



In 1996 ADOT informed the City of Petersburg that over the next 10 years the State would be terminating their division of ports and harbor authority and offered all coastal communities with harbor facilities the opportunity to take ownership of their respective float systems. The City of Petersburg worked with ADOT and by 2006 took over ownership of the North, Middle and South Harbors. With the acquired ownership the maintenance requirements grew exponentially. In the Petersburg Borough Waterfront Master Plan dated February 2016, the need for one centrally located maintenance shop/storage area was identified as a high priority (pg. 20, section 5.1.2) specifically identifying a trade of properties between the Petersburg Borough and Petro Marine Services, Inc. as a positive addition for the Harbor.

As with every facility, maintenance is a moving target. Preventive maintenance is encouraged yet much of the Borough's Harbor maintenance team attention is given to repair and replacement. Below is a history of the Harbor facilities and brief description of ongoing maintenance work that occurs at each location.

1. The **North Harbor** constructed in 2015, has repair issues occurring largely from isolated damage. General maintenance and upkeep includes annual surface cleaning of the wood floats and seasonal cold weather attention such as snow removal and slippery float conditions that keep the staff busy. Daily monitoring of vehicle parking areas and litter pickup take equal maintenance time during the spring and summer months. The **North Harbor Office**, built in 1982, houses public restrooms, shower facility, furnace and electric water heating units which all require considerable maintenance attention due to age and nature of constant public use.
2. The **Middle Harbor** built in 2008, has maintenance repair issues from isolated damages as well as problems with the fresh waterline due to equipment failure because of tidal occurrences and siltation. The Middle Harbor basin also requires maintenance dredging due to siltation from Hammers Slough. Middle Harbor maintenance includes annual surface cleaning, seasonal cold weather attention and the monitoring of vehicles in the parking lot similar to the North Harbor. 3 conex vans are located in the MH parking lot and included in 2,100 sq. ft. area blocked off for storage of harbor equipment.
3. In 2010, the **Port Dock** was rebuilt and a large turning dolphin was added to the northern corner to help protect the dock. The Port Storage area is maintained by Harbor staff including snow removal and general upkeep with help from Public Works for annual gravel resurfacing. The Harbor has 3 conex vans and outside storage for Harbor materials and equipment located in this area as well. General oversight of utility services that branch off of Dock Street fall to Harbor Maintenance to deal with.

These include SE IS Fuel, Wikan Enterprises, USCG, WinMar, USFS, Petro Marine, multiple private leases at the ADOT Airplane Facility.

4. The **South Harbor** was constructed in two stages. The original Harbor basin was dredged in 1982 and the Main Float along with A, B, C, D Floats, **crane dock, grid, parking lots** and original **Launch Ramp** were open for business in 1984. In 1996 the southern parking lot was enlarged, 2 **public restrooms** added and the SH Launch Ramp were replaced. The age and size of the original South Harbor and the nature of continual public traffic through the restrooms as well as vehicle monitoring causes Harbor Maintenance to spend considerable time dealing with issues in this location. Annual surface cleaning, seasonal cold weather attention such as snow removal and slippery float conditions also involve increase Harbor Maintenance attention. The Harbor Department has a small heated building located in the southern end of the South Harbor that houses supplies and seasonal equipment such as power washers & hoses in the summer and snow blowers and snow removal gear t in the winter.
5. In 2000 the addition to the **South Harbor** which included dredging of the southern end of the South Harbor and the additional floats added to A, B, C Floats occurred. In 2015 the crane dock was widened and upgrades to the lighting were made. Harbor Maintenance oversees the maintenance of both large and small cranes.
6. In 2015 the **Drive Down Float** was built and put into service and in 2016 the **Bulkhead** was added to the facility. Maintenance on the Drive Down Float includes regular surface cleaning due to bird droppings and general traffic. Summer tour ship landings require schedule posting on a dozen barricades that have to be set up and removed regularly. The DDF Approach and Bulkhead require continual maintenance of gravel surface due weather and traffic conditions including general upkeep of fleet gear storage area.
7. **Scow Bay Turnaround** was added to the Harbor Department in 2013 and requires daily rounds by the maintenance crew to monitor activity and provide general upkeep of the area. Annual resurfacing the area occurs with the help of Public Works. This 5,000 sq. ft. area serves as additional Harbor materials storage.

Harbor Maintenance also:

- Maintains the waste oil collection containers, transfer equipment, and storage containment tanks as well as transfers the 12,000 gallons of used oil from the Harbor to the Baler facility.
- Maintains all the potable water services within the facility. The year around float fire/potable water system is in a constant state of repair due to constant use and age.
- Assists with litter picks, garbage transfer, security camera equipment maintenance, harbor security vessel O&M.
- Maintains de-watering pumps, fire-fighting equipment, 3 floating fire sheds
- Provides assistance to vessel owners in need including lifting vessels that have sunk, impounding derelict vessels and pumping out vessels in proper and timely manner.
- Provides upland enforcement of parking, trailers, port storage and as needed security checks.

