Excerpt from the Application
Searsport Harbor Federal Navigation Maintenance and Improvement
Project: April 2015 Update

REQUEST FOR WATER QUALITY CERTIFICATION AND FEDERAL COASTAL ZONE MANAGEMENT CONSISTENCY CONCURRENCE

SEARSPORT HARBOR FEDERAL NAVIGATION MAINTENANCE AND IMPROVEMENT PROJECT
SEARSPORT, MAINE

This submittal constitutes a request to the Maine Department of Environmental Protection for water quality certification for the proposed maintenance and navigation improvement dredging project in Searsport Harbor, Searsport, Maine. Additionally, this submittal serves as a request for Coastal Zone Management Consistency Concurrence from the Maine Coastal Program. The documents included within this request include the State of Maine's Natural Resources Protection Act (NRPA) application and associated attachments and the US Army Corps of Engineers Draft Environmental Assessment (EA) with associated appendices.

PUBLIC NOTICE FILING

1. A Notice of Intent to File was published in a newspaper circulated in the area where the project site is located within 30 days prior to filing the application;
2. A certified mailing of the Notice of Intent to File will be sent to all abutters (list attached) within 30 days of the filing of the application;
3. A certified mailing of the Notice of Intent to File, and a duplicate copy of the application will be sent to the town office of the municipality(s) in which the project is located (list attached); and
4. Provided notice of and held public informational meetings prior to filing the application. Notice of the meetings was sent by certified mail by Maine Department of Transportation to abutters and to the town office of the municipality in which the project is located at least ten days prior to the meeting. February 24 meeting sent to Searsport and Sprague delivered on February 13, 2014; for April 8 meeting the list was expanded to include Searsport, Belfast, Islesboro, Northport, Stockton Springs, Waldo and Knox County, Maine Submerged Lands Program, and Sprague. These were sent by Maine DOT on March 6, 2014. Notices of the meetings were also published by Maine Department of Transportation once in a newspaper circulated in the area where the project site is located at least seven days prior to the meeting. February 24 meeting in Bangor Daily news on February 14 and April 8 meeting in Bangor Daily News and Republican Journal on March 27, 2014.

Two Public Informational Meetings were held for the proposed project: one on February 24, 2014 in Bangor, ME and one on April 8, 2014 in Belfast, ME. Approximately 175 members of the public attended the Bangor meeting and approximately 210 members of the public attended the Belfast meeting.

Summary of Major Concerns at Public Meetings:

Bangor Meeting – Need for EIS, quality of sediment, effects on lobsters, improvement project not necessary, hold public meeting in location that is accessible to Island residents, significant volume of dredged material and should not be placed in Penobscot Bay, material should go upland or out to sea.

Belfast Meeting – Impacts to fishing community, mercury contamination, disposal in pockmarks, project not needed/justified (just do maintenance dredging), impact to shellfish (Pemaquid Mussel Farm, clam beds in Long Cove), request for public hearing, can beneficial use be made of dredged material, impacts to lobster population at disposal site.

List for Notice of Intent to File

Mr. John Henshaw, Executive Director
Maine Port Authority
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Mr. James Therriault
Sprague Operating Resources, LLC
185 International Drive
Portsmouth, New Hampshire 03801

Ms. Carol Dibello
Submerged Lands Program
Maine Bureau of Parks and Lands
22 State House Station
Augusta, Maine 04333-0022

Mr. James Gillway, Town Manager
Town of Searsport
P.O. Box 499
1 Union Street
Searsport, ME 04974

Ms. Janet Anderson, Town Manager
Town of Islesboro
P.O. Box 76
Islesboro, ME 04848

Mr. Joseph Slocum, City Manager
City of Belfast
13 Church Street
Belfast, ME 04915

Ms. Barbara Ashey, Town Administrator
Town of Northport
16 Beech Hill Road
Northport, ME 04849

Ms. Damaris Diffin
Town Manager
Town of Stockton Springs
P.O. Box 339
Stockton Springs, Maine 04981

Ms. Barbara Arseneau, County Clerk
County of Waldo
39B Spring Street
Belfast, ME 04915

Mr. Andrew Hart, County Administrator
Knox County Administrative Office
62 Union Street
Rockland, ME 04841

Todd Burrowes
Maine Coastal Program's Federal Consistency Coordinator,
Maine Coastal Program
17 Elkins Lane
93 State House Station
Augusta, Maine 04333

