

Hollis - Buxton 23643.00 Bridge Replacement Project

De Minimis Summary

PUBLIC COMMENT DRAFT

Section 4(f) De Minimis Impact Determination

Section 4(f) of the Department for Transportation Act of 1966 and its revisions protects four types of properties: publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites. De minimis impacts are defined as those that, after taking into account any measures to minimize harm, do not adversely affect the activities, features or attributes that qualify a significant public park, recreation area, wildlife and/or waterfowl refuge, or historic sites for protection under Section 4(f) of the DOT of 1966, as amended.

Purpose and Need

The purpose of this project is to address the current structural deficiencies associated with the Salmon Falls Bridge (#3708) in order to provide for the safe, sustainable, efficient, and cost-effective movement of traffic across Saco River. The need for this project is due to the overall poor structural integrity of the Salmon Falls Bridge.

Project Background

The Salmon Falls Bridge carries US Route 202 over the Saco River at the town line of Hollis and Buxton in York County. This bridge was constructed in 1948 and was rehabilitated in 1993, which included installation of new bridge joints. The bridge is comprised of 3 simple spans of rolled steel beams and a concrete deck supported by reinforced concrete abutments and piers founded on bedrock.

Per the 2022 MaineDOT routine inspection report, the concrete deck is in poor condition with areas of heavy staining in the fascia bays and leaking deck joints. The bridge rail is in poor condition with scattered areas of spalled concrete with exposed rebar and longitudinal cracking in rails. The wearing surface is in poor condition with moderate/heavy cracking and scaling at the curb line. The steel beam superstructure is in poor condition with a distressed paint system, minor rusting, and tipped-over rocker bearings. The superstructure condition rating was lowered from fair in 2022 due to bearing failures and will retain a poor condition rating until bearing issues are resolved. The substructure is in fair condition, which is a downgrade from the 2020 condition rating of satisfactory. The concrete wing walls have minor fine map cracking and light efflorescence staining. There are scattered areas of delaminated or scaling concrete at the abutments and piers.

Proposed Action

The proposed action would replace the existing bridge with a single span bridge consisting of five plate girders of AASHTO M270 Grade 50 steel with an 8" composite reinforced concrete deck and a 3" bituminous wearing surface on high performance membrane waterproofing. The bridge width would be 32' curb-to-curb with standard 4-bar steel bridge rail. The absence of piers would help accelerate construction,

minimize environmental impacts, and improve the horizontal hydraulic opening clearance.

Traffic would be maintained with a full detour, which would result in a safer work zone, decreased overall construction schedule, and lower overall cost.

The entire project area is shown in Appendix A.

Description of Section 4(f) Properties & Impacts

Historic Sites

There are no historic sites within the project area that would be subject to a Section 4(f) use.

Public Park and Recreation Areas

Pleasant Point Park (Town of Buxton, Station 106+00 to 106+50 Right)

The 60-acre public park is situated on the easterly side of the Saco River in the town of Buxton. The park's main entrance is located off of Simpson Road, with limited parking available, and it is open from dawn to dusk. The area was originally deeded to the Appalachian Mountain Club by Mary Woodman in 1923 and subsequently deeded to the town in 1989. The park is a forested area with hiking trails, picnic areas, and designated swimming and boating access areas found throughout. The area also contains a burial ground and former house sites that date to the 18th century when the area was being developed by European settlers. The entire park parcel is shown in Appendix B.

In order to complete the bridge replacement project, the MaineDOT would require approximately 912 SF for a slope easement on the southeasterly side of the proposed bridge and approximately 635 SF for temporary construction rights. The easement and temporary rights would allow for the construction of the bridge and provide access for future maintenance.

The property limits and impacts are shown in Appendix C.

Wildlife and Waterfowl Refuges

There are no wildlife and waterfowl refuges within the project area.

Avoidance, Minimization, and Mitigation Efforts

MaineDOT sought ways to avoid adverse impacts to the natural area surrounding the bridge, including the selection of an on-alignment bridge replacement option to avoid major impacts. The proposed action would impact only a minor, indirect area of the Pleasant Point Park that is removed from the trail system. Permanent easements were minimized to the greatest extent possible.

MaineDOT will return the impacted land surrounding the replacement bridge to a condition that is as good as or better than the existing.

Official with Jurisdiction Concurrence

The Town of Buxton is the Official with Jurisdiction under Section 4(f), as they are the public entity that owns the parcel. MaineDOT will be seeking approval from the Town once the public process is complete.

Public Involvement

The public process is ongoing.

