

# MONEY ISLAND MARINA PROPOSAL FOR BOAT RAMP REPAIR

For the New Jersey Department of Transportation Office of Maritime Resources  
and Sea Grant Consortium

Draft version April 11, 2016 – waiting for contractor estimates



*Money Island Marina boat ramp is open year-round with personal assistance 6am-6pm daily.*

## OVERVIEW

BaySave Corporation pleased to submit this proposal for financial support to help complete the final (Stage 3) repairs of the boat ramp at Money Island Marina in Newport, New Jersey. This boat ramp is important to recreational fishing and crabbing visitors, eco-tourists, the waterfowl hunting community, as well as for use by local emergency service providers. Ours is the only boat ramp in the region with full time on-site management that is open 24/7 throughout the entire year. The total boat ramp repair project will cost an estimated \$72,000 and we are seeking a grant of \$35,000 for permits and a 10-foot concrete extension. The remaining costs will be covered through operating revenues of the marina and donations to BaySave, a non-profit landowner company that operates as the lessor to Money Island Marina.

### The Objective

- Preserve public access to the water in the most rural and pristine section of New Jersey
- Increase the range of users of the boat ramp to serve kayakers to large commercial boats.
- Improve safety with an emergency tow cable, blocks, solar lighting and staff to help with boat launch
- Extend the ramp for use at low tide
- Improve publicity and marketing of the boat ramp



*Few local marinas offer full time on-site personal service to boaters that is important to recreational boaters with less experience operating their vessels.*

## The Opportunity

- Money Island is strategically located in the middle Delaware Bay equidistant between the C&D canal (the only waterway connection between the Chesapeake Bay and the Delaware Bay) to our north and Cape May to our south.
- The marina recently completed qualifications under the state's Clean Marina Program and is awaiting final approval of certification.
- Two of the closest marinas (Gandy's Beach and Bay Point) with boat ramps have closed since Sandy.
- Two other marinas with boat ramps (Fortescue and Newport Landing) have problems with shallow water at low tide. Even after dredging, these inlets remain difficult for boaters.
- Other local marinas (like Longreach Marina in Port Norris) are self-serve without personal assistance and other services. In contrast, Money Island boat ramp is well-known for its full time on site service.
- Money Island is now the primary local resource with 24/7/365 full time access to deep water.
- Money Island is considered to be one of the most open, pristine and rural points of New Jersey, surrounded by thousands of acres of scenic natural environment



Boat ramp as viewed from the marina deck

## The Solution

- Stage 1: Replace ramp walkway, pilings, hardware and rebuild the boat launch transition dock and walkway ramp (completed 2015)
- Stage 2: Improve signage, equipment including rub-rails on both sides of the ramp and marketing of the boat ramp (completed early 2016)
- Stage 3: Extend the ramp approximately 10' with additional concrete for use at low tide (planned for late 2016 or early 2017)

- Stage 4: Improve right corner stability floating dock and upgrade rubber bumpers (April/May 2017)

## 1. SCOPE OF WORK

Money Island Marina has a well-deserved reputation for impressive post-Sandy recovery progress and much of the boat ramp improvements are already complete. We have already completed all but one planned improvements to the boat ramp. The reason that we have not completed Stage 3 improvement is simply that we ran out of money after expected Sandy recovery and economic redevelopment funding did not arrive.

### Rationale:

### Execution Strategy

Our strategy was to complete all work that does not require an engineering study or permit first. Then we will combine the permitting with the concrete work as one marine contract to be completed as soon as funding is available.

### Technical/Project Approach

Stage 1 and Stage 2 boat ramp repair work is complete or substantially complete or underway as of April 11, 2016.

Port Norris Construction, the marine contractor who completed the first part (Stage 1) of the ramp repair, went out of business in early 1026. This prior ramp repair work was competed without a competitive bidding process due to the longstanding relationships with the contractors. The State of New Jersey now requests at least two competitive bids for work that is included in the New Jersey Department of Transportation Office of Maritime Resources and Sea Grant Consortium grant program.

Walters Marine, the marine contractor who recently completed the bulkhead installation and the Stage 2 dry ground shoreline erosion control measures for the base of the boat ramp has also agreed to bid on the Stage 3 concrete work. As of April 11 2016 we do not have an estimate. Dave Southard, the estimator Walters Marine, says that a proposal will come eventually but cannot provide a date at this time.

Marine engineer Sean Torpey with Mid-Atlantic Engineering Partners and marine contractor with Joe Vezzosi with LeChard Marine agreed to visit the site on the week of April 18-22, 2016 for the purpose preparing a cost estimate for the Stage 3 concrete work.

***Until such estimate(s) are available for Stage 3 concrete work, we will presume the engineering and permit fees to be \$20,000 and the concrete work to be \$12,000.***

### Resources

Money Island Marina relies on grant funding from the private foundation BaySave Corporation, a New Jersey non-profit charitable organization that is also registered as a 501(c)(3) organization with the Internal Revenue Service. So far, BaySave has contributed all of the materials cost and volunteer labor for the boat ramp repair as well as part of the marine contracting expense. Matching contributions were provided by Money Island Marina LLLC.

