

# Office of Planning & Codes

7:00 pm

B1

## APPLICATION FOR SPECIAL AMUSEMENT PERMIT

DATE: 10/09/10

APPLICANT(S) NAME: Doug White

APPLICANT(S) RESIDENCE ADDRESS: 274 West Alna Road  
Wiscasset, Maine 04578

BUSINESS NAME: Wiscasset Raceway

BUSINESS ADDRESS: 274 West Alna Road

BUSINESS DESCRIPTION: Auto racing and special events

LOCATION TO BE USED: Wiscasset Raceway

DESCRIBE ENTERTAINMENT: Circus approx date June  
24th 25th 26th 2011

HAS THE APPLICANT EVER HAD A LICENSE TO CONDUCT THE BUSINESS  
THEREIN DESCRIBED EITHER DENIED OR REVOKED? YES  NO

IF SO, DESCRIBE THOSE CIRCUMSTANCES ON A SPERATE DOCUMENT.

HAS THE APPLICANT, INCLUDING ALL PARTNERS, COORPORATE OFFICERS,  
MANAGERS OR PRINCIPAL EMPLOYESS EVER BEEN CONVICTED OF A  
FELONY? YES  NO

IF SO, DESCRIBE SPECIFICALLY THOSE CIRCUMSTANCES ON A SEPARATE  
DOCUMENT.

By signing below, the applicant agrees that the information on this permit is factual and true and agrees to abide by applicable local, state and federal laws, rules and standards including, but not limited to, Article X, Section 1 (Special Amusement Permits) of the Wiscasset Ordinances and Title 28-A (Liquors) of the Maine State Statutes.

Signature(s): *D White*

Date: 10/09/10

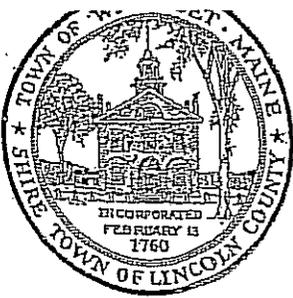
Town Selectmen

Circus Event

June 24<sup>th</sup> to 26<sup>th</sup>

1. This is a 3 day event. To be held within the raceway.
2. Circus tents and event will be held in the infield of the raceway.
3. Expected attendance 1000 people per show, with 2 shows being held daily.
4. Porta potties will be handled by existing company at raceway.
5. Rubbish will be handled within the raceway.
6. Security will be handled by the raceway staff.
7. Parking will be on the raceway property.
8. Fire and Rescue will be held with the raceway personnel and coordinated with the Wiscasset fire department along with the Wiscasset EMTs.
9. All animal waste will be removed from the property within 24 hours by Barrybrook Stables located at 213 West Alna Road. Wiscasset.

accepted as complete. 10-19-10.  
public hearing 11-2-10



# Office of Planning & Codes

cl

## APPLICATION FOR SPECIAL AMUSEMENT PERMIT

DATE: 10/29/10

APPLICANT(S) NAME: Doug White

APPLICANT(S) RESIDENCE ADDRESS: 274 West Alna Road  
Wiscasset, Maine 04578

BUSINESS NAME: Wiscasset Raceway

BUSINESS ADDRESS: 274 West Alna Road

BUSINESS DESCRIPTION: Auto Racing and special events

LOCATION TO BE USED: Wiscasset Raceway

DESCRIBE ENTERTAINMENT: Music festival approx date  
Jul 16th 2011

HAS THE APPLICANT EVER HAD A LICENSE TO CONDUCT THE BUSINESS  
THEREIN DESCRIBED EITHER DENIED OR REVOKED? YES  NO   
IF SO, DESCRIBE THOSE CIRCUMSTANCES ON A SPERATE DOCUMENT.  
HAS THE APPLICANT, INCLUDING ALL PARTNERS, COORPORATE OFFICERS,  
MANAGERS OR PRINCIPAL EMPLOYESS EVER BEEN CONVICTED OF A  
FELONY? YES  NO   
IF SO, DESCRIBE SPECIFICALLY THOSE CIRCUMSTANCES ON A SEPARATE  
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By signing below, the applicant agrees that the information on this permit is factual and true and agrees to abide by applicable local, state and federal laws, rules and standards including, but not limited to, Article X, Section 1 (Special Amusement Permits) of the Wiscasset Ordinances and Title 28-A (Liquors) of the Maine State Statutes.

Signature(s): \_\_\_\_\_ Date: 10/29/10

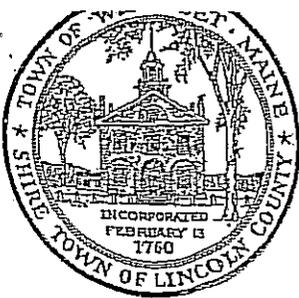
Town Selectmen

Music Festival

July 16<sup>th</sup>

1. This Festival is a one day event with 3,000 people expected.
2. Hours of the event will be 10:00 am to 10:00 pm.
3. Security needs will be coordinated with local police. Show Professional services will provide facility security.
4. Porta Potties will be handled by existing company at Raceway.
5. Rubbish will be handled by existing company at the raceway.
6. Parking will be available on raceway property.
7. Fire and Rescue will be coordinated with Wiscasset Fire Department Wiscasset EMTs.
8. Trash and clean up will be handled by raceway staff.
9. There will be 2 beer gardens inside the concert grounds, these will be run under the Wiscasset Raceway Liquor license and comply with the State of Maine regulations.

Accepted as complete 10-19-10  
Public hearing 11



# Office of Planning & Codes

E1

## APPLICATION FOR SPECIAL AMUSEMENT PERMIT

DATE: 10/09/10  
APPLICANT(S) NAME: Doug White  
APPLICANT(S) RESIDENCE ADDRESS: 274 West Alna Road  
Wiscasset, Maine 04578  
BUSINESS NAME: Wiscasset Raceway  
BUSINESS ADDRESS: 274 West Alna Road  
BUSINESS DESCRIPTION: Auto Racing and special events

LOCATION TO BE USED: Wiscasset Raceway

DESCRIBE ENTERTAINMENT: Bike Fest approx date  
August 6th

HAS THE APPLICANT EVER HAD A LICENSE TO CONDUCT THE BUSINESS THEREIN DESCRIBED EITHER DENIED OR REVOKED? YES  NO   
IF SO, DESCRIBE THOSE CIRCUMSTANCES ON A SPERATE DOCUMENT.  
HAS THE APPLICANT, INCLUDING ALL PARTNERS, COORPORATE OFFICERS, MANAGERS OR PRINCIPAL EMPLOYESS EVER BEEN CONVICTED OF A FELONY? YES  NO   
IF SO, DESCRIBE SPECIFICALLY THOSE CIRCUMSTANCES ON A SEPARATE DOCUMENT.

By signing below, the applicant agrees that the information on this permit is factual and true and agrees to abide by applicable local, state and federal laws, rules and standards including, but not limited to, Article X, Section 1 (Special Amusement Permits) of the Wiscasset Ordinances and Title 28-A (Liquors) of the Maine State Statutes.

Signature(s): \_\_\_\_\_ Date: 10/9/10

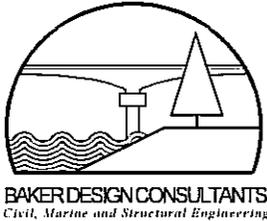
Town Selectmen

Bikefest

August 6<sup>th</sup> and 7<sup>th</sup>

1. This Festival is a two day event with 2,000 people expected
2. Hours of the event will be 10:00 am to 10:00 pm daily.
3. Security needs will be coordinated with local police. Show Professional services will provide facility security.
4. Porta Potties will be handled by existing company at Raceway.
5. Rubbish will be handled by existing company at the raceway.
6. Parking will be available on raceway property.
7. Fire and Rescue will be coordinated with Wiscasset Fire Department Wiscasset EMTs.
8. Trash and clean up will be handled by raceway staff.
9. There will be 2 beer gardens inside the race way property, these will be run under the Wiscasset Raceway Liquor license and comply with the State of Maine regulations.

*accepted as complete*



October 28, 2010

Laurie Smith -Town Manager  
 Town of Wiscasset  
 51 Bath Road  
 Wiscasset, Maine

Subject: Memorial Pier  
**Structure Assessment & Options for Continued Use**  
 Town of Wiscasset; Wiscasset, Maine

Dear Laurie,

I have completed an evaluation of the Town of Wiscasset Memorial pier that includes an investigation of the ability of the pier to handle loading associated with current use and options for repair or replacement to allow for continued operation.

The pier was constructed in 1976. According to the Harbor Master and Public Works Director, the original construction is original with the exception of periodic repairs to deck and a 2007 replacement of the four (4) most seaward piles and bracing in the outboard pile bents.

The pier is currently dedicated to Town waterfront commercial activities that include vehicle access and vessel berthing. The Town also has a license for Public Works to dump snow from the deck into the river. These activities generate the highest applied loads on the pier and have been considered in the evaluation of the structural integrity of the pier.

The attached report provides a condition summary of the pier based on a visual inspection of the structure undertaken at low tide. This work has been supplemented by a verbal dive report of the condition of the piles that are not exposed at low tide.

Based on the field inspection of the facility and calculations to determine the capacity of the pier, continued use of the pier should be restricted. The following action is recommended until measures are taken to strengthen or replace the pier.

- No vehicles on the pier except for light pickups.
- No storage of fishing gear or tackle on the pier deck.
- No berthing of vessels at the end of the pier except in settled weather.
- No public assembly or functions on the pier.
- No snow dumping from the pier.
- The pier should be checked for damage following heavy snow accumulation or icing buildup on the substructure piles.

Options for action to improve the capacity of the pier together with approximate costs are provided in the report that follows.

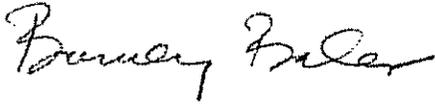
Structure Assessment & Options for Continued Use  
Town of Wiscasset, Maine  
October 28, 2010

Page 2 of 2

Please contact me with any questions regarding this work.

Sincerely,

BAKER DESIGN CONSULTANTS, Inc.

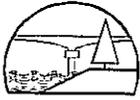
A handwritten signature in cursive script, appearing to read "Benjamin Baker".

Copy w/enc

Peter Dalton- Wiscasset Harbor Master

Greg Griffin- Wiscasset Public Works Director

Travis Pryor- Wright Pierce



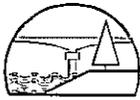
# Memorial Pier

## Structure Assessment & Options for Continued Use



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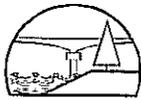


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Baker Design Consultants  
11 Stony Brook Lane  
Yarmouth, Maine 04096  
207 846 9724  
[bbaker@maine.rr.com](mailto:bbaker@maine.rr.com)





## A. INTRODUCTION

The firms of Wright Pierce and Baker Design Consultants have been retained to design a pier for the Town of Wiscasset that replaces the Memorial Pier within the same footprint. The design for the replacement facility was placed under contract in July 2010. The project design is funded by a Small Harbor Improvement (SHIP) grant. A separate grant application filed in June 2010 by the Town of Wiscasset that would have covered the cost of pier replacement was not successful.

