

April 13, 2004

MaineDOT Interagency Meeting Notes

Website: <http://www.mdot/mdot/interagency-meetings/interagency-meetings.php>

Attending Agencies:

Federal Highway
Land Use Regulation Commission
Army Corps of Engineers
Maine Department of Inland Fish and Wildlife
National Marine Fisheries Service
Atlantic Salmon Commission
U.S. Fish and Wildlife
Maine Department of Marine Resources
Maine Department of Environmental Protection

Agencies Absent:

Environmental Protection Agency
Maine Historic Preservation Commission
Federal Transit Authority
Maine Natural Areas

Pre assigned Tasks:

Presentations

Machias Valley Airport Site Assessment Study (Handout)

- Purpose of this study is to address the restrictions that the current 2900' runway has and the ageing pavement on the runway
- Machias and surrounding towns are looking to develop the area for better economic growth, the current 2900' runway restricts the types of planes that can land at the airport
- Machias would like to look into the relocation of the airport to meet future and growing demands of the surrounding area
- Lengthening of the current airport is restricted by Rte 1 and the Machias River
- Screening process was limited to a 15 mile radius of Machias and characteristics of topography, obstructions, runway orientation, wetlands, habitat, proximity to residents, and environmental factors. 6 sites were screened
- Analysis shows that the Barrows and Fairground sites are the preferred choices
- There is a large amount of local support and interest from the region for a new facility
- ACOE commented that there is a need for a better project purpose state for the EA, study needs to address wetlands of special significance (Peat lands), secondary and cumulative impacts, environmental impacts, and endangered species. EA also needs to address improvements to the existing facility vs. a new facility.

Skowhegan Transportation Study, presented by Ed Hanscom (power point presentation)

- Preferred alternative is E3E, best meets the purpose and need

- E3E would displace recycling building, but would not impact the rest of the site, CL of proposed alignment would be 300' from the capped landfill, edge of R/W would be approx. 200' from landfill
- Skowhegan Referendum- 64% Favored Second Bridge
 - 42% Favored E3E option
- Nothing has been received from the town of Madison and the town has not taken an official position
 - Site visit is tentatively scheduled for 2nd week in May

Fish Passage Status, Presented by Sylvia Michaud

Difficulties with previous guide

-species specific

Species information is very valuable but complex. It would be more beneficial to be more generic with most fish, most of the time

-can't always achieve a geometric match with new and replacement culverts

-design hydrology has outdated estimates for low flows

-rehabilitation to pipes with things such as baffles have too many alternatives, are not cost effective, and have mixed results

Proposed Revisions

-Design for a more generic approach

-try to match geometry on new/replacement culverts

-Design hydrology will be using new monthly equations from USGS (using Aug, Sept, Oct for median flows)

-employ pool and weir culvert fishways on rehabilitated culverts