Total financial contribution to boat ramp repair to date on a cash basis are estimated at \$28,500. Additional contribution for boat ramp repairs is questionable and unlikely to occur in 2016. BaySave funding in 2016 will be devoted primarily to building floating fishing rafts for recreational fishermen and accumulating a low cost fishing kayak rental fleet.

## Project Deliverables

Following is a complete list of all upcoming project deliverables:

Deliverable	Description
Permit	Permit from NJDEP to expand the boat ramp
Concrete	Pour concrete extension
Right side landing	Floating dock improvement on right side of ramp stabilization, bumper upgrades

## Timeline for Execution of Remaining Tasks

Key project dates are outlined below. Dates are best-guess estimates and are subject to change until a contract is executed.

Description	Start Date	End Date	Duration
Estimates for concrete work	4/21/2016	5/20/2016	1 month
Grant proposal/review process	5/20/2016	8/2015	(Estimated)
Permit application	8/2016	10/2015	3 months
Concrete work	4/2017	4/2017	One day
Construction of right corner floating dock	3/2017	4/2017	2 months
Improvements to ramp walkway hardware	2/2016	12/2016	ongoing
Upgrade of rubber bumpers	4/2017	5/2017	1 month

## Supplied Material

The following materials are to be supplied by Money Island Marina for this project. For BaySave to meet project milestones, this material must be supplied on schedule. The due dates included in the following table represent our best guess based on current proposed project dates:

Materials to be supplied by Money Island Marina	Due Date*
Construction permit	10/2016

## EXPECTED RESULTS

We expect our proposed solution to Money Island Marina's requirements to provide the following results:



## Financial Benefits

- Now offers lower cost access (\$5/\$10) to the waterway for small boat operators, kayakers and small watercraft.
- Ramp remains operable during peak summer weekends even during low tide
- Self-serve options and automatic lighting expand usage hours of the boat ramp

## Technical Benefits

- Allows use of ramp during low tide
- Safe and efficient facility for all types of users
- Ensures full time public access to the middle Delaware Bay waterway

## Other Benefits

The reconstruction of Money Island Marina should be considered in the context of the overall plan to rebuild the bayshore region under an economically and financially sustainable plan proposed by the Delaware Bayshore Communities Long Term Recovery Committee that is supported by a wide range of public and private organizations. A copy of that proposal is available at <http://www.mauricrivertwp.org/pdfdocs2014/RecoveryPlanFEMAFinal.pdf>. Money Island plays a prominent role in the region's planned recovery with an estimated \$17.5 million planned projects. The impact of each component project, like this boat ramp improvement, is expected to be multiplied through the combined and collective efforts of private and public interests working toward the regional long term recovery plan.



## 2. BUDGET

### Sources of Funds

- Money Island Marina/BaySave previous spending \$27,000
- Money Island Marina/BaySave future spending \$8,000
- NJDOT/GeaGrant Grant Funds \$35,000
- User fees \$1,000
  - TOTAL \$72,000

### Uses of Funds

- Permits \$20,000
- Pilings, floating dock and walkways \$27,000
- Concrete \$15,000
  - TOTAL \$72,000

The following table details the pricing for delivery of the services outlined in this proposal. All figures are estimates.

<b>Estimated Project Costs for Completed Components</b>	<b>Price</b>
Replace stationary walkway lost in Sandy. Replace damaged lighting with solar deck lights.	\$5,000
Rebuild transition docks and ramp walkway, walkway ramp and add non-slip strips	\$17,500
Rebuild seawall on side of boat ramp, remove and rebuild transition docks with new floats and hardware,	\$4,500
Erosion control at roadway entrance to boat ramp. Replacement of sub-surface water control valve for boat rinse at top of ramp. New signage. Costs (Materials were contributed by BaySave and labor and equipment use contributed by Walters Marine).	\$1,000
<b>Total Estimated Project Cost for <u>Already Completed</u> Components</b>	<b><u>\$28,000</u></b>
Concrete ramp expansion (requested through grant)	\$15,000
License and Permit Fees (requested through grant)	\$20,000
Rebuild of right side transition dock and addition of stabilizing platform and new bumpers	\$9,000
<b>Total Estimated Project Cost of <u>Incomplete</u> Components</b>	<b><u>\$44,000</u></b>
Total Estimated Funds requested through grant	\$35,000
<b>Total Project Estimated Cost</b>	<b>\$72,000</b>

The prices listed in the preceding table are an estimate. This summary is not a warranty of final or actual price. Estimates are subject to change if project specifications are changed or costs for outsourced services change before a contract is executed. Records of past transactions may not be available.

