has heard that the dredger is contracted to do the Van Buren County slips. Per Mike Hostetler the Marine Division has twenty-one foot and twenty-eight foot boats which they keep here. After questions regarding the type of thing the Sheriff's Department looks for when patrolling, Mike Hostetler stated that the scope of a day's work is based on observation. Plachta asked if there have been any cutbacks to which Hostetler responded that the budget is not released until partway through the season; for now their department will carry on as if the budget has passed as is and if it gets cut they will have to cut hours. The department is hoping to have a jet-ski as well as boats for additional enforcement this summer. Hostetler noted that the Sheriff's Department will be in South Haven for all the festivals as usual.

VandenBosch noted that the Coast Guard helicopter was patrolling today. Perrin stated that the helicopter was based in Traverse City, but the Muskegon station will be opening in a couple of weeks.

Fire, Collision, Drowning Direct Fueling Fuel Spill Response

VandenBosch said he was not aware of there being any boat fires during the past year. Strong wondered whether there is a writable offense; Mike Hostetler from the Sheriff's Department stated deputies would not be able to do anything if boats are tied up. Once the boat is tied, per Marsala, it becomes a city ordinance. City officials or fire marshal can write a ticket because it falls under International Fire Code. Marsala noted that we work from the education standpoint, noting that the prohibition against refueling anywhere except an approved fueling station is strongly worded in the International fire code.

Regarding oil spills, Coast Guard Perrin works closely with the National Response Center (NRC); just call the Coast Guard. There is dedicated staff of the Coast Guard out of Grand Haven that work on oil spills. Sheriff Mike noted call 911 and the call will be dispatched to the correct entities.

Sullivan asked what extent of oil sheen would qualify for a call to the National Response Center. Perrin stated that it is better to be safe than sorry; if you feel it could be a concern call and we will send someone from the National Response Center.

Silverman noted that last year the commission identified that the city has no materials to absorb oil. VandenBosch stated that he did purchase some and believes the material is stored at the South Marina. Silverman asked if anyone knows how to contact someone to get access to the absorbent material in case of a situation. Sullivan asked if the two fueling sites are required to have that type of material. The group discussed varying requirements for facilities and noted some facilities do have such on hand. VandenBosch will locate the boom materials and let the commission and marina staff know where it is.

Discussion of the letter written by Chief Ron Wise; Sheriff's Deputy Hostetler noted that the letter authorizes but does not require the Sheriff's Department and the City Police Department to write tickets regarding lack of boom materials.

Other Issues

None at this time.

3. Adjourn

The meeting adjourned at 5:08 p.m.

RESPECTFULLY SUBMITTED,

Marsha Ransom
Recording Secretary

Marina Fund Revenue

Marina Fund Revenue
As of April 30, 2013

Fiscal Year Ending in	Revenue	Operational	Net		
Seasonal	Transient	Total	Expense	Revenue	
2002	234,236	161,984	396,220	369,081	27,139
2003	259,840	166,084	425,924	403,463	22,461
2004	280,151	167,907	448,058	429,353	18,705
2005	282,245	170,944	453,189	479,287	-26,098
2006	300,819	173,817	474,636	517,881	-43,245
2007	343,171	170,869	514,040	471,088	42,952
2008	368,408	168,362	536,770	493,906	42,864
2009	377,955	166,674	544,629	492,039	52,590
2010	350,635	161,584	512,219	485,399	26,820
2011	314,270	140,546	454,816	521,900	-67,084
2012	330,660	151,046	481,706	427,390	54,316
2013	334,406	73,078	407,484	517,608	-110,125

NOTES ON OPERATIONAL EXPENSES:

Operational Expense does not include depreciation of approximately \$88,000 per year.
Operational Expenses do not include large construction expenses.
Operational Expenses do not include the annual transfer to the River Maintenance Fund of approximately \$25,627 annually.

Seasonal Marina Revenue

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Calendar Year Total
2007	58,007	147,702	34,975	42,960	23,115	-3,846	6,199	1,554	703	1,100	22,348	19,285	354,102
2008	60,795	185,520	32,325	36,210	19,130	16,761	820	50	0	6,550	26,799	900	385,860
2009	44,784	185,069	32,390	25,955	31,150	23,488	843	50	850	900	27,990	1,000	374,469
2010	13,035	218,460	41,530	20,235	5,050	20,692	0	434	350	200	29,812	1,000	350,798
2011	43,222	157,210	38,473	31,230	12,498	-158	800	1,950	400	1,100	17,625	8,865	313,215
2012	31,810	178,650	44,840	14,750	31,795	-1,925	0	200	1,050	3,940	11,420	850	317,380
2013	29,476	169,790	80,125	37,555									316,946

Transient Marina Revenue

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Calendar Year Total
2007	0	0	0	8,528	11,494	39,340	56,647	48,986	10,983	1,553	-41	0	177,490
2008	0	0	0	11,657	8,957	29,620	53,315	53,501	11,385	630	0	0	169,065
2009	0	0	0	11,972	10,994	24,877	55,645	39,835	22,176	1,301	0	0	166,800
2010	0	0	0	8,445	9,029	25,154	52,730	40,107	8,654	1,299	0	0	145,418
2011	0	0	0	373	16,162	21,221	47,565	41,459	12,635	515	0	0	139,930
2012	0	0	0	4,684	12,448	31,740	40,344	21,935	4,392	0	-267	0	115,276
2013	0	706	3,502	2,466									6,674

Black River Park Revenues

Black River Park Revenue
As of April 30, 2013

Fiscal Year Ending	Seasonal Dock	Transient Dock	Boat Launch & Parking fees	Seasonal Launch Permit	Revenue Total	Operational Expense	Net Revenue
2007	84,563	9,480	42,544	10,471	147,058	90,412	56,646
2008	96,484	11,143	37,896	10,053	155,576	97,145	58,431
2009	93,239	9,240	37,261	11,922	151,662	99,992	51,670
2010	84,432	9,249	38,478	10,183	142,342	90,883	51,459
2011	66,393	8,658	42,038	3,859	120,948	113,430	7,518
2012	73,619	10,711	55,134	10,097	149,561	129,949	19,613
2013	52,405	7,114	38,018	3,830	101,367	77,333	24,034

Note: Operational Expense does not include depreciation of approximately \$46,000 per year.
Operational Expenses do not include large construction expenses.

Transfer to River Maintenance Fund of approximately \$5,800 annually

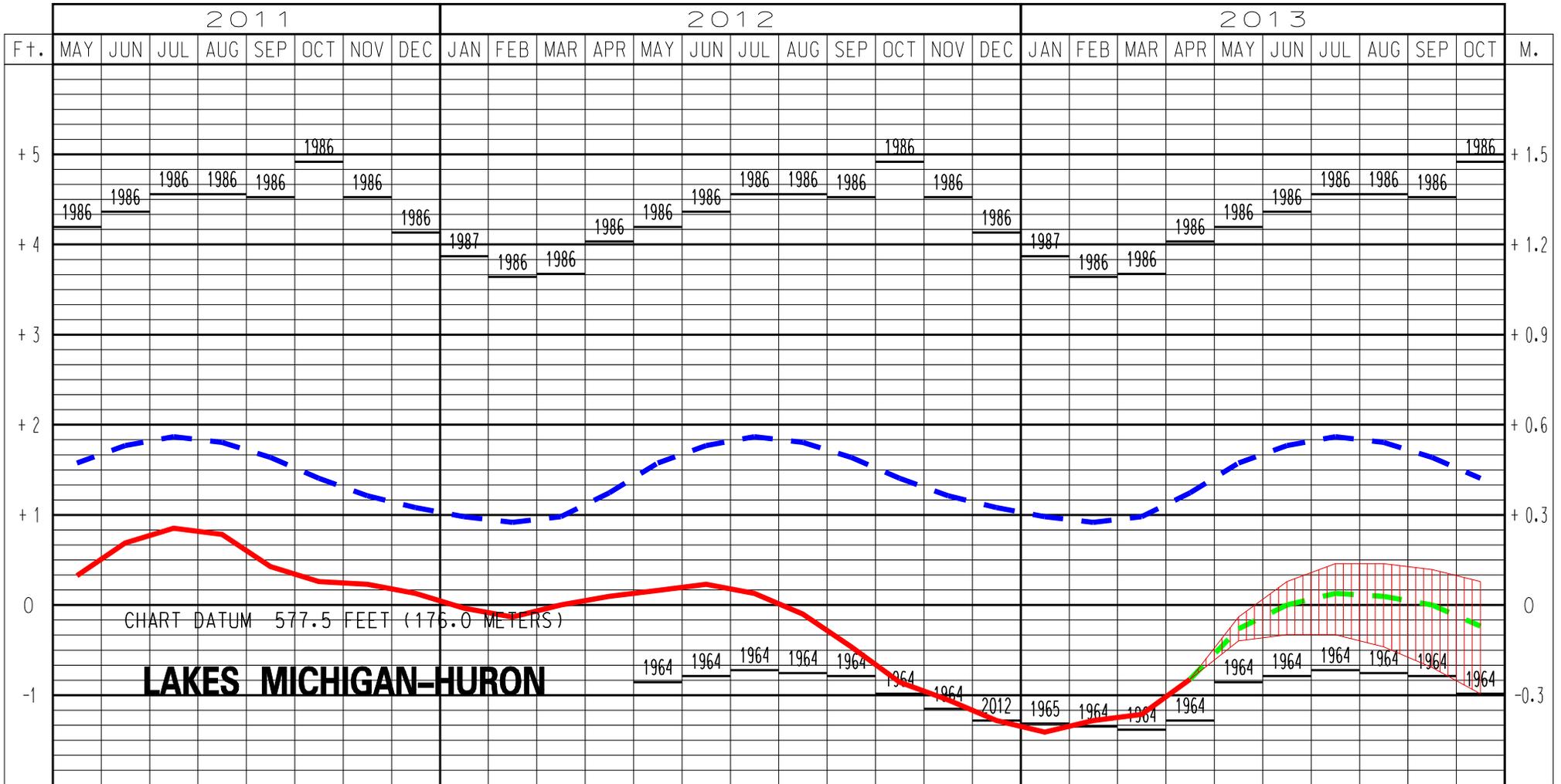
Boat Launching & Parking Fees Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	0	0	0	1,289	4,160	7,725	13,459	7,941	5,917	1,808	0	0	42,299
2008	0	0	0	831	2,768	5,172	11,030	10,046	4,709	2,170	0	0	36,726
2009	0	0	0	370	3,378	5,558	10,738	7,704	8,311	812	0	0	36,871
2010	0	0	0	527	6,102	4,284	13,972	11,844	2,799	2,186	0	0	41,714
2011	0	0	0	126	4,301	6,870	19,145	10,345	7,373	1,221	0	0	49,381
2012	0	0	0	0	7,000	10,050	19,667	9,346	4,702	2,376	1,031	112	54,285
2013	56	0	91	637									784

Launching - Seasonal Permit Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	0	0	0	2,261	4,157	2,749	1,453	0	0	0	0	0	10,620
2008	0	0	0	1,885	3,743	2,972	1,620	0	0	0	0	0	10,220
2009	0	0	0	2,770	4,924	2,608	640	0	0	0	0	0	10,942
2010	0	0	0	1,370	7,158	1,015	1,546	0	75	0	0	150	11,314
2011	0	0	0	610	75	1,403	1,222	0	0	75	0	0	3,385
2012	0	0	0	600	6,620	1,580	1,200	0	0	-270	0	0	9,730
2013	0	100	400	2,400									2,900

Seasonal Dock Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	9,140	27,530	6,155	11,695	12,270	5,762	0	0	250	400	5,200	4,787	83,189
2008	7,940	45,315	9,400	11,905	12,675	-1,388	0	0	200	2,000	5,009	1,655	94,711
2009	6,865	41,215	7,085	9,125	4,990	15,095	0	0	0	0	5,000	0	89,375
2010	3,740	30,265	19,680	11,325	15,585	-1,163	1,650	0	0	0	4,650	2,369	88,101
2011	6,550	22,995	3,740	7,215	8,505	8,720	727	3,707	0	1,680	2,175	4,670	70,684
2012	3,995	20,485	9,585	6,440	18,500	1,655	3,745	0	0	600	2,000	200	67,205
2013	3,070	24,760	11,180	6,850									45,860

Transient Dock Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	0	0	0	169	1,303	1,986	3,988	2,672	984	0	0	0	11,102
2008	0	0	0	329	1,562	1,609	2,571	2,904	1,204	303	0	0	10,481
2009	0	0	0	0	483	1,776	2,444	3,796	1,332	0	0	0	9,831
2010	0	0	0	0	748	930	2,657	2,479	746	0	0	0	7,560
2011	0	0	0	0	818	1,958	4,492	2,190	1,181	23	0	0	10,662
2012	0	0	0	0	604	2,221	3,567	2,325	1,125	98	0	0	9,939
2013	0	0	0	0									0

LAKES MICHIGAN-HURON WATER LEVELS - MAY 2013



LEGEND

LAKE LEVELS

RECORDED

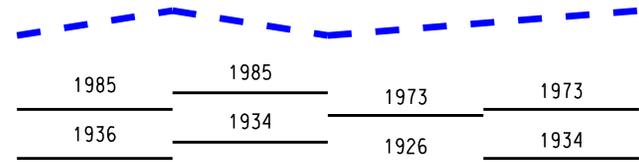
PROJECTED



AVERAGE **

MAXIMUM **

MINIMUM **



** Average, Maximum and Minimum for period 1918-2012

S HAVEN AREA EMERGENCY SERVICES, SOUTH HAVEN, MICHIGAN 49090

A	FDID 08013	State MI	Incident Date 04/30/2013	Station 3	Incident No. 0000605	Day of Week Tue	Exposure 000	Transaction Add	NFIRS - 1 Basic	
B Location	Number/Milepost		Prefix	Street or Highway		Census Tract	01 -			
Directions	City South Haven		State MI	Zip Code 49090-	Cross street or directions, as applicable Lake Michigan					
Weather Information	Weather Type		Wind Speed 0	MPH	Air 0	Temp Fo	Wind Direction			
C Incident Type	361 Swimming/recreational water areas rescue			E1 Dates & Times			E2 Shifts & Alarms			
D Aid Given or Received	Their FDID		Their State		Date			Time		
N None	Their Incident Number		Alarm			04/30/2013 13:32				
			Dispatch			04/30/2013 13:36				
			En Route			04/30/2013 13:36				
			Arrival			04/30/2013 13:42				
			Controlled							
			Last Cleared			04/30/2013 14:34				
F Actions Taken	Primary Action Taken(1) 23 Extricate, disentangle			G1 Resources			G2 Estimated Dollar Losses & Values			
	Additional Action Taken(2) 22 Rescue, remove from harm			Apparatus or Personnel Form Used			LOSSES:			
	Additional Action Taken(3) 31 Provide first aid & check for injuries			Apparatus			Property \$			
				Personnel			Contents \$			
				Suppression			PRE-INCIDENT VALUE:			
				EMS			Property \$			
				Other			Contents \$			
				Water Usage						
				Miles: Sta. to Scene			0.0			
H1 Casualties	Fire	Deaths	Injuries	H3 Hazardous Materials Release						
	Service	0	0	N None						
	Civilian	0	0							
H2 Detector				I Mixed Use Property						
				NN Not mixed use						
J Property Use	946 Lake, river, stream									
FD Use										
Sort Fld 1. SOUTH HAVEN CITY										
K1 Person/Entity Involved	Business Name				Phone Number					
No. 1	Title	First Name	MI	Last Name	Suffix					
	Number	Prefix	Street or Highway		Street Type		Suffix			
	PO Box	Apt./Suite/Room	City		State	Zip Code				
K2 Owner	Business Name				Phone Number					
	Title	First Name	MI	Last Name	Suffix					
	Number	Prefix	Street or Highway		Street Type		Suffix			
	PO Box	Apt./Suite/Room	City		State	Zip Code				
M Authorization	Officer in Charge ID	First Name	MI Last Name	Position/Rank	Assignment	Date				
	101	Ronald	L Wise	Chief		05/01/2013				
	Member Making Report ID	First Name	MI Last Name	Position/Rank	Assignment	Date				
	114	Shawn	Smith	FT/FF/EMTP		05/01/2013				

S HAVEN AREA EMERGENCY SERVICES, SOUTH HAVEN, MICHIGAN 49090

Remarks for Incident: 0000605 Exp.: 000 Date: 04/30/2013

Time: 13:32

Dispatched for a wind surfer who appears to be in distress approx. 200yds off of North Beach. Fire Boat 1 used to make contact, free the subject from his entangled harness, and brought to shore. No medical attention required. Units cleared and returned. Subject out of water at 1358. SS

South Haven Area Emergency Services was dispatched for a Kite Boarder in distress approximately 200 yards from South Haven North beach at 1:39 pm Tuesday afternoon. South Haven Area Emergency Services personnel located a mid-20's male in distress locate off North Beach concession stand approximately 200 yards from the beach in Lake Michigan.

South Haven Area Emergency Services fire boat was launched from the Black River boat launch and reached the victim within fifteen minutes from time of dispatch. The victim; John Duda of Park City Utah was tangled in his kite board lines and became displaced from his surfboard. The victim was wearing a wet suit and flotation device which aided in his ability to stay afloat until a rescue boat arrived. The victim was uninjured and was transported by fire boat to shore along with his kite board. RW

S HAVEN AREA EMERGENCY SERVICES, SOUTH HAVEN, MICHIGAN 49090

FireTools Incident Response Report

Incident: 0000605 Exp.: 000 Date: 04/30/2013

Directions Lake Michigan South Haven MI 49090

Incident Type: 361 Swimming/recreational water areas rescue

Printed: 05/01/2013

Alarm: 04/30/2013 13:32

Dispatch: 04/30/2013 13:36

Arrival: 04/30/2013 13:42

Cleared: 04/30/2013 14:34

<u>ID Number</u>	<u>Name</u>	<u>Responded</u>	<u>SCBA Comments</u>	<u>Hrs:Min</u>
49	Bridges, Charles D	Scene		0:58
42	Horan, Brian J	Scene		0:58
113	Lindemulder, James R	Scene		0:58
102	Marsala, Anthony SR	Scene		0:58
106	Quinn, James D	Scene	Fire Off Duty	0:58
40	Quinn, Timothy M	Scene		0:58
36	Vanholt, Timothy L	Scene		0:58
101	Wise, Ronald L	Scene	On Duty	0:58
Total:				7:44

<u>NUMBER OF RESPONSES:</u>	<u>SCENE</u>	<u>STATION</u>	<u>ON DUTY</u>	<u>TOTAL</u>
	8	0	0	8



South Haven Area Emergency Services

90 Blue Star Highway South Haven, Michigan 49090
Phone (269) 637-1813 Fax (269) 637-9346
www.shaes.org

04/30/2013

Water Rescue Call

South Haven Area Emergency Services was dispatched for a Kite Boarder in distress approximately 200 yards from South Haven North beach at 1:39 pm Tuesday afternoon. South Haven Area Emergency Services personnel located a mid-20's male in distress locate off North Beach concession stand approximately 200 yards from the beach in Lake Michigan. South Haven Area Emergency Services fire boat was launched from the Black River boat launch and reached the victim within fifteen minutes from time of dispatch. The victim; John Duda of Park City Utah was tangled in his kite board lines and became displaced from his surfboard. The victim was wearing a wet suit and flotation device which aided in his ability to stay afloat until a rescue boat arrived. The victim was uninjured and was transported by fire boat to shore along with his kite board. South Haven Area Emergency Services responded with 1 Paramedic Ambulance, 1 Rescue truck, Fire boat 1 and Command 1 along with 10 personnel. South Haven Area Emergency Services strongly encourages all persons on or near the water to wear Personal Floation Devices.


Ronald Wise, Executive Director
South Haven Area Emergency Services

April 29, 2013

TO: Harbor Commission

FR: Paul VandenBosch

RE: City Project Lines at Nichols Landing, Historical Review

In the former commercial harbor of South Haven, there is an Army Corps Harbor Line, which determines where the Corps will dredge, and a City Project Line, which is how far a newly constructed dock or piling (permanent structure) may extend into the river. Note that in minutes and City records, the term "Harbor Line" is frequently used when in fact the intent is to refer to the City Project Line.

The City Project Lines in use today were established with Ordinance 740, adopted by South Haven City Council on November 5, 1990. The City Project Lines were amended once, in 2004, in the Turning Basin area, which did not affect the area near Nichols Landing.

Staff has reviewed Harbor Commission minutes and the 1989 map, which has two unlabeled lines plotted on it, and the question is which line is the City Project Line regulating how far a dock can extend into the river, and which line is the Army Corps Harbor Line.

On August 22, 1989, the Harbor Commission discussed the width of the Army Corps Harbor Line at 195 feet channel width, and proposed a City Project Line at 175 feet channel width. This was not the final approval of the Project Line, but it was a motion directing Mitchell Survey to draw the map using these dimensions.

