

# **Searsport Harbor Searsport Maine Proposed Navigation Improvement Project**

**Pre-WQC-Application Public Information Meeting  
US Army Corps of Engineers, New England  
District  
and  
Maine DOT, Maine Port Authority**



# Information

USACE Draft Feasibility Study&EA:

<http://www.nae.usace.army.mil/Missions/ProjectsTopics/Searsport.aspx>

MEDEP e-mail:

[Channeldredge.dep@maine.gov](mailto:Channeldredge.dep@maine.gov)



# Background

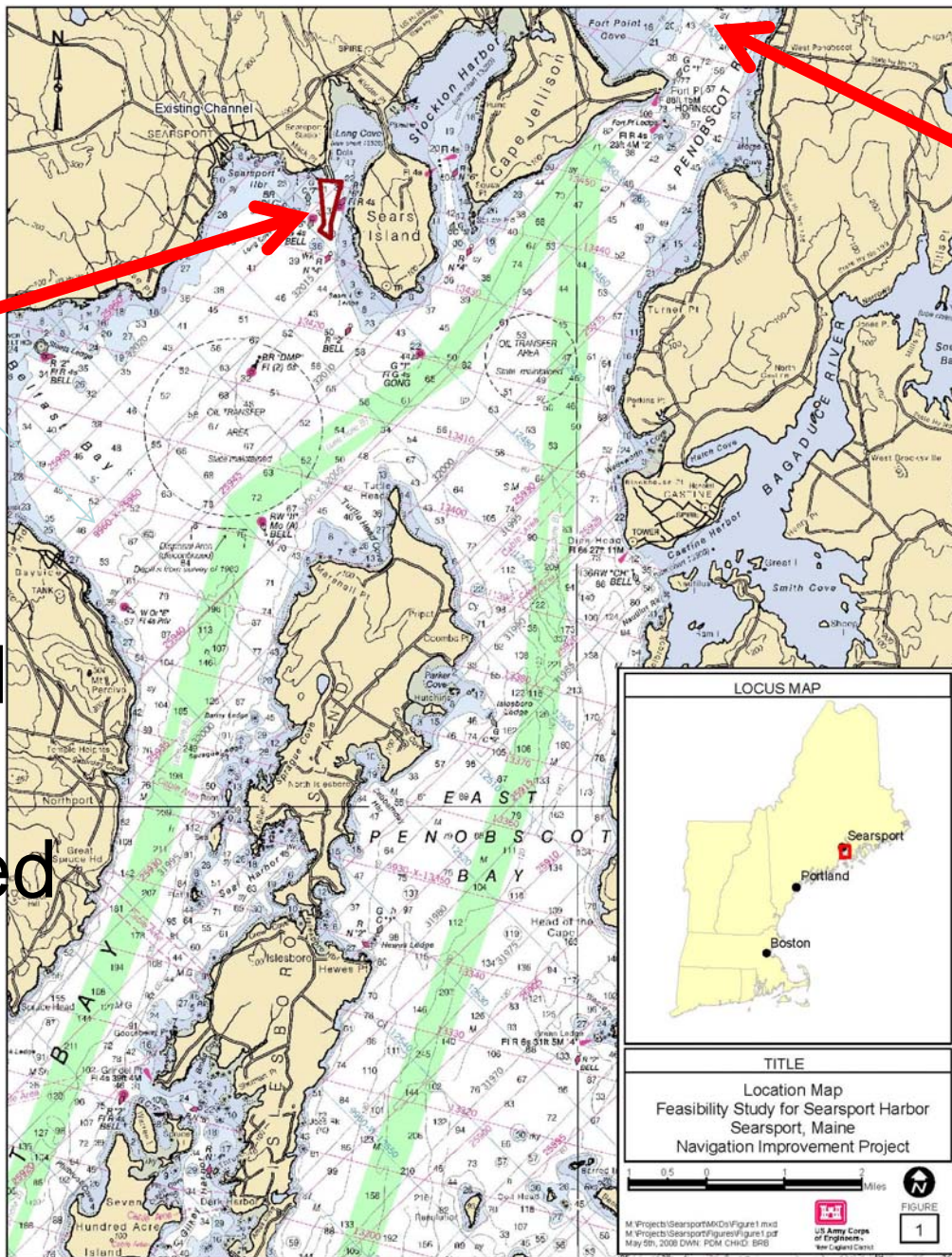
- USACE authorized by Congress to study navigation improvements at Searsport Harbor
- One of the roles of the U.S. Army Corps of Engineers with respect to navigation is to assist States to provide reliable and efficient waterborne transportation systems (channels, harbors and waterways) for the movement of commerce



- Study Sponsor is Maine DOT
- In Feasibility Phase – Draft Report&EA released in April 2013
- Project approval and authorization required prior to design and construction
- Meeting is prior to filing for State WQC



Existing  
Federal  
Navigation  
Project  
Authorized  
in 1962  
Constructed  
in 1964