Currently the Harbor Maintenance workshop is located in very cramped room within the Harbor Office building. This small area also serves as a supply room and storage area for all aspects of Harbor services. Much of the time, maintenance projects are forced to relocate to other locations seeking work space. Today, Harbor maintenance equipment is stored in six conex vans that the Harbor Department has stashed in various locations on Harbor property. Conex storage is not ideal as moisture and temperature issues often occur on the equipment and materials.

Harbor Storage/Maintenance areas include:

- Harbor Office Building
 - South Harbor Storage Building – power washers/snow blowers, cases of TP, ice melt, cleaning supplies
 - Middle Harbor parking lot - 3 Conex vans with lumber/beams storage on top (requires PW loader to access) plus 30 ft. x 40 ft. unfenced storage for utility trailer, waste oil trailer, lumber, floatation, signage, talisbar, drums, etc.
 - Port Storage - 3 Conex vans plus 20 ft. 25 ft. unfenced storage.
 - Scow Bay - unfenced storage area 40 ft. x 150 ft. for large dock materials, boat trailer
 - Public Works – fork lift, dock material, grating, impound lot, staging equipment items for public bid
 - Motor Pool – tires, replacement cable for cranes
 - PMPL Pole Yard – electrical pedestals, light stations/fixtures, light pole
 - Baler Facility* – waste oil storage tanks, equipment replacement materials
- *Regularly provides work area for hot work, oil dumpster & 13 yard garbage annual maintenance, overhaul of Harbor various equipment – trailers etc.

MAINTENANCE NEEDS:

The Harbor Maintenance operation needs one general work space that includes both a maintenance shop and secure maintenance storage that is in close proximity to the harbor facilities. This work space also needs to include covered storage for items such as replacement lumber and maintenance equipment.

Using the provided information and working with both Ben Hinde, Harbor Maintenance and Ed Tagaban, we outline some rough costs associated with building a Harbor Maintenance Facility on existing Borough property such as the Drive Down Approach, Middle Harbor parking lot, or Scow Bay Turnaround.

NEW CONSTRUCTION COSTS:

- \$300,000 for a new Maintenance Shop – 40 ft. x 50 ft. insulated steel building 15 ft. ceiling, cement floor, water & sewer and heat with electric supply large enough to run welding equipment (Joe Bertignoli est.)
- \$50,000 - \$75,000 Fence – 50 ft. x 200 ft. steel cyclone fence with multiple gates installed (Reid Bro's est.)
- *\$7,500 for Covered Storage – 20 ft. x 40 ft. built using two surplus 20 ft. conex vans and steel beams (Staff est. built in house).
- *\$20,000 for Shop fixtures – Work bench, racks & shelving, waste oil burner etc.

* Costs associated with any option

SUGGESTED SITES:

Advantages

Disadvantages:

**Existing Borough Owned
Petro Leased Warehouse
on Dock Street:**

N/A - 99 year lease. Petro not interested in giving up this
as it is used in their operation

Drive Down Approach:

-Borough owned
-Location close to Harbor Facilities
-One location

-Increase cost to install utilities
-Potential to lose up to \$31,000 yr.
revenue from lost storage/parking
-require new construction
of building & fenced area

Middle Harbor Parking Lot:

-Borough owned
-Location close to Harbor Facilities

-Decrease parking availability for
an already stressed area
-Will require a secondary fenced area
for material storage
-Require new construction
of building and fenced area

**South Harbor Crane Dock
Parking Lot 7 day:**

-Borough owned
-Location close to Harbor Facilities

-Decrease parking availability for
an already stressed area
-Will require a secondary fenced area
for material storage
-Already congested area
-Require new construction
of building & fence area

**North Harbor
Old Approach:**

-Borough owned
-Location close to Harbor Facilities

-High traffic area between Harbor
& Trident esp. in summer
-Will require multiple areas for storage
of materials and equipment.
- Require new construction
of building & fenced area

Pole Yard:

-Borough owned
-Area fenced

-Location far from Harbor Facilities,
-Staff will have longer response time
providing assistance and responding to
emergencies
-Require new construction
of building

Scow Bay:

-Borough owned

-Location far from Harbor Facilities,
-Staff will have longer response time
providing assistance and responding to
emergencies.
-Increase cost to install utilities
-Require new construction
of building & fenced area

**Petro 49 Building
Swap:**

- Location adjacent to Harbor
 - Facilities will provide good response time for staff assistance & emergency reaction
 - No new construction of building or fenced area
 - Fenced property large enough to efficiently store maintenance material and equipment in one location.
 - Oil containment collection base in place
 - Free up parking in Middle Harbor
 - Open up lease availability at Port Storage & Scow Bay
 - Additional leasable space for community use
 - Identified in the Waterfront Masterplan as a **high priority**
(pg.20 / 5.1.2)
- Not owned by Borough
 - Age of building