On January 16, 1990, regulations and a description of the Project Lines were presented to the Harbor Commission. The description of the area near Nichols Landing reads:

As defined on the Harbor Development Map, starting at the most easterly point of the South Jetty, 10 feet on the riverward side of the U.S. Harbor Lines as established by the U.S. Department of Corps of Engineers to a location at the most easterly side of Nichols Landing Condominium. Then east 10 feet to the U.S. Harbor Line. Then easterly on said U.S. Harbor Line to the Dyckman Avenue Bridge.

On October 2, 1990, the Harbor Commission recommended to City Council the Harbor Lines.

On November 5, 1990, South Haven City Council approved Ordinance 740, which included Harbor Development Regulations and a map.

Based on this review, staff determines that in the area of Nichols Landing, the City Project Line regulating how far a dock or piling may be placed into the river is the line closest to the center of the river. Looking at the 1989 map, it is the line that runs roughly through the center of the Idler. It appears to allow a dock extension of slightly more than 10 feet from the existing dock.



1989 Harbor Line Map



Disclaimer:
The margin of error for the measurements shown on this map is +/- 3 feet. Measurements were derived from GIS software.

POLICY FOR
BLACK RIVER PROJECT LINES
CITY OF SOUTH HAVEN
VAN BUREN COUNTY, MICHIGAN

SECTION 1.

DEFINITIONS

PROJECT LINES - A line located within the river approximately parallel to the nearest shoreline beyond which no structure may extend.

HEADOCK - A type of structure that is typically constructed parallel to the project line so as to provide watercraft mooring on finger pier access capability.

FINGER PIER - A type of structure either floating or permanent that typically extends perpendicular to the headdock or shoreline and is utilized for the mooring of watercraft.

BOAT SLIPS - Watercraft mooring area typically defined by finger piers or headocks.

CENTER LINE - A line as depicted and shown on the Aerial Maps on file with the City Engineering Office and approved by the City of South Haven.

SECTION 2.

It is the purpose of this policy to regulate development on the Black River. Specifically, this policy is established to govern development landward of the Project Lines. In no case may development upon the Black River extend riverward of the Project Lines. All proposed development on or contiguous to the Black River must comply with these requirements.

SECTION 3. - ESTABLISHMENT OF RIVER DEVELOPMENT LINES

Within the Black River the following description will be used in conjunction with the Harbor Development Map to locate the Project Lines for the Black River. The Project Lines are describe as:

DOWNSTREAM OF DYCKMAN STREET BRIDGE

As defined on the Harbor Development Map, starting at the most easterly point of the South Jetty, 10 feet on the riverward side of the U.S. Harbor Lines as established by the U.S. Department of

Corps of Engineers to a location at the most easterly side of Nichols' Landing Condominium. Then east 10 feet to the U. S. Harbor Line. Then easterly on said U.S. Harbor Line to the Dyckman Street Bridge.

At the most easterly point of the North Jetty, 10' riverward at right angles to the U.S. Harbor Line as established by the Corps of Engineers to a point of Intersection 60' riverward of the established land of the turning basin, then following a line 60' riverward of the established land around the turning basin to a point of intersection with the established U.S. Harbor Line then on said established Harbor Line to the Dyckman Street Bridge.

UPSTREAM FROM DYCKMAN STREET BRIDGE

As defined on the Harbor Development Map, starting with the center line of the Black River on the north side of the Dyckman Avenue Bridge, 120 feet, being 60 feet either side of the said center line to a point of intersection with the East line of Unit 3, Black River Yacht Club; then 110 feet, being 55 feet either side of said center line to a line intersecting with the South line of Lot 26, Terrace Park Assessors Addition to the City of South Haven, then said project lines shall be 90 feet wide, being 45 feet either side of said center line to a line intersecting with the South line of River Ridge Condominium Association, then 80 feet wide, being 40 feet either side of said center line to the City limits.

SECTION 4.

DEVELOPMENT REQUIREMENTS FOR PROPOSED CONSTRUCTION ON THE BLACK RIVER

Prior to the approval of any proposed development along the Black River within the City limits, an applicant must submit the following information in compliance with the requirements of this policy. These requirements must be carried out by a licensed professional as verified by the applicant. The applicant shall furnish the following documentation along with the South Haven River Development Form:

1. A cross section of the Black River must be presented showing where the proposed development will take place and depicting the following:

- A. The width of the river;
- B. A cross section of the river bottom;
- C. The establish U.S. Harbor Line and River Project Line;

- D. Length and width and type of construction of proposed development; and,
- E. The current development of the site on opposing sides of the Black River.

2. Should any type of dredging be needed to complete the proposed project, the area downstream of the project site for five hundred (500) linear feet and one hundred (100) linear feet upstream from the project must be sounded both before the project is started and at time of completion, prior to issuance of Certificate of Occupancy, of the project. These soundings must be reported in written form to the City of South Haven for its review. Once the project is completed, the developer will be liable for any debris or spoils that have been found due to the development of the project. Prior to approval of the proposed dredging by the City of South Haven, the City will give notice to private and public owners of property that may be affected by the project. These notices will inform the owners of potentially affected property of the proposed dredging and possible effect.

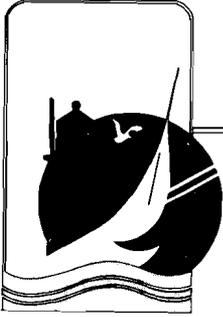
3. The project must be staked sufficiently to allow for the inspection of the development to insure compliance with the provisions of this ordinance.

3. LENGTH OF STRUCTURES PROJECTING INTO RIVER

For structures projecting into the river, the length of the structure must be equal or less than the distance from the Project Line to the centerline of the river.

4. TYPE OF CONSTRUCTION

For any structures that are to be built, the structures must meet standard construction technique as required by the Building Codes or other standards.



City of South Haven

City Hall • 539 Phoenix Street • South Haven, Michigan 49090-1499

Telephone (616) 637-5211

HARBOR COMMISSION
REGULAR MEETING
AUGUST 22, 1989

MINUTES

The meeting was called to order by Chairman Ted Jones and roll was taken.

MEMBERS PRESENT: Ted Jones, John Bemis, Robert McClendon, Don Nichols, Stan Wakild, Joe Zwawa.

MEMBERS ABSENT: Rick Ransom

Moved by Nichols and supported by Zwawa to excuse Ransom for the night's meeting. All in favor. Motion Carried.

Moved by Zwawa and seconded by Bemis to accept the Agenda as printed with the addition under new business of Pier's End Cove. All in favor. Motion carried.

Moved by Wakild and seconded by McClendon to accept the minutes as printed. All in favor. Motion carried.

OLD BUSINESS

A. HARBOR LINE - A DISCUSSION OF THE PROPOSED HARBOR DEVELOPMENT LINE.

George Mitchell, representing Mitchell Surveys was present to discuss the work that he carried out under the direction of the Harbor Commission. He stated that he plotted on the aerial survey the Harbor Line as developed by the Corps of Engineers in the past. In working out the line, he stated that the Corps had developed the line with a width of 195 feet with the exception of down near the bridge. Mr. Nichols questioned when this work was done and whether or not the turning basin was included. He also asked when this was done by the Corps. Mr. Mitchell replied that the Harbor Line was developed in the early 1920's and that the turning basin was included in the

Harbor Line. The Corps of Engineers have their own monuments set up in the Harbor and it would be easy for his firm to work out what ever line the Harbor Commission decided on, Mitchell Surveys would be able to describe the line based on the Corps monuments.

In the past, the Corps had held any development within the area to within one foot of the Harbor Line. For permits in the past, the Corps had maintained the Harbor Line as described on the drawing presented to the Harbor Commission. The traveled width was maintained as 195 feet throughout the river by the Corps until very recently.

Mr. Bemis stated that if the Harbor Commission sets a development line and the Corps of Engineers and the Department of Natural Resources agree with the concept, it will be easy for developers to apply for a permit knowing exactly how far into the river they will be allowed to go. He mentioned that the Commission should not look at the development that had already exceeded the recommended development line, they are non-conforming and would have to be grandfathered into the harbor development.

Mr. Mitchell explained that it would be easier to develop the line by taking the same amount of footage off each side of the existing harbor line. With that information, he could describe the proposed harbor development line in written form.

Mr. McClendon stated that in order to have a reasonable development it was necessary to describe the harbor development width and leave it at that.

It was moved by Bemis to develop the project limits to provide for 170 feet of free travel in the middle of the river. After discussion the motion was withdrawn.

It was moved by Bemis and supported by Nichols to develop a harbor development line that provides for 175 feet of free travel from the 1 South and 1 North coordinate points located on the drawing prepared by Mitchell Surveys near All-Seasons Marine to the steel jettys in the west. This channel width would be reduced in equal amount to the existing harbor line developed by the Corps of Engineers.

All in favor. Motion carried.

Bemis requested that a sub-committee of the Harbor Commission be formed to develop a recommendation for the entire Commission for the development line upstream. A committee of Bemis, Zwawa and Marple was formed to look at the question.

MARINER'S COVE - Located on Black River Street, Mariner's Cove requests permission to extend existing docks ten feet riverward.

Mr. Roger Rantz, President of Mariner's Dockage, Inc., a condominium development, was present to present the request. He stated that there were five finger piers within the development and that they wished to extend the piers ten feet riverward to provide for safer mooring for their watercraft.

The Commission discussed where the line that was just passed by the Commission. It was decided that the harbor development line was ten feet riverward from the existing docks. Nichols stated that if the City allows the extension, then everyone who owns property on that side of the river will request extensions of their docks. Jones stated that at the last meeting, the City was granted approval for the docks right next to the Mariner's Dockage and now the City would request an extension of their docks.

Zwawa asked whether the approval could be held to ten feet extension of the docks with no boats moored past the end of the docks. It was the Commission's opinion that that was a separate matter to be approached later.

It was moved by Wakild and supported by Bemis to approve the extension of the docks at Mariner's Dockage to the newly formed South Haven Harbor Development Line. All in favor. Motion carried.

TRANSIENT MARINA - Brief update on progress for new municipal marina.

Marple gave a brief review of the work being carried out by Baird of Associates with the modelling of the channel for the new transient marina. He stated that Baird was running tests based on the idea that the worst possible storm would be an average of sixteen feet waves during the storm. Additionally, Baird considers that for an average bad summer storm, the wave height would average eight feet. The tests showed that in the event of a bad summer storm, waves at the new marina entrance would be about one to one and a half feet.

Because of these preliminary test, it appears that the wood wave attenuation wall would not be needed nor would the floating breakwater. While the test were still to be completed, it was a good sign of costs that could be reduced for the work.

He also reported that Johnson, Johnson & Roy was going forward with the permitting process and there were some minor changes in the plan.

NEW BUSINESS

PIERS END COVE

Marple stated that he had been contacted by a transient boater at Piers End Cove and had received quite a bit of damage to his boat during the storm. Nichols was told that he had been informed of the danger.

Being no further business, the meeting was adjourned.

ORDINANCE #740

AN ORDINANCE FOR PROPOSED REGULATIONS OF REVERFRONT PROJECT LINES FOR THE BLACK RIVER
WITHIN THE CITY OF SOUTH HAVEN

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH HAVEN, MICHIGAN
AS FOLLOWS:

SECTION 1 - DEFINITIONS

PROJECT LINES - That line located within the river approximately parallel to the nearest
shoreline beyond which no structure may extend.

HEADDOCK - A type of structure that is typically constructed parallel to the project line
so as to provide watercraft mooring or fingerpier access capability.

FINGER PIER - A type of structure either floating or permanent that typically extends
perpendicular to the headdock or shoreline and is utilized for the mooring of watercraft.

BOAT SLIPS- That watercraft mooring area typically defined by fingerpiers or headdocks.

CENTER LINE - That line as depicted and shown on the Aerial Maps on file with the City Engineering Office and approved by the City of South Haven.

DOWNSTREAM OF DYCKMAN AVENUE BRIDGE

As defined on the Harbor Development Map, starting at the most easterly point of the South Jetty, 10 feet on the riverward side of the U. S. Harbor Lines as established by the U.S. Department of Corps of Engineers to a location at the most easterly side of Nichols' Landing Condominium. The east 10 feet to the U. S. Harbor Line. Then easterly on said U. S. Harbor Line to the Dyckman Avenue Bridge.

At the most easterly point of the North Jetty, 10' riverward at right angles to the U.S. Harbor Line as established by the Corps of Engineers to a point of Intersection 60' riverward of the established land of the turning basin, then following a line 60' riverward of the established land around the turning basin to a point of intersection with the established U.S. Harbor Line then on said established Harbor Line to the Dyckman Avenue Bridge.

UPSTREAM FROM DYCKMAN AVENUE BRIDGE

As defined on the Harbor Development Map, starting with the center line of the Black River on the north side of the Dyckman Avenue Bridge, 120 feet, being 60 feet either side of the said center line to a point of intersection with the East line of Unit 3, Black River Yacht Club; then 110 feet, being 55 feet either side of said center line to a line intersecting with the South line of Lot 26, Terrace Park Assessors Addition to the City of South Haven, then said project lines shall be 90 feet wide, being 45 feet either side of said center line to a line intersecting with the South line of River Ridge Condominium Association, then 80 feet wide, being 40 feet either side of said center line to the City limits.

SECTION 3 - DEVELOPMENT ALONG BLACK RIVER

It is the purpose of this Ordinance to govern the development of the Black River. The Harbor Project Lines are established to govern the most riverward side of the proposed development. In no case may any development upon the Black River extend into the river past the project lines as developed by the City of South Haven. For the purposes of this ordinance, all proposed development on or contiguous to the Black River must comply with all sections of this Ordinance.

SECTION 4 - DEVELOPMENT REQUIREMENTS FOR PROPOSED CONSTRUCTION ON THE Black River

Prior to approval of any proposed development along the Black River within the City Limits of the City of South Haven, the following must be adhered to be in compliance with the requirements of this Ordinance. The applicant shall furnish the following documentation along with the South Haven River Development Form:

1. A cross section of the Black River must be presented showing the River where the proposed development take place depicting the following:
 - A. The width of the river.
 - B. A cross section of the river bottom.
 - C. The established U.S. Harbor Line and the City of South Haven River Project Line.
 - D. Length and width and type of construction fo proposed development.
 - E. The current development of the site on opposing sides of the Black River.
2. Should any type of ~~dredging~~ ^{dredging} be needed to complete the proposed project, the area downstream of the project site for five hundred (500) linear feet and one hundred (100) linear feet upstream from the project must be sounded both before the project is started and at time of completion, prior to issuance of Certificate of Occupancy, of the project. these soundings must be reported in written form to the City of South Haven for its review. One the project is completed, the developer will be liable for any debris or spoils that have been found due to the development of the project. Prior to the approval of the proposed dredging by the City of South Haven, the City will give notice to private and public owners of property that may be affected by the project. These notices will inform the owners of potentially affected property of the proposed dredging and possible effect.
3. The project must be staked as may be reasonable required so as to allow for the inspection of the development to insure compliance with the provisions of this ordinance.

SECTION 5 - LENGTH OF STRUCTURES PROJECTING INTO RIVER

For structures projecting into the river, the length of the structure must be equal or less than the distance from the project line to the centerline of the river.

SECTION 6 - TYPE OF CONSTRUCTION

ORDINANCE #740 Cont.

For any structures that are to be developed, the structures must meet standard construction technique as required by the Building Codes or other City of South Haven standards as may be in force at the time the application is submitted.

SECTION 7 - Any Ordinance or part thereof in conflict with the provisions of this Ordinance are hereby repealed to the extend of such conflict.

SECTION 8 - If any item or portion of this Ordinance is for any reason held invalid, such decision shall not affect the validity of the remaining provisions of this Ordinance.

SECTION 9 - This Ordinance shall be in full force and effect from and after its passage and publication as provided by law.

SECTION 10 - This ordinance shall become effective November 15, 1990.

Adopted and Passed by the City Council.

David W. Paull, Mayor

Elizabeth J. Wagner

Elizabeth J. Wagner, City Clerk

I hereby certify that the foregoing Ordinance was passed by the City Council and duly published in the South Haven Tribune.

Elizabeth J. Wagner

Elizabeth J. Wagner, City Clerk

MEMORANDUM

To: Brian Dissette, City Manager
Paul VandenBosch, Assistant City Manager
Roger Huff, PE, DPW Director

From: Larry Halberstadt, PE, City Engineer

Date: May 1, 2013

RE: Bascule Bridge Improvements

Background Information

The City of South Haven has received two grant awards to be utilized for improving the Dyckman Avenue Bascule Bridge over the Black River. The first grant is through the Small Urban Program and provides up to \$375,000 in federal funding with stipulated local matching funds of \$125,000. The second grant is through the Local Bridge Program and will provide approximately \$1,311,000 in additional state and federal funding.

Due to a high level of need throughout the state, the Local Bridge Program is only able to provide funding for 20% of the applications each year. Staff began work on funding applications in 2009 and continued seeking funding until an award was made in late 2011. Funding is being provided in the current (2013) fiscal year.

Scope of Work

The scope of work was defined during the grant application process and includes:

- Removing and replacing of the top of the concrete road deck to improve ride quality.
- Removing and replacing the steel grid road deck on the bascule span.
- Removing and replacing the concrete sidewalks on the bascule span.
- Removing and replacing all hydraulic systems that serve to raise and lower the bascule spans.
- Removing and replacing electrical systems including submarine wiring beneath the navigation channel.
- Sandblasting and repainting the bascule span.
- Miscellaneous structural steel repairs.
- Adjusting the balance of the bascule span by adjusting the counterweights.
- Replacing the tail shims to prevent rocking and rattling of the bascule spans.
- Removing and replacing traffic signals, gates, bells and light poles.
- Installing a closed circuit video system to provide the bridge tender with improved views of vehicular traffic, boat traffic, and operating machinery.
- Installing additional rip-rap scour protection at the bridge piers and channel shoreline.

Project Schedule

Memorandum

May 1, 2013

Bascule Bridge Improvements

Page 2 of 3

Design work is 95% complete and permits are being processed by various agencies. Due to the state and federal funding, the project must be reviewed and approved by the Michigan Department of Transportation (MDOT) prior to bidding. Once the plans are approved and all permits are in place, MDOT will obligate the funding and put the project out for bids. The City will be required to enter into a cost sharing agreement with MDOT and make progress payments as construction progresses. MDOT will pay the contractor directly for work that is completed.

The exact start date is dependent on completion of the MDOT review and permit process. It is anticipated that work will not start any earlier than the first week of September, 2013. The work is anticipated to be completed by April 30, 2014. During construction, the bridge span will be closed to all motor vehicle and pedestrian traffic. A detour route will be posted. No plans are in place for accommodation of pedestrians at this time. The United States Coast Guard (USCG) requires the bridge to be operable for boat traffic between May 1 and October 14. If the work begins prior to October 14, 2013, it will be limited to repairs on the fixed spans.

Work Not Included

The existing sidewalks on each side of the bridge are approximately 4 feet wide. During the summer months, there is a larger volume of pedestrian traffic that uses the bridge. Because the sidewalk is narrow and immediately adjacent to the traffic lane, there have been various discussions regarding providing wider sidewalks across on the bridge.

In 2010, the engineering department considered requesting funding to widen the existing sidewalks. Because the bascule spans roll backwards as they open, there are clearance issues with the bridge tender house and concrete parapet walls on both piers. The primary electric distribution panel (motor control center) is located in the operator's house. Thus, relocating the bridge tender house to permit a wider sidewalk on the south side of the bascule span would be extremely expensive. Although it appears that a wider sidewalk could be added on the north side of the bascule span, this would create a deck that is asymmetric about the centerline of the road deck. The bascule spans must be precisely balanced to ensure that they operate smoothly. Creating an asymmetric deck could adversely affect the movement of the bascule spans resulting in operational failures.

Widening of the sidewalks on the fixed bridge spans would be simpler to accomplish than on the bascule span. It is estimated that widening the sidewalks on the fixed span would cost approximately \$801,000. This would provide a sidewalk width of approximately 9 feet on each side between the shoreline and the bascule span.

Because there is limited grant funding available for bridge improvements, it was decided to not request funding for widening of the sidewalks in 2010. The intent of this strategy was to reduce the total project cost in an effort to make the project more attractive to state officials. This strategy was ultimately successful because the City was finally awarded funding in 2011 after three years of consecutive applications. The funding that is being provided will allow us to replace the operating equipment that is 46 years old, repaint the bridge where needed, and improve the traffic lanes and bascule span sidewalks. It should also be noted that the \$1,686,000 grant award is the largest grant ever received by the City of South Haven (non-

Memorandum

May 1, 2013

Bascule Bridge Improvements

Page 3 of 3

inflation adjusted). If there is still a desire to provide wider sidewalks, the City could reapply for Local Bridge Funding after the current project is completed. Unless there is a significant increase in the amount of funding for the Local Bridge Program, it is my opinion that such an application would be rejected by the state due to other priorities.