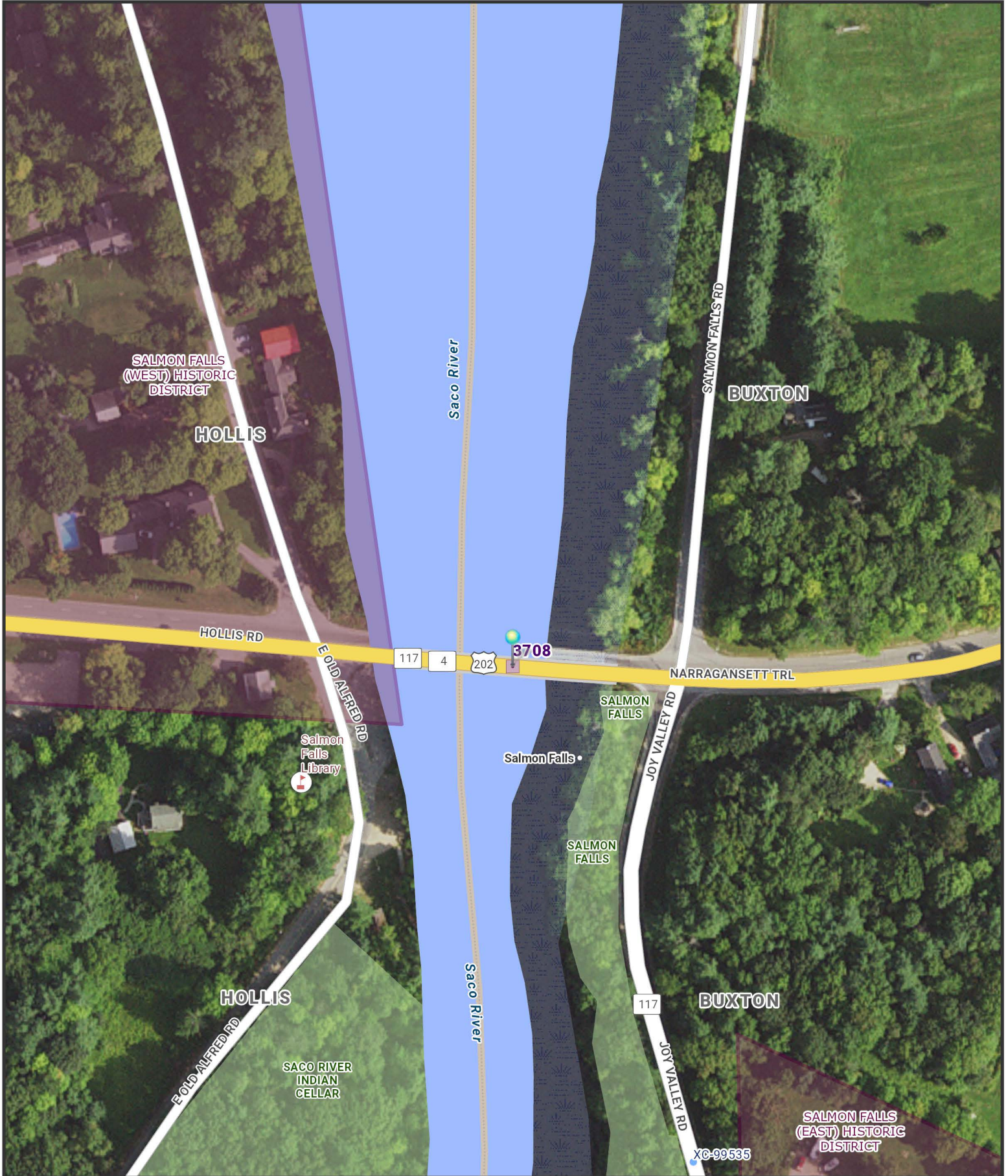
Summary

Based on the scope of the proposed project and the above information, the following assessment has been made with respect to the proposed project:

The proposed bridge replacement project in Hollis and Buxton, Maine, would require a permanent easement at the Pleasant Point Park, a publicly-owned public park in Buxton. The project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f). Therefore, the use of the Section 4(f) property will result in a de minimis impact.