Penobscot  
River

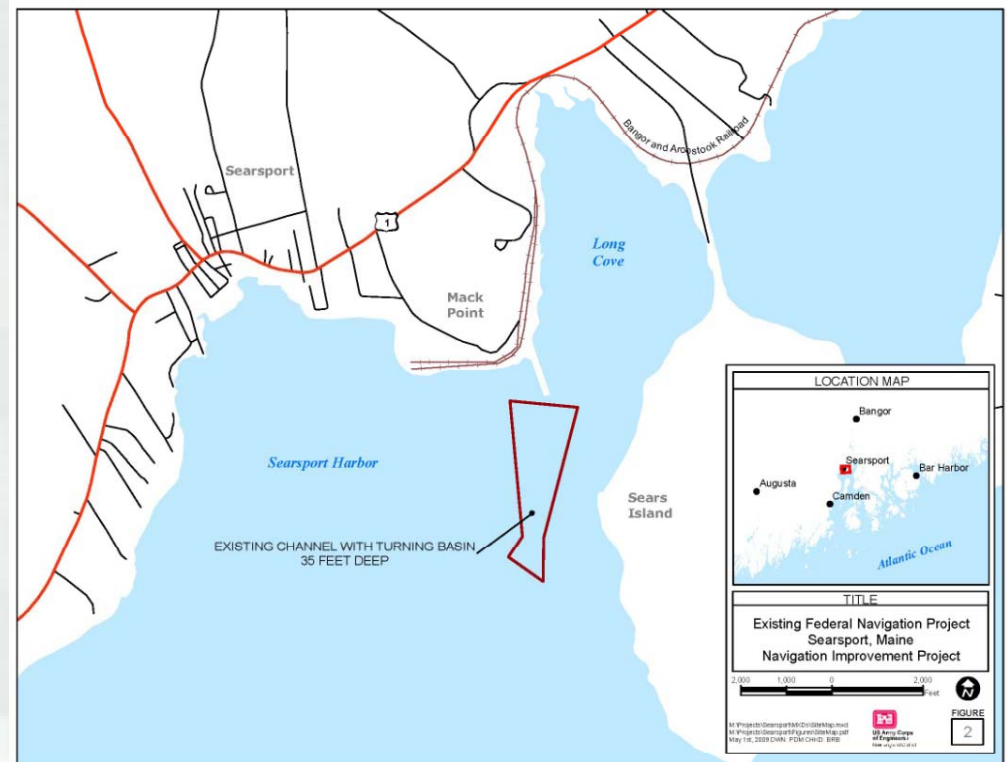


# Federal Navigation Project

1964 project constructed and  
~465,000 cy dredged  
material disposal in upper  
Penobscot Bay

## Navigation Features:

- 3500 foot long channel in front of piers
- -35 feet MLLW, authorized depth
- 1500 foot wide turning basin



# Mack Point



## Facilities at Mack Point

Port established in 1903

New State Cargo pier built in 2003 to replace the old railroad pier



# Commodities

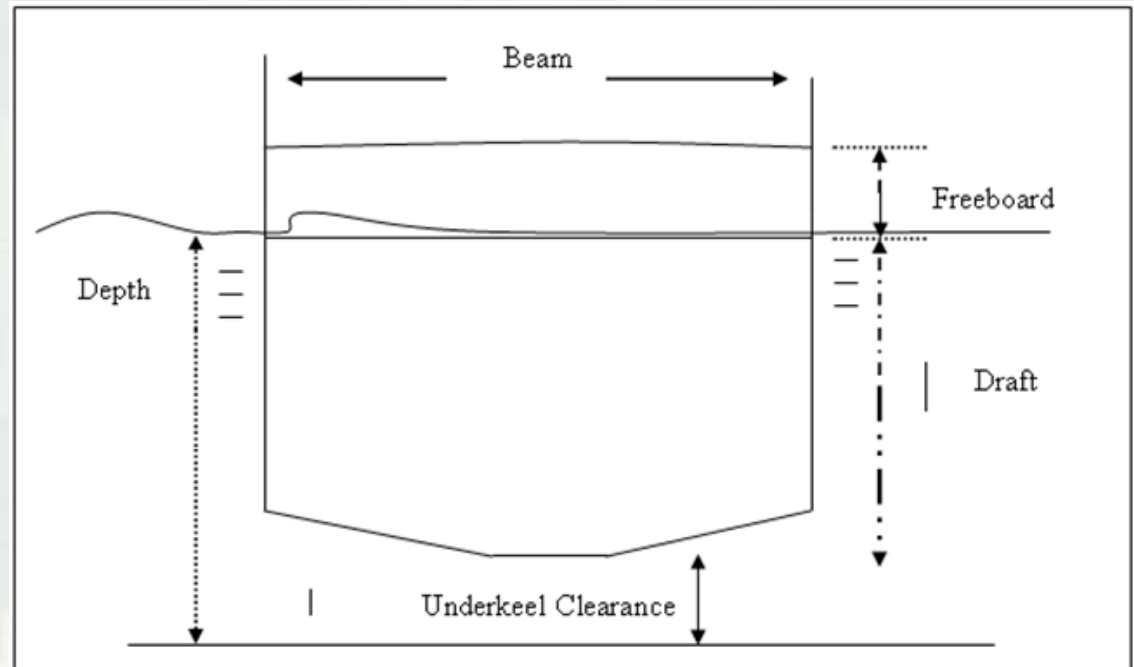
- Liquid Pier receives liquid products: petroleum and petroleum products
- Cargo Pier receives bulk commodities: includes chemicals, salt, gypsum, clay, machinery





# Navigation

The authorized channel depth of -35 feet MLLW results in navigation inefficiencies at the port