Attachments

Local Bridge Program Application for Funding in Fiscal Year 2014
Cost Estimate for Sidewalk Widening on Fixed Spans Only



City of South Haven

Dept. of Public Works

DPW Building • 1199 8th Ave. • South Haven, Michigan 49090
Telephone (269) 637-0737 • Fax (269) 637-4778

**Local Bridge Program Application
For Funding in Fiscal Year 2014
Dyckman Avenue Bridge
Structure Number 10808
City of South Haven, Van Buren County, Michigan**

Local Agency Contact: City of South Haven
Mr. Larry Halberstadt, PE, City Engineer
1199 8th Avenue
South Haven, Michigan 49090
(269) 637-0770
lhalberstadt@south-haven.com

Application for: Rehabilitation

Federal Sufficiency Rating: 56.8

Priority Rating: (1) This is the only bridge for which South Haven is seeking funding.

Introduction

The Dyckman Avenue Bridge spans the Black River at a location approximately $\frac{3}{4}$ of a mile upstream from the outlet into Lake Michigan. The bridge consists of three main spans with the center span being a double leaf rolling bascule span over a 60 foot wide navigation channel. There are three short flat slabs supported by pile bents on the westerly shore beyond the span 1 abutment. A copy of the General Plan of Structure is attached to this report as Figure 1. The Dyckman Avenue Bridge is the first bridge constructed in Michigan to utilize hydraulic cylinders as the prime mover.

The Dyckman Bridge Project Map is attached as Figure 2. This map illustrates the location of emergency facilities, including the South Haven police and fire station and South Haven Community Hospital. Also shown are the location of various public schools, the downtown business district, and industrial areas. The map shows the alternate/detour route which must be utilized by overweight vehicles and in the event that the bridge is closed. The total length of the alternate/detour route is 5.3 miles.

The most recent Structure Inventory and Appraisal (SI&A) form, Bridge Safety Inspection Report, and Bridge Inspection Report (BIR) form are attached. The biennial inspection and scour evaluation was performed by Hardesty & Hanover, LLP in late September of 2009. The 2011 biennial inspection will be performed in the next several months.



Photo 1: Structure Alignment



Photo 2: Structure Profile View



Photo 3: Weight Limit Posting Sign

Economic Importance

The current Dyckman Avenue Bridge was dedicated and opened to traffic on July 19, 1968. Prior to the current bridge, three former bridges dating back to 1856, occupied the same crossing alignment. All bridges have included movable spans to permit boat navigation upstream from the crossing.

The downtown business district is located on the south side of the Black River west of the bridge crossing. A majority of the seasonal lodging and two City owned marinas are located on the north side of the Black River. Recreational facilities, including public Lake Michigan beaches, are located on both sides of the bridge. The Dyckman Avenue Bridge is the only vehicular/pedestrian crossing location within the South Haven city limits. Because of its central location in a tourist area, it provides a critical link during the summer season. In addition, there are over 800 public and private boat slips, a public boat launch, and several marine contractors with haul out facilities that are located upstream of the bridge. Without the moveable bridge span, approximately 2/3 of the harbor would be inaccessible to sailboats and other boats that could not pass below the bridge.

In August of 2010, Abonmarche prepared an Economic Analysis of the Black River, East of the Dyckman Avenue Bridge. A copy of this analysis is attached. The analysis was conducted with generally accepted marina modeling practices used throughout the industry. Based on the model, the economic benefit of the slips east of the Dyckman Avenue Bridge are as follows:

- \$6,541,300 in local retail and commercial sales
- 104.4 jobs; 84.6 direct/19.9 secondary

- \$2,152,100 in wages paid directly to workers associated with the marina industry
- \$3,518,300 of value added to the community

In total, the economic benefit to the community on an annual basis as a result of having a functional bascule bridge over the Black River at Dyckman Avenue is \$8.6 million.

Detour Affects

The structure is currently open; however, since the load rating calculations were updated in 2007, there has been a load limit in effect on the bridge. Presently, trucks that exceed the load limit must use the alternate route shown on Figure 2. In the event that the bridge must be closed to vehicular traffic, all traffic must use the detour route shown on Figure 2. This route utilizes the I-196 bridges for crossing the Black River. The upstream bridge located on Blue Star Highway and maintained by the Van Buren County Road Commission also has weight restrictions and cannot be used by all trucks. In the event that a closure is required, the detour would be posted as shown on Figure 2. However, passenger vehicles and trucks under the posted weight limit for the Blue Star Highway Bridge could utilize a shorter detour route that is only 3.9 miles in length.

Other Funding Sources

This is the third consecutive year that the City has submitted a Local Bridge Program Application. With the realization that program funding is limited, we have also been making efforts to explore other grant opportunities. In 2010, we applied for both Small Urban Program funding and Tiger II discretionary funding. We were not selected to receive Tiger II funding; however, in December of last year we were awarded \$375,000 through the Small Urban Program. The Small Urban Program provides federal Surface Transportation Program (STP) funds to urban areas serving a population of 5,000 to 49,999. The award is for the 2013 fiscal year. The City will provide a minimum of \$125,000 in matching funds for construction plus all funding required to complete engineering design and construction supervision/administration work.

The City intends to utilize the Small Urban Program funding to complete a significant number of the work items listed in last year's Local Bridge Program Application. The itemized cost for work items to be completed in 2013 is attached. The City has selected preventative maintenance work items that fit within the budget restrictions of the Small Urban Program award. As a result of being able to complete certain work items in 2013, we have been able to reduce our funding request from the Local Bridge Program for 2014.

Past and Present Maintenance Work

The last significant preventative maintenance work performed on the Dyckman Avenue Bridge was performed in 1993 at a cost of approximately \$600,000. The work included blasting, cleaning and repainting of the entire structure, spot deck repairs, replacement of railings, installation of a new motor control center and operator's panel, and refurbishing of the hydraulic cylinders.

Currently, the City performs monthly maintenance and occasional repairs to ensure that the bascule spans continue to operate. The work typically includes checking and topping off hydraulic fluid levels, changing hydraulic oil filters, and inspecting various components for wear or damage. As the bridge continues to age, the frequency of operating component failures has increased. The hydraulic power units, hydraulic cylinders, hydraulic tubing, and electrical wiring which enables movement of the bascule leafs are all original equipment installed in 1968. These components are past their design life and replacement is required to ensure that bridge operations continue in the future.

Proposed Rehabilitation Work

Item 1: Sidewalk Repair on Bascule Span

The sidewalk on the bascule span consists of a 2-inch thick steel pan/grid that is over filled with concrete topping. Over the years, the concrete has scaled and spalled, exposing the bars of the steel grid. This has allowed the steel grid to rust, leading to additional concrete and steel pan damage. Due to the long term damage that has occurred to this sidewalk, removal and replacement is necessary.



Photo 4: Scaled and Spalled Bascule Span Sidewalk



Photo 5: Damage Steel Pan at Center Span

The work will involve removing the filled grid sidewalk and installing specially roughened steel plates. This solution provides several benefits: it is a long term solution rather than periodically patching the concrete, can be installed in the winter during the seasonal navigation closure, and reduces the weight of the forward arm. This solution has been successfully used on three Michigan Department of Transportation owned bascule bridges.

Item 2: Paint Structural Steel on Bascule Leafs

The existing open steel grid deck and numerous parts of the structural steel members of the bascule leaves are corroding. Potential repair options include: spot painting, partial or zone painting, or full painting. Since the painting can only be effectively done on the bascule leaves during the seasonal navigation closure and will require heating and housing, it is recommended to sandblast and paint the entire bascule span including the portions of the bascule girders behind the center of roll.



Photo 6: Rusted Structural Steel below Grid Deck

The work will involve enclosing the areas to be painted, sandblasting the structural steel to a clean condition, where necessary, and repainting all structural steel on the bascule spans. The existing steel grid deck will be removed prior to painting and replaced as described in Item 3.

Item 3: Replace Steel Grid Deck on Bascule Leafs

The open steel grid deck on the bascule leaves has significant paint loss, several areas of severe rust scaling, some bent grid bars, worn grid bars in the tire paths, and a small area of loose grid that moves under traffic. The grid is welded to the supporting stringers making maintenance and repairs difficult.



Photo 7: Loose Grid Bars



Photo 8: Worn Grid Bars in Tire Path

The work will involve removing the existing painted, open steel grid deck and replacing the deck with a galvanized steel grid deck bolted to the stringers. The bolt on decking will be

simpler to maintain, the galvanized coating will better resist rusting, and the serrated top of the grid bars will provide better traction for vehicles crossing the bridge in wet weather.

Item 4: Replace Bascule Operating Mechanism

This was the first bascule bridge in Michigan to use hydraulic cylinders as the prime mover. The mechanical systems are the original 1968 construction. The bascule span consists of two leaves, each with two main girders. There is one 8" diameter cylinder for each main girder for a total of four drive cylinders. There are also four smaller hydraulic cylinders to drive and retract the tail lock at the rear of each main girder. There is a hydraulic power unit (HPU) for each bascule leaf. The HPU consists of a hydraulic reservoir, an electric motor, a pump, and valves for the various hydraulic lines. Each HPU is located on the bascule pier under the moving leaf in a cabinet that does not fully protect it from weather or birds. The bridge operators have had numerous issues with the bridge not seating and locking properly. Frequent leaks of hydraulic fluid occur because of the aged pipes and fittings. In recent years, one of the tail lock cylinders has broken, and one of the mounting plates for an 8" drive cylinder has broken requiring emergency repairs to get the bridge back into operation. The girders do not bear properly at the uplift bearings at the tail contributing to the rocking of the leaves resulting in variations in pressure in the hydraulic system and impact loading on the structural elements.



Photo 9: Front View, Hydraulic Power Unit



Photo 10: Rear View, Hydraulic Power Unit



Photo 11: Main Drive Cylinder Deterioration



Photo 12: Girder Uplift Bearing Deterioration

The work will include complete removal and replacement of the hydraulic system including all cylinders, HPU's, and piping. The HPU's will be moved to a more sheltered place if possible or proper cabinets will be provided to protect the new HPU's. The uplift bearings at the tail of the girders will be shimmed for proper bearing. All limit switches, control wiring, electric power wiring, and conduits will be replaced (Item 5). Each leaf needs to be rebalanced (Item 6).

Item 5: Replace Electrical Systems

Most of the electrical system components date from the original construction in 1968. The motor control center, operator's console and a few other parts have been replaced, but most of the wiring and conduits for operating and controlling the bridge and auxiliary items are original and periodically develop problems requiring emergency repairs. Three armored submarine cables were installed in 1968 to provide power and controls from the operator's side bascule pier to the far side bascule pier for operation of the HPU, limit switches, navigation lights, traffic gates, etc. The submarine cables are buried beneath the river bed across the navigation channel in order to eliminate any overhead obstructions for watercraft. The insulation on the conductors usually declines over time and with the earth cover over the cables in the channel being minimal; it is recommended to replace the submarine cables to provide more reliable electrical service throughout the bridge.



Photo 13: Damaged Conduit, Deteriorating Conduit Supports



Photo 14: Deteriorating Electric Disconnects



Photo 15: Submarine Cables at West Pier

The work will include installing new conduits and supports, electric wiring, pull boxes, and accessories between the main junction cabinet at the motor control center and all electric loads and sensors. The City intends to replace the three armored submarine cables in 2013, using Small Urban Program funding.

Item 6: Rebalance Bridge

Bascule bridges commonly use counterweights to balance most or all of the weight of the cantilevered span. This reduces the size of equipment and decreases the amount of power required to open and hold the bridge. The Dyckman Avenue Bridge has a concrete counterweight at each bascule span. Each counterweight has a pocket which contains pig iron weights. These can be removed or added as necessary to adjust the balance. Adjustment of the bridge counterweights will be necessary to compensate for the bascule span sidewalk repair (Item 1), structural steel painting (Item 2), steel grid deck replacement (Item 3), and hydraulic cylinder replacements (Item 4). Counterweight adjustment will ensure that the system operates efficiently into the future.

The work will include pressure testing the drive cylinders utilizing specialized equipment and adjusting the pig iron weights in the counterweight pockets to obtain an optimal balance.

**Local Bridge Program Application
for Dyckman Avenue Bridge**

Page 14 of 14

Estimated Cost of the Work

A detailed cost estimate for work items 1 through 6 is attached to this report. The total cost of the work is as follows:

1.	Right-of-Way	\$0.00
2.	Design Engineering	\$207,000.00
3.	Construction Engineering	\$207,000.00
	Total (1, 2 & 3)	\$414,000.00
A.	Approach Construction	\$0.00
B.	Structure Construction	\$1,380,000.00
	Total (A & B)	\$1,380,000.00

Attachments

1. Figure 1: General Plan of Structure
2. Figure 2: Dyckman Bridge Project Map
3. Structure Inventory and Appraisal (SI&A) form
4. Bridge Safety Inspection Report
5. Bridge Inspection Report (BIR)
6. Economic Analysis of the Black River, East of the Dyckman Avenue Bascule Bridge
7. 2013 Small Urban Program, Bridge Repair Cost Estimate
8. Resolution 2011-19
9. 2014 Call for Projects, Bridge Repair Cost Estimate

City of South Haven

VAN BUREN COUNTY, MICHIGAN

ALTERNATE /
DETOUR ROUTE: 5.3 miles



DYCKMAN
BRIDGE

LAKE
MICHIGAN

DOWNTOWN
BUSINESS
DISTRICT

NORTH SHORE DR

DIYCKMAN AVE

BROADWAY ST

PHOENIX ST

INDUSTRIAL
AREA

L.C. MOHR H.S.
& LINCOLN ELEM.

NORTH SHORE
ELEM. SCH.
BASELINE MIDDLE SCH.

BLUE STAR HWY BRIDGE:
WEIGHT RESTRICTED

SOUTH HAVEN
POLICE AND FIRE

INDUSTRIAL
AREA

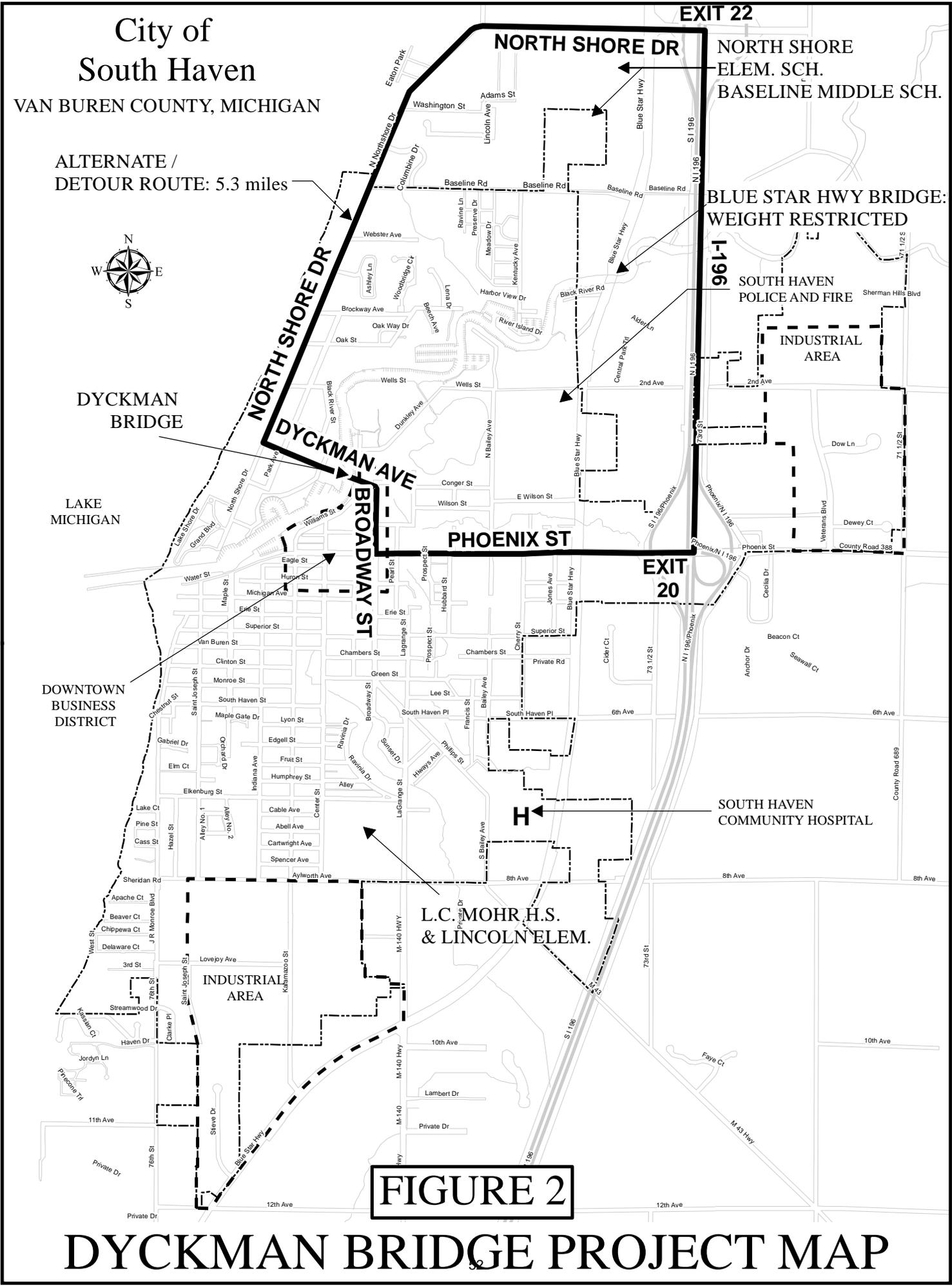
SOUTH HAVEN
COMMUNITY HOSPITAL

EXIT 22

EXIT 20

FIGURE 2

DIYCKMAN BRIDGE PROJECT MAP



MDOT Bridge ID

8063224 0080032B01

Control Section

8063224 0..

