

City of Sand Point Council Meeting



Workshop: Tuesday, October 13, 2020 – 2:00 p.m.

Meeting: Tuesday, October 13, 2020 – 7:00 p.m.

CALL TO ORDER

ROLL CALL

CITY OF SAND POINT

(packet will be available on website October 9, 2020
www.sandpointak.com)



MAYOR

Mayor Glen Gardner Jr. - Office Exp. 2020

COUNCIL MEMBERS

Danny Cumberlidge	Seat A - Exp. 2022
Allan Starnes	Seat B - Exp. 2020
Shirley Brown	Seat C - Exp. 2022
Jack Foster Jr.	Seat D - Exp. 2020
Marita Gundersen	Seat E - Exp. 2021
Emil Mobeck	Seat F - Exp. 2021

SAND POINT CITY COUNCIL MEETING AGENDA CITY CHAMBERS

Regular Meeting

Tuesday, October 13, 2020 7:00 pm

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

CERTIFICATION OF ELECTION / OATH OF OFFICE

CONSENT AGENDA:

1. Minutes: Minutes of Regular Meeting on September 8, 2020

REPORTS:

1. Finance Officer
2. Administrator
3. DPS Police Chief
4. Public Works Director
5. Harbor Master
6. Student Representative

HEARINGS, ORDINANCES AND RESOLUTIONS:

1. Resolution 20-10: Extension of Emergency of Declaration
2. Resolution 20-11: Supporting EAT

OLD BUSINESS:

1. Grant Application Reviews
2. Proposed Address System for 911
3. Dock Repair

NEW BUSINESS:

1. Donation Request: RAY AmeriCorps
2. Crane Replacement Options

PUBLIC COMMENTS

COUNCIL COMMENTS

ADJOURNMENT

Note: Due to concerns about the COVID-19 virus and to follow best practices in order to prevent the spread of the virus, the meeting will also be held telephonically. Please call 1-800-315-6338 and use the passcode 26961 followed by the # key.

**CERTIFICATION OF
ELECTION / OATH OF
OFFICE**

CALL TO ORDER:

The regular meeting of the Sand Point City Council was held Tuesday, September 8, 2020 was held in the Sand Point Council Chambers and telephonically. Mayor Glen Gardner Jr. called the meeting to order at 7:00 p.m.

ROLL CALL:

Glen Gardner Jr.	Mayor	Present
Danny Cumberlidge	Seat A	Absent - excused
Allan Starnes	Seat B	Present
Shirley Brown	Seat C	Present
Jack Foster Jr.	Seat D	Absent - excused
Marita Gundersen	Seat E	Present
Emil Mobeck	Seat F	Present

A quorum was established.

Staff in attendance:

- Jordan Keeler, Administrator
- Shannon Sommer, City Clerk
- Dave Anderson, Police Chief
- Justin Cash, Police Officer
- Douglas Holmberg, Harbor Master

APPROVAL OF AGENDA:

Mayor Glen Gardner Jr. requested a motion to approve the agenda.

MOTION: Councilperson Marita Gundersen made a motion to adopt the agenda.

SECOND: Councilperson Shirley Brown seconded the motion.

VOTE: Motion passed unanimously.

CONSENT AGENDA:

Mayor Glen Gardner Jr. requested a motion to approve the consent agenda.

MOTION: Councilperson Emil Mobeck made a motion to approve the consent agenda with two corrections from the Regular Meeting on August 14, 2020.

SECOND: Councilperson Shirley Brown seconded the motion.

VOTE: Motion passed unanimously.

REPORTS:

Finance Officer – Krista Galvin

Finance Officer Krista Galvin report was included in the packet.

Administrator – Jordan Keeler

Administrator Keeler reported that he received a phone call from a group that represents commercial airlines for the state, they were not happy with the landing fees, the City asked them to levy the fees specific to Sand Point but the funds may go elsewhere. At the last meeting, the resolution for the reissuance of the harbor bonds, has been postponed by the bond bank due to a court ruling that could have an impact on State finances.

Police Officer – Dave Anderson

Police Officer Dave Anderson reported there was statistical information in his report. The department is fully staffed, new officer Cooper has transitioned well to Sand Point. Police Chief introduced new officer Justin Cash to the Council. He is still working with Administrator Keeler for an EMS / Fire Chief. He described ways how the new proposed mapping system will help 911 as well as other ways for the community.

Mayor Gardner stated the new proposed mapping system will be on October's agenda.

Public Works Director - Vacant

The Public Works Director was not present, Mayor Gardner gave a quick update on the department.

Harbor Master – Douglas Holmberg

Harbor Master Douglas Holmberg reported activity in the harbor has been slow. They worked on the 35 ton. They ordered a new pump for the 150.

Mayor Gardner stated they put some fill out at the dock. Administrator Keeler stated the Army Corp. of Engineers contractors did a survey last month. Harbor Master Holmberg stated they did not know when they will return but it will be a day trip. Mayor Gardner stated there will be a new Gehl teleporter has been replaced.

HEARINGS, ORDINANCES, AND RESOLUTIONS:

1. Resolution 20-09: Appointing Election Judges

MOTION: Councilperson Marita Gundersen made a motion to adopt Resolution 20-09: Appointing Election Judges.

SECOND: Councilperson Shirley Brown seconded the motion.

VOTE: Motion passed unanimously.

OLD BUSINESS:

1. Dock Update

Administrator Keeler stated the City has received a quote from PND Engineering, they would examine the old and new dock and give an estimate for repairs from the July earthquake.

NEW BUSINESS:

1. Grant Application Reviews

Administrator Keeler stated as of right now there are 69 completed permit holder applications, the payment will be roughly \$6,800 per permit holder and the City has extended the Sand Point Fishermen Relief and Recovery Grant application until September 30, 2020. For the Small Business Relief and Recovery Grant Applications owners, he based them on 4 tiers. Permit holders, small business owners and non-profit organizations must submit a W-9 and is non-taxable. With the Council's permission, Administrator Keeler would like to stay with that distribution plan and start distributing the funds to small business, non-profits and with permit holders as they arrive.

MOTION: Councilperson Marita Gundersen made a motion to move forward with the utility, non-profit, small business and permit holder grant applications with the extension of permit holder applications.

SECOND: Councilperson Emil Mobeck seconded the motion.

VOTE: Motion passed unanimously.

2. Travelift Replacement Options

Administrator Keeler stated the main issue right now is the Travelift is at the end of its life span. There are three options, the City purchase a new one or two, go the EDA route or private financing. Next is the Crane, if the City goes after EDA funding for a new Crane would be easier. Council gave direction to Administrator Keeler to purchase a new Travelift and direction was given to Harbor Master Holmberg to work with Administrator Keeler to purchase a new Crane and come back at the next meeting with options.

3. Proposed Address System for 911

Police Chief Anderson stated beta testing has gone well with Valdez for 911. With the new mapping system, it is a step forward for a more efficient process for 911. The mapping system will be on next month's agenda.

4. PND Proposal – Sand Point Dock

Administrator Keeler stated the proposal focuses more on the old dock than new dock for about \$15,000. Administrator is looking for a motion from the Council to move forward with PND proposal.

MOTION: Councilperson Shirley Brown made a motion to approve to go into contract with PND.
SECOND: Councilperson Marita Gundersen seconded the motion.
VOTE: Motion passed unanimously.

PUBLIC COMMENTS: None.

COUNCIL COMMENTS:

Councilperson Brown thanked everyone for their input, glad the new Travelift is moving forward and welcomed the new officers.

ADJOURNMENT:

MOTION: Councilperson Shirley Brown made a motion to adjourn.
SECOND: Councilperson Marita Gundersen seconded the motion.

The meeting adjourned at 7:39 p.m.

Glen Gardner Jr., Mayor

ATTEST:

Shannon Sommer, City Clerk

REPORTS

FINANCE OFFICER

**City of Sand Point
Raw Fish Tax Revenue**

	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>
July	110,509.71	129,882.77	142,500.10	83,040.24	81,992.40	51,221.78
August	94,822.69	42,576.34	139,542.35	48,290.30	88,100.71	27,115.98
September	62,297.79	63,622.18	37,427.07	49,496.61	65,893.27	
October	76,878.70	59,854.60	32,201.69	46,261.99	51,476.42	
November	3,770.50	6,757.09	10,083.69	4,963.48	3,495.99	
December	735.79	-	515.28	74.67		
January	21,798.52	8,015.18	3,836.52	12,558.77		
February	47,098.16	47,058.04	27,529.30	24,948.95		
March	69,354.74	95,569.42	45,022.21	82,916.26	13,306.96	
April	23,493.50	5,984.43	58,469.24	13,561.22	13,500.37	
May	16,091.74	20,790.33	24,240.36	8,025.95	8,261.04	
June	78,884.08	109,955.05	58,431.26	89,711.60	16,659.69	-
Total	605,735.92	605,735.92	590,065.43	579,799.07	463,850.04	78,337.76

Sales Tax Revenue

	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>
July	88,780.27	75,255.42	79,691.25	92,628.52	88,102.92	61,022.60
August	92,491.15	64,147.25	77,015.98	65,979.46	102,628.84	62,489.92
September	95,569.47	80,332.82	66,935.45	71,697.10	86,603.67	
October	71,821.64	62,727.84	34,186.58	58,219.29	75,277.68	
November	35,841.10	36,741.45	49,870.42	46,835.09	42,723.86	
December	48,357.80	37,647.73	31,235.26	39,642.29	50,112.63	
January	60,942.89	58,373.49	39,387.33	44,528.74	34,118.45	
February	60,702.43	59,618.34	45,302.69	41,619.24	35,316.83	
March	81,364.98	77,700.11	81,890.02	75,803.84	48,712.31	
April	53,394.08	52,535.54	45,633.53	49,639.45	33,711.29	
May	44,528.77	45,569.00	46,470.55	61,719.51	47,729.27	
June	80,350.37	78,996.36	81,316.23	93,332.26	71,991.16	-
Total	814,144.95	814,144.95	729,645.35	678,935.29	741,644.79	123,512.52

City of Sand Point
Bank Balance

Date

	Balance	
		Date
Bank	End of August	10/5/2020
Key Bank	1,908,146.79	2,181,582.79
Key Bank / CARES	676,402.51	403,016.03
Wells Fargo - General	200,484.38	848,404.48
Wells Fargo - Bingo Fund	72,101.22	72,887.07
Wells Fargo - Silver Salmon Fund	37,997.19	37,997.19
Wells Fargo - PD Forfeiture	593.67	593.67
Wells Fargo - PD Forfeiture	10,496.21	10,496.21
Charles Schwab	569,050.71	562,969.58

CITY OF SAND POINT
***Expenditure Guideline-No Enc Sum©**

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Current Period: AUGUST 20-21

	20-21 YTD Budget	20-21 YTD Amt	AUGUST MTD Amt	20-21 YTD Balance	% of YTD
GENERAL FUND					
LEGISLATIVE	\$107,000.00	\$13,859.24	\$6,423.12	\$93,140.76	12.95%
ADMINISTRATION	\$1,062,330.00	\$293,596.81	\$71,451.69	\$768,733.19	27.64%
PARKS AND RECREATION	\$23,000.00	\$0.00	\$0.00	\$23,000.00	0.00%
PUBLIC SAFETY	\$681,221.00	\$108,697.81	\$45,455.13	\$572,523.19	15.96%
PUBLIC WORKS	\$578,180.00	\$53,355.09	\$31,039.01	\$524,824.91	9.23%
FACILITIES	\$277,930.00	\$27,561.18	\$13,905.40	\$250,368.82	9.92%
Total GENERAL FUND	\$2,729,661.00	\$497,070.13	\$168,274.35	\$2,232,590.87	18.21%
BINGO FUND					
ADMINISTRATION	\$600,405.00	\$71,585.59	\$38,990.49	\$528,819.41	11.92%
Total BINGO FUND	\$600,405.00	\$71,585.59	\$38,990.49	\$528,819.41	11.92%
SILVER SALMON DERBY					
FIRE	\$37,500.00	\$0.00	\$0.00	\$37,500.00	0.00%
Total SILVER SALMON DERBY	\$37,500.00	\$0.00	\$0.00	\$37,500.00	0.00%
CLINIC OPERATIONS/MAINTENANCE					
ADMINISTRATION	\$62,412.00	\$0.00	\$0.00	\$62,412.00	0.00%
Total CLINIC OPERATIONS/MAINTENANCE	\$62,412.00	\$0.00	\$0.00	\$62,412.00	0.00%
ROCK CRUSHER ENTERPRISE FUND					
PUBLIC WORKS	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Total ROCK CRUSHER ENTERPRISE FUND	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
WATER/SEWER OPERATIONS					
WATER/SEWER	\$306,095.00	\$37,500.18	\$22,706.28	\$268,594.82	12.25%
Total WATER/SEWER OPERATIONS	\$306,095.00	\$37,500.18	\$22,706.28	\$268,594.82	12.25%
HARBOR/PORT OPERATIONS					
HARBOR	\$519,600.00	\$70,860.59	\$28,377.22	\$448,739.41	13.64%
Total HARBOR/PORT OPERATIONS	\$519,600.00	\$70,860.59	\$28,377.22	\$448,739.41	13.64%
SOA DOCK					
HARBOR	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Total SOA DOCK	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
REFUSE COLLECTION					
PUBLIC WORKS	\$154,370.00	\$19,743.79	\$11,004.42	\$134,626.21	12.79%
Total REFUSE COLLECTION	\$154,370.00	\$19,743.79	\$11,004.42	\$134,626.21	12.79%
Report Total	\$4,410,043.00	\$696,760.28	\$269,352.76	\$3,713,282.72	15.80%

CITY OF SAND POINT
***Revenue Guideline-Alt Code©**

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Current Period: AUGUST 20-21

