

MINUTES  
SPECIAL SELECTMEN'S MEETING  
Monday, April 5, 2010  
Southwest Harbor Town Office  
4:00 p.m.

- I. Roll Call/Call to Order: The meeting was called to order at 4:00 p.m.  
Present: Dorr Wilson, Chairman; Kristin Hutchins; Ralph Dunbar Jr., Vice  
Chairman; Trudy Bickford, Bertin Willey, Town Manager, Robin M. Bennett

Visitors: Weldon Leonard, Mark Good, Dennis Dever, Hal Hall, Kenneth  
Hutchins, Vaughn Clark

II. Lower Town Dock Project: Harbormaster said the plan agreed to between the  
Committee and him removes one float, going off the center, and the end float will be half  
way between Beal's and Spoffard's. Instead of a gantry frame for the hoist, a single pile  
davit is the best way to go. One tall pile will go on the other side of the dock giving  
complete access to both sides of the dock and float. Small changes recommended by  
Dever are not to install the safety rail, because of loading traps; the Harbormaster and  
Contractor agreed to install a shorter safety rail and only go to where the extension starts  
as it is not likely fishermen would have to load anything there. The Harbor Committee  
wanted the head of the floats riding on wood guide piles, The Engineer is not comfortable  
with wood, and the bedrock is a problem. The engineer said 15' of depth is needed, so an  
alternative is to use two sets of mooring chains and stones, as the Town has the stones.  
Hutchins said the engineers left the 8 x 8 where the gantry is going to be. Curbing is high,  
but 8 x 8's are sitting on 3" high blocks with a 1' curb all the way around. The  
Committee wants to remove that section where the hoist is and down the ramp. Engineers  
want to know exactly. Slight change is when the curb is removed, there is nothing to bolt  
the trap slide. The engineer could lay down a 3" curb to allow anchoring of the trap slide.  
Wilson asked the cost. Harbormaster said his preliminary calculations are as follows:  
with the rail installation (wooden) the \$ 400 credit for labor is gone. 4 fender piles  
\$5,047; shipping on an additional truck would add \$1500 and they are trying to get on  
the same load that has been ordered which would result in no extra charge. Mooring  
stone prep and chain to hold head of the floats is about \$1250 to rig the stones; The  
minimal engineering drawings that are required would be \$1000; Changes would extend  
the completion date one month to May 16<sup>th</sup>. Additionally, to accommodate new ramp,  
the cost of connection would be \$320. When taking boards of the existing ramp they  
found severe cross member corrosion which needs replacement at a cost of between  
\$450- \$650, and the Harbormaster recommended rounding that figure up to \$700. The  
total looks like \$8,300 plus.

Dunbar said he is completely baffled as the ramp has to be included and he doesn't see  
additional costs for that. We are reducing the project from four to three floats instead of

and he can't see why that is an additional cost. Harbormaster said in the original set up materials, two of those pilings will be used. Floats: that beginning float needs to be anchored and there was a credit of \$1500 not having to use the big steel pile. Hutchins said there was a credit for not building the job out on the side. Harbormaster said that now it needs to be anchored to the concrete with a steel bracket system holding the float to the front.

Bickford said she shocked at finding all these changes – someone wasn't watching the "house" – she questioned whether it was a poor design, and nobody picked up on anything. The said the Town cannot afford these changes at the last minute. It is not the way to do business. Hutchins disagreed. She doesn't know where the money will come from. Dever said new eyes are looking at it and there is interest; once it starts being executed, people come out of the woodwork. He said there is more usable dock and work space because you can use both sides. Kristin Hutchins said there was about \$8,300 in additional cost but credits were mentioned and were those absorbed? When this came before the Board there was indication that there would not be additional cost. Dunbar asked if anyone has read the documentation that was bid on. Dever said he has. This is a different arrangement, and it requires a different way of anchoring the float. Wilson said he thinks what is being asked is common sense and now it's a matter of finding the money. Hutchins asked what it would mean to the people on the dock moving the date up one month. Dever said it may not be a big problem except when the hoist is being installed. Mr. Hutchins said the changes come from the fisherman, and he feels they are prepared to work around it. Leonard said he understands is it hard to find the money, but he thinks with the end result, the amount of money will bring great value as opposed to the older design. He thinks people would give up something for another year rather than give up this project as it is changed. There will be a fourth float that is not needed, and one of the older floats could put out for bid to recoup some of the money. Mr. Hutchins said regarding the repairs to the existing bridge that would have had to be done regardless of whether the project was changed. Dever said there will be some deterioration when dealing with salt water and the contractor will put a buffer material between the wood and the metal to avoid corrosion.

Bennett asked: is the hoist the one everyone wants? Dever said yes, using the existing motor and arm. Bennett said when she spoke to the engineers about the finger floats there was an option to get one new as opposed to two rebuilt. Dever said it shouldn't be a cost item, offering to do either for the same price. The bottoms are rotted out and must be rebuilt. Bennett said it sounded like the contractor was recommending building one new as opposed to repairing two older ones. Financially: the original base bid with option and change orders was \$220,600. We have a \$125,000 loan with the remainder as SHIPS grant. We have \$10,000 from the Capital Improvement Plan (CIP) and we are about \$400 shy of the engineering fees. She said the Town is looking at \$9600 - \$5,200 in CIP designated for later. She has talked to Maine DOT and asked if they could match and is optimistic that we can get another \$4,000 which brings us to \$9200. It may be possible that there could be a match for Option #1, which could be another \$5,000 and we have already committed to that, as we asked for Option #2, for \$7,500 to pave the parking lot. The Town is looking at funding at \$9200 with \$4,000 of that coming from someone else.

Bennett said on the budget side, we have debt service which will be paid next October. In theory you will not be spending that money which will help the overall budget. Administration is absorbing the administrative costs at this point – if this doesn't happen, you would have to take it out of contingency, or overspend the Harbor, but she would rather take it out of contingency.

Bickford stressed the problem with making all these changes. Hutchins said there are two competing values: keep a lid on the budget and the desire to make the project the best we can. If everyone sitting here sees an opportunity to make it better, we should and we need to be a lot more on top of this next time. Wilson said at the last Harbor Committee meeting he realized how huge the changes are for the fisherman, and it will make the project so much better. He said it makes sense. Bickford said she doesn't want to see further changes; we have to learn how to do a project and make it the best it can be from the beginning. Make sure everyone using it has input. It was Moved Dunbar and Seconded Willey to make the changes recommended by the Harbor Committee and the Harbormaster at this meeting, using the Town Manager's funding formula. Discussion: Hutchins asked about the safety rail that is in the project. Leonard asked if there was any way to bargain with the engineering people. Bennett said the engineering charges now are on an hourly basis. Hutchins asked for review of what the Engineer does. Bennett said: there was an original preliminary design, which came up with 7 – 9 lay out options; there were reviews which go to the State for their approval then it goes through the State, then to final design, the bid process and overseeing construction. There must be re-draws whenever there is a change. This is needed by the State for the final plans. Vote in favor: 5 - 0

III. Sign Warrant: Bennett asked the Board to review and sign the warrant. Dimond compared the language in the warrant to the motion and raised the concern that because of the wording of the warrant article the Town would be prevented from making cash expenditures to small projects. Bennett said the Town will not be budgeting for water and sewer to do improvements. That's how the rate case is meant to be built. With any major improvement, there are no funds in the Town budget to do that. It was Moved Hutchins and Seconded Bickford to accept the Warrant articles for the May 2010 Town Meeting as presented. Vote in favor: 5 – 0

Adjournment: It was Moved Hutchins and Seconded Willey to adjourn the Special Selectmen's Meeting of April 5, 2010 at 4:45 p.m. Vote in favor: 5 – 0.