NBI Bridge ID

804632200800B01

Struct Num

10808

Region

05

TSC

5A

County

80

City Resp

6322

City Location

6322

7- Facility Carried

DYCKMAN AVENUE

6- Feature Intersected

BLACK RIVER

9- Location

CITY OF SOUTH HAVEN

Latitude

42 24' 23.25"

Longitude

86 16' 20.69"

Owner

4

Maint Resp

4

Bridge History, Type, Materials

27 - Year Built	1967
106 - Year Reconstructed	
202 - Year Painted	1994
203 - Year Overlay	1994
43 - Main Span Bridge Type	3 16
44 - Appr Span Bridge Type	3 32
77 - Steel Type	2
78 - Paint Type	1
79 - Rail Type	3
80 - Post Type	0
107 - Deck Type	3
108A - Wearing Surface	1
108B - Membrane	0
108C - Deck Protection	0

Structure Dimensions

34 - Skew	0
35 - Struct Flared	0
45 - Num Main Spans	1
46 - Num Apprs Spans	2
48 - Max Span Length	69.9
49 - Structure Length	236.9
50A - Width Left Curb/SW	3.94
50B - Width Right Curb/SW	3.94
33 - Median	0
51 - Width Curb to Curb	26.0
52 - Width Out to Out	36.42
112 - NBIS Length	Y

Inspection Data

90 - Inspection Date	10/01/2009
91 - Inspection Freq	24
92A - Frac Crit Req/Freq	Y 0
93A - Frac Crit Insp Date	10/01/2009
92B - Und Water Req/Freq	N
93B - Und Water Insp Date	10/01/2009
92C - Oth Spec Insp Req/F..	N
93C - Oth Spec Insp Date	10/01/2009
176A - Und Water Insp Met..	
58 - Deck Rating	6
58A - Deck Surface Rtg	5
59 - Superstructure Rating	6
59A - Paint Rating	4
60 - Substructure Rating	7
61 - Channel Rating	8
62 - Culvert Rating	N

Navigation Data

38 - Navigation Control	1
39 - Vertical Clearance	7.8
40 - Horizontal Clearance	36.4
111 - Pier Protection	2
116 - Lift Brdg Vert Clear	

Route Carried By Structure(ON Record)

5A - Record Type	1
5B - Route Signing	5
5C - Level of Service	1
5D - Route Number	00000
5E - Direction Suffix	0
10L - Best 3m Unclr-Lt	0 0
10R - Best 3m Unclr- Rt	99 99
PR Number	
Control Section	0
11 - Mile Point	0.0
12 - Base Highway Network	0
13 - LRS Route-Subroute	000.. -
19 - Detour Length	7
20 - Toll Facility	3
26 - Functional Class	16
28A - Lanes On	2
29 - ADT	8800
30 - Year of ADT	1997
32 - Appr Roadway Width	33.0
32A/B - Ap Pvt Type/Width	5 32.0
42A - Service Type On	5
47L - Left Horizontal Clear	0.0
47R - Right Horizontal Clear	33.8
53 - Min Vert Clr Ov Deck	99 99
100 - STRAHNET	0
102 - Traffic Direct	2
109 - Truck %	4
110 - Truck Network	0
114 - Future ADT	10000
115 - Year Future ADT	2013
Freeway	0

Structure Appraisal

36A - Bridge Railing	0
36B - Rail Transition	0
36C - Approach Rail	0
36D - Rail Termination	0
67 - Structure Evaluation	5
68 - Deck Geometry	
69 - Underclearance	
71 - Waterway Adequacy	8
72 - Approach Alignment	6
103 - Temporary Structure	
113 - Scour Criticality	4

Miscellaneous

37 - Historical Significance	5
98A - Border Bridge State	
98B - Border Bridge %	
101 - Parallel Structure	N
EPA ID	
Stay in Place Forms	

Route Under Structure(UNDER Record)

5A - Record Type	
5B - Route Signing	
5C - Level of Service	
5D - Route Number	
5E - Direction Suffix	
10L - Best 3m Unclr-Lt	
10R - Best 3m Unclr- Rt	
PR Number	
Control Section	
11 - Mile Point	
12 - Base Highway Network	
13 - LRS Route-Subroute	
19 - Detour Length	
20 - Toll Facility	
26 - Functional Class	
28A - Lanes Under	
29 - ADT	
30 - Year of ADT	
42B - Service Type Under	5
47L - Left Horizontal Clear	
47R - Right Horizontal Clear	
54A - Left Feature	N
54B - Left Underclearance	99 99
54C - Right Feature	N
54D - Right Underclearance	99 99
Under Clearance Year	
55A - Reference Feature	N
55B - Right Horiz Clearance	327.8
56 - Left Horiz Clearance	0
100 - STRAHNET	
102 - Traffic Direct	
109 - Truck %	
110 - Truck Network	
114 - Future ADT	
115 - Year Future ADT	
Freeway	

Proposed Improvements

75 - Type of Work	
76 - Length of Improvement	
94 - Bridge Cost	
95 - Roadway Cost	
96 - Total Cost	
97 - Year of Cost Estimate	

Load Rating and Posting

31 - Design Load	5
41 - Open, Posted, Closed	B
63 - Oper Rtg Method	1
64F - Fed Rtg Method	39
64M - Mich Oper Rtg	9 57
65 - Inv Rtg Method	2
66 - Inventory Load	23.7
70 - Posting	1
141 - Posted Loading	425359
195 - Analysis ID	
193 - Overload Class	

Facility DYCKMAN AVENUE	Federal Structure ID 804632200800B01	Inspector Name Edward Oliver	Agency/Consultant Hardesty and Hanov..	Inspection Date 10/01/2009	Legend 9 New 7-8 Good 5-6 Fair 3-4 Poor 2 or Less Critical			
Feature BLACK RIVER	Latitude 42 24' 23.25"	Longitude 86 16' 20.69"	Struc Num 10808	Insp Freq 24		Insp Key RSUK		
Location CITY OF SOUTH HAVEN	Length 236.9	Width 36.42	Year Built 1967	Year Recon		Br Type 3	Scour Eval 16	No.Pins 4
	<input type="checkbox"/> 05	<input type="checkbox"/> 07	<input type="checkbox"/> 09	NBI INSPECTION				

DECK

- | | | | | |
|---|---|---|---|--|
| 1. Surface
SIA-58A | 8 | 6 | 5 | 300(+/-) sft patching with approx 30%-40% hollow sounding. (09)
11 sft spalls with bit patch and 4 sft spalls w/o patching. (07)
(05) |
| 2. Expansion
Jts | 7 | 4 | 4 | (07). Joint seals breaking down. (09)
Leaking at abutments. Rust stains on abutments backwalls from leaking. Missing rubber jt material at abut A NW corner and over pile bents. (07)
(05) |
| 3. Other
Joints | N | | 5 | Anti slip knurling at rear break worn flat. Center break uneven at roadway and sidewalk. (09)
(07)
(05) |
| 4. Railings | 8 | 8 | 7 | (09)
Planter PVC tubes on railing. (07)
(05) |
| 5. Sidewalks
or curbs | 6 | 6 | 4 | North sidewalk at center break has 1/2" gap. Sidewalk separating due to rust pack. Armor angles deteriorating. (09)
Concrete filled grating in span 2 has lost existing concrete cover of 1/2 inch. (07)
Spalling and rust stains. Reinforcing steel does not have adequate cover. (05) |
| 6. Deck
Bottom
Surface
SIA-58B | | 6 | 6 | Hair-line cracks near abutment A (Bay 4). (09)
3 sft incip spall span 2 counter weight deck over pier 1. 2 sft deep sts span 1 bay 5S. (07)
(05) |
| 7. Deck
SIA-58 | 7 | 7 | 6 | Minor cracking and spalling underneath and on soffit. (09)
Full width transverse crack near pier 2 floor beam flange likely from composite action forces.
Spalls in surface and soffit noted. (07)
Hairline cracking on Bascue spans (05) |
| 8. Drainage | | | | (09)
(07)
(05) |

SUPERSTRUCTURE

- | | | | | |
|-----------------------------|---|---|---|---|
| 9. Superstructure
SIA-59 | 8 | 7 | 6 | Damaged vertical stiffeners over pinion gear at piers 1 and 2. Advanced corrosion in a number of floorbeam/stringer connections under open grid. (09)
Bent bolted stiffeners at fascia beam over pier 1 both sides - appears to be from inadvertently activated locking hydraulic unit. Minor section loss on floorbeams painted over in span 2. (07)
(05) |
| 10. Paint
SIA-59A | 8 | 5 | 4 | Advance staining and flaking with underlying corrosion - primarily in locations under the open grid. (09)
Rust and rust staining prevalent at span 2 floorbeam connections and bolted stiffeners. No sealant used at stiffeners. (07)
Generally good, isolated areas of rust (05) |
| 11. Section
Loss | N | 2 | 2 | Stringer/floorbeam connections under the open grid deck. (09)
A few span 2 stringer beam ends with minor loss at floor beam connections. (07)
(05) |
| 12. Bearings | 7 | 6 | 6 | Light corrosion and rust staining at the abutments and piers. Live load bearings have a 1/8" to 1/4" gap at the uplift girder in all quadrants. (09)
Abutment bearing masonry plates rusting from leaking deck joints. (07)
Some rust on steel plates (05) |

Facility DYCKMAN AVENUE	Federal Structure ID 804632200800B01	Inspector Name Edward Oliver	Agency/Consultant Hardesty and Hanov..	Inspection Date 10/01/2009	Legend 9 New 7-8 Good 5-6 Fair 3-4 Poor 2 or Less Critical	
Feature BLACK RIVER	Latitude 42 24' 23.25"	Longitude 86 16' 20.69"	Struc Num 10808	Insp Freq 24		Insp Key RSUK
Location CITY OF SOUTH HAVEN	Length 236.9	Width 36.42	Year Built 1967	Year Recon		Br Type 3 16 4
No.Pins						

05 07 09

NBI INSPECTION

SUBSTRUCTURE

- 13. Abutments SIA-60 8 5 7 (Abutment B). Fine vertical cracks in backwall Rust staining from leaky joints. Debris on abutment seat. (09)
No problems noted. (07)
(05)
- 14. Piers SIA-60 8 5 7 Broken top rail of fence in front of the open machinery at pier 2. Bumper blocks missing in all quadrants. minor cracking. Hydraulic fluid throughout service level floors in both piers. (09)
Scour erosion is below bottom of tremie seal concrete in places. (07)
(05)
- 15. Slope Protection 7 7 7 (09)
Grouted broken slabs have shrubs growing through cracks. (07)
(05)

APPROACH

- 16. Approach Pavt 8 7 6 9 sft patching with hollow sound when hit with hammer (east approach). (09)
2 sft bit filled potboles in east approach. (07)
(05)
- 17. Approach Shldrs Swalks 7 7 6 (09)
1 and 1/2 inch settlement both sidewalks west end. Steep sidewalk grade at SE corner. 2 sft sts NE curb face. (07)
(05)
- 18. Approach Slopes (09)
(07)
(05)
- 19. Utilities (09)
1.25 inch elec conduit under span 3. 3 - 2 inch conduit at abut B (East) south side. (07)
(05)
- 20. Channel SIA-61 8 8 8 (09)
Channel developed with boat slips. Rip rap at abutment slopes. (07)
(05)
- 21. Drainage Culverts (09)
(07)
(05)

Guard Rail	Crit Feat Insp(SIA-92)	71 Watr Adeq <input type="checkbox"/> 8	General Notes Movable leaves appear to be out of balance. Jaw and Diaphragm at center break appear to be out of tolerance. Movable leaves are "floating" in the closed position. Hydraulic cylinders and HPU is leaking fluid.
36A <input type="checkbox"/> 0	Freq Date	72 Appr Align <input type="checkbox"/> 6	
36B <input type="checkbox"/> 0	92A Frac Crit <input type="checkbox"/> <input type="checkbox"/>	Temp Supp <input type="checkbox"/>	
36C <input type="checkbox"/> 0	92B Und. Watr <input type="checkbox"/> <input type="checkbox"/>	Hi Ld Hit (M) <input type="checkbox"/>	
36D <input type="checkbox"/> 0	92C Spl.Insp <input type="checkbox"/> <input type="checkbox"/>	Special Insp Equip. <input type="checkbox"/> 8	
	Fatg Sntv.Insp <input type="checkbox"/> 0 <input type="checkbox"/> -		

Facility	Federal Structure ID	Inspector Name	Agency/Consultant	Inspection Date			
DYCKMAN AVENUE	804632200800B01	Edward Oliver	Hardesty and Hanov..	10/01/2009			
Feature	Latitude	Longitude	Struc Num	Insp Freq	Insp Key		
BLACK RIVER	42 24' 23.25"	86 16' 20.69"	10808	24	RSUK		
Location	Length	Width	Year Built	Year Recon	Br Type	Scour Eval	No.Pins
CITY OF SOUTH HAVEN	236.9	36.42	1967		3 3 4		

WORK RECOMMENDATIONS

CREW RECOMMENDATIONS			CONTRACT RECOMMENDATIONS		
Deck Patching	M	Hand chip delaminated areas; patch with approved material.	Bridge Replacement		
Approach Pavement	M	Hand chip delaminated areas; patch with approved material.	Superstructure Replacement		
Joint Repair	H	Replace damaged joint seals.	Deck Replacement	M	Grid deck and sidewalk in span 2.
Railing Repair			Overlay	M	Shallow/deep overlay on approach spans
Detailed Insp			Widen		
Zone Paint			Paint		
Substr. Repair			Zone Paint	M	Blast clean, paint, and seal perimeter of connections in span 2 floorbeams and stringers.
Slope Repair			Pin and Hanger		
Brush Cut			Substructure Repair		
Other Crew Work			Other Contract Work	M	Detailed Electrical and Mechanical inspection. Scour Countermeasures.

**City of South Haven
Economic Analysis of the Black River
East of the Dyckman Avenue Bascule Bridge**

Marina Information

Name of the Marina:	SOUTH HAVEN
Region of the country:	Great Lakes
Type of Economy:	Rural Area. (Regions with populations less than 100,000.)
Date:	8/23/2010

Model Assumptions

TABLE 1 - Number of Different Type and Size Boats Kept at the Marina

Boats Type and Size	Number of Boats	Average Days Per Boat	Total Boat Days
Power <40'	638	29	18,810
Power 40'+	84	32	2,721
Sail <40'	112	29	3,259
Sail 40'+	23	45	1,043
Total	857	30	25,832

Spending Profiles By Boats Kept at the Marina

TABLE 1 - Average Spending on Boat Trip by Boats Kept at the Marina (\$ Per Boat Day)

CATEGORY	Boat Type and Size			
	Power <40'	Power 40'+	Sail <40'	Sail 40'+
Lodging	1.0	0.3	1.6	2.4
Marina services	18.5	27.4	11.0	19.5
Restaurant	26.4	39.8	17.7	33.3
Groceries	22.1	36.2	16.3	27.3
Boat fuel	51.9	77.7	4.5	10.1
Auto fuel	11.6	10.9	7.3	8.4

Repair & Maintenance	-	-	-	-
Marine supplies	-	-	-	-
Recreation & Entertainment	4.0	4.8	2.2	7.0
Shopping	3.1	6.7	3.1	5.6
Other services	-	-	-	-
Other goods	2.5	1.9	2.0	2.9
Total	141	206	66	117

TABLE 2 - Average Annual Craft Spending by Boats Kept at the Marina (\$ Per Boat Per Year)

CATEGORY	Boat Type and Size			
	Power <40'	Power 40'+	Sail <40'	Sail 40'+
Slip	1,317.2	4,829.4	1,675.3	3,965.7
Loan Payments	1,408.3	8,711.4	1,092.1	5,175.1
Motors	36.4	39.3	11.3	14.0
Trailers	17.5	8.7	7.0	6.1
Insurance	376.7	1,475.4	338.4	1,620.5
Repairs	966.9	3,760.4	1,089.3	5,070.6
Accessories	605.0	2,802.3	948.6	3,525.4
Taxes	66.7	1,023.4	66.3	610.7
Total	4,795	22,650	5,228	19,988

Estimates of Total Spending by Boats Kept at the Marina

TABLE 1 - Total Trip Spending by Different Size and Type Boats Kept at the Marina (\$ Thousands)

CATEGORY	Boat Type and Size				Total	PCT
	Power <40'	Power 40'+	Sail <40'	Sail 40'+		
Lodging	18.81	0.82	5.21	2.50	27.34	1%
Marina services	347.98	74.55	35.85	20.33	478.70	13%
Restaurant	496.57	108.28	57.68	34.72	697.25	20%
Groceries	415.69	98.49	53.12	28.46	595.76	17%
Boat fuel	976.22	211.40	14.66	10.53	1,212.81	34%

Auto fuel	218.19	29.66	23.79	8.76	280.39	8%
Repair & Maintenance	-	-	-	-	-	-
Marine supplies	-	-	-	-	-	-
Recreation & Entertainment	75.24	13.06	7.17	7.30	102.77	3%
Shopping	58.31	18.23	10.10	5.84	92.48	3%
Other services	-	-	-	-	-	-
Other goods	47.02	5.17	6.52	3.02	61.73	2%
Total	2,654	560	214	121	3,549	100%

TABLE 2 - Total Craft Spending by Different Size and Type Boats Kept at the Marina (\$ Thousands)

CATEGORY	Boat Type and Size				Total	PCT
	Power <40'	Power 40'+	Sail <40'	Sail 40'+		
Slip	840.37	405.67	187.63	91.21	1,524.89	25%
Loan Payments	898.50	731.76	122.32	119.03	1,871.60	31%
Motors	23.22	3.30	1.27	0.32	28.11	0%
Trailers	11.17	0.73	0.78	0.14	12.82	0%
Insurance	240.33	123.93	37.90	37.27	439.44	7%
Repairs	616.88	315.87	122.00	116.62	1,171.38	20%
Accessories	385.99	235.39	106.24	81.08	808.71	13%
Taxes	42.55	85.97	7.43	14.05	149.99	2%
Total	3,059	1,903	586	460	6,007	100%

TABLE 3 - Numbers of Boats, Boating Days and Craft and Trip Spending by Different Size and Type Boats Kept at the Marina

CATEGORY	Boat Type and Size				Total
	Power <40'	Power 40'+	Sail <40'	Sail 40'+	
Number of boats	638	84	112	23	857
Annual craft spending per boat	\$4,795	\$22,650	\$5,228	\$19,988	-
Total craft spending (\$ Thousands)	\$3,059	\$1,903	\$586	\$460	\$6,007
Average days per boat	29	32	29	45	-

Total boat days	18,810	2,721	3,259	1,043	25,832
Average trip spending per boat day	\$141	\$206	\$66	\$117	-
Total trip spending per boat per year	\$4,160	\$6,662	\$1,912	\$5,281	-
Total trip spending (\$ Thousands)	\$2,654	\$560	\$214	\$121	\$3,549
Total craft&trip spending per boat per year	\$8,955	\$29,313	\$7,140	\$25,269	-
Total craft&trip spending (\$ Thousands)	\$5,713	\$2,462	\$800	\$581	\$9,556
Pct of spending by boats	60%	26%	8%	6%	100%
Pct of boats	74%	10%	13%	3%	100%
Pct of boat days by boats	73%	11%	13%	4%	100%
Pct of spending on trips by boats	46%	23%	27%	21%	37%

Economic Impact Result/Tables

TABLE 1 - Economic Impacts of Trip Spending by Boats Kept at the Marina

Sector/Spending category	Sales (\$ Thousands)	Jobs	Labor Income (\$ Thousands)	Value Added (\$ Thousands)
Direct Effects				
Lodging	27.3	0.6	11.9	19.4
Marina Services	478.7	9.8	173.8	290.6
Restaurant	697.3	16.6	268.4	302.6
Recreation & Entertainment	102.8	2.1	37.3	62.4
Repair & Maintenance	-	-	-	-
Grocery Stores (Margin&Sales)	150.7	3.0	59.5	79.4
Gas Service Stations (Margin&Sales)	333.0	3.3	124.9	162.2
Sporting Goods/Equipment Retail Margins	-	-	-	-
Other Retail Trade (Margins&Sales)	52.9	1.3	24.8	34.6
Wholesale Trade (Margins&Sales)	-	-	-	-
Local Production of Goods	-	-	-	-
Total Direct Effects	1,842.7	36.8	700.6	951.1
Secondary Effects	651.9	7.9	194.2	346.1
Total Effects	2,494.6	44.8	894.9	1,297.2

TABLE 2 - Economic Impacts of Craft Spending by Boats Kept at the Marina

Sector/Spending category	Sales (\$ Thousands)	Jobs	Labor Income (\$ Thousands)	Value Added (\$ Thousands)
Direct Effects				
Boat Manufacture	-	-	-	-
Slip	1,524.9	31.1	553.5	925.6
Repairs	1,171.4	7.8	224.9	515.4
Insurance	43.9	0.7	21.1	38.2
Credit Intermediaries	12.2	0.1	5.0	9.6
Retail Margins	333.7	8.1	156.2	217.5
Wholesale Trade	-	-	-	-
Manufacture: Motors, Trailers, Accessories	-	-	-	-
Total Direct Effects	3,086.1	47.7	960.7	1,706.4
Secondary Effects	960.6	11.9	296.5	514.6
Total Effects	4,046.7	59.7	1,257.2	2,221.0

TABLE 3 - Economic Impact of both Craft and Trip Spending by Boats Kept at the Marina

Sector/Spending category	Sales (\$ Thousands)	Jobs	Labor Income (\$ Thousands)	Value Added (\$ Thousands)
Direct Effects				
Lodging	27.3	0.6	11.9	19.4
Marina Services	2,003.6	40.9	727.3	1,216.2
Restaurant	697.3	16.6	268.4	302.6
Recreation & Entertainment	102.8	2.1	37.3	62.4
Repair & Maintenance	1,171.4	7.8	224.9	515.4
Insurance&Credit	56.1	0.8	26.1	47.9
Gas Service	333.0	3.3	124.9	162.2
Other Retail Trade	537.3	12.4	240.5	331.5
Wholesale Trade	-	-	-	-
Other Local Production of Goods	-	-	-	-
Total Direct Effects	4,928.8	84.6	1,661.3	2,657.5
Secondary Effects	1,612.5	19.9	490.8	860.8
Total Effects	6,541.3	104.4	2,152.1	3,518.3

2013 SMALL URBAN PROGRAM
BRIDGE REPAIR COST ESTIMATE

ENGINEER: Larry Halberstadt
LOCATION: South Haven, MI

DATE: 4/28/2011

DECK AREA: 8,628.0 SFT
DECK DIM: 236.9 Ft. Long x 36.42 Ft. Wide

STRUCTURE ID: 8063224 0080032B01

PRIMARY REPAIR STRATEGY: **Renovation of Existing Structure**

STR. TYPE: **Steel Bascule**

WORK ITEM	QUANTITY	DIMENSION	UNIT COST	TOTAL
ITEM A: Structural Improvements to Fixed Spans 1 and 3				
Structural Steel, Plate, Furnish and Fabricate	125.0	POUND	\$24.00 /LB	\$3,000.00
Structural Steel, Plate, Erect	125.0	POUND	\$24.00 /LB	\$3,000.00
Partial Painting	25.0	SFT	\$20.00 /SFT	\$500.00
ITEM B: Fixed Span Deck Repair				
Deep Overlay (includes joint replmt & hydro) Both Approach Spans	5,045.0	SFT	\$26.00 /SFT	\$131,170.00
ITEM C: Light Pole Replacement				
Remove & Replace Light Pole (Includes Luminaire)	2.0	EA	\$4,250.00 EA	\$8,500.00
ITEM D: Replace Traffic Signals and Gates				
Remove & Replace Gate Operator	4.0	EA	\$5,000.00 EA	\$20,000.00
Remove and Replace Traffic Signal	2.0	EA	\$50,000.00 EA	\$100,000.00
ITEM E: Replace Electrical Systems				
Submarine Cables	1.0	LSUM	\$130,000.00 /LSUM	\$130,000.00
ITEM F: Surveillance Camera System				
Video Surveillance Camera	10.0	EA	\$300.00 EA	\$3,000.00
Computer Controller	1.0	EA	\$2,000.00 EA	\$2,000.00
LCD Video Monitor	2.0	EA	\$500.00 EA	\$1,000.00
ITEM G: Abutment Rip-Rap Repair				
Slope Protection Repairs (Repair Grouted Rip-Rap)	100.0	SYD	\$30.00 /SYD	\$3,000.00
ITEM H: Add Rip-Rap at Piers				
Heavy Rip-Rap	800.0	CYD	\$75.00 /CYD	\$60,000.00
TRAFFIC CONTROL				
Detour	1.0	LSUM	\$10,000.00 /LSUM	\$10,000.00
CONTINGENCY	15.0	%	\$475,000.00	\$71,000.00
MOBILIZATION (10% max)	5.0	%	\$546,000.00	\$27,000.00
INFLATION (assume 4% per year, beginning in 2012)	4.0	%	\$573,000.00	\$23,000.00
CONSTRUCTION SUBTOTAL				\$596,000.00
RIGHT-OF-WAY				\$0.00
DESIGN ENGINEERING				\$75,000.00
CONSTRUCTION ENGINEERING				\$75,000.00
R.O.W./ENGINEERING SUBTOTAL				\$150,000.00
TOTAL PROJECT BUDGET				\$746,000.00

CITY OF SOUTH HAVEN
VAN BUREN AND ALLEGAN COUNTIES, MICHIGAN

RESOLUTION 2011-19

A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY FOR MICHIGAN
DEPARTMENT OF TRANSPORTATION LOCAL BRIDGE PROGRAM FUNDING IN THE 2014
FISCAL YEAR FOR THE DYCKMAN AVENUE BASCULE BRIDGE

Minutes of a regular meeting of the City Council of the City of South Haven, Van Buren and Allegan Counties, Michigan, held in the City Hall, 539 Phoenix Street, South Haven, Michigan 49090 on April 18, 2011 at 7:30 p.m. local time:

PRESENT: _____Arnold, Fitzgibbon, Klavins, Kozlik-Wall, Patterson, Burr _____
ABSENT: _____Bemis_____

The following preamble and resolution was offered by Member ___Kozlik-Wall___ and supported by member ___Arnold_____.