		20-21	20-21	AUGUST	20-21	% of
		YTD Budget	YTD Amt	MTD Amt	YTD Balance	YTD
Active		\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active		\$0.00	\$0.00	\$0.00	\$0.00	0.00%
	Total	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
	Total	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
GENERAL FUND						
Active	R 01-200 CAPITAL GAIN / LOSS	\$0.00	\$30,984.29	\$14,014.20	-\$30,984.29	0.00%
Active	R 01-201 INTEREST INCOME	\$60,000.00	\$1,379.08	\$358.17	\$58,620.92	2.30%
Active	R 01-202 FINES AND PENALTYS	\$1,000.00	\$1,335.68	\$354.02	-\$335.68	133.57%
Active	R 01-203 OTHER REVENUE	\$5,000.00	\$0.00	\$0.00	\$5,000.00	0.00%
Active	R 01-205 4% SALES TAX	\$550,000.00	\$133,013.76	\$61,022.60	\$416,986.24	24.18%
Active	R 01-208 CARES INTEREST	\$0.00	\$30.12	\$28.82	-\$30.12	0.00%
Active	R 01-213 RAW FISH TAX	\$450,000.00	\$67,881.47	\$51,221.78	\$382,118.53	15.08%
Active	R 01-214 FINE-LATE SALES TAX	\$5,000.00	\$0.00	\$0.00	\$5,000.00	0.00%
Active	R 01-217 7% B & B Tax	\$10,000.00	\$179.86	\$179.86	\$9,820.14	1.80%
Active	R 01-225 PAYMENT IN LIEU OF TAX	\$150,000.00	\$0.00	\$0.00	\$150,000.00	0.00%
Active	R 01-230 DONATIONS	\$43,612.00	\$0.00	\$0.00	\$43,612.00	0.00%
Active	R 01-233 BUSINESS LIC. FEE	\$4,000.00	\$75.00	\$50.00	\$3,925.00	1.88%
Active	R 01-234 SB 46 PERS RELIEF	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 01-238 ANCHORAGE OFFICE	\$5,000.00	\$0.00	\$0.00	\$5,000.00	0.00%
Active	R 01-250 STATE REVENUE SHARIN	\$87,901.00	\$0.00	\$0.00	\$87,901.00	0.00%
Active	R 01-256 REVENUE--STATE OF ALA	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 01-257 REVENUE--FEDERAL GOV	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 01-260 STATE LIQUOR SHARE TA	\$2,500.00	\$0.00	\$0.00	\$2,500.00	0.00%
Active	R 01-265 SOA DOCCED SHARED FIS	\$30,000.00	\$0.00	\$0.00	\$30,000.00	0.00%
Active	R 01-266 SOA DOR FISH BUS SHAR	\$250,000.00	\$0.00	\$0.00	\$250,000.00	0.00%
Active	R 01-285 EQUIPMENT RENTAL	\$47,000.00	\$4.35	\$0.00	\$46,995.65	0.01%
Active	R 01-290 AK HIDTA PROGRAM	\$18,000.00	\$0.00	\$0.00	\$18,000.00	0.00%
Active	R 01-291 BUILDING RENTALS	\$100,000.00	\$19,237.67	\$9,279.78	\$80,762.33	19.24%
Active	R 01-293 LIBRARY GRANT	\$7,000.00	\$7,000.00	\$7,000.00	\$0.00	100.00%
Active	R 01-296 PD FORFEITURES	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 01-297 POLICE MISC REVENUE	\$20,000.00	\$19,741.33	\$19,741.33	\$258.67	98.71%
Active	R 01-298 EMS MISC REVENUE	\$15,000.00	\$2,144.00	\$0.00	\$12,856.00	14.29%
	Total	\$1,861,013.00	\$283,006.61	\$163,250.56	\$1,578,006.39	15.21%
	Total GENERAL FUND	\$1,861,013.00	\$283,006.61	\$163,250.56	\$1,578,006.39	15.21%
BINGO FUND						
Active	R 02-294 BINGO REVENUE	\$35,000.00	\$4,849.00	\$2,994.00	\$30,151.00	13.85%
Active	R 02-295 PULL TAB REVENUE	\$600,000.00	\$72,290.50	\$37,409.00	\$527,709.50	12.05%
	Total	\$635,000.00	\$77,139.50	\$40,403.00	\$557,860.50	12.15%
	Total BINGO FUND	\$635,000.00	\$77,139.50	\$40,403.00	\$557,860.50	12.15%
SILVER SALMON DERBY						
Active	R 03-230 DONATIONS	\$3,700.00	\$0.00	\$0.00	\$3,700.00	0.00%
Active	R 03-292 SILVER SALMON DERBY	\$32,000.00	\$0.00	\$0.00	\$32,000.00	0.00%
	Total	\$35,700.00	\$0.00	\$0.00	\$35,700.00	0.00%
	Total SILVER SALMON DERBY	\$35,700.00	\$0.00	\$0.00	\$35,700.00	0.00%
CLINIC OPERATIONS/MAINTENANCE						

CITY OF SAND POINT
***Revenue Guideline-Alt Code©**

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Current Period: AUGUST 20-21

		20-21	20-21	AUGUST	20-21	% of
		YTD Budget	YTD Amt	MTD Amt	YTD Balance	YTD
Active	R 10-257 REVENUE--FEDERAL GOV	\$307,410.00	\$0.00	\$0.00	\$307,410.00	0.00%
Active	R 10-291 BUILDING RENTALS	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
	Total	\$307,410.00	\$0.00	\$0.00	\$307,410.00	0.00%
Total CLINIC OPERATIONS/MAINTENANCE		\$307,410.00	\$0.00	\$0.00	\$307,410.00	0.00%
WATER/SEWER OPERATIONS						
Active	R 61-202 FINES AND PENALTYS	\$2,000.00	\$63.62	\$30.22	\$1,936.38	3.18%
Active	R 61-206 WATER/SEWER REVENUE	\$220,000.00	\$34,980.49	\$12,992.63	\$185,019.51	15.90%
Active	R 61-234 SB 46 PERS RELIEF	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 61-235 TRANSFER IN	\$60,500.00	\$0.00	\$0.00	\$60,500.00	0.00%
Active	R 61-270 ON BEHALF REVENUE PE	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
	Total	\$282,500.00	\$35,044.11	\$13,022.85	\$247,455.89	12.40%
Total WATER/SEWER OPERATIONS		\$282,500.00	\$35,044.11	\$13,022.85	\$247,455.89	12.40%
HARBOR/PORT OPERATIONS						
Active	R 62-201 INTEREST INCOME	\$5,000.00	\$21.97	\$19.21	\$4,978.03	0.44%
Active	R 62-203 OTHER REVENUE	\$5,000.00	\$0.00	\$0.00	\$5,000.00	0.00%
Active	R 62-210 HARBOR/MOORAGE	\$250,000.00	\$39,018.52	\$36,660.08	\$210,981.48	15.61%
Active	R 62-211 HARBOR/TRAVELLIFT	\$110,000.00	\$3,578.16	\$2,846.58	\$106,421.84	3.25%
Active	R 62-212 BOAT HARBOR/RENTS	\$85,000.00	\$24,872.10	\$8,290.70	\$60,127.90	29.26%
Active	R 62-215 HARBOR/WHARFAGE	\$65,000.00	\$2,479.96	\$1,207.59	\$62,520.04	3.82%
Active	R 62-219 HARBOR ELEC SERVICE F	\$10,000.00	\$1,168.28	\$472.63	\$8,831.72	11.68%
Active	R 62-220 HARBOR/ELEC DEPOSIT	\$500.00	\$290.34	\$90.34	\$209.66	58.07%
Active	R 62-221 HARBOR/VAN STORAGE	\$20,000.00	\$3,825.00	\$3,825.00	\$16,175.00	19.13%
Active	R 62-222 HARBOR/STALL ELECTRIC	\$40,000.00	\$4,310.90	\$3,718.72	\$35,689.10	10.78%
Active	R 62-223 HARBOR/ELECTRICITY	\$4,000.00	\$126.18	\$83.12	\$3,873.82	3.15%
Active	R 62-224 GEARSHED LOCKER RENT	\$15,000.00	\$0.00	\$0.00	\$15,000.00	0.00%
Active	R 62-234 SB 46 PERS RELIEF	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 62-237 HARBOR STORAGE	\$2,000.00	\$0.00	\$0.00	\$2,000.00	0.00%
Active	R 62-270 ON BEHALF REVENUE PE	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 62-285 EQUIPMENT RENTAL	\$30,000.00	\$440.23	\$283.02	\$29,559.77	1.47%
	Total	\$641,500.00	\$80,131.64	\$57,496.99	\$561,368.36	12.49%
Total HARBOR/PORT OPERATIONS		\$641,500.00	\$80,131.64	\$57,496.99	\$561,368.36	12.49%
SOA DOCK						
Active	R 63-245 CONTRIBUTIONS	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
	Total	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Total SOA DOCK		\$0.00	\$0.00	\$0.00	\$0.00	0.00%
REFUSE COLLECTION						
Active	R 65-202 FINES AND PENALTYS	\$1,500.00	\$21.38	\$4.71	\$1,478.62	1.43%
Active	R 65-204 REFUSE COLLECTION	\$146,000.00	\$26,068.99	\$7,356.15	\$119,931.01	17.86%
Active	R 65-234 SB 46 PERS RELIEF	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 65-235 TRANSFER IN	\$12,150.00	\$0.00	\$0.00	\$12,150.00	0.00%
Active	R 65-270 ON BEHALF REVENUE PE	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
	Total	\$159,650.00	\$26,090.37	\$7,360.86	\$133,559.63	16.34%
Total REFUSE COLLECTION		\$159,650.00	\$26,090.37	\$7,360.86	\$133,559.63	16.34%
Report Total		\$3,922,773.00	\$501,412.23	\$281,534.26	\$3,421,360.77	12.78%

CITY OF SAND POINT

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***Fund Summary -
Budget to Actual©**

AUGUST 20-21

	20-21 YTD Budget	AUGUST MTD Amount	20-21 YTD Amount	20-21 YTD Balance	20-21 % YTD Budget
FUND 01 GENERAL FUND					
Revenue	\$1,861,013.00	\$163,250.56	\$283,006.61	\$1,578,006.39	15.21%
Expenditure	\$2,729,661.00	\$168,274.35	\$497,070.13	\$2,232,590.87	18.21%
		-\$5,023.79	-\$214,063.52		
FUND 02 BINGO FUND					
Revenue	\$635,000.00	\$40,403.00	\$77,139.50	\$557,860.50	12.15%
Expenditure	\$600,405.00	\$38,990.49	\$71,585.59	\$528,819.41	11.92%
		\$1,412.51	\$5,553.91		
FUND 03 SILVER SALMON DERBY					
Revenue	\$35,700.00	\$0.00	\$0.00	\$35,700.00	0.00%
Expenditure	\$37,500.00	\$0.00	\$0.00	\$37,500.00	0.00%
		\$0.00	\$0.00		
FUND 10 CLINIC OPERATIONS/MAINTENANCE					
Revenue	\$307,410.00	\$0.00	\$0.00	\$307,410.00	0.00%
Expenditure	\$62,412.00	\$0.00	\$0.00	\$62,412.00	0.00%
		\$0.00	\$0.00		
FUND 61 WATER/SEWER OPERATIONS					
Revenue	\$282,500.00	\$13,022.85	\$35,044.11	\$247,455.89	12.40%
Expenditure	\$306,095.00	\$22,706.28	\$37,500.18	\$268,594.82	12.25%
		-\$9,683.43	-\$2,456.07		
FUND 62 HARBOR/PORT OPERATIONS					
Revenue	\$641,500.00	\$57,496.99	\$80,131.64	\$561,368.36	12.49%
Expenditure	\$519,600.00	\$28,377.22	\$70,860.59	\$448,739.41	13.64%
		\$29,119.77	\$9,271.05		
FUND 63 SOA DOCK					
Revenue	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Expenditure	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
		\$0.00	\$0.00		
FUND 65 REFUSE COLLECTION					
Revenue	\$159,650.00	\$7,360.86	\$26,090.37	\$133,559.63	16.34%
Expenditure	\$154,370.00	\$11,004.42	\$19,743.79	\$134,626.21	12.79%
		-\$3,643.56	\$6,346.58		
Report Total		\$12,181.50	-\$195,348.05		

TO: Mayor Gardner
City Council Members

FROM: Jordan Keeler
City Administrator

DATE: October 8, 2020

SUBJ: Monthly Report for October 2020



Here is a summary of items since our September 8 meeting.

- The PERS audit has concluded and the State is not going to assess any penalty against the City and will only require a minor modification to any temporary contracts. I cannot stress how much of a favorable outcome this is for the City.
- Financing for the travel lift fell through this week, so I am in the process of finding alternative sources to finance the purchase.
- Worked with Eastern Aleutian Tribes on several financial fronts. I was able to get a full year of funding for the Anchorage drug officer position, which is a big win for the City and the region. We also received the back-due clinic lease payments when EAT's was able to get IHS to process the overdue funds that are part of the 105(1) lease agreement signed almost two years ago.
- The State has lowered our Best Practices Score which, in theory, gives an indication of water/wastewater operational and financial status. We're getting dinged for not having a balanced budget and subsidizing our W/S fund; not unheard of and standard for us, respectively. This has not hurt us in the past, so the change is a bit frustrating. I think a mid-year budget amendment will remedy most of this.
- Our legislators, following prompting from the Alaska Air Carriers Association, sent a letter to DOT+PF asking to revoke the landing fees intended to support Part 139 (30-60 seat planes) operations at the airport. DOT+PF responded that they are honoring the City's wishes. If we do not get Part 139 service back, asking that the landing fees be revoked is an option if Council wishes to explore that.
- Payment for the various CARES Act funding programs have either been sent out or will be sent out as soon I can submit the September paperwork in order to meet reporting requirements and get additional funds released to cover the rest of the program cost.
- Dealt with some last-minute audit prep material requests.
- Assisted where possible with the audit prep work.
- Took 8 days off for vacation, but still checked emails and fielded a few calls.



