


DATE: December 10, 2015
TO: Board of Selectmen
FROM: Chuck Hodgkinson 
SUBJECT: Final Designs – Squibnocket Project

This provides the final designs for both the Town's relocated parking lot and skiff launch area and the homeowner's causeway for your consideration and approval at your December 15 meeting. Reid Silva will present the Town's portion and Mark Haley the lead engineer for Haley & Aldrich will present the causeway design.

Both sets of designs reflect the comments made from the Massachusetts Environmental Protection Act review (MEPA). The second archaeological survey for the parking area is being conducted this week. The engineering support plan for the parking lot may need adjustments if significant features are found.

Next Steps:

If you agree these designs are acceptable and properly reflect the rough concept that was approved at the February 2, 2015 Special Town Meeting, the Town and homeowners will submit their respective Notices of Intent for permits to the Conservation Commission and DEP. We are anticipating both hearings will be opened at the January 6, 2016 Conservation Commission meeting.

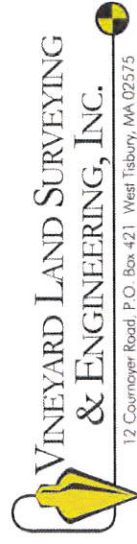
Overview of Squibnocket Low Causeway and Roadway Design

Board of Selectmen Meeting
Chilmark, MA
December 15, 2015

ROPES & GRAY



HALEY
ALDRICH



12 Cournoyer Road, P.O. Box 421, West Tisbury, MA 02575
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Brief History

- On October 6, 2015, the Selectmen approved the Lease which extends existing access rights to an expanded Squibnocket Beach for a 99 year term.
- This Lease:
 - commences upon completion of the low causeway and relocated at-grade roadway; and
 - requires the Board of Selectmen to approve the design plans for the low causeway and relocated at-grade roadway prior to formal permitting.
- **The purpose of this presentation is to describe the design plans for the low causeway and at-grade roadway for Selectmen approval.**

Project Guidelines

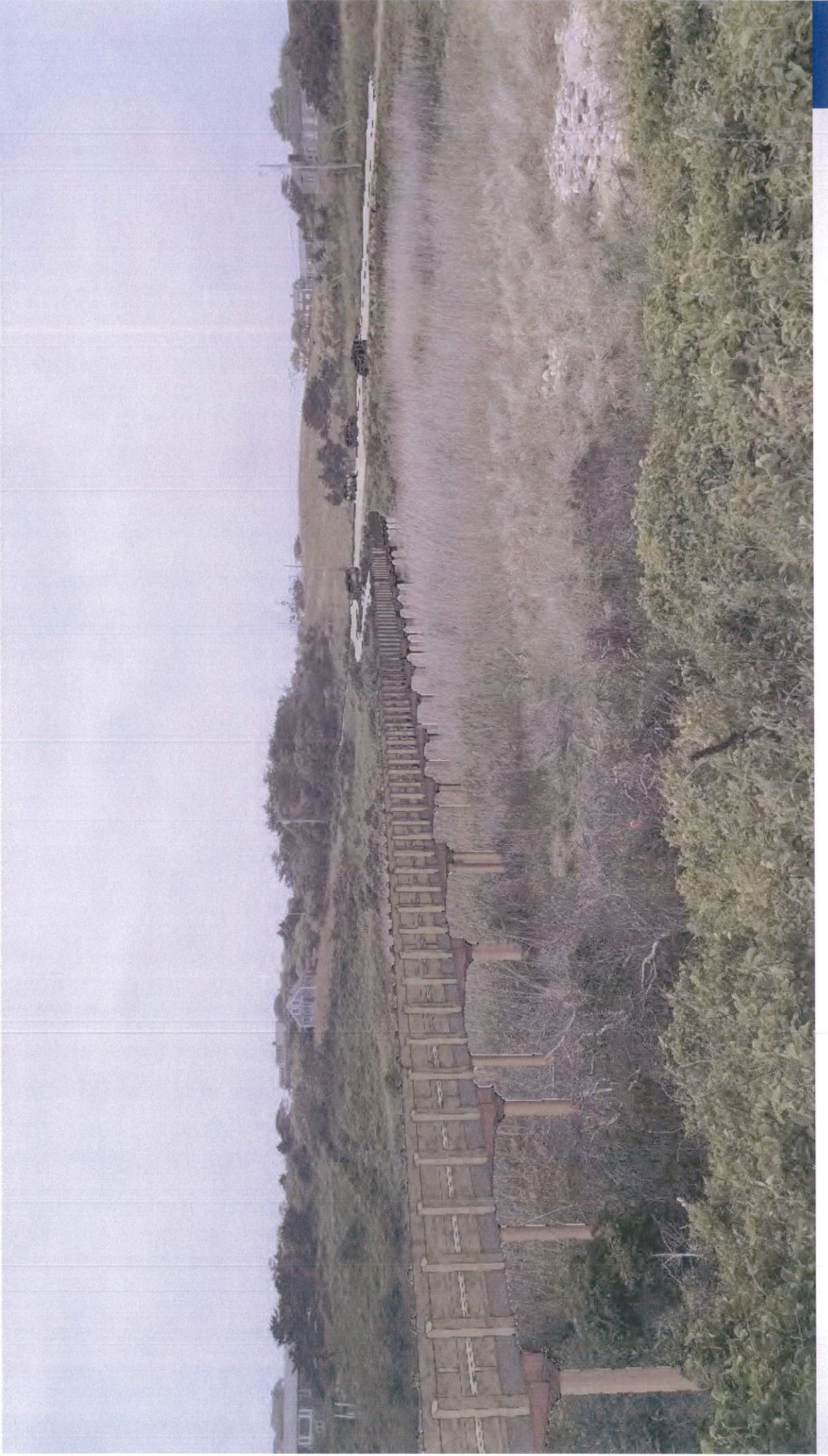
At the February 2, 2015 Town Meeting, the Town approved the following recommendations from the Committee on Squibnocket related to the low causeway and at-grade roadway:

1. Located far enough inland to **avoid impacts of waves and major wash overs;**
2. Minimizes the wetlands approval issues;
3. **Follows the contours of the land;**
4. Height of the causeway to be at a level that **limits projected wash overs to several/year, based on engineering considerations;** and
5. Roadway and low causeway to be one lane with turnouts at the at-grade sections.

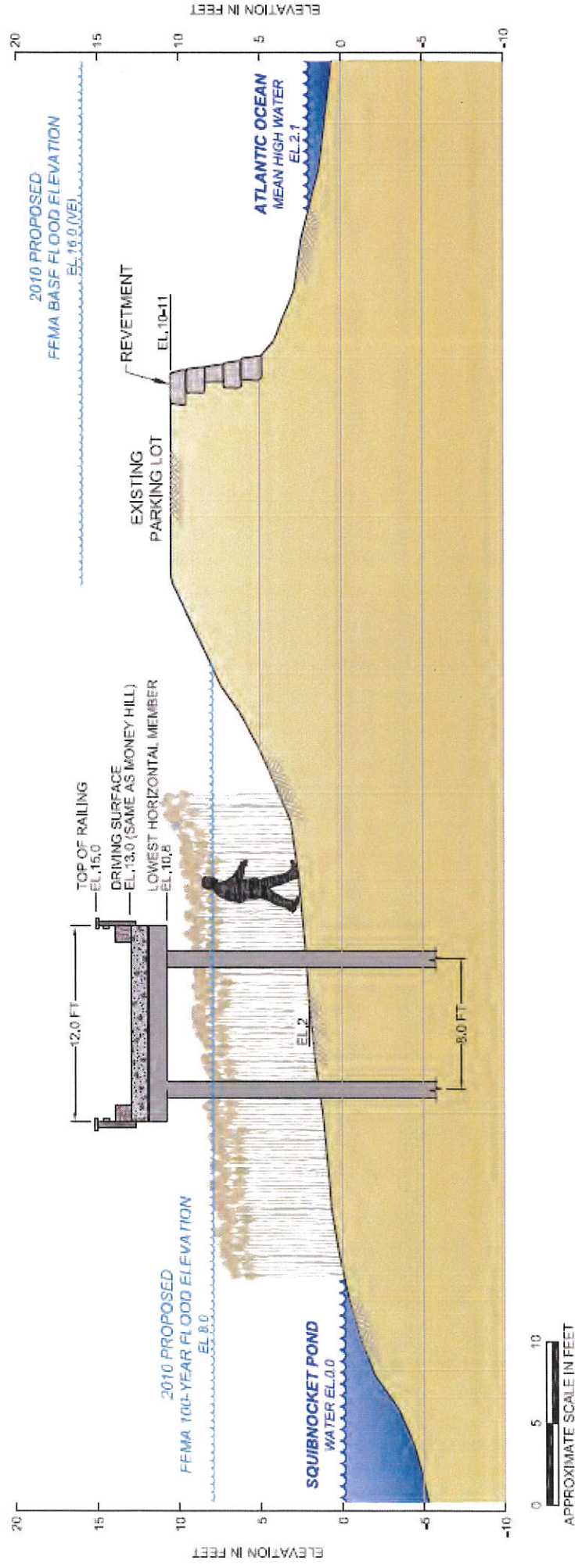
Low Causeway and Roadway Design – View from Vytlačil Lot



