

Overview of Squibnocket Low Causeway and Roadway Design

Board of Selectmen Meeting
Chilmark, MA
December 15, 2015

ROPES & GRAY



HALEY
ALDRICH



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.

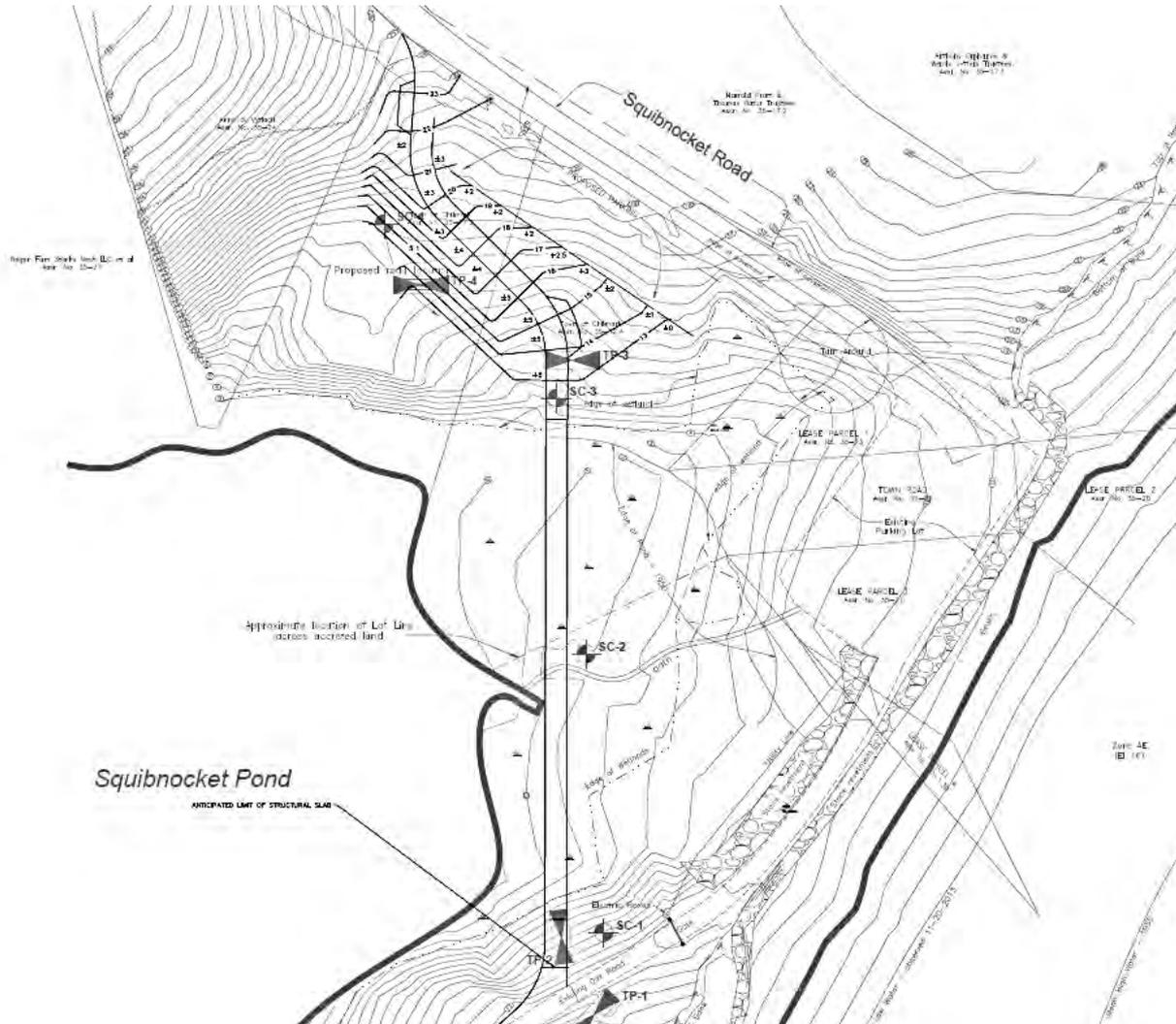
Low Causeway and Roadway Design – View from Vytlacil Lot