SAND POINT DEPARTMENT of PUBLIC SAFETY



Post Office Box 423
Sand Point, Alaska 99661

MEMORANDUM

To: Honorable Glen Gardner, Mayor, City of Sand Point
Mr. Jordan Keeler, City Administrator, City of Sand Point
Mr. Danny Cumberlidge, City Councilperson, City of Sand Point
Mr. Allan Starnes, City Councilperson, City of Sand Point
Ms. Shirley Brown, City Councilperson, City of Sand Point
Mr. Jack Foster Jr, City Councilperson, City of Sand Point
Ms. Marita Gundersen, City Councilperson, City of Sand Point
Mr. Emil Mobeck, City Councilperson, City of Sand Point

From: Denise Mobeck, Administrative Assistant

Date: October 2, 2020

Ref: Department of Public Safety's Monthly Report for September 2020

Police Department

- Dave Anderson, Chief of Police
- Brent Nierman, Police Sergeant
- Justin Cash, Police Officer
- Police Officer, open position
- Investigator, open position

Administrative Assistant

- Denise Mobeck/weekday 911 Dispatcher

Dispatchers

- Anne Christine Nielsen, 911 Dispatcher
- Alfred 'Jesse' Pesterkoff, 911 Dispatcher

Police Division Activity

September 2020

1 person were jailed

DV Assault

45 calls to 911

hang up/mis-dials

2 ambulance needed

med on call requests

DV Assaults

REDDI reports

Drunken disturbance

Burglary

Building Security check

Theft

Death

Narcotics tip

Probation agency assist

Juveniles in school after hours

Unruly passenger on airline

REDDI report

Negligent driving vehicle collision

harassment

Note from Chief Anderson,

During the month of September:

1. 911 Beta testing began approximately 4 weeks ago with Valdez PD. Due to repeated intermittent problems with phone calls not getting through over this time period, testing has been suspended. Until a finite answer as to why this situation is occurring, we will not be using Valdez for 911 services.
2. It requested that the council approve the address mapping system as it was presented at the last meeting. The system will better describe physical property locations and will improve service over time. (Examples of the mapping system are provided in your packet.)
3. Officer Cooper who joined us in July has reluctantly resigned due to unforeseen family circumstances that require him to be home. As of the first week of November the police department will be back to full staff. Two Alaska Certified Officers have just finished the vetting process and will be joining us. They are both used to itinerant work and are currently working in Bethel. Both officers have years of experience and come well recommended.

EMS Division

Chief of EMS Division: Vacant

SEPTEMBER EMS Activity: 5 runs

Rescue1 transported 2 patients to clinic

Rescue1 transported 3 patients to airport for medevac

Fire Division

Chief of Fire Division: Vacant

0 activity

PUBLIC WORKS DIRECTOR

No report given at this time.

September 2020

Slow working on equipment as needed hauling boats. Changed hydraulic oil in the Acme 35-ton travel lift.

New Hydraulic pump arrived 9/16/2020 installed on 9/21/2020 seems to be working.

Been working on street lights.

**STUDENT
REPRESENTATIVE**

HEARINGS, ORDINANCES AND RESOLUTIONS

RESOLUTION 20-10:
EXTENSION OF
EMERGENCY OF
DECLARATION

Memo

To: Mayor Gardner
From: Jordan Keeler, Administrator
cc: City Council
Date: October 8, 2020
Re: Emergency Ordinance

Resolution 20-10 is a housekeeping ordinance that extends the existing state of emergency in Sand Point for a further 60 days, the maximum extent allowed by law. Of note, the State's latest declaration expires in mid-November, and they may or may not extend it again. Regardless of what the State does, we need to do it as part of our compliance with CARES Act funding.

City of Sand Point



RESOLUTION 20-10

A RESOLUTION OF THE SAND POINT CITY COUNCIL AUTHORIZING THE MAYOR TO DECLARE A LOCAL EMERGENCY AND AUTHORIZING THE MAYOR TO TAKE NECESSARY ACTIONS TO REDUCE THE IMPACT AND SPREAD OF THE CORONAVIRUS KNOWN AS COVID-19 THROUGHOUT THE CITY OF SAND POINT

WHEREAS, the United States Center for Disease Control and Prevention has identified the COVID-19 virus as a new strain of coronavirus not previously identified in humans, causing respiratory disease that can result in serious illness or death and which poses a significant public health risk; and

WHEREAS, a proactive approach taken by individuals and communities to slow the rate of infection will reduce the negative impact on our health care system; and

WHEREAS, on March 11, 2020, the World Health Organization declared a pandemic related to COVID-19; and

WHEREAS, on March 11, 2020, Governor Mike Dunleavy declared a Public Health Disaster Emergency in the State of Alaska; and

WHEREAS, on March 13, 2020, President Donald Trump declared a National Emergency.

WHEREAS, on March 23, 2020, by Mayoral Decree, the Honorable Glen Gardner, Jr. declared a local emergency as a result of these circumstances.

THEREFORE, IT IS HEREBY RESOLVED BY THE SAND POINT CITY COUNCIL that the coronavirus known as COVID-19 has created a local public health emergency; and

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to take necessary actions to prepare and position our resources in order to reduce the impact and spread of the coronavirus throughout the City of Sand Point and

BE IT FURTHER RESOLVED that this declaration a local emergency shall remain in effect for so long as the declaration of a Public Health Disaster Emergency in the State of Alaska remains in effect.

**PASSED AND APPROVED BY A DULY CONSTITUTED QUORUM OF THE CITY COUNCIL
FOR THE CITY OF SAND POINT ON THIS 13th DAY OF OCTOBER, 2020.**

CITY OF SAND POINT

Mayor

ATTEST:

Shannon Sommer, City Clerk

**RESOLUTION 20-11:
SUPPORTING EAT**

Memo

To: Mayor Gardner
From: Jordan Keeler, Administrator
cc: City Council
Date: October 8, 2020
Re: Resolution 20-11

Resolution 20-11 recognizes the efforts of EAT on behalf of the community during the COVID-19 pandemic. Furthermore, EAT's has been instrumental in working with the City to secure funding, including the 105 (l) lease and the drug task force positions. These collaborations are valued and will become more essential as the State's financial contribution to the community lessens in years to come. This resolution acknowledges their work and partnership and indicated the City wishes to further progress the relationship.

City of Sand Point



RESOLUTION 20-11

A RESOLUTION OF THE SAND POINT CITY COUNCIL RECOGNIZING THE EFFORTS AND PARTNERSHIP WITH EAT

WHEREAS, Eastern Aleutian Tribes (EAT) is the tribal health consortium that serves the tribes, residents and visitors in Sand Point; and

WHEREAS, The City of Sand Point recognizes that a healthy community is a priority, and

WHEREAS, the COVID-19 pandemic has presented several challenges to the community and in particular the physical and mental well-being of residents, workers and visitors in Sand Point; and

WHEREAS, EAT has worked tirelessly as part of a multi-jurisdictional response to the pandemic by providing medical care, food support and other efforts aimed at keeping the community healthy during the pandemic; and

WHEREAS, EAT and the City of Sand Point have found new ways to work together for the betterment of the community including the funding of the Anchorage Airport Interdiction Team position to help stem the flow of drugs into Sand Point; and

WHEREAS, The City of Sand Point wishes to recognize the efforts of all EAT staff for their efforts in promoting a healthy community.

THEREFORE, IT IS HEREBY RESOLVED BY THE SAND POINT CITY COUNCIL that the City of Sand Point expresses their recognition and gratitude for EAT during the pandemic and new partnerships created as a result.

BE IT FURTHER RESOLVED that the City desires to build and strengthen our relationship with EAT to ensure that Sand Point remains a healthy community.

**PASSED AND APPROVED BY A DULY CONSTITUTED QUORUM OF THE CITY COUNCIL
FOR THE CITY OF SAND POINT ON THIS 13th DAY OF OCTOBER, 2020.**

CITY OF SAND POINT

Mayor

ATTEST:

Shannon Sommer, City Clerk

OLD BUSINESS

GRANT APPLICATION REVIEWS

Memo

To: Mayor Gardner
From: Jordan Keeler, Administrator
cc: City Council
Date: October 8, 2020
Re: Grant Funding Application and Update

The City has distributed roughly \$312,000 in direct payment to permit holders and booked \$50,000 towards water/wastewater credits for the period of September – December. The has also sent out notices to permit holders who have yet to return a completed W-9, which is required before a payment can be issued. The W-9 is a legal and compliance requirement of the funding source, but again, it is NOT considered taxable income if there's any confusion on the matter.

The City has also received several applications from boat owners who do have a permit. Given that the City has some leftover funds from the portion allocated to permit holders and some extra funds from staff costs set aside, I would ask that Council approve these applications.

I will submit the September CARES Act report as soon as the current pay period ends and I get the payroll reporting. This month's expenditures will put the City's spending past the 80% mark of the initial payment. This will enable the City to receive the next round of funds, roughly \$338,000, and that can be spent on the small business and non-profit grant applications.

PROPOSED MAPPING SYSTEM FOR 911



David E Anderson
CHIEF OF POLICE

SAND POINT DEPARTMENT of PUBLIC SAFETY

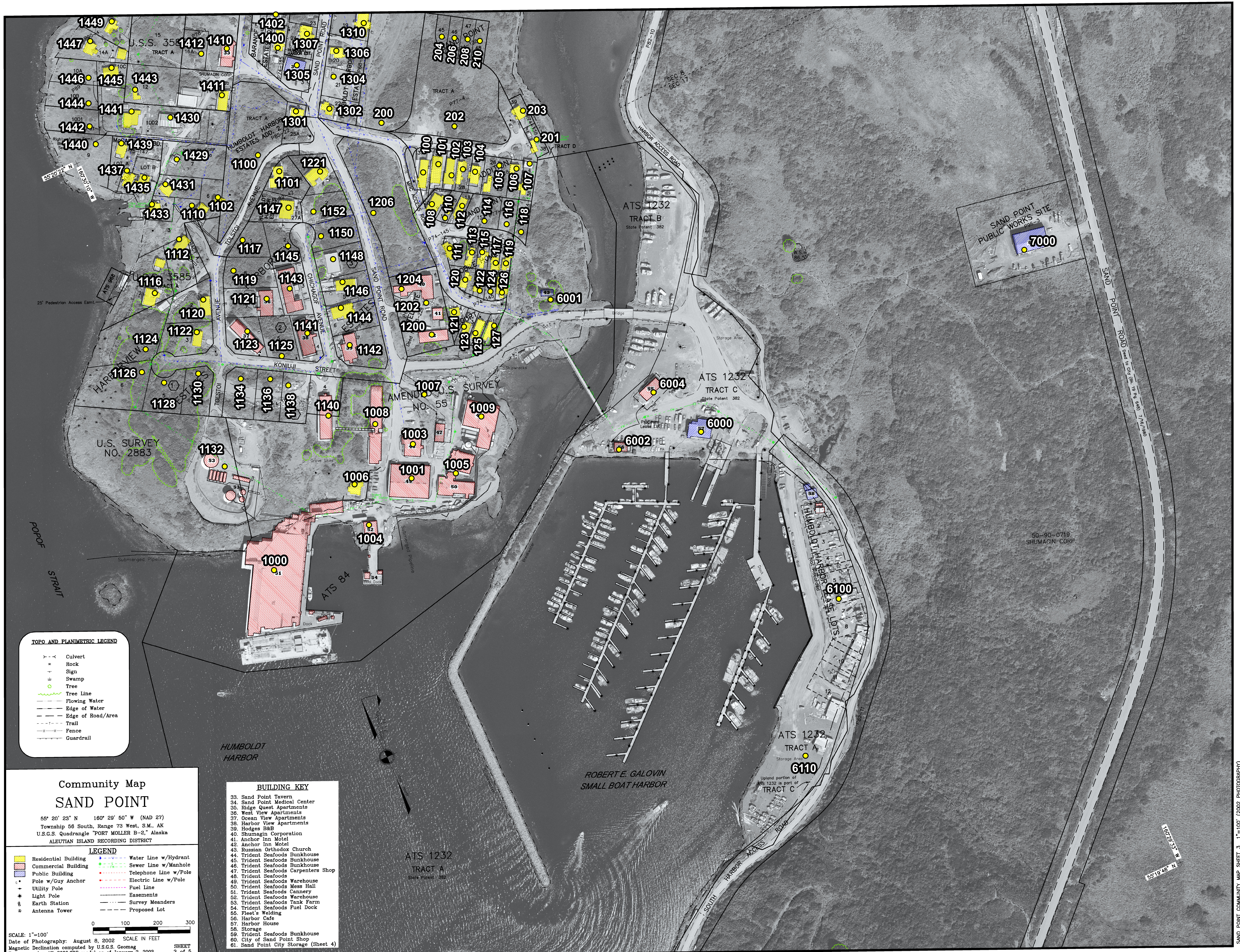
Post Office Box 423
Sand Point, Alaska 99661
EMAIL: sppd@arctic.net



TEL: (907)383-3700
FAX: (907)383-5496

To: Mayor and Council
From: David Anderson, Chief of Police

The police department is seeking approval of the council to adopt the address mapping system as it was presented in the last council meeting. By adopting the addressing system, it better describes real property locations which will improve services in the future. The following google earth pictures are examples of the mapping system.