WHEREAS, the Michigan Department of Transportation has established a Local Bridge Program to assist local agencies by providing funds for replacement, rehabilitation, and preventative maintenance for local bridges; and

WHEREAS, the Michigan Department of Transportation is soliciting applications for candidate projects for the Local Bridge Program for the 2014 fiscal year; and

WHEREAS, the City of South Haven is located within an Urbanized area that has a population between 5,000 and 50,000; and

WHEREAS, the City of South Haven is eligible to receive Federal Transportation Program Funds; and

WHEREAS, the City of South Haven has developed a preventative maintenance plan for the Dyckman Avenue Bascule Bridge that is consistent with regional land use and development plans;

NOW THEREFORE, BE IT RESOLVED, that the City Council supports the preventative maintenance plan developed for the Dyckman Avenue Bascule Bridge and agrees to provide all matching funds as necessary when requested by the Michigan Department of Transportation.

BE IT FURTHER RESOLVED, that the City Council does hereby authorize to City Manager to make application for Local Bridge Program funding during the State of Michigan's 2014 fiscal year.

BE IT FURTHER RESOLVED, that this resolution shall take effect upon passage by the City Council.

RECORD OF VOTE:

Yeas: ____ Arnold, Fitzgibbon, Klavins, Kozlik-Wall, Patterson, Burr _____

Nays: ____ None _____

RESOLUTION DECLARED ADOPTED.


Robert G. Burr, Mayor

CERTIFICATION

STATE OF MICHIGAN)
) ss.
COUNTIES OF VAN BUREN AND ALLEGAN)

I, Marsha Ransom, the duly qualified and acting Deputy Clerk of the City of South Haven, Van Buren and Allegan Counties, Michigan (the "City") do hereby certify that the foregoing is a true and complete copy of Resolution 2011-19 as adopted by City Council at a meeting held on April 18, 2011, the original of which is on file in the Clerk's office. Public notice of said meeting was given pursuant to and in compliance with act No. 267 of the Public Acts of Michigan of 1976, as amended.

IN WITNESS WHEREOF, I have hereunto affixed my signature this 19th day of April, 2011.



Marsha Ransom, Deputy City Clerk
City of South Haven

**2014 CALL FOR PROJECTS
BRIDGE REPAIR COST ESTIMATE**

ENGINEER: Larry Halberstadt DATE: 4/28/2011

DECK AREA: 8,628.0 SFT

STRUCTURE ID: 8063224 0080032B01

LOCATION: South Haven, MI

DECK DIM: 236.9 Ft. Long x 36.42 Ft. Wide

PRIMARY REPAIR STRATEGY: **Rehabilitation of Bascule Span**STR. TYPE: **Steel Bascule**

WORK ITEM	QUANTITY	DIMENSION	UNIT COST	TOTAL
ITEM 1: Sidewalk Repair on Bascule Span				
Remove Existing Conc. Sidewalk	660.0	SFT	\$10.50 /SFT	\$6,930.00
Roughened Steel Sidewalk Surface	660.0	SFT	\$52.50 /SFT	\$34,650.00
Salvage and Reinstall Existing Bridge Railing	130.0	FT	\$52.50 /FT	\$6,825.00
ITEM 2: Paint Structural Steel on Bascule Leafs				
Enclosure and Heating	1.0	LSUM	\$26,250.00 LSUM	\$26,250.00
Painting	1.0	LSUM	\$52,500.00 LSUM	\$52,500.00
ITEM 3: Replace Steel Grid Deck on Bascule Leafs				
Galvanized Steel Grid Deck (Includes removal of existing grid deck)	1,560.0	SFT	\$78.75 /SFT	\$122,850.00
ITEM 4: Replace Bascule Operating Mechanism				
Operating Machinery (Hydraulic Cylinders, Power Units, Tubing, etc.)	1.0	LSUM	\$472,500.00 LSUM	\$472,500.00
Tail Shims	4.0	EA	\$5,250.00 EA	\$21,000.00
ITEM 5: Replace Electrical Systems				
Conduits, Conductors, Switches, Panels, etc.	1.0	LSUM	\$262,500.00 LSUM	\$262,500.00
ITEM 6: Rebalance Bridge				
Balance Calculations	1.0	LSUM	\$26,250.00 LSUM	\$26,250.00
Adjustment of Counterweights	1.0	LSUM	\$15,750.00 LSUM	\$15,750.00
TRAFFIC CONTROL				
Detour	1.0	LSUM	\$10,000.00 LSUM	\$10,000.00
CONTINGENCY	15.0	%	\$1,058,000.00	\$159,000.00
MOBILIZATION (10% max)	5.0	%	\$1,217,000.00	\$61,000.00
INFLATION (assume 4% per year, beginning in 2012)	8.0	%	\$1,278,000.00	\$102,000.00
CONSTRUCTION SUBTOTAL				\$1,380,000.00
RIGHT-OF-WAY				\$0.00
DESIGN ENGINEERING				\$207,000.00
CONSTRUCTION ENGINEERING				\$207,000.00
R.O.W./ENGINEERING SUBTOTAL				\$414,000.00
TOTAL PROJECT BUDGET				\$1,794,000.00

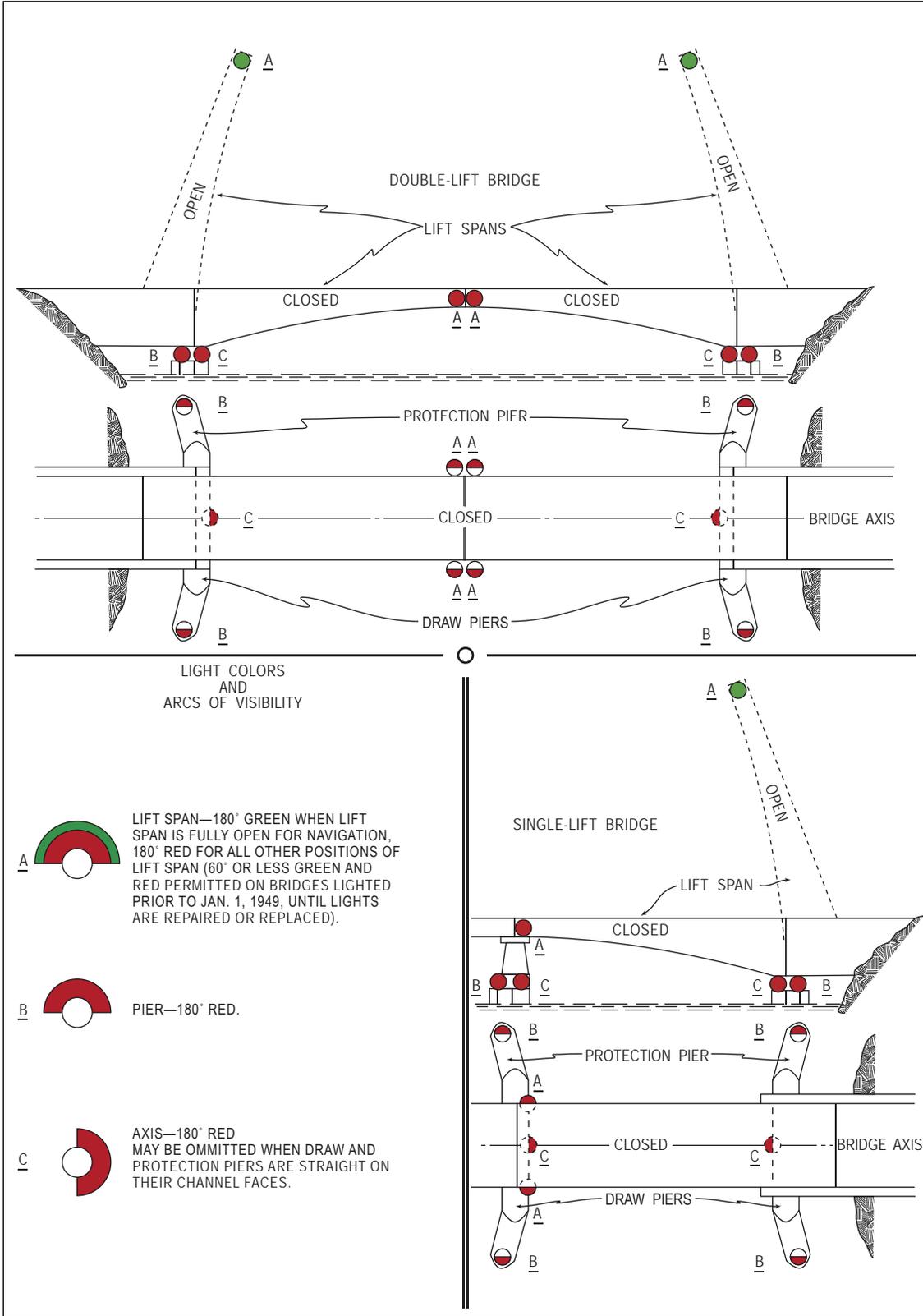
ENGINEER: Larry Halberstadt DATE: 5/1/2014 DECK AREA: SFT STRUCTURE ID: **10808**
 LOCATION: City of South Haven DECK DIM:
 PRIMARY REPAIR STRATEGY: **Widen Sidewalks on Fixed Spans Only** STR. TYPE: Steel Bascule

WORK ITEM	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE				
Multiple Spans, Concrete (add demo. & road approach & traffic control)		SFT	\$150.00/SFT	
Multiple Spans, Steel (as above)		SFT	\$180.00/SFT	
Single Span or Over Water, Concrete (as above)		SFT	\$190.00/SFT	
Single Span or Over Water, Steel (as above)		SFT	\$210.00/SFT	
Pedestrian Bridge (includes removal, add traffic control)		SFT	\$285.00/SFT	
Other				
NEW SUPERSTRUCTURE				
Concrete (includes rem of old super, new railing, add t.c. & approach)		SFT	\$110.00/SFT	
Steel (as above)		SFT	\$160.00/SFT	
Over Water (add to new superstructure cost)		SFT	\$28.00/SFT	
Other				
WIDENING				
Added portion only. 10.5 ft of width (add road approach widening)	1,854.0	SFT	\$190.00/SFT	\$352,260.00
Other				
NEW DECK				
Includes removal of old deck & new railing (add t.c. & approach)		SFT	\$65.00/SFT	
Other				
DEMOLITION				
Entire bridge, grade separation		SFT	\$27.00/SFT	
Entire bridge, over water		SFT	\$36.00/SFT	
Other				
SUPERSTRUCTURE REPAIR				
Concrete Deck Patch (includes hand chipping)		SFT	\$33.00/SFT	
Full Depth Patch		SFT	\$70.00/SFT	
HMA Cap (no membrane - add bridge rail if req'd)		SFT	\$1.20/SFT	
HMA Overlay with WP membrane (add bridge rail if req'd)		SFT	\$4.50/SFT	
Removal of Concrete Wearing Course (latex)		SFT	\$2.00/SFT	
Removal of HMA Overlay or Epoxy Overlay		SFT	\$1.00/SFT	
Epoxy Overlay		SYD	\$34.00/SYD	
Shallow Overlay (includes joint replmt & hydro, add bridge rail if req'd)	2,116.0	SFT	\$23.00/SFT	\$48,668.00
Deep Overlay (includes joint replmt & hydro, add bridge rail if req'd)		SFT	\$24.00/SFT	
PCI Beam End Repair (\$2000-\$4000 per beam end)		EA	\$3,000.00 EA	
Repair Structural Steel (\$2000 bolted, \$6000 welded)		EA	\$5,000.00 EA	
High Load Hit Repair (PCI Beam)		SFT	\$200.00/SFT	
Paint Structural Steel		SFT	\$9.00/SFT	
Partial Painting		SFT	\$18.00/SFT	
Pin & Hanger replacement (includes temporary supports)		EA	\$6,000.00 EA	
Other				
SUBSTRUCTURE REPAIR				
Pier repair (measured x 2) Replace unit if spalled area > 30%		CFT	\$180.00/CFT	
Pier repair over water (measured x 2)		CFT	\$200.00/CFT	
Pier replacement		CFT	\$70.00/CFT	
Abutment repair (measured x 2)		CFT	\$180.00/CFT	
Temporary Supports for Substructure Repair		EA	\$1,500.00 EA	
Slope Protection repairs		SYD	\$80.00/SYD	
Other				
MISCELLANEOUS				
Expansion or Construction Joints (includes removal)		FT	\$450.00/FT	
Bridge Railing, remove and replace (type 4 \$210, aesthetic parapet \$260)	512.0	FT	\$210.00/FT	\$107,520.00
Thrie Beam Railing retrofit		FT	\$34.00/FT	
Deck Drain Extensions		EA	\$500.00 EA	
Scour Countermeasures		LSUM		LSUM
Other				
ROAD WORK				
Approach Pavement, 12" RC (add C & G, GR, Slope, Shldr.) 40' ea. end		SFT	\$11.50/SFT	
Approach Curb & Gutter (18' ea. quad.)		FT	\$37.50/FT	
Guardrail Anchorage to Bridge (<40')		quads	\$1,500.00/quad	
Guardrail, Type B or T (beyond GR anchorage to bridge, <200')		FT	\$21.50/FT	
Guardrail Ending (end section)		EA	\$1,850.00/EA	
Roadway Approach work (beyond approach pavement)		LSUM		LSUM
Utilities		LSUM		LSUM
Other				
TRAFFIC CONTROL - Unit Cost to be determined by Region or TSC T&S				
Part Width Construction		LSUM		LSUM
Crossovers		EA	\$250,000.00 EA	
Temporary Traffic Signals		set	\$18,000.00/set	
RR Flagging		LSUM		LSUM
Detour		LSUM		LSUM
Other				
CONTINGENCY (10% - 20%) (use higher contingency for small projects)	20.0	%	\$508,000.00	\$102,000.00
MOBILIZATION (estimate at 5% but put "10% max" in pay item description)	5.0	%	\$610,000.00	\$31,000.00
INFLATION (assume 5% per year, beginning in 2013)		%	\$641,000.00	\$0.00
ENGINEERING (30%)	25.0	%	\$641,000.00	\$160,000.00

CONSTRUCTION TOTAL \$801,000.00



DEPARTMENT OF HOMELAND SECURITY
 UNITED STATES COAST GUARD
 BRIDGE ADMINISTRATION DIVISION
 MINIMUM LIGHTING FOR BASCULE BRIDGES
 33 CFR 118.80





VRC LED

LED Canopy/Ceiling Luminaire

Catalog
Number

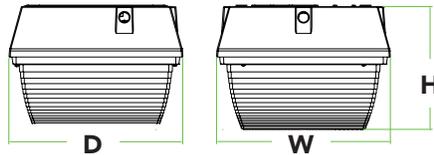
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Specifications

Width:	12-3/8" (31.5 cm)
Height:	8-3/4" (22.3 cm)
Depth:	12-3/8" (31.5 cm)
Weight:	7.5 lbs (3.4kg)



Introduction

The popular VRC luminaire is now available with long-lasting, energy-efficient LED technology. Featuring a classic dayform, the VRC LED offers a traditional appearance and is powered by advanced LEDs.

The VRC LED luminaire is powerful yet energy efficient, capable of replacing up to a 250W metal halide luminaire while saving up to 86% in energy costs. Offering an expected service life of more than 20 years, the VRC LED eliminates frequent lamp and ballast replacements associated with traditional technologies.

Ordering Information

EXAMPLE: VRC LED 1 50K MVOLT

VRC LED				
Series	Performance Package	Color Temperature	Voltage	Finish
VRC LED	1 3389 lumens	50K 5000K ¹	MVOLT ²	(blank) Dark bronze

NOTES

- 1 Correlated color temperature (CCT) shown is nominal per ANSI C78, 377-2008.
- 2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).

FEATURES & SPECIFICATIONS

INTENDED USE

41 watt LED ceiling light delivers 3,389 lumens for an energy-efficient replacement of 250W MH canopy/ceiling lights. Traditional style does not detract from current building aesthetics. The VRC LED provides years of maintenance-free general illumination for outdoor applications. Ideal for entrances, parking areas, covered walkways and loading docks.

CONSTRUCTION

Rugged cast-aluminum, corrosion-resistant housing with bronze polyester powder paint for lasting durability. Castings are sealed with a one-piece gasket to inhibit the entrance of external contaminants. Rated for outdoor installations, -40°C minimum ambient.

ELECTRICAL

Two high-powered LEDs provide 3,400 lumens. Includes an MVOLT (120-277V) driver.

OPTICS

High-performance LEDs maintain 84% of light output at 100,000 hours of service life (L84/100,000 hours). Polycarbonate lens is designed for even light distribution.

INSTALLATION

Mounts to a recessed junction box or surface mount with three conduit entry points.

LISTINGS

UL Listed to U.S. and Canadian safety standards for wet locations. Tested in accordance with IESNA LM-79 and LM-80 standards.

WARRANTY

Five-year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Specifications are subject to change without notice. Actual performance may differ as a result of end-user environment and application



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application.

Performance Package	Drive Current (mA)	CCT	System Watts	50K (5000K, 67 CRI)				
				Lumens	B	U	G	LPW
1	530	5000K	41W	3,389	1	3	1	82

Electrical Load

LED Package	Drive Current (mA)	System Watts	Current (A)			
			120	208	240	277
1	530	41W	0.38	0.22	0.19	0.17

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

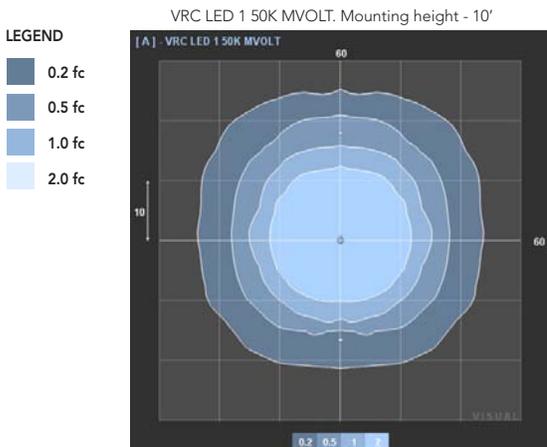
Data references the extrapolated performance projections in a **40°C ambient**, based on 10,000 hours of LED testing (LED lifespan based on IESNA LM-80-08 results and calculated per IESNA TM-21-11 methodology).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	60,000	100,000
Lumen Maintenance Factor	1.0	0.93	0.90	0.88	0.84

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting VRC LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards



Lighting Facts Labels

Lithonia Lighting

LED lighting facts
A Program of the U.S. DOE

Light Output (Lumens) **3389**
Watts **41**
Lumens per Watt (Efficacy) **84**

Color Accuracy
Color Rendering Index (CRI) **65**

Light Color
Correlated Color Temperature (CCT) **4955 (Daylight)**

Warm White Bright White Daylight
2700K 3000K 4500K 6500K

All results are according to IESNA LM-79-08: Approved Method for the Electrical and Photometric Testing of Solid-State Lighting. The U.S. Department of Energy (DOE) verifies product test data and results.

