



PUBLIC NOTICE

Comment Period Begins: March 4, 2025

Comment Period Ends: April 4, 2025

File Number: NAE-2004-02397

In Reply Refer to: Charles N. Farris, Regulatory Division

Phone: (978) 318-8336

Email: charles.n.farris@usace.army.mil

The District Engineer, U.S. Army Corps of Engineers, New England District (USACE), has received a permit application, file number NAE-2004-02397, to conduct work in waters of the United States at the Yankee Marina and Boat Yard, Deborah Delp, PO Box 548, Yarmouth, ME 04096. This work is proposed in the Royal River, 72 Lafayette Street, Yarmouth, ME. The site coordinates are Latitude 43.795469° N Longitude -70.173388° W.

The work involves mechanically dredging approximately 17,400 cy of material from the Yankee Marina & Boat Yard from shoaled areas totaling 2.2 acres located in the town of Yarmouth, ME. This area will be dredged to the proposed depth -8 feet at mean lower low water (MLLW) plus one foot of allowable overdepth. The applicant proposes to dispose of this material at the Portland Disposal Site (PDS).

The work is shown on the enclosed plans titled "Yankee Marina and Boat Yard Dredge permitting," on 6 sheets, and dated January 15, 2025.

AUTHORITY

Permits are required pursuant to:

- ☒ Section 10 of the Rivers and Harbors Act of 1899
- ☐ Section 404 of the Clean Water Act
- ☒ Section 103 of the Marine Protection, Research and Sanctuaries Act.
- ☒ Section 14 of the Rivers and Harbors Act of 1899 (33 USC 408)

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. The USACE will consider all comments

received to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an environmental assessment and/or an environmental impact statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, as amended.

The activities proposed herein will also require permission from the USACE pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a USACE federally authorized Civil Works project known as the Royal River Federal Navigation Project (FNP). The proposed alteration involves dredging alongside and into the southern border of the Federal Navigation Channels and adjacent to the 6-foot anchorage. The proposed alteration is in the Royal River (See Figure 1). A permit pursuant to Section 10/404/103 shall not be granted until the Section 408 permission is issued. Through this public notice, we are soliciting information necessary to inform the USACE evaluation and review.

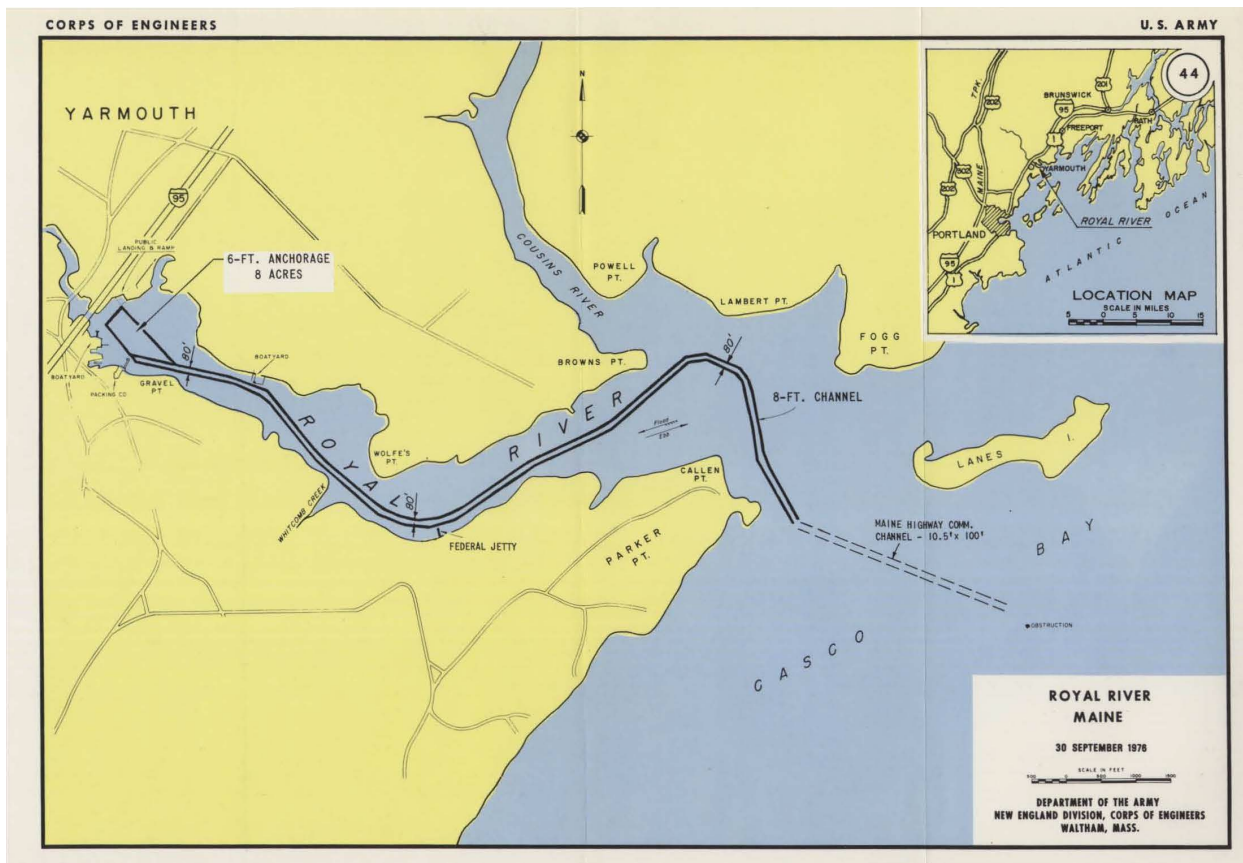


Figure 1. Royal River Federal Navigation Channel

ESSENTIAL FISH HABITAT

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). EFH describes waters and substrate necessary for fish for spawning, breeding, feeding or growth to maturity.

The dredging portion of this project will impact approximately 95,832 SF of EFH. Habitat at this site can be described as a mix of sandy and fine-grained material. Loss of this habitat may adversely affect species that use these waters and substrate. However, the District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

The dredged material disposal is proposed for the Portland Disposal Site (PDS). This is an open water site, which provides EFH. Habitat at this site can be described as a mix of fine sand and silt. Loss of this habitat may adversely affect species that use these waters and substrate. However, the District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

This project will impact 2.2 acres of EFH. This habitat consists of sandy and fine-grained material. Loss of this habitat may adversely affect species that use these waters and substrate. However, the District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

NATIONAL HISTORIC PRESERVATION ACT

Based on our initial review of the proposed project, it appears there is little likelihood that a historic property exists or may be affected due to the nature, scope, and magnitude of the work, and/or structures to be permitted. This is based upon the following: the nature of the proposed work, structure, or discharge of dredged or fill material would not affect historic properties even if such properties present within the affected area. All work would occur below MLLW with no disturbance to the uplands in the vicinity and no modifications to the viewshed. Additional review and consultation to fulfill requirements under Section 106 of the National Historic Preservation Act of 1966, as amended, will be ongoing as part of the permit review process.

ENDANGERED SPECIES CONSULTATION

The USACE is reviewing the application for the potential impact on federally listed threatened or endangered species and their designated critical habitat pursuant to Section 7 of the Endangered Species Act as amended. Our review will be concluded prior to the final decision.

The USACE has reviewed the application for the potential impact on federally listed threatened or endangered species and their designated critical habitat pursuant to Section 7 of the Endangered Species Act (ESA) as amended. It is our preliminary determination that the proposed activity for which authorization is being sought is designed, situated or will be operated/used in such a manner that it is (not likely to adversely affect) a listed species or their critical habitat. We are coordinating with the National Marine Fisheries Service and/or U.S. Fish and Wildlife Service on listed

species under their jurisdiction and the ESA consultation will be concluded prior to the final decision.

OTHER GOVERNMENT AUTHORIZATIONS

The states of Connecticut, Maine, Massachusetts, New Hampshire and Rhode Island have approved Coastal Zone Management Programs. Where applicable, the applicant states that any proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program. By this public notice, we are requesting the state concurrence or objection to the applicant's consistency statement.

The following authorizations have been applied for, or have been, or will be obtained:

- (x) Permit, license or assent from State.
- (x) Permit from local wetland agency or conservation commission.
- (x) Water Quality Certification in accordance with Section 401 of the Clean Water Act.

COMMENTS

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. People submitting comments are advised that all comments received will be available for public review in their entirety and will be considered a matter of public record.

Comments should be submitted in writing by the above date. If you have any questions, please contact Charles Farris, Regulatory Division, at charles.n.farris@usace.army.mil, (978) 318-8336, (800) 343-4789 or (800) 362-4367.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The USACE holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

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File No. NAE-2004-2397

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.

Paul Maniccia

Paul Maniccia
Chief, Massachusetts Section
Regulatory Division

Please contact Ms. Tina Chaisson at bettina.m.chaisson@usace.army.mil or (978) 318-8058 if you would like to be removed from our public notice mailing list.

Dredged Material Disposal Mitigation Discussion:

The alternatives considered in the dredged material disposal analysis fall into four general categories: beneficial use, upland disposal, confined disposal, and open-water disposal. The feasibility of disposal alternatives was analyzed relative to the physical and chemical quality of the dredged material, the volume of material to be dredged, the availability of suitable disposal and beneficial use sites, and the cost of disposal. The biological quality of the disposal of the material at the disposal site was also used to evaluate the feasibility of the open-water disposal alternative.

Based on the characteristics of the dredged material, the lack of suitable alternate disposal or beneficial use sites and costs, the most feasible, practical, cost-effective and environmentally acceptable alternative for the disposal of dredged materials from the proposed dredging is disposal at the requested disposal site.

Testing Information

NAE prepared a sampling and analysis plan (SAP) in March of 2023, with which the EPA concurred in March of 2023. The SAP called for the collection of five samples (YM1 to YM5) for bulk sediment chemistry and grain size analysis in the first phase of testing. Samples for grain size and bulk chemistry analysis were collected in April of 2023.

Physical and Chemical Analysis of Sediments

All five cores were composed of predominately of dark gray to black sandy silt with

32.3-51.8% fines except for the bottom subsamples from YM-3 and YM-5 which were composed of light brown sand with less than 1.6% fines.

To examine the sediment concentrations in an ecologically meaningful context, NAE used Sediment Quality Guidelines (SQGs) to screen the chemical concentrations found in the sediment samples from the Yankee Marina and Boat Yard project. Applicable SQG screening values for marine and estuarine sediments are the National Oceanic and Atmospheric Administration (NOAA) effects-range low (ERL) and effects-range median (ERM).

The applicant collected samples for biological testing in June of 2023. One composite sample was collected according to the compositing plan in Table 5 to determine the potential for the dredged sediment to cause adverse effects to the biological receptors identified in the CSM.

Biological results

Results showed statistically significant increases of certain contaminants of concern (COCs) in tissue samples from clams exposed to project sediments when compared to tissue samples from clams exposed to PDS reference area sediments including three PAHs, four PCB congeners, and two pesticides. Most notably, CIS chlordane was more than 10 times higher than the PDS reference tissue. All other significant COCs were less than 5 times the PDS reference site value. Based on these results, the tissue burden data were analyzed with the EPA Bioaccumulation Evaluation Screening Tool (BEST) model to determine the toxicological significance of bioaccumulation from exposure to the dredged material. Based on this evaluation, there is no unacceptable risk to the receptors identified in the CSM from the bioaccumulation of contaminants through exposure to the dredged material from the project sediments.

Based on the weight of evidence including the conceptual site model, sediment chemistry results, biological testing results, and subsequent risk modeling, no significant adverse impacts through the exposure pathways identified in the conceptual site model were found for the Yankee Marina and Boat Yard sediments. According to the testing and evaluation requirements set forth in Section 103 of the MPRSA, and after completing a Tier III evaluation according to the Green Book, the sediments to be dredged from the Yankee Marina and Boat Yard are considered suitable for unconfined open water disposal at PDS.

The dredged material has undergone physical, chemical, and biological testing and has satisfied the criteria for ocean disposal of dredged material as specified in Part 227 of the Ocean Dumping Act regulations. A final suitability determination which summarizes the testing analysis of the chemical and biological data was completed on September 26, 2024. EPA concurred with the determination on

October 4, 2024.

When taking the analytical data into account along with the review of historical data and a lack of potential sources of contaminants, the Corps concluded that this dredged material is suitable for disposal at the PDS.

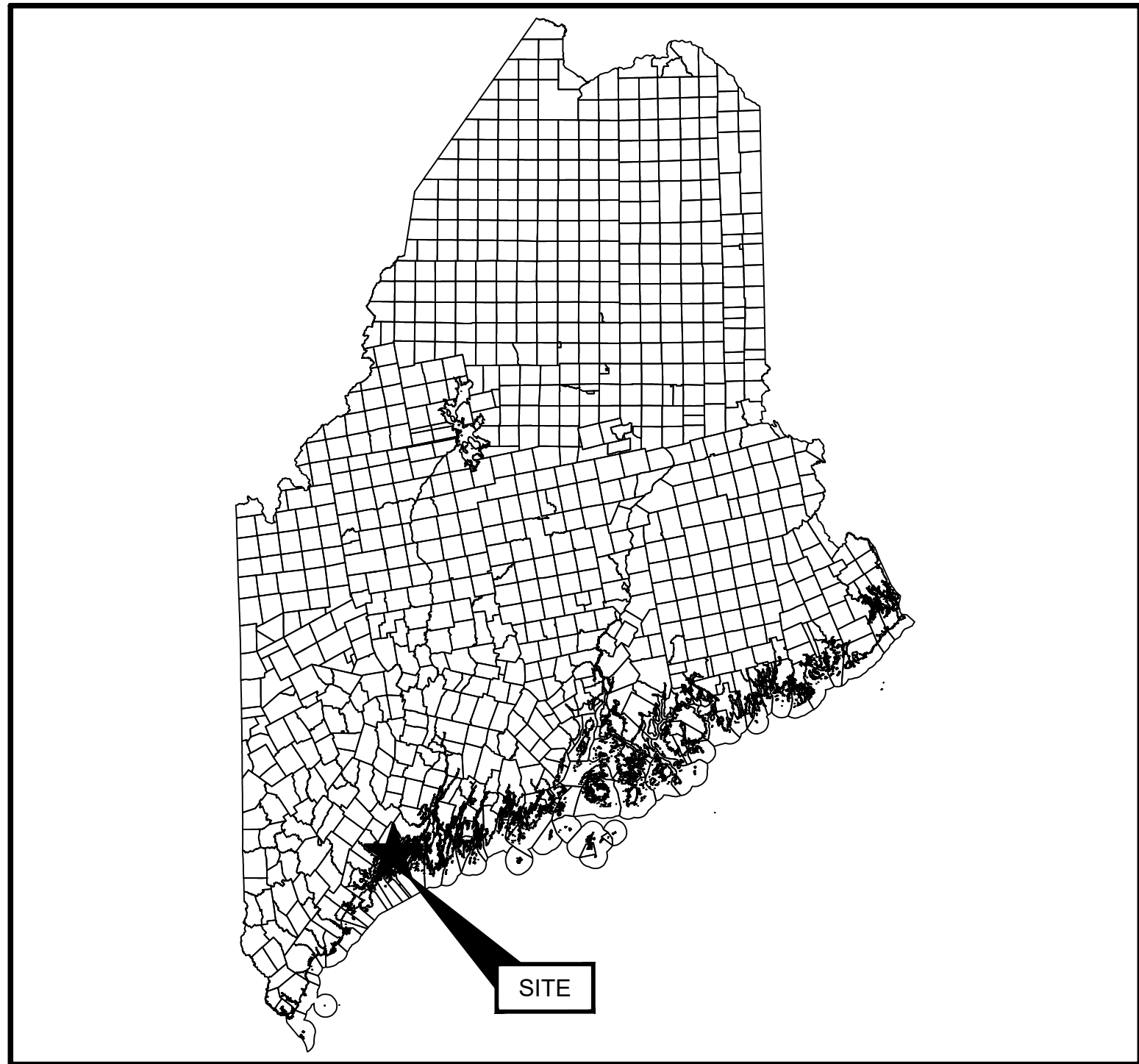
Any permit issued for this project will include special conditions requiring scows to come to a complete stop when disposing of the material at the disposal site. There will also be a time of year restriction included as a special condition which prohibits dredging during ecologically sensitive times of years.

Portland Disposal Site

The Portland Disposal Site is periodically used for the disposal of suitable bottom sediments dredged principally from the Portland Harbor/Fore River area (the suitability was determined with a project-specific evaluation with an established interagency review process). The quantity of sediments deposited at the site varies considerably each year and peaks when the Federal Channel in Portland Harbor is maintained (approximately every 10 years). Since 1982, an annual average of 160,000 cubic yards of sediments have been deposited. The site has been monitored through the USACE Disposal Area Monitoring System (DAMOS). DAMOS studies show that the site is a low energy environment, such that sediment deposited at this location will remain within the site's boundaries. Levels of metals and organics in the sediments within the disposal site are generally low and in most instances are not substantially greater than background levels, indicative of the relatively uncontaminated nature of many of the areas dredged that utilize the site. Previous research has shown that areas outside the disposal site have not been found to be affected by sediment deposited within the site. The DAMOS monitoring has also shown that distinct dredged material mounds have been formed at the site. The Portland Disposal Site has been designated by EPA for the disposal of dredged material only.

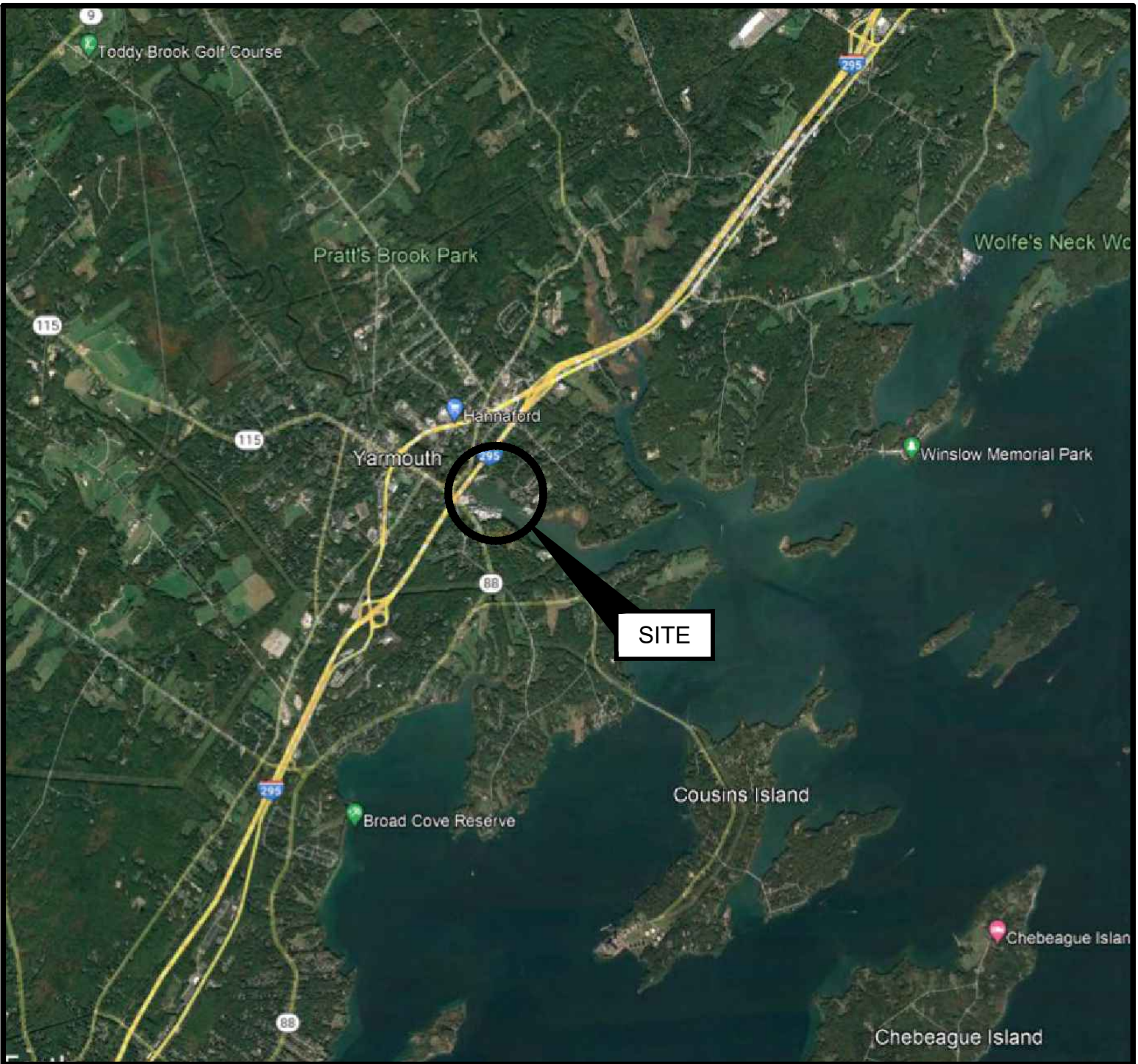
YANKEE MARINA & BOATYARD DREDGE PERMITTING

YANKEE MARINA & BOATYARD
142 LAFAYETTE STREET
YARMOUTH, ME 04096



SOURCE:
MAINEGIS DATA LIBRARY

STATE MAP
(NOT TO SCALE)



SOURCE:
GOOGLE EARTH

SITE LOCATION MAP
(NOT TO SCALE)

SHEET INDEX

SHEET NO.	DRAWING NO.	TITLE
1	G-001	COVER SHEET
2	G-002	PROJECT NOTES AND DETAILS
3	C-001	EXISTING CONDITIONS PLAN - OVERVIEW
4	C-002	EXISTING CONDITIONS PLAN - YANKEE MARINA & BOATYARD
5	C-003	PROPOSED CONDITIONS PLAN - YANKEE MARINA & BOATYARD
6	C-004	PROPOSED DREDGE SECTIONS - YANKEE MARINA & BOATYARD

PREPARED FOR:

YANKEE MARINA & BOATYARD
142 LAFAYETTE STREET
YARMOUTH, ME 04096

PREPARED BY:

GEI CONSULTANTS, INC.
5 MILK STREET
PORTLAND, ME 04101
(207)797-8901



PRELIMINARY

				DRAFT	DWG. NO. G-001
					SHEET NO. 1 OF 6
1	1/15/2025	PERMIT SET	DJB		
NO.	DATE	ISSUE/REVISION	APP		

GEI PROJECT NO. 2203381

DOYLE, JESSY: B:\Working\YARMOUTH BOAT YARD\2203371 Boat Yard Dredging\00_CAD\Design\Sheets\G001.dwg - 1/15/2025

THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, IS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF GEI CONSULTANTS AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF GEI CONSULTANTS.

DOYLE, JESSY \\geiconsultants.com\data\Batt_Storage\Working\YARMOUTH BOAT YARD Dredging\00_CAD\Design\Sheets\G-002 PROJECT NOTES AND DETAILS.dwg - 1/20/2025

PROJECT COORDINATION				SITE PREPARATION:				SURVEY AND PROPERTY NOTES:																																												
<div>1. THE CONTRACTOR SHALL SCHEDULE ALL ACTIVITIES SO AS TO LIMIT IMPACT TO USE AND/OR ACCESS TO THE PROJECT SITES, ADJACENT FACILITIES, AND THE FEDERAL NAVIGATION PROJECT. WORK SHALL BE SCHEDULED DURING SEASONAL SHUTDOWN OF WATERFRONT ACTIVITIES WHEN FLOATS HAVE BEEN REMOVED FROM THE WATER.</div> <div>2. WORK SHALL BE COORDINATED WITH THE TOWN OF YARMOUTH HARBORMASTER:<div>WILL OWEN 207-846-2412 (OFFICE)</div></div> <div>3. EXISTING FLOATS WILL BE REMOVED FOR THE SEASON PRIOR TO THE START OF DREDGING ACTIVITIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR TEMPORARILY RELOCATING ANY EXISTING MOORINGS THAT OBSTRUCT THE WORK AND REINSTALLATION AFTER COMPLETION OF WORK. EXISTING PILES AND FIXED STRUCTURES WILL REMAIN IN PLACE FOR THE DURATION OF THE WORK.</div> <div>4. WORK IS SUBJECT TO THE FOLLOWING TIME OF YEAR AND TIMING OF ACTIVITY RESTRICTIONS:<div><div>ALL WORK SHALL BE COMPLETED IN-THE-DRY OR BETWEEN THE DATES NOVEMBER 8 - APRIL 9 IN ACCORDANCE WITH USACE PERMIT.</div></div></div> <div>5. CONTRACTOR ACCESS TO THE SITE BY WATER SHALL AT NO TIME IMPACT USE IN THE ADJACENT FEDERAL NAVIGATION CHANNEL.</div> <div>6. THE CONTRACTOR SHALL PLAN FOR STAGING OF ALL WORK ACTIVITIES FROM THEIR BARGE. LIMITED ONSITE LAYDOWN AREAS MAY BE AVAILABLE, SUBJECT TO COORDINATION WITH FACILITY OWNERS.</div>				<div>1. CONTRACTOR SHALL INSTALL ALL SIGNAGE PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES. INCLUDE ANY OWNER REQUIRED PROJECT SIGNAGE, AND FEDERAL AND STATE MANDATED WORK PLACE SIGNAGE.</div> <div>2. CONTRACTOR SHALL HAVE IN-PLACE TRASH AND SANITARY FACILITIES FOR THE WORK PLACE.</div> <div>3. DISCOVERY OF INCONSISTENT SITE INFORMATION OR CONDITIONS ARE TO BE IMMEDIATELY CONVEYED TO THE OWNER AND ENGINEER PRIOR TO COMMENCING OR CONTINUING CONSTRUCTION.</div> <div>4. THE CONTRACTOR SHALL NOTIFY DIGSAFE PRIOR TO COMMENCING ANY WORK.</div> <div>5. NO SURVEY OF UNDERGROUND UTILITIES HAS BEEN CONDUCTED AND NO REPRESENTATION IS MADE BY THESE PLANS TO IDENTIFY ANY POTENTIAL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL VERIFY LOCATIONS OF UTILITIES AS MAY BE REQUIRED. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES OCCURRING AS A RESULT OF THE CONTRACTOR'S FAILURE TO LOCATE AND PROTECT UNDERGROUND UTILITIES. ALL REPAIRS SHALL BE MADE AT THE CONTRACTOR'S EXPENSE.</div> <div>6. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING UTILITIES AND DRAINAGE AT ALL TIMES.</div> <div>7. THE CONTRACTOR SHALL REPAIR ANY DAMAGE AND RESTORE TO THE PRE-EXISTING CONDITION AT NO COST TO THE OWNER.</div> <div>8. CONTRACTOR SHALL PROTECT ALL EXISTING STRUCTURES AND SHALL PERFORM THE WORK IN A MANNER THAT AVOIDS DAMAGE TO EXISTING STRUCTURES. STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO, BUILDINGS, PIERS, BULKHEADS, FLOATS, PIER UTILITIES AND FIXTURES, AND RIPRAP SLOPES. CONTRACTOR SHALL REPAIR ANY DAMAGE AT NO ADDITIONAL COST TO THE OWNER.</div> <div>9. CONTRACTOR SHALL SUPPLY ALL NECESSARY TEMPORARY UTILITIES FOR CONSTRUCTION INCLUDING, BUT NOT LIMITED TO; WATER, POWER, LIGHTING, DATA, AND TELEPHONE.</div> <div>10. CONTRACTOR SHALL READ AND UNDERSTAND ALL REGULATORY CONDITIONS ASSOCIATED WITH THE PROJECT AND SHALL COMPLY WITH ALL ENVIRONMENTAL REQUIREMENTS AND PERMIT CONDITIONS.</div>				<div>1. LOCUS PARCEL IS DEPICTED ON TOWN OF YARMOUTH TAX MAP 28, LOT 32 AND IS LOCATED IN THE WATER ORIENTED COMMERICAL ZONE. THE SITE IS ALSO LOCATED IN THE SHORELAND OVERLAY DISTRICT.</div> <div>2. THE RECORD OWNER IS YANKEE MARINA, INC., BY DEED DATED JULY 7, 2009, RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 27066, PAGE 157.</div> <div>3. BOUNDARY INFORMATION DEPICTED HEREON IS BASED ON TOWN OF YARMOUTH TAX MAPS.</div> <div>4. UPLAND BASE SURVEY IS FROM 2011 PLANS BY BAKER DESIGN CONSULTANTS, AND AERIAL IMAGERY DATED MAY 2022 FROM NEARMAP.</div> <div>5. BATHYMETRIC SURVEY IS FROM A PLAN ENTITLED "BATHYMETRIC SURVEY, YANKEE MARINA & BOATYARD" BY LITTLE RIVER LAND SURVEYING, DATED NOVEMBER 18, 2022.</div> <div>6. FEDERAL CHANNEL LIMITS ARE DEPICTED BASED ON THE PLAN "ROYAL RIVER, YARMOUTH, MAINE, AFTER DREDGE SURVEY" SHEET V-104 PUBLISHED BY THE U.S. ARMY CORPS OF ENGINEERS, DATED DECEMBER 11, 2015.</div> <div>7. HORIZONTAL COORDINATES ARE BASED ON NAD83 MAINE STATE PLANE WEST ZONE AND ARE EXPRESSED IN FEET.</div> <div>8. ELEVATIONS ARE SHOWN IN FEET BASED ON MEAN LOWER LOW WATER (MLLW) DATUM. POSITIVE VALUES REPRESENT ELEVATION ABOVE THAT SAME PLANE. REFER TO ELEVATIONS TABLE FOR DATUM CONVERSIONS.</div> <div>9. PORTIONS OF THE PROPERTY ARE DEPICTED AS BEING IN A SPECIAL FLOOD HAZARD AREA BASED ON FEMA FIRM23005C0541F, EFFECTIVE DATE JULY 20, 2024. THE SITE IS LOCATED IN AE ZONE HAVING BASE FLOOD ELEVATIONS OF 10 FT, WHICH IS CONVERTED TO 15.4 FT MLLW DATUM.</div>																																												
SITE ENVIRONMENTAL CONTROLS:								DREDGING																																												
<div>1. ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH TOWN, STATE, AND FEDERAL PERMITS.</div> <div>2. COPIES OF PERMIT APPROVALS SHALL BE KEPT ONSITE BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.</div>								<div>1. THE CONTRACTOR SHALL DREDGE TO THE DEPTHS SHOWN ON THE CONTRACT DRAWINGS.</div> <div>2. ALL AREAS INCLUDE AN OVERDREDGE PAYMENT LIMIT DEPTH AS SHOWN ON THE PLANS. NO WORK OUTSIDE OF THE PAYMENT LIMIT SHALL BE CONSIDERED FOR COMPENSATION.</div> <div>3. CONTRACTOR SHALL NOTE THE POTENTIAL PRESENCE OF DEBRIS WITHIN THE DREDGING FOOTPRINT INCLUDING, BUT NOT LIMITED TO, MOORING BLOCKS, CHAINS, STONE, CONCRETE, TIMBER, TIMBER PILES, OR COMMERCIAL FISHING EQUIPMENT. ALL DEBRIS SHALL BE SEGREGATED FOR DISPOSAL AT AN AUTHORIZED DISPOSAL SITE.</div> <div>4. CONTRACTOR SHALL NOTE AND COMPLY WITH ALL TIME OF YEAR RESTRICTIONS, DISPOSAL RATE, MONITORING, REPORTING, AND OTHER CONDITIONS OF APPROVAL IN THE PROJECT PERMITS.</div> <div>5. CONTRACTOR SHALL PROVIDE THE OWNER AND TOWN OF YARMOUTH A MINIMUM OF THREE WORKING DAYS NOTICE PRIOR TO MOVING INTO THE DREDGE AREA.</div> <div>6. CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID ANY OVERDREDGE BELOW OR BEYOND PAYMENT LIMITS NEAR PIERS AND BULKHEADS IMMEDIATELY ADJACENT TO THE DREDGE AREAS WHICH MAY IMPACT STABILITY OF THESE STRUCTURES.</div>																																												
OSHA REQUIREMENTS:				CODES:																																																
<div>1. PURSUANT TO 26 M.R.S.A. §565, THE CONTRACTOR SHALL ADHERE TO THE OCCUPATIONAL SAFETYAND HEALTH STANDARDS AS PROMULGATED BY THE FEDERAL OCCUPATIONAL SAFETY AND HEALTHADMINISTRATION (OSHA) AT 29-CFR PART 1926 AS MOST RECENTLY AMENDED.</div>				<div>1. MAINE DOT STANDARD SPECIFICATIONS, MARCH 2020 ED. WITH SUPPLEMENTAL SPECIFICATIONS THROUGH JANUARY 14, 2021.</div>																																																
EROSION & SEDIMENTATION CONTROL:				SITE CONTROL AND BASELINES:																																																
<div>1. EROSION AND SEDIMENTATION CONTROL MEASURES ARE PROPOSED TO CONTROL ACCELERATED EROSION AND SEDIMENTATION AND REDUCE ADVERSE IMPACTS FROM RUNOFF AND EROSION AT THEWORK SITE.</div> <div>2. APPLICATION OF TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE IN<div>ACCORDANCE WITH THE LATEST EDITION OF THE MAINE EROSION AND SEDIMENT CONTROL BMP'S PUBLISHED BY MAINE DEP AND AVAILABLE AT:<div>HTTPS://WWW.MAINE.GOV/DEP/LAND/EROSION/ESCBMPS/</div></div></div> <div>3. THE WORK SHALL BE PERFORMED BY A CONTRACTOR THAT IS CERTIFIED BY MAINE DEP IN EROSION AND SEDIMENT CONTROL MEASURES. A CERTIFIED INDIVIDUAL SHALL BE ONSITE DURING ALL CONSTRUCTION ACTIVITY.</div> <div>4. THE CONTRACTOR'S SEQUENCE OF OPERATIONS AND SCHEDULE FOR WORK ACTIVITIES SHALL ACT TO MINIMIZE EXPOSURE TO EROSION.</div> <div>5. AT THE COMPLETION OF CONSTRUCTION, ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UNLESS OTHERWISE INDICATED ON THE PLANS.</div>				<div>1. PROJECT BASE PLAN HAS BEEN DEVELOPED FROM THE REFERENCES AND FIELD DATA DESCRIBED UNDER "SURVEY AND PROPERTY NOTES" ON THIS SHEET.</div> <div>2. ELEVATIONS ARE PROVIDED IN MLLW = 0.0 FT VERTICAL DATUM UNLESS OTHERWISE NOTED.</div> <div>3. THE CONTRACTOR SHALL INSTALL SURVEY CONTROL AS NECESSARY TO PERFORM THE WORK. PERMANENT SURVEY CONTROL (AT LEAST 2 POINTS) SHALL BE ESTABLISHED FOR THE PROJECT AND PROTECTED FROM DAMAGE DURING CONSTRUCTION AND PROVIDED ON AS-BUILT DRAWINGS.</div> <div>4. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN PROJECT BASELINES AND CONTROL AS REQUIRED TO ENSURE ACCURATE LOCATION OF ALL ELEMENTS OF THE PROJECT.</div> <div>5. CONTRACTOR SHALL NOTE THAT EXISTING STRUCTURE DETAILS, DIMENSIONS, AND LOCATIONS ARE APPROXIMATE. BIDDERS SHALL MAKE THEIR OWN ASSESSMENT OF EXISTING CONDITIONS.</div>																																																
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<div>Attention:<div>01" If this scale bar does not measure 1" then drawing is not original scale.</div></div>		<div>DRAFT</div>		<div><div>Designed: DJB</div><div>Drawn: DAP</div><div>Checked: BJB</div><div>Approved: APP_BY</div><div>P.E. No: VALUE</div><div>GEI Project 2203381</div></div>		<div><div>GEI Consultants</div><div>GEI CONSULTANTS, INC.</div><div>5 MILK STREET</div><div>PORTLAND, ME 04101</div><div>(207)797-8901</div></div>		<div>YANKEE MARINA & BOATYARD 142 LAFAYETTE STREET YARMOUTH, ME 04096</div>		<div>YANKEE MARINA & BOATYARD DREDGE PERMITTING</div> <div>142 LAFAYETTE STREET YARMOUTH, ME 04096</div>		<table><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td>1</td><td>1/15/2025</td><td>PERMIT SET</td><td>DJB</td></tr><tr><td>NO</td><td>DATE</td><td>ISSUE/REVISION</td><td>APP</td></tr></table>																																	1	1/15/2025	PERMIT SET	DJB	NO	DATE	ISSUE/REVISION	APP
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SOURCE:
1. AERIAL IMAGERY FROM NEARMAP, 2022.
2. UPLAND SURVEY BASED ON PLAN DEVELOPED BY GEO-SYSTEMS LAND INFORMATION SPECIALISTS, 2004.
3. BATHYMETRIC DATA COLLECTED BY LITTLE RIVER LAND SURVEYING IN OCTOBER & NOVEMBER 2022.

ELEVATION	MLLW*	NAVD88
BFE	+15.42'	+10.00'
HAT	+11.80'	+6.38'
MHHW	+9.84'	+4.52'
MHW	+9.49'	+4.07'
MSL	+4.94'	-0.48'
MLW	+0.31'	-5.11'
MLLW	0.00'	-5.42'

*PROJECT DATUM

Attention:
0 1"
If this scale bar does not measure 1" then drawing is not original scale.

DRAFT

Designed: DJB
Drawn: DAP
Checked: BJB
Approved: APP_BY
P.E. No: VALUE
GEI Project 2203381



YANKEE MARINA & BOATYARD
142 LAFAYETTE STREET
YARMOUTH, ME 04096

YANKEE MARINA & BOATYARD DREDGE PERMITTING

142 LAFAYETTE STREET
YARMOUTH, ME 04096

1	1/15/2025	PERMIT SET	DJB
NO	DATE	ISSUE/REVISION	APP

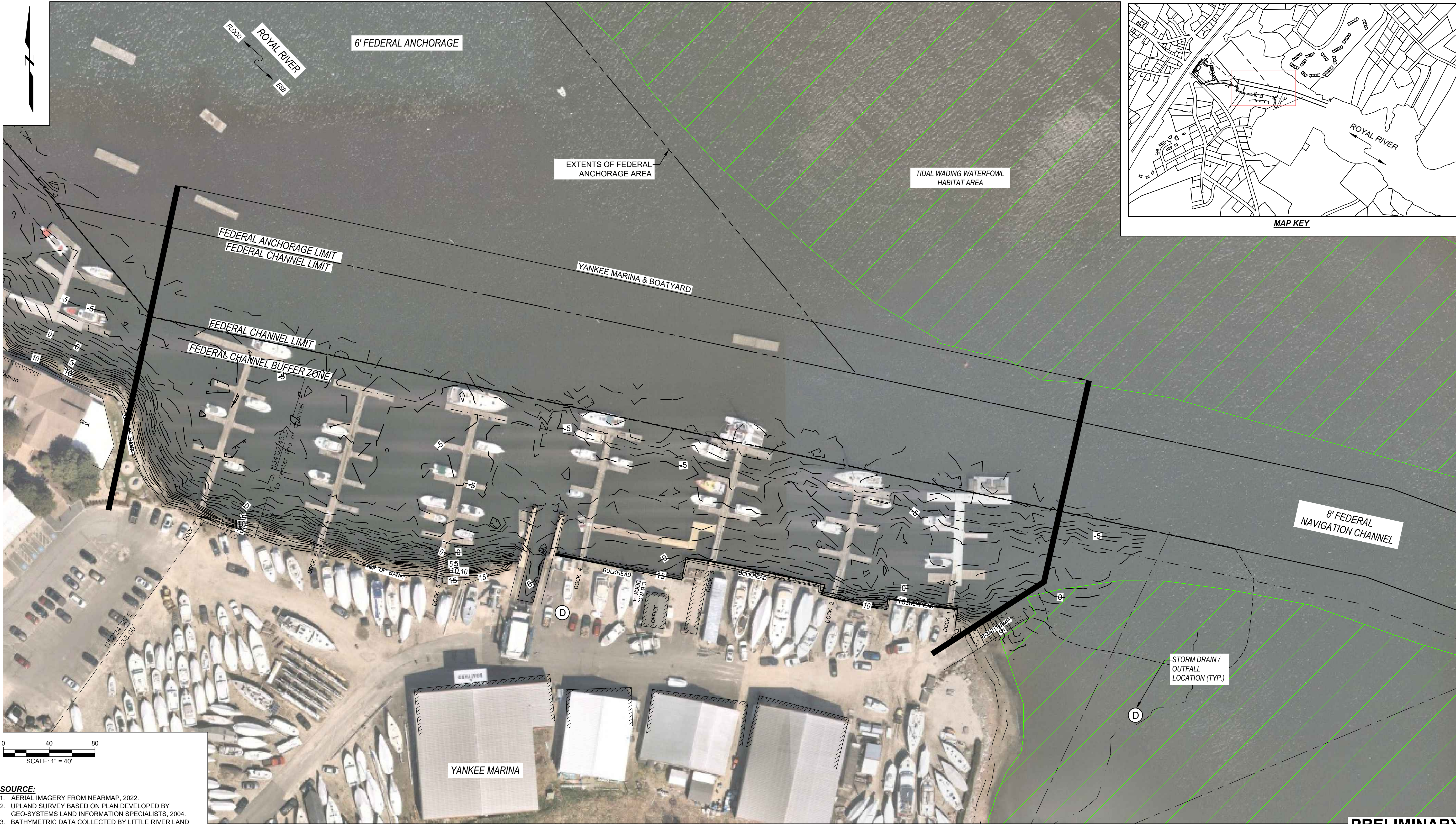
SHEET NAME
**EXISTING CONDITIONS
PLAN - OVERVIEW**

SHEET NO.

C-001

PRELIMINARY

DOYLE, JESSY_E:\Working\YARMOUTH BOAT YARD\2023\37 Boat Yard Dredging\00_CAD\Design\Sheets\C001 C002.dwg - 1/15/2025



SOURCE:
1. AERIAL IMAGERY FROM NEARMAP, 2022.
2. UPLAND SURVEY BASED ON PLAN DEVELOPED BY GEO-SYSTEMS LAND INFORMATION SPECIALISTS, 2004.
3. BATHYMETRIC DATA COLLECTED BY LITTLE RIVER LAND SURVEYING IN OCTOBER & NOVEMBER 2022.

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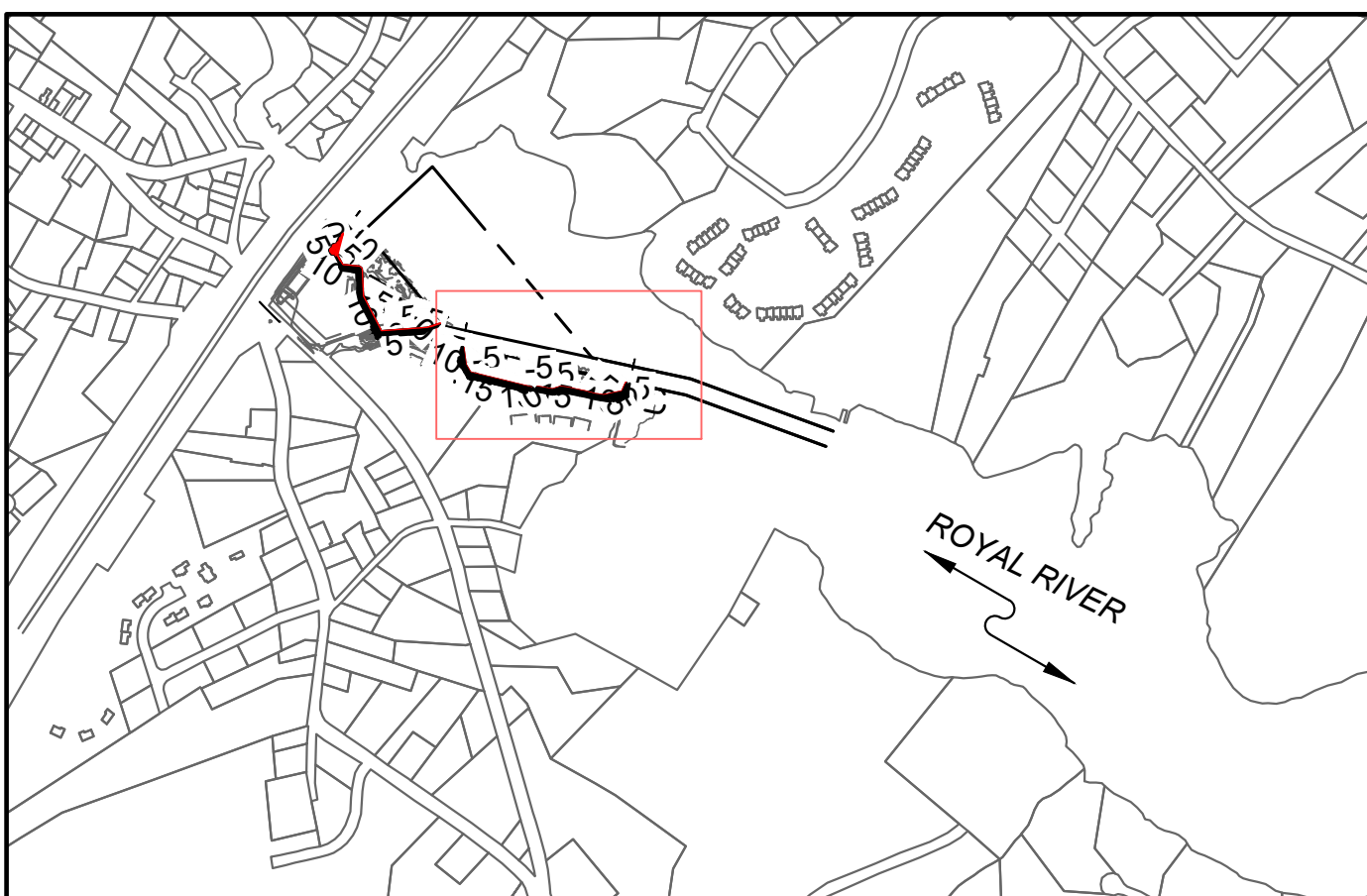
1	1/15/2025	PERMIT SET	DJB
NO	DATE	ISSUE/REVISION	APP

SHEET NAME
**EXISTING CONDITIONS
PLAN - YANKEE MARINA
& BOATYARD**

SHEET NO.
C-002

PRELIMINARY

DOYLE, JESSY_E:\Working\YARMOUTH BOAT YARD\2023371 Boat Yard Dredging\00_CAD\Design\Sheets\C003.dwg - 1/15/2025



MAP KEY

- NOTES:**
- DESIGN DREDGE ELEVATION IS -8.0 FT MLLW. VOLUME CALCULATIONS ALLOW FOR AN OVERDREDGE OF 1 FT TO -9.0 FT MLLW.
 - TABULATED VOLUMES ARE BASED ON EXISTING BATHYMETRY WITHIN DREDGE AREA AND PROPOSED DREDGE DESIGN.
 - ESTIMATED VOLUMES INCREASED BY 25% TO ACCOUNT FOR BULKING AND FUTURE SEDIMENTATION
- SOURCE:**
- AERIAL IMAGERY FROM NEARMAP, 2022.
 - UPLAND SURVEY BASED ON PLAN DEVELOPED BY GEO-SYSTEMS LAND INFORMATION SPECIALISTS, 2004.
 - EXISTING BATHYMETRIC DATA COLLECTED BY LITTLE RIVER LAND SURVEYING IN OCTOBER & NOVEMBER 2022.

YANKEE MARINA & BOAT YARD DREDGE SCHEDULE			
TOTAL AREA (SF)	VOLUME (CY)		
	DREDGE TO EL. -8.0	DREDGE TO EL. -9.0	TOTAL
99,500	16,000	4,600	20,600

ELEVATION	MLLW*	NAVD88
BFE	+15.42'	+10.00'
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*PROJECT DATUM

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DRAFT

Designed: DJB
Drawn: DAP
Checked: BJB
Approved: #####
P.E. No: VALUE
GEI Project 2203381



YANKEE MARINA & BOATYARD
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YARMOUTH, ME 04096

YANKEE MARINA & BOATYARD DREDGE PERMITTING

142 LAFAYETTE STREET
YARMOUTH, ME 04096

1	1/15/2025	PERMIT SET	DJB
NO	DATE	ISSUE/REVISION	APP

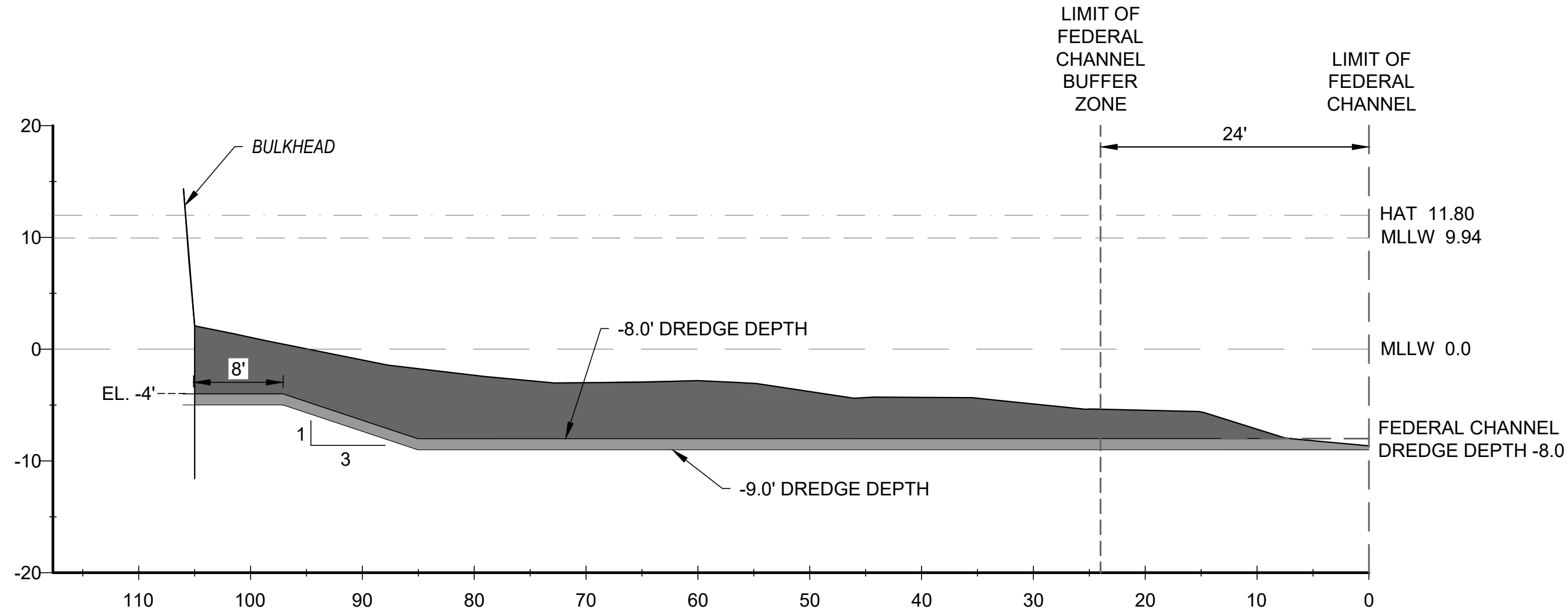
SHEET NAME
**PROPOSED CONDITIONS
PLAN - YANKEE MARINA
& BOATYARD**

SHEET NO.

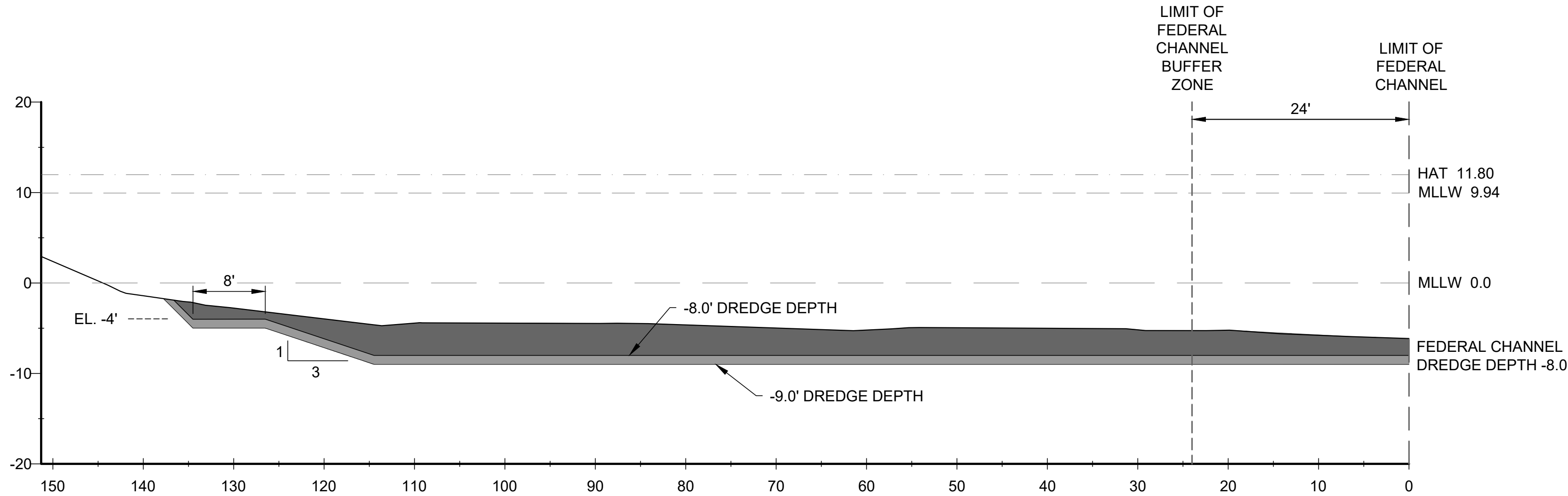
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PRELIMINARY

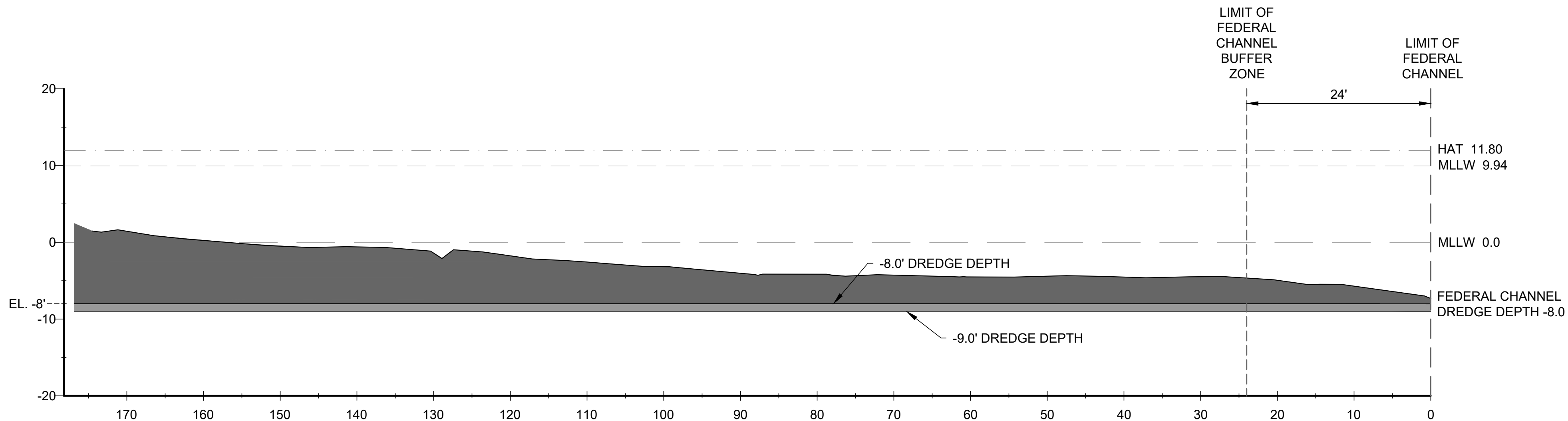
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A STA. 5+00
DESIGN DREDGE TYPICAL SECTION SCALE: 1" = 10'



C STA. 9+00
DESIGN DREDGE TYPICAL SECTION SCALE: 1" = 10'



B STA. 7+10 - BOAT LIFT
DESIGN DREDGE TYPICAL SECTION SCALE: 1" = 10'

NOTES:

1. DREDGE DESIGN PARAMETERS ARE MEASURED PERPENDICULAR TO SLOPE

SOURCE:

1. EXISTING BATHYMETRIC DATA COLLECTED BY LITTLE RIVER LAND SURVEYING IN OCTOBER 2022.

LEGEND:

- OCTOBER 2022 BATHYMETRIC SURVEY
PROPOSED DREDGE
PROPOSED 1-FT OVERDREDGE

ELEVATION	MLLW*	NAVD88
BFE	+15.42'	+10.00'
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MHW	+9.49'	+4.07'
MSL	+4.94'	-0.48'
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YANKEE MARINA & BOATYARD DREDGE PERMITTING

142 LAFAYETTE STREET
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1	1/15/2025	PERMIT SET	DJB
NO	DATE	ISSUE/REVISION	APP

SHEET NAME
PROPOSED DREDGE SECTIONS - YANKEE MARINA & BOATYARD

SHEET NO.

C-004

PRELIMINARY