The catalyst for pier replacement was a 20Sept2007 report submitted by Prock Marine outlining the need for replacement after 30 years of service. At that time remedial work included replacement of the most seaward piles and replacement of bracing extending from the pier face back to stiffen the deepwater sections of the pier. The repairs were intended to be a short-term fix to allow continued use of the facility. A runway overlay was also added to the pier deck to provide a dedicated route for vehicles and to distribute wheel loads across a wider area of deck.

The Structure Assessment that is presented in this report has concluded that there is an unacceptable risk of structural failure of the pier under current use. The following action is recommended until measures are taken to strengthen or replace the pier.

- No vehicles on the pier except for light pickups.
- No storage of fishing gear or tackle on the pier deck.
- No berthing of large vessels at the end of the pier.
- No public assembly or functions on the pier.
- No snow dumping from the pier.
- The pier should be checked for damage following heavy snow accumulation or icing buildup on the substructure piles.

## B. PIER LOADING

An assessment of pier loading must consider the location and use of the pier.

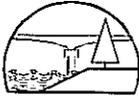
### 1. PIER LOCATION

The aerial picture and nautical chart that start on page 9 show the location of the pier on the section of the Sheepscot River that provides the setting for the Wiscasset waterfront. The river is wide and deep at this section that is renowned for being ice free. The absence of ice eliminates the need to consider a significant lateral load on the structure.

Maximum current at this section of the River is estimated to be 2 knots.

### 2. USE OF THE EXISTING PIER FACILITIES

The Memorial Pier was constructed in 1976. It serves as the Town commercial pier providing facilities dedicated to fisherman, shell fish harvesters, wormers, lobster fisherman, druggers, seaweed harvesters and many others. The Town also has a license for Public Works back trucks down the pier to dump snow into the river. There is a jib crane on the pier deck intended to facilitate the truck transfer of produce and equipment to vessels alongside.



The pier extends approximately 110-ft from shore to provide access to deep water. The pier provides access to a system of upstream and downstream floats and berthing at the pier head with depths that exceed 15-ft at MLW. This water depth can accommodate a large vessel. For example a 100-ft long x 40-ft beam by 15-ft draft fishing trawler might have a displacement in excess of 300 tons.

## C. CONDITION ASSESSMENT

The general condition of pier elements based on a field survey and dive inspection is summarized in Table 1 *Condition Survey* that follows the text of this section. Refer to Sheet R-1 *Existing Conditions Summary* that is appended to this report in Appendix C *Drawings*.

### 1. FIELD SURVEY

A field survey of the pier structure, completed during design development for the replacement structure was undertaken to measure the size of the structural components and to determine the extent of rot and deterioration. Refer to the pictures in the Photographs section that starts on page 9.

As a result of this survey, remedial measures were taken to strengthen the pier that included the replacement of deteriorated bracing, expansion of the vehicle runway boards and the recommendation that support piles were checked at and below the mudline for worm damage.

The piles in the intertidal region (Bents 1-5) were found to be in reasonable condition below the mudline.

### 2. DIVE INSPECTION

A dive inspection was undertaken in October to check the mudline condition of the deep water piles. They were found to be severely necked down at the mudline due to worm borers. One pile on grid line 9 has totally failed at the mudline and dropped away from the structure. The poor condition of these piles and the lack of redundancy associated with these elements have effectively placed the pier at a higher risk of failure than previously thought.

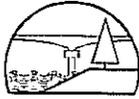
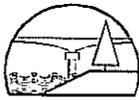


TABLE 1- CONDITION OF PIER ELEMENTS

ELEMENT	CONDITION (100%= GOOD)	NOTES
Deck Planking (3 x 8) Hemlock	50 to 75%	Planking has been patched and 2x perpendicular runway planking added to provide track for vehicles and distribute wheel loads. Dirt has accumulated in some areas, trapping moisture and providing a media for grass.
Joists (5 x 12) Hemlock	25 to 50%	Poor condition due to top flange rot. Members span at least 2 bents. Average spacing =18" reducing to approximately 12" below vehicle runway At least one member has failed,
Pile Caps (12 x 16) Hemlock	75 to 85%	Generally good shape. Minor Rot encountered on top surface. Pile caps span entire width of the pier section (22-ft and 32-ft)
Intertidal Timber Piles (1976) Peeled Oak	50 to 75%	Mudline section excavated/inspected by harbor master. No sign of worm damage. Subsurface investigation indicates these piles are very short.
Sub tidal Timber Piles (1976) Peeled Oak	0 to 25%	Dive inspection indicated severe necking. One pile has failed.
Sub tidal Timber Piles (2007) SYP PT	100%	CCA Treatment. Diver reported one pile may be suspect.
Fender Piles Oak	Varies	Appear to be in good condition. Although intended to act as sacrificial 'fendering', these piles are very likely contributing to the stability of the structure.
Bracing (4 x 6) Hemlock	50 to 75%	Longitudinal and Transverse. Cracked and broken bracing replaced after survey to yield % condition recorded.
Curbs (6x6) Hemlock	75% to 85%	Tired, but serviceable.
Misc seating & railing	50 to 75%	Tired. Does not meet OSHA standard requested by code enforcement officer.



The Pier load capacity determination must account for the type of loading (vehicle, uniformly distributed load, vessel lateral & impact loading, current, icing, wind, etc.) and the location, age and condition of critical structural members.

Based on the condition survey, it is clear that truck loading and uniformly distributed loading will produce the worst case load conditions. While vessel loading will also serve to stress the structure, but the degree of 2007 bracing and the knowledge that lateral loads get distributed by the deck diaphragm make them less critical.

### 3. TRUCK LOADING

The load analysis generates what the deck can carry in terms of wheel loading.

The trucks used by Public Works for snow dumping operations (measured 8 ton vehicle with 4 ton load) generate an estimated rear axle load of 16000 lbs with a corresponding wheel load of 8000 lbs. This is comparable to the timber deck allowance for standard highway trucks as defined by the American Association of State Highway Transportation Officials –AASHTO are considered for truck loading. The respective load characteristics are shown in *Figure B1-AASHTO Standard H Truck* on page 21 and in *Figure B2-AASHTO Standard HS Truck* provided on page 22. The trucks used by Public Works for snow dumping operations (8 ton vehicle with 4 ton load) compare to the H-Type AASHTO Vehicle

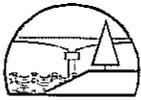
### 4. ALLOWABLE LOAD TABLES

Table A1 Decking Analysis on page 17 tabulates Allowable Loading based on timber species, condition of the decking, span of the decking and no of planks in the tire contact area. The table is set up to show the increase in allowable loading to account for the timber runners that have been placed perpendicular to the decking in order to spread the applied load over several planks.

Table A2 Joist Analysis page 18 tabulates Allowable Loading based on timber species, condition of the joist members, joist span and spacing and whether the load is a wheel load or a uniformly distributed load (UDL) applied to the deck area. A Factor of Safety of two (2) is applied.

Table A3 Timber Cap Analysis on page 19 tabulates Allowable Loading in the pier area served by timber cap elements. The capacity is based on timber species, the condition of the cap member, cap span and spacing and deck rating (Vehicle or UDL). A Factor of Safety of two (2) is applied.

A4 Pile Analysis on page 20 tabulates allowable loads for timber piles based on the estimated original design capacity and current condition.

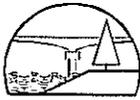


## 5. PIER COMPONENT CAPACITY

Pier capacity is a function of the member capacity when new and the current condition. Refer to Table 2- *Pier Element Capacity* below. The Table records the fraction (Load Capacity of the member)/(Applied Loading) based on the *Condition* and values taken from the appropriate Table referenced above. A value of less than one (1) indicates the structure element fails or is inadequate.

TABLE 2- PIER COMPONENT CAPACITY

ELEMENT	CONDITION (100%= GOOD)	LOW RANGE CONDITION		HIGH RANGE CONDITION	
		TRUCK LOADING	UNIFORMLY DISTRIBUTED LOAD PSF	TRUCK LOADING	UNIFORMLY DISTRIBUTED LOAD PSF
Deck Planking (3 x 8) Hemlock	50 to 75%	0.3 w/o Runners 0.6 w/ Runners	NA		
Joists (5 x 12) Hemlock	25 to 50%	0.4	60	1.2	200
Pile Caps (12 x 16) Hemlock	75 to 85%	2.7	130	3	150
Intertidal Timber Piles (1976) Peeled Oak	50 to 75%	1.3	115	2.2	200
Sub tidal Timber Piles (1976) Peeled Oak	0 to 25%	0	0	0.7	30
Sub tidal Timber Piles (2007) SYP PT	100%	2.7	250	2.7	250



## D. OPTIONS FOR CONTINUED USE OF THE PIER

As outlined in the previous sections, critical pier elements that have deteriorated well beyond their original capacity. Multiple component deficiencies also reduce the structural redundancy (the ability of same load to be carried by multiple structural elements) that is normally associated with a timber pier. It must be concluded that the poor condition of the pier require activities which exceed the structural capacity of the structure to be stopped until remedial action is undertaken. The pier should be posted as follows until repairs are made.

- No vehicles on the pier except for light pickups.
- No storage of fishing gear or tackle on the pier deck.
- No berthing of large vessels at the end of the pier.
- No public assembly or functions on the pier.
- No snow dumping from the pier.
- The pier should be checked for damage following heavy snow accumulation or icing buildup on the substructure piles.

Moving forward, the following options and estimated costs have been identified. Refer to the appended drawing.

### OPTION I -DO NOTHING

---

**Cost Impact** Cost of this option is hard to quantify as it needs to consider the reduced commercial pier use and a requirement to relocate snow disposal operations.

**Description** No action would be taken to strengthen, add to or replace the pier. The Town would confine use of the pier to pedestrian use.

#### Advantages

- There do not appear to be any advantages or benefits to this option.

#### Disadvantages

- If nothing is done to the pier then the commercial waterfront activity will be significantly impacted.
- The Town will need to seek alternatives for and allocate funding for the disposal of snow.

### OPTION II –TEMPORARY SUPPORT TO PILE BENTS 7, 8, 9.

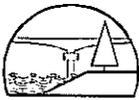
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**Cost Impact** \$25-30k

**Description** This is a temporary upgrade that transfers the deck support to a steep frame in an area where the existing piles have been worm damaged and can no longer support the structure. Refer to Sheet R-2 Temporary Options II & III.

#### Advantages

- Reinstates deck capacity to that which will support vehicles and returns pier to normal operation.



- Can be installed without dismantling existing pier.

Disadvantages

- Spends money that may have been applied to a permanent solution.
- The repair will detract from the appearance of the structure and may impact existing float operations.
- There is no guarantee that this repair would capture or compensate for all pier deficiencies.

OPTION III –DEDICATED TRUCK ACCESS.

---

**Cost Impact** \$ 50k-55k

**Description** Provides a dedicated truck route to a snow dump allocation. Refer to Options Sheet R-2 *Temporary Options II and III.*

Advantages

- Provided dedicated dock area for truck access with all new materials.

Disadvantages

- Spends money that may have been applied to a longer-term replacement solution.
- Will require permitting from state and federal agencies to make part of the permanent dock, because it covers an area of the intertidal zone that was previously open.