Visit www.lightingfacts.com for the Label Reference Guide.

Registration Number: NJSM-1TT611 (12/4/2012)
Model Number: VRC LED 1 50K MVOLT
Type: Canopy light



Paul Vandenbosch

To: Paul VandenBosch (pvandenbosch.south.haven@gmail.com)
Subject: FW: FW: Additional Electric Request for Bascule Bridge
Attachments: Bascule.pdf

From: Larry Halberstadt
Sent: Thursday, May 09, 2013 1:03 PM
To: Paul Vandenbosch
Subject: FW: FW: Additional Electric Request for Bascule Bridge

Paul:

Attached is some additional feedback from our bridge consultant on the marine warning lights. You may want to consider discussion of this at the next Harbor Commission meeting.

I am available to attend if you so desire.

Larry

From: rwianecki@hardesty-hanover.com [<mailto:rwianecki@hardesty-hanover.com>]
Sent: Thursday, May 09, 2013 9:32 AM
To: Larry Halberstadt
Cc: anoble@hardesty-hanover.com; eoliver@hardesty-hanover.com
Subject: Re: FW: Additional Electric Request for Bascule Bridge

Larry
I have done some research with our other H&H offices and this is what I discovered on the additional lighting. H&H has installed a red-green traffic signal set up for indication to the mariners on the fenders in Florida.

A flashing yellow light is not in the CG guidelines, so the mariners may not recognize what it means.

What ever is decided will need to be run by the Coast Guard.

Currently we are waiting for the DEQ/Army Corps permit to be able to submit our plans

Richard A. Wianecki, PE
Principal Engineer

email: rwianecki@hardesty-hanover.com
address: 2140 University Park Drive, Suite 290, Okemos, MI 48864
office: 517.381.1772
cell: 517.775.2783
fax: 517.381.1775



Integrity, Passion, Innovation. Celebrating 125 Years.
www.hardesty-hanover.com

From: Larry Halberstadt <lhalberstadt@south-haven.com>
To: "anoble@hardesty-hanover.com" <anoble@hardesty-hanover.com>, "rwianecki@hardesty-hanover.com" <rwianecki@hardesty-hanover.com>, "reisensmith@hardesty-hanover.com" <reisensmith@hardesty-hanover.com>, "eoliver@hardesty-hanover.com" <eoliver@hardesty-hanover.com>
Date: 05/01/2013 04:03 PM
Subject: FW: Additional Electric Request for Bascule Bridge

The Harbor Commission is also requesting some type of flashing yellow light to give notice when the bridge is going up or down. There is a lot of concern from this group because an operator lowered the bridge on a sailboat in 2006.

I would recommend that these be mounted on the operator side pier and be tied into the traffic signal circuit. When the traffic signal goes to yellow, the flashing yellow lights come on. You could even use traffic signal heads if you desire. They could be attached with standard bracket arms to the exterior concrete pier walls.

If you have any other recommendations for this type of system, I am willing to consider them.

From: Paul Vandenbosch
Sent: Wednesday, May 01, 2013 1:27 PM
To: Larry Halberstadt
Subject: RE: Additional Electric Request for Bascule Bridge

They wanted some advance notice when the bridge is going up or down. I believe they said flashing yellow lights.

Paul VandenBosch
Project Manager
City of South Haven
539 Phoenix Street
South Haven, MI 49090
269-637-0775 desk
269-637-5319 fax
pvandenbosch@south-haven.com

From: Larry Halberstadt
Sent: Wednesday, May 01, 2013 1:24 PM
To: Paul Vandenbosch
Cc: Brian Dissette; Roger Huff
Subject: RE: Additional Electric Request for Bascule Bridge

Attached you will find the minimum USCG standards for Bascule Bridges. The project will replace/upgrade navigation lights as needed to meet these minimum standards.

As you can see, there are lights on the ends of the Bascule Spans. These lights remain red when the bridge is not in the fully open position. When fully open, they change to green.

Is this acceptable for meeting the Harbor Commission request?

From: Paul Vandenbosch
Sent: Wednesday, May 01, 2013 1:10 PM
To: Larry Halberstadt
Subject: RE: Additional Electric Request for Bascule Bridge

Larry;

The Harbor Commission request was for flashing lights to indicate to boaters when the bridgetender is planning to open the bridge.

Paul VandenBosch
Project Manager
City of South Haven
539 Phoenix Street
South Haven, MI 49090

269-637-0775 desk

269-637-5319 fax

pvandenbosch@south-haven.com

From: Larry Halberstadt

Sent: Wednesday, May 01, 2013 12:21 PM

To: eoliver@hardesty-hanover.com; rwianecki@hardesty-hanover.com; anoble@hardesty-hanover.com

Cc: Brian Dissette; Paul Vandenbosch

Subject: Additional Electric Request for Bascule Bridge

The Harbor Commission has requested that lights be installed beneath the west approach span of the bridge to illuminate the Dinghy Dock area. Could you have Alex review the capacity of the new submarine cable to support one or two additional lights, similar to the attachment. They could be attached to the underside of the concrete deck or attached to the lower beam flange. I would have them operate on their own photocell, but also provide an on/off switch on the west pier so that we can easily turn them off in winter when not needed.

Thanks.

■ **Larry Halberstadt, PE // City Engineer**

City of South Haven // (269) 637-0770 // lhalberstadt@south-haven.com

Department of Public Works // 1199 8th Avenue, South Haven, MI 49090

<http://south-haven.com/>

April 30, 2013

TO: Brian Dissette

FR: Paul VandenBosch

RE: Dredging Change Order

The original dredging contract approved by City Council covered North Side Marina and South Side Marina in the amount of \$236,653.

At the time of approval, City Council authorized an \$86,000 change order for additional dredging in the Turning Basin and the Friends Goodwill Channel. This change order has not yet been issued and is part of the current proposal.

The original contract was based on 2012 soundings from City staff. In April of this year, we had professional soundings done to estimate more accurately the bottom depth before dredging. Payment to the contractor will be made based on actual amounts of material removed, as measured by before and after soundings.

Based on the 2013 soundings, there is more sediment in the dredging areas than first anticipated. This requires minor adjustments in the amount due for dredging of the North Side and South Side Marina.

The bid that we received from Gro America is a competitive bid at \$22.89 per cubic yard (plus mobilization and restoration). In the interest of getting the dredging of the entire river done in a timely manner, staff recommends using a change order to add the upper Black River to the current North Side and South Side Marina dredging contract.

This change order addition will mean that the North Side and South Side Marinas, Turning Basin, Friends Goodwill Channel and Upper Black River will all be dredged by the current contractor. This is all of the dredging work proposed by the City for 2013. Note that the Federal Channel is not included because the Army Corps plans to dredge the Federal Channel in late summer.

The total price for the above dredging is the current contract amount of \$236,653 plus a change order amount of \$253,850.10, for a total project cost of \$490,503.10. Please note that this change order request wraps in the previously approved \$86,000 change order, it is not in addition to that change order.

The State of Michigan has authorized an emergency dredging grant in the amount of \$436,050. It is unclear whether all of these funds will be available, because that amount was based on an estimate which included dredging of the Federal Channel, which the City no longer plans to perform. Staff will request that the dredging work proposed in this change order be included as an eligible grant expense. The remaining expenses will be funded by the City Marina Fund and River Maintenance Fund. The City share of dredging expenses will be between \$40,000 and \$290,000, depending on grant funding eligibility.

Staff Recommendation:

Approve a change order to the Gro America dredging contract in the amount of \$253,850.10.

Project Name: South Haven Dredging Projects
 Project Number: 12-0712
 Calculated by: Corey A. Kadow, P.E.
 Date: 4/29/2013

Change Order #1 - Quantity Breakdown

Northside Marina	-8' LWD	UNIT
Volume based on City provided bathymetric survey:	7400	CYD
Bid volume currently in plans, construction documents, and contract:	7500	CYD
Volume based on Abonmarche bathymetric survey (4-15-13):	8100	CYD
Proposed quantity change to overall contract:	600	CYD
Proposed \$ amount change to overall contract (at \$22.89/CYD bid price)	\$13,734.00	DOLLARS

Southside Marina	-8' LWD	UNIT
Volume based on City provided bathymetric survey:	1380	CYD
Bid volume currently in plans, construction documents, and contract:	1500	CYD
Volume based on Abonmarche bathymetric survey (4-15-13):	1450	CYD
Proposed quantity change to overall contract:	-50	CYD
Proposed \$ amount change to overall contract (at \$22.89/CYD bid price)	-\$1,144.50	DOLLARS

TURNING BASIN AREA	-8' LWD	UNIT
Volume based on City provided bathymetric survey:	300	CYD
Bid volume currently in plans, construction documents, and contract:	0	CYD
Volume based on Abonmarche bathymetric survey (4-15-13):	600	CYD
Proposed quantity change to overall contract:	600	CYD
Proposed \$ amount change to overall contract (at \$22.89/CYD bid price)	\$13,734.00	DOLLARS

FRIENDS GOODWILL CHANNEL	-12' LWD	UNIT
Volume based on City provided bathymetric survey:	2285	CYD
Bid volume currently in plans, construction documents, and contract:	0	CYD
Volume based on Abonmarche bathymetric survey (4-15-13):	2990	CYD
Proposed quantity change to overall contract:	2990	CYD
Proposed \$ amount change to overall contract (at \$22.89/CYD bid price)	\$68,441.10	DOLLARS

UPPER BLACK RIVER (CITY LIMITS - DYCKMAN AVE. BRIDGE)	-5.85' LWD	UNIT
Volume based on City provided bathymetric survey:	3200	CYD
Bid volume currently in plans, construction documents, and contract:	0	CYD
Volume based on Abonmarche bathymetric survey (4-15-13):	6950	CYD
Proposed quantity change to overall contract:	6950	CYD
Proposed \$ amount change to overall contract (at \$22.89/CYD bid price)	\$159,085.50	DOLLARS

CONTRACT STATUS

Original Contract Amount (Northside & Southside Marinas) =	\$236,653.00
Previous Change Orders =	\$0.00
Previous Contract Amount =	\$236,653.00
Net Change (This Change Order) =	\$253,850.10
Current Contract Amount =	\$490,503.10

Notes:

City Commission has already approved a change in the contract in the amount of \$86,000 on March 5th, 2013 for the addition of the Turning Basin area and Friends Goodwill Channel

Item Description	Unit	Quantity
Mobilization, Max. \$10,000	LS	1
Soil Erosion and Sedimentation Control Measures	LS	1
Excavation / Dredging and Disposal	Cyd	7,600-
		8,100

NOTES:

MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2012 EDITION SHALL PREVAIL, UNLESS INDICATED OTHERWISE.
 ANY EXCESS/UNSUITABLE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND THEY SHALL BE RESPONSIBLE FOR THE PROPER DISPOSAL OF THIS MATERIAL.
 DEWATERING, IF REQUIRED, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA PAYMENT SHALL BE MADE THEREFORE.

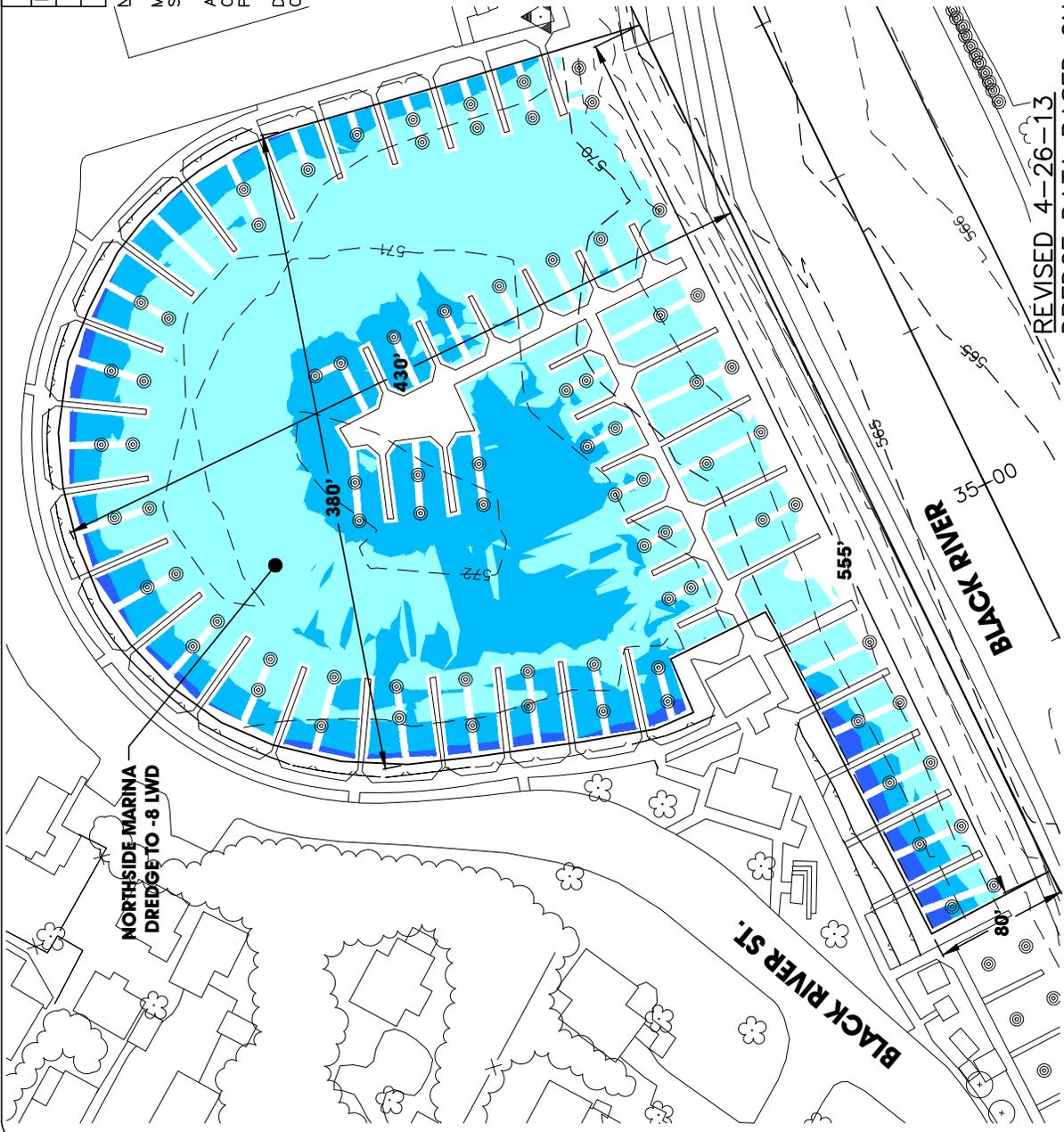
MAX. CUT	MIN. CUT	COLOR
5.65'	4.00'	
4.00'	2.00'	
2.00'	0.00'	

OHWM = 581.50
 LWD = 577.50

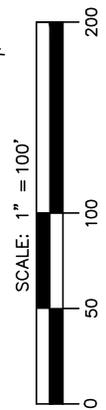
NOTE:
 ALL ELEVATIONS SHOWN REFERENCE VERTICAL DATUM IGLD 85.

DATUM CONVERSIONS:

(NGVD 29 - 0.48 = NAVD 88)
 (NGVD 29 - 0.95 = IGLD 85)
 (NAVD 88 - 0.47 = IGLD 85)



REVISED 4-26-13
 DREDGE DATA BASED ON
 BATHYMETRIC SURVEY (4-17-13)



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 Community Planning
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95 West Main Street
 Benton Harbor, MI 49022
 T 269.927.2295
 F 269.927.1017

PREPARED FOR:
CITY OF SOUTH HAVEN
MARINA MAINTENANCE DREDGING

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SCALE: 1" = 100'
 JOB #: 12-0712
 SHEET 3 OF 6

Item Description	Unit	Quantity
Soil Erosion and Sedimentation Control Measures	LS	1
Excavation / Dredging and Disposal	Cyd	1,450

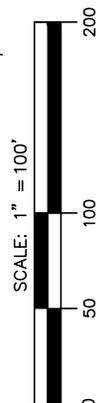


MAX. CUT	MIN. CUT	COLOR
3.84'	2.00'	■
2.00'	1.00'	■
1.00'	0.00'	■

OHWM = 581.50
LWD = 577.50

NOTE:
ALL ELEVATIONS SHOWN REFERENCE
VERTICAL DATUM IGLD 85.

DATUM CONVERSIONS:
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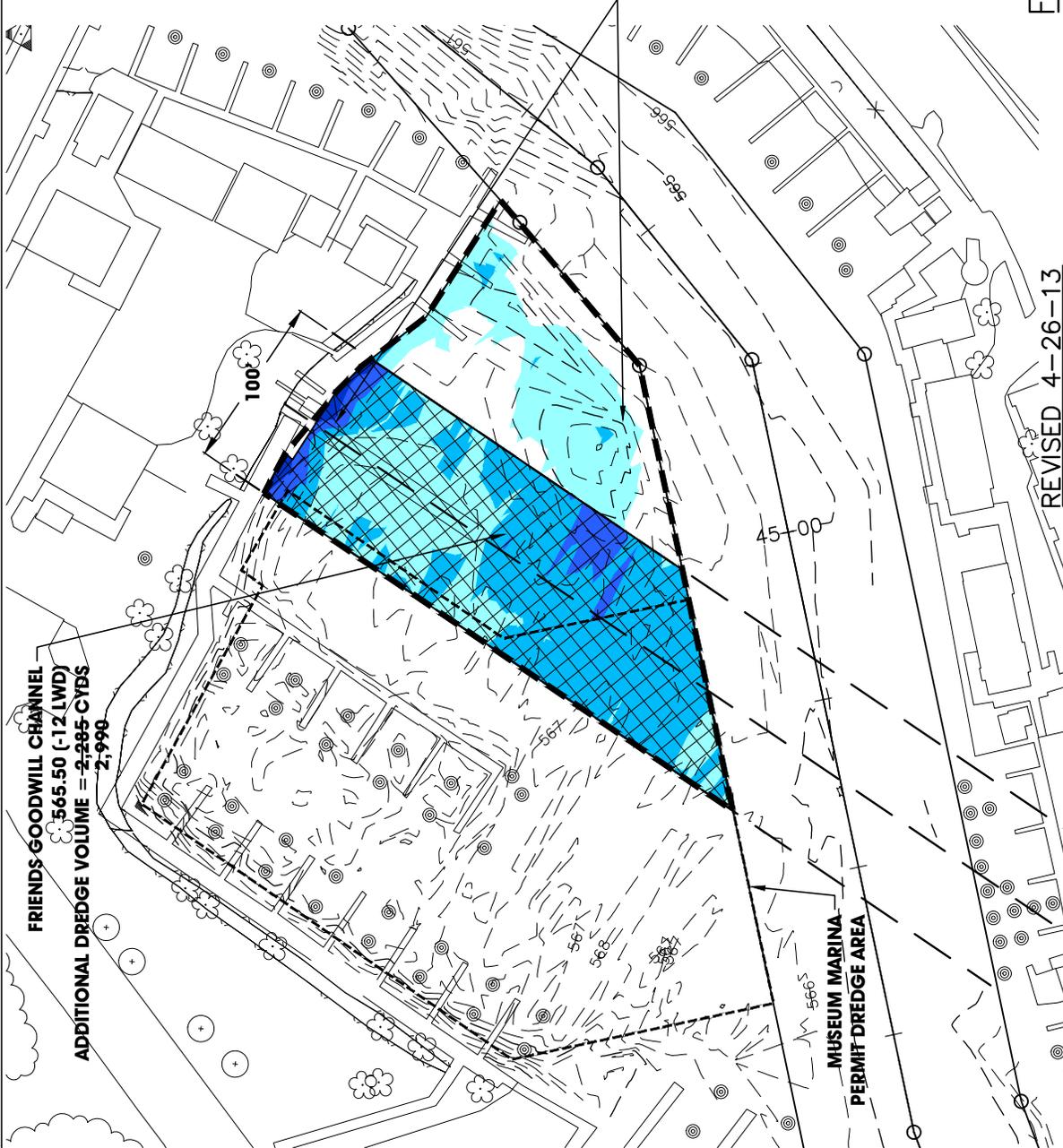
95 West Main Street
Benton Harbor, MI 49022
T 269.927.2295
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CITY OF SOUTH HAVEN
MARINA MAINTENANCE DREDGING

SCALE: 1" = 100'
JOB #: 12-0712
SHEET 4 OF 6

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MAX. CUT	MIN. CUT	COLOR
8.24'	6.00'	
6.00'	4.00'	
4.00'	2.00'	
2.00'	0.00'	



