



US Army Corps
of Engineers
New England District

Update Report for Maine



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Mission

The missions of the New England District, U.S. Army Corps of Engineers include flood damage reduction and control, emergency preparedness and response to natural disasters and national emergencies, environmental remediation and restoration, natural resource management, streambank and shoreline protection, navigation maintenance and improvement, support to military facilities and installations, and engineering and construction support to other government agencies. The six New England states cover 66,000 square miles, with 6,100 miles of coastline, 11 deep water commercial ports, 102 recreational and small commercial harbors, 13 major river basins, and thousands of miles of navigable rivers and streams. The district operates and maintains 31 dams, two hurricane barriers and the Cape Cod Canal. Through its Regulatory program, the district processes about 6,000 applications per year for work in waters and wetlands of the six-state region. We employ about 550 professional civilian employees, with about 400 stationed at our headquarters in Concord, Massachusetts. Other Corps of Engineers employees serve at Corps projects and offices throughout the region.

Index	
Conservation & Environmental Enhancement	7
Ecological Restoration	3
Flood Plain Management	4
Interagency & International Support	9
Mission	1
Navigation	1
Planning Assistance	4
Regulatory Program	5
Shoreline/Streambank Protection	3
Special Studies	4
Superfund	4
Support to the Military	9

Navigation

BASS HARBOR, TREMONT (2nd CD) – The New England District, in response to a request from the town of Tremont, is preparing a draft feasibility study to examine potential channel and anchorage improvements at Bass Harbor to aid the commercial fishing fleet. An examination of project costs and economics shows the project to be economically justified. A new disposal site has been identified with help from local fishermen. *At a town meeting on Aug. 30, 2004, the Town voted to enter into a feasibility cost sharing agreement (FCSA) to share the cost of completing the feasibility report with the Town. A draft FCSA and project study plan are being prepared. This would fund completing the feasibility report for submittal to public, agency and regulatory reviews. The report would be completed within four months of executing an agreement with the Town.*

BUCKS HARBOR, MACHIASPORT (2nd CD) –The Town of Machiasport requested maintenance dredging of the existing federal project in Bucks Harbor and a study to examine expanding the anchorage and channel to accommodate the larger fleet and growing aquaculture industry. The Feasibility Cost-Sharing Agreement between the Town of Machiasport and the Corps of Engineers was fully executed in February 2004. *A field exploration program was completed in August 2004 in*

the area of the proposed anchorage expansion. Results of that investigation are currently under review. An eel grass survey will be conducted in late September 2004 to determine project impacts to existing eel grass beds. The next steps are to develop a list of improvement alternatives and begin the engineering and economic analyses.

KENNEBUNK RIVER, KENNEBUNK AND KENNEBUNKPORT (1st CD)– The Federal Navigation project consists of an 8-foot entrance channel, a 6-foot inner channel, and two 6-foot-deep anchorages. The last maintenance dredging was in 1985. Shoaling throughout the project has been making navigation difficult. The river and harbor support a large mixed fleet of commercial fishing boats and seasonal recreational craft. *Expedited maintenance dredging, to remove a large shoal in the entrance channel, was performed by the government-owned special-purpose dredge, Currituck, from July 3 to July 8, 2004. About 4,000 cubic yards of sand was removed and placed nearshore off Gooch Beach in Kennebunk, about one-half mile away. The sand will act as a feeder berm, and provide nourishment for the beach. Additional maintenance dredging of about 40,000 cubic yards of material is needed to restore the Federal project to authorized dimensions. Bids for this construction*

contract were advertised on Sept. 14, 2004. Bid opening is scheduled for Oct. 14, 2004, contingent on receiving FY 2005 funding. About 7,500 cubic yards of clean sand will be dredged from the entrance channel and placed nearshore off Gooch Beach in Kennebunk, and about 32,500 cubic yards of sandy-silt will be disposed of at the Cape Arundel Disposal Site, about four miles away. Water Quality Certification and Coastal Zone Management consistency concurrence have been obtained from the Maine DEP. The Environmental Assessment has been signed. *The dredge window is from Nov. 15 to March 31.*

NARRAGUAGUS RIVER, MILBRIDGE (2nd CD) - The New England District, in cooperation with the Maine Department of Transportation and the Town of Milbridge, is evaluating maintenance dredging of the 11-, 9- and 6-foot-deep channel from Narraguagus Bay to the town landings, the 6-foot anchorages at Milbridge, and the 11 and 9-foot anchorages at Wyman. The project serves the commercial fishing and lobstering fleet, aquaculture operations, a fish packing facility, and a small recreational fleet. The shoal material in the federal project was determined to be suitable for unconfined open water disposal at a site in outer Narraguagus Bay north of Douglas Island. An Environmental Assessment was signed in November 2002. Dredging of the 11-foot entrance channel under a contract with Prock Marine was completed in February through early April. Dredging of the remaining project will be accomplished once funds have been received. Several options are built into the contract and contingent on the availability of funding in FY 05, could be exercised in the fall of 2004 to complete the project should funds be made available. Dredging is limited to the period of Nov. 1 through April 15 due to concerns with the endangered migrating Atlantic salmon.

PENOBSCOT RIVER, BUCKSPORT TO BANGOR (2nd CD) – The federal navigation project includes a 22-foot-deep channel to Winterport, a 15-foot-deep channel upriver to South Brewer and a 14-foot-deep channel upriver to the head of navigation at Bangor. The principal commodities are petroleum products carried by small tankers and barges. The upper 15- and 14-foot-deep channels have not needed maintenance in several decades. Pilots have, however, expressed concerns about shoaling and the need for maintenance and/or improvement dredging in that area of the project and in the 22-foot-deep channel. The city of Bangor established a working group to evaluate the feasibility and plan for channel and berth maintenance and improvement dredging, bulkhead repair and environmental cleanup. The New England District's assessment of possible

navigation improvements found that improvement dredging is not economically justified, but that there is an apparent need for maintenance dredging. The state has written to add Penobscot River work to its priority listing of federal maintenance projects. We will work to support the state's objectives for this and other projects. Sampling and physical and chemical testing were done in 2001 at the Lawrence Cove, Frankfort Flats, and Bangor Harbor areas of the channel. Additional probing of hard areas in Bangor Harbor was completed in September 2002. We are currently investigating suitable disposal sites for the material to be dredged.

SACO RIVER & CAMP ELLIS BEACH, SACO (1st CD) – The New England District, in response to a request from the city of Saco, is undertaking a study under the authority of Section 111 of the River and Harbor Act of 1968 to find a remedy to the ongoing erosion of Camp Ellis Beach. The Corps meets periodically with State and City officials and local interests to track progress on the timeline of ongoing computer modeling efforts being developed by the Woods Hole Group (WHG) under contract to the Corps. The models are examining effects of structures, including T-groins and jetty spurs, on wave climate, currents and erosion. The final modeling runs *and evaluation of alternatives performance* will be completed by *September 2004*. *A decision document and environmental assessment are being prepared and will be completed by December 2004.* If environmental approvals can be secured for the final proposal, preparation of plans and specifications would be initiated in the *spring of 2005*. Pending suitable Congressional authorization and appropriation, a construction contract would be sought in the upcoming two or three fiscal years. The last contract under this effort will include beach nourishment of Camp Ellis Beach.

SCARBOROUGH RIVER, SCARBOROUGH (1st CD) – The Federal navigation project provides for a 6-foot deep channel and anchorage at the mouth of the Scarborough River. Shoaling throughout the project has rendered travel at lower stages of the tide difficult. Maintenance dredging of approximately 100,000 cubic yards of clean sand is proposed to return the project to authorized dimensions. Dredged material will be disposed of on nearby Western Beach in Scarborough. Environmental coordination with Federal and State agencies is complete. Preparation of plans and specifications *are complete and an Invitation for Bids was issued on Sept. 17, 2004. Contingent on the availability of FY 05 funding, bids would be opened on Oct. 18, 2004.*

SEARSPORT HARBOR (2nd CD) - A Congressional Resolution passed in July 2000 at the request of the Maine Department of Transportation (*Maine DOT*) called for a study of Searsport Harbor with a view towards deepening the existing 35-foot channel in support of expanded port activities at the State and private terminal facilities at Mack Point. The Reconnaissance Study began in April 2004 using funding included in the Fiscal Year 2004 Energy and Water Development Appropriations Bill. *The 905(B) Reconnaissance Report was completed and forwarded to North Atlantic Division for approval to develop the Feasibility Cost Sharing Agreement and Project Management Plan with the non-*

Federal sponsor, the Maine DOT, in August 2004.

WELLS HARBOR, WELLS (1st CD) – The government-owned special-purpose dredge, Currituck, *dredged* about 10,000 cubic yards of sand from shoaled areas of the 8-foot-deep entrance channel and portions of the 8-foot-deep settling basin, and *placed* the material at a nearshore disposal site off Wells Beach, about one mile south of the dredge site. *Dredging was performed* from June 19 to June 24, 2004. State approval was obtained for this one-time maintenance dredge, and the Environmental Assessment was completed and signed.

Shoreline/Streambank Protection

HOLMES BAY, WHITING - SECTION 14 (2nd CD) - The New England District, in cooperation with the Maine Department of Transportation (ME-DOT) is evaluating emergency streambank/shoreline alternatives to prevent erosion along Cutler Road (State Highway Route 191). Stabilizing the roadway embankment along the bay would prevent the road's closure to residents. A Draft Environment Assessment is being prepared. A stabilization plan is currently being developed utilizing Federal and State resource agencies.

PLEASANT POINT, PERRY - SECTION 14 (2nd CD) - The New England District will initiate an investigation to repair this bank stabilization project along 775 linear feet of shorefront on Passamaquoddy Bay. The project purpose is to protect public housing from erosion. A field investigation was conducted in November 2003. The project sponsor is the Pleasant Point Passamaquoddy Indian Tribe.

Ecological Restoration

SCARBOROUGH MARSH (1st CD) – The Maine Department of Inland Fisheries and Wildlife (ME IF&W) requested that the New England District prepare a Preliminary Restoration Plan (PRP) for Scarborough Marsh in Scarborough. The PRP was sent to ME DIFW in November 2000 and ME IF&W submitted a letter of support in January 2001. Funding to begin the next steps was provided in August 2001. On Nov. 26, 2001, the Corps met with the local sponsor to develop the details of the restoration plan. The study will explore alternatives to restore as much as 135 acres of degraded salt marsh called Dunstan Marsh, which is part of Maine's Scarborough State Wildlife Management Area just eight miles south of Portland.

Interagency Meeting was held on Nov. 20, 2002 with members of USFWS, NOAA, NRCS, ME DIFW, ME DOT, and ME DEP in attendance. The Alternative Analysis Report was submitted to the Corps and the Trustees in February 2003.

The Draft Feasibility Report was submitted to the Corps in August 2003. A meeting with representatives from the Route 1 Culvert Replacement Project (ME DOT) and the Restoration Project (Trustees) was held on Sept. 11, 2003, verifying whether to reintroduce the culvert replacement component to the Dunstan Marsh Restoration Project. Culvert replacement will not be a component of the Restoration Project.

A scoping session/informational meeting was held on March 6, 2002 to obtain input from regional and local stakeholders. Preparation of project environmental documents occurred during the summer of 2002. Normandeau Associates, Inc. has been contracted to conduct the alternative analysis phase for reducing the current extent and rate of expansion of Phragmites, and to enhance the waterfowl and fishery habitat. An

The draft Feasibility Report is currently being reviewed by the Trustees. A Trustees meeting will be scheduled for mid October 2004 in order to determine the locally preferred plan.

Upon identifying the locally preferred plan, the draft Feasibility Report will be forward to the Corps of Engineers' Division for review.

Special Studies

COASTAL AMERICA - The Coastal America Northeast Regional Implementation Team has several new projects scheduled for FY-04. We anticipate beginning construction on the Rhode Island Coastal Salt Ponds and Town Pond salt marsh in Rhode Island. Several studies have been initiated in each state for dam removals, eelgrass restoration and wetlands/aquatic habitats improvements. The restoration of Bird Island in Marion, MA for Roseate Tern nesting has also begun feasibility study. Our military coordinator has begun scheduling more Innovative Readiness Training projects for the returning and reserve troops. The Coastal Ecosystem

Learning Centers and several agencies are attempting to schedule a student learning research cruise on a federal research vessel in CT (Mystic Aquarium and Institute for Exploration) and MA (New England Aquarium). All five coastal New England states now have active Corporate Wetlands Restoration Partnerships that have allocated funding for projects in each state. This year several team "focus groups" are to be convened, for example; habitat restoration on all of Cape Cod and south coastal Massachusetts and the restoration of the Penobscot River Watershed in Maine are a team priority.

Planning Assistance

ST. JOHN FISH RESTORATION STUDY (2nd CD) - The State of Maine's Department of Inland Fisheries and Wildlife (ME DIFW) requested that the Corps provide technical assistance with regards to the options and costs associated with blocking the passage of muskellunge and small mouth bass into the Fish River watershed, located in northern Maine. The signed CSLA and the non-Federal financial share were received on May 2, 2002. Site visits

were conducted on July 31 - Aug. 1, 2002 and July 8-9, 2003. Clough, Harbour & Associates (CHA) has completed the topographic survey and the river's cross-sections. The University of Iowa has completed the hydraulic assessment of the falls. A draft Report has been prepared and was submitted to ME IF&W in December 2003. *Study goals have been accomplished. No further assistance is required.*

Flood Plain Management

MAINE HURRICANE EVACUATION STUDY - This study is being conducted under a federally-funded program co-sponsored by the Corps of Engineers and the Federal Emergency Management Agency (FEMA) to provide information from which the state and local communities can develop/update preparedness plans for hurricanes. The National Hurricane Center completed the SLOSH (Sea, Lake, and Overland Surge from

Hurricanes) computer modeling and presented the results to state and local emergency management officials in 1999. The New England District uses the results of the SLOSH model to produce hurricane inundation maps, evacuation maps, and a technical data report. Draft inundation maps were delivered to the state in July 2000 for its use during the 2000 hurricane season. *Final maps were delivered in mid-August 2004.*

Superfund Assistance

The New England District is the Corps of Engineers' total support agency for the U.S. Environmental Protection Agency's Region I (New England) program for those federal-lead projects assigned to the Corps by EPA. This includes responsibility for design and construction of remediation projects. In addition, the district is providing technical assistance, upon request, to Region I for other federal-lead projects assigned by EPA to private firms, as well as for some Potential Responsible Party (PRP) remediation. During the past few years, we have provided support to EPA on projects in **Acton (1st CD), Lewiston (2nd CD), Saco (1st CD), Meddybemps (2nd CD), and South Hope (1st CD)**. Current activities are focused on the:

EASTLAND WOOLEN MILL SITE, CORINNA (2nd CD) - This site in the center of Corinna Village is a 25-acre abandoned wool manufacturing facility that operated from 1912 to 1996. The East Branch Sebasticook River flows directly under a portion of the 175,000-square-foot mill complex. Soil, river sediments, and groundwater in the area are contaminated with chlorobenzenes (a class of compounds historically used in the wool dyeing process). The site was included on the National Priorities List by the Environmental Protection Agency in July 1999.

New England District started work on this site in November 1998. The New England District has completed field investigations of soil, sediment, and

groundwater as part of a Remedial Investigation/ Feasibility Study (RI/FS), *which was completed in August 2004*, at a total cost of about \$6 million.

In addition, 75,000 cubic yards of contaminated soil were excavated, a mile reach of the river was relocated and restored, a ½ mile stretch of State Route 7 was relocated, and several residential and commercial structures were removed to facilitate remediation. Contaminated soil treatment occurred between June 2002 and October

2003. Treated soil is being placed on site to establish a re-developable area for the Town. Final site restoration *was completed in September 2004* to meet the Town's redevelopment schedule. Remaining work includes in-situ chemical oxidation of residual contamination in deep soil and bedrock to restore site groundwater to drinking standards. This work began in May 2004 and is anticipated to run through fall 2006. Total cost of the removal action is anticipated to be about \$50 million.

Regulatory Program

Department of the Army permits are required from the Corps of Engineers under Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. The Corps reviews permit applications for work affecting navigable waters under its Section 10 authority and the discharge of fill material into all waters, including inland wetlands, under Section 404. *At the end of May 2004, there were 133 active applications for regulated work in Maine. During June, July and August 2004, 201 new applications were received. Final actions were taken on 181 applications, including two individual permits, 159 general permits, six not required, and no denials. The balance at the end of August 2004 was 153 active applications.*

PROGRAMMATIC GENERAL PERMIT - The New England District has comprehensive Programmatic General Permits (PGPs) in place in each of the six New England states covering work with minimal impact on the aquatic environment. During the last quarter, 98 percent of all permits issued in New England were PGPs. The PGPs are based on the state thresholds for most categories of environmental impacts, and applicants generally need only file with the state. The federal screening is virtually transparent to applicants, and the PGP approval is either included in the state approval letter or mailed simultaneously. Applications appropriately covered under the PGPs are generally approved in under 30 days. Applicants have commented favorably about the simplicity, predictability and efficiency of the PGPs. The current PGP for Maine will expire in 2005. In 2003, 810 PGPs were processed by Maine Project Office staff. Another 2,485 State applications were screened to verify their eligibility for the non-reporting category of the PGP.

AQUACULTURE (1st & 2nd CDs) - Salmon aquaculture in Maine (growing salmon in floating sea cage) is second only to Maine's lobster industry in terms of economic return. The State currently has 5 hatcheries, 5 commercial growers, and 45 finfish leases (26 active farm

sites) totaling 738 acres. An economic report in 2003 estimated direct sales revenues of \$82 million from aquaculture (\$49 million from salmon aquaculture) and indirect (supply chain) spending of \$30.5 million. It was also estimated that 1,400 jobs have been created within the industry and its suppliers, earning approximately \$56 million and contributing \$10 million in tax revenues to the State. The bulk of this economic activity occurs in an economically depressed region of the state.

The National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS) have determined that a distinct population segment (DPS) of Atlantic Salmon in the Gulf of Maine is in danger of extinction and *have listed the DPS under the Endangered Species Act (ESA)*. The area affected by the listing includes virtually all of the previously authorized salmon aquaculture sites. The resource agencies maintain that contributing factors in the decline of the DPS include (but are not limited to) non-native aquaculture escapees that compete for wild salmon habitat in nearby rivers and diseases passed from pen raised salmon to wild salmon. Their position is supported by a number of state and national salmon conservation groups. Listing has potentially far reaching effects on this economically vital industry.

The Corps initiated Section 7 consultation on the existing, permitted, aquaculture projects on Aug. 9, 2001. After a lengthy consultation process, the agencies developed a generic Biological Opinion (BO) and takings statement on Nov. 19, 2003. In support of our intention to ultimately modify existing permits in accordance with the Biological Opinion, the Corps initiated informal consultation with the industry on Dec. 30, 2003. Coordination with the industry and its representatives is on going. Following the industry response and/or the results of formal consultation, the Corps will modify the existing permits.

KERRAMERICAN (2nd CD) - Approximately 50 years ago a deep shaft copper mine was developed in Blue Hill, Maine. The mine was eventually closed but during its

active years, waste rock was spread over a 30-acre site. This wasting operation as well as the mine infrastructure (roads, etc.) impacted extensive areas of wetland and a number of stream systems but much of it preceded Corps jurisdiction. The issue today is the waste rock and tailings areas that have the potential of leaching out high levels of toxic metals into nearby surface waters. Kerramerican, a Canadian mining concern, is prepared to undertake a large-scale earthwork project to cap and seal the site. The Maine Department of Environmental Protection strongly supports the project and voluntary action on the applicant's part would greatly hasten remediation, potentially avoiding Superfund designation. The proposed closure plan could impact extensive areas of wetland that have developed throughout the site (18 acres), hence the need for a Corps permit.

The Corps *did not* find issue with the need to prevent further environmental contamination and committed to assisting the applicant through the permitting process. The remediation potentially results in large-scale wetland impact, an as yet unknown but likely high level of public interest, the issue of compensatory mitigation, and the difficult question of balancing one environmental harm against another. Coordination with the applicant and an interagency team of State & Federal regulatory and resource agencies *greatly reduced the extent of wetland impacts and identified appropriate compensatory mitigation. A public notice was issued and expired May 14, 2004. A permit decision is pending. Remediation work is scheduled to commence in 2005.*

HARBOR MANAGEMENT - Maine Project Office staff continue to work closely with the State's harbor masters in the area of harbor management. The Corps is an annual presenter at the Maine Harbor Masters' Association annual training at Castine, Maine. This year's training was conducted April 16-18, 2004 and had record attendance. We are actively working with a number of communities which sponsor Federal navigation projects to bring them into compliance, thereby facilitating continued Federal maintenance. We also routinely provide advice on harbor ordinances, mooring issues, and user conflicts.

MACK POINT CARGO TERMINAL (1st & 2nd CDs) - On Sept. 26, 2001 the Corps issued a permit to the Maine Department of Transportation to develop a cargo terminal off Mack Point in Searsport Harbor, at Searsport, Maine. The existing facilities would be replaced or rehabilitated into two active cargo piers with associated upland infrastructure to create a modern, efficient and expandable dry cargo terminal that can handle existing and future cargo needs of industries in central and

northern Maine. For years the state has identified a three terminal plan for its shipping needs. New or upgraded facilities now exist in Eastport and Portland, covering the northern and southern portions of the state. Mack Point will fulfill the role of the third terminal in the central coastal area. Its development effectively closes the controversial history of the state's attempts to develop a similar facility off nearby Sears Island. Dredging and construction was completed in 2003. The Corps attended the facility's opening ceremony on July 25, 2003. Due to the success of the facility, the DOT is now considering additional dredging to provide another slip. Pre-application coordination is on going *and the applicant is gathering additional baseline information including new sediment sampling.*

MAINE TURNPIKE UPGRADE (1st & 2nd CDs) - On Dec. 29, 1999 the Corps issued a permit to the Maine Turnpike Authority to widen the Maine Turnpike from the York/Ogunquit town line to Scarborough, Maine. The project includes the addition of a third travel lane in each direction, shoulder widening, sideslope improvements, and drainage improvements. Upgrades of the mainline bridges and the Biddeford and Saco interchanges will also occur. To mitigate the project's 30.1 acres of wetland impact, the permittee was required to create 24 acres of wetland at an abandoned gravel pit at Sanford, Maine, to preserve 96 acres of high value wildlife habitat, including habitat for endangered species, at South Berwick, Maine, and to preserve 88 acres of riparian habitat along a trout stream at Kennebunk, Maine. The widening project began construction in 2000 *and will be completed in 2004.* Construction at the wetland creation site began in 2002 *and is scheduled to be completed in 2004. Site grading is all but complete and wetland plants will be planted this fall.*

OCEAN GATEWAY (1st & 2nd CDs) - The City of Portland and the Maine Department of Transportation propose to redevelop the former Bath Iron Works (BIW) shipyard annex at Portland, Maine, along the northern end of Portland's waterfront. This 30-acre city owned parcel includes an existing state/municipal ferry terminal, BIW's main pier facility, and over 2,000 feet of shoreline. The cities of Portland and South Portland are working with the Maine DOT to develop "Ocean Gateway Project," a multi-modal and multi-use facility that would be consistent with Portland's other marine dependent uses and facilities. Variations of the development scenarios for the site include a berth for the relocated international ferry terminal to Canada, cruise ship berths, improved inter-coastal ferry terminals, commercial berths for tugs, water taxis, emergency response vessels and visiting small ships, and associated upland development (public open

space, parking, marine related development and other infrastructure).

A task force of DOT and municipal planners and citizen groups have been working to identify project goals and conceptual design alternatives. Their consultants have introduced the project to the Corps and the interagency team and have developed a draft application. The application for the first phase of the project will be filed by 2004. Subsequent phases are still in the planning stages but will be presented as conceptual plans in order to assess potential long-term and cumulative impacts. A public notice for the project *was issued and expired on June 11, 2004. No objections or concerns were received from the public. A final permit decision will be made upon*

receipt of State water quality certification and Coastal Zone Management consistency.

PUBLIC OUTREACH – In addition to ongoing coordination with Maine's harbormasters described previously, the Maine Project Office staff participates in numerous public outreach sessions. These include but are not limited to university career days, the Maine Fishermen's Forum, the Rockland Lobster Festival, Nation to Nation Tribal Outreach, the New England Enviro-Expo, the New England Fish Expo, regional/state dredging committee meetings, numerous public meetings and hearings, and local/regional transportation planning committee meetings. A number of these are in support of other divisions or branches within New England District.

Conservation & Environmental Enhancement

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM (DERP) - This Congressionally directed program (PL 98-212) provides for an expanded effort in environmental restoration. It emphasizes the identification, investigation and cleanup of hazardous and toxic waste; unexploded ordnance; and unsafe buildings, structures and debris at current and former military facilities. One hundred and eighty-one formerly used Defense sites have been identified in Maine. Site and project eligibility investigations at 180 sites are now complete, including 92 where no work was found to be necessary. The remaining site, which will be scheduled for investigation in the future when funds become available, is Area Mike Bombing Range, **North Berwick (1st CD)**. Of the 88 sites where work was needed, the following efforts are underway:

A site inspection at the former **Dow Military Airfield (2nd CD)** salvage yard, fire pit training area, and dump site at the end of the runway concluded that petroleum contamination remains and that further studies are required to define its extent. This contamination does not appear to pose a significant human health risk. Further assessment will be accomplished when funding and priorities allow.

A remedial investigation was completed at **Dow Military Airfield Helicopter Pad, Bangor (2nd CD)**, and additional ecological sampling, involving surface water, sediment, and fauna in an adjacent drainage area, was conducted. The final report was completed in June 2000. Contamination levels in a drainage ditch around the helipad were found to be slightly higher than background levels. We are currently negotiating final cleanup goals

with the state. A supplemental remedial investigation at the former **Dow AFB (2nd CD)** underground storage tank locations will be conducted when funding becomes available.

Groundwater sampling *continued* at the **NIKE LO-13 (Launch and Control sites), Caswell; Loring AFB Com Annex #2, Perham; and Loring AFB Laundry Annex, Presque Isle (all 2nd CD)** sites *through April 2004. A draft report dated July 2004 was submitted to the MEDEP for review and comment. The report summarizes groundwater sampling that has taken place at these sites since 1996 by Corps' contractor, Weston Solutions. A final monitoring report is due in October 2004. A contract modification was awarded to Weston Solutions in June 2004 to continue monitoring at the wells that are currently impacted. A meeting was held on Sept. 20, 2004 with Corps, MEDEP and Weston to discuss each site. There is agreement by all parties to continue sampling particular wells at NIKE LO-13 Control and the Communications Annex. The first round of continued sampling took place the last week of September 2004. Sampling will continue in the spring of 2005, then will be reevaluated. Sampling will not continue at NIKE LO-13 Launch or the Laundry Annex at this time, as the existing samples have showed at least 4 rounds of non-detects. It is understood by all parties that additional document search information is required at all four sites. This information will be completed by all parties to better document what occurred at these sites. Then the sites will be reevaluated as funding becomes available. Based on recommendations at the September 2004 meeting, the Corps will conduct program funds to do geophysics in the spring of 2005 at the*

The Corps, through its contract with Weston Solutions, Incorporated, is performing a Remedial Investigation (RI) in an attempt to better define the source and groundwater pathway of TCE. This effort will facilitate the selection and design of a long-term solution for the **Air Force Radar Tracking Station in Bucks Harbor (2nd CD)**. Twelve (12) monitoring wells have been installed, a surficial geophysics program has been performed and an on-going quarterly residential water sampling/testing program is currently being performed. In addition, a well bore hole geophysics program, water sampling/testing on water samples from the monitoring wells, packer testing on selected wells and the surveying in of the monitoring wells to a known datum have been completed. The preparation and subsequent submittal of the Remedial Investigation report to the Maine DEP is currently underway. Restoration Advisory Board (RAB) meetings are held to discuss the status of the completed tasks and the plans for completion of the remaining tasks. Quarterly and/or semiannual residential well sampling is being conducted by Weston Solutions.

The Corps is performing a Preliminary Assessment and Site Inspection to evaluate the former **Air Force Ground/Air Transmitter Station in Glenburn, Maine (2nd CD)**. Trichloroethylene (TCE) concentrations have been detected in the groundwater in the general area surrounding the site. Tasks completed at the site include a detailed site survey, a regional bedrock fracture trace study, a soil gas study at the immediate site, water quality sampling/testing of all private wells within 2,000 feet of the site and borehole geophysics testing on selected wells. Soil gas was detected at locations across the site and a follow-up soil gas effort is planned to further define the presence of TCE soil gas. The results of these tasks, in conjunction with the on-going monthly residential water sampling/testing program will be evaluated and published in a Conceptual Site Model report. This report is intended to present the groundwater water quality testing results and a conceptual groundwater flow model for the site. This report will be presented to the Maine DEP for review and will be used to develop an approach to further investigations at the site. A public information meeting to present the project was held on May 7, 2003. A second meeting will be held upon completion of the report to discuss the status of the completed tasks and the plans for any further investigation at the site.

MEDEP is presently assessing the need for further investigation at the **former Fort Preble, South Portland (1st CD)**. If required, this work will be performed subject to funding availability. A site investigation confirming the

existence of TCE (trichloroethylene) at **Nike 58 Site in Caribou (2nd CD)** recommended that bedrock wells be installed and sampled. This was accomplished, and samples were taken in October 2000 and in the spring of 2001. A Final Report summarizing the Site Investigation was completed in October 2001. The report recommended continuation of monitoring. In June 2002, a contract was awarded to Weston to sample the monitoring wells and the drinking water wells bi-annually through spring 2004. *A draft report dated July 2004 was submitted to the MEDEP for review and comment. The report summarizes groundwater sampling that has taken place at this site since 2000 by Corps' contractor, Weston Solutions. A final monitoring report is due in October 2004. A contract modification was awarded to Weston Solutions to in June 2004 to continue monitoring at the wells that are currently impacted. A meeting was held on Sept. 20, 2004 with Corps, MEDEP and Weston to discuss this site, as well as the other sites in Maine. There is agreement by all parties to continue sampling particular wells at NIKE LO-58. The first round of continued sampling took place the last week of September 2004. Sampling will continue in the spring of 2005, then will be reevaluated. It was agreed by all parties that additional document search information is required at the site. This information will be completed by all parties to better document what occurred at these sites. Then the site will be reevaluated as funding becomes available. Based on recommendations at the September 2004 meeting, the Corps will program funds to do down-hole geophysics on two existing wells in the spring of 2005, to better define the site conditions.*

CONSTRUCTION – Work at the former Naval Fuel Depot, **Long Island (1st CD)** is complete. A site closure letter has been received from the Maine DEP.

Construction contracts, totaling nearly \$2.7 million, have been completed at:

First District

Great Diamond Island, **Portland**
Thompson's Point, **Thompson**
Peak's Island, **Portland**
Forts McClary and Foster, **Kittery**
Jewell and Peaks Islands, **Portland**
Fort Baldwin Military Reservation, **Phippsburg**
Gerrish Island Fire Control Station, **Kittery**
Merriam Point Fire Control Station, **Portland**
Fort Preble, **South Portland**
Former Fuel Depot, **Long Island (Portland)**
Cape Elizabeth Fire Control Station
Fort Levett on **Cushing Island**
Fort Preble in **South Portland**

Former Fuel Depot, **Long Island**

Second District

Dow Military Air Field, **Bangor**
Charleston Air Force Station
Bangor Ammunition Storage Annex
Former **Presque Isle** Air Force Base
Former **Caswell** Air Force Base

Loring Air Force Base Outer Marker Annex, **Fort Fairfield**
Laundry Annex, **Presque Isle**
Communications Annex, **Perham**
Nike Site LO-31, **Limestone**
Nike Site LO-58, **Caribou**
Nike Site LO-85, **Connor**
Nike Site LO-13, **Caswell**
Presque Isle Air Force Base, **Presque Isle**
Air Force Radar Tracking Station, **Bucks Harbor**

Support to the Military

BRIDGTON RESERVE CENTER (1st CD) - Efforts are underway to transfer ownership of the land and buildings at the U.S. Army Reserve Center on Depot Street in Bridgton to the town. The Louisville District of the Corps of Engineers and the 94th Reserve Support Command are

working on the environmental documentation for the property. After the environmental documentation is completed the New England District will finish the transfer package and forward it to higher authority for approval and execution by the Secretary of the Army's Office.

Interagency and International Support

BORDER PATROL STATIONS - CALAIS, JACKMAN AND VAN BUREN, MAINE (2nd CD) – The Department of Homeland Security (DHS), formerly the Immigration and Naturalization Service (INS), through the DHS Architect - Engineer Resource Center located at our Fort Worth District has tasked the New England District to provide three new turnkey 25-agent Border Patrol Stations to replace existing stations in Calais, Jackman, and Van Buren, Maine. Each border patrol station will be situated on a minimum 10-acre lot and will encompass a minimum 10,800 sf building. The work encompasses site selections, real estate acquisitions, environmental, design, contracting and construction activities at the three locations at a total estimated cost in excess of \$12.0 million. New England District has completed site selections, environmental assessments, and real estate acquisitions for all three of the new Border Patrol Stations. Final site selections are as follows: Calais area – this site

is located in the Town of Baileyville in the Baileyville Industrial Park located on Route 1 at its intersection with Route 9; Jackman area – this site is located on Route 6/15 approximately 2.5 miles east of its intersection with Route 201; Van Buren area – this site is located on Route 1A at the former Van Buren Drive-In Theater location. New England District has completed design activities for both Calais and Jackman and is scheduled to complete design activities for Van Buren in November 2004. A construction contract solicitation for the Calais and Jackman Border Patrol Stations, on hold since January 2004 pending receipt of additional funds from DHS, *is now scheduled to be issued on or about Oct. 15, 2004. Construction is expected to begin in the spring of 2005 and be completed in the summer of 2006.* A construction contract solicitation for the Van Buren Border Patrol Station will be ready to be issued in December 2004 pending receipt of additional funds from DHS.