OPTION IV- REPLACE THE ENTIRE PIER STRUCTURE

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**Cost Impact** \$ 325-350k

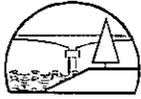
**Description** Replace the entire pier with new construction after demolishing the existing pier. Refer to Sheet R-3 *Permanent Options IV and V.*

Advantages

- Avoids putting any money into short-term repairs or temporary structures.
- Provides a long term solution for commercial use of the waterfront with minimal interruptions.
- Takes advantage of the current construction climate and low interest rates.
- Easily permitted.

Disadvantages

- No disadvantages if funding is available.



## OPTION V- REPLACE THE PIER STRUCTURE FROM PILE BENT 7 TO PILE BENT 10

**Cost Impact** \$ 90-100k

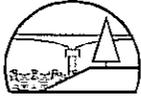
**Description** Replace an entire pier section from and including Pile Bent 7 to Pile Bent 10. Retain piles installed in 2007 on Pile Bent 10. Refer to Sheet R-3 *Permanent Options IV and V*.

### Advantages

- Avoids putting any money into short-term repairs or temporary structures.
- Provides an option that replaces a deteriorated section of the pier with the first phase of new permanent construction.
- Takes advantage of the current construction climate and low interest rates.
- Easily permitted.

### Disadvantages

- Must consider the disruption to pier operations associated with future phases of pier reconstruction that will be necessary to achieve entire pier replacement



## AERIAL / CHART / PHOTOGRAPHS



Aerial Photo of the Pier location relative to the Sheepscot River Waterfront

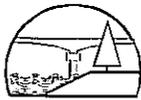
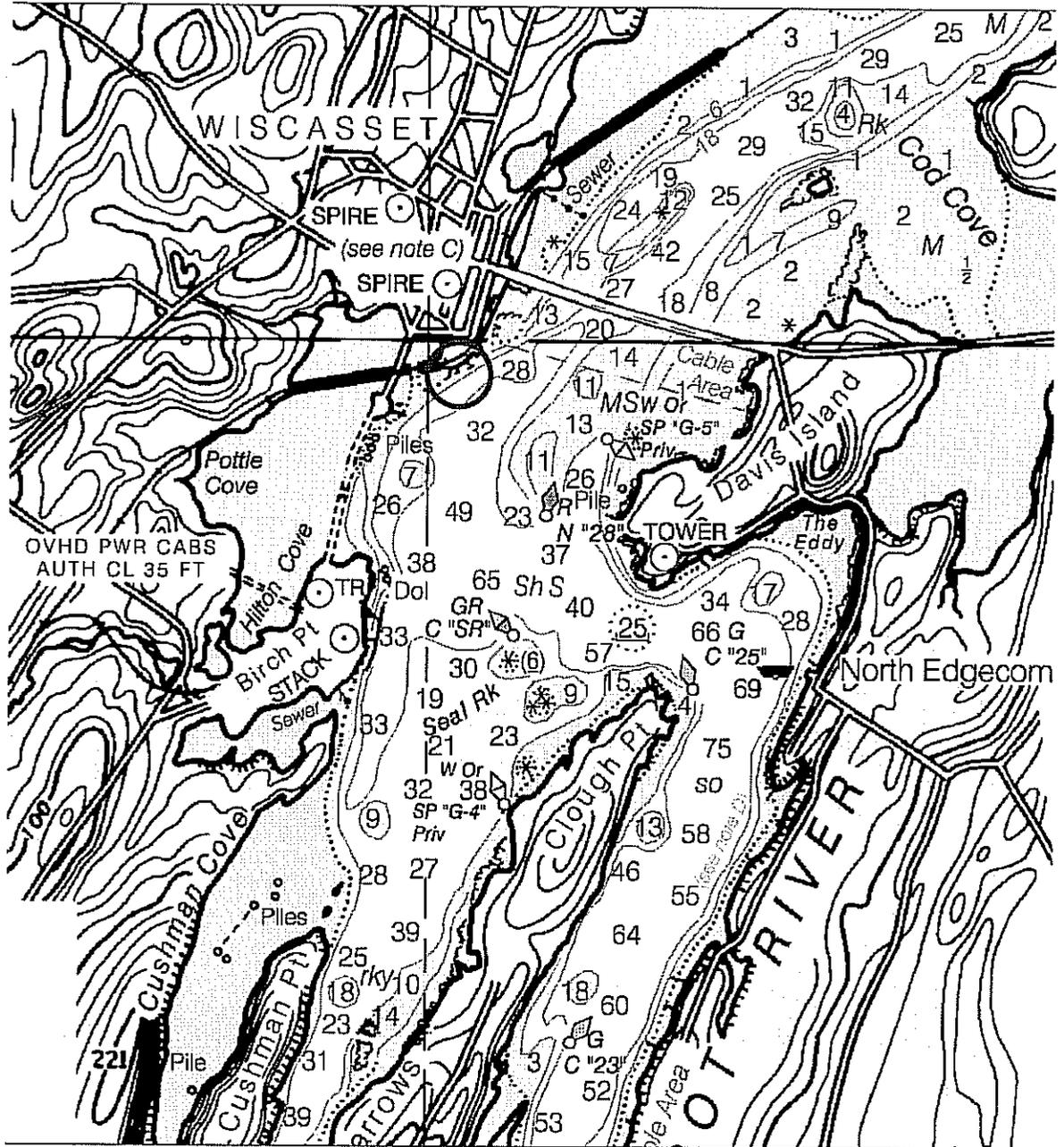
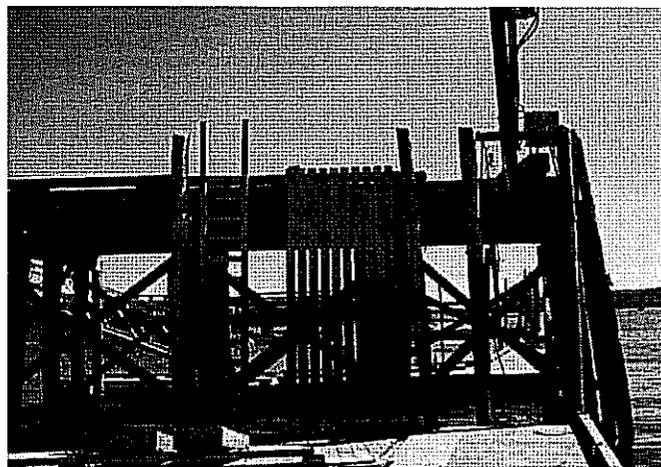
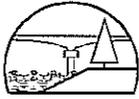
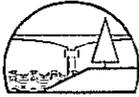


Chart Location

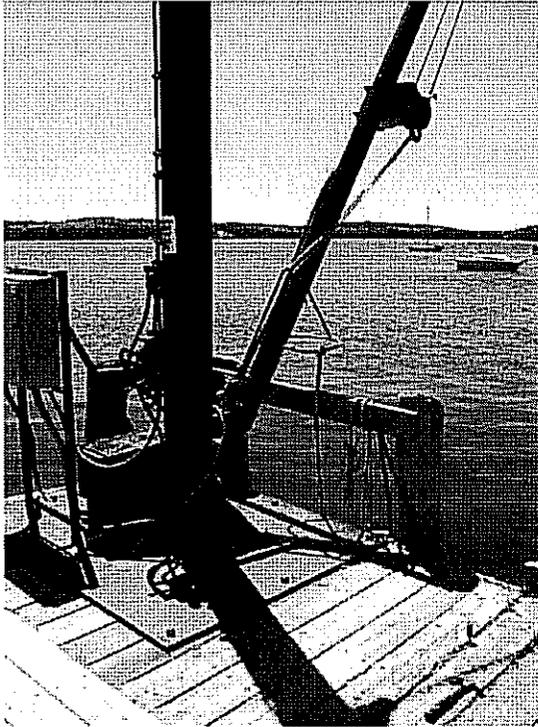




Side views of pier looking upstream from boat ramp. Taken at low water. Note worm boxes on foreground docks. Significant longitudinal, transverse and X-bracing serve to stiffen the structure and distribute applied loading.

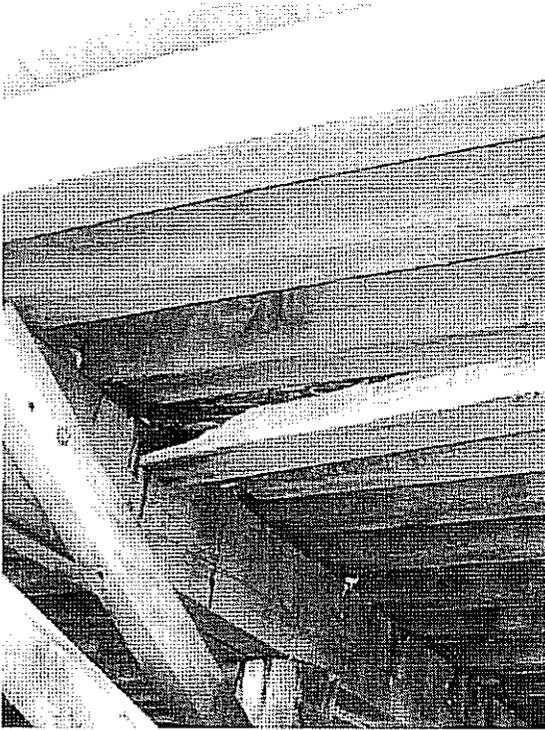
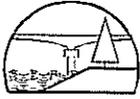


Memorial Pier Structure Assessment & Options for Continued Use  
Town of Wiscasset, Maine

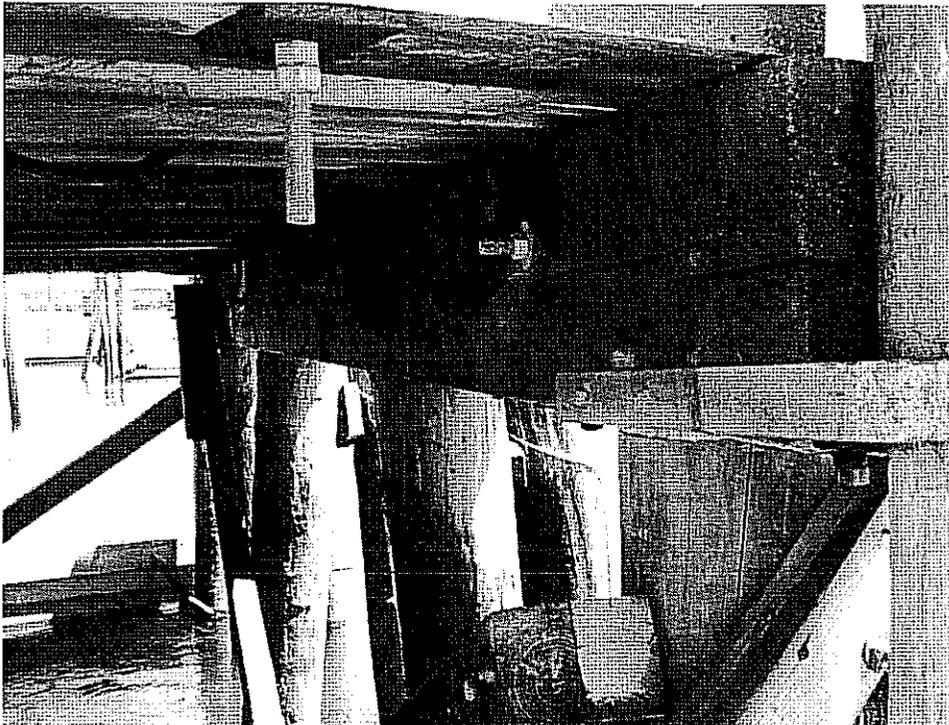


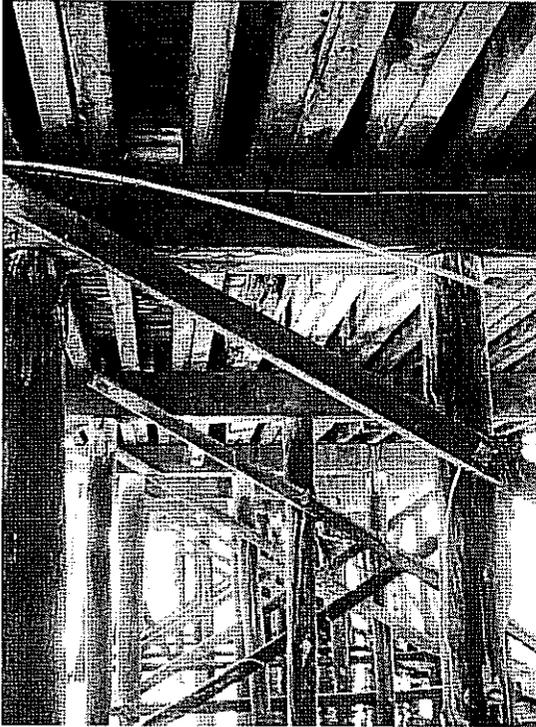
Pictures show deck condition and location of perpendicular runway planks. Note jib crane at end of pier and stop bar for backing trucks that dump snow.