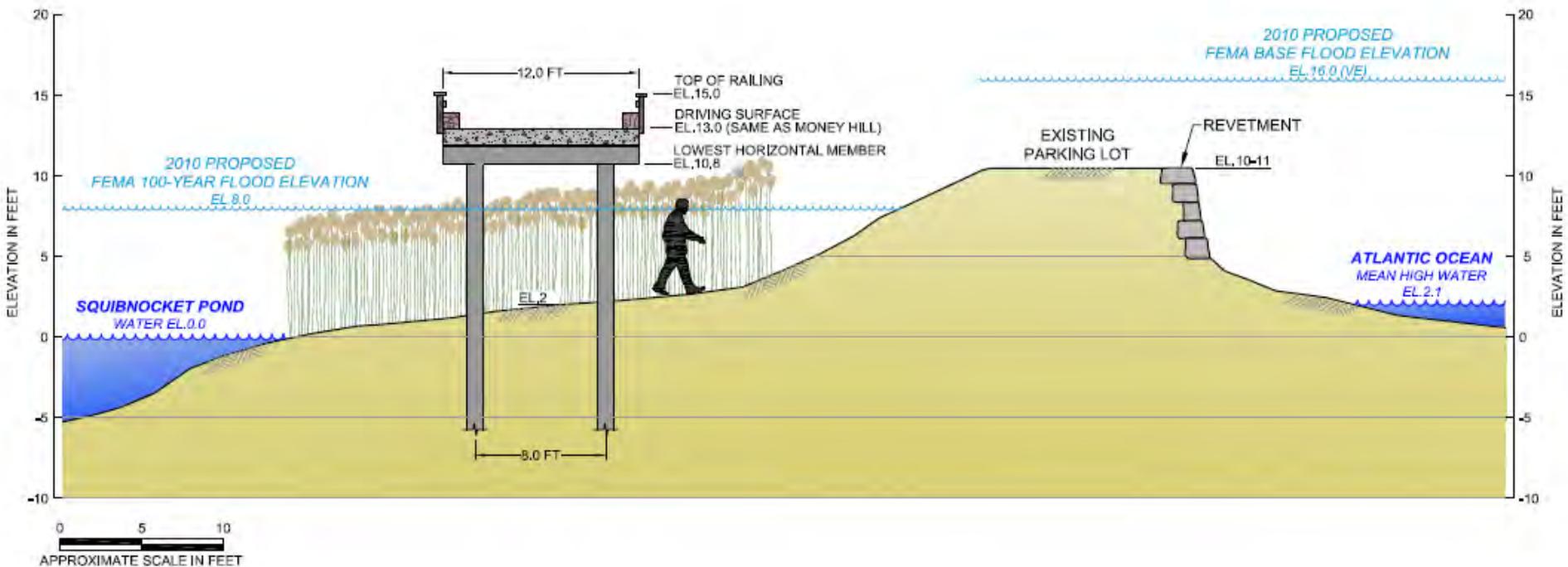
Low Causeway and Roadway Design – View from Existing Gate



Roadway and Low Causeway Design – Plan View



Low Causeway Design – Cross Section



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

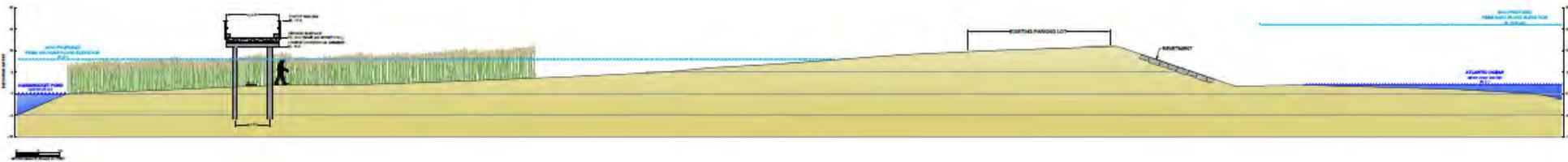
Roadway and Low Causeway Design – Materials

- **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

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.