Ship Diagram



Objective is to decrease navigation inefficiencies for ships calling on the port at Mack Point

Federal interest in a navigation project is established based on reduced cost of commodity transport

Looked at without and with improvement conditions; considered a range of improvements -37 to -42 feet MLLW



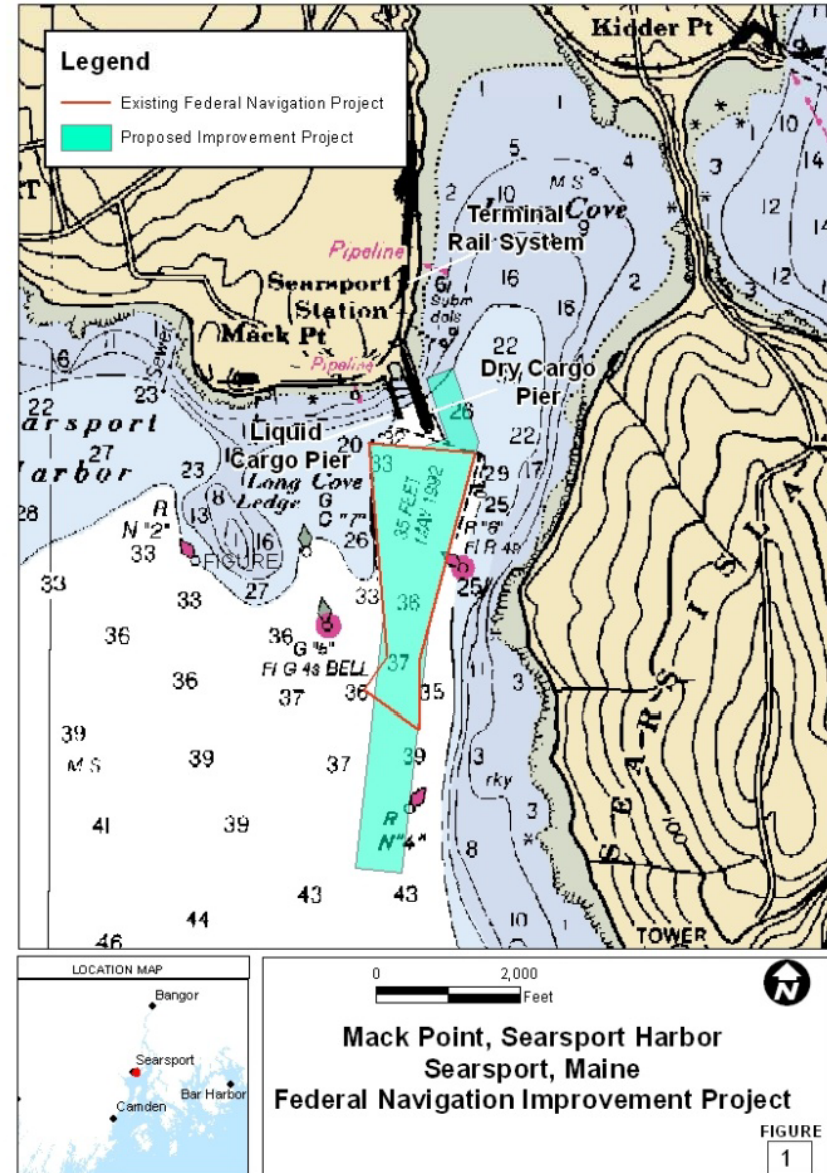
# Proposed Improvement Project

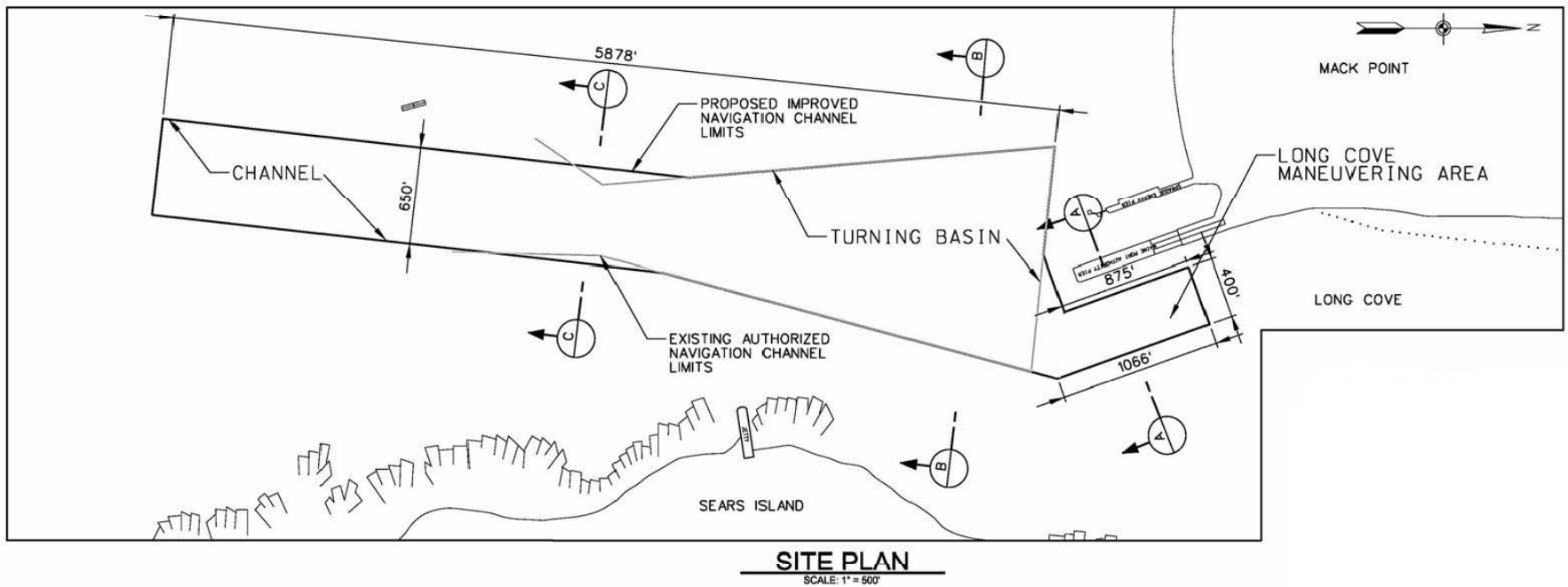
Deepen channel and turning basin to -40 feet MLLW