Screwdriver buried into rotten joist.

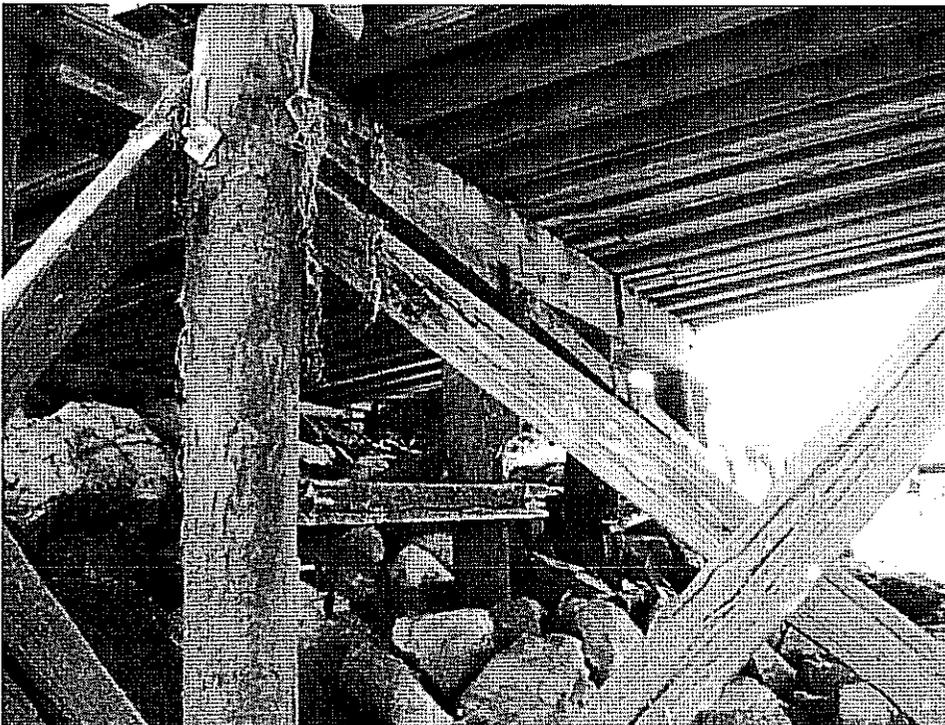


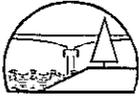
Pictures show pile cap and joist condition. Note broken joist above and new piles (blue green) that were placed in 2007 on the seaward line of piles (Pile Bent 10).





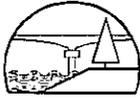
Pictures show substructure pile and bracing condition. Note that substandard bracing has been replaced. See pile in upper right picture that 'dropped out' after failing at the mudline due to worm action.





## REFERENCES

- No original construction drawings could be located for the memorial pier construction.
- Wright Pierce; Topographical Survey; August 2010.
- SW Cole Geotechnical Memorandum and Boring Log dated 11 October 2010.
- Prock Marine Company; Letter dated Sept 20, 2007; ' Waterfront Priorities'.
- Wiscasset Small Harbor Improvement (Ship) grant application for the Memorial Pier Replacement 1 June 2010.
- National Design Specification (NDS) for Wood Construction 2005. Allowable material stresses and adjustment factors.
- AASHTO Standard Specifications for Highways and Bridges-1996. Truck Loading Criteria



## APPENDIX A MEMORIAL PIER CAPACITY TABLES

TABLE A1	DECKING ANALYSIS
TABLE A2	TIMBER JOIST ANALYSIS
TABLE A3	TIMBER CAP ANALYSIS
TABLE A4	PILE ANALYSIS



# TABLE A2 Timber Joist Capacity

Guidance Document for Memorial Pier Condition Assessment and Options for Continued Use  
Town of Wiscasset, Wiscasset, Maine

Hemlock (Hem-Fir No. 1)		Corrected with Adjustment Factors		Formulae	
NDS Values					
$F_b$	1050.0 psi	$F_b'$	$1283 \text{ psi} = F_b(C_D)(C_M)(C_U)(C_T)(C_F)(C_i)(C_r)$	$M_{max} = F_b' * S$	
$F_v$	70 psi	$F_v'$	$85 \text{ psi} = F_v(C_D)(C_M)(C_U)(C_T)(C_F)(C_i)(C_r)$	$M_{DL} = w l^2 / 8 \dots = P l / 4$	
E	1300000 psi	E'	$1170000 \text{ psi} = E(C_D)(C_M)(C_U)(C_T)(C_F)(C_i)(C_r)$	$M_{LL} = M_{max} - M_{DL}$	
b	5 in	A	$60.0 \text{ in}^2 = b d$	$P_{Allow} = 4 M_{LL} / \text{span}$	
d	12 in	S	$120.0 \text{ in}^3 = b d^2 / 6$	$V_{max} = F_v' 2 b d / 3$	
p	40 pcf/unit	w	$16.7 \text{ psf} = p A / 144$	$V_{OL} = w l$	
Adjustment Factors NDS 2004					
Factor	Description	Bending	Shear	E	Notes
$C_D$	Load Duration	1.25	1.25		construction
$C_M$	Wet Service	0.85	0.97	0.9	exposed
$C_t$	Temperature	1.00	1.0	1.0	
$C_L$	Beam Stability	1.00			
$C_F$	Size	1.00			
$C_u$	Flat Use	1.00			
$C_i$	Inclining	1.00	1.0	1.0	
$C_r$	Repetitive Member	1.15			
$C_t$	Form	1.00			
$C_t$	Buckling			1.0	
AASHTO Notes					
		HS20 Timber Decks		Tire Contact Area	
		Load (lbs)		.01 P	w
		Axle	Wheel	in <sup>2</sup>	in
		24000	12000	14	120
				17.3	17.3
AASHTO allows the axle loads below for timber decks.					
		16000	8000	4	80
				5.7	14.1
Area = 0.1 P in <sup>2</sup>					
Length in Direction of Traffic / Tire Width (l/w) = 1/2.5					
		Uniform Distributed Load		Location	
		125.00	PSF	Non-Vehicle Areas	

Joists	Deck Rating	Condition %	Span ft	Spacing in	Support Cap Width in	Effective Span		Bending				Shear				ALLOWABLE LOAD	
						Bending ft	Shear ft	$M_{max}$ kip-ft	$M_{DL}$ kip-ft	UDL Allow PSF	$P_{Allow}$ lbs	$V_{max}$ kips	$V_{DL}$ kips	UDL Allow PSF	$P_{Allow}$ lbs	UDL PSF	Wheel (lbs)
Vehicle	100%	12	12	12.5	10.96	8.96	8.96	12.8	0.3	12.6	4193	3.4	0.21	290.4	3183	145	6290
Vehicle	75%	12	12	12.5	10.96	8.96	8.96	9.6	0.3	9.4	3124	2.5	0.21	213.0	2334	106	4686
Vehicle	50%	12	12	12.5	10.96	8.96	8.96	6.4	0.3	6.2	2055	1.7	0.21	135.5	1485	68	3082
Vehicle	25%	12	12	12.5	10.96	8.96	8.96	3.2	0.3	3.0	986	0.8	0.21	58.1	636	29	1479
UDL	100%	12	18	12.5	10.96	8.96	8.96	12.8	0.3	12.6	4193	3.4	0.24	191.7	3151	96	4193
UDL	75%	12	18	12.5	10.96	8.96	8.96	9.6	0.3	9.4	3124	2.5	0.24	140.1	2302	70	3124
UDL	50%	12	18	12.5	10.96	8.96	8.96	6.4	0.3	6.2	2055	1.7	0.24	88.4	1453	44	2055
UDL	25%	12	18	12.5	10.96	8.96	8.96	3.2	0.3	3.0	986	0.8	0.24	36.8	605	18	986
UDL	100%	10	24	12.5	8.96	6.96	6.96	12.8	0.2	12.7	5065	3.4	0.21	177.5	3181	89	5065
UDL	75%	10	24	12.5	8.96	6.96	6.96	9.6	0.2	9.5	3782	2.5	0.21	130.2	2332	65	3782
UDL	50%	10	24	12.5	8.96	6.96	6.96	6.4	0.2	6.2	2499	1.7	0.21	82.8	1483	41	2499
UDL	25%	10	24	12.5	8.96	6.96	6.96	3.2	0.2	3.0	1216	0.8	0.21	35.4	635	18	1216

# TABLE A3 Timber Cap Capacity

Memorial Pier Condition Assessment and Options for Continued Use  
Town of Wiscasset; Wiscasset, Maine