Appendix A

PROJECT AREA FOR MAINEDOT WIN 23643.00



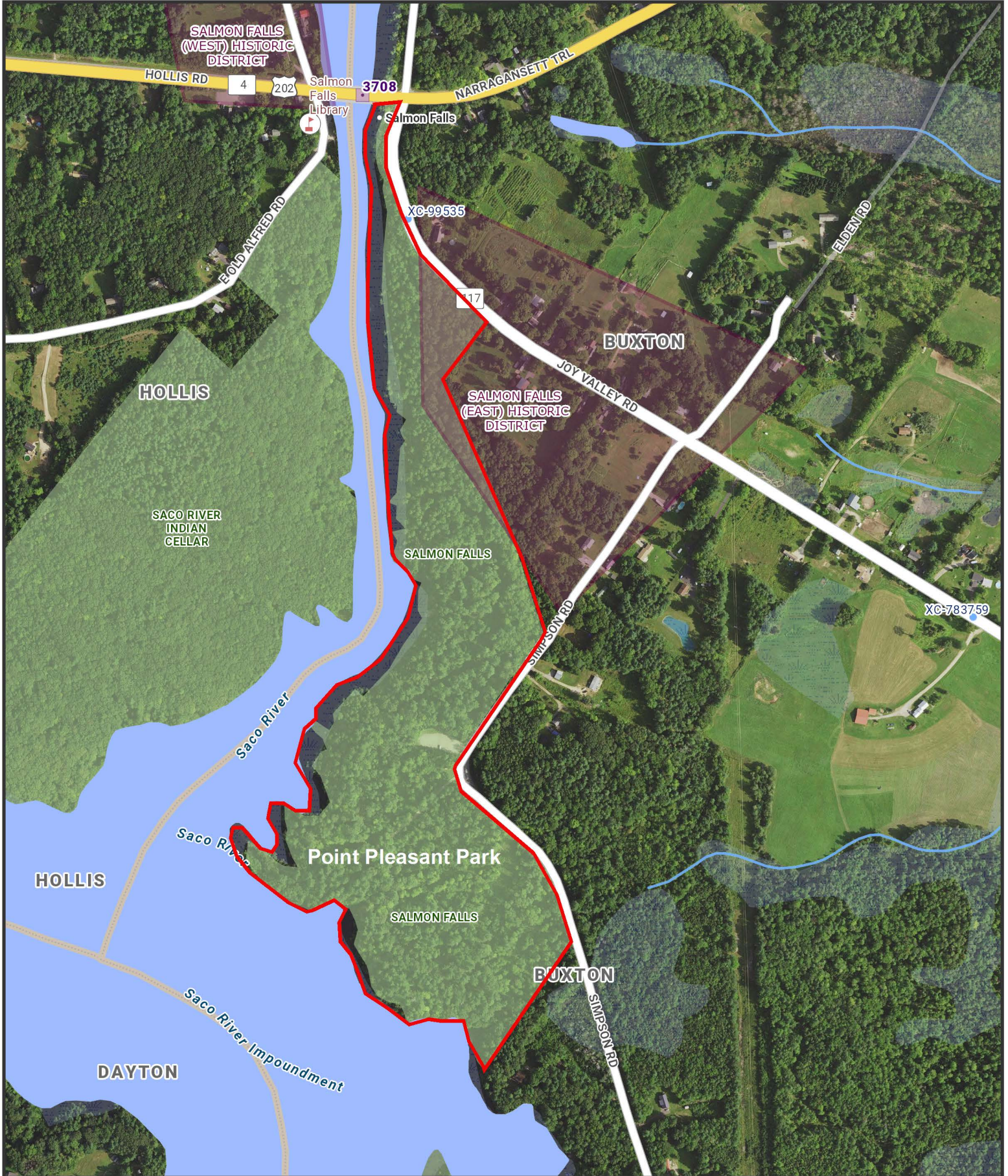
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0.03 Miles
1 inch = 0.04 miles

Date: 6/5/2024
Time: 10:54:45 AM

Appendix B

PLEASANT POINT PARK



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.1
Miles
1 inch = 0.14 miles

