

SITE ANALYSIS REPORT

DATE:	September 7, 2012	SITE VISIT DATE:	August 16, 2012
TO:	File	TIME ON SITE:	4:30-5:30 pm
FROM:	Brad Porter	OTHERS PRESENT:	Richard Dornhelm
PROJECT:	Doran and Westside Boat Launch Facilities, Bodega Bay	WEATHER:	Overcast, 60 deg.
M&N File No.	7852	PROJECT PHASE:	Preliminary Design

The following is our site analysis of the existing Boat Launch Facilities at the two Bodega Bay sites- Westside Park and Doran Park. The primary purpose of the analysis is to identify the existing features and their suitability for incorporation into the facility improvement project design.

West Side Boat Launch Facility

1. *Ramp*—Concrete at the top of the ramp is cracked and grooves are worn to near smooth (see Westside Photos 1 to 4). The ramp appears to be structurally sound and can be renewed by pre-cast concrete panel overlay. The overlay panels should be designed to accommodate the required increase in the width of the ramp from 2 to 3 lanes. There is a concrete apron 50 ft. wide at the top of the ramp (extends 35 ft. from back of abutment). The AC pavement adjoining the apron at the top of the ramp is in poor condition and should be replaced with an extended PC Concrete apron. The scour hole at the bottom of the ramp should be stabilized with appropriate sized rip rap. The large reported rock that was placed in the hole now interferes with boat launching at low tides and should be removed. The concrete float access abutments are unequal length by 2 ft and the outboard edges present an unsafe condition because of the lack of edge protection. The main ramp slabs are 20 ft. wide and extend 2 ft. beyond inside edge of the floats. The float slab is 8 ft. wide on each side of the ramp. The floats are 8 ft. wide but are worn and failing; the deck cross slope and stability do not conform to current regulations for access by disabled persons. The float guide piles are badly worn where they have been rubbed on the floats. The entire boarding float system in need of replacement.
2. *Shore Protection*—The shoreline is stable and the rip rap protecting the shore is in good condition on both the south and the north side of the ramp. On the south there are rocks on the base of the slope that have the appearance of having rolled down from above, yet the rock on the upper bank is intact. (see Westside Photos 5, 6)
3. *Eel Grass*—There appears to be a bed on the north side of the boarding floats midway at 4-10 ft. from the dock (see Westside Photo 7). The presence of Eel Grass in proximity to the north side of the ramp suggests that the required ramp widening should take place to the south.
4. *Ramp Lighting*—There are lights on the north and south side of the ramp in serviceable condition, 20 ft. height approx. (see Westside Photo 8). Consider fixture and lighting control renovation.

5. *Lot Pavement*—The pavement is serviceable; surface is a chip seal with coarse finish. While there is no significant evidence of pavement failure or alligating, (see Westside Photos 9, 10), the pavement is in need of another chip seal to extend its life which may include dig out and restoration of any failed areas. The striping is faded and should be redone. Restriping presents the opportunity to increase the parking lot capacity for car-trailers consistent with the increased number of launch ramp lanes, though constraints consisting of landscape islands containing mature trees need to be addressed as they will limit the amount of increase.
6. *Fish Cleaning* —The cleaning station is aesthetically unacceptable; fish wastes are deposited in the disposal bin immediately adjacent to the cutting boards. Since electric and sewer service do not appear to be conveniently nearby to permit installation of a sink drain grinder, consider relocation of the station or replacement with a more aesthetic design. (see Westside Photos 11, 12) Also consider current regulations to make the station accessible to disabled persons.
7. *Boat Washdown Area*—The P.C. Concrete apron is in good condition. There are light pole bases with no poles or lights. (see Westside Photos 13, 14) Two-double hose bibs have no timers so they can be left running. (see Westside Photo 15). The wash-down drains to a wetland bio basin. (see Westside Photo 16). On the north there is alligating of pavement (see Westside Photo 17).
8. *Entrance*—The entrance is in good condition, with manual gates that can be closed (see Westside Photo 18)
9. *Landscape*—There is an existing casual path between the top of the ramp and the fish cleaning station indicating a pattern of use that can be followed in laying out the new D.G. path. The existing benches along the casual path are unusable due to bird droppings; any new park furniture should be clustered around the ramp where human activity is more likely to discourage bird roosting.
10. *Approach Channel*—A recent bathymetric survey indicates that there is a need for removal of 2 high spots in order to restore the original channel depths. Testing of the sediment is underway and identification of a suitable disposal option for the dredged material will be concluded shortly.
11. Suggested improvements at Westside Park Boat Launch Facility are presented on the Concept Plan. (see Exhibit 1)

