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## Richmond-Dresden : Kennebec Bridge, September 21, 2011

Maine Department of Transportation

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## Richmond-Dresden, PIN 12674.00

The Maine Kennebec Bridge (#2506) is located between Richmond and Dresden on State Route 197 over the Kennebec River. The bridge was built in 1931 and is 1239' long with 10 spans. The project scope is to replace the existing deficient crossing.

**Section 106:** The bridge is eligible for the National Register of Historic Places along with one property at the corner of River Road and Old Ferry. Archaeology sites also exist within the Area of Potential Effect that would require a phase III recovery survey. National Register eligibility within the APE has been concurred by the State Historic Preservation Officer. Native American tribes have been consulted with and there are no concerns.

**-Effect determination, concurrence and MOA needed. The determination will be an adverse effect to the Kennebec Bridge and archaeology site with proposed mitigation consisting of recordation of the bridge and phase III archaeology recovery.**

**-Section 106 (concurrence and signed MOA) anticipated to be completed by February 1, 2012.**

**Section 4(f):** The bridge, archaeology site and one National Register eligible property are Section 4(f) resources. There are no other 4(f) resources. The archaeology site does not need to be preserved in-place and therefore does not trigger a use.

**- Programmatic bridge 4(f) document needed.**

**-Section 4(f) approval from FHWA anticipated by April 1, 2012.**

**Section 7:** The project is in DPS and critical habitat for Atlantic salmon and within the known range of Shortnose sturgeon and Atlantic sturgeon. Shortnose sturgeon could be overwintering in the project area. No Critical Habitat has been designated for either sturgeon so none will be affected by the project. NOAA is the lead federal fishery agency.

**-Section 7 consultation and documentation is needed.**

**-Section 7 approval is anticipated by July 1, 2012.**

**Wetlands:** Wetlands and waterbodies have been delineated by MaineDOT field services. The most sensitive wetlands are freshwater intertidal emergent wetlands (PEM) associated with the Kennebec River. These wetlands are dominated by wild rice and other mud plants. All resources to the tidal river outside of the emergent marsh are considered Riverine Unconsolidated Substrate (RUS) impacts. Additionally, there are forested wetlands (PFO) located easterly of Lincoln Road and Densmore Lane in Dresden.

**Permitting:** Permit levels for ACOE and DEP have been determined based on 8 new in-water piers, rip rap scour protection and temporary impacts. For Eight piers, it is expected that two would be within the PEM, and six within the RUS. Total PEM impacts are estimated to be 1300 sf and RUS impacts are estimated to be 3700 sf. Approach work for a new bridge is estimated to impact approximately 20,000 sf of PFO wetlands.

**-DEP and ACOE permits are needed. The level of permitting is anticipated to be a DEP Permit by Rule and a CAT II for the ACOE. This project meets CAT II standards, including Section V (10) – Endangered Species.**

**-DEP and ACOE permit approvals are anticipated by September 1, 2012.**

**Other Fisheries:** The only species that the area is mapped as Essential Fishery Habitat for under the Magnuson-Stevens Sustainable Fisheries Act is the Atlantic salmon.

**EFH coordination with NOAA will be conducted as part of the project coordination for Atlantic Salmon under ESA.**

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**Mitigation:** Avoidance and minimization will occur throughout the design process. Restoration from removal of existing bridge piers is estimated to be approximately 2,000 sf. Compensatory mitigation in the form of in-lieu fee is anticipated for 20,000 sf of PFO, 1,300 sf of PEM, and 3,700 sf of RUS/EUS.

**- Compensatory mitigation is anticipated for impacts to wetlands and waterbodies.**

**Total in-lieu fee costs are anticipated to be approximately \$ 125,000.**

**NEPA:** This project will be a Categorical Exclusion in accordance with 771.117(d)(3). Federal Highway Administration will be the lead on NEPA.

**-An individual CE is needed.**

**-NEPA approval is anticipated by September 1, 2012.**

**Coast Guard:** A Coast Guard Permit will be needed for construction over navigable water.

**- Coast Guard Permit approval anticipated by December 1, 2012.**