PUBLIC NOTICE 1-164

Subject: PROPOSED REPLACEMENT OF THE BARTERS ISLAND BRIDGE BETWEEN HODGDON ISLAND AND BARTERS ISLAND, LINCOLN COUNTY, MAINE

All interested parties are notified that the Commander, First Coast Guard District, has received an application from the Maine Department of Transportation (MaineDOT) for approval of the location and plans for the construction of a highway swing bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Back River, approximately 4.6 miles above the mouth of the waterway.

CHARACTER OF WORK: Replace the Barters Island Bridge on the same alignment as the existing bridge along with associated roadway improvements. The project includes the replacement of the swing span and the existing center pier. A temporary fixed bridge will be used to maintain vehicle traffic during construction of the new bridge. The temporary fixed bridge will reduce the vertical clearance of the channel to 6.8 feet mean high water (MHW) from approximately November 1, 2019, through May 31, 2020. On or about June 1, 2020, the new swing bridge is expected to be operating with unlimited clearance in the open position. The anticipated date for the removal of the temporary bridge is August 2020. Temporary full closures of the waterway will occur as necessary for construction. A bridge protection system and bridge lighting will be installed as part of the new bridge.

MINIMUM NAVIGATIONAL CLEARANCES:

<table>
<thead>
<tr>
<th></th>
<th>Existing Bridge</th>
<th>Proposed Bridge</th>
<th>Temporary Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal Clearance Normal to Channel, ft</td>
<td>36</td>
<td>37</td>
<td>37</td>
</tr>
<tr>
<td>Vertical - Open</td>
<td>Unlimited</td>
<td>Unlimited</td>
<td>N/A (fixed)</td>
</tr>
<tr>
<td>Vertical – Closed at MHW, ft</td>
<td>6.0</td>
<td>6.89</td>
<td>6.77</td>
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<tr>
<td>Closed at MLW, ft</td>
<td>15.56</td>
<td>16.05</td>
<td>15.93</td>
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<tr>
<td>North American Vertical Datum (NAVD 1988)</td>
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ENVIRONMENTAL CONSIDERATION: The Federal Highway Administration (FHWA) is the lead Federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA), 42 U.S.C §
4321 et seq. and acts on behalf of the U.S. Coast Guard for all environmental control laws. A Categorical Exclusion dated April 12, 2018 pursuant to NEPA, as amended was completed in accordance with the Programmatic Agreement between the Federal Highway Administration and the State of Maine. The U.S. Coast Guard concurs that the proposed action will not have a significant impact for the purposes of the NEPA.

The project is considered an encroachment, but not a significant encroachment on the 100-year floodplain. This encroachment should improve existing conditions in that the vertical navigational clearance (bridge closed) will be increased. The 100-year flood elevation is +9.30 feet (NAVD88). A Water Quality Certification from the Maine Department of Environmental Protection (MDEP) in accordance with State Rule 06-096 DEP, Chapter 305: Permit By Rule (PBR) and the Natural Resources Protection Act (NRPA), certifying that this project will be conducted in compliance with water quality standards of the State of Maine was issued on April 19, 2018.

The project is not considered an encroachment on the 100-year floodplain. The 100-year flood elevation is +9.9 feet. The elevation of the low steel member of the navigation span is 11.12 feet (NAVD 1988). The Coast Guard’s decision as to whether to grant approval of the location and plans for the proposed action rests primarily upon the effect it has on navigation.

**SOLICITATION OF COMMENTS:** Mariners are requested to comment on the placement of a bridge protection system and other navigational safety issues, including the need for clearance gauges, the extent of nighttime navigation, and the need for bridge lighting.

Interested parties are requested to express their views, in writing, on the proposed bridge project, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the Office of the Commander (dpb), First Coast Guard District, One South Street, Battery Park Building, New York, NY 10004-1466 through July 23, 2018. These comments will be public information and made part of the case record. Questions or requests for environmental documents may be addressed to Bridge Management Specialist Jeffrey Stieb at Jeffrey.D.Stieb @uscg.mil. Map of location and plans attached.

**FOR THE DISTRICT COMMANDER**

//s//

C. J. Bisignano
Supervisory Bridge Management Specialist
U.S. Coast Guard
By direction

This is a web-searchable copy and is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version.
1. Pier 2 will be removed and rebuilt in-place. Structure removed below MHW = 350 cu. yds. Structure placement below MHW = 650 cu. yds.
2. There is no existing bridge protection system.
3. There is no rip rap.
4. Total Project Length = 575 feet
5. Total Bridge Length = 276 feet
Total Bridge Width = 37 feet

Notes:

- All Elevations shown are based on NAVD88
- Structure placement below MHW = 650 cu. yds.
- There is no rip rap.
Notes:
1. Vertical clearance unlimited when bridge is in open position.
2. There will not be a permanent traveler system.
4. Existing Pier 2 to be removed. Not shown for clarity.

All Elevations shown are based on NAVD88

ELEVATION
LOOKING NORTH
Exodermic Deck
Steel Stringer
Steel Floorbeam

Existing Bridge

Construction &

PROPOSED BRIDGE SECTION (SWING SPAN)
32.50'
Level
11.00'
11.00'
2.58'
0.83' Reveal
Variety

Wearing Surface
with Integral
Concrete Deck

EXISTING BRIDGE SECTION (APPROACH SPANS)
30.00'
15.00'
15.00'
Lane
Level
Shldr.
Lane
Shldr.

Lane
Lane

6.33'
(Typ.)

2.50'
(Typ.)

28.69'

PROPOSED BRIDGE SECTION (SWING SPAN)
33.50'
32.50'
16.25'
16.25'
Lane
Level
Shldr.

2.75'

Steel Floorbeam
Steel Stringer
Exodermic Deck
BRIDGE PROTECTION SYSTEM PLAN

BRIDGE PROTECTION SYSTEM ELEVATION

PIER 2 BRIDGE PROTECTION SYSTEM ELEVATION

Rub Rail Detail

Notes:
1. Rubrails and standoffs will be made of composite materials, Bridge Protective System to provide smooth surface and mounted with countersunk hardware.
2. All hardware shall be stainless steel A316
3. UHMW = Ultra High Moleculer Weight Polyethylene
Notes:
1. For Coast Guard permitting only. Temporary structure, work platforms and cofferdams to be designed by Contractor.
2. Temporary Bridge Length = 327 feet
   Temporary Bridge Width = 30 feet

Temporary Abutment (Typ.)
Temporary Cofferdam (Typ.)
Temporary Work Platform (Typ.)
MLW -4.93
Water Depth From MLW (Typ.)

All Elevations shown are based on NAVD88

Temporary Work Platform
Cofferdam

McFarland Johnson

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

June 8, 2018

WIN

BRIDGE NO. 2039
BRIDGE PLANS

BARTERS ISLAND BRIDGE
BACK RIVER
(RIVER MILE 4.60)
BOOTHBAY
LINCOLN COUNTY

TEMPORARY STRUCTURES PLAN

SHEET NUMBER
OF 7
For Coast Guard Permitting only. Structure to be designed by the Contractor. Span over navigational channel to be placed last and removed first.

Notes:
1. For Coast Guard Permitting only. Structure to be designed by the Contractor.
2. Span over navigational channel to be placed last and removed first.

All Elevations shown are based on NAVD88.