

ST. GEORGE HARBOR COMMITTEE
St. George Town Office
MEETING MINUTES
January 22, 2019

The Harbor Committee meeting was called to order at 5:58 P.M. by Chairman Morris. Members present were: Chairman Dan Morris, Bill Mroz, Glen Hall, Dick Vermeulen, Mike Cushman and Peter Henderson. Tim Polky (Town Manager) arrived shortly after. Also present: Randy Elwell (Planning Board liason), Terry Brackett (Code Enforcement Officer), and Greg Johnston.

Public Present: Jim Lee.

Any public comment? Not at this time.

Old Business:

Approve meeting minutes of January 8 with change to “pay as you go” section: as written by Board Secretary.

A motion was made by Hall, seconded by Vermeulen, to accept meeting minutes of January 8. The vote was 6-0; motion carried.

New Business:

Greg Johnston: Review and Finalize 10 Cold Storage Road Plan

There will be lights on top of hoisters to light up the floats. There will be a lamp on the flagpole, a lamp at end of dock area at top of ramp, one at the other corner and two intermediates. The lights will be pole mounted, 12 feet high and fully shielded on timers. There will be a lock box and someone who has the authority can go in and unlock box to manually switch lights on/off. We’ve included a few benches and an area that will be landscaped/hardscaped: colonial type brick by flag pole, sounds good. Spare conduits will be included in poles.

Flagpole options include fiberglass or aluminum option with internal halyard. Fiberglass sounds better, cheaper and will probably outlast the aluminum.

Hoister on side of dock that does not have one, it would be convenient to have it and put it down toward middle of float and corner. 2 hoists on end of flat surface dock and we should have 1 more (new or recycled) near new section.

Question raised by public, would we be able to turn a tractor trailer truck around? You would lose a few parking spots.

Fender piles will go along the end of the dock and will be 10 feet on center and line up with H piles.

Barrier between walking area and parking lot will have a mountable curb/tapered curb, granite, not too much more expensive. Looks better, Harbor Committee thinks it's a good idea.

Asphalt edge, 10 foot space by front, rest of the parking area, going to asphalt after a year? Staying gravel? Paving the whole thing for plowing? We will do a binder the first year and maybe surface paved the year after. There won't too much settling, will be rolled and compacted. Cut out the bad stuff and grind the lap joint and then pave it. We will match that grade. Its low and will taper off on the front. Harbor Committee says that sounds good.

Some drainage will be necessary because the area is pretty flat. Included a couple inlets in there and bring some inlets out to the edge. Bring in some iron grates at surface flush with the pavement. Area for refuse and porto-johns will be a slab that is 12x32, the back end of the one slab we will pour curb so there will be a small concrete stop. Front edge would get an angle iron on it so that it doesn't get beat up and maybe there would be a wooden stockade fence around 3 sides of the dumpster. In a central area but every other place is difficult to put those items. Sounds good to HC but fence should be on all 4 sides so that the wind doesn't knock it over. Good spot, away from traffic, near walkway.

Will the light at the corner of dock reach over to illuminate the porto-johns? It will be warm but we can upsize the bulb so that it covers the toilets. Maybe we can do 2 lights on one pole or the light on a certain side of the pole. Porto-johns and garbage slab will be flush, maybe an inch. Not anything that people have to step up to get into.

In order to gain some approach to the ramp, the existing breaker panel box is right on the corner, we have to move that forward a bit but in a similar area for where switches for the lights would go. Maybe increase the size to a 200 AMP, sometimes around the wharfs there is usually a lot of power. There might be 660 AMP on the pole and was never used (we think) and we will run spares.

Would it work better to have it close to where the porto-johns are? The idea would be that it would be away and only people who need to know where it is, know where it is.

New ramp will be pivoted compared to old so that we can get into the water sooner which is a good compromise with the plan we have right now. 24 more feet and we gain another 10 feet on the other end. Water would be in a foot higher most of the time and it gets us to low water. The grade will change so that you will feel it when your wheels come off the pavement. Just by pivoting the ramp a little bit, we won't have to blast, save some money. No one who has been around in Port Clyde has ever had a wharf that they can launch a boat at low tide so it seems reasonable to run the ramp to the low water line. Everyone is in agreement with that. There will be a small curb just below high water of the ramp (near top) to show them how to go straight down the ramp. Sounds good.

No improvements along with grassy edge, no reason to spend any money there.

Gate to restrict access to vehicles, if they can get up there, they will park there. Is the gate that is there now is going away? Yes, gate is gone. No gate.

Will we have water on the docks? Put it in for fresh water, will be put in so that for future use. Wash down for commercial use but you can pump that right out of the harbor. What is there for seasonal water? Not sure but there is a catch basin right by gate with a shut off valve. There used to be water out to the dock. We'll put a few lines and loops because of the friction. Pull water over to new floats and plan on bringing water over to dumpster and porto-johns and have a post and spigot (maybe two).

Any input on this from a fire fighting stand point? No way we can use town water for fire-fighting.

What do you do with the pedestrians? Not a great place for walking. Move the striping and continue it straight to other part of parking lot. It wouldn't work to move everything 6 feet so that you could have sidewalk all the way along the edging. Leave it the way it is and move the cross marks going straight across.

Gap between existing dock and where sheet comes up and curb. Running sheet steel and capping it over with a bridge. Can't drive sheet steel up against piling of the dock because the dock is in the way. You have to come up away from dock to pound the sheet steel. From the top of the project you'll never know there is water underneath it, might like it to be right up against the piling of the concrete dock but we may be able to rock socket the steel and drill down in. We have earmarked to say when the contractor gets involved, to ask how close we can get in that area. Needs to be less than 4 feet.

A motion was made to accept this plan as a Harbor Committee and take it forward to all the necessary people to move project along. The vote was 6-0; motion carried.

Will use sheeting panels without having to rock core in as anchors and will save a bunch of drilling and depth, will be set back and distance will vary. They have to be outside the failure plane, most likely 20 or 16 feet. That will be how they're going to secure the piles. No back sockets but they will drive sheeting as an anchor. 10ft on center and 6ft wide.

Steel size and coating gives you the 100 years that we are looking for. They haven't gotten the price back from them yet. Has a zinc in the coating itself that becomes sacrificial. Looks to be a good product and is used in Boston harbor. Just a matter of cost.

Next Steps

Noel has planning board package and permits. Advertising went out and next Friday he is filing qualifications package. List of contractors: Prock, Wyman & Simpson, Sergeant, maybe Chianbro, Reed and Reed. Maybe one more that Noel has the name of. Also Chesterfield Associates.

Public Hearing on Mooring Fees set for February 19, 2019 at 7:00 P.M. Harbor Committee should attend.

Site walk for 10 CSR on Saturday, January 26th at 9:00 A.M. Good for Harbor Committee to go to this as well.

Next Meeting: Tuesday, February 5 at 6 P.M. (tentatively but may cancel if not necessary)

Qualification selection in 4 weeks, after we meet with planning board for the first time it would makes sense to catch up on everything. Noel to send us a timeline moving forward.

One a motion by Morris, seconded by Hall, it was voted unanimously to adjourn the meeting. The meeting adjourned at 7:02 P.M.

Respectfully submitted,

Crystal L. Tarjick
Harbor Committee Recording Secretary