TOPO AND PLANIMETRIC LEGEND

—x—x—	Culvert
—x—x—	Rock
—x—x—	Sign
—x—x—	Swamp
—x—x—	Tree
—x—x—	Tree Line
—x—x—	Flowing Water
—x—x—	Edge of Water
—x—x—	Edge of Road/Area
—x—x—	Trail
—x—x—	Fence
—x—x—	Guardrail

**Community Map
SAND POINT**

55° 20' 23" N 160° 29' 50" W (NAD 27)
Township 56 South, Range 73 West, S.M., AK
U.S.G.S. Quadrangle "PORT MOLLER B-2," Alaska
ALEUTIAN ISLAND RECORDING DISTRICT

LEGEND

Yellow box	Residential Building	Blue dashed line	Water Line w/Hydrant
Red box	Commercial Building	Green dashed line	Sewer Line w/Manhole
Blue box	Public Building	Red dashed line	Telephone Line w/Pole
Black dot	Pole w/Guy Anchor	Blue dashed line	Electric Line w/Pole
Black dot	Utility Pole	Red dashed line	Fuel Line
Black dot	Light Pole	Black dashed line	Easements
Black dot	Earth Station	Black dashed line	Survey Meanders
Black dot	Antenna Tower	Black dashed line	Proposed Lot

SCALE: 1"=100'
Date of Photography: August 8, 2002 SCALE IN FEET
Magnetic Declination computed by U.S.G.S. Geomag Program using AK-2000.COF model as of January 2, 2003. SHEET 3 of 5

BUILDING KEY

33	Sand Point Tavern
34	Sand Point Medical Center
35	Ridge Quest Apartments
36	West View Apartments
37	Ocean View Apartments
38	Harbor View Apartments
39	Hodges B&B
40	Shumagin Corporation
41	Anchor Inn Motel
42	Anchor Inn Motel
43	Russian Orthodox Church
44	Trident Seafoods Bunkhouse
45	Trident Seafoods Bunkhouse
46	Trident Seafoods Bunkhouse
47	Trident Seafoods Carpenters Shop
48	Trident Seafoods
49	Trident Seafoods Warehouse
50	Trident Seafoods Mess Hall
51	Trident Seafoods Cannery
52	Trident Seafoods Warehouse
53	Trident Seafoods Tank Farm
54	Trident Seafoods Fuel Dock
55	Fleet's Welding
56	Harbor Cafe
57	Harbor House
58	Storage
59	Trident Seafoods Bunkhouse
60	City of Sand Point Shop
61	Sand Point City Storage (Sheet 4)

Community Map SAND POINT

55° 20' 23" N 160° 29' 50" W (NAD 27)
Township 56 South, Range 73 West, S.M., AK
U.S.G.S. Quadrangle "PORT MOLLER B-2," Alaska
ALEUTIAN ISLAND RECORDING DISTRICT

LEGEND

	Residential Building		Water Line w/Hydrant
	Commercial Building		Sewer Line w/Manhole
	Public Building		Telephone Line w/Pole
	Pole w/Guy Anchor		Electric Line w/Pole
	Utility Pole		Fuel Line
	Light Pole		Easements
	Earth Station		Survey Meanders
	Antenna Tower		Proposed Lot

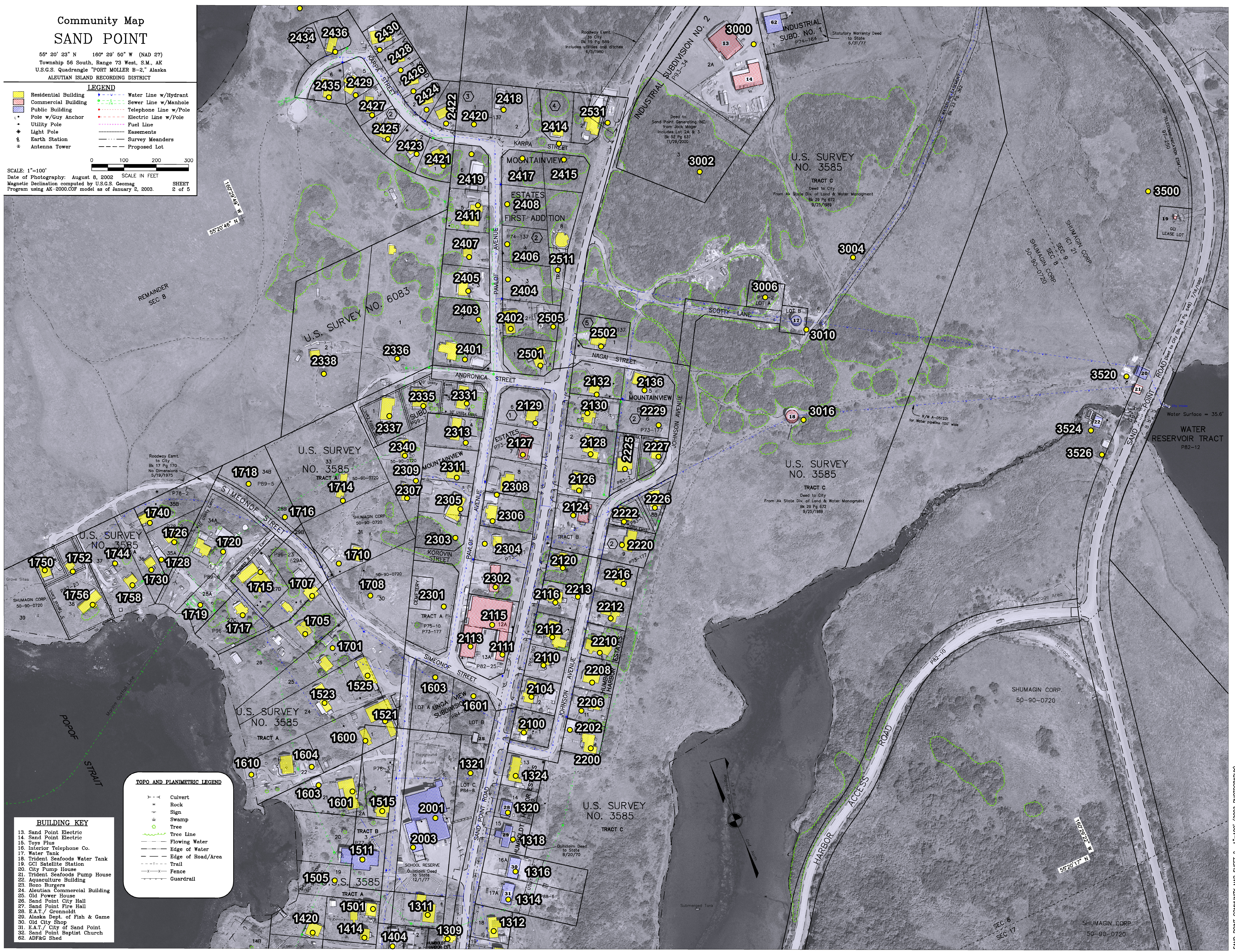
SCALE: 1"=100'
Date of Photography: August 8, 2002 SCALE IN FEET
Magnetic Declination computed by U.S.G.S. Geomag SHEET 2 of 5
Program using AK-3000.COF model as of January 2, 2003.

TOPO AND PLANIMETRIC LEGEND

	Culvert
	Rock
	Sign
	Swamp
	Tree
	Tree Line
	Flowing Water
	Edge of Water
	Edge of Road/Area
	Trail
	Fence
	Guardrail

BUILDING KEY

- Sand Point Electric
- Sand Point Electric
- Toys Plus
- Interior Telephone Co.
- Water Tank
- Trident Seafoods Water Tank
- GCI Satellite Station
- City Pump House
- Trident Seafoods Pump House
- Bozo Burgers
- Aleutian Commercial Building
- Old Power House
- Sand Point City Hall
- Sand Point Fire Hall
- E.A.T./ Gronoldt
- Alaska Dept. of Fish & Game
- Old City Shop
- E.A.T./ City of Sand Point
- Sand Point Baptist Church
- ADF&G Shed



Community Map SAND POINT

55° 20' 23" N 160° 29' 50" W (NAD 27)
Township 56 South, Range 73 West, S.M., AK
U.S.G.S. Quadrangle "PORT MOLLER B-2," Alaska
ALEUTIAN ISLAND RECORDING DISTRICT

LEGEND

Residential Building	Water Line w/ Hydrant
Commercial Building	Sewer Line w/ Manhole
Public Building	Telephone Line w/ Pole
Pole w/ Guy Anchor	Electric Line w/ Pole
Utility Pole	Fuel Line
Light Pole	Easements
Earth Station	Survey Meanders
Antenna Tower	Proposed Lot

SCALE: 1"=200'
Date of Photography: August 8, 2002 SCALE IN FEET
Magnetic Declination computed by U.S.G.S. Geomag Program using AK-2000 COF model as of January 2, 2003. SHEET 1 of 5

MAP NOTES

This map was prepared by the Aleutians East Borough (AEB) in cooperation with the Department of Community and Economic Development (DCE) using funding from the Coastal Impact Assistance Program, DCE Mini-Grant Program, Bureau of Indian Affairs Transportation Planning and Funding from the Initiative for Accelerated Infrastructure Development (IAID). The IAID is supported by grants from the Social Commission, USDA Rural Development, Alaska Department of Transportation and Public Facilities and DCE. The Alaska Native Tribal Health Consortium provided extensive sanitation facility records. The AEB contracted with McClintock Land Associates in May of 2002 to prepare the map.

This map is based upon a digital orthophoto prepared to National Map Accuracy Standards from August 8, 2002 photography (nominal scale 1" = 633'). An orthophoto is an aerial photo which has been corrected, by rectification to ground control stations, to remove distortions and warpage, generally caused by the ground topography, and the aircraft's tilt and trim.

Property and utility information has been generated from readily available sources with limited accuracy checks. Property information does not include a thorough search of Recorder's Office records. Utility location is particularly imprecise and shows only the main lines as the service lines have been omitted for clarity. Generally, the information is current as of January 2003.

This map should not be construed as a survey, on-site surveys should be conducted prior to engineering and/or construction.

COORDINATE SYSTEMS

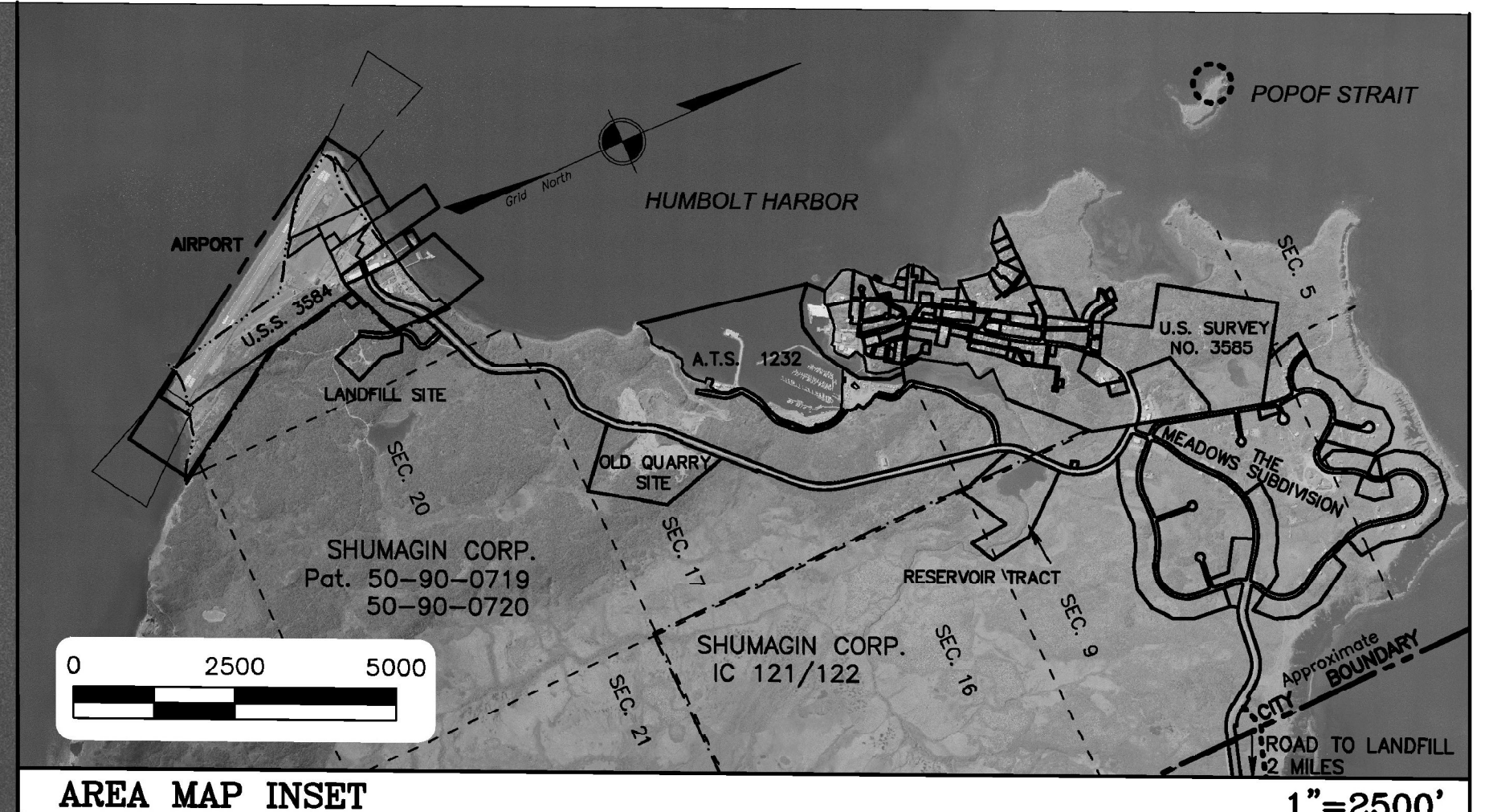
Horizontal Datum-NAD 83 Alaska State Plane Zone 70(FEET)
based on CORS STATION "bay 1" COLD BAY
Vertical Datum-NAVD 88, based on CORS tie to "bay1"

TOPOGRAPHIC & PLANIMETRIC DATA

All topographic and planimetric data was collected utilizing stereo photography, synonymous with the photography used for the orthophoto production. Topographic data was prepared to National Map Accuracy Standards for a 2' contour interval. Topographic data located in densely vegetated areas should be considered less accurate and may not meet those standards aforementioned.

