



**US Army Corps  
of Engineers**®

New England District

**Maine Project Office**

**675 Western Avenue #3**

**Manchester, Maine 04351**

# PUBLIC NOTICE

**Date:** September 23, 2008

**Comment Period Ends:** October 23, 2008

**File Number:** NAE-2008-02480

**In Reply Refer To:** Jay L. Clement

**Or by e-mail:** jay.l.clement@usace.army.mil

The District Engineer has received a permit application from the applicant below to **conduct work in waters of the United States** as described below. The Corps is soliciting comments on both the project itself and the range of issues to be addressed in the environmental documentation.

**APPLICANT:** MAINE DEPT. OF TRANSPORTATION, 16 STATE HOUSE STATION, AUGUSTA, MAINE 04333

**ACTIVITY:** Fill inland waterways and wetlands east of downtown Presque Isle, Maine in order to construct a two-lane, controlled access bypass highway on new alignment as shown on the attached plans and described as follows:

1. The Corps has determined that the basic project purpose is to enhance regional transportation by reducing travel times and improving north-south and east-west traffic flow at Presque Isle, Maine, thereby improving public safety and traffic flow/mobility in downtown Presque Isle. Four build alternatives, designated 2X, 4B, 6, and 7, as well as the Route 1 Upgrade and no action alternatives are being considered. Wetland/waterway impacts for the three alignment options range from 13.8 to 33.5 acres. Maine DOT has not identified a preferred alternative.
2. Currently the project remains in the planning stage. Maine DOT has presented a preliminary application to assist the Corps, following public comment, in determining which alternative is the least environmentally damaging practicable alternative (LEDPA). Depending on the LEDPA, the applicant will be required to develop a detailed mitigation plan intended to compensate for any unavoidable impacts to wetlands and other aquatic resources. They will also be required to obtain a permit and water quality certification from the Maine Dept. of Environmental Protection (Maine DEP).
3. Compensatory mitigation typically takes the form of wetland or waterway restoration, enhancement, and creation. In some cases, preservation of wetlands and uplands can be accepted as a component of a mitigation plan, in particular if they are under threat and provide important functions and values. Where possible, mitigation should complement local comprehensive planning and conservation goals. Prior to the submission of a final permit application to the Corps and the Maine DEP, the applicant will be identifying mitigation opportunities throughout the general project area. This notice encourages suggestions or recommendations for potential mitigation opportunities from the interested or affected public as well as those agencies that speak to the public interest. These suggestions will be provided to the applicant as we ultimately determine which measures are practicable and serve to help mitigate the project's unavoidable impacts to aquatic resources.

**WATERWAY AND LOCATION OF THE PROPOSED WORK:** This work is proposed in several unnamed tributaries to Hardwood Brook and Longfellow Brook and in their adjacent freshwater wetlands at Caribou, Maine. The project site is located on the USGS PRESQUE ISLE, ME quadrangle sheet at latitude 46.6814301°N; and longitude 68.0175262°W.

#### **AUTHORITY**

Permits are required pursuant to:

       Section 10 of the Rivers and Harbors Act of 1899

  X   Section 404 of the Clean Water Act

       Section 103 of the Marine Protection, Research and Sanctuaries Act).

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 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.

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.

#### **SECTION 106 COORDINATION**

Based on his initial review, the District Engineer has determined that the proposed work may impact properties listed in, or eligible for listing in, the National Register of Historic Places. Additional review and consultation to fulfil requirements under Section 106 of the National Historic Preservation Act of 1966, as amended, will be ongoing as part of the permit review process.)

Pursuant to the **Endangered Species Act**, the District Engineer is hereby requesting that the appropriate Federal Agency provide comments regarding the presence of and potential impacts to listed species or its critical habitat.

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

- (X) Permit, License or Assent from State.
- ( ) Permit from Local Wetland Agency or Conservation Commission.
- (X) Water Quality Certification in accordance with Section 401 of the Clean Water Act.

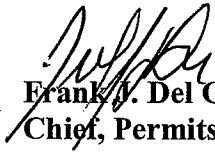
In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. **Comments should be submitted in writing by the above date.** If you have any questions, please contact Jay Clement at 207-623-8367 at our Manchester, Maine Project Office.

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 Corps 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.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. 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.

For more information on the New England District Corps of Engineers programs, visit our website at <http://www.nae.usace.army.mil>.

**THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.**

  
**Frank V. Del Giudice**  
**Chief, Permits and Enforcement Branch**  
**Regulatory Division**

If you would prefer not to continue receiving Public Notices, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at [bettina.m.chaisson@usace.army.mil](mailto:bettina.m.chaisson@usace.army.mil). You may also check here ( ) and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: \_\_\_\_\_

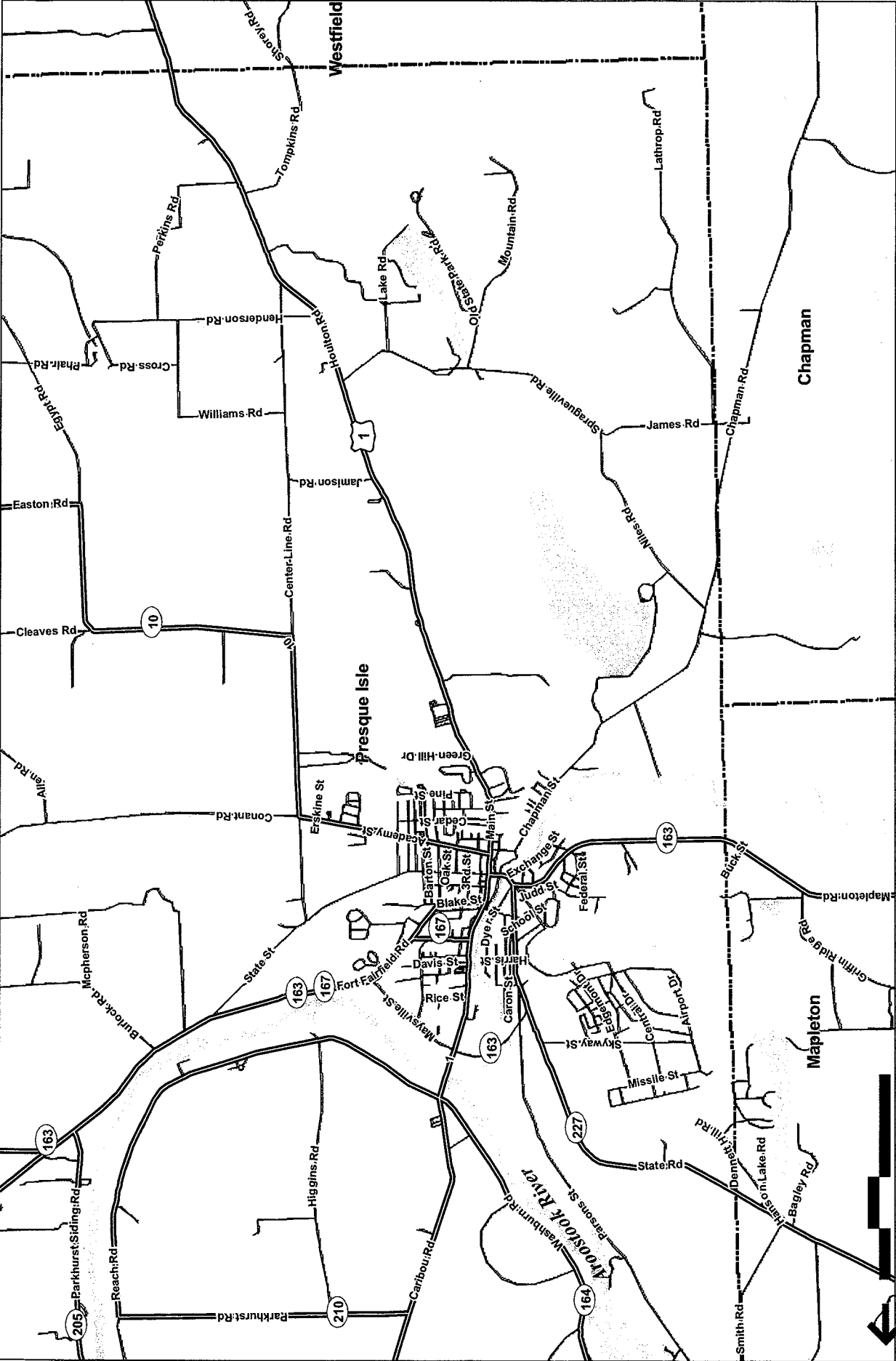
ADDRESS: \_\_\_\_\_

**PROPOSED WORK AND PURPOSE**

The work includes the construction of a two-lane, controlled access bypass highway on new alignment east of downtown Presque Isle, Maine. The project is designed to enhance regional transportation by reducing travel times and improving north-south and east-west traffic flow at Presque Isle, Maine, thereby improving public safety and traffic flow/mobility in downtown Presque Isle. Wetland/waterway impacts for the three alignment options range from 13.8 to 33.5 acres.

The work is described on the enclosed plans entitled "PRESQUE ISLE BYPASS" in five sheets dated "JUNE 2008".

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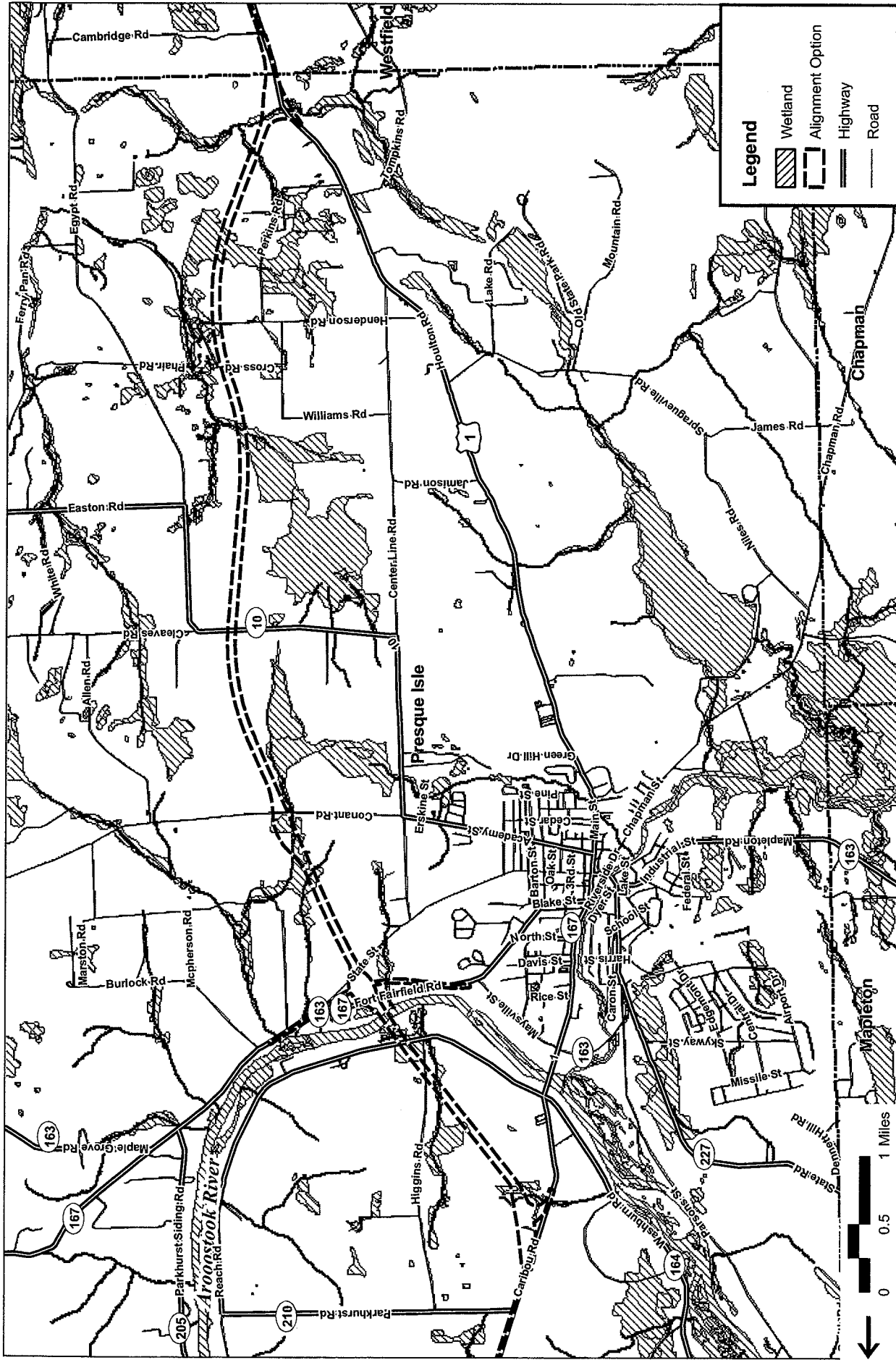
DATE June, 2008  
 SHEET 1 of 5

APPLICATION BY:  
 Maine Department of Transportation

AT: Presque Isle  
 IN: Aroostook County,  
 Maine



**MaineDOT**  
 16 State House Station, Augusta, ME 04333



DATE  
June, 2008

SHEET  
2 of 5

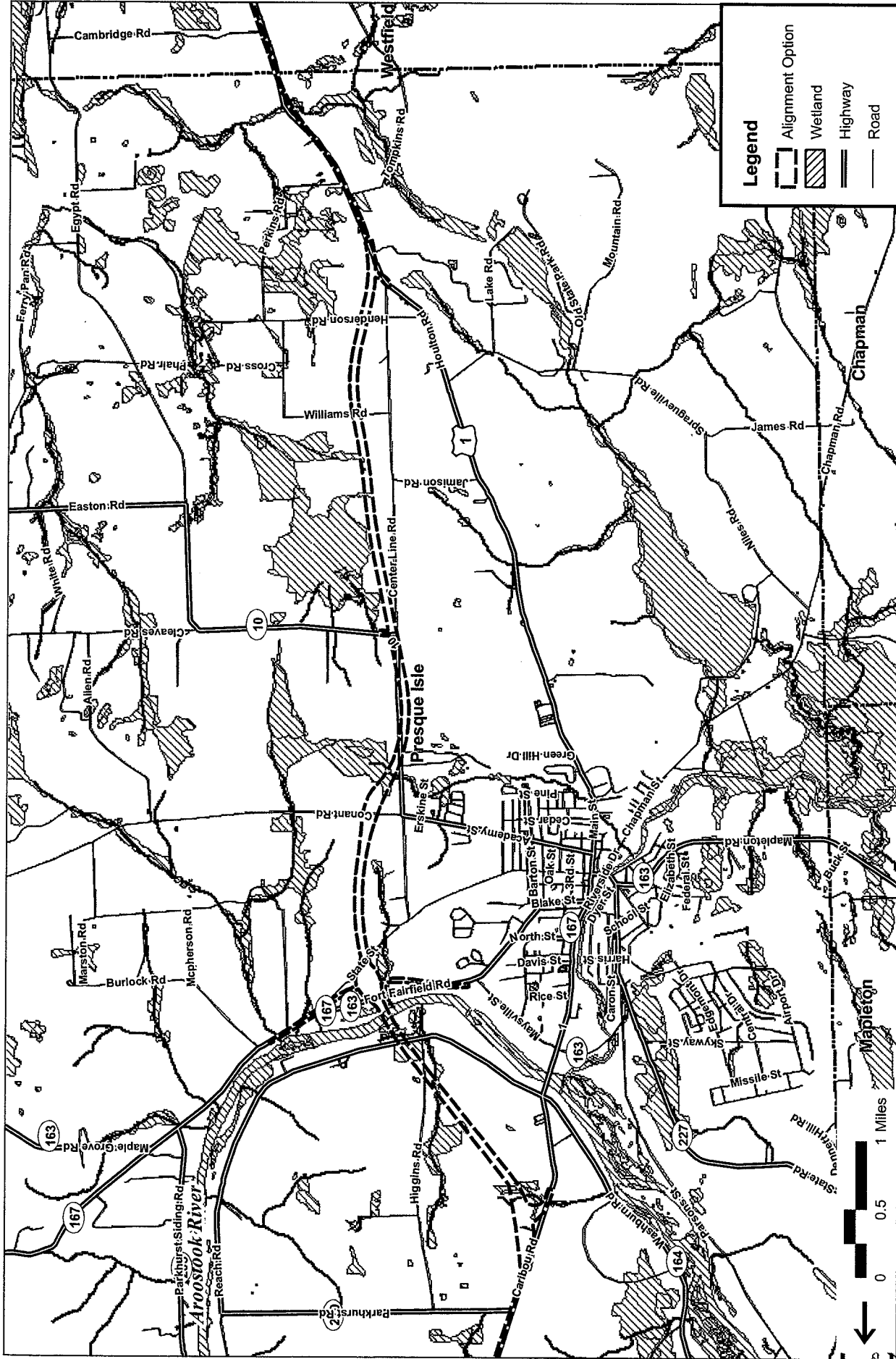
**PRESQUE ISLE BYPASS  
ALIGNMENT OPTION 2X**

APPLICATION BY:  
Maine Department of Transportation

AT: Presque Isle  
IN: Aroostook County,  
Maine

**MaineDOT**

16 State House Station, Augusta, ME 04333



DATE  
June, 2008

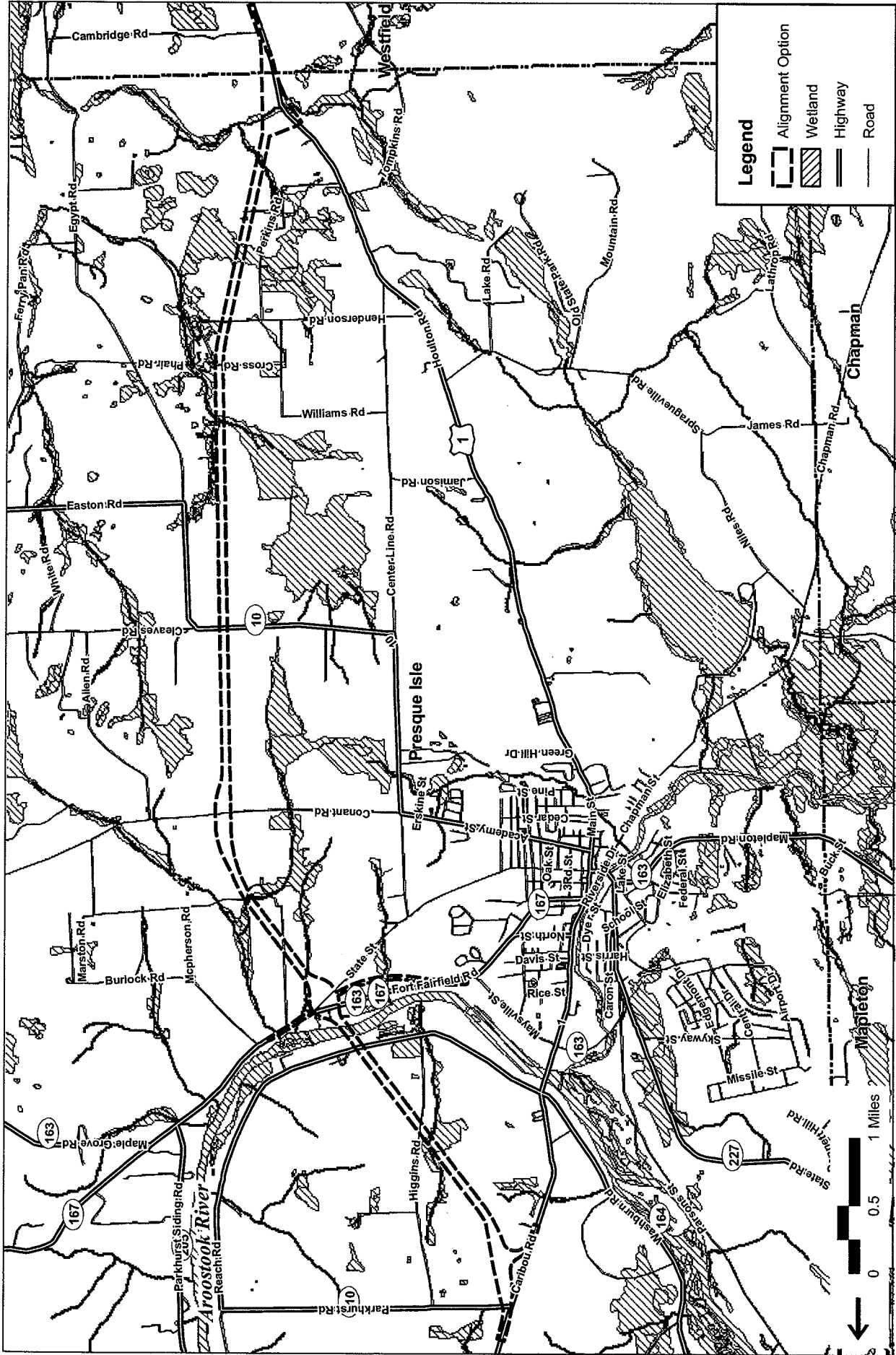
SHEET  
3 of 5

APPLICATION BY:  
Maine Department of Transportation

AT: Presque Isle  
IN: Aroostook County,  
Maine

**MaineDOT**

16 State House Station, Augusta, ME 04333



DATE  
June, 2008

SHEET  
4 of 5

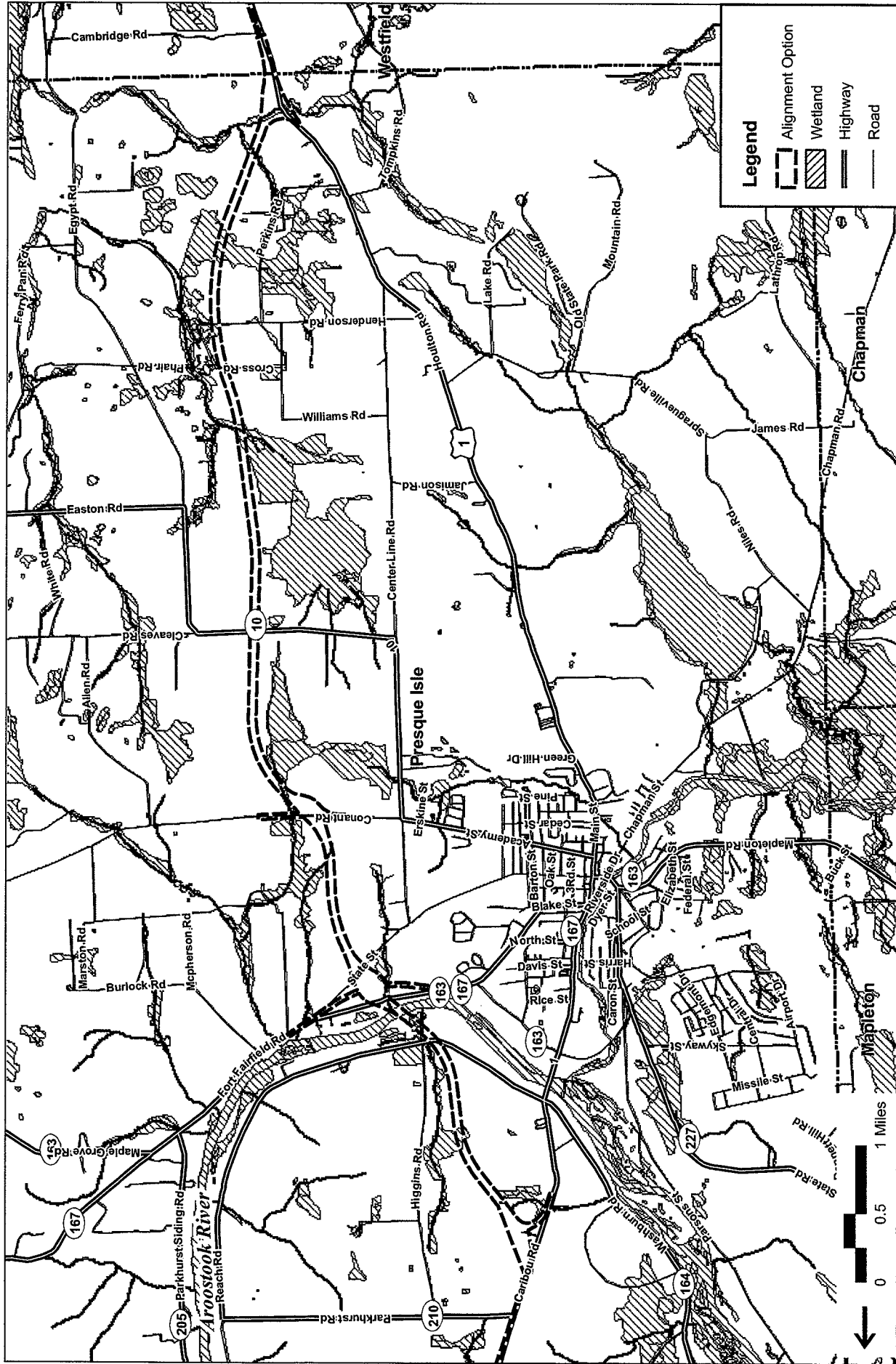
**PRESQUE ISLE BYPASS  
ALIGNMENT OPTION 6**

APPLICATION BY:  
Maine Department of Transportation

AT: Presque Isle  
IN: Aroostook County,  
Maine

16 State House Station, Augusta, ME 04333





DATE  
June, 2008

SHEET  
5 of 5

APPLICATION BY:  
Maine Department of Transportation

AT: Presque Isle  
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Maine



**MaineDOT**

16 State House Station, Augusta, ME 04333

**Table 16**  
**Comparison of Costs, Physical Features, and Key Environmental Impacts**

Alignment Option	Length of Highway (mi)			Aquatic Resources			Other Environmental Resources					
	Cost (\$ Million) <sup>1</sup>	New Highway (mi)	Length of Upgraded Highway (mi)	Wetland Impacts <sup>1</sup> (ac)	Number of Stream Crossings <sup>1</sup>	Significant Vernal Pools Affected	Non-Significant Vernal Pools Affected	Inland Waterfowl and Wading Bird Habitat (acres)	Farmland Impacts <sup>2</sup> (acres)	Structures Impacted <sup>3</sup>	Historic Properties Affected <sup>4</sup>	Section 4(f) Parcels Affected <sup>5</sup>
Route 1 Upgrade/TSM	17.6	0.0	2.2	0	0	0	0	0	0	0	0	0
Alignment Option 2X	72.2	10.3	0.4	33.5	11	0	2	0	183 (7 acres of seed potato farms)	17 (13 Residential)	0	0
Alignment Option 4B	71.7	8.3	2.0	18.2	8	0	1	0	264	19 (15 Residential)	1	1
Alignment Option 6	72.3	9.7	0.5	13.8	10	0	3	0.7	289 (44 acres of seed potato farms)	24 (22 Residential)	3	3
Alignment Option 7	72.6	9.8	0.4	22.0	10	0	1	0	218 (0.9 acres of seed potato farm)	18 (11 Residential)	0	0

<sup>1</sup> Based on width of a two-lane highway.  
<sup>2</sup> Based on the full ROW width.  
<sup>3</sup> Includes Historic Property Impacts.  
<sup>4</sup> 2007 Construction Cost Estimate.  
<sup>5</sup> The Route 1 Upgrade/TSM Alternatives would result in an adverse effect to the National Register-eligible Historic District in downtown Presque Isle.

**Table 15**  
**Summary of Transportation Benefits vs. No-Action Alternative (2030)**

No-Action Alternative	Truck VHT	Total VHT	Travel Time	Mobility	Downtown Truck ADT	Downtown Total ADT
Route 1 Upgrade/TSM	-50 vehicle-hours	-430 vehicle-hours	1.5 min.	39%	990 trucks	13,840
Alignment Option 2X	-50 vehicle-hours	-430 vehicle-hours	-2.7 min.	no change	no change	no change
Alignment Option 4B	-50 vehicle-hours	-310 vehicle-hours	-4.1 min.	45%	-420 trucks	-3,330 vehicles
Alignment Option 6	-50 vehicle-hours	-310 vehicle-hours	-2.7 min.	no change	no change	no change
Alignment Option 7	-50 vehicle-hours	-310 vehicle-hours	-2.7 min.	no change	no change	no change

Note: Shaded entries denote the optimal value for each measure. Entries in bold denote the worst value for each measure.

**Figure 11: Ranking of Transportation Benefits - Presque Isle Bypass**