FRIENDS GOODWILL CHANNEL
 565.50 (-12 LWD)
 ADDITIONAL DREDGE VOLUME = 2,285 CYDS
 2,990

TURNING BASIN DREDGE AREA
 569.50 (-8 LWD)
 DREDGE VOLUME = 380 CYDS
 600

3,590 CYDS TOTAL

MUSEUM MARINA
 PERMIT DREDGE AREA



FRIENDS GOODWILL CHANNEL
DREDGE TO -12 LWD

REVISED 4-26-13
DREDGE DATA BASED ON
BATHYMETRIC SURVEY (4-17-13)



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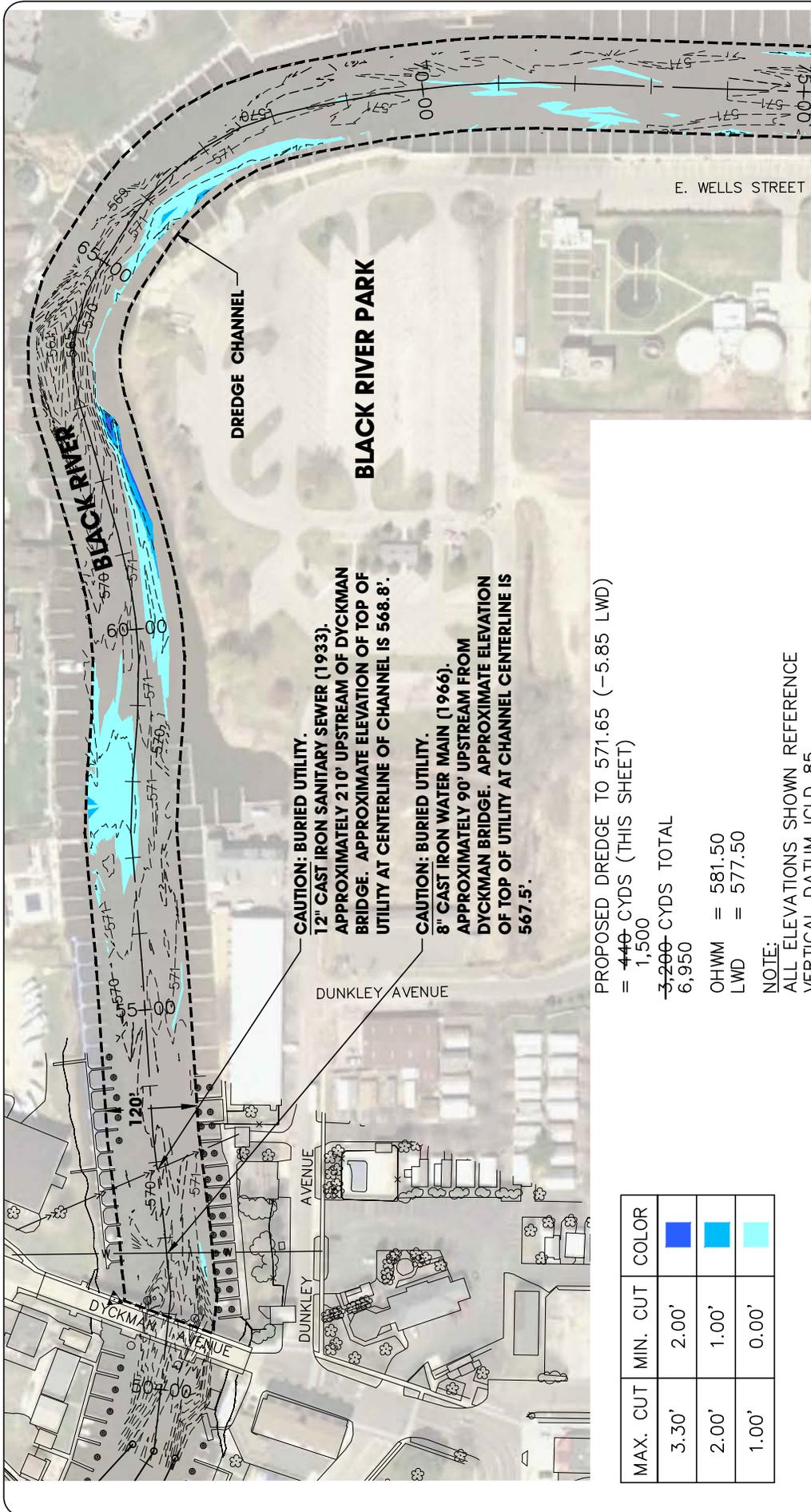
PREPARED FOR:
CITY OF SOUTH HAVEN
MARINA MAINTENANCE DREDGING

SCALE: 1" = 100'

JOB #: 12-0712

SHEET 1 OF 1

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CAUTION: BURIED UTILITY.
 12" CAST IRON SANITARY SEWER (1933).
 APPROXIMATELY 210' UPSTREAM OF DYCKMAN
 BRIDGE. APPROXIMATE ELEVATION OF TOP OF
 UTILITY AT CENTERLINE OF CHANNEL IS 568.8'.

CAUTION: BURIED UTILITY.
 8" CAST IRON WATER MAIN (1966).
 APPROXIMATELY 90' UPSTREAM FROM
 DYCKMAN BRIDGE. APPROXIMATE ELEVATION
 OF TOP OF UTILITY AT CHANNEL CENTERLINE IS
 567.5'.

PROPOSED DREDGE TO 571.65 (-5.85 LWD)

= ~~440~~ CYDS (THIS SHEET)

1,500

~~3,200~~ CYDS TOTAL

6,950

OHWM = 581.50

LWD = 577.50

NOTE:

ALL ELEVATIONS SHOWN REFERENCE

VERTICAL DATUM IGLD 85.

DATUM CONVERSIONS:

(NGVD 29 - 0.48 = NAVD 88)

(NGVD 29 - 0.95 = IGLD 85)

(NAVD 88 - 0.47 = IGLD 85)

MAX. CUT	MIN. CUT	COLOR
3.30'	2.00'	
2.00'	1.00'	
1.00'	0.00'	

SEE SHEET 2



SCALE: 1" = 200'



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 DREDGE DATA BASED ON
 BATHYMETRIC SURVEY (4-17-13)

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PREPARED FOR:

CITY OF SOUTH HAVEN
BLACK RIVER
MAINTENANCE DREDGING

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Manistee, MI
 South Haven, MI
 South Bend, IN
 Fort Wayne, IN

SCALE: 1" = 200'

JOB #: 12-0712

SHEET 1 OF 3

PROPOSED DREDGE TO 571.65 (-5.85 LWD)
 = 500 CYDS (THIS SHEET)
 1,945
 3,200 CYDS TOTAL
 6,950

OHWM = 581.50
 LWD = 577.50

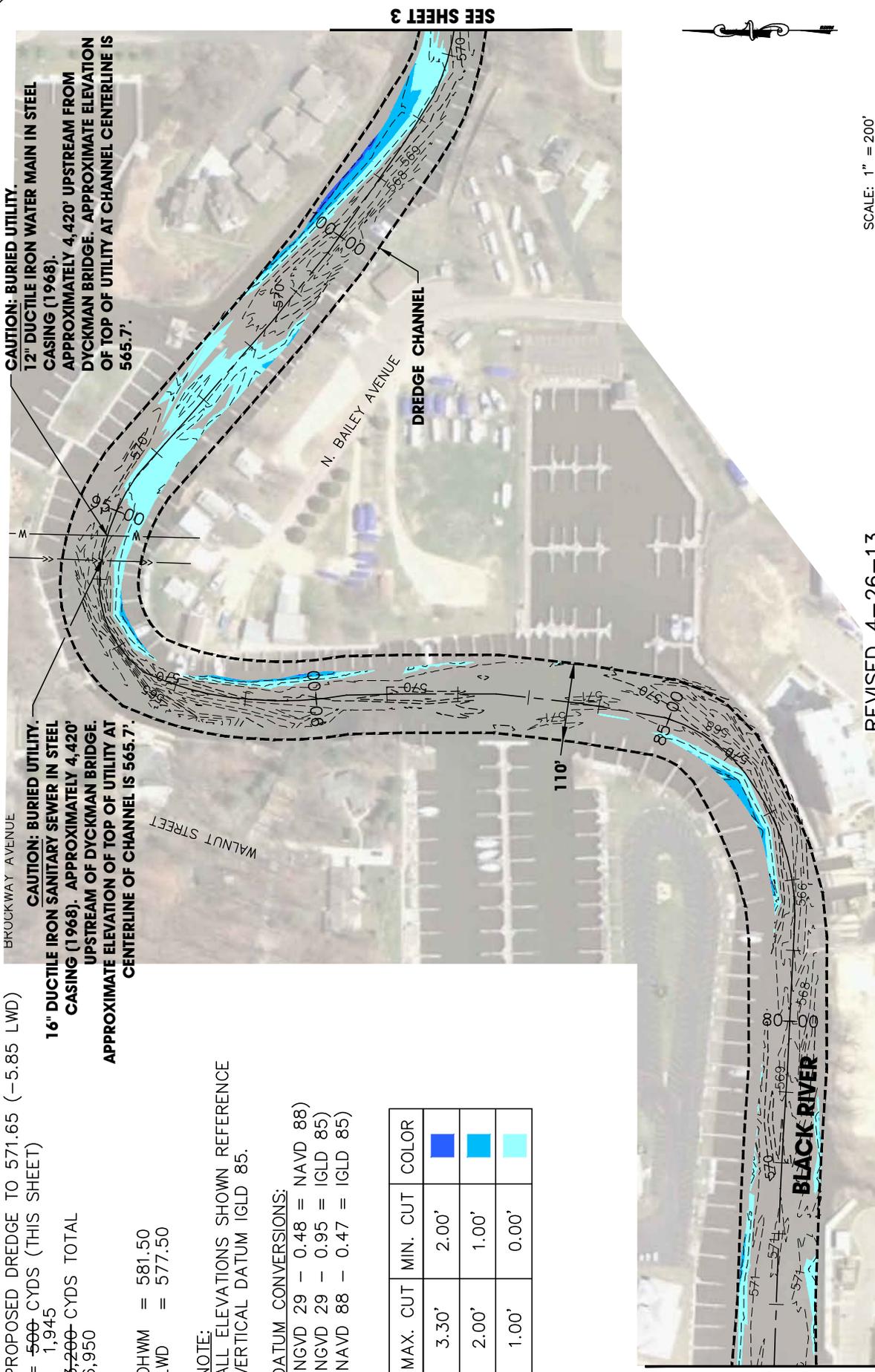
NOTE:
 ALL ELEVATIONS SHOWN REFERENCE
 VERTICAL DATUM IGLD 85.

DATUM CONVERSIONS:
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 (NGVD 29 - 0.95 = IGLD 85)
 (NAVD 88 - 0.47 = IGLD 85)

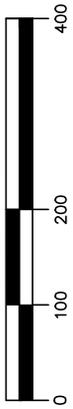
MAX. CUT	MIN. CUT	COLOR
3.30'	2.00'	
2.00'	1.00'	
1.00'	0.00'	

CAUTION: BURIED UTILITY.
 16" DUCTILE IRON SANITARY SEWER IN STEEL
 CASING (1968). APPROXIMATELY 4,420'
 UPSTREAM OF DYCKMAN BRIDGE.
 APPROXIMATE ELEVATION OF TOP OF UTILITY AT
 CENTERLINE OF CHANNEL IS 565.7'.

CAUTION: BURIED UTILITY.
 12" DUCTILE IRON WATER MAIN IN STEEL
 CASING (1968).
 APPROXIMATELY 4,420' UPSTREAM FROM
 DYCKMAN BRIDGE. APPROXIMATE ELEVATION
 OF TOP OF UTILITY AT CHANNEL CENTERLINE IS
 565.7'.



SCALE: 1" = 200'



REVISED 4-26-13
 DREDGE DATA BASED ON
 BATHYMETRIC SURVEY (4-17-13)

PREPARED FOR:
CITY OF SOUTH HAVEN
BLACK RIVER
MAINTENANCE DREDGING

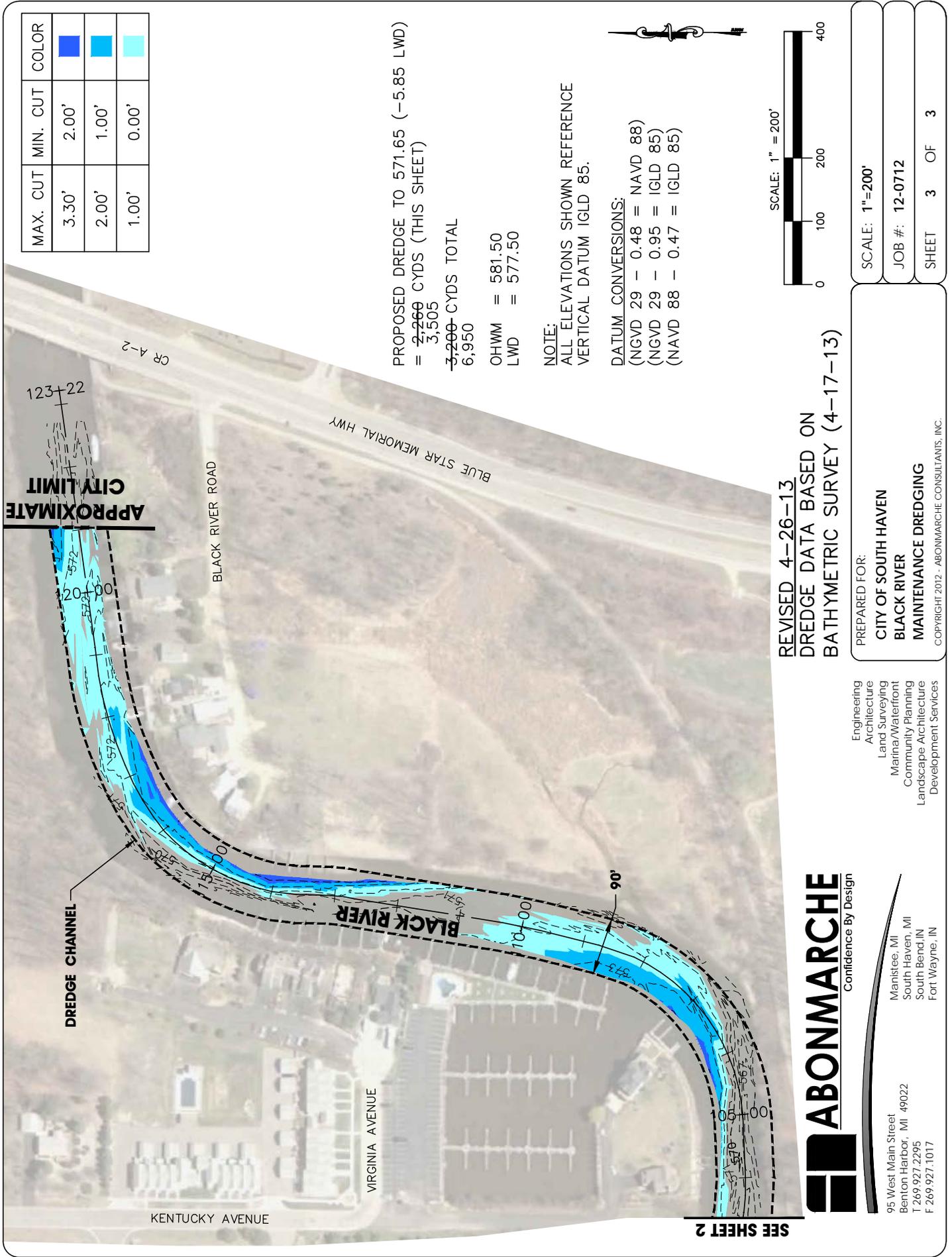
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SCALE: 1" = 200'

JOB #: 12-0712

SHEET 2 OF 3



MAX. CUT	MIN. CUT	COLOR
3.30'	2.00'	■
2.00'	1.00'	■
1.00'	0.00'	■

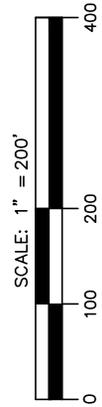
PROPOSED DREDGE TO 571.65 (-5.85 LWD)
 = ~~2,260~~ CYDS (THIS SHEET)
 3,505

~~3,200~~ CYDS TOTAL
 6,950

OHWM = 581.50
 LWD = 577.50

NOTE:
 ALL ELEVATIONS SHOWN REFERENCE
 VERTICAL DATUM IGLD 85.

DATUM CONVERSIONS:
 (NGVD 29 - 0.48 = NAVD 88)
 (NGVD 29 - 0.95 = IGLD 85)
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REVISED 4-26-13
 DREDGE DATA BASED ON
 BATHYMETRIC SURVEY (4-17-13)

PREPARED FOR:

**CITY OF SOUTH HAVEN
 BLACK RIVER
 MAINTENANCE DREDGING**

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SCALE: 1" = 200'

JOB #: 12-0712

SHEET 3 OF 3

SEE SHEET 2

May 13, 2013

TO: Brian Dissette

FR: Paul VandenBosch

RE: Emergency Dredging Resolution and Addendum

The Michigan DNR has notified the City that the amount of the 2013 emergency dredging grant is \$296,050. This reflects the original funding amount of \$436,050 less \$140,000 allocated for Army Corps dredging areas. The Army Corps plans to dredge the federal channel later this year.

The attached resolution and agreement will authorize the grant funding for emergency dredging.

The current dredging project, including the North Side and South Side Marinas, Turning Basin, Friends Goodwill Channel, and Black River is expected to cost \$490,503, based on the most recent change order.

Funding sources for the 2013 dredging project are proposed as follows:

296,050	MDNR Waterways Emergency Dredging Grant
94,453	City of South Haven River Maintenance Fund
<u>100,000</u>	City of South Haven Municipal Marina Fund
490,503	Total

Staff is requesting a budget amendment to reflect this expense, which was not foreseen in the 2012-2013 budget process.

Staff Recommendation:

Approve the Emergency Dredging Agreement Addendum, Resolution and Budget Adjustment for the 2013 Emergency Dredging Project.



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF NATURAL RESOURCES
LANSING



KEITH CREAGH
DIRECTOR

May 9, 2013

Mr. Paul Vandebosch
City of South Haven
539 Phoenix Street
South Haven, Michigan 49090

Dear Mr. Vandebosch:

Enclosed are two copies of an Agreement Addendum between the City of South Haven and the Department of Natural Resources (DNR), as well as two copies of a Resolution for adoption by the City authorizing execution of the Agreement Addendum.

Please have both copies of the Agreement Addendum (*do not date the first page*) and the Resolution signed as appropriate. All copies should be returned to my attention. The Agreement Addendum will be signed and dated by the DNR, and a fully executed copy will be returned for your files.

If you have any questions, please contact me (517-335-3033), or at DNR-Parks and Recreation Division, P.O. Box 30257, Lansing, MI 48909-7757.

Sincerely,

Paul R. Petersen
Waterways Grant Program Manager
Parks and Recreation Division

Enclosures

AGREEMENT ADDENDUM

(Supplemental Funding, Scope of Work Change, or Time Extension)

THIS AGREEMENT ADDENDUM, made this _____ day of _____, 2013, by and between the CITY OF SOUTH HAVEN, MICHIGAN, a municipal corporation, hereinafter referred to as the "City", and the MICHIGAN DEPARTMENT OF NATURAL RESOURCES, an agency of the State of Michigan, hereinafter referred to as the "Department."

WHEREAS, on _____, 2013 an agreement was entered into between the Department and City, to assist the City in the Emergency Dredging at the City of South Haven, South Haven Municipal Marina facility, under provisions of the State's Waterways Grant-in-Aid Program.

NOW, THEREFORE, in consideration of the mutual promises and conditions contained herein, it is mutually agreed as follows:

1. The Department agrees:

(a) To grant to the City funds for emergency dredging of South Haven Municipal Marina (the facilities). Said total grant-in-aid for the project shall not exceed Two Hundred Ninety-six Thousand Fifty dollars (\$296,050.00). These monies shall be used only for the project work outlined in the Agreement and this Addendum and related engineering costs.

(b) To release State funds according to the following:

Completion of Department approved plans and cost estimated by the community's engineer.

Twenty-five (25) percent of the total grant upon execution of this Agreement. These advance funds may be used toward the plans, specifications and permits acceptable to the Department and City. The State's ability to advance funds will be dependent on approval of the Emergency Dredge Plan Supplemental, and approval from the Department of Treasury. If the plan is not acceptable to the regulatory agencies and permits are denied, remaining funds will be returned to the State of Michigan.

The remaining seventy-five (75) percent shall be released as a reimbursement. The final ten (10) percent shall be paid upon completion of work and receipt of progress payment requests from the contractor that are approved for payment by the designated project manager. The final ten (10) percent of State funds shall be paid upon completion of the project and 60 days after receipt of project cost documentation to the Department by the City or completion of an audit of the expenditures for the facilities by the Department, whichever occurs first.

