
TO: Laurie Smith, Town Manager DATE: November 22, 2010
Aurele Gorneau, MeDOT
Barney Baker, BDC

FROM: Travis Pryor - WP PROJECT NO.: 12061A

SUBJECT: Memorial/Commercial Pier Replacement Project -
Task Force Meeting No. 2 - Notes

The following is a summary of the items discussed with regards to the status of the Memorial Pier Replacement project in Wiscasset at the 2nd Task Force meeting held at the Town Office on Monday, November 22th, 2010.

Attendees:

Town of Wiscasset - Laurie Smith, Peter Dalton, Greg Griffin
Wiscasset Selectmen - Ed Polewarczyk
Wiscasset Waterfront Committee - Susan Robson, Cindy Collamore, Jody Hagggett, Bryan Buck
Design Consultants - Travis Pryor (WP), Barney Baker (BDC)
Lincoln County Economic Development Office - Mary Ellen Barnes
General Public - 6 people including former Town Harbor Master

Items Discussed:

1. Pier Condition Report and Presentation of the Project at the November 2nd Selectmen's Meeting
 - Barney Baker gave a general overview of the recent presentation to the Selectmen that outlined options for short-term repairs to the structure. He noted their decision to forego any repairs at this time and to proceed with final design and bid for a complete pier replacement with construction approval to be considered at the 2011 Town Meeting in June.

2. Work Completed to Date (Barney presented the final design for a timber structure and reviewed opportunities for a concrete deck option. Comments on the design and direction provided are noted below.)
 - The former harbor master made several observations with regard to the history of repairs to the waterfront piers in the recent past.
 - i. He noted that the Main Street (Creamery) Pier southern yellow pine decking has lasted about 10 years. Barney indicated that the decking should last longer and speculated that the treatment of the deck material at the Creamery Pier may have been less than normally specified.

- ii. He noted that extensive stringer (Hemlock) replacement/sistering was undertaken in 1997 at the Memorial Pier and indicated that the Hemlock had not performed well. WP and BDC have not been provided details of this work, but it does explain the range in spacing and condition.
- iii. He suggested the design consider greenheart piles and a concrete deck like Prock Marine has recently implemented in Phippsburg. for greater life cycle performance Barney indicated that these were options under consideration.
- Directives related to Pier Structure that evolved from the discussion
 - i. Consider use of rubber material versus Ice and Water Shield on top of deck stringers.
 - ii. Provide Town with life cycle cost and maintenance comparison of concrete deck versus wood for Town consideration when reviewing bid alternatives.
 - iii. The hoist at the end of the pier should be left where it is per comments from local fishermen. Control should be added to the hoist for mechanically turning in addition to the current winch control for lifting and lowering.
 - - i. Retain the existing float configuration....it works. Eg.. Existing downstream floats are almost lying in the mud at low tide where currently located and should not be moved closer to shore.
 - - i. Town should consider providing a disposal option for non pressure treated material at the landfill to save money. All pressure treated material (and there is not much) would need to be disposed of at a licensed facility.
 - ii. Lights should be located at the bottom and top of each gangway in addition to both sides of the end of the pier.
 - iii. Consider adding security cameras
 - iv. Water piping should be replaced and four hose bibs (two on each side at the middle of the pier and two at each side on the end of the pier) should be included.
 - v. More power is desired in the hoist and with additional outlets along the pier. Consider 220v to accommodate welding repair equipment. It was noted that the existing electrical meter for power at the hoist is supplied from the adjacent pier between the boat ramps. Power for lights is supplied from the building in the parking lot.
 - vi. New ramps to the floats on each side of the pier have already been ordered.
 - vii. The relative advantages and disadvantages associated with re-aligning the pier and or "squaring-up" the end of the pier were revisited and it was decided that no change should occur.

- viii. Barney indicated the pier deck would be raised approximately 6-inches to partially accommodate predicted flood elevations and trends towards rise in sea level.

(NRPA PBR)

- Optimum construction timing determined to be during August through October 2011 or late November through December 2011 to accommodate working waterfront uses and Town Public Works uses.
3. Format for 2nd Public Workshop in January.
 - WP and BDC will develop draft materials for Town review and coordinate on a date towards the end of January.
 4. Next Steps/remaining Schedule
 - File NRPA PBR to DEP and Army Corps
 - Submit final design materials to MeDOT and Town for review.
 - Coordinate bid documents with funding source(s) to-be-determined. This needs coordination with MeDOT and a potential contract extension should funding not be secured by end of current funding for design in March of 2011)
 - Advertise project with bids to be received by April 1st so the Town can issue a 60 day warrant prior to the annual Town Meeting in June of 2011.

Overall Project Schedule:

- 1st Public Workshop Week of September 16th, 2010.
- Evaluation of existing facilities to support current operations (Winter Snow Disposal) And presentation to Selectmen on November 2, 2010.
- Second Task Force meeting November 22, 2010.
- Final Design and Permitting Documents submitted to MeDOT and Town for final review December 2010.
- NRPA PBR filed December 2010.
- 2nd Public Workshop during January 2011.
- Final design completed January / February 2011 pending final review comments.
- Project bid package completed by March of 2011 pending available funding source (s). Extension of contract to accommodate adjustments in bid package due to potential funding source(s) requirements needs further discussion with MeDOT administering current design contract due to be completed by March of 2011.