Low Causeway and Roadway Design – View from Existing Gate



Low Causeway Design – Cross Section



** Note that this graphic is not to scale horizontally*

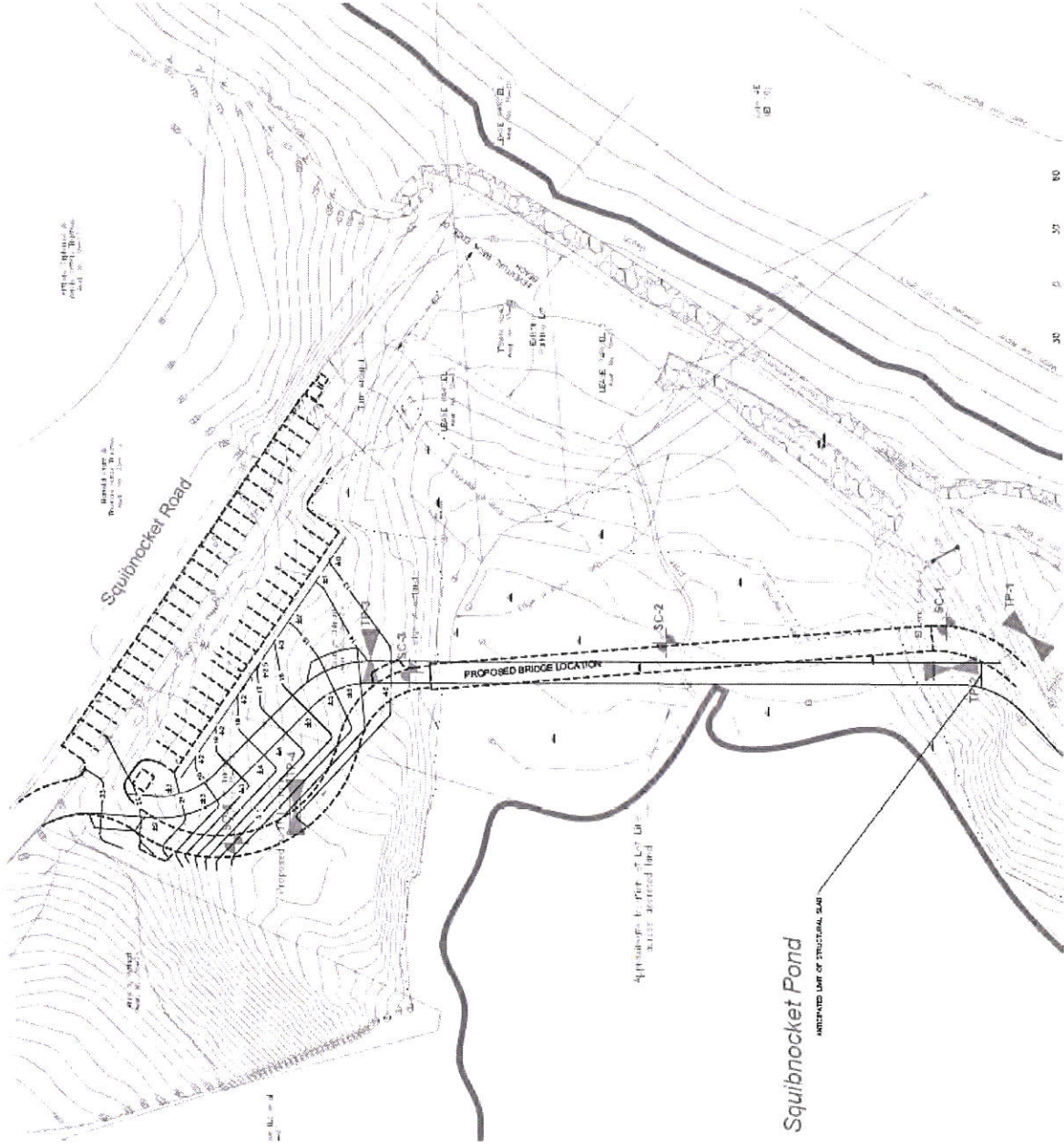
Roadway and Low Causeway

Design – Materials

- **Deck:** Concrete slabs, each approximately 4 feet by 16 feet (placed 3 sections side by side to create a 12 foot driving surface)
- **Piles:** Approximately 44 steel epoxy coated piles (12 inch diameter each)
- **Railing:** Timber
- **At-grade roadway:** Combination of pavement and gravel

Consistency with Project Guidelines

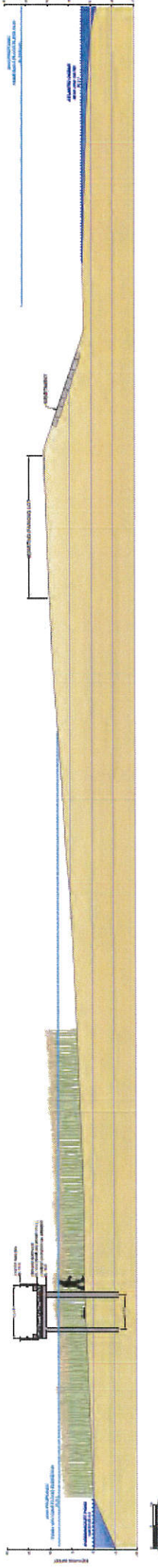
Located far enough inland to avoid impacts of waves and major wash overs



Consistency with Project Guidelines

Located far enough inland to avoid impacts of waves and major wash overs

Cross Section View with 1:1 Scale vertically and horizontally



Consistency with Project Guidelines

Minimizes the wetlands approval issues

In a comment letter submitted as a part of the MEPA process, the Massachusetts Department of Environmental Protection viewed the town and access projects favorably, but recommended we analyze the shading impacts of the low causeway and consider a steel grate deck.

We have completed a shadow analysis to demonstrate there are no substantial impacts to the Bordering Vegetative Wetlands (BVW) under the low causeway using a concrete deck.

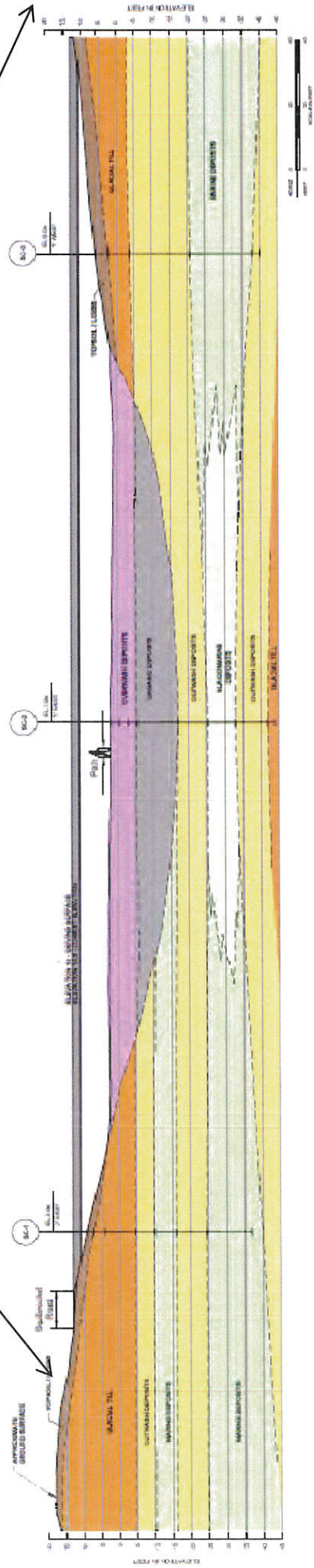
Shadow Analysis



Consistency with Project Guidelines

Follows the contours of the land

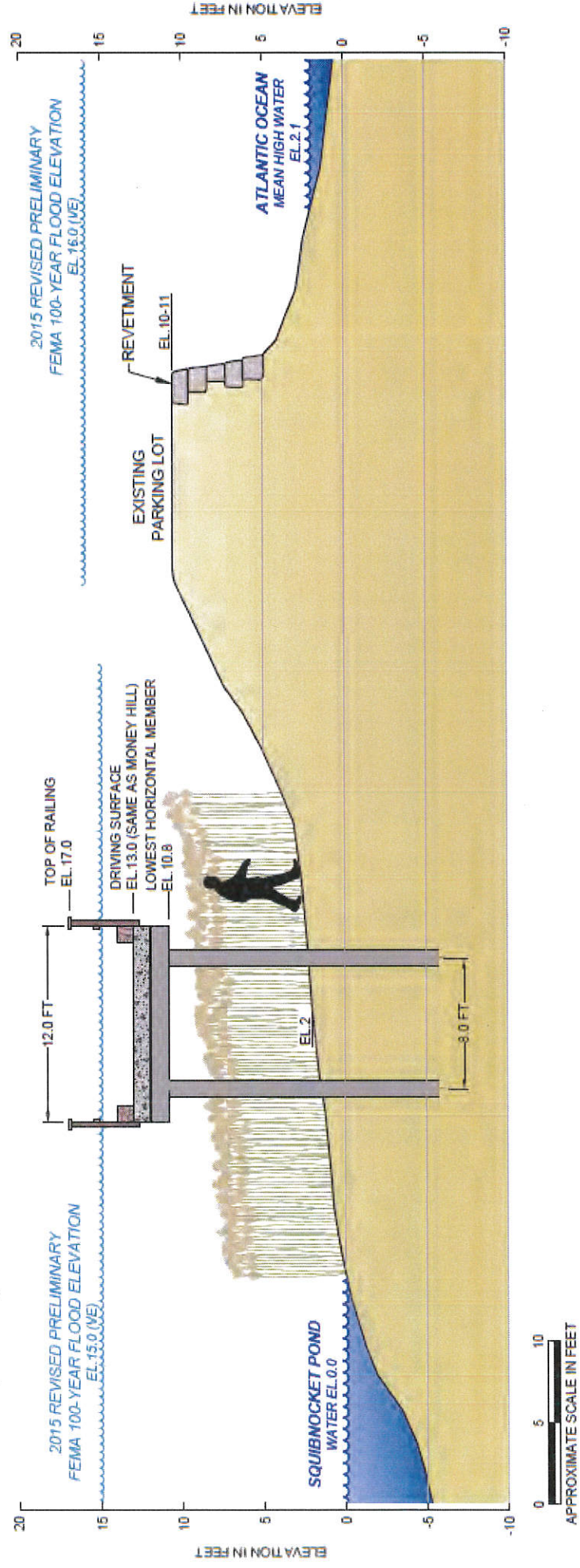
At-grade portions of the roadway



Consistency with Project Guidelines

Height of the causeway to be at a level that limits projected washovers to several/year, based on engineering considerations

2015 FEMA Proposed Flood Elevations (which have not yet been adopted):



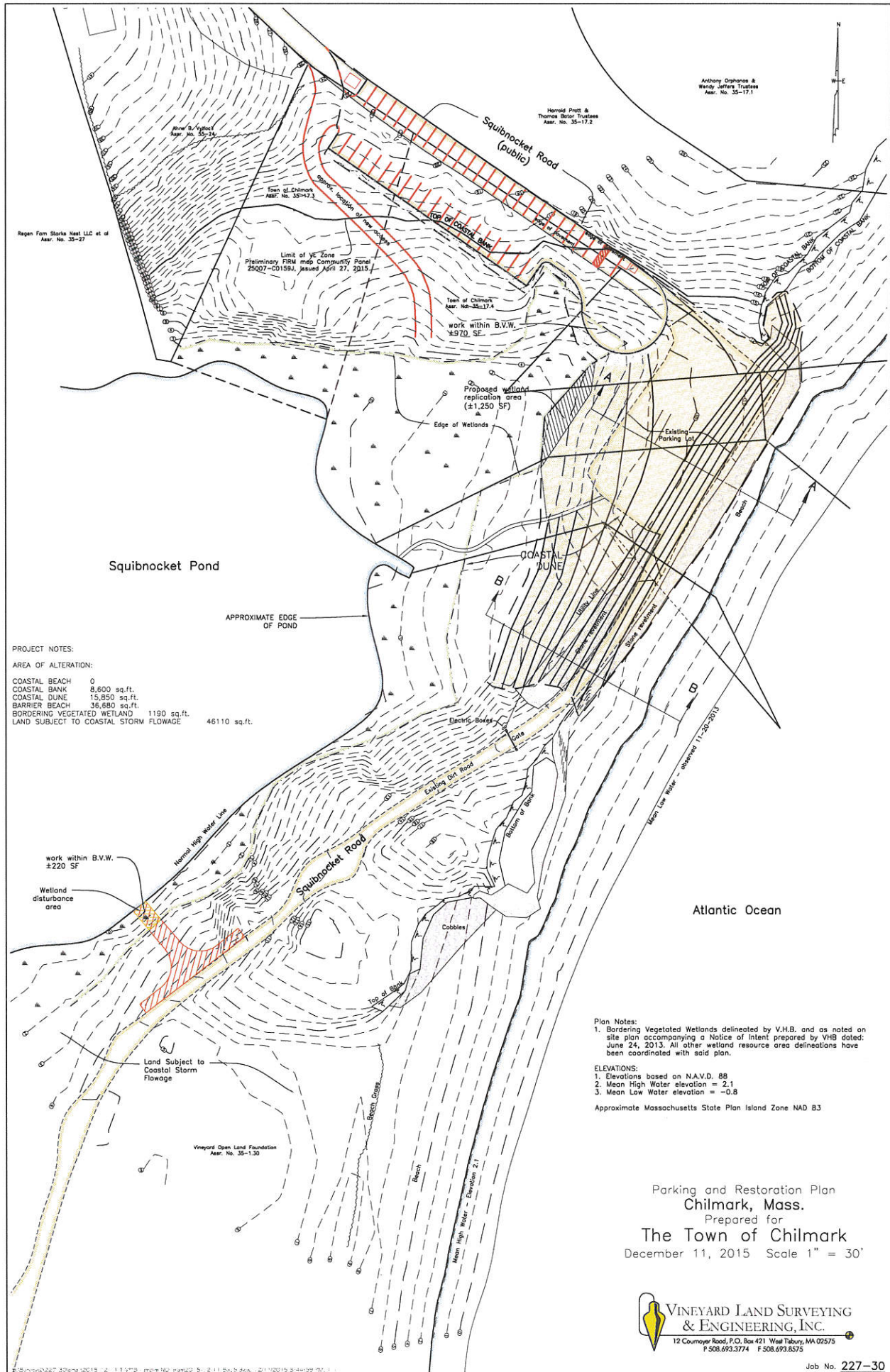
Next Steps

- After the Board of Selectmen approve the design presented today, the homeowners will proceed with filing a Notice of Intent with the Chilmark Conservation Commission, with a tentative hearing date on January 6, 2016.

Questions?

Town's Squibnocket Beach Plan: Parking; Skiff Launch; Restore Beach





Parking and Restoration Plan
 Chilmark, Mass.
 Prepared for
The Town of Chilmark
 December 11, 2015 Scale 1" = 30'