Hemlock (Hem-Fir No. 1)		Corrected with Adjustment Factors		Formulae	
NDS Values					
$F_b$	1050.0 psi	$F_b'$	$1171 \text{ psi} = F_b(C_D)(C_M)(C_1)(C_2)(C_3)(C_4)(C_5)(C_6)(C_7)(C_8)$	$M_{max}$	$= F_b' * S$
$F_v$	70 psi	$F_v'$	$85 \text{ psi} = F_v(C_D)(C_M)(C_1)(C_2)(C_3)(C_4)(C_5)(C_6)(C_7)(C_8)$	$M_{DL}$	$= Wl^2 / 8 \dots = Pl / 4$
E	1300000 psi	E'	$1170000 \text{ psi} = E(C_M)(C_1)(C_2)(C_3)(C_4)(C_5)(C_6)(C_7)(C_8)$	$P_{Allow}$	$= 4M_{UL} / \text{span}$
b	12 in	A	$192.0 \text{ in}^2 = bd$	$V_{max}$	$= F_v' * 2bd / 3$
d	16 in	S	$512.0 \text{ in}^3 = bd^2 / 6$	$V_{DL}$	$= Wl$
p	40 pcf/unit	w	$53.3 \text{ psf} = pA / 144$	$V_{LL}$	$= V_{max} - V_{DL}$
Adjustment Factors NDS 2004					
Factor	Description	Bending	Shear	E	Notes
$C_D$	Load Duration	1.25	1.25		construction
$C_M$	Wet Service	0.85	0.97	0.9	exposed
$C_1$	Temperature	1.00	1.0	1.0	
$C_2$	Beam Stability	1.00			
$C_3$	Size	1.00			
$C_4$	Flat Use	1.05			
$C_5$	Inclining	1.00	1.0	1.0	
$C_6$	Repetitive Member	1.00			
$C_7$	Form	1.00			
$C_8$	Buckling			1.0	
AASHTO Notes					
		HS20 Timber Decks		Tire Contact Area	
		Load (lbs)	Wheel	l	w
		24000	12000	14	17.3
AASHTO allows the axle loads below (not used in the calculations below) for timber decks.					
		16000	8000	4	5.7
		Area = 0.1P in <sup>2</sup>		Length in Direction of Traffic/Tire Width (l/w) = 1/2.5	
		Uniform Distributed Load		Location	
		125.00	PSF	Non-Vehicle Areas	

Caps/ Tire Contact	Condition	Span	Spacing	Support Cap Width	Effective Span		Bending			Shear			ALLOWABLE LOAD			
					Bending	Shear	$M_{max}$	$M_{DL}$	UDL	UDL <sub>Allow</sub>	$V_{OL}$	$V_{max}$	P <sub>Allow</sub>	PSF	Wheel lbs	
1	100%	7	120	11.25	6.06	3.40	50.0	0.2	49.7	28420	10.9	0.21	175.7	10649	88	14210
1	95%	7	120	11.25	6.06	3.40	47.5	0.2	47.2	26992	10.3	0.21	166.7	10106	83	13496
1	85%	7	120	11.25	6.06	3.40	42.5	0.2	42.2	24136	9.2	0.21	148.8	9019	74	12068
1	75%	7	120	11.25	6.06	3.40	37.5	0.2	37.2	21280	8.1	0.21	130.9	7933	65	10640
1	65%	7	120	11.25	6.06	3.40	32.5	0.2	32.2	18424	7.1	0.54	107.6	6526	54	9212
1	55%	7	120	11.25	6.06	3.40	27.5	0.2	27.2	15568	6.0	0.54	89.7	5440	45	7784
1	45%	7	120	11.25	6.06	3.40	22.5	0.2	22.2	12712	4.9	0.54	71.8	4353	36	6356
1	35%	7	120	11.25	6.06	3.40	17.5	0.2	17.2	9856	3.8	0.54	53.9	3267	27	4928

# TABLE A4Piles

Memorial Pier Condition Assessment and Options for Continued Use  
Town of Wiscasset, Wiscasset, Maine

Wt of Pier Superstructure	
Timber Deck 1	50.0 PSF
Timber Deck 1	0.0 PSF

Definition	
P <sub>Installed</sub>	Pile Capacity Kips
P <sub>Deck</sub>	Wt of Deck Kips
R <sub>Capacity</sub>	load Capacity Kips

## PILE CAPACITY

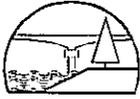
Pile Location	Spacing		Capacity (See Note 1)				Pile Condition with additional Safety Factor =2			
	Width	Length	P <sub>Installed</sub>	P <sub>Deck</sub>	R <sub>Capacity</sub>	100%	75%	50%	25%	
	ft	ft	kips	Kips	Kips	Kips	Kips	Kips	Kips	
1976 Pier	7	12	25	4	21	10.4	7.8	5.2	2.6	
2007 Pile Upgrade	7	6	25	2	23	11.5	8.6	5.7	2.9	
2010 Timber Pier Replacement	7	10.0	25	4	22	10.8	8.1	5.4	2.7	

### Notes

1. Spacing taken from survey plan

10/26/2010

Section Capacity.xlsx

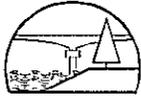


## APPENDIX B TRUCK LOADING

FIGURE B1 AASHTO STANDARD H TRUCK

FIGURE B2 AASHTO STANDARD HS TRUCK

(Obtained from information provided in the Standard Specification for Highway Bridges published by the American Association of State Highway Transportation Officials -AASHTO).



Memorial Pier Structure Assessment & Options for Continued Use  
Town of Wiscasset, Wiscasset, Maine

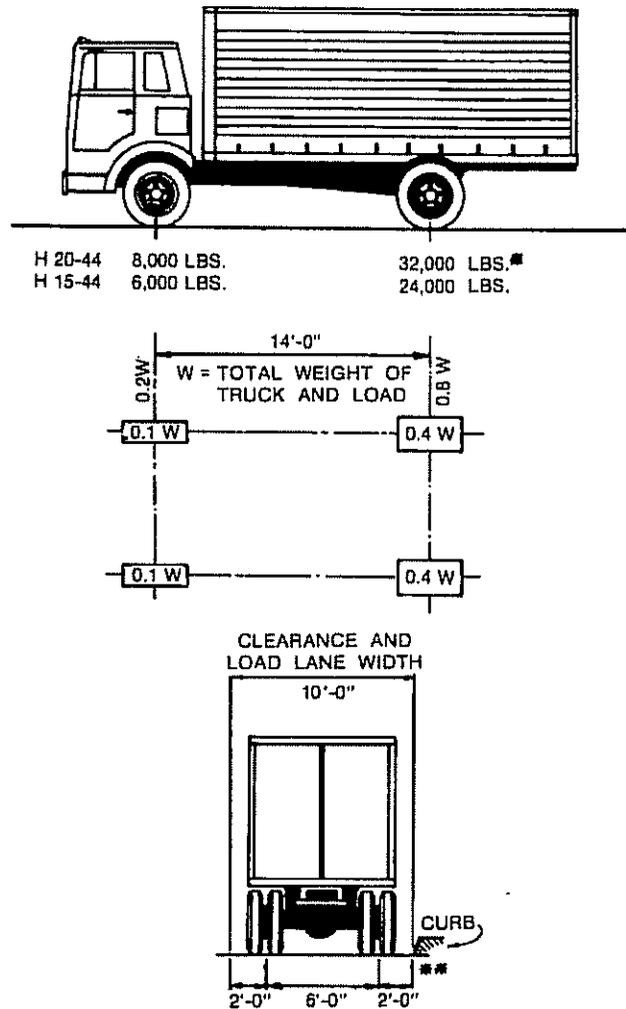
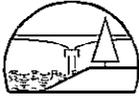


FIGURE 3.7.6A Standard H Trucks

\*In the design of timber floors and orthotropic steel decks (excluding transverse beams) for H 20 loading, one axle load of 24,000 pounds or two axle loads of 16,000 pounds each spaced 4 feet apart may be used, whichever produces the greater stress, instead of the 32,000-pound axle shown.

\*\*For slab design, the center line of wheels shall be assumed to be 1 foot from face of curb. (See Article 3.24.2.)

FIGURE B1-AASHTO STANDARD H TRUCK



Memorial Pier Structure Assessment & Options for Continued Use  
Town of Wiscasset, Wiscasset, Maine

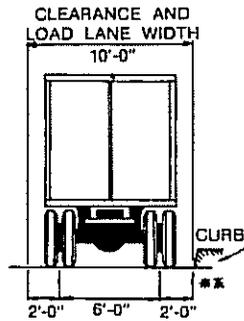
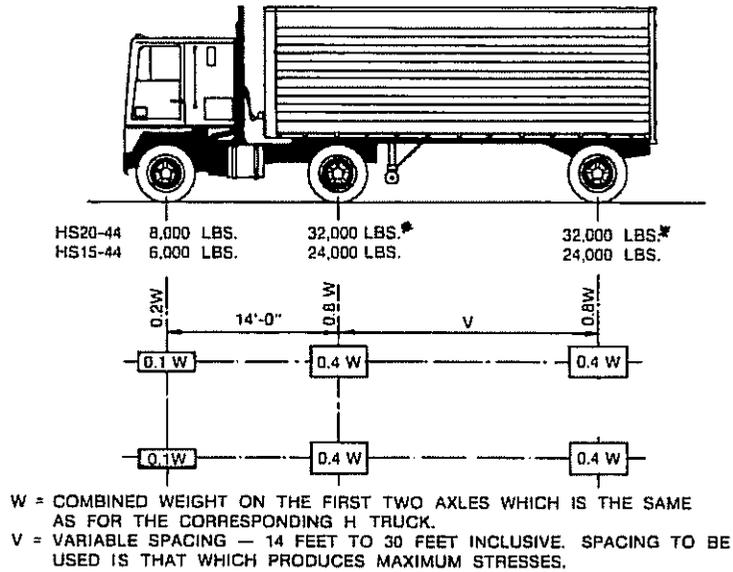
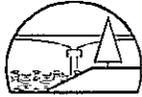


FIGURE 3.7.7A. Standard HS Trucks

\*In the design of timber floors and orthotropic steel decks (excluding transverse beams) for H 20 loading, one axle load of 24,000 pounds or two axle loads of 16,000 pounds each, spaced 4 feet apart may be used, whichever produces the greater stress, instead of the 32,000-pound axle shown.

\*\*For slab design, the center line of wheels shall be assumed to be 1 foot from face of curb. (See Article 3.24.2.)

FIGURE B2-AASHTO STANDARD HS TRUCK



## APPENDIX C DRAWINGS

- SHEET R-1 EXISTING CONDITION SUMMARY
- SHEET R-2 TEMPORARY OPTIONS II & III
- SHEET R-3 PERMANENT OPTIONS IV & V







WISCASSET  
RESERVE & ENDOWMENT FUNDS  
Quarterly Presentation  
To The  
Board Of Selectmen

Investment Advisory Committee  
10/19/10

1

**Investment Advisory Committee**

Purpose to:

Work with the Investment Advisor to prepare an investment strategy for reserve funds to be brought back to the selectmen for approval,