2. The City agrees:

(a) Said total grant-in-aid for the project shall not exceed Two Hundred Ninety-six Thousand Fifty dollars (\$296,050.00). These monies shall be used for the project work outlined in the Agreement and this Addendum and related engineering costs. This sum represents 100 percent of the total cost of the project work. Any additional funds needed to complete the project work shall be provided by the City. The City must have the prior written approval of the Department for any change orders to the contract(s) in cost, plans or specifications.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seal the day and date first above written.

IN WITNESS WHEREOF, the parties execute this Agreement by the signatures of their duly authorized representatives.

WITNESSES:

CITY OF SOUTH HAVEN

By: _____

Title: _____

**MICHIGAN DEPARTMENT OF
NATURAL RESOURCES**

By: _____

Ronald A. Olson, Chief
Parks and Recreation Division

2013 Emergency Dredging Plan - Identified Locations

Facility	Program	Army Corps Responsibility		Facility Responsibility		Total Cost*	Facility Design Services	Permitted (Facility Resp.)
		Volume	Cost*	Volume	Cost*			
Alpena Small Boat Harbor	Grant-In-Aid			23,000	\$ 805,000	\$ 805,000	No	No
Arcadia Township - Veterans Memorial Marina	Grant-In-Aid			3,800	\$ 133,000	\$ 133,000	No	Application Process
Bay City - Liberty Harbor Marina	Grant-In-Aid			2,222	\$ 77,800	\$ 77,800	No	No
Big Bay Harbor of Refuge/Marquette County	Grant-In-Aid	19,000	\$ 665,000.00			\$ 665,000	ACOE Project	ACOE Project
Boyer City - Grant Moore Marina	Grant-In-Aid			3,000	\$ 105,000	\$ 105,000	No	Application Process
Burt Twp - Grand Marais Marina	Grant-In-Aid			15,000	\$ 525,000	\$ 525,000	Yes (North Country)	Application Process
Caseville Municipal Harbor	Grant-In-Aid			18,000	\$ 630,000	\$ 630,000	No	Application Process
Clark Twp - Cedarville Harbor	Grant-In-Aid			1,600	\$ 56,000	\$ 56,000	No	No
Clark Twp - Hessel Marina	Grant-In-Aid			2,200	\$ 77,000	\$ 77,000	No	Application Process
Cheboygan County Marina	Grant-In-Aid			17,500	\$ 612,500	\$ 612,500	No	No
Cheboygan City Municipal Marina	Grant-In-Aid			90	\$ 3,150	\$ 3,150	No	No
East Jordan City Marina	Grant-In-Aid			12,000	\$ 420,000	\$ 420,000	No	Have Permits
Elk-Rapids-Edward C Grace Memorial Harbor	Grant-In-Aid			12,000	\$ 420,000	\$ 420,000	Yes (Gosling Czubak)	In Agency Review
Escanaba Municipal Marina	Grant-In-Aid			7,500	\$ 262,500	\$ 262,500	Yes (AECOM)	Application Process
Frankfort Municipal Marina	Grant-In-Aid	29,000	\$ 1,015,000.00	35,000	\$ 1,225,000	\$ 2,240,000	No	No
Garfield Township - Naubinway Marina	Grant-In-Aid			9,000	\$ 315,000	\$ 315,000	Yes (UDA)	Application Process
Grand Haven Marina (Harbor Island BAS)	Grant-In-Aid			5,143	\$ 180,005	\$ 180,005	Bid out	Have Permits
Grand Traverse Bay Marina	Grant-In-Aid			2,222	\$ 77,770	\$ 77,770	No	No
Harbor Beach Municipal Marina	Grant-In-Aid			20,000	\$ 700,000	\$ 700,000	No	Have Permits
Harbor Springs Municipal Marina	Grant-In-Aid			20,000	\$ 700,000	\$ 700,000	No	No
Harrisville Harbor of Refuge	Grant-In-Aid			8,000	\$ 280,000	\$ 280,000	No	Have Permits
Lake Erie Metropark Marina	Grant-In-Aid			6,000	\$ 210,000	\$ 210,000	Yes (Eng Dept contracts out)	Have Permits
Lake St Clair - Metrobeach Metropark Marina	Grant-In-Aid			15,700	\$ 549,500	\$ 549,500	No	No
Leland Township Harbor	Grant-In-Aid	12,000	\$ 420,000			\$ 420,000	Yes (Corps)	Application Process
Ludington Municipal Marina	Grant-In-Aid			2,000	\$ 20,000	\$ 20,000	Yes (Prein & Newhof)	Application Process
Mackinaw City Municipal Marina	Grant-In-Aid			2,500	\$ 150,000	\$ 150,000	Yes (UDA)	Application Process
Manistee Municipal Marina	Grant-In-Aid			670	\$ 23,450	\$ 23,450	No	No
Manistique Municipal Marina	Grant-In-Aid			5,555	\$ 194,400	\$ 194,400	Yes (Coleman Engineering)	Have Permits (Need to modify)
Menominee Marina	Grant-In-Aid			60,000	\$ 2,100,000	\$ 2,100,000	Yes (U.P. Engineers and Arch)	Application Process
Munising Bayshore Marina	Grant-In-Aid			10,000	\$ 350,000	\$ 350,000	Yes (AECOM)	No
Muskegon - Hartshorn Municipal Marina	Grant-In-Aid			5,000	\$ 175,000	\$ 175,000	No	No
New Buffalo Municipal Marina	Grant-In-Aid	Not Avail.	\$ 160,000	25,200	\$ 882,000	\$ 1,042,000	No	Application Process



2013 Emergency Dredging Plan - Identified Locations

Facility	Program	Army Corps Responsibility		Facility Responsibility		Total Cost*	Facility Design Services	Permitted (Facility Resp.)
		Volume	Cost*	Volume	Cost*			
Northport - G Martsen Dame Marina	Grant-In-Aid			2,500	\$ 87,500	\$ 87,500	Yes (Schiffer Group)	Application Process
Pentwater Municipal Marina	Grant-In-Aid			463	\$ 16,205	\$ 16,205	No	Application Process
Petoskey City Marina	Grant-In-Aid			1,400	\$ 49,000	\$ 49,000	No	No
Port Huron - River Street Marina	Grant-In-Aid			2,057	\$ 71,995	\$ 71,995	Yes (Tetra Tech)	Have Permits
Port Huron - Fort Street Marina	Grant-In-Aid			2,057	\$ 71,995	\$ 71,995	Yes (Tetra Tech)	Have Permits
Port Sanilac Municipal Harbor of Refuge	Grant-In-Aid			8,000	\$ 280,000	\$ 280,000	No	Application Process
Rogers City Marina	Grant-In-Aid			6,500	\$ 227,500	\$ 227,500	No	No
South Haven Municipal Marina	Grant-In-Aid	4,000	\$ 140,000	8,900	\$ 296,050	\$ 436,050	Yes (Abonmarche)	Application Process
St. James Twp - Beaver Island Marina	Grant-In-Aid			29,000	\$ 1,015,000	\$ 1,015,000	No	No
St. Joseph - West Basin Marina	Grant-In-Aid			3,000	\$ 105,000	\$ 105,000	Yes (Abonmarche) Bid Out	Have Permits
Whitehall - White Lake Municipal Marina	Grant-In-Aid			5,200	\$ 182,000	\$ 182,000	Yes	Have Permits
Cedar River State Harbor	State	40,000	\$ 1,400,000	1,300	\$ 45,500	\$ 1,445,500	No	No
Lac La Belle State Harbor	State	2,000	\$ 70,000			\$ 70,000	No	No
Lexington State Harbor	State	30,000	\$ 1,050,000			\$ 1,050,000	No	No
Little Lake State Harbor	State	18,000	\$ 630,000			\$ 630,000	No	No
Port Austin State Harbor	State			20,000	\$ 700,000	\$ 700,000	Yes (NDG)	Yes; older-may need revision
William G. Milliken State Harbor	State			120	\$ 4,200	\$ 4,200	Not started, but consultant slated	No
TOTAL		ACOE Total \$ 5,550,000		Facility Total \$ 15,411,020				

GRAND TOTAL \$ 20,961,020

* Assumes \$35/cubic yard unless cost provided

Note: This list contains all communities and state public recreational boating facilities that responded and indicated a need in a survey soliciting dredging information in December 2012/January 2013. The overall survey successful contact rate was 82%. Communities that did not respond to the survey, or indicated satisfactory water depths, are not shown in this Emergency Dredging Plan List of locations.



South Haven Harbor
2013 Dredging Program

05/03/13

Expenses	
236,653.00	North Side and South Side Marinas
253,850.10	Change Order 1 (Turning Basin, Friends Goodwill Channel, Black River)
490,503.10	Total

Funding Sources	
296,050.00	Waterways Emergency Dredging
94,453.10	River Maintenance Fund
100,000.00	Marina Fund
490,503.10	Total

BUDGET SUMMARY
MARINA FUND

Acct No	Account Description	2008-09 Pri Year 3 Act Actual	2009-10 Pri Year 2 Actual	2010-11 Pri Year Actual	2011-12 Pri Year Actual	2012-13 Cur Year Original Budget	07/12-04/13 Cur YTD Actual	2012-13 Cur Year Projected Budget	2013-14 Proposed Budget
MARINA FUND									
594-000-543-000	STATE DREDGING FUNDS							296,050.00	
594-000-566-005	STATE GRANT	-	13,399.39	156.25	4,194.36	789,774.00	247,360.19	789,774	0
594-000-608-000	OTHER FEES	3,655.03	4,065.00	4,093.00	2,910.00	3,600.00	1,789.75	3,600	2,910
594-000-645-000	SALES	4,087.45	4,429.53	3,854.51	4,329.92	4,000.00	2,577.75	4,000	4,330
594-000-665-000	INTEREST INCOME	10,724.21	16,797.09	13,619.58	15,105.96	10,000.00	8,417.97	10,000	15,106
594-000-665-594	MARKET VALUE ADJUSTMENTS	-	-	6,100.11	(2,655.45)	0.00	(3,444.66)	0	0
594-000-667-003	SEASONAL DOCK RENTAL	377,954.50	350,634.50	327,624.05	321,099.45	350,000.00	334,406.00	350,000	350,000
594-000-667-004	TRANSIENT DOCK RENTAL	166,673.99	161,583.69	140,732.90	183,126.76	160,000.00	73,077.35	160,000	160,000
594-000-667-016	LEASE AGREEMENT - MILLER	-	4,967.50	-	-	-	0	-	-
594-000-690-000	SUNDRY-MISC OPERATING REVENUE	1,128.49	533.43	1,605.31	1,551.80	1,500.00	799.50	1,500.00	1,500.00
594-000-699-401	TRANSFER IN - CAPITAL PROJ 401	-	-	-	-	-	-	-	-
REVENUES		564,223.67	556,410.13	497,785.71	529,662.80	1,318,874.00	664,983.85	1,614,924.00	533,846.00
594-776-703-000	SALARIES & WAGES - FULL-TIME	41,476.67	4,919.21	6,515.05	531.54	4,597.00	254.52	4,597	4,597
594-776-704-000	SALARIES & WAGES - PART-TIME	44,496.12	47,935.49	55,352.07	50,019.66	48,403.00	30,782.02	48,403	48,403
594-776-708-000	OVERTIME - FULL-TIME	-	224.25	61.80	0.00	0.00	46.10	0	0
594-776-709-000	OVERTIME - PART-TIME	170.44	-	364.08	274.88	65.00	492.85	65	65
594-776-710-000	HEALTH/DENTAL INSURANCE	4,005.93	922.03	1,296.17	152.57	670.00	114.66	670	670
594-776-712-000	WORKERS COMPENSATION	2,271.38	3,228.34	1,293.08	1,096.80	1,730.00	881.03	1,730	1,730
594-776-713-000	PAYROLL TAXES	6,706.10	4,422.26	4,741.89	3,877.73	4,054.00	2,414.26	4,054	4,054
594-776-713-001	UNEMPLOYMENT COMPENSATION	3,137.34	3,424.53	4,004.55	2,716.64	2,551.00	1,675.17	2,551	2,551
594-776-713-002	LIFE & DISABILITY INSURANCE	615.11	54.89	84.32	14.01	24.00	2.12	24	24
594-776-716-000	EMPLOYER MERS CONTRIBUTIONS	-	197.80	-	0.00	24.00	0.00	24	24
594-776-727-000	OFFICE SUPPLIES	683.42	793.27	917.49	1,048.94	900.00	25.77	900	900
594-776-729-001	OTHER CLOTHING & SUPPLIES	21.48	306.00	361.20	572.00	400.00	0.00	400	400
594-776-741-000	OPERATING SUPPLIES	7,262.98	7,273.34	9,612.84	11,703.94	5,200.00	15,305.96	5,200	5,200
594-776-742-000	SMALL TOOLS	276.66	977.88	396.12	495.20	300.00	10.28	300	300
594-776-748-000	MOTOR FUEL	252.02	200.00	3.19	0.00	0.00	0.00	0	200
594-776-801-000	PROFESSIONAL/CONSULTING FEES	4,396.92	82.00	688.00	10,712.29	1,000.00	68,436.32	1,000	5,000
594-776-802-000	OTHER CONTRACTUAL SERVICES	33,011.97	70,093.45	77,385.17	59,832.15	75,000.00	156,266.09	75,000	75,000
594-776-803-000	CREDIT CARD FEES	-	-	4,968.11	12,018.66	15,000.00	8,459.76	15,000	15,000
594-776-850-000	TELEPHONE	2,733.60	2,055.14	1,912.13	3,110.46	3,000.00	2,805.25	3,000	3,000
594-776-855-000	POSTAGE	-	13.95	-	0.00	100.00	0.00	100	0
594-776-860-000	TRAVEL/CONFERENCES/TRAINING	3,316.26	374.50	490.40	955.58	700.00	3,191.11	700	700
594-776-870-000	PAYMENT IN LIEU OF TAXES	26,162.00	26,162.00	26,947.00	26,350.00	26,350.00	21,958.32	26,350	26,350
594-776-900-000	PRINTING/PUBLISHING	160.49	83.68	62.85	91.95	6,000.00	167.52	6,000	0
594-776-921-000	UTILITIES - ELECTRIC	21,670.57	21,166.71	18,654.39	15,149.20	20,000.00	19,126.22	20,000	20,000

BUDGET SUMMARY
MARINA FUND

Acct No	Account Description	2008-09	2009-10	2010-11	2011-12	2012-13	07/12-04/13	2012-13	2013-14
		Pri Pri Year 3 Ac/ Actual	Pri Year 2 Actual	Pri Year Actual	Pri Year Actual	Cur Year Original Budget	Cur YTD Actual	Cur Year Projected Budget	Proposed Budget
594-776-922-000	UTILITIES - WATER & SEWER	12,691.87	12,337.58	10,821.83	10,637.25	11,000.00	12,683.94	11,000	11,000
594-776-923-000	UTILITIES - GAS	1,365.54	1,879.86	1,376.99	1,675.60	1,700.00	2,417.75	1,700	1,700
594-776-931-000	REPAIRS/MAINT-BLDS & STRCTRES	5,948.65	2,645.49	9,638.07	7,652.20	0.00	4,347.30	0	0
594-776-932-000	REPAIRS/MAINTENANCE - OTHER	1,374.09	1,959.54	7,176.69	3,657.59	0.00	467.37	0	0
594-776-933-000	REPAIRS/ MAINTENANCE - EQUIP	2,703.85	833.57	1,436.55	427.09	1,200.00	114.93	1,200	0
594-776-941-000	MOTOR POOL FEES	1,662.00	1,712.00	1,797.00	1,800.00	1,844.00	1,536.66	1,844	1,844
594-776-942-000	INFORMATION SERVICES FEES	4,600.00	5,713.00	5,713.00	5,713.00	5,713.00	4,760.84	6,399	6,591
594-776-944-000	BUILDING LEASE	100,830.00	103,327.80	100,830.00	100,830.00	100,830.00	84,025.00	100,830	100,830
594-776-957-000	CONCESSION EXPENSE	3,229.50	3,212.00	3,298.20	3,204.10	3,500.00	2,046.96	3,500	4,000
594-776-958-000	SUBSCRIPTIONS/MEMBERSHIPS	227.50	245.00	265.00	247.50	200.00	0.00	200	300
594-776-964-000	BOATERS REFERRAL BONUS				200.00	0.00	0.00	0	0
594-776-968-000	DEPRECIATION EXPENSE	99,115.98	99,806.01	92,286.05	94,922.15	90,000.00	0.00	90,000	133,300
594-776-969-101	ADMIN FEES - GENERAL FUND	43,540.00	44,846.00	51,353.00	51,353.00	51,353.00	42,794.18	51,353	25,000
594-776-969-111	POLICE DEPART FEES-GEN FUND	9,295.00	9,574.00	8,930.00	8,930.00	8,930.00	7,441.66	8,930	5,000
594-776-975-000	BUILDINGS/ADDS/IMPROVEMENTS	-	-	-	2,180.00	0.00	0.00	0	0
594-776-975-011	NORTH SIDE MARINA UPGRADE	253.14	-	-	0.00	1,628,400.00	1,088,201.09	1,628,400	0
594-776-979-001	UNBUDGETED DREDGING COSTS	-	1,500.00	-	0.00	0.00	0.00	396,050.00	0.00
594-776-980-000	OFFICE EQUIPMENT & FURNITURE	-	798.98	-	0.00	0.00	1,476.45	0.00	0.00
OPERATIONS		492,038.10	485,597.75	511,034.28	494,153.68	2,120,738.00	1,584,729.46	2,517,474.00	503,733.00
594-965-999-296	OPER TRANS OUT - RIVER MAINT	15,977.00	15,438.00	15,438.00	25,627.00	21,080.00	21,080.00	21,080.00	21,080.00
TRANSFERS OUT		15,977.00	15,438.00	15,438.00	25,627.00	21,080.00	21,080.00	21,080.00	21,080.00
GRAND TOTAL EXPENDITURES		508,015.10	501,035.75	526,472.28	519,780.68	2,141,818.00	1,605,809.46	2,538,554.00	524,813.00
NET INCOME (LOSS)		56,208.57	55,374.38	(28,686.57)	9,882.12	(822,944.00)	(940,825.61)	(923,630.00)	9,033.00
RETAINED EARNINGS		2,000,034.72	2,055,409.10	2,026,722.53	2,036,604.65	1,213,660.65		1,112,974.65	1,122,007.65
Less Net Capital Assets					(957,038.00)	(957,038.00)		(957,038.00)	(957,038.00)
Net Reserves					1,079,566.65	256,622.65		155,936.65	164,969.65

FY 13 Budget Adjustment shows \$923,630 of reserves being used. Ending reserves are estimated at \$150,969.

FY 14 Proposed budget shows that \$9,033 will be added to existing reserves for a total of \$160,002 at June 30, 2014.

BUDGET SUMMARY
RIVER MAINT FUND

Acct No	Account Description	2011-12 Pri Year Actual	2012-13 Cur Year Original Budget	07/12-04/13 Cur YTD Actual	2012-13 Cur Year Projected Budget	2013-14 Proposed Budget
RIVER MAINTENANCE FUND						
296-000-566-000	STATE GRANT-DREDGING	0.00	0.00	0.00	0.00	-
296-000-665-000	INTEREST INCOME	3.68	0.00	0.00	0.00	-
296-000-665-001	INT INCOME - SPECIAL AS	1,309.00	1,500.00	0.00	1,500	0
296-000-672-500	DREDGING ASSESSMENT	15,275.14	16,000.00	0.00	16,000	0
296-000-699-250	OPERATING TRANS IN-DV	10,000.00	10,000.00	10,000.00	10,000	10,000
296-000-699-545	TRANSFER IN-BLACK RIVE	5,547.00	5,800.00	5,800.00	5,800	5,800
296-000-699-594	OPER TRANS IN - MARIN/	25,627.00	21,080.00	21,080.00	21,080	21,080
REVENUES		57,761.82	54,380.00	36,880.00	54,380.00	36,880.00
296-774-741-000	OPERATING SUPPLIES	168.00	500.00	0.00	500.00	500.00
296-774-802-000	OTHER CONTRACTUAL SE	9.57	0.00	6.44	0.00	-
296-774-974-006	DREDGING	0.00	10,000.00	11,079.23	104,453.00	10,000.00
OPERATIONS		177.57	10,500.00	11,085.67	104,953.00	10,500.00
TOTAL EXPENDITURES		177.57	10,500.00	11,085.67	104,953.00	10,500.00
FUND - NET		57,584.25	43,880.00	25,794.33	(50,573.00)	26,380.00
FUND BALANCE		67,844.39	111,724.39		17,271.39	43,651.39

FY 13 Budget Adjustment shows \$50,573 of reserves being used. Ending reserves are estimated at \$17,271

FY 14 Proposed budget shows that \$26,380 will be added to existing reserves for a total of \$43,651 at June 30, 2014.