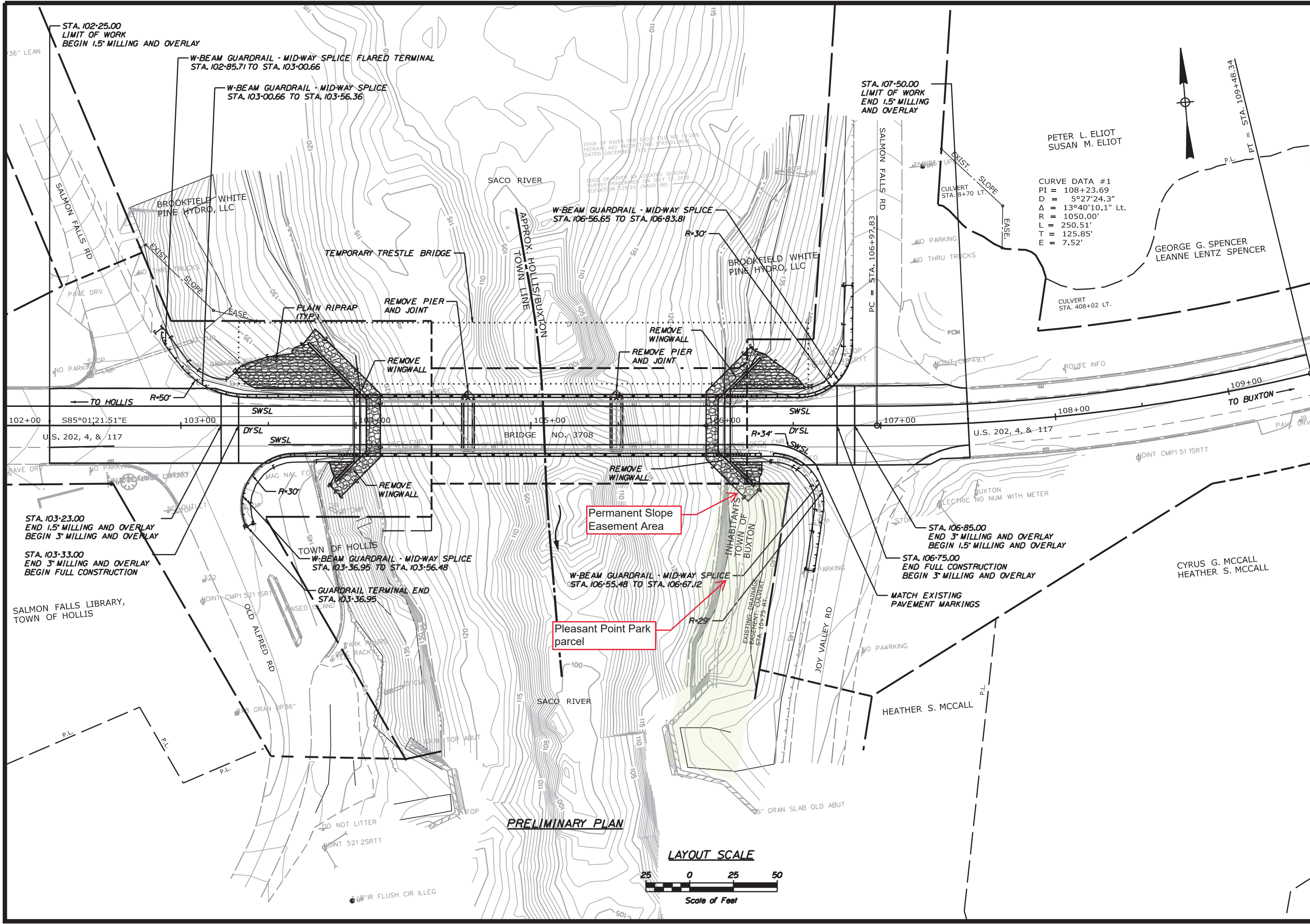
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Time: 11:10:44 AM

Appendix C

Date: 10/3/2023

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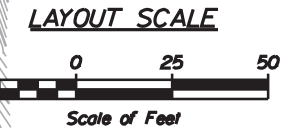
Filename: ... \00\HIGHWAY\STA002_HDPlan.dgn Division: HIGHWAY



CURVE DATA #1
 PI = 108+23.69
 D = 5°27'24.3"
 Δ = 13°40'10.1" Lt.
 R = 1050.00'
 L = 250.51'
 T = 125.85'
 E = 7.52'

EDGE OF RIVER PER D.O.T. FILE NO. 15-248,
 FEDERAL AID PROJECT NO. 9-RS-0119(8)
 DATED DECEMBER 1976

EDGE OF RIVER AS LOCATED DURING
 SURVEY REPERMITS ON JULY 27, 2018
 ELEVATION 129.03 (NAVD 88)



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2364300	
SALMON FALLS BRIDGE		SACO RIVER		HOLLIS-BUXTON	
YORK COUNTY		PRELIMINARY PLAN		SHEET NUMBER	
WIN		23643.00		BRIDGE NO. 3708	
BRIDGE PLANS		SIGNATURE		DATE	
P.E. NUMBER		DATE		DATE	
PROJ. MANAGER		D. Eaton		DATE	
DESIGN DETAIL		T. Gerber		MAY 2023	
CHECKED/REVIEWED		T. Gerber		MAY 2023	
DESIGN DETAIL		R. Howe		MAY 2023	
DESIGN DETAIL		R. Howe		MAY 2023	
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					