TOPO AND PLANIMETRIC LEGEND

Culvert	Rock
Sign	Swamp
Tree	Flowing Water
Tree Line	Edge of Water
Edge of Road/Area	Trail
Fence	Guardrail



- BUILDING KEY**
- Sand Point School
 - City Water Tank
 - Water Pump Station
 - KSDP Radio Station
 - Kelly Avenue Sewer System
 - ATT/Alascom Telephone Tower
 - Tribal Recreation Center
 - Unga Tribal Building
 - Shumagin Distributors Corp.
 - United States Post Office
 - Qagan Tsayngungin Tribe
 - Aleutians East Borough



DOCK REPAIR

Prepared for:

City of Sand Point

3880 C Street, Suite 205
Anchorage, Alaska 99503



Sand Point Dock Inspection

Post-Seismic Event Evaluation

October 2020



Prepared by:

PND Engineers, Inc.
1506 West 36th Avenue
Anchorage, AK 99503



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Appendix A: AKDOT Post Earthquake Condition Assessment

Appendix B: 2016 Sand Point City Dock Site Assessment

Introduction

PND Engineers, Inc. (PND) was contracted by the City of Sand Point to perform a post-earthquake condition inspection of the two (2) pile supported dock structures utilized as barge loading and offloading facilities in Sand Point, Alaska following a magnitude 7.8 earthquake that occurred on July 21, 2020.

The first dock structure, or the “New Dock”, inspected was constructed in the fall of 2019 and consists of a pile supported concrete cast-in-place abutment, driven galvanized steel piling, cast in place reinforced concrete pile caps, reinforced concrete deck panels, driven piling fenders with energy absorbing rubber elements and plastic wear faces, two pile supported dolphins with associated gangways, one of which is shared with the adjacent dock.

The second dock structure, or the “Old Dock”, was constructed in 1983 and consists of steel piling supporting a steel I-beam substructure, reinforced concrete deck panels, pin-pile supported fenders with energy absorbing rubber elements and timber wear face, and pile supported dolphins and gangways. A 40’x30’ shop positioned with a portion on the dock and the remainder on the uplands, was also inspected.

This report discusses any deficiencies noted, offers preliminary potential repair solutions, and provides rough order of magnitude (ROM) cost estimates for repairs.

Post-Earthquake Inspection

PND Senior Engineer Logan Imlach met with City of Sand Point Harbormaster, Douglas Holmberg, on 9/21/2020 on site and completed a topside inspection of both structures. On 9/22/2020, the City of Sand Point provided a skiff and operator and a substructure inspection was completed. Evaluation was limited to visual above-water inspections. Non-destructive testing (NDT) testing. Below-water inspections were not performed.

New Dock

The new dock consists of the following elements:

- Pile supported reinforced concrete cast-in-place abutment
- 30”Ø x 0.5”t steel driven piles filled with reinforced concrete
- Precast prestressed concrete deck panels with grouted shear key joints
- Cast-in-place reinforced concrete pile caps
- Driven pile fenders with energy absorbing rubber and plastic wear faces
- Dolphins with 24”Ø x 0.5”t piling
- Steel gangways
- Steel mooring bollards bolted to concrete pads
- Steel bullrail
- (2) High mast lights

See Figure 1 below for an overview of the dock from the as-built construction drawings referencing the project gridlines:

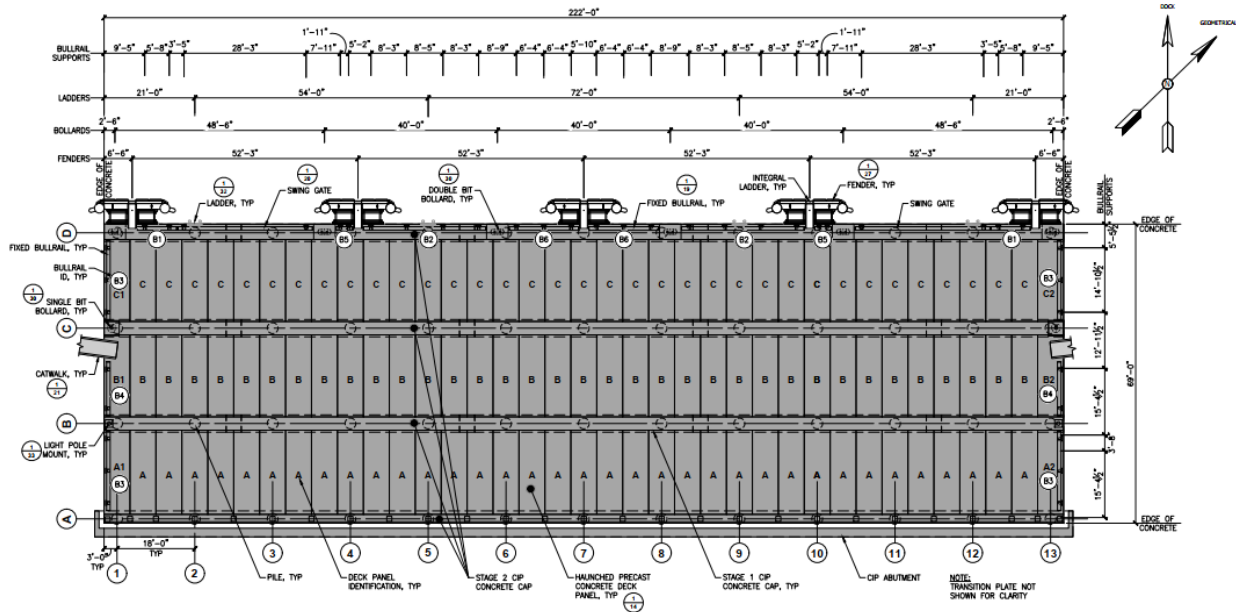


Figure 1: Dock Layout

Abutment



Figure 2: Fill settlement against abutment

The pile supported cast in place concrete abutment (Grid A) runs parallel the dock piers and provides a land-side landing for the deck panels. The abutment is approximately 6-feet wide and 4-feet tall. The abutment appears to have sustained a small amount of damage at the south end due to a falling piece of rip-rap striking lower-ocean side corner near Grid A-1. The damage can be classified as superficial, as shown below in Figure 3:



Figure 3: Abutment damage

The fill below the abutment and adjacent to the roadway settled during the earthquake approximately 8-inches to 12-inches. The settlement was most significant near the south end of the abutment, and decreases towards the north. To continue operations an earthen ramp was constructed to allow vehicular access, seen below in Figure 4:



Figure 4: Access Ramp

Based upon visual observation, it appears that the dock has shifted seaward from the original plan and constructed position. The specified distance from the backwall to the first dock panel at the expansion joint in the construction plans is 14-inches, and the measurements taken on site were 16-inches at the south end of the dock and 18-inches at the north end. The dock is still firmly seated on all bearings,

corrective action is not required. A survey could be completed at the request of the City to confirm dock's current vertical and horizontal position and compare to as-built location.

Piling

Piling were visually inspected from a skiff for any damage and/or displacement from their constructed position. Each pile /pile-cap connection incorporates a "plastic hinge", or a 2" deep section of concrete between the steel piling and pile cap. This hinge is meant to localize any damage due to lateral motion, including seismic events. Each plastic hinge was inspected for any cracking or spalling, which can be expected after large seismic accelerations. Due to the wind and swells present during the inspection the duration of observation at each location was brief.

Generally, it appears as if there was no major damage to the plastic hinges during the seismic event. Minor spalling was noted on many piling that may or may not be attributable to the seismic event. A list of piling with notable damage at the plastic hinge is provided below in Table 1:

Table 1: Summary of notable plastic hinge damage

Pile ID	Description of Plastic Hinge Damage
B5	Moderate spalling on south side
B6	Minor cracking near patch on north side
B7	Moderate spalling on east side
B9	Crack on north side
C2	Split at construction joint on west side
C3	Spalling on east side
C4	Spalling on south and east side
C9	Spalling on south and east side
D2	Spalling on east side
D6	Spalling on east side
D7	Spalling and possible cracking on east side
D10	Spalling and cracking on south and east side

The most significant crack was found on Pile B9, and can be seen below in Figure 5:



Figure 5: Cracking at Pile B9

Typical notable spalling can be seen below in Figure 6 at pile C4:

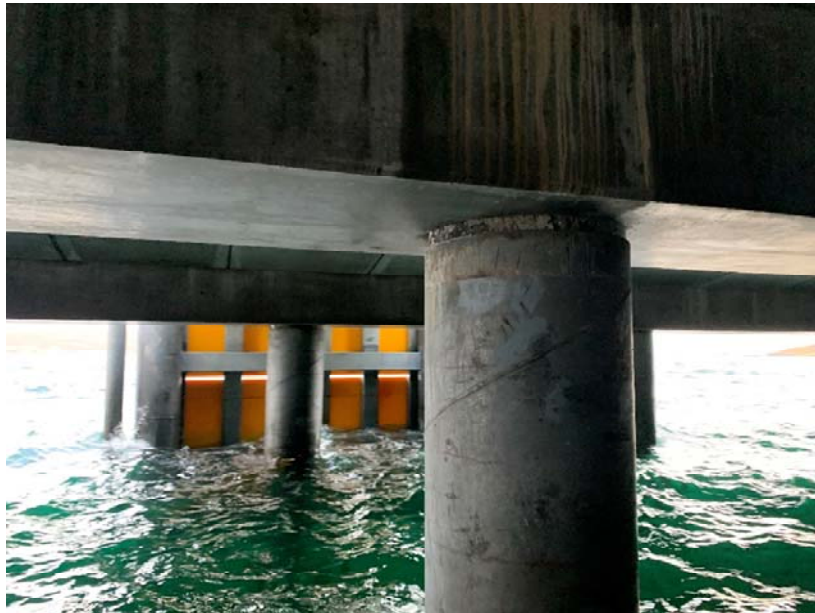


Figure 6: Typical notable spalling at plastic hinge, Pile C4

Deck Panels

There were no noted deficiencies, cracking or damage on the deck panels themselves, though it does appear that there are locations on the south half of the dock where the grouted joints cracked and are allowing water to penetrate from the deck through to the bottom side of the panel, shown below in Figures 7 and 8.



Figure 7: Typical topside grout line cracking



Figure 8: Spray foam on bottom of joint, note salt-water staining adjacent to joint

Pile Caps

The pile caps were inspected and had no noted deficiencies.

Fenders

The dock face fenders are comprised of driven pipe piling, energy absorbing rubber elements, and plastic wear facing (see Figure 9). The upper elements were inspected by foot from the topside, and substructure inspected by skiff during the on-water portion of the inspection. No deficiencies were noted.



Figure 9: Fender Face

Dolphins

The dolphins had no noted deficiencies (see Figure 10).



Figure 10: South Dolphin

Gangways

The gangways had no noted deficiencies.

Mooring Bollards

The mooring bollards had no noted deficiencies.

Bullrail

The bullrails had one noted deficiency, the bolted connection near gridline D3.5 was found to be loose and not engaged with the nut below. Upon removing the bolt it appeared that the through holes in the bullrail were not lined up with the nut below.



Figure 11: Disengaged bolt in bullrail near gridline D3.5

Dock Light Poles

The dock light poles were inspected for any damage to the concrete bases, threaded anchors, or steel masts. No damage or deficiencies were noted.

Old Dock

The old dock consists of the following elements:

- 4'x1' concrete perimeter plate (acting as backwall)
- 16" x 0.5"t steel driven piles with welded 1" cap plates
- W38x108 primary framing with W21x83 secondary framing
- Reinforced precast concrete deck panels with grouted joints
- Driven Pile Fenders with timber wear faces
- Dolphins with 16" x 0.5"t piling
- Steel gangways
- Steel mooring bollards bolted to concrete pads
- Steel bullrail
- 30'x40' Metal building with timber framing and asphalt interior surface

See Figure 12 below for a dock framing and pile layout plan to reference project gridlines and framing directions:

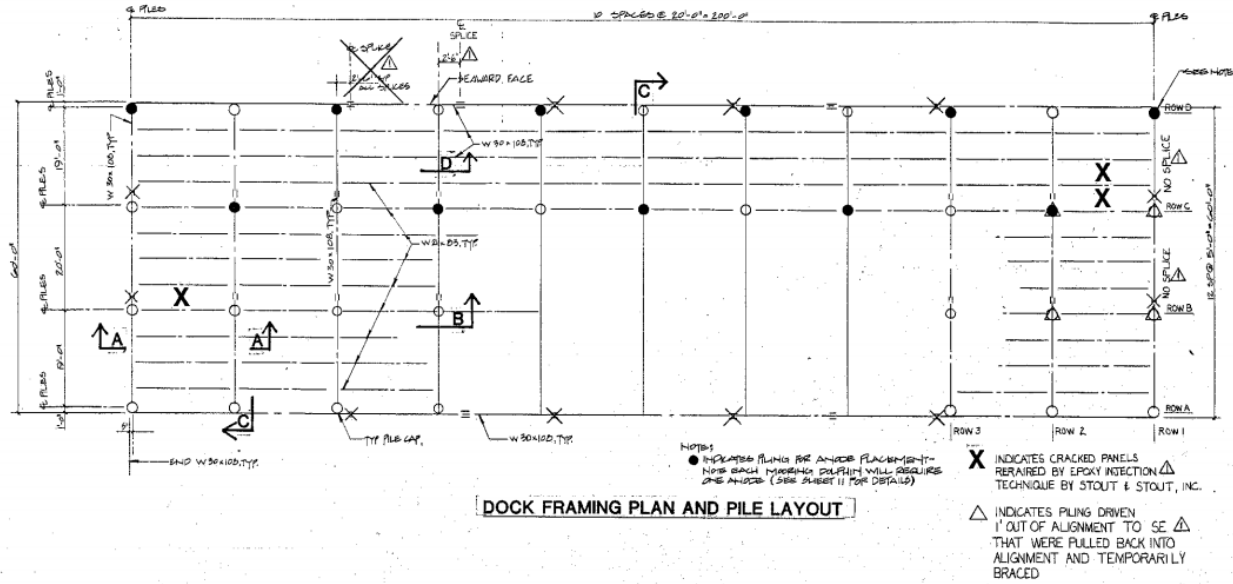


Figure 12: Old Dock framing and layout plan

Abutment

The concrete perimeter cast in place vertical abutment was visually inspected and did not appear to have any significant damage. The adjacent fill however has settled between 8-inches and 12-inches vertically, varying in severity along the dock face. This settlement caused fill to fall below the backwall, and has created a void between the fill and decking that varies in severity from no horizontal gap to as much as a 3-foot opening. A gravel access ramp has been pushed up on the north end of the dock for access and several pallets were bridged for access on the south end.