Doran Park Boat Launch Facility

1. *Road/Lot*—There is a defined edge between the entrance road and the launch ramp parking that will serve as the project limit. The existing road has many patched potholes. (see Doran Photos 1, 2) Roadway repairs are not part of this project, but the Park District has plans and a potential funding source to make the roadway repairs as part of another project.
2. *Fish Cleaning Station*—The existing station is serviceable; fish waste is collected and placed in nearby disposal bin. (see Doran Photos 3, 4) Consider renovation (new roof, new poly cutting boards, new spray heads, etc. vs. entire new station). Consider adding a sink drain grinder if electric and sewer service is conveniently available. Also consider current regulations to make the station accessible to disabled persons.

3. *Boat Washdown Site*—The existing washdown area will be relocated to the south side of the entrance road across from the County’s maintenance yard. An adjacent campground has a restroom with utilities: water, sewer, electric so utilities are available. (see Doran Photos 5, 6) Provide a P.C. Concrete apron in the washdown bays and timers for the washwater hose bibs.
4. *East Lot Pavement*—Pavement surface is chip seal, coarse finish. The striping is worn and needs to be redone. The site drains to a low point just to the west of the boat ramp where it percolates into a gravel swale and through the shoreline rip rap. The asphalt pavement is rough and uneven particularly from the top of the ramp to the road. Provide a P.C. Concrete apron at the top of the ramp. The pavement on the north edge where cars park is in good condition, though some cracks at north edge are evident. (see Doran Photos 7-10) Consider a pavement chip seal with new P.C. Concrete gutters to improve drainage and extend its life. The striping is faded and should be redone.

West Lot—Surface is gravel. Provide A.C. pavement section and stripe. Lot also drains to the same low point identified above. Convert gravel swale to Bio Basin with wetlands planting, and improve outlet through rip rap.
5. *Shore Protection*—The rip rap is in good condition to east and west of the ramp, the result of recent construction (see Doran Photos 11, 13). No work necessary.
6. *Ramp and Floats*—The P.C. Concrete ramp is in fair-good structural condition. The vee groove surface is worn resulting in loss of traction. Ramp grooves are most worn in the critical tire travel areas. The vee groove surface should be renewed by means of a precast concrete plank overlay. (see Doran Photos 13,14) Ramp width is 20 ft. The concrete float access abutment outboard edge present an unsafe condition because of the lack of edge protection. The floats are 8 ft. wide and are worn and failing. There are lifted nails and the joints are in poor condition. Deck boards have been replaced. There is excessive cross slope that does not conform with current regulations for access by disabled persons. Piles are worn where they have rubbed on the floats. (see Doran Photos 15-16) The entire boarding float system is in need of replacement.
7. *Lighting*—There is a serviceable street light at the top of the ramp (see Doran Photo 17). Consider fixture and lighting control renovation.
8. Suggested improvements at Doran Park Boat Launch Facility are presented in the Concept Plan (see Exhibit 2).

Attachments:

- Photos – Westside
- Photos – Doran
- Exhibit 1 – Westside Park BLF Improvements Concept Plan
- Exhibit 2 – Doran Park BLF Improvements Concept Plan