Entrance channel would be widened from 500 feet at the narrowest point to 650 feet

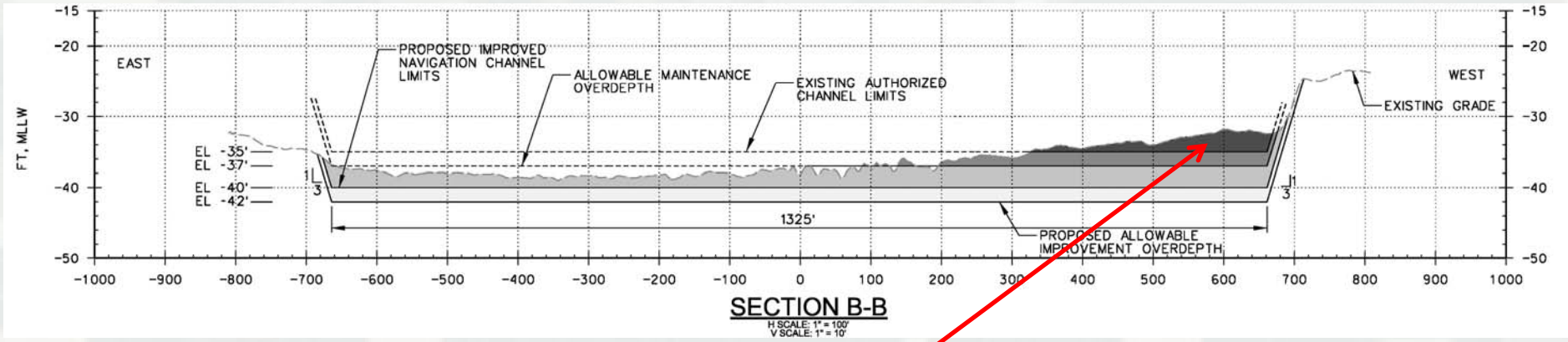
Maneuvering area adjacent to east berth of Cargo pier about 875 feet on the west side and 1,066 feet on the east side and a width of 400 feet

892,000 cy of improvement material and 37,100 cy of maintenance material





# Turning Basin X-Section

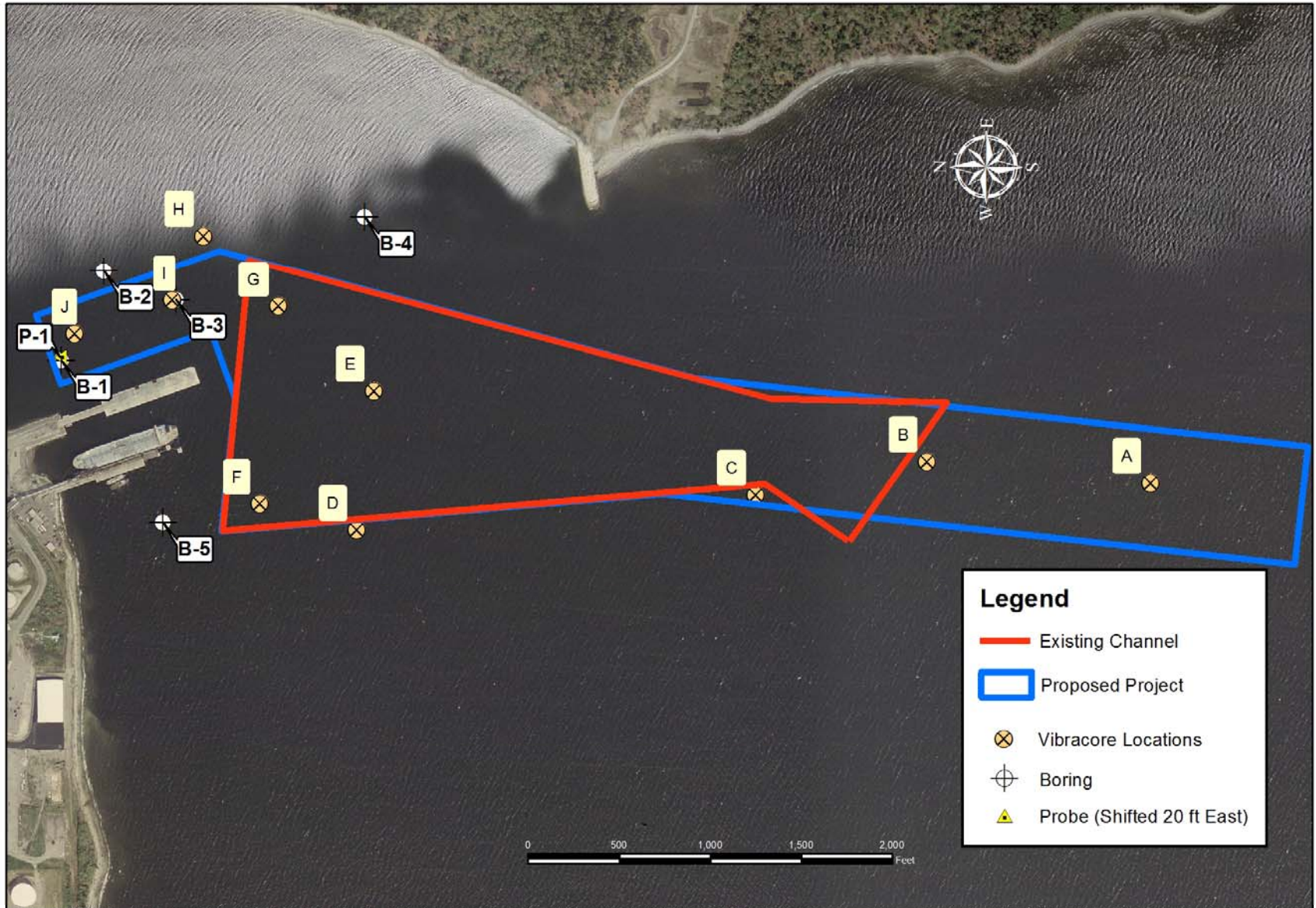


LEGEND:	
	MAINTENANCE DREDGING
	ALLOWABLE MAINTENANCE OVERDEPTH
	PROPOSED IMPROVEMENT DREDGING
	PROPOSED ALLOWABLE IMPROVEMENT OVERDEPTH

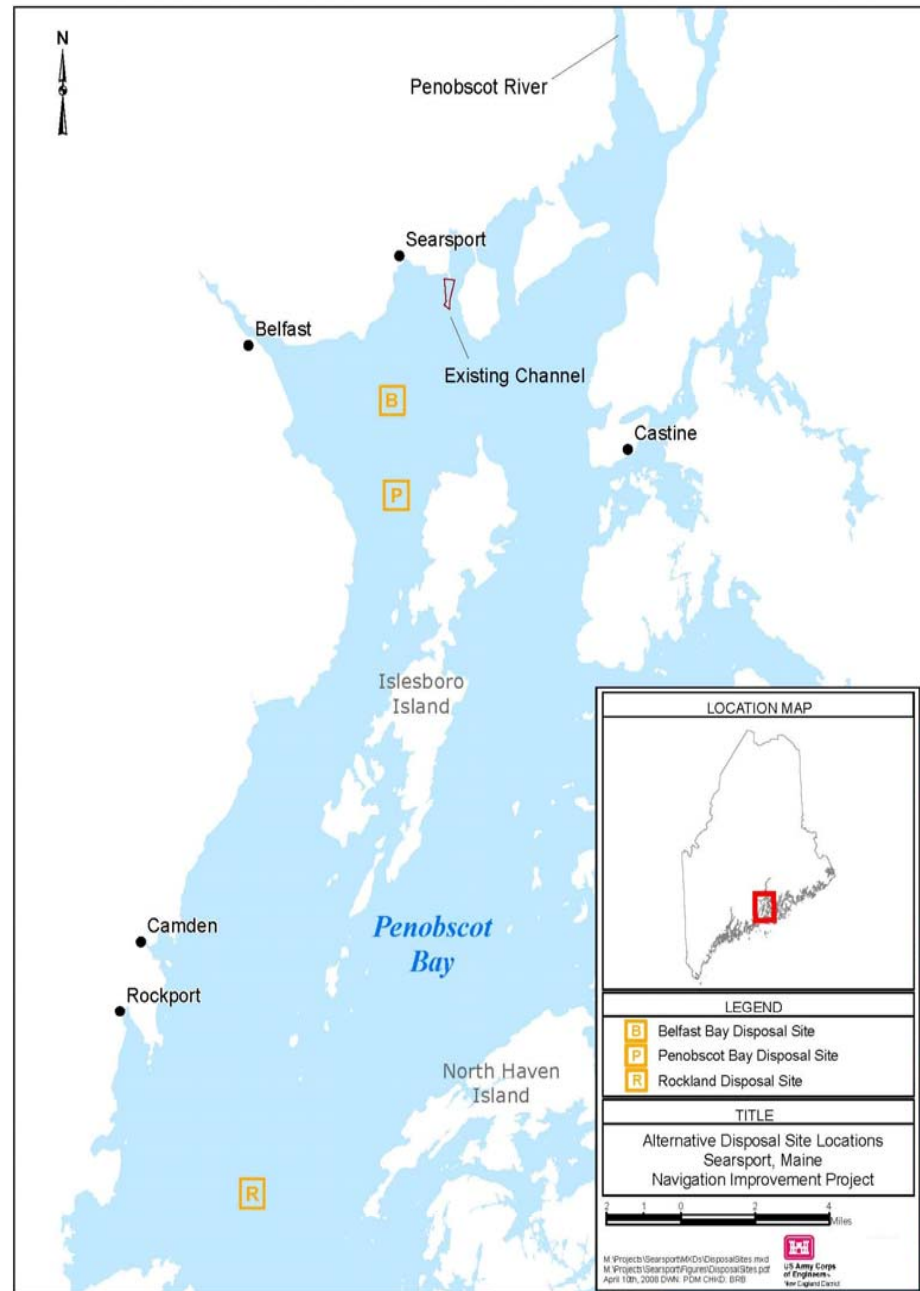
# Sediment and Geotechnical Characterization

- Included 10 Vibracores for sediment physical and chemical analysis (Battelle Report)
- 5 borings plus one probe – Logs (Feasibility Report -Geotechnical Appendix)
- Marine Geophysical investigation -side scan sonar, magnetometer, and sub bottom profiles - for archaeological and geological data (Ocean Surveys Inc. and Public Archaeological Laboratory)





Material tested and determined to be suitable for open water disposal at these three sites





# Agency Environmental Coordination

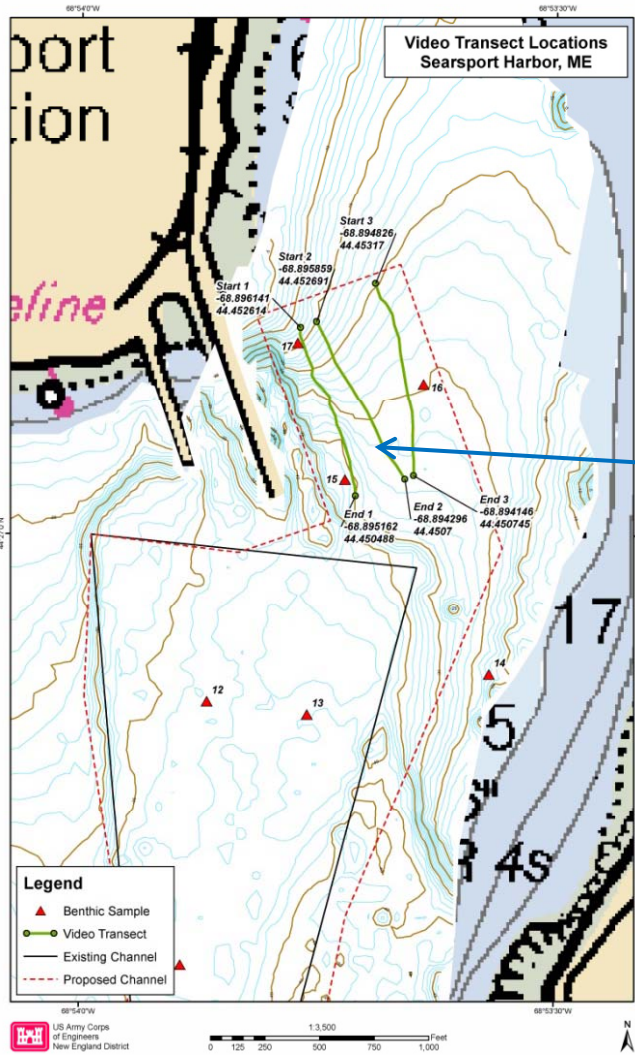
- National Marine Fisheries Service
- USFWS
- EPA
- Maine Resource Agencies
- Maine Historic Preservation Office



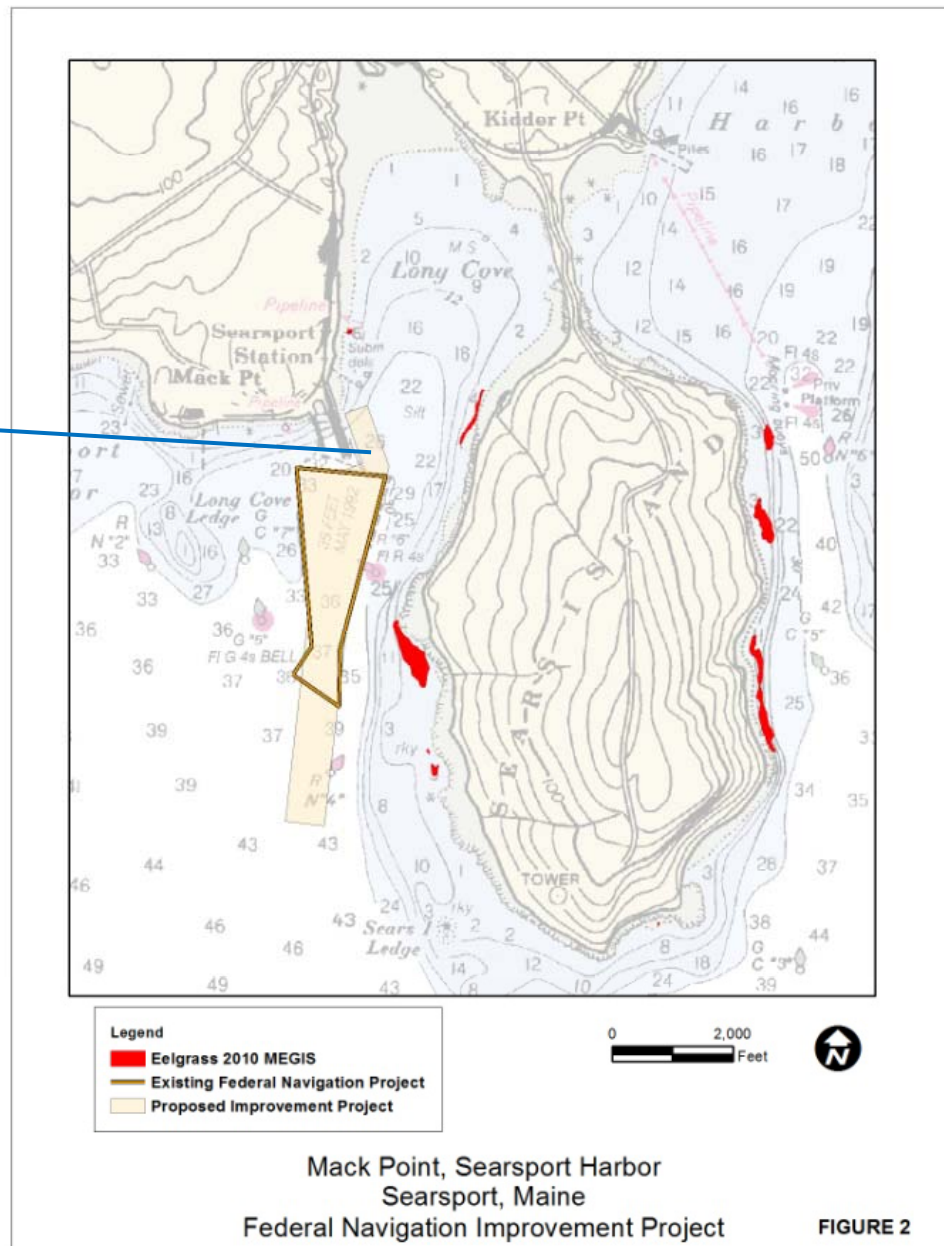
# Protection to Environmental Resources

- Construction Window – November 8 to April 9 to avoid impacts to Atlantic Salmon and other natural resources in Penobscot Bay
- Long Cove to be dredged first to avoid winter flounder spawning impacts
- No scow overflow
- Targeted dredged material disposal





# Eelgrass survey



# Cullen No. 18 lost May 1938

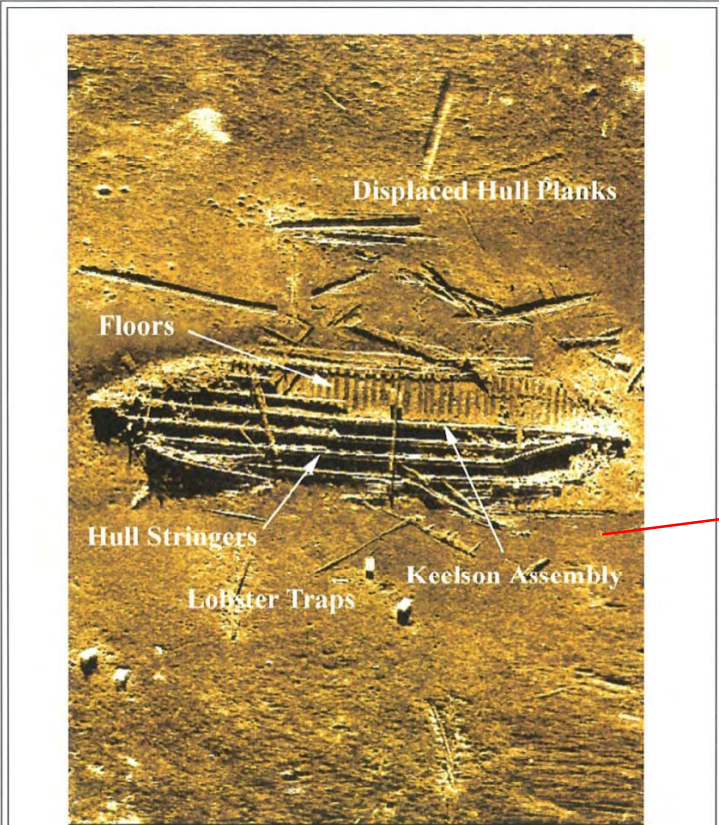
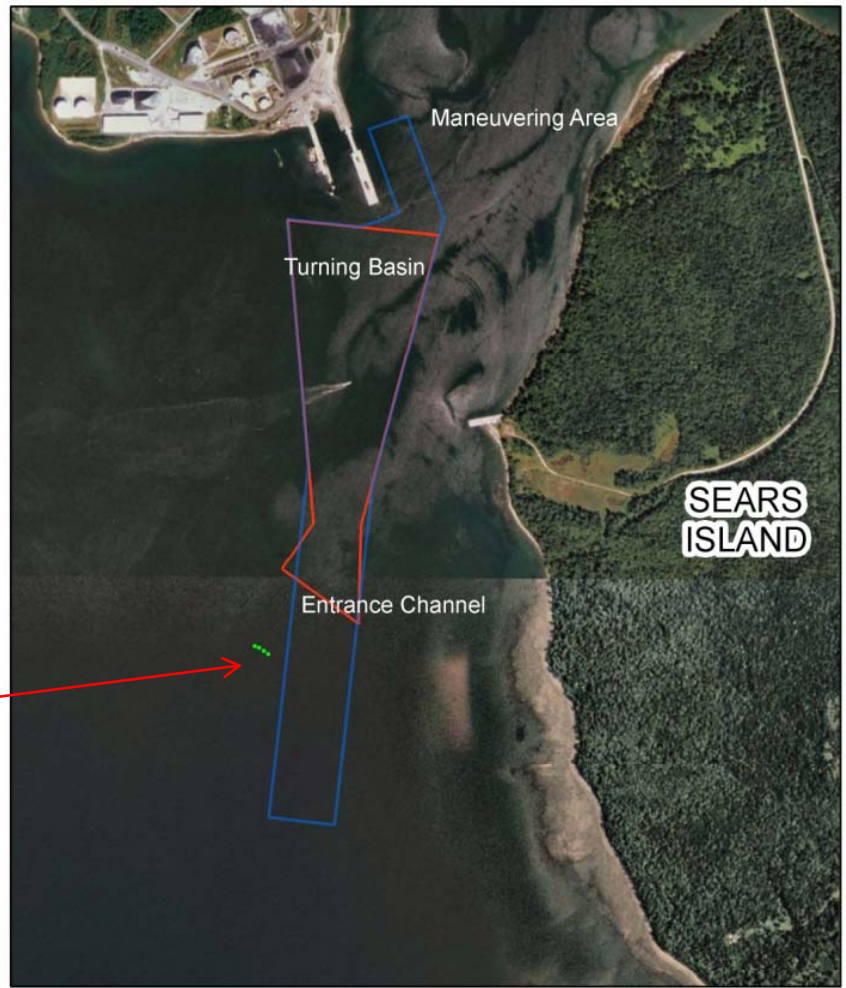


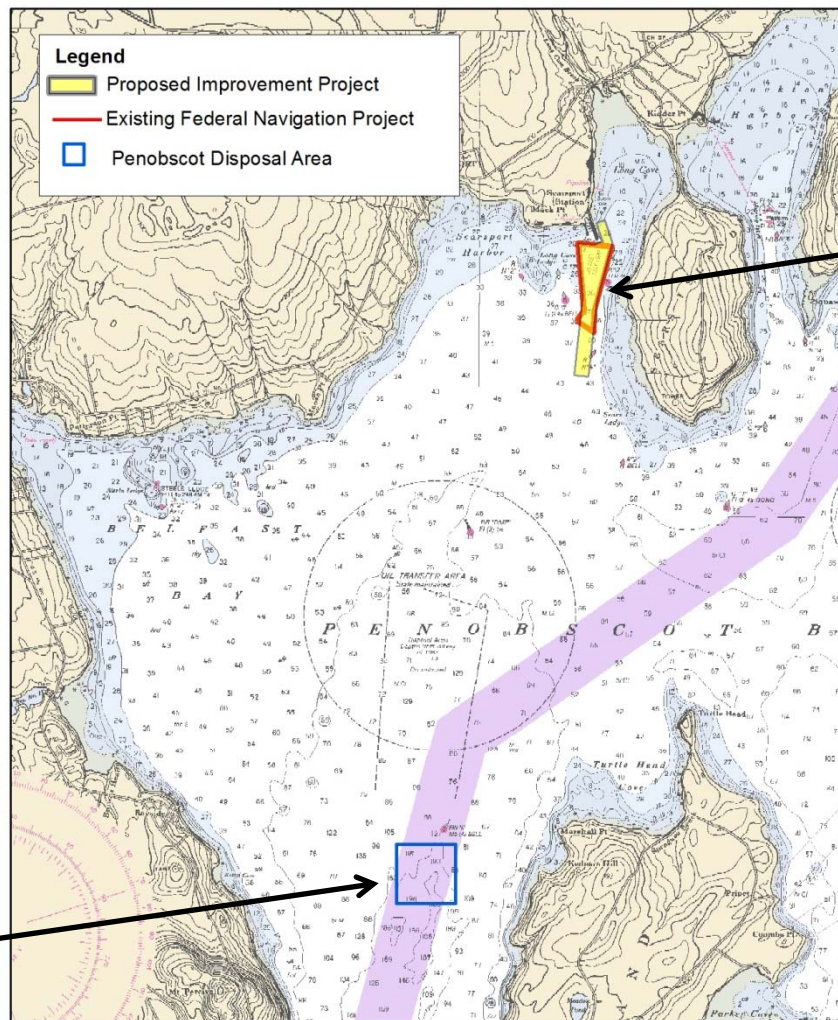


Figure 5-5. High-resolution image of the Searsport Harbor shipwreck recorded using the Klein 3000 500 kHz side-scan sonar.  
 Marine Archaeological Survey, Searsport Harbor, May 2007



<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">●</span> Shipwreck Location</li> <li><span style="color: blue;">—</span> Proposed Project</li> <li><span style="color: red;">—</span> Existing Federal Channel and Turning Basin</li> </ul>	<p style="text-align: center;"><b>SEARSPORT HARBOR PROPOSED PROJECT</b></p> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>1,000 500 0 1,000</p> <p>Feet</p> </div>  </div> <p style="font-size: small;">US Army Corps of Engineers New England District</p>
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## Archeological Survey, Archival Research



Project Area

Disposal Area

Mack Point, Searsport Harbor  
Searsport, Maine  
Proposed  
Federal Navigation Improvement Project