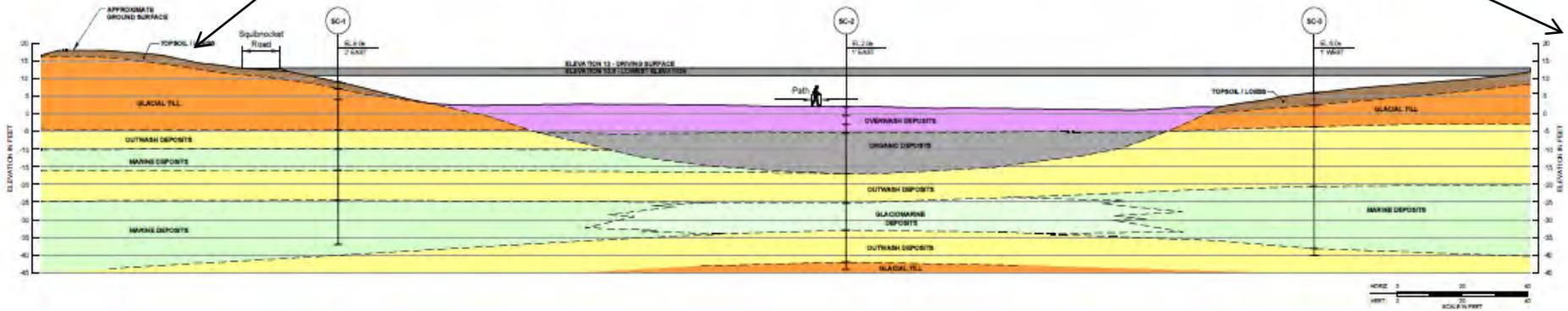
Shadow Analysis



Consistency with Project Guidelines

Follows the contours of the land

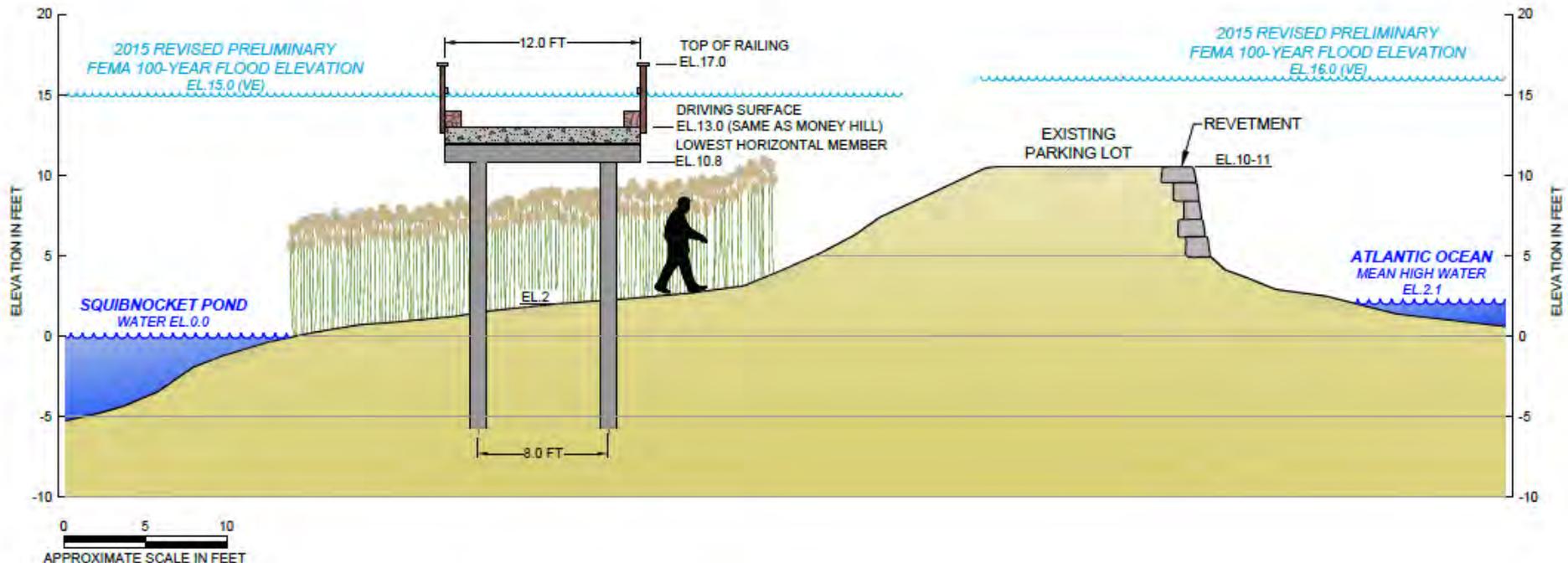
At-grade portions of the roadway



Consistency with Project Guidelines

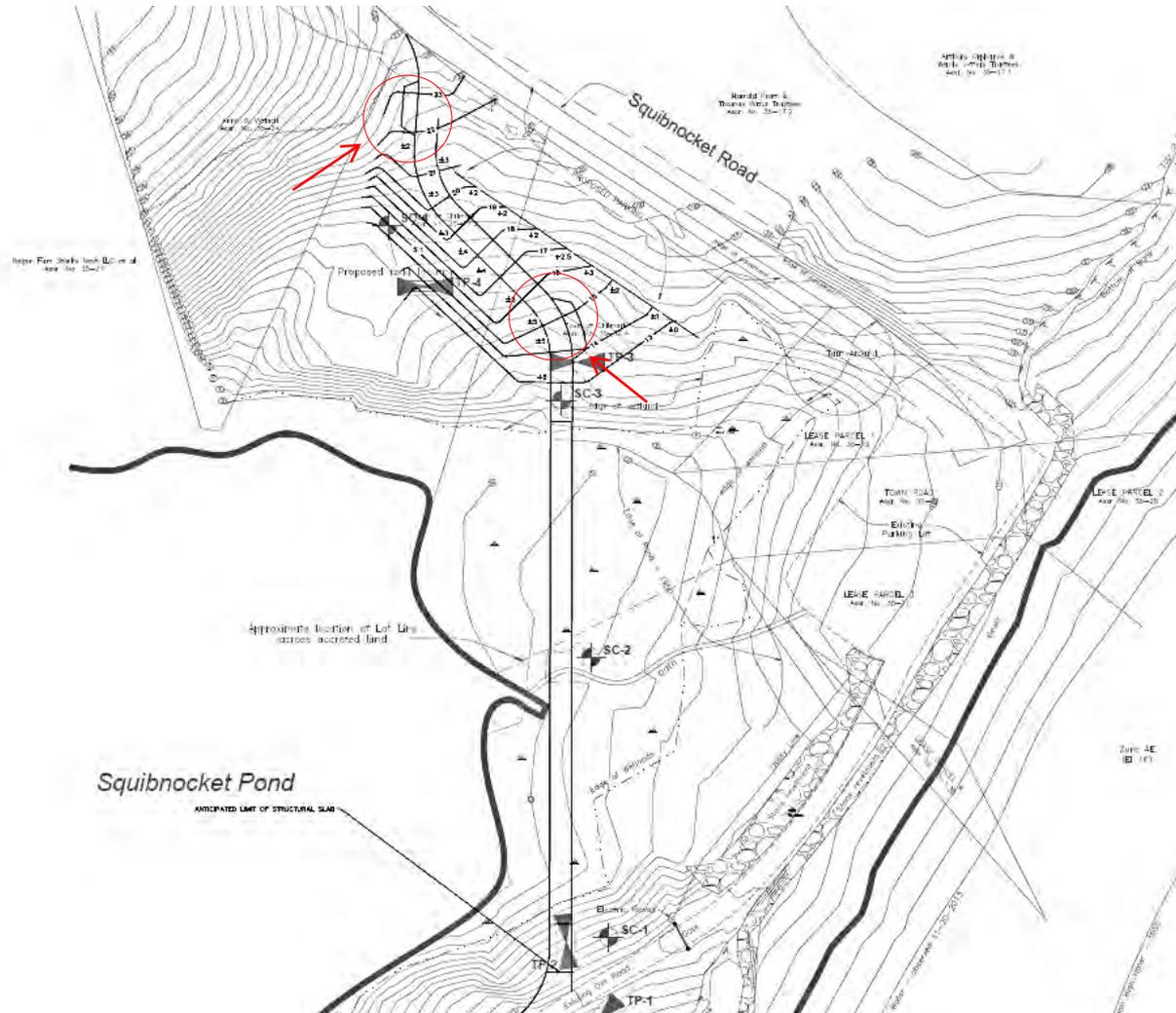
Height of the causeway to be at a level that limits projected wash overs to several/year, based on engineering considerations

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



Consistency with Project Guidelines

Roadway and low causeway to be one lane with turnouts at the at-grade sections



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?