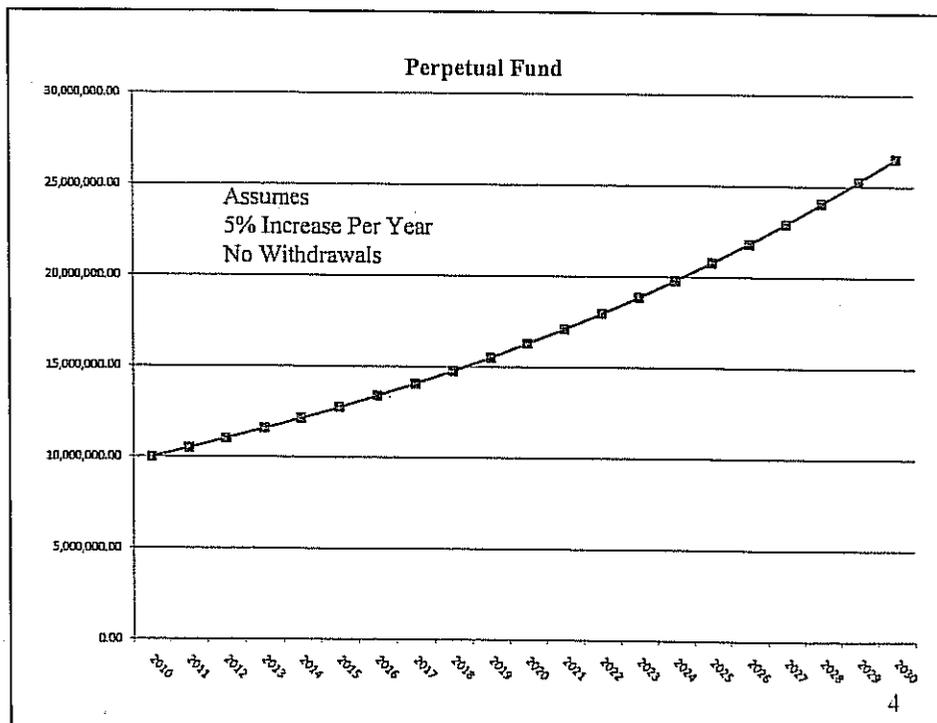
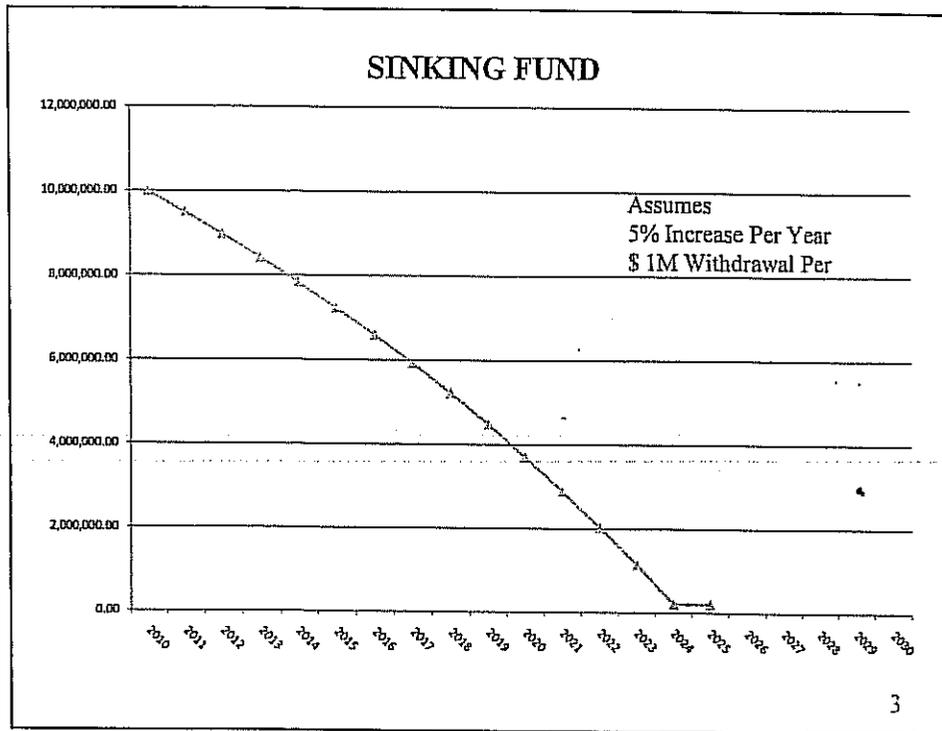
Meet with the Investment Advisor at least quarterly to review the portfolio and report to the board of selectmen on the meeting results,

Coordinate with advisors to have meetings with the selectmen twice a year to discuss investment issues and

Work with advisors on any other investment issues.

Reference: Motion adopted by the Board of Selectmen on 4/26/10

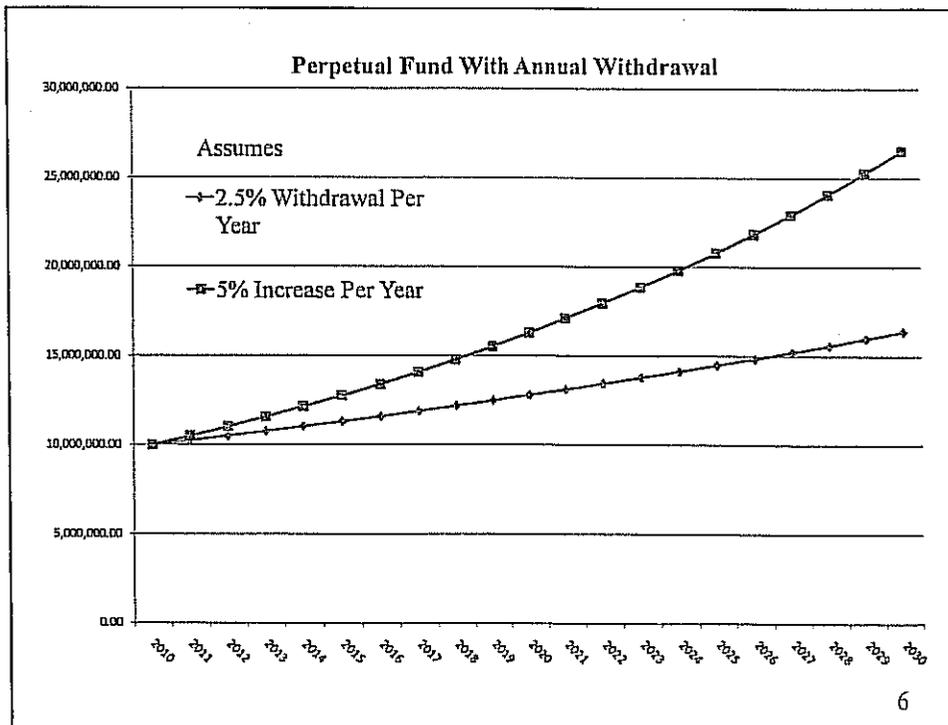
2



### Investment Advisory Committee

- Option
  - Perpetual Fund with An Annual Withdrawal
    - Provides Annual Resources for the Town
    - Maintains the Fund

5



### **Investment Advisory Committee**

- Strategy Recommendation
  - Perpetual Fund with an Annual Withdrawal
    - Provides Annual Resources for the Town
    - Allows Fund to Grow with Time
    - Allows for Efficient Investment with Timed Withdrawals
  - Use Annual Withdrawal for Capital Improvements
    - Provides Funding for Capital Improvements Without Impacting the Tax Rate

7

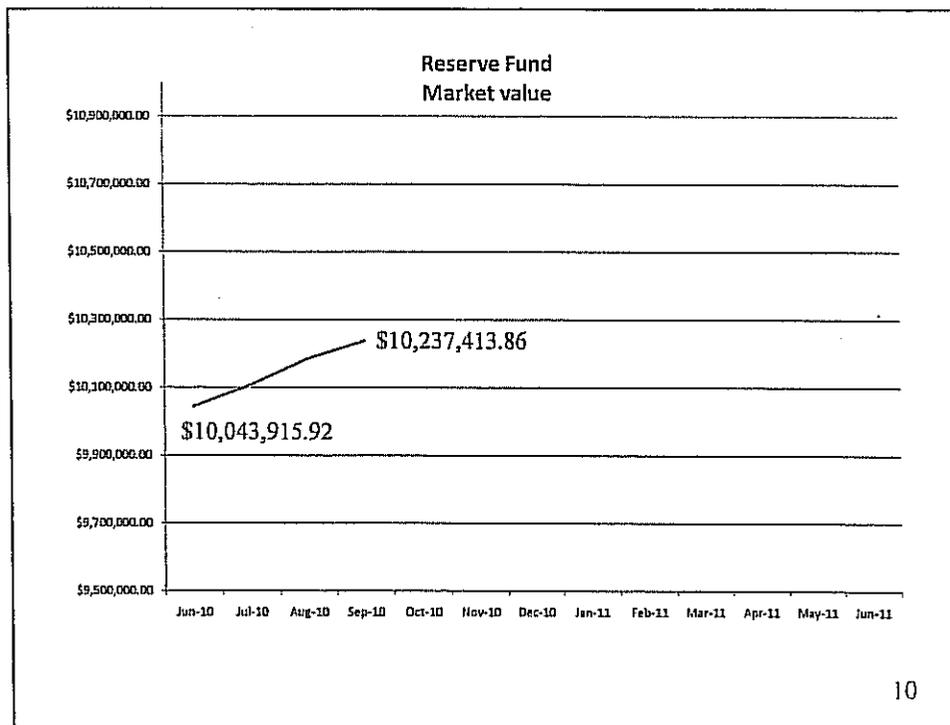
### **Investment Advisory Committee**

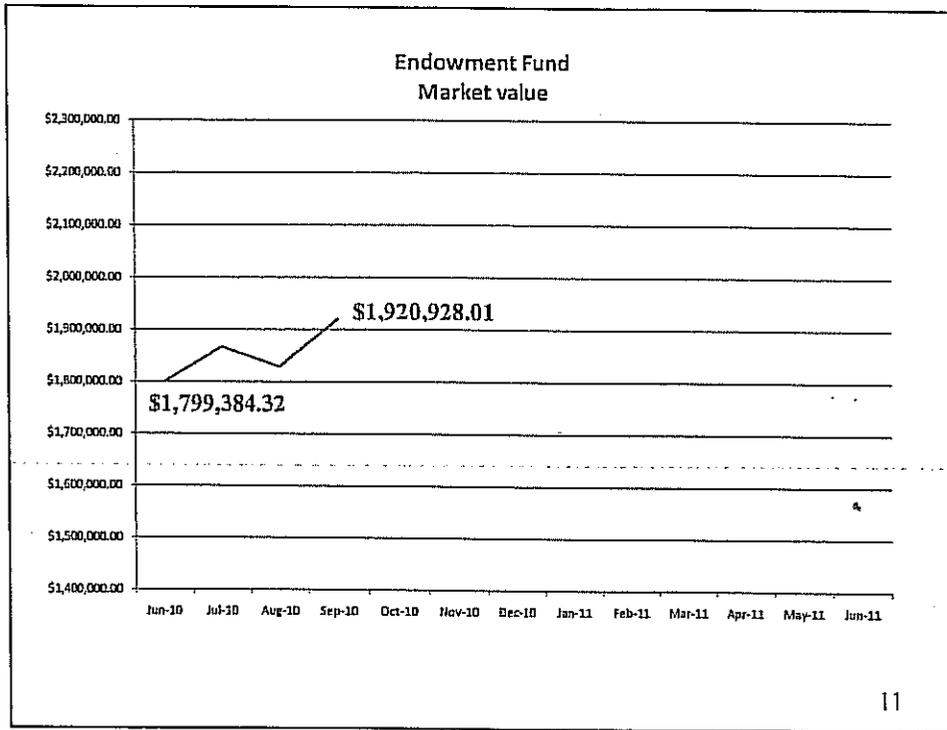
- Meet with Investment Advisor Quarterly
  - Meetings with Payson
    - Introductory Meeting with Committee
    - Draft Policy Review with Committee
  - Payson to recommend changes to draft policy
  - Review portfolio quarterly and report results

8

### Investment Advisory Committee

- RESERVE FUND STATUS
- ENDOWMENT FUND STATUS





- ### Investment Advisory Committee
- Investment Advisor Meet with Selectman twice per year
    - Introductory Meeting with Board of Selectmen
  