REQUEST FOR WATER QUALITY CERTIFICATION

➔**PLEASE TYPE OR PRINT IN *BLACK INK ONLY***

1. Name:	U.S. Army Corps of Engineers(USACE) & Maine Department of Transportation (ME DOT)	**5.Name of Agent:**	
2. Mailing Address:	USACE, Engineering/Planning Division, 696 Virginia Road, Concord, MA 01742 ME DOT, 16 State House Station Augusta, ME 04333	**6. Agent's Mailing Address:**	
3. Point of Contact Daytime Phone #:	Barbara Blumeris (978) 318-8737-USACE John Henshaw (207) 624-3564-ME DOT	**7. Agent's Daytime Phone #:**	
4. POC Email Address:	barbara.r.blumeris@usace.army.mil; john.h.henshaw@maine.gov	**8. Agent's Email Address:**	

9. Location of Activity: (Nearest Road, Street, Rt.#)	Trundy Road off of Route 1	**10. Town:**	Searsport	**11. County:**	Waldo

12. Type of Resource: (Check all that apply)	❑ River, stream or brook ❑ Great Pond X Coastal Wetland (subtidal bottom) ❑ Freshwater Wetland ❑ Wetland Special Significance ❑ Significant Wildlife Habitat ❑ Fragile Mountain	**13. Name of Resource:**	Searsport Harbor, Penobscot Bay
		14. Amount of Impact: (Sq.Ft.)	**Dredge:** 5,094,000 sq. ft. **Disposal:** About 30 acres **Dredging:** Approx. 929,000 cubic yards

15. Type of Wetland: (Check all that apply)	❑ Forested ❑ Scrub Shrub ❑ Emergent ❑ Wet Meadow ❑ Peatland X Open Water ❑ Other_____	**FOR FRESHWATER WETLANDS**		
		Tier 1	*Tier 2*	*Tier 3*
		❑ 0 - 4,999 sq ft. ❑ 5,000-9,999 sq ft ❑ 10,000-14,999 sq ft	❑ 15,000 – 43,560 sq. ft.	❑ > 43,560 sq. ft. or ❑ smaller than 43,560 sq. ft., not eligible for Tier 1

16. Brief Activity Description:	The Searsport Harbor Navigation Improvement Project would deepen the existing entrance channel and turning basin from -35 feet to -40 feet MLLW. Also, the entrance channel would be widened from 500 feet at its narrowest point to 650 feet and a maneuvering area adjacent to State Pier's east berth would be created. Dredged material would be placed at the Penobscot Bay Disposal Site. See the attached draft Environmental Assessment (EA) and attached sheet (entitled Block 16) for additional project details.

17. Size of Lot or Parcel & UTM Locations:	❑ _____square feet, or ❑ _____acres	UTM Northing: _____	UTM Easting: _____
18. Title, Right or Interest:	❑ own ❑ lease ❑ purchase option ❑ written agreement		

19. Deed Reference Numbers:	Book#: Page:	**20. Map and Lot Numbers:**	Map #:	Lot #:	
21. DEP Staff Previously Contacted:	James Beyer Maria Eggett	**22. Part of a larger project:**	❑ Yes X No	**After-the-Fact:**	❑ Yes X No

23. Resubmission of Application?:	❑ Yes➔ X No	**If yes, previous application #**		**Previous project manager:**	
24. Written Notice of Violation?:	❑ Yes ➔ X No	**If yes, name of DEP enforcement staff involved:**		**25. Previous Wetland Alteration:**	❑ Yes X No

26. Detailed Directions to the Project Site:	Take Trundy Road off of Route 1 in Searsport to access Mack Point/Searsport Cargo Terminal.

27. TIER 1	TIER 2/3 AND INDIVIDUAL PERMITS	
❑ Title, right or interest documentation ❑ Topographic Map ❑ Narrative Project Description ❑ Plan or Drawing (8 1/2" x 11") ❑ Photos of Area ❑ Statement of Avoidance & Minimization ❑ Statement/Copy of cover letter to MHPC	❑ Title, right or interest documentation X Topographic Map X Copy of Public Notice/Public Information Meeting Documentation ❑ Wetlands Delineation Report (Attachment 1) that contains the Information listed under Site Conditions X Alternatives Analysis (Attachment 2) including description of how wetland impacts were Avoided/Minimized	❑ Erosion Control/Construction Plan X Functional Assessment (Attachment 3), if required ❑ Compensation Plan (Attachment 4), if required X Appendix A and others, if required X Statement/Copy of cover letter to MHPC ❑ Description of Previously Mined Peatland, if required

28. FEES Amount Enclosed:	

BLOCK 16-ADDITIONAL INFORMATION FOR THE BRIEF ACTIVITY DESCRIPTION:

The proposed project would dispose of the maintenance and improvement material within the half mile square Penobscot Bay Disposal Site (PBDS) located south of Searsport and northwest of Isleboro Island (see figure in the EA). The level seafloor at the site is approximately 100 feet deep and is characterized by many pockmarks. The crater-shaped pockmarks in the Penobscot Bay study area are generally circular in shape and range in diameter from approximately 200 to nearly 500 feet and can range in depth from 66 feet to 150 feet below the ambient seafloor (Hickey *et al*[1]). The pockmarks in Belfast Bay and the upper Penobscot Bay are thought to have been formed by gas bubbling up from Holocene sediments deposited as sea level rose in the modern geological age (Brothers *et al*[2]). Belfast Bay has been surveyed multiple times since 1872; because of differences between historical and modern surveys, pockmark evaluation was restricted to presence/absence and changes in morphology (Brothers *et al*[3]). Brothers *et al* (2011) suggests that the survey data strongly indicate that the pockmark chains existed at least 140 years ago in a form similar to today.