Figure 13: Fill settlement/separation

Piling

The steel piling on grid line A was inspected by foot at low tide while the remaining piling on grid lines B-D were inspected by skiff during the on-water portion of the inspection. All piling appeared to be heavily corroded near the cap plates, but in most cases appeared in serviceable condition with the welds to the superstructure in-tact.



Figure 14: Typical pile condition, Pile B1

Notable damage in the form of cracking was found at or near the pipe-weld interface on Piles A3, A6 and A7. Two of the cracks (piles A6 and A7) were only a few inches in length and were so small only a 0.02-inch thick metal scale could be inserted. See photos below in Figures 15 and 16:



Figure 15: Weld Interface crack at Pile A6



Figure 16: Weld interface crack at Pile A7

The crack in Pile A3 was significant, with the largest opening being approximately 1/4" and slightly over 1/3 the diameter of the pile. Photos of Pile A3 can be seen below in Figure 17:



Figure 17: Weld interface crack at Pile A3

Pile D3 appears to have sustained impact damage approximately 3' below the cap plate, as seen below in Figure 18:



Figure 18: Impact Damage to Pile D3

Steel Framing

Steel framing was inspected below the dock both by foot and skiff. Due to swells and wind, inspection duration was brief, but connections were verified to have all bolts and girders were inspected for any apparent damage. No bottom flange or web cracking or deformities were noted.



Figure 19: Typical Dock Framing

Deck Panels

Deck panels were inspected above and below for any excessive cracking, spalling, or apparent damage. The topside inspection revealed localized areas of minor spalling (all appeared to be less than 1-1/2" deep), no apparent cracking and all grouted joints appeared to be in good condition.

The bottom side inspection revealed consistent deep spalling of the panels between Grid Lines A and B, most frequently in the first two secondary framing bays. In a number of locations, the spalling has exposed the bottom layer of rebar, which had observable corrosion. In the second and third secondary framing bays there are also a number of locations where spalling was observed, but the spall had not fully detached from the concrete. See examples of both in Figure 20, located in Bay 2, between rows 4 and 5 and rows A and B:



Figure 20: Fully spalled and nearly spalled sections

Fenders

The dock face fenders are comprised of driven pipe piling, energy absorbing rubber elements, and timber wear facing. The upper elements were inspected by foot from the topside, and substructure inspected by skiff during the on-water portion of the inspection. The fenders are in poor condition, with a number of timbers missing, partly disconnected, or broken. The brackets attaching the rubber energy absorbers to the dock were broken on the center fender (near grid D5) and the fender is now detached from the dock. The disconnected fender can be seen in Figure 21 and the damaged/missing timbers can be seen in Figure 22:



Figure 21: Fender disconnected from dock



Figure 22: Damaged Timbers

Dolphin

The dolphin to the north of the old dock was inspected by foot from the topside and the substructure by skiff. The superstructure was free of deficiencies and in fair condition. It appears that the dolphin has been impacted, as the stiffener plate in between the vertical and batter piles has caused an indent and some apparent buckling on the batter pile, see below in Figure 23:



Figure 23: Damaged batter pile

Gangways

The gangways were visually inspected by foot and by skiff. No deficiencies were noted.

Bollards

There are seven mooring bollards on the old dock, the two southernmost were rehabilitated during the construction of the new dock. The bollards at Grid D1 and A1 are significantly spalled and the bases should be repaired. The remaining bollards are in serviceable condition. Bollards D1 and A1 can be seen in Figures 24 and 25:



Figure 24: Bollard D1



Figure 25: Bollard A1

Bullrail

The bullrail was visually inspected and no deficiencies were noted.

Dock Corrosion

The following findings were provided in a 2016 report completed by Taku Engineering, LLC, on behalf of PND:

- The piles were originally coated with coal tar epoxy. In the splash zone this coating has failed and the pilings are freely corroding. The coating on the superstructure system is also in poor condition with nearly 100% coating failure at welded and bolted connections.
- The most recent report from August 2014 found the sacrificial cathodic protection anodes to be 70-80% consumed.
- Nearby electrical power could be utilized for an impressed current cathodic protection system.

These findings led to the following recommendations:

- Consider recoating the splash zone of the existing piles and existing superstructure
- Consider installing additional cathodic protection (CP) (anodes) to extend the life of the existing dock

Note that the report conclusions and recommendations are from 2016, with the most recent below water inspection of the CP system was performed in 2014. Current conditions may have deteriorated further.

Metal Building

A 30'x40' shop with metal siding constructed with timber pole-barn style framing is partially located on the dock. Approximately 9-feet of the building is located on the deck panels, with the remaining 21-feet

on the adjacent fill. There is 2" of asphalt surfacing installed inside the shop, including the area covering the concrete deck panels. Seismic induced settlement caused a shear failure in the pavement, and the landward side settled 8 to 10-inches vertically and 12-inches to 20-inches horizontally landward. Photos of the settlement can be seen below in Figures 26 and 27:



Figure 26: Metal building floor settlement



Figure 27: Metal building floor settlement

The metal building sustained little damage due to the pole barn construction style of the supporting framing and flexible nature of the structure. Isolated damage to the metal roofing was observed at the dock-fill interface where the settlement occurred (Figure 28). Out-of-plane buckling in the metal siding and trim on the shear wall on the landward side of the building was also observed (Figure 29). The doorways were also racked with the doors unable to close fully. Overall, due to the flexible nature of the

pole barn construction it appears the building may be salvageable and re-used, if desired. A more thorough structural examination of the structure evaluating all connections can verify this assessment.



Figure 28: Roofline damage (typ north and south sides, same location)

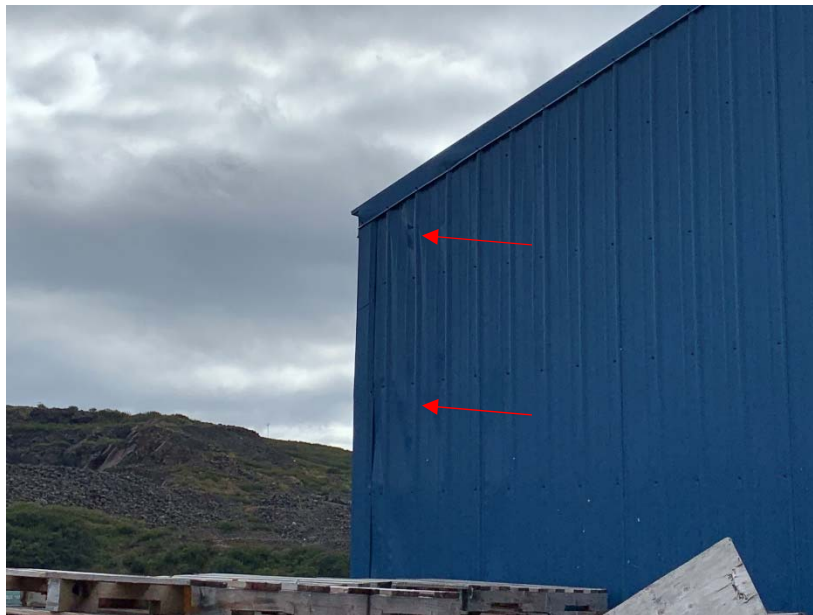


Figure 29: Out-of-plane shear buckling (typ north and south ends, same location)

Summary of Deficiencies and Recommended Repairs

ID	Dock	ID	Deficiency	Recommended Repair
1.1	New	Fill	Fill settlement	Flatten and proof roll surface. Place and compact fill in 6" lifts to match dock elevation.
1.2	New	Plastic Hinges	Cracks	Inject low viscosity epoxy in to any cracks to seal and protect the joint

1.3	New	Plastic Hinges	Spalling	Remove surface concrete and trowel pack a repair mortar/grout and/or apply low viscosity epoxy
1.4	New	Grout Joints	Cracks located in panel joints	Seal cracks using approved low viscosity concrete sealant (i.e. Sikadur) per manufacturer recommendations.
1.5	New	Bullrail (Grid D3.5)	Bolt hole not lined up with latch plate hole preventing engagement with nut below.	Ream out latch plate below to allow bolt to pass through, install nut on bolt.
2.1	Old	Fill	Fill settlement.	Excavate an adequately wide trench with a flat bottom adjacent to dock abutment. Place and compact fill in 6" lifts to bring to dock elevation.
2.2	Old	Piling	Weld-pile interface cracks at pile A3, A6 and A7	Grind and remove crack to root, perform NDT to ensure full removal of crack, reweld the connection, and perform NDT to verify the competency of the repair.
2.3	Old	Piling	Piling D3 impact damage	Install a welded cover plate over the impacted area.
2.4	Old	Steel components (general)	Severe corrosion	Remove corrosion and address with new coating and additional cathodic protection per 2016 PND/Taku Engineering condition assessment
2.5	Old	Deck Panels	Approximately 11 of the deck panels in the first two bays have significant spalling on the bottom face.	Saw cut and remove surface concrete from all spalled sections. Clean rebar and apply an epoxy sealant. Surface pack repair grout/mortar to the bottom of deck panel.
2.6	Old	Fenders	Fender D5 is disconnected from dock. Fender timber wear facing is damaged, dislodged or missing, typ. all fenders.	Recommend installing a new, modern fender system. It is PND's experience that retrofitting fender systems can become complex and expensive. Full replacement of fender system is a more cost-effective long-term solution.
2.7	Old	Mooring Bollards (A1 and D1)	Concrete bases have significant spalling exposing reinforcement	Remove bollards from bases, demo bases, reinstall new reinforced concrete bases, reinstall mooring bollards

2.8	Old	Metal Building	Earthquake damage to metal building asphalt surface and minor exterior damage	<p>If reusing building is desired: remove existing building by disassembling most components that could be reused. Replace earthquake damaged components (buckled wall, roof edging). Remove asphalt, proof roll and fill and compact in 6" lifts to bring back to dock elevation. Repave and reinstall building.</p> <p>If new building is desired: demo existing building, install new building on concrete foundation.</p>
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The suggested repairs have been classified as immediate, short term, and long term. Immediate repairs should be completed within the next 3-6 months to ensure safe and efficient use of the dock structure. Short-term repairs are not paramount to safety, but should be considered to be completed in the next 1-2 years. Long-term repairs should be completed in the next 3-5 years and are not required, but will add to the functionality and extend the life of the structure.

ID	Task	Classification
1.1	Place and compact new fill adjacent to new dock (≈100 CY)	IMMEDIATE
1.2	Inject epoxy in to plastic hinge cracks on new dock	SHORT-TERM
1.3	Remove surface concrete at spalls and replace with repair mortar/grout on new dock plastic hinges	SHORT-TERM
1.4	Seal dock surface cracks	LONG-TERM
1.5	Repair bullrail bolt hole	SHORT-TERM
2.1	Excavated, place and compact new fill adjacent to old dock (≈200 CY)	IMMEDIATE
2.2	Repair piling A3, A6 and A7 cracks	IMMEDIATE
2.3	Repair piling D3 impact damage	IMMEDIATE
2.4	Address corrosion issues per Taku Report	SHORT-TERM
2.5	Repair deck bottom face spalling	SHORT-TERM
2.6	Replace fender system (6 fenders)	SHORT-TERM
2.7	Replace (2) mooring bollard bases	LONG-TERM
2.8	Remove, grade and repave, reinstall metal building <u>OR</u> install new building	LONG-TERM

ROM Cost Estimate

ID	Task	ROM Cost
1.1	Place and compact new fill adjacent to new dock (≈100 CY)	\$15,000.00
1.2	Inject epoxy in to plastic hinge cracks on new dock	\$6,000.00
1.3	Remove surface concrete at spalls and replace with repair mortar/grout on new dock plastic hinges	\$35,000.00
1.4	Seal dock surface cracks	\$15,000.00
1.5	Repair bullrail bolt hole	\$500.00
NEW DOCK SUBTOTAL		\$71,500.00

2.1	Excavated, place and compact new fill adjacent to old dock (≈200 CY)	\$30,000.00
2.2	Repair piling A3, A6 and A7 cracks	\$50,000.00
2.3	Repair piling D3 impact damage	\$15,000.00
2.4	Address corrosion issues per Taku Report	\$1,000,000.00
2.5	Repair deck bottom face spalling	\$50,000.00
2.6	Replace fender system (6 fenders)	\$1,050,000.00
2.7	Replace (2) mooring bollard bases	\$25,000.00
2.8	Remove, grade and repave, reinstall metal building <u>OR</u> install new building	\$200,000.00
OLD DOCK SUBTOTAL		\$2,420,000.00

**note that mobilization and demobilization costs and contractor indirects are not included in the ROM costs.*

Recommendations

Based on the conditions noted and repairs recommended in this report, we recommend the City of Sand Point determine the current needs of the facility and weigh the costs associated with the repair of functionality of the facility. Note that economy of scale can be capitalized on when considering mobilization and demobilization costs in comparison to the ROM cost of each individual repair. Upon the selection of the desired repairs, we recommend an engineer be contracted to assist with design/detailing of repairs, cost estimating, bid documents, bid assistance and construction administration and quality assurance.

Limitations

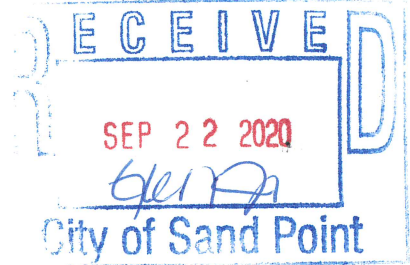
The condition of all items inventoried and inspected is limited to the time of inspection and can be referenced in the photos taken.

NEW BUSINESS



September 21, 2020

City of Sand Point
P.O. Box 249
Sand Point , AK. 99661



To whom it may concern,

I am writing on behalf of the Sand Point RAY AmeriCorps Program to request a donation for our youth activity events, scheduled for the months of September 2020 to August 2021. At these events AmeriCorps members will provide youth with activities such as, Beading, Quilting, Canvas Painting, Rock Painting and cultural activities just to name a few. We are asking for a donation in the amount of \$300.00 to purchase materials for these events.

We would greatly appreciate any donation, Should you make a donation for the AmeriCorps activities/events, a thank you card will be made especially for you by the youth who will be participating at these events.

If you have any question or would like further information about the AmeriCorps program, please contact Jewel or Marcy at (907) 383-6075. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jewel Jackson".

Jewel Jackson

RAY AmeriCorps Member

A handwritten signature in black ink that reads "Marcy DeCosta".

Marcy DeCosta

RAY AmeriCorps Member





Meet Sand Point's RAY AmeriCorps Members



Jewel Jackson

Jewel have been serving as RAY AmeriCorps member since 2018 and this is her third year as a RAY AmeriCorps member. She enjoys beading and sewing with the youth. When she is not planning youth activities she enjoys spending time at home with her 3 dogs. She enjoys making pies, jellies, and dumplings. Her goal this year is to spend more time with the youth in the outdoors.



Marcy DeCosta

Marcy is a first year RAY AmeriCorps member. Marcy has invested plenty of time as an AmeriCorps volunteer since 2018. Marcy's love and dedication to work with youth makes her a good addition to the RAY program. On her spare time Marcy loves to watch movies and spend quality time with her 4 children. Marcy also enjoys beading glass balls and recently found joy in making masks.

What is an AmeriCorps Member?

The Resilient Alaska Youth AmeriCorps members will be providing youth in the community with various activities and events to help youth develop positive self-concepts, self-esteem, and develop basic life skills through outdoor activities. RAY AmeriCorps members will also provide a safe space for youth to go after school where they can enjoy arts and crafts and different cultural activities. Some activities we hope to provide this year include, beading, sewing/quilting, painting, berry picking, jelly making, hiking/camping, scavenger hunts, and take-home activity kits. We hope to spend more time outside this year and find some fun food security and subsistence activities for the youth to participate in. We will also be teaching tobacco awareness and the Healthy Lifestyles curriculum.

CRANE REPLACEMENT OPTIONS



TO: City of Sand Point	QUOTE NUMBER: 09172020D1-1 DATE: September 17, 2020 SALESMAN: Dennis Piatek		
	FOB: Port of Tacoma, WA	TENTATIVE DELIVERY DATE	Available Now
DESCRIPTION			
<p>Western Pacific Crane and Equipment is pleased to quote the following piece of equipment:</p> <p>ONE NEW 2020 GROVE RT530E-2 - 30 TON ROUGH TERRAIN CRANE WITH THE FOLLOWING EQUIPMENT AND FEATURES:</p> <p><u>STANDARD EQUIPMENT</u></p> <p>BOOM: 29 - 95 ft. (8.75-28.96 m) 4-section synchronized full power boom with integral holding valve on telescope cylinder. Three (3) quick reeve Nylatron sheaves in main boom nose. Mechanical boom angle indicator.</p> <p>BOOM EXTENSION: Offsets at 0 and 30 degrees (Ref. option list B).</p> <p>BOOM ELEVATION: One double-acting hydraulic cylinder (-3° to +76°) with integral holding valve.</p> <p>LOAD MOMENT AND ANTI-TWO BLOCK SYSTEM ("Graphic LMI"): Audio-visual (light/buzzer) warning system and Grove control lever lockout system with electronic display of boom angle and length, relative load moment indication, rated load, load, radius and boom tip height. The standard Work Area Definition System allows the operator to pre-select and define safe working areas. If the crane approaches the pre-set limits, audio-visual warnings aid the operator in avoiding job-site obstructions.</p> <p>CAB: All galvanealed steel with acoustical lining and tinted glass throughout, deluxe seat with armrest mounted dual-axis electric controls for crane functions, gauges for engine functions, hand and foot throttle, tilt steering wheel, electric horn, windshield washer/wiper, air conditioning, hot water heater with defroster, opening skylight with wiper, skylight sunscreen, fire extinguisher, seat belt, level indicator and circulating air fan. (1) cab mounted work light.</p> <p>SWING: 360° continuous rotation planetary "Glide Swing" with foot actuated multi-disc brake, hydraulic swing parking brake, plunger-type 1 position house lock. (Ref. option list N)</p>			



COUNTERWEIGHT: One piece, pinned to turntable.

HYDRAULIC SYSTEM: Load sensing piston pump w/ piggy-back gear pump, hydraulic tank with sight level indicator, filter condition gauge, pressure check ports and oil cooler.

HOIST: Model HP15C-17G grooved drum main hoist. Two speed, power up and down with automatic multi-disc brake, electronic hoist rotation indicator, hoist drum cable follower, hoist mirror, and hoist access platform. Auxiliary hoist control valve arrangement (less hoist).

WIRE ROPE: 450 ft. (137 m) of 5/8 in. (16 mm) diameter 6X37 class for main hoist (Ref. option list G).

HOOK BLOCK: 30 ton (27 tonne) , 3 sheave, "quick reeve", with swivel hook and safety latch. Wt. 577 lb.(262 kg).

HEADACHE BALL: 7.5 ton (7 tonne) "top swivel" with hook and safety latch.Wt.368 lb.(167 kg) (Ref. option list F).

OUTRIGGERS: Hydraulic front and rear. Double box and beam with integral check valves and steel outrigger pads, (3) position setting.

Cummins QSB6.7L (Tier 4F) 6 cylinder turbo charged water cooled diesel; 164 hp @ 2300 rpm, torque - 540 ft-lb @ 1500 rpm. Requires DEF to meet EPA emissions.(Required for sale in areas with maximum 15 ppm sulfur content diesel fuel or country requirement)"

ELECTRICAL SYSTEM: (2) 12 V maintenance free batteries provide 12 V starting and lighting with circuit breakers.

DRIVE/STEER: 4-wheel drive, 4 -wheel / 4 mode steering.

TRANSMISSION: Powershift with torque converter, 6 speeds forward and reverse.

AXLES: Front planetary axle is rigid mounted to chassis frame. Rear planetary axle oscillates up to 7.4 in. (188 mm); automatic oscillation lockout.

BRAKES: Dual line, dry disc, full hydraulic braking system with transmission mounted, spring applied-hydraulic released parking brake.

TIRES: 20.5x25-24 PR bias, earthmover tubeless (Ref. option list I).

LIGHTS: Full lighting package includes turn indicators, headlights, taillights,



brake lights, 4-way hazard lights, and cab mtd work light.

MISCELLANEOUS STANDARD EQUIPMENT: Hook block tie-down, -35°F anti-freeze, backup alarm, dual rear view mirrors, hoist mirror(s), front open stowage well, towing/tie-down lugs, full width fenders with full decking, and rear wheel alignment indicator.

OTHER OPTIONS INCLUDED IN PRICE:

AUXILIARY LIGHTING & CONVENIENCE PACKAGE: Includes s/s mounted amber flashing light, dual base boom mounted floodlights, in-cab LMI light bar, and rubber mat for storage trough.

AUXILIARY HOIST PACKAGE: Auxiliary hoist with electronic hoist drum rotation indicator, hoist drum cable follower, hoist mirror, 450 ft.(137m) of 5/8 in.(16mm) 35 x 7 class (rotation resistant) wire rope, auxiliary single sheave boom nose.

20T Single sheave hookblock

7.5T Ball

Outrigger position monitoring system



TO: City of Sand Point	QUOTE NUMBER: 09172020D1-2 DATE: September 17, 2020 SALESMAN: Dennis Piatek		
	FOB: Port of Tacoma, WA	TENTATIVE DELIVERY DATE	TBA
DESCRIPTION			
<p> Western Pacific Crane and Equipment is pleased to quote the following piece of equipment: </p> <p> ONE NEW NATIONAL 8100D – 23T BOOMTRUCK CRANE WITH THE FOLLOWING FEATURES: </p> <p> STANDARD UNITS EQUIPPED WITH THE FOLLOWING: </p> <p> Rated Capacity Limiter System: RCL displays boom angle and length, working radius, rated load and total weight being lifted. Includes internal anti-two block wiring. </p> <p> Boom Elevation: One(1) double acting hydraulic lift cylinder with integral holding valve. (-10 to +80). </p> <p> Controls: Dual side stand-up operator's stations, dual engine throttle (cable only), horn and engine start/stop. </p> <p> Swing: 375 non-continuous rotation with adjustable swing drive. </p> <p> Hydraulic System: Open center type consisting of a fixed displacement, three section, high pressure pump supplies oil to the main control valve and winch control valve. Reservoir capacity 66 gallons (249,8 L), 10 micron return line filter. Ball valve on main suction line. </p> <p> Hoist: Planetary "Burst of Speed" winch. Bare drum pull 10,200 lbs (4.626 kg), low speed. </p> <p> Wire Rope: 325 ft (99,1 m) of 9/16" (14 mm) rotation resistant wire rope. </p> <p> Single line pull 7,700 lbs (3.492,6 kg). </p> <p> Headache Ball: Round headache ball with top swivel, 7 ton (6,35 mt) capacity rating. </p>			



Miscellaneous Standard Equipment: Back up alarm, hour meter in truck cab, outrigger motion alarm, two(2) English owner's manuals (1 paper & 1 USB flash drive) and outrigger monitoring system.

Standard Paint: Axalta Imron® Elite Productive paint.- "National Platinum" color for frame, turret and base boom section; standard "Black" for hydraulic reservoir, SFO, torsion box (frame), inner outriggers, rear stabilizers, and inner boom sections.

OTHER OPTIONS INCLUDED IN PRICE:

23 ton (20,8 mt) **rear mount "A" frame** boxed slide outriggers with swivel pads, 360o stable unit with torsion box for a 16' (4,8 m) flatbed, HO type over-frame front stabilizers with 25" (0,64 m) vertical stroke. Includes SRO rear stabilizer.

29.5' - 100' (9,0 - 30,4 m) four section, full power telescopic boom

16' (4,9 m) Wood floor bed

Mounting charge for a rear mounted, clamp on, standard unit on a clean, unobstructed truck frame. Includes hydraulic oil, transmission grease, electronic engine throttle (EET), electronic back up alarm (BUA), ICC safety kit (ISK), steel 30" solid wall bulkhead, cable shift PTO and neutral safety switch. Includes installation of torsion box, behind cab HO stabilizers, single center mount rear stabilizer (SRO), rear bumper underride protection, boom rest, bulkhead, flatbed neutral safety switch, BUA and EET.

Two and three part reeving, 12.5 ton (11,3 mt) capacity hook block with one sheave.

Pete 348 with attached specs.





September 14, 2020

Douglas Holmberg
City of Sand Point
249 Main Street
Sand Point AK 99661

L&M Truck Sales is pleased to quote you the following equipment

New Manitex 3001

Crane Capacity: 60,000 lbs at 5' load radius and 112' maximum tip height.

Boom: Inverted T-cross section, 4-section telescoping type, extended and retracted proportionally by a double acting hydraulic cylinder and cable crowd system. Easily replaceable and adjustable high-density nylon slide pads.

Boom Point: Quick-reeve design features pass-through allowance for wire rope wedge and socket: Makes quick work of parts of line configuration changes with practically no tools.

Boom Elevation: Double acting hydraulic cylinder. Working range from 9 degrees below horizontal to 80 degrees above.

Hoist: Two speed planetary reducer, wet multi disc internal, brake is spring applied hydraulically released. Maximum theoretical bottom layer line pull 11,500 lbs.

Load hook: 7 ton hook and ball, 15 ton 1-sheave quick reeve block.

Swing System: Externally mounted double reduction planetary drive by hydraulic motor. Internal spring applied hydraulically released brake. 372 degree non continuous rotation with mechanical stops to protect internal plumbing.

Outriggers:

Front: Behind the cab out and down type integrated into subframe. Fitted with double acting hydraulic cylinders each operated independently for precise leveling. Overall outrigger spread 19' 10".

Rear: Pedestal mounted A-link style outriggers. Fitted with double acting hydraulic cylinders each operated independently for precise leveling. Overall outrigger spread is 22' 4".

Control System: All crane functions are controlled by fully proportional hydraulic valves located in the control console. Control console has dual operator platforms with four single lever crane controls arranged to ANSI B30.5 standards on each side. Each side is also equipped with controls and indicators including outrigger and stabilizer controls, engine start/stop, foot throttle, signal horn, boom angle indicator, bubble levels, load chart, range diagram, beverage container and a system pressure gauge.

Hydraulic System: A 3 section gear pump direct mounted to PTO on truck transmission provide 32 gpm to the hoist, 8 gpm to the swing and 21 gpm to the other crane functions. Use of SAE o-ring and face seal o-ring hydraulic fittings throughout the system. 100 gallon capacity hydraulic tank equipped with two 25 micron return filters, shut off ball valve and strainer on suction side. Arctic Fox hydraulic oil heater. All load holding cylinders equipped with integrated counterbalance or check valves.

Warning Systems:

Load Moment Indicator: CAN bus system maximizes expansion capabilities. Monitors boom hoist cylinder pressure, boom length and boom angle. Boom length sensor cable is internal to boom for protection. Audio-visual warnings indicate overload conditions. Overload shut-off feature prevents continuing overload. Operator can access all relative crane configuration and load conditions via display at the operator station.

Radio Anti Two-Block System: Audible warning and function lock out prevent hook from contacting boom point. Wireless system eliminates downtime typically associated with damaged cables in wired systems.

General:

Electrical: State of the art weather resistant components throughout. Hermetically sealed power in relays. Enclosure includes power in relays and circuit status LED's. Designed to withstand high pressure washing and varying climates.

Manuals: Operator, service and parts manuals depict correct crane operation, maintenance procedures and parts listing.

Warranty: 12 month warranty covers parts and labor resulting from defects in material and workmanship.

Mounting: Clamp design, pedestal and subframe are secured to the truck chassis by means of threaded rods and clamp brackets. This system eliminates welding, drilling or bolting to the truck frame.

Subframe: Torsionally resistant, rigid 4-plate fabricated design with integrated forward out and down outriggers. Mounted under crane, full length of truck frame.

Rear Underride Protection: Fabricated structure bolted to the rear of the truck frame. Complies with Bureau Motor Carrier Safety Standard 393.86.

Flatbed: Knapheide 18' heavy hauler steel bed with 24" steel headboard and 18" x 18" x 24" steel tool box.

Boom Rest: Heavy duty fabrication, helps secure boom in place during travel.

New 2021 Freightliner 108SD: Cummins L9 350 HP @ 2200 GOV RPM, 1000 LB/FT @ 1400 RPM, Eaton Fuller RTO-14908LL transmission, 60,000 GVWR, 20,000 lb. front axle, 40,000 lb. rear axle, Hendrickson RT403 40,000 lb. rear suspension, rear differential lock, 425/65R22.5 front tires, 11R22.5 rear tires, air brakes, air dryer, engine block heater, 50 gallon aluminum fuel tank, AM/FM/WB w/Bluetooth and USB, air conditioning, air ride driver's seat, fixed passenger seat, color white.

Sale price.....293,526.00

FET on truck.....11,520.00

305,046.00

Sincerely

Chris Cornell

STANDARD COMPONENTS INCLUDE:

Boom, boom rest, boom hoist cylinder, 2-speed main winch, single speed auxiliary winch, rotation resistant load line and 5 ton (4,5 mt) overhaul ball, LMI & ATB protection systems, subframe with integrated out-down outriggers, a-frame link pedestal outriggers, single rear stabilizer, 3-section pump and hydraulic reservoir.

HYDRAULICS

- 8-Bolt direct mounted PTO with SAE B-B or B output (factory mounted units only)
- 3-Section gear pump, SAE B-B input (standard)

Pump Section	2000 RPM	2000 RPM
Shaft End Pump:	32.4 GPM @ 100 PSI	123 LPM @ 100 PSI
Center Pump:	20.6 GPM @ 100 PSI	78 LPM @ 100 PSI
Cover End Pump:	10 GPM @ 100 PSI	38 LPM @ 100 PSI

- Hydraulic reservoir – 115 gallon (435 liter) capacity

WARNING SYSTEMS

- LMI with display and crane function shut-offs for overload protection with internal boom length sensor cable
- Wireless Anti-two block system
- Back-up alarm

OPTIONS

- LMI with wired ATB system
- Hycas with Wired ATB system
- Hycas with Wireless ATB system
- Removable aluminum outrigger floats
- 18' Flatbed – steel
- 18' (5,5 m) Flatbed – wood
- 18' (5,5 m) Flatbed – Heavy Hauler, 3/16" (4,7 mm) steel
- 24" (609 mm) Bulkhead
- Hydraulic oil cooler
- Three section vane pump, SAE B input
- Toolboxes
 - 24" L x 20" W x 18" H (610 mm x 508 mm x 457 mm)
 - 48" L x 18" W x 18" H (1220 mm x 457 mm x 457 mm)
- Wire Rope type 6 x 25 EIPS IWRC
- Load block - 1 & 3 sheave options
- 4-Function radio remote crane control system

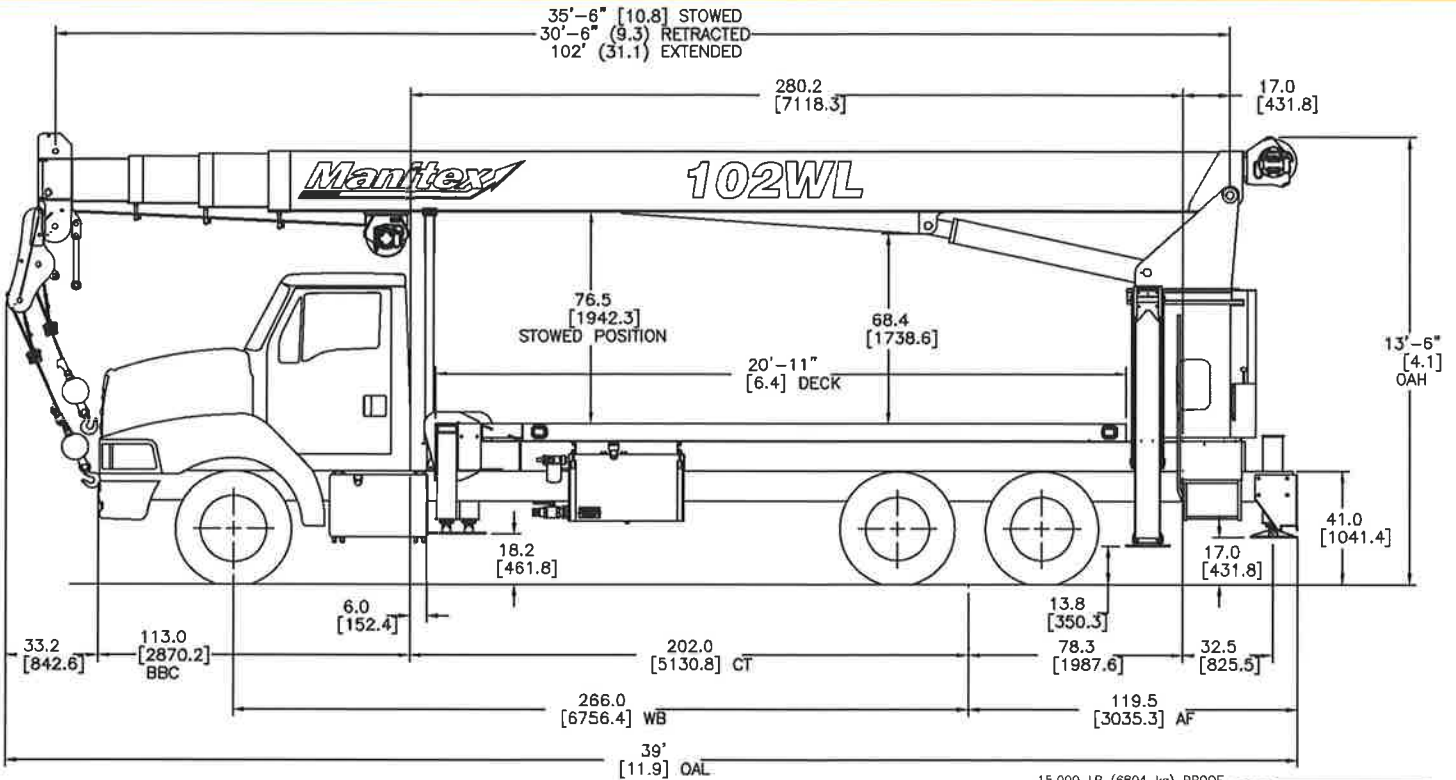
BOOM

- 30 Ton (27,2 mt) capacity @ 5' (1,5 m) radius
- 4-Section 102' (31,1 m) proportional boom
- 3 Sheave quick reeve boom point
- 1-Sheave auxiliary head & roller guides for wireline rigging

HOIST

- Maximum theoretical bottom-layer line pull for main winch is 11,500 lbs (5,216 kg)
- Maximum theoretical bottom-layer line pull for auxiliary winch is 4,000 lbs (1,814 kg)
- Wire Rope (Main) – 335' (102,11 m) of 9/16" (14,3 mm) diameter rotation resistant type
- Wire Rope (Aux) – 270' (82,3 m) of 3/8" (9,5 mm) diameter rotation resistant type

In order to ensure continuous improvement, Manitex reserves the right to change design and specifications without notice.



15,000 LB (6804 kg) PROOF LOAD TEST ON 102 FT BOOM
10,500 LB (4763 kg) RATED CAPACITY

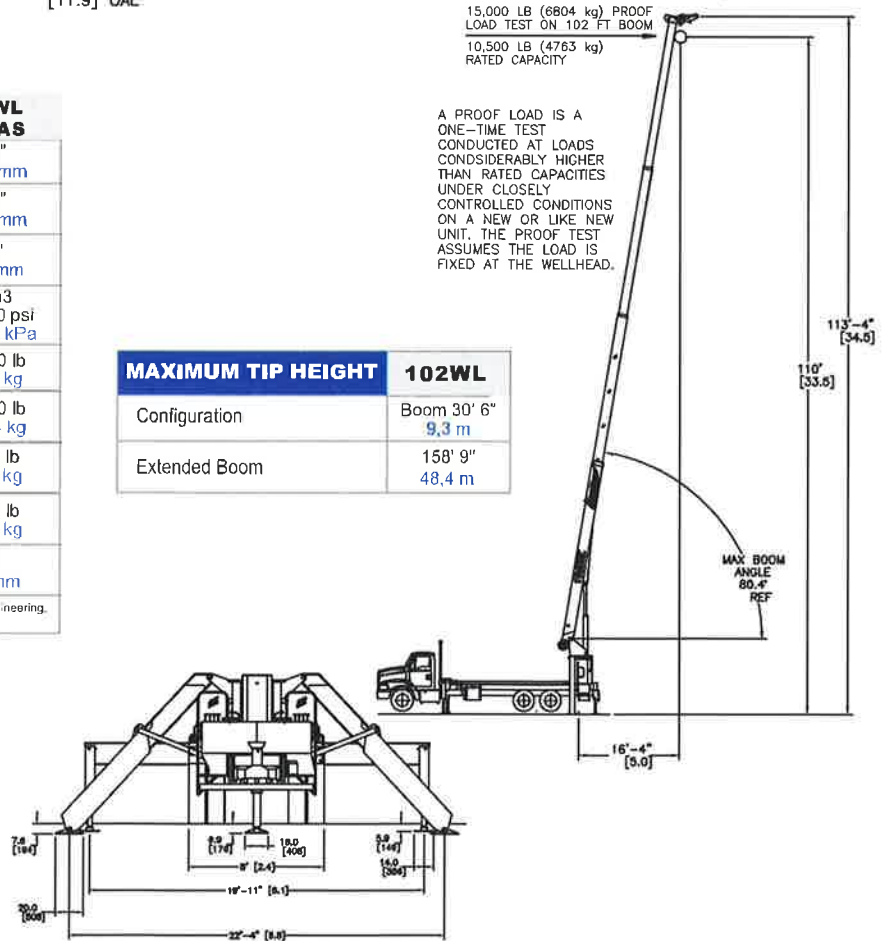
A PROOF LOAD IS A ONE-TIME TEST CONDUCTED AT LOADS CONSIDERABLY HIGHER THAN RATED CAPACITIES UNDER CLOSELY CONTROLLED CONDITIONS ON A NEW OR LIKE NEW UNIT. THE PROOF TEST ASSUMES THE LOAD IS FIXED AT THE WELLHEAD.

CHASSIS DATA	102WL LMI	102WL HYCAS
Wheelbase (WB)	266" 8 756 mm	266" 8 756 mm
Cab to Tandem (CT)	202" 5 131 mm	202" 5 131 mm
Cab to End of Frame	324" 8 230mm	324" 8 230mm
Frame Section Modulus	30 in3 110,000 psi 758 422 kPa	30 in3 110,000 psi 758 422 kPa
Front Axle Gross Weight Rating	18,000 lb 8 165 kg	18,000 lb 8 165 kg
Rear Axle Gross Weight Rating	40,000 lb 18 144 kg	40,000 lb 18 144 kg
Minimum Truck Axle Weight - Front*	8,450 lb 3 833 kg	8,900 lb 4 037 kg
Minimum Truck Axle Weight - Back*	8,150 lb 3 697 kg	8,100 lb 3 674 kg
Nominal Frame Width	34" 864 mm	34" 864 mm

*Minimum chassis weight is required to meet 65% stability requirements. Chassis data is general-not for engineering. Some dimensions depend on truck selection.

MAXIMUM TIP HEIGHT	102WL
Configuration	Boom 30' 6" 9,3 m
Extended Boom	158' 9" 48,4 m

WEIGHTS	102WL
Total Crane - Standard	25,586 lb 11 606 kg
18' Flatbed	1,720 lb 780 kg
18' Heavy Duty Flatbed	2,500 lb 1 134 kg



PUBLIC COMMENTS

COUNCIL COMMENTS

ADJOURNMENT

FYI