    - Plan next Payson meeting with Selectmen in Jan 2011
- 12

### **Investment Advisory Committee**

- Work with Investment Advisor on Investment Issues
  - Investment policies
    - Reserve fund
    - Endowment fund



**Wiscasset Community Center**

242 Gardiner Road Wiscasset, ME 04578

207-882-8230 [info@wiscassetrec.com](mailto:info@wiscassetrec.com)

[www.wiscassetrec.com](http://www.wiscassetrec.com)

8. C. 1

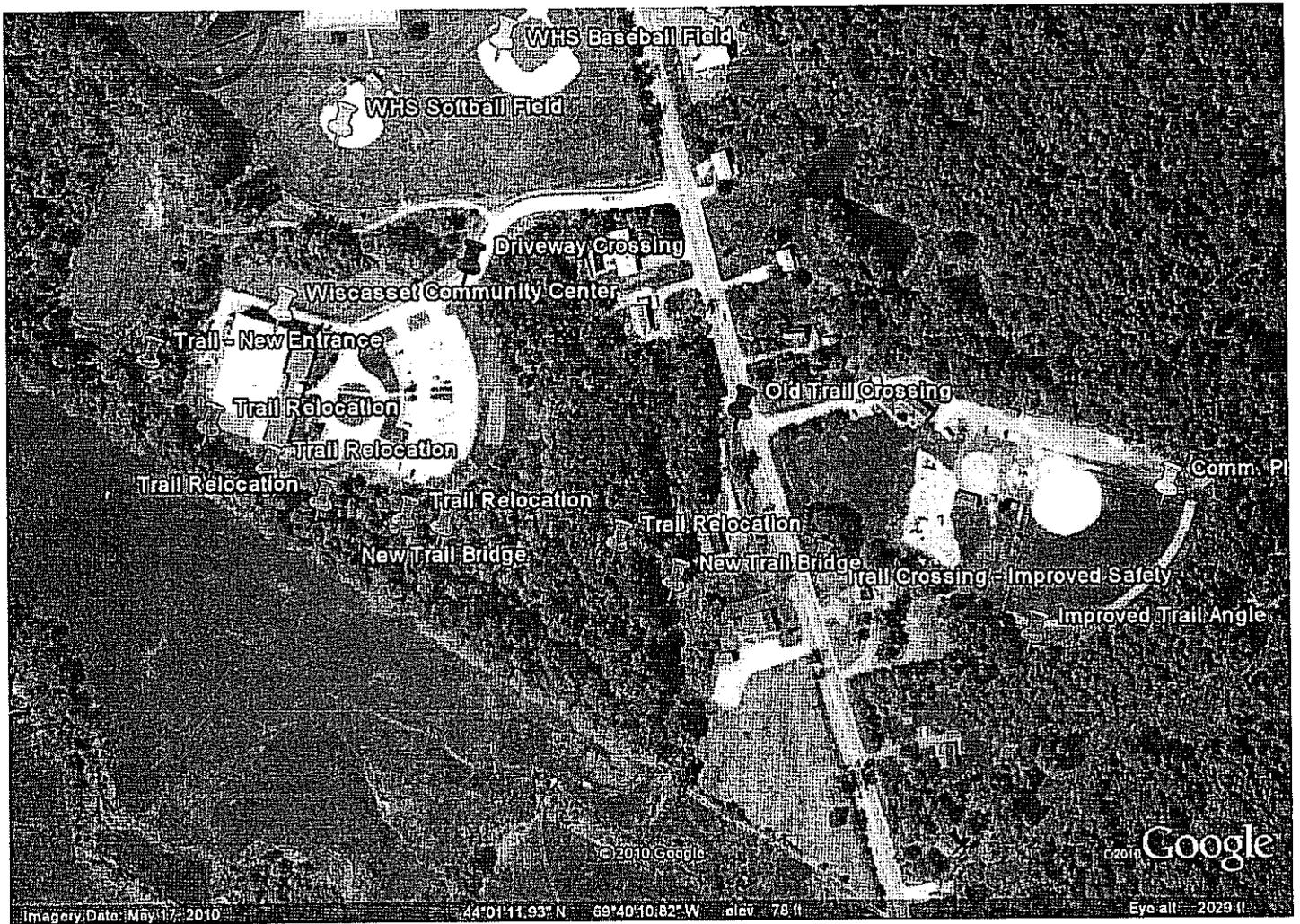
TO: Rick Lang, Codes Officer  
FROM: Todd Souza, Director of Parks & Recreation *TJS*  
RE: Koehling Property  
DATE: October 26, 2010

The Parks & Recreation Department would like to propose the Town not selling the Koehling property and add this parcel to the adjoining Community Playground parcel. This 1-acre lot would allow the Parks & Recreation to expand recreational opportunities, increase overall safety to the area and improve the quality of service provided. As the town also owns property directly across the street, it would also allow for future municipal development if needed, keeping one large tract of land.

Keeping this property would allow us to address a present traffic safety issue, by improving the traffic flow in and out of the park and decrease the opportunity for accidents, both vehicle and pedestrian. This parcel would also allow us to reroute the existing trail from in front of the Community Playground, over to between the high way garage and the old Superintendent's building, providing a much greater line of sight and greatly improving safety with a direct line of travel. This parcel would also allow the community to make improvements to the trail for four season access to the park from the WCC grounds and enhance the entire trail network.

Presently the department rents porta-potti's seasonally, this would allow us to research the feasibility of putting permanent facilities at the park, improving the overall quality of service. It would also work towards meeting some of the 2010 Wiscasset Bicycle Plan goals, approved by the Board of Selectmen.

I would love to discuss this opportunity with you, which could provide the residents of Wiscasset with not only improved recreational services, but improve safety, preserve long term development options and work towards a healthier community. Thank you for considering this proposal.



Trail Improvements Koehling

**RELEASE DEED**

THE INHABITANTS OF THE MUNICIPALITY OF WISCASSET, a body corporate, with a place of business in Wiscasset, Lincoln County, Maine, for consideration paid, release to DARREN D. SOULE of Wiscasset, Lincoln County, Maine (P.O. Address: 138 Old Dresden Road, Wiscasset, ME 04578-9507), the land in Wiscasset, Lincoln County, Maine, bounded and described as follows, to wit:

Lot 3B on Plan entitled "Standard Boundary Survey, Resubdivison of Diamond G. Subdivision. Lot 3 of this subdivision is hereby divided into new lots 3A, 3B, Old Dresden Road, Wiscasset, Maine" which plan is recorded in Plan Book 47, Page 78 in the Lincoln County Registry of Deeds. The lot is more particularly described as following:

BEGINNING on the southwesterly side of the Old Dresden Road at the northerly corner of Lot 2 as shown on said plan and the plan referenced therein, namely, plan entitled "Diamond G Subdivision" recorded in Plan Book 36, Page 7; thence S 56° 27' 27" W 218 feet to the westerly corner of Lot 2; thence S 20° 33' 33" E 186.94 feet to the southerly corner of Lot 2; thence S 50° 02' 25" E along Lot 1 to the southerly corner of Lot 1; thence S 35° 02' 52" W 84.72 feet to a reinforcing rod set; thence N 69° 38' 01" W 251.66 feet to the southwesterly corner of Lot 3B; thence N 15° 45' 28" E 225.45 feet to a point; thence N 20° 33' 33" W 89.69 feet to a point; thence by a curve northerly and northeasterly, as shown on the first-mentioned plan above, 17.04 feet to a point; thence N 56° 27' 27" E 218.00 feet to the southwesterly side of the Old Dresden Road; thence S 33° 32' 33" E 15.00 feet to the point of beginning. This lot contains 1.00 acres more or less.

EXCEPTING AND RESERVING a right-of-way for all legal purposes, including installation, use and maintenance of utility services, which right-of-way is to be used in connection with and is appurtenant to Lot 3A as shown on the first-mentioned plan above and which right-of-way shall be located within the two fifteen-foot wide strips connecting the old Dresden Road to the wider portion of Lot 3B.

Reference may be made to a deed from Maria A. Goodhue to Elizabeth A. Young dated July 19, 1991 and recorded in the Lincoln County Registry of Deeds in Book 1705 at Page 289. Reference may also be made to a Maine District Court Order dated June 4, 2008 and recorded in said Registry in Book 4038 at Page 225.

Witness my hand and seal this \_\_\_\_\_ day of \_\_\_\_\_, 2010.

TOWN OF WISCASSET

\_\_\_\_\_  
Witness

By \_\_\_\_\_  
David Nichols, Board Chair

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Robert Blagden

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Judith Colby

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Pamela Dunning

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Edward Polewarczyk

STATE OF MAINE

Lincoln, ss.

\_\_\_\_\_, 2010

Then personally appeared before me the above-named David Nichols and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

\_\_\_\_\_  
Notary Public

Printed Name:

**RELEASE DEED**

THE INHABITANTS OF THE MUNICIPALITY OF WISCASSET, a body corporate, with a place of business in Wiscasset, Lincoln County, Maine, for consideration paid, release to RUMRILL PRESERVATION GROUP, duly authorized Maine Partnership with a place of business in Wiscasset, Lincoln County, Maine (P.O. Address: Old Stone Farm, Willow Lane, Wiscasset, ME 04578), the land in Wiscasset, Lincoln County, Maine, bounded and described as follows, to wit:

A certain lot or parcel of land situated in Wiscasset, Lincoln County, Maine, bounded and described as follows, to wit:

BEGINNING on the southerly side of the Foye Road, so-called, at the northeasterly corner of land now or formerly of Elinor M. Lewis at an iron rod; thence easterly along said road 500 feet to a stone wall; thence southerly by said stone wall and land now or formerly of Earl B. Colby, Jr. and land now or formerly of John B. Sutter to an abutting stone wall and the northerly line of land formerly of Elizabeth Sproul, now of R & S Construction Company, Inc.; thence westerly along said stone wall and land of R & S Construction Company, Inc. a distance of 500 feet to an iron rod; thence northerly by land of said Elinor Lewis to point of beginning.

Excepting and reserving the land conveyed to R & S Construction Company, Inc. recorded October 11, 1988 in the Lincoln County Registry of Deeds in Book 1506 at Page 306.

Reference may be made to the deed from Elinor M. Lewis to Glenn M. Lewis dated September 7, 1995 and recorded in the Lincoln County Registry of Deeds in Book 2370 at Page 138. Reference may also be made to a Maine District Court Order dated June 6, 2008 and recorded in said Registry in Book 4038 at Page 223.

Witness my hand and seal this \_\_\_\_\_ day of \_\_\_\_\_, 2010.

TOWN OF WISCASSET

\_\_\_\_\_  
Witness

By \_\_\_\_\_  
David Nichols, Board Chair

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Robert Blagden

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Judith Colby

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Pamela Dunning

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Edward Polewarczyk

STATE OF MAINE

Lincoln, ss.

\_\_\_\_\_, 2010

Then personally appeared before me the above-named David Nichols and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

\_\_\_\_\_  
Notary Public

Printed Name:

**To:** Board of Selectman

**From:** Roland Abbott, Director

**RE:** Weekend Coverage

The cost that I estimated for weekend coverage was \$1590.00 per weekend. So far we have covered 18 weekends. By my estimates that would have cost the town \$28,620.00 for weekend coverage. To date for 18 weekends of coverage it has cost the town \$19,772.25 which averages out to \$1,098.50 per weekend.

The 18 weekends we have had 95 Patient contacts. If we average \$300.00 per patient contact the total income should be \$28,500.00.

By adding the per diem coverage on the weekends we have greatly improved our coverage for the town. The per diem coverage has surpassed my expectations.

I would like to continue this coverage for the rest of the year and possibly expand this coverage to cover problem shifts we have during the day.

The following is a breakdown of hours versus cost on a bi-weekly basis

Week ending	Hours	Cost
6/27	153.5	1761.25
7/11	155.0	1980.00
7/25	121.0	1541.00
8/8	159.0	2064.00
8/22	236.0	2804.00
9/5	235.0	2990.00
9/19	161.0	2056.00
10/3	161.0	2364.00
10/17	176.0	2212.00



**Wiscasset Community Center**  
242 Gardiner Road Wiscasset, ME 04578  
207-882-8230 [info@wiscassetrec.com](mailto:info@wiscassetrec.com)  
[www.wiscassetrec.com](http://www.wiscassetrec.com)

9. A.

TO: Laurie Smith, Town Manager  
FROM: Todd Souza, Director of Parks & Recreation  
RE: Boothbay YMCA – Membership/Facility Rental Agreement  
DATE: October 28, 2010

The attached agreement has been reviewed by Andy Hamblett, Executive Director of the Boothbay YMCA. He has requested to alter the payments dates due to the budget cycle of the YMCA. I have made those changes to the agreement. Our hopes would be to have the details of this agreement confirmed at the November 2<sup>nd</sup> Board of Selectmen's Meeting. I have highlighted the major points of this agreement in grey and the dates changed in yellow throughout the document.

The highlighted sections for review are: section 1, cost and schedule for their swim team rental, section 2, dates and the process for Boothbay YMCA members to use the WCC facility as well as the compensation for that privilege and section 3, payment schedule for these services.

## Facility Use Agreement

The Wiscasset Parks & Recreation Department (WP&RD) agrees to allow the use of the Wiscasset Community Center (WCC) and its programs by the Boothbay YMCA during the time frames and dates, and pursuant to the terms, listed below. Other times may be negotiated on a case by case basis.

1. Rent the Pool for \$70.00 per hour for use by its Swim Team. The YMCA agrees to the following schedule during the period of January 3, 2011 through March 4, 2011.

Monday	Tuesday	Wednesday	Thursday	Friday
8:00-9:00pm	6:00-7:00pm	2:00-3:00pm	8:00-9:00pm	6:15-7:15pm

Terms: (Use of 4 lanes during assigned times, 2 lanes to be used by WCC membership). The Boothbay YMCA agrees to compensate the WP&RD in cash (\$3,150.00) for this privilege on or before December 31, 2010. The sum equals 5 days a week for 9 weeks at the rental rate of \$350.00 per week.

2. Members of the Boothbay YMCA (only) may use the WCC during the Center's normal operational schedule for the periods of:

January 3, 2011 through June 30, 2011 and September 1, 2011 through October 31, 2011

The YMCA will be given WCC membership cards to be completed and signed by a designated YMCA official prior to a YMCA member's use of the WCC. Each member of the YMCA with a properly completed membership card will be treated like a member of the WCC and the privileges that accompany it.

The Boothbay YMCA agrees to pay the sum of \$13,906.00 for this privilege. (Calculated by 34 weeks at a rental rate of \$409.00 per week)

The Boothbay YMCA agrees to compensate the Wiscasset Parks & Recreation Department by:

- a. Purchase the WPRD 1 Cybex 750C upright bicycle (\$2,600.00)
- b. Purchase the WPRD 2 Suitmate bathing suit spinners (\$2,680.00)
- c. Compensate the WPRD in cash (\$8,626.00)

3. The items listed above shall be purchased and delivered to the WP&RD, on or before December 31, 2010. The above payments shall be made to the WP&RD in two installments:

- 1) \$ 8,626.00 on or before March 1, 2011
- 2) \$3,150.00 on or before August 1, 2011

Rental Grand Total: \$17,056.00 (this amount being the payments and purchases in Paragraphs 1 & 2, above).

\_\_\_\_\_  
Andy Hamblett  
Executive Director, Boothbay YMCA

\_\_\_\_\_  
Laurie Smith  
Wiscasset Town Manager

\_\_\_\_\_  
Todd Souza  
Director of Wiscasset Parks & Recreation Department

All aspects of this agreement will be directed and overseen by Todd Souza, Director of the Wiscasset Parks & Recreation Department.



# Office of 911 Addressing Officer

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10 A.

October 25, 2010

To: Board of Selectmen  
From: Sue Varney, 911 Addressing Officer

We have some driveways in town that need to be named. According to 911 guidelines a driveway with two or more houses on it needs to be named and the residences numbered. After Board approval I will notify the property owners of their new 911 address.

The road names, with locations, to be approved are as follows:

1. **Boulder Drive – driveway off West Alna Road where Mrs. Ezzell lives.**
2. **Easy Street – driveway off West Alna Road and off Mrs. Ezzell's driveway to the back of the property.**
3. **Pine Needle Drive-driveway off Birch Point Road at 306 and 308 Birch Point Road (almost across from Two Bridge Road).**
4. **Recycling Way – road where snowmobile building and fire training site is located, right off Transfer Station driveway.**
5. **Sherman Lane – driveway off Federal Street where Gerald Sherman's used to live (there is also a new house behind that).**
6. **Sukeforth Drive – driveway off Gardiner Road to the Sukeforth home and other mobile homes.**
7. **Three Pond Trail – driveway off Gardiner Road where Chris Cossette and Jason Simpson homes are located.**

Thank you.

10. B.

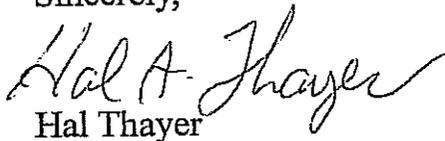
Huntoon Hill Grange  
Huntoon Hill Road  
Wiscasset, Me. 04578  
882-7995

October 1, 2010

Town Of Wiscasset:

I, Hal Thayer, Executive Committee of Huntoon Hill Grange #398, would like to make application to the Town of Wiscasset, and the Municipal Officers thereof, to be granted consent to operate Beano/Bingo and Games of Chance, consisting of Sealed Tickets, in your town at the above named organization, from January 2011 to December 2011.

Sincerely,

  
Hal Thayer



# Town of Wiscasset

November 2, 2010

To the Chief of Maine State Police:

Huntoon Hill Grange #398, Wiscasset, Maine, has blanket approval from the Board of Selectmen of the Town of Wiscasset, to operate Beano/Bingo and Games of Chance, consisting of Sealed Tickets, for the year of 2011.

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David Nichols, Chairman of the Board

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Robert Blagden, Selectman

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Judith Colby, Selectman

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Pamela Dunning, Selectman

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Edward Polewarczyk, Selectman



## **Wiscasset Community Center**

242 Gardiner Road Wiscasset, ME 04578

207-882-8230 [info@wiscassetrec.com](mailto:info@wiscassetrec.com)

[www.wiscassetrec.com](http://www.wiscassetrec.com)

11. A.

**TO: Laurie Smith, Town Manager**

**FR: Bob MacDonald**

*RLM*

**RE: Municipal Building Boiler Update**

**Date: October 28, 2010**

Since the last selectmen's meeting there is some good news about the boilers at the municipal building. Pam has had the second boiler brought online and so far there appears to be no leaks. I monitored the boiler operation through the weekend and everything appears to be in good working order.

During the next cold series of days we will get the boiler in question into the primary position which will have it take on most of the workload. I don't expect there to be any major problems. If there are then I believe the best course of action will be to fix as needed until the end of the current heating season. There is one boiler that appears to be without issue. That should get us through the winter for the most part.

Pam has completed the copying of the blueprints from 1991, the original heating plan. Paul Blagdon and John Blagdon have these copies and will be working on the heating plan and heat loss for the building. Where they are doing this plan gratis, I would figure between two and three weeks before the plan could be completed. At that time they should have information that will allow us to start a plan for the future of the heating system.

I would advise that it would be a great idea to get the ancillary piping that is not insulated taken care of before it gets too cold. That would be the only thing overhead that really needs addressing. As far as cold spaces in the town office side of the building, perhaps it would be worth looking into some kind of air pass between adequately heated spaces or more base board units to heat the spaces. I know that the rooms have been changed since the original plan, there may be ways to heat these spaces with low cost alternatives. I'm sure that John and Paul will help us with these problems.

**That is all for now. Again, thanks for the opportunity to help.**



# Town of Wiscasset

11.B.

## Fire Training Site Use Agreement

This Fire Training Site Use Agreement ("Agreement") is made this \_\_\_\_\_ day of \_\_\_\_\_, 2010. This Agreement is made between the Town of Wiscasset and the Lincoln County Fire Chief's Association ("L.C.F.C.A."). This Agreement shall commence when fully executed and shall run through June 30, 2011.

Thereafter this Agreement shall automatically renew for the upcoming period of July 1 of the then current year through June 30 of the following year until such time, if ever, that one party notifies the other that this Agreement is terminated effective as of the upcoming July 1<sup>st</sup>. Such notice, to be effective, must be given as follows: If given by the Town of Wiscasset it shall be given by the Wiscasset Town Manager, at the direction of the Wiscasset Board of Selectmen, to the President or Resident Agent of L.C.F.C.A. and at least 60 days prior to the July 1 termination date. If given by the L.C.F.C.A. it shall be given by the corporation's President, at the direction of the corporation's governing body, to the Wiscasset Town Manager or Chairman of the Wiscasset Board of Selectmen and at least 60 days prior to the July 1 termination date.

Each Fire Department within Lincoln County whose chief is a member of L.C.F.C.A is authorized to use the J. Gordon Merry Fire Training Facility ("Facility") provided that the Fire Department in question and its members abide by the established rules and regulations. Rules and regulations are available at the Wiscasset Fire Department and at the Facility.

User maintenance ~~repair~~ and operating costs will be reviewed annually by the L.C.F.C.A. Training Site Committee ("Committee") to determine the amount that ~~each Fire Department~~ the L.C.F.C.A. shall pay for shared capital needs and costs and the time the payment shall be due.

Authorized August 3<sup>rd</sup>, 2010

The Town of Wiscasset and the Wiscasset Fire Department reserve the right to enforce the rules and regulations and impose disciplinary action that may be needed if a violation of said rules and regulation should occur.

Scheduling use of the Facility will be made through the Wiscasset Fire Department Fire Chief or his/her designee.

A Fire Department using the Facility will hold the Town of Wiscasset harmless in the event of an accident caused by a member of that Fire Department, and the L.C.F.C.A. will maintain its own insurance covering itself and its members and naming the Town of Wiscasset as an additional insured, in the amount of \$1,000,000.00. The L.C.F.C.A shall annually provide to Wiscasset a certificate of liability insurance; this must be submitted prior to use of the Facility and can be mailed to the Town of Wiscasset, 51 Bath Road, Wiscasset, ME 04578, Attn. Rob Bickford or faxed to 207-882-8228.

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Town of Wiscasset  
Laurie A. Smith, Town Manager

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Lincoln County Fire Chief's Association  
Clayton Huntley, President