### 3. PROJECT TIMELINE

- 2013 – replacement of ramp walkways, deck lighting converted to solar, self-serve box and signage
- 2014 – replacement of pilings and repair of sea wall
- 2015 – upgrade of rub rails, erosion control, floating dock hardware, ramp anti-slip surface, wheels chocks and safety chains
- 2016 – flood controls at roadway entrance, expanded signage and marketing, concrete ramp extension
- 2017 – right side of ramp improvements

## 4. PERMITS

Permits have not been applied for. We expect to have the selected contractor obtain the necessary permits for this stage of work.

On August 3, 2015 Dave Fanz, then the Assistant Director, Division of Land Use Regulation of the NJDEP, visited Money Island Marina and generally/verbally indicated that the Department would approve our redevelopment plans if we make formal application. So we presume that the only obstacle to redevelopment appears to be funding, not permits.

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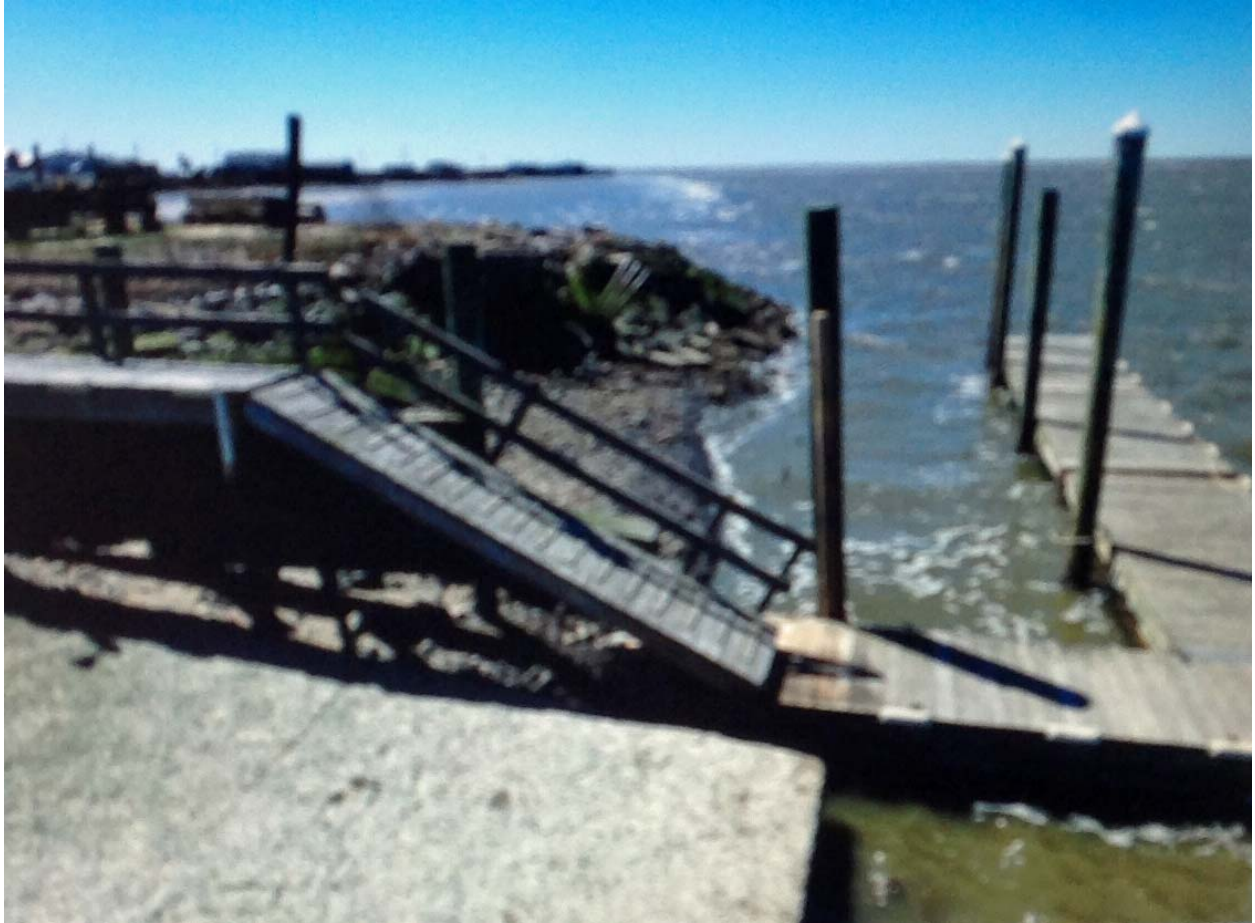
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## Photographs and illustrations



Money Island is strategically located mid-way between the C&D canal and Cape May.



These 3 photographs taken April 2016 “blow out tide” where 50mph north winds created the lowest water levels in recent years. The photographs are blurry due to the high winds shaking the camera.







DR



Aerial view of Money Island Marina believed to be taken in 1979. Much of what is visible in this photo has succumbed to rising water level over the past several decades. The boat ramp in in the top center. The docks and lot at the top left are the focus of a shoreline stabilization project led by The Nature Conservancy and a proposal is being developed for replacement of the dock under the D.I.G. grant program for transient boaters. All of the land and houses on the left are gone.