Given that the fine-grained sediment appeared to be softer on the slopes of the pockmarks (Hickey *et al*), placement of the dredged material will be strategically targeted to the deepest area in the center of 3 pockmarks using procedures successfully employed for placement of dredged material in confined aquatic disposal (CAD) cells (USACE and Massport[4], and ENSR[5]). With subsequent placement of material, the pockmarks will be filled from the center outward, minimizing disturbance or potential slumping of the sidewalls. It is anticipated three pockmarks within the proposed Penobscot Bay Disposal Site will be used. Three pockmarks have been selected to ensure that a portion of the deepwater characteristics of the pockmarks are retained following material placement. Thus, a disposal mound as described in the draft Environmental Assessment would not be required. To allow for sufficient capacity of the dredged material from the proposed project, it is estimated that the three selected pockmarks (see Attachment 5) will be filled, utilizing approximately 30% - 40% of their overall capacity. This would directly impact approximately 30 acres of deepwater bottom. Monitoring during disposal operations is planned to confirm accurate placement of the material as well as to confirm the expected limited release of suspended material to the water column. The PBDS will also be monitored by the Corps DAMOS program following dredged material placement to document long term sediment stability and biological recovery at the site.

The following responses address the additional information requested by the ME Department of Environmental Protection in a letter to the USACE dated May 16, 2013 for their review of the WQC and CZMA consistency determination.

1) Identify, based on field surveys, all eelgrass beds that may be impacted by either the dredging or the disposal of dredged material.

   An eelgrass survey was performed in August 2007 in the proposed Long Cove maneuvering area. No eelgrass was found in the footprint of Long Cove maneuvering area by underwater video surveillance. Depths in the rest of the proposed dredge area (or PBDS) are generally too deep for the growth of eelgrass.

   We have agreed with the National Marine Fisheries Service to conduct a pre-construction eelgrass survey in Long Cove and along the western shore of Sears Island during the Design Phase (next phase of the project) to confirm the absence of eelgrass in the project area. If substantial eelgrass beds are found within 700 feet of the proposed dredging areas, then a post-construction survey plan would be developed and performed in these areas to determine if eelgrass beds have been substantially affected by any dredge plume. If it is determined

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[1] Hickey, K., D. Carey, C. Wright, J. Germano, S. Wolf. 2014. Data Summary Report of the Penobscot Bay Study Area, August 2013 Monitoring Survey. U.S. Army Corps of Engineers, New England District, Concord, MA. 79 pp.

[2] Brothers L., J. Kelly, D. Belknap, W. Barnhardt, B. Andrews, C. Legere, J. Hughes Clarke. Shallow Stratigraphic Control on Pockmark Distribution in North Temperate Estuaries. 2012. Marine Geology 329-331: 34-45.

[3] Brothers L., J. Kelly, D. Belknap, W. Barnhardt, B. Andrews, M. Maynard. 2011. More Than a Century of Bathymetric Observations and Present-Day Shallow Sediment Characteristics in Belfast Bay, Maine, USA; Implications for Pockmark Longevity. Geo-Marine Letters 31:237-248. Published on-line at: http://link.springer.com/search?query=Brothers&search-within=Journal&facet-publication-title=%22Geo-Marine+Letters%22

[4] U.S. Army Corps of Engineers (USACE) and Massachusetts Port Authority (Massport). 2002. Boston Harbor Navigation Improvement Project Phase 2 Summary Report. http://www.nae.usace.army.mil/Portals/74/docs/topics/BostonHarbor/Phase2Summary.pdf

[5] ENSR. 2008. Providence River and Harbor Maintenance Dredging Project Synthesis Report. DAMOS Contribution No. 178. U.S. Army Corps of Engineers, New England District, Concord, MA. 133 pp. http://www.nae.usace.army.mil/portals/74/docs/DAMOS/TechReports/178.pdf

that a substantial long-term impact to eelgrass bed(s) has occurred as a result of construction from the proposed project, then a compensatory mitigation plan would be developed.

2) Provide information concerning the historic use of the Penobscot Bay Disposal Site, including the last time it was used and the amount and types of materials disposed there;

No historic use of the placement site can be confirmed. Anecdotal and historic navigation charