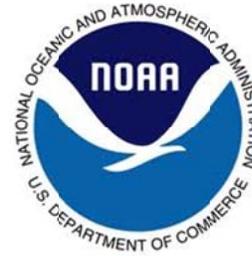


Final Report

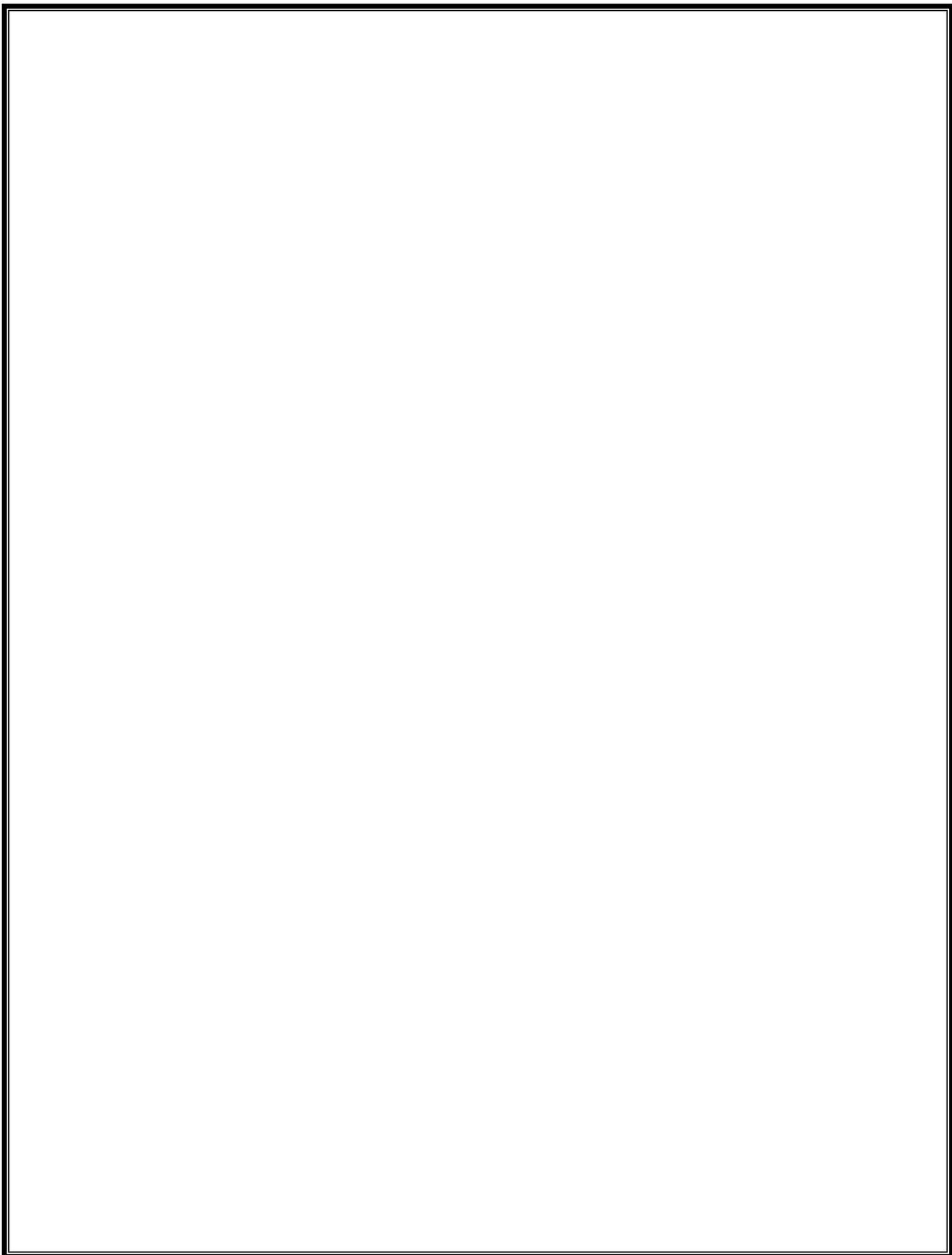
Mitchell Field Replacement Pier Study

Town of Harpswell, Maine



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March 2017



Mitchell Field Replacement Pier Study

Introduction

At the March 2016 Town Meeting, the Town's voters endorsed the Mitchell Field Committee's recommendations for the use and development of the waterfront at Mitchell Field. The Committee's report included two key proposals:

- The Town should move forward with the planning for the demolition of the former "Navy Pier" including funding of its removal.
- The Town should develop a proposal for a replacement pier facility.

The Town sought and received a grant from the State of Maine Coastal Program to develop plans for a replacement pier facility. The Town used the funding from this grant together with Town resources to hire Baker Design Consultants (BDC) to work with the Mitchell Field Committee (MFC) to accomplish this task. This report summarizes that process and sets out recommendations for moving forward once the Navy Pier is removed. (Note: The March 2017 Town Meeting authorized borrowing up to \$5,000,000 to demolish the pier and the Town is moving forward with that project.)

Planning Process

The MFC with assistance from BDC used an iterative process involving committee work, a community survey, and community workshops to develop its recommendations. Over the course of the project, the MFC conducted a survey to assess public opinions on the potential use of the Mitchell Field waterfront. It also held three community workshops. The first workshop was held early in the process and was designed to primarily be a listening session at which members of the public were asked to tell the committee what they thought a replacement pier facility should be. The second workshop was held midway through the process to get feedback on the five preliminary alternatives that were developed in response to the input at the first workshop. The third workshop was held near the end of the process to review the revised alternatives as the MFC was narrowing the options. Appendix A includes the notes from the three public workshops.

Preliminary Alternatives

At the first public workshop held on October 4, 2016, Barney Baker of BDC showed a PowerPoint presentation that looked at other municipal and public piers that had been recently constructed in Maine. For each pier, Barney provided information on the use, costs and funding. Approximately 25 people participated in the workshop. The

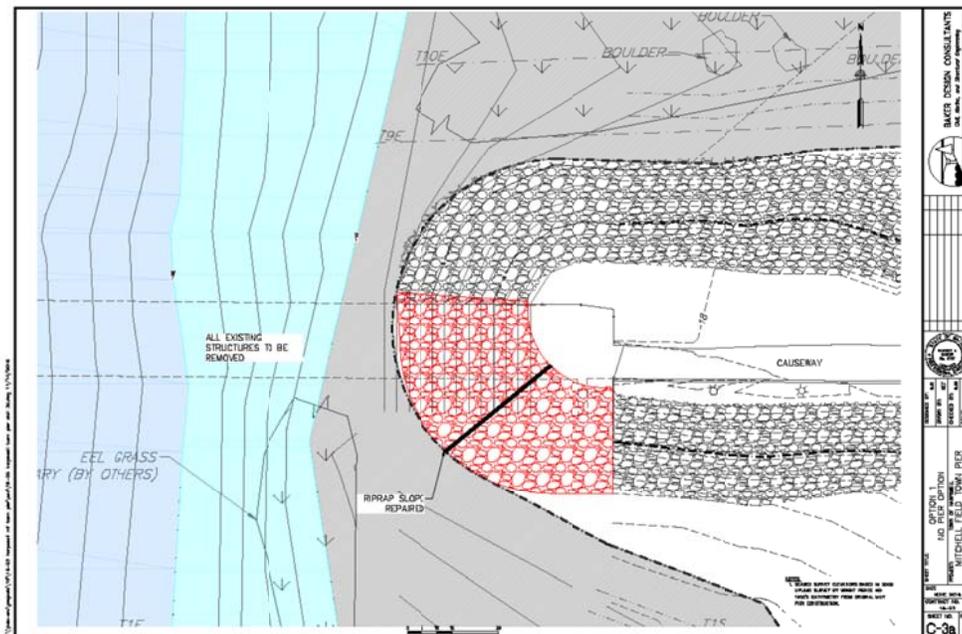
suggestions ranged from just clean up the end of the causeway when the existing pier is demolished to building a full commercial pier. There were cautions about understanding who the user of any commercial facility would be prior to developing a commercial pier.

Following the workshop, the MFC reviewed the public feedback and requested that BDC develop conceptual designs for five alternative replacement pier facilities as follows:

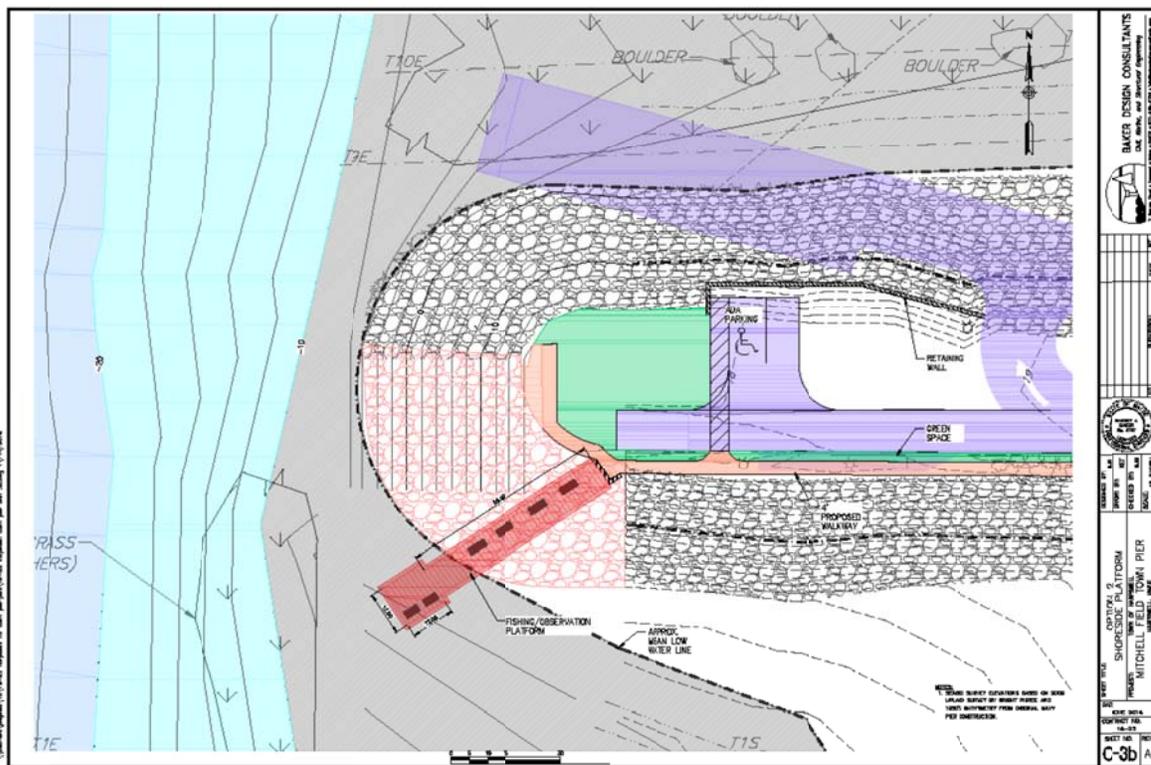
- Clean up the causeway with no pier
- Develop a shoreside platform for fishing and recreation use
- Construct a seasonal float and ramp facility
- Construct a multi-use pier with a ramp and float system
- Develop a full commercial pier

The following sections summarize the five preliminary alternatives. In developing the conceptual designs, BDC drew on data about the site, water depths, and marine habitats that were available from previous work on the demolition/renovation of the Navy pier and the design of a boat launch. The cost estimates developed for the conceptual designs assumed that some costs for improving the causeway would be covered by the construction of a boat launch.

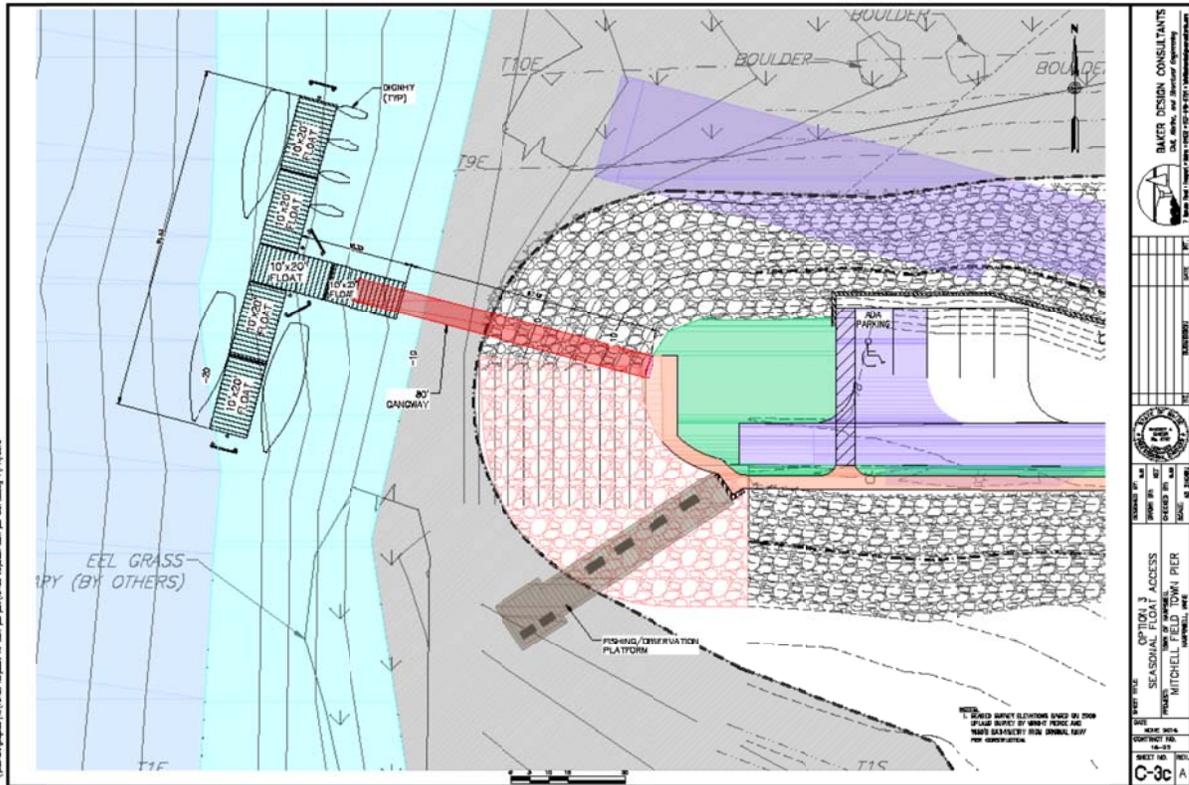
#1 – No Pier Option – This alternative would simply clean up the end of the causeway after the Navy Pier is removed and possibly include some pedestrian amenities along the causeway. This would not include a pier, floats or any facilities for boats or water recreation.



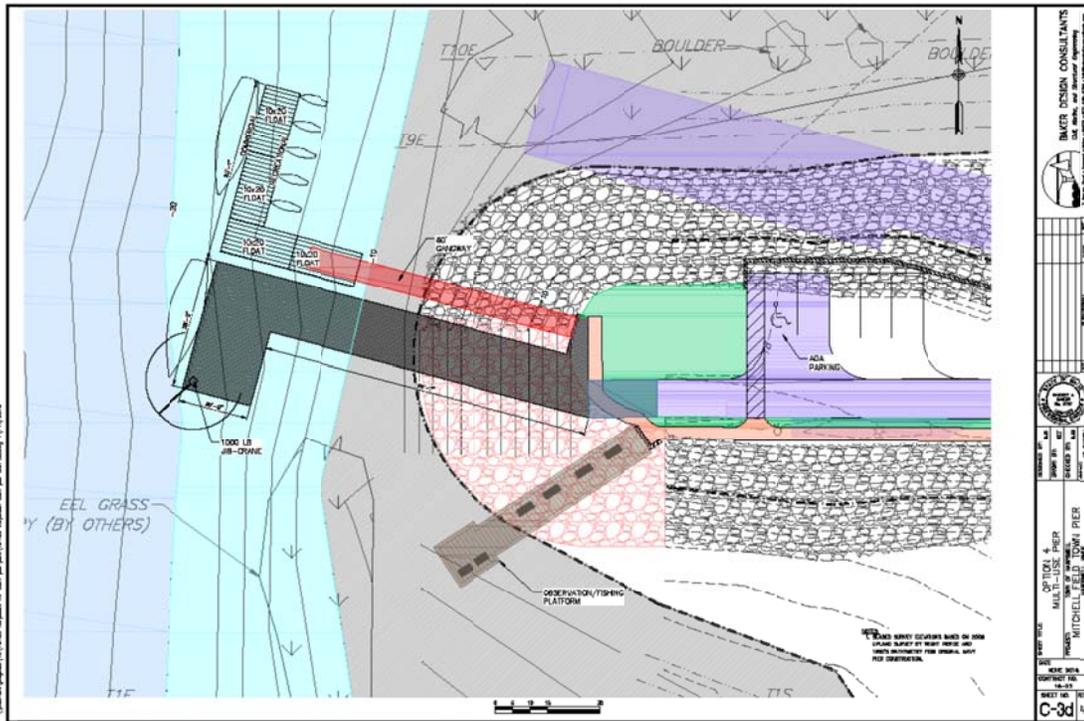
#2 – Observation Deck (Shoreside Platform) Option – There is regular use of the small boat basin on the side of the ‘Navy Pier’ for fishing. Mitchell Field is scenic with views across the bay including views of Mount Washington. Under this option, the Town would construct a small pier at the end of the causeway that people could fish from – so it would need to extend over the water. It also could be a scenic lookout with benches, etc. There would be no boating facilities associated with the platform – any boating facilities would be at the boat launch if that is developed. Consideration might be given to designing the platform so that a ramp and float(s) could be added in the future if that would get the float in deep enough water. The preliminary cost estimate for the observation deck – shoreside platform is \$199,000.



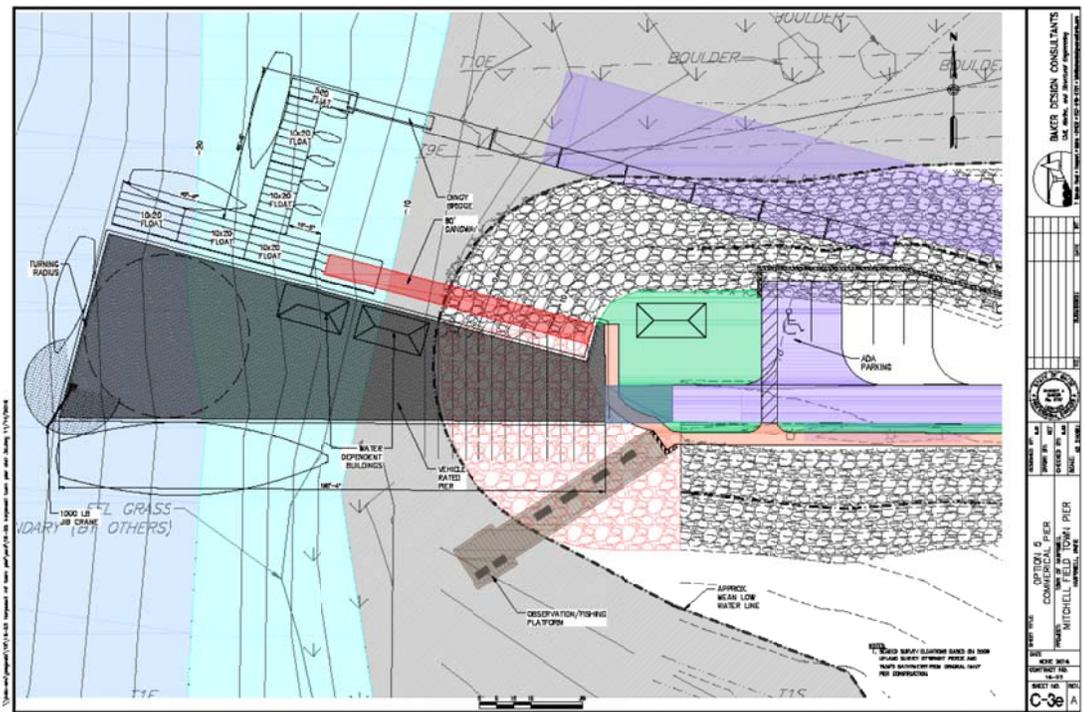
#3 – Basic Pier (Seasonal Float and Ramp) Option – This option involves developing a seasonal float system at the end of the causeway accessed by a ramp. The facility would need to extend far enough over the water so you can fish from it and an 80’ ramp meeting ADA requirements gets you into a reasonable water depth at low tide but maybe not enough for larger boats. Recreational and commercial users would share the floats and there would not be support facilities/utilities or utilities. The preliminary estimated cost for this option is \$209,000.



#4 – Full (Multi-Use) Pier Option – This option is an expanded version of Option #3 with a larger pier if needed with a separate ramp and float system for recreational and commercial users. This would need to provide a minimum of 8’-10’ at low tide at least for commercial users. This would provide some utilities on the pier. Ideally this might be designed so that the recreational “wing” could be built first and the commercial “wing” provided for but only built if and when there is a potential user or users (reflecting the public comments about building to the needs of the user). This would not include a full truck capable pier. The preliminary estimated cost is \$694,000.



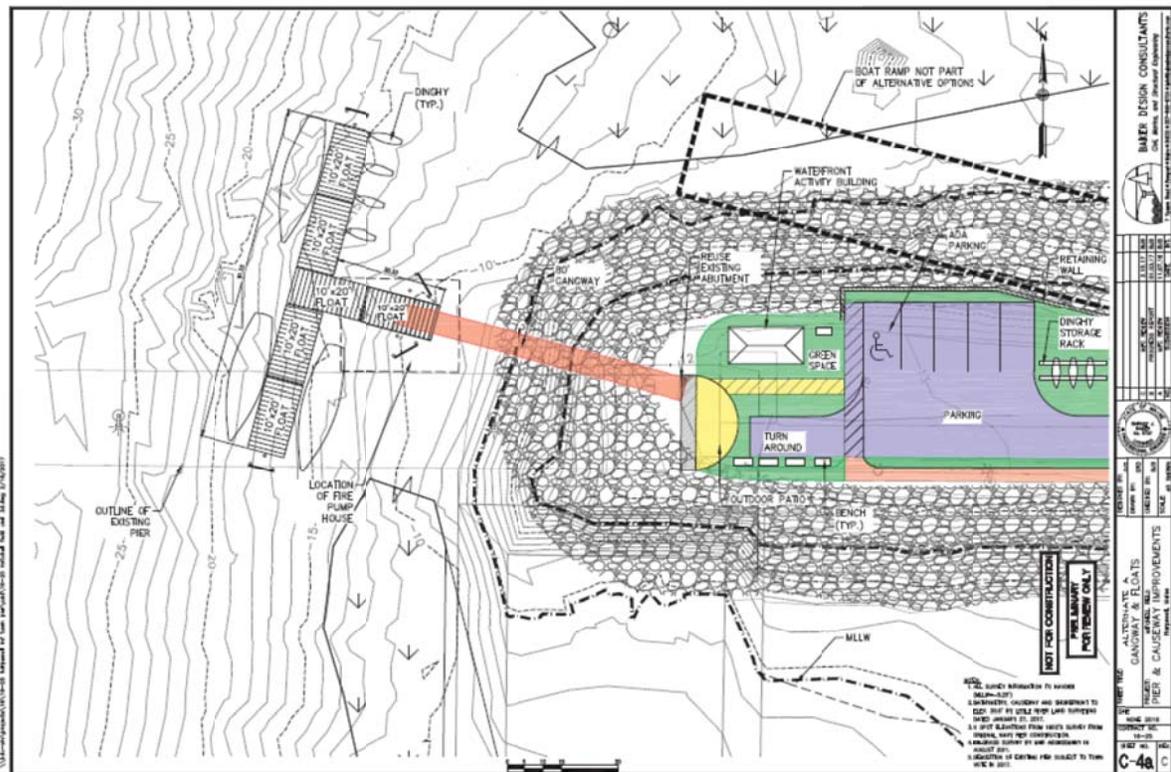
#5 – Commercial Pier – This would be the concrete deck truck capable option with utilities and at least the ability to support a hoist/crane. This would provide for recreational boating use as well as fishing, etc. This would provide all-tide, deep water access to the commercial dock. The preliminary estimated cost is \$2,198,450.



Revised Alternatives

The MFC held a second public workshop on November 14, 2017 to present the five alternatives and to solicit additional feedback. The pros and cons of the alternatives were discussed and debated. Based on the feedback at the second workshop, the MFC selected the concept of a seasonal float and ramp option as the possible preferred approach together with two alternates, adding a small shoreside platform to accommodate recreational fishing, and adding a small fixed pier that could accommodate occasional commercial use such as lobster boats. The MFC also explored the concept of developing a mooring field off Mitchell Field that could be served by the float and ramp facility.

BDC develop revised drawings and cost estimates for the three alternatives. The following is an overview of the seasonal float and ramp alternative.



This facility will support the various uses desired by residents from scenic viewing and fishing to recreational and commercial boat tie-up. It will also support development of a mooring field at this waterfront

The total construction cost for the seasonal gangway and float system was estimated to be approximately \$230,000.

Recommendations

The MFC held a third public workshop on January 17, 2017 to present the revised alternatives and cost estimates. Based on the feedback from that workshop and the overall objectives for the Mitchell Field waterfront, the MFC decided to pursue the seasonal floats and ramp system as the preferred alternative. The committee feels that this option serves the widest range of users. BDC finalized the designs and cost estimates based on input from the MFC and more detailed information on water depths around the causeway. The final designs and cost estimates for the three alternatives are included in Appendix B. The final cost estimate for the seasonal float and ramp facility including final design, permitting and a 10% contingency is approximately \$320,000. The estimated cost is based on construction in 2018-19.

To move the project forward, the Mitchell Field Committee makes the following recommendations:

1. The seasonal float system and ramp alternative should be the preferred approach for providing a replacement pier facility at Mitchell Field once the "Navy Pier" is removed.
2. The alternative for a shoreside platform should be held in abeyance and reconsidered in the future if demand for recreational fishing and scenic viewing exceeds the capacity of the float system.
3. The alternative for a mixed-use pier should be pursued only if there is a user or users that requires a fixed pier and is willing to share in the cost of its construction or otherwise participate financially in the improvement.
4. The Town should begin the process of seeking grant funding for future construction of the seasonal floats and ramp. This should include starting the pre-application process for a Small Harbor Improvement Program (SHIP) Grant from the State of Maine. This program provides grants for up to 50% of the cost of approved projects.
5. If construction of the replacement pier is determined to be eligible for a SHIP Grant, the Town should apply for funding for the seasonal floats and ramp facility contingent on future Town Meeting approval in 2018. This step is necessary since there currently is a backlog of applications that could delay approval of an actual grant for as much as two to three years.
6. If the Town is approved for a future SHIP Grant, the March 2018 Town Meeting should be asked for authorization to formally apply for and accept a SHIP Grant

for the float and ramp system when it becomes available and to use funds from the Mitchell Field Waterfront Reserve Account for the Town's matching share.

7. The 2018 Town Meeting should also be asked to use funds from the Mitchell Field Waterfront Reserve Account to hire a marine engineer to assist the Town in completing the final design and bid documents for construction of the seasonal floats and ramp system and obtaining the necessary permits subject to state approval. This funding will count toward the Town's local match of the SHIP Grant.
8. The Harbor Master should begin to develop a plan for the creation of a mooring field that can be accessed from the Mitchell Field facility in conjunction with the Harbor and Waterfront Committee. This should include developing mooring and dinghy fees to help offset the annual costs of operating the new facility. These fees may be specific to Mitchell Field recognizing the Town's investment. This work should include obtaining any necessary permits for the mooring field.
9. The Harbor Master and MFC should develop a parking plan to support use of the pier facility and mooring field.

Appendix A
Workshop Notes

Notes from Workshop #1

Mitchell Field Replacement Pier

Workshop Date: October 4, 2016

Jane Covey opened the workshop with introductions. She reviewed the current condition of the existing pier and that its continued deterioration necessitates its removal before it falls and becomes more costly to remove. The purpose of the workshop tonight is to have Barney Baker, marine engineering consultant, show some examples of other municipal piers along the Maine coast. Mark Eyeran talked about potential recreational and commercial uses for a replacement pier structure. This is a chance for the public to become involved with the process and make recommendations. We have an online survey on the town web site where people can provide input. The committee will be working with Barney Baker to develop some design alternatives that will be the subject of future workshops. From there the Mitchell Field Committee will make a recommendation to the town as to a replacement structure once the existing pier structures have been removed.

Questions and comments:

- A replacement pier could be smaller than the existing pier
- It may be short-sighted to limit a new pier to recreational use – should be able to accommodate commercial uses as well
- A commercial pier would require a concrete deck to be able to accommodate trucks – something like the pier in Seal Harbor
- Would a new pier be ADA compliant for community use (Barney Baker explained that a new pier would have to provide some accommodation for handicapped access)
- There are still some people who don't want commercial use at Mitchell Field therefore plan for a small recreational facility – non-motorized
- Town needs to decide what to do with the existing pier – it is an albatross
- The Town Lands Committee is concerned that there are a number of town landings that are underutilized and underfunded – what is the problem that we are trying to address with a pier at Mitchell Field?
- Has the Town's attitude changed? This is lots of money!
- There is liability with the current pier that is falling apart
- Pier removal and replacement are two different issues
- Some of the existing Town ramps are not that useable
- There are existing ramps in other communities that are very valuable – they provide tie-ups and parking:
 - There is the potential for recreational and commercial use at Mitchell Field

- Also for recreational fishing
- Naturalize some of the existing ramps – provide parking
- Are demolition of the existing pier and rebuilding of a pier connected or independent?
 - People expressed both views on this
- It is better to propose a waterfront facility that the Town wants
- Will the Navy contribute to demolition?
- There is the issue of money – one option should be a big pier that can accommodate commercial marine uses
 - Possible economic benefits
 - Potential use by HCA
- Committee should present an option for pier removal only with a discussion of the problem and the best way to solve it
- Approach a new pier in ways that sets the stage for future options
- What does a commercial user need?
- HCA needs – a small commercial scale, put boats in and out, a small commercial dock
- Issue of the boat launch traffic
- Commercial use
 - `Water
 - Power/lighting
 - Truck deck
 - Hoist/crane or at least the foundation for one
 - Sewage pump-out
- Is there a potential for a mooring field (Jim Hays says yes)
- There is potential for lobstermen to move there
- Is there a need to store fuel onsite? (Barney Baker said most municipal piers do not provide fuel)
- If it is used for shellfish it needs refrigeration
- The standard practice in commercial development is to build to the customer's needs
- The shoreland zoning committee discussed the ability for lobster boats to be fueled

Notes from Workshop #2
Mitchell Field Replacement Pier
Workshop date: November 14, 2016

Town Attendees: Mark Eyeran, Rick Daniel, Barney Baker, Jane Covey, Judith Stanton, Sandra Allen, and Don Miskill

Mark gave opening remarks followed by Barney's power point presentation then the floor was opened to questions from the public. At the end of the session, Jane thanked Barney for his presentation and folks for coming and providing feedback. She then discussed where we go from here. There will be a January workshop and a final proposal forwarded to the Board of Selectmen for disposition. She also reminded everyone that there is an online survey form at the Town web site concerning the Mitchell Field Waterfront and future development. Please complete the survey so we can collate the results. It informs our recommendations.

Question and responses:

- **Would commercial piers mean we need fueling facilities for the boats?** They are not required. Those facilities would require on-shore storage facilities, piping and attendants plus HAZMAT regulation compliance, spill mitigation equipment, etc.
- **Options 2 [observation pier] and 3 [ramp/floats] – should there be additional parking out on the causeway?** Minimal parking would seem to generate safety concerns and increased traffic.
- **Are there any examples of option 2 [observation pier] here in Harpswell?** Not really. This makes an interesting agreement for a recreational need that is not duplicated anywhere else in town. Other places that people fish from here in town are Mountain Road Bridge, Cribstone Bridge and some of the wharf piers. Barney did show examples of installed ramp and float systems here in Maine.
- **Depending on what you build, are there any funding support opportunities?** Yes, there are funding opportunities but how much and matching support funds required are not known at this point in the process. We are talking about a recreational and commercial working waterfront. There are definitely state and federal funding opportunities.
- **Concerned about a large-scale commercial pier operations and the associated trucking traffic. Not only at the field but also on Route 123. Is this even appropriate for Mitchell Field?** Under current zoning parameters for the Mitchell Field Business Zone, there are limitations.

- **If you remove the Small Boat Basin [SBB], how much additional riprap is needed to stabilize that part of the causeway that it abuts?** The SBB does not completely abut the causeway to the extent that there is no riprap along that part of the causeway. Some additional riprap will be required but it will be minimal and not impact the subsurface eelgrass area.
- **Fill material update.** The fill material in the dolphins, breasting platform and small boat basin are considered to be clean and inert. We are pursuing a permit to leave the fill material on the ocean bottom as a subsurface reef.
- **We need to estimate the funding requirements for annual operations of a waterfront operation.**
- **What the piping requirements for the proposed aquaculture proposal if it is not located at the waterfront?** That seems like a significant infrastructure project for the field, causeway and pier. **How can we move forward with pier options before we know what this business or any other possible business requires?**
- **Concerned about doing non-revenue recreational options. We should be doing things to generate revenue.** Possible to charge mooring and dinghy fees, launch & recovery fees, and beach-use fees.
- **Do other towns charge fees?** Falmouth amortized the cost of their pier over a three-year period.
- **We need a market study for commercial needs before building a commercial pier.** That's the reason for the layered options. You can move forward slowly without eliminating any of the options. They all fit together without impacting any of the other options.
- **Option 2 [observation pier] is very appealing.**
- **The causeway and waterfront area are beautiful and unique, we need to go slow. The commercial options 4 and 5 will dramatically change the whole area.**
- **Are these options the best with sea state & wind in that area?** Summer winds are out of the southeast. That's why the boat ramp will be sited on the north side of the causeway.
- **There is land for sale by Estes Restaurant on Potts Point. Could that be developed for commercial operations?** We would have to check the zoning.
- **We haven't talked about the boat ramp?** The Selectmen want to deal with the pier demolition first so it is not part of this process. Building a replacement pier will not affect the area where the boat ramp would be located. The option 3 float system is designed to work in conjunction with the outfitting floats in the boat ramp design.

Notes from Workshop #3 Mitchell Field Replacement Pier

Workshop date: January 17, 2017

Committee Attendees: Mark Eyerman, Rick Daniel, Kevin Johnson, Barney Baker, Jim Hays, Jane Covey, Mike McCabe, Spike Haible, Nate Wildes and Don Miskill

Public attendees: John H. Ott, Marcia Blue, Jeff Stann, Michael Rice, Ken & Sharon Oehmig, Ellen Shillinglaw, Mary Ann Nahf, Jim & Ruth Smith, Lilita Gusts

Jane Covey [Chair, Mitchell Field Committee] gave introductions and opening remarks:

- Background – Waterfront Improvement Document approved at last year's town meeting recommended taking down the exiting pier and small boat basin structures, and developing a replacement pier design. The demolition plan and updated costs will be presented to the BoS at the end of the month and we expect there to be a warrant article for authorization to issue a bond that will cover the costs. Reviewed the vision statement: MF Business Zone, activities north & south of the causeway, approved boat launch design. No funds have been appropriated yet for any elements of the vision statement. The first requests for funds will be on the 2017 town warrant. In 2016, we conducted 4 public workshops including tonight's, and we have an online survey available for the public with over 130 responses to date. There has not been any significant change to envisioned uses of the waterfront: beachgoers, picnicking, dog walking & pedestrians, and commercial activity in the MFBZ.
- Purpose for the workshop – Barney Baker has developed four replacement pier options from which we have selected one design. We will show that to you tonight. We will not be discussing the pier demolition tonight. The field has seen steadily increasing numbers of users. There is strong support for multiple recreational uses and commercial uses. Tonight, we will discuss costs associated with the recommended option, both capital costs and annual maintenance & operating costs.

Mark Eyerman [Town Planner] reviewed initial concepts for a replacement pier

- Workshop #1 [Oct 2016] addressed removal of the pier structures and raised the question of "What should the town do after removal?"
- Workshop #2 [Nov 2016] addressed a range of options from just leaving the causeway to a full service commercial pier. We reviewed the five alternatives that were developed and approximate costs for the options. The public was allowed to ask questions and make comments on the various options, and which ones they favored.

- Based on the previous workshop inputs and the results from the survey, the MF Committee agreed that we would recommend a replacement structure. Barney reduced the initial four options to three options that the committee focused on.

Barney Baker [Marine Engineer Consultant] Presentation

- Barney was asked to present the three options. His presentation briefly reviewed the field's waterfront characteristics, and a brief history of studies and recommendations of the pier condition, MF Committee recommendations for waterfront improvements, the boat launch design, and finally the three replacement structure design recommendations.
- Option A – Gangway and floats. This option allows for development of a mooring field, fishing and observation.
- Option B - Gangway and floats with an observation & fishing pier added at a later date should float usage increase to a point that the multiple uses would interfere with each other. It would not interfere with the float installation.
- Option C – Multiuse pier alongside the floats. This option would come into play should there be a commercial business at the waterfront which would require a large pier to support their operations. It would modify but not remove the float system.
- He showed potential users, both local seasonal users and possibly some transient users for the summer concerts.
- Based on updated onsite bathymetric readings, he will redesign the fishing and observation pier in Option B.
- The multi-use pier in Option C is governed by different OSHA regulations depending on its primary use. Pedestrians need railings, fisherman do not.
- A dinghy storage rack would be placed at the end of the causeway. We would be able to charge storage fees.
- A pedestrian walkway is a part of all these designs. It would run the length of the causeway on the south side of the access road.
- The boat ramp design is good as first presented in 2011. It still needs to be permitted.
- Approximate costs – Option A [\$226,000], Option B [\$369,000], Option C [\$582,000] Boat Ramp [\$330,000].
- Still need to work on the ancillary costs for causeway improvements, road upgrades and changes, parking upgrades.

Mark Eyerman & Jim Hays [Harbormaster] Annual costs and revenue

- Preliminary costs for annual maintenance and operations, and possible revenue.
- Annual costs [~\$5 – \$6,000] for ramp handling at beginning and end of season.
- On-site monitor is already in the budget for the field, as are porta-potties, and mowing.

- Possible revenue from mooring, dinghy storage and possible transient tie-up fees.

Jane Covey, Mitchell Field Committee Recommendation

- We are recommending Option A, Gangway and floats. Despite not having a boat ramp, we can develop a mooring field, boaters can use the facility, fishermen can use the floats. It is the best use alternative.
- Option B [adding the fishing & observation pier] would be based on demand. How many people use the float system.
- Option C [Multi-use pier] would be considered when there is a viable marine business proposal accepted by the town.

Mark Eyerman, spoke briefly about the pier demolition, associated costs and sequencing of it with the replacement structure proposal.

Questions & comments and responses:

- **So, we're talking about three projects correct?** Yes we are. Removal of the current man-made structures, the boat launch facility and a replacement structure from the four options. **Then shouldn't we aggregate the costs?** In order to minimize the property tax impact and due to the amount of money for set aside as matching funds for grants, we must separate the major projects.
- **What would be the maximum # of moorings if you put in a field?** Parking would control the #'s but we could probably do 50 to start.
- **We need plenty of parking at the field.** Absolutely agree and we have plans for several parking areas that should be able to accommodate the increased numbers.
- **Why the capital funds set aside?** In order for the town to apply for a Small Harbors Improvement Program (SHIP) grant we must meet two requirements. We must have an approved project. It does not have to be the "final" design but it must be approved before applying. And, the matching funds must also be pre-approved and available. If these two conditions are not met then the state will not accept the grant application.
- **Would the additional infrastructure require an additional Harbormaster?** We may need a summer assistant.
- **What about lighting for the pier, etc.?** Low level lighting to minimize light pollution. Estimated cost ~\$10,000.
- **Would we extend operating hours at the field?** I'm sure there would be changes to accommodate the additional activities..
- **Why isn't the boat launch facility part of the replacement float/ramp recommendation?** Because the Budget Advisory Committee reduced the recommended amount from \$250,000 to \$150,000 to remain under the LD 1 cap, that reduced the total possible funds available to \$300,000 from \$500,000. We had to look

at what we could build for the lower amount and that meant we had to decouple the two projects. We will come back in a future year for the boat launch funds and project approval.

- **Must the existing pier be removed first?** The Select Board has stated that they want to deal with the pier removal process first. Waiting will only make an expensive project more expensive later on. Also, should the structure fall, we would be required to remove it in a short period of time, and at most likely a much higher cost since they would have to get the pieces off the ocean bottom.
- **What would be required to expand the mooring field should demand exceed the initial capacity?** We have a protocol to establish the # of moorings allowed. People apply, the Harbormaster's job is to review the applications and potential areas where a mooring can be placed. A general rule is within one-half mile of the access point.
- **Why not a fixed pier?** While appealing and yes it would support floats, it is not intended to be the mooring point for the floats. It would be to accommodate vessels. The floats could also serve as anchorage for bandstand concerts..
- **Parking was raised again?** See the earlier answer.
- **Can't the town get grants for the demolition?** Most of the grant possibilities are for building things, not demolishing them.

