Cumberland Coastal Waters Commission
Meeting Minutes
Monday, March 30, 2015
Council Chambers
6:00 pm

Present: Chairman Lewis Incze, David Carlson, John Berrett, Hugh Judge & Mike Schwindt.
Absent: David Witherill.
Staff: Town Manager William Shane, Town Council Liaison Thomas Gruber & Secretary Debbie Flanigan.
Other: Barney Baker PE, Baker Design Consultants.

Chairman Incze called the meeting to order at 6:05 pm.

I. Approval of Minutes
January 29, 2015.

Mike Schwindt requested a correction on Page 3:

Sentence as written: "Mike Schwindt inquired of Manager Shane if the Town was going purchase loss control insurance on the property".

Requested correction: "Mike Schwindt inquired of Manager Shane if the Town was going to have loss control inspection on the roperty".

John Berrett moved to accept the minutes of January 29, 2015 as modified. Seconded by Hugh Judge. Vote: UNANIMOUS.

II. Update on Ocean Access Committee (Incze).
Discussion:

III. Report from Engineer Barney Baker, Baker Design Consultants: Condition of Payson property pier.
Discussion:
Barney Baker of Baker Design Consultants stated that Manager Shane had contacted him to assess the pier at the Payson property. The existing pier is a 220' +/- five span timber framed superstructure supported on ballasted cribs with a seasonal gangway & float. The structure was last repaired around 2005 after significant ice damage. His estimate is that the pier was constructed in the 1940's.
His findings included the following:

- The pier is in poor condition.
- There is ice damage to the base of the abutment
- There are cribs missing near the mud line.
- The rails are not straight; they have buckled. They are supported by the side elements; if you take away the rails, the pier will fall.
- The pier is very vulnerable in the winter. Ice can lift off the superstructure. It should be raised for flood elevation.

- The number of people on the pier at one time should be limited.
- His Executive Summary includes the following:

- The five pier spans are each supported by 2 trusses that also serve as a pier railing. They are "fracture critical" meaning the walkway will collapse if one of the trusses were to fail. The trusses are structurally deficient due to member sizes, connection details & current condition. The pier should be off limits during major storm events.
- The elevation of the pier deck is significantly lower than flood elevation predicted by FEMA. The pier is at risk of damage due to overtapping during a significant storm that occurs at high tide with associated wave action & flood surge with added ice impact in the winter.
- The pier railing is not code compliant. It extends only 35" above the deck; a code compliant rail would be 42" high with a mid-height rail and kick plate.
- An assessment of pier use needs to be made to determine whether the width of the existing deck & the size of the floats are adequate for a municipality facility. If the facility were improved, American with Disabilities Act (ADA) standards require that these dimensions increase & that upgrades to railing, walkway surfaces & gangway access be made.

Chairman Incze stated that there are many deed restrictions on the property. Public access to a mooring field would probably be out of the question. If the pier were in good condition it would be used for paddle boats, kayaks and small sailing boats etc. Because of the limited use of the pier, it would be near impossible to justify the cost of repairing the pier. The town would not be able to replace the pier at the high cost if it fails.

Chairman Incze inquired of Mr. Baker if the braces to secure the structure were necessary.

Mr. Baker responded that it depends on what the use of the pier is. If there is only an occasional person using the pier that is ok. A lot of people might not be ok. The load limit should be 16 people per span without braces.

Mr. Carlson asked if the pier would move while people were walking on it.

Mr. Baker answered that the structure is fairly sturdy. However, there is some rot in the cribs, some stones have moved out from under the pier. The timbers on top are new; some timbers are curved and some are deteriorating.

Chairman Incze asked if the minimum repair was done, and the pier was used as is, how long it would last.

Mr. Baker responded that it could last as long as 4-5 years. If it was replaced there should be an 80' gangway.

David Carlson suggested repairing the pier in stages & extend the stairway.

Mr. Baker suggested that when repairing the pier, the pier could be sloped and the stairs could be eliminated. The pier could be 220' with a 40' span.

Mike Schwindt moved to recommend the pier structure be improved for safety before summer.
Seconded by Hugh Judge. Vote: UNANIMOUS

III. Town Landing

a. Update on Town Landing parking & other improvements (Shane)
Mr. Shane explained that the parking area on the right could be graded and add 5 more parking spaces. A wooden guard rail could installed.

b. History of Town Landing; Thoughts for information kiosk (Carlson)
Mr. Carlson stated that he has done some research on Town Landing and what it was used for.

IV. Adjourn.
Mr. Carlson moved to adjourn at 8:15 pm.
Seconded by Mike Schwindt. Vote: UNANIMOUS.

Respectfully submitted,

Debbie Flanigan, Secretary