

**JOB PROJECT REPORT
DEVELOPMENT PROJECT SEGMENT**

STATE: Territory of Guam

PROJECT NO: F-2-D
SEGMENT: 7

JOB TITLE: Merizo Pier and Boat Ramp Facility

PERIOD COVERED: October 1, 1998 to September 30, 1999

SUMMARY

The repair of the Merizo pier and reconstruction of the boat ramp and parking facility were completed during FY99. The upgraded facility now provides the public with a new double lane boat ramp with cleated walkways, a new parking area with delineated parking stalls for both trailered and non-trailered vehicles, an access ramp connecting the parking lot to the lower portion of the facility, a designated washdown area able to accommodate two boats at one time, an upgraded electrical system and lighting on the pier, and improved bumpers on the pier. Exposure to the marine environment, vandalism, and an increase in use made it necessary to repair and upgrade the entire facility in order to continue to provide the public with safe access to boating and fishing resources.

The pier is used by recreational and subsistence fishermen who primarily do bottomfishing, castnetting, jigging, and spincasting. It is a popular fishing spot that is used at all hours by individuals, groups of individuals, and families. The location of the pier and its facilities make it an accessible, well-lit, and safe fishing area for children. The boat ramp provides access to boating and fishing resources in Cocos Lagoon, the southern coast of Guam, and several banks south of Guam. While bottomfishing, trolling, and spearfishing make up the majority of fishermen using the boat ramp, other fishing methods such as castnetting, gillnetting, night-light jigging, and the harvesting of seasonal juveniles using surround nets often use the ramp to access fishing areas by boat. In addition, small charter operations, recreational boaters, recreational SCUBA divers, and personal watercrafts use the ramp regularly.

Activity at the Merizo boat ramp and pier experienced a significant increase in recent years. The increase in fishing and boating activity damaged portions of the facility, making it necessary to do major repairs in order to provide a facility that was both safe and capable of accommodating the increased activity. Use of the pier by large commercial boats damaged several cleats, the ladders, and the upper rubber bumpers. Concrete portions of the pier bolting the upper rubber bumpers had to be repaired after a large boat collided with the pier. Several of the lights were damaged from lead weights and sinkers hitting the light post bulbs from fishermen who were bottomfishing and casting. Exposure to the marine environment undermined the single lane boat ramp, introduced marine worms, which damaged the wooden portion of the lower rubber bumpers, and increased the corrosion rate of several ladders. Also, several ladders on the pier were bent to form springboards, and several cleats were removed and replaced.

Initial plans to repair damage and to renovate the facility to accommodate the increase in use were submitted to the Department of Administration during FY95. Final engineering specifications were approved by the Department of Public Works during FY97. The contract for the project, "Upgrading of the Merizo Boat Launching Ramp Facility (Design-Build) and Repair of the Merizo Pier," was awarded to Rex International Inc. for \$678,200 in FY98. Completion of the original contract was completed during FY99.

OBJECTIVE

To repair the Merizo public pier and replace the damaged existing boat ramp facility with a new multi-lane boat launching ramp and an improved parking facility.

RESULTS

The "Notice To Proceed" to begin construction on the boat ramp and parking lot was issued by the Department of Public Works to Rex International Inc. during FY99. The damaged single lane boat ramp was demolished, removed, and replaced with a double lane boat ramp to accommodate the increase in the number of boats using the Merizo ramp. The new ramp was finished with an angled V-groove surface to allow wave and wake action to wash debris to the sides and off the ramp. The boat ramp was also constructed with a berm surrounding it to minimize undermining due to wave action. A walkway with cleats was constructed on both sides of the ramp to allow boaters to tie up to while launching and retrieving their boat.

The existing parking facility was also demolished and repaved with an asphalt concrete pavement. The new parking lot delineates parking stalls for trailered and non-trailered vehicles, and complies with ADA parking requirements. Wood pilings along the southern and western boundaries of the parking lot were removed, and a concrete retaining wall with railings was constructed on the southern boundary of the parking lot. An access ramp for persons with disabilities was constructed, providing access from the parking lot to the sidewalk constructed on the lower portion of the facility. A sidewalk was constructed on the lower portion of the facility, eliminating parking in the area and providing a walkway from the restrooms and access ramp to the boat ramp. A concrete paved rinsing station with a percolation trench was also constructed, providing boaters with freshwater for rinsing. A ribbon cutting ceremony for the upgraded facility was held on June 4, 1999 at the boat ramp facility.

RECOMMENDATIONS

Prior to the closing of the fiscal year, several enhancements were proposed to complete renovations at the facility that were overlooked in the original contract. Enhancement projects include replacing the existing ladders with more durable ones, rebuilding shoreline riprap, filling in an area of the concrete walkway leading to the pier that had undermined, adding two additional lights at the head of the ramp, and placing a vehicle barrier at the front of the pier. These renovations were proposed during FY98, but were not completed by the end of FY99 due to an excessively long review period taken by the Department of Public Works. Rather than complete these enhancement projects with the current grant, another grant is being proposed to complete these projects. These enhancement projects should provide the public with a facility capable of withstanding the current level of use and exposure to the marine environment without requiring major maintenance every year.

PROJECT COST

The estimated cost of the project is \$502,642.

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