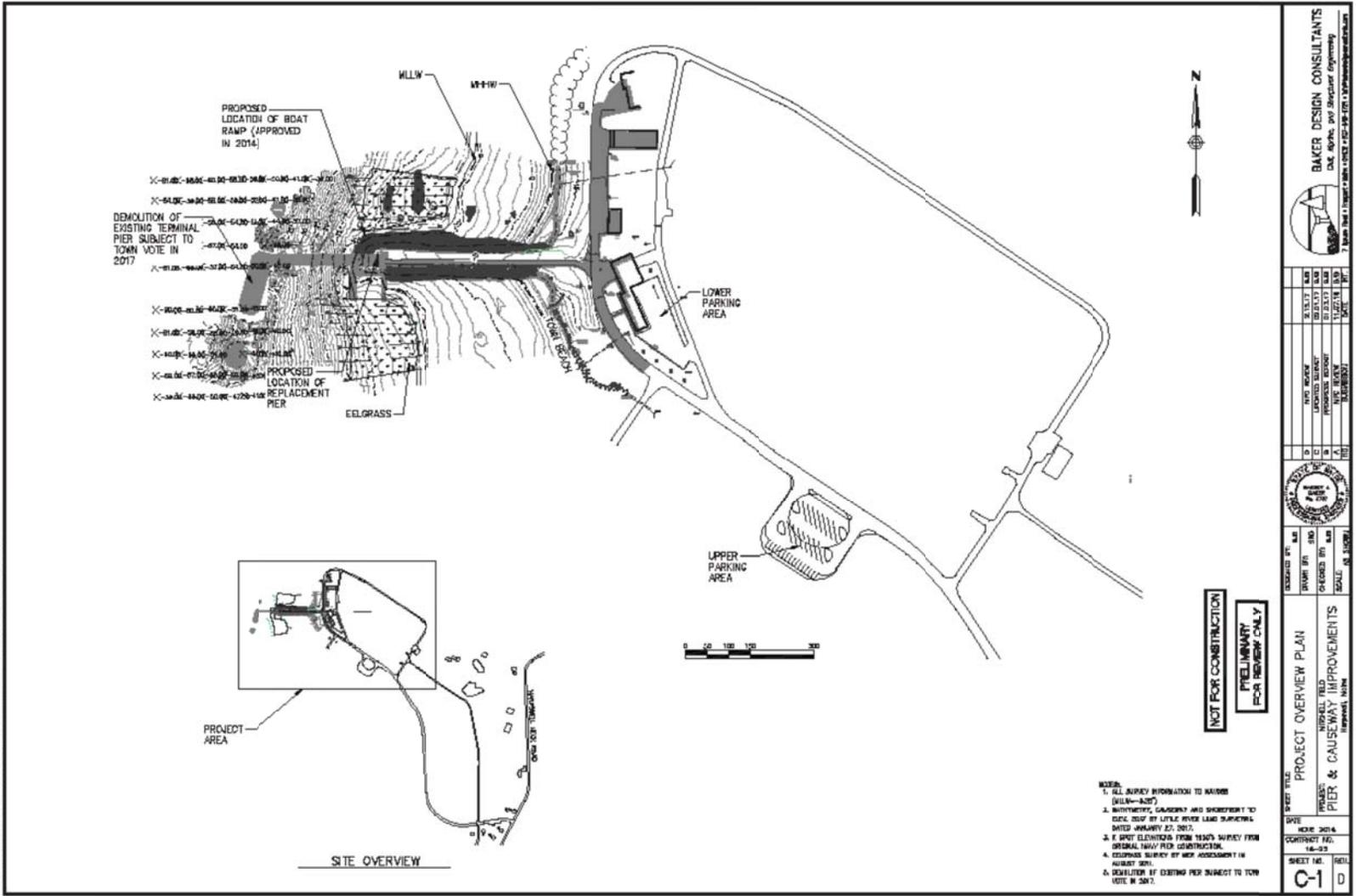
Appendix B

Designs and Cost Estimates for Final Alternatives

Note: The estimated cost for Alternate A, the seasonal floats and ramp facility, shown on the following page is based on construction in 2018. The cost shown for Alternate B, the fixed platform – fishing pier, is the additional cost for adding the fixed pier to the seasonal floats and ramp facility. The cost shown for Alternate C, the mixed-use pier, is the additional cost for adding the fixed pier to the seasonal floats and ramp facility.

Cost Item	Unit	Unit Cost	Waterfront Access					
			ALTERNATE A		ALTERNATE B		ALTERNATE C	
			Seasonal Float Access		Seasonal Float Access w/Fishing Pier		Multi Use Pier	
			Quantity	Total	Quantity	Total	Quantity	Total
Mobilization	LS	\$ 25,000.00	1	\$ 20,000.00	1	\$ 20,000.00	1	\$ 25,000.00
Bonds and Insurance	%	~1%		\$ 3,000.00		\$ 1,500.00		\$ 5,500.00
Boat Ramp Construction	LS	\$ 210,000.00	0	\$ -	0	\$ -	0	\$ -
Landside Improvements								
Lower Field Overflow Parking	LS	\$ 5,500.00	0	\$ -	0	\$ -	0	\$ -
Causeway Paving			----		----			----
Roadway Approach	SY	\$ 20.00	0	\$ -	0	\$ -	800	\$ 16,000.00
Approach Sidewalk Widening	LF	\$ 30.00	0	\$ -	0	\$ -	350	\$ 10,500.00
Causeway Head Parking	SY	\$ 20.00	400	\$ 8,000.00	0	\$ -	0	\$ -
Causeway Head Sidewalk Ext	LF	\$ 30.00	100	\$ 3,000.00	0	\$ -	0	\$ -
Causeway Head Amenities			----		----			----
Patio/Walks	SF	\$ 20.00	350	\$ 7,000.00	0	\$ -	0	\$ -
Loam and Seed	SY	\$ 30.00	50	\$ 1,500.00	0	\$ -	100	\$ 3,000.00
Power/Lighting Allowance	LS	\$ 8,000.00	1	\$ 8,000.00	0.25	\$ 2,000.00	0.5	\$ 4,000.00
Seasonal Water Provisions	LS	\$ 1,500.00	1	\$ 1,500.00	0	\$ -	0.5	\$ 750.00
Waterfront Activity Building	SF	\$ 125.00	200	\$ 25,000.00	0	\$ -	0	\$ -
Benches	EA	\$ 400.00	5	\$ 2,000.00	0	\$ -	0	\$ -
Narrative Signage	EA	\$ 500.00	1	\$ 500.00	0	\$ -	0	\$ -
Dinghy Rack	EA	\$ 1,500.00	1	\$ 1,500.00	0	\$ -	0	\$ -
Parking Area Retaining Wall	LF	\$ 400.00	85	\$ 34,000.00	0	\$ -	0	\$ -
Seasonal Pier								
80' ADA Compliant Gangway	EA	\$ 40,000.00	1	\$ 40,000.00	0	\$ -	0	\$ -
Floats	SF	\$ 40.00	1200	\$ 48,000.00	0	\$ -	0	\$ -
Support Piles	EA	\$ 4,000.00	12	\$ 48,000.00	0	\$ -	0	\$ -
Fishing Pier							0	
Pier	SF	\$ 150.00	0	\$ -	736	\$ 110,400.00	0	\$ -
Seating	EA	\$ 200.00	0	\$ -	12	\$ 2,400.00	0	\$ -
Multi-Use Pier								
Pier	SF	\$ 175.00	0	\$ -	0	\$ -	1920	\$ 336,000.00
Crane/Hoist	EA	\$ 20,000.00	0	\$ -	0	\$ -	1	\$ 20,000.00
Float Modifications	LS	\$ 5,000.00	0	\$ -	0	\$ -	1	\$ 5,000.00
Construction SubTotal				\$ 251,000.00		\$ 136,300.00		\$ 425,750.00
Contingencies		10%		\$ 25,100.00		\$ 13,630.00		\$ 42,575.00
Consultant Services								
Design/Bid Phase				\$ 15,000.00		\$ 10,000.00		\$ 45,000.00
Permitting				\$ 10,000.00		\$ 1,000.00		\$ 5,000.00
Construction Support				\$ 7,500.00		\$ 1,000.00		\$ 10,000.00
2019 Construction Complete		2 %/yr Inflation Markup	4.04%	\$ 10,140.40	4.04%	\$ 5,506.52	4.04%	\$ 17,200.30
CONSTRUCTION TOTAL				\$ 318,740		\$ 167,437		\$ 545,525
Notes								
1. Costs for ALTERNATE B and ALTERNATE C are in addition to costs provided for ALTERNATE A								

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BAKER DESIGN CONSULTANTS
ONE RIVER ST. SUITE 200
LITTLE RIVER, MAINE 04841-1000
TEL: 603.251.1111 FAX: 603.251.1112

DATE	BY	REVISION
11/17/17	BAK	ISSUE FOR PERMITS
08/15/17	BAK	ISSUE FOR REVIEW
11/27/16	BAK	ISSUE FOR REVIEW
08/15/16	BAK	ISSUE FOR REVIEW

PROJECT OVERVIEW PLAN
NIPKILL FLD
PIER & CAUSEWAY IMPROVEMENTS
TOWN OF LITTLE RIVER

DATE: 08/16/2016
SCALE: AS SHOWN

PROJECT NO.: 15115-03
SHEET NO.: 16-03
SHEET TOTAL: 01 OF 01

DATE: 08/16/2016
SCALE: AS SHOWN

PROJECT NO.: 15115-03
SHEET NO.: 16-03
SHEET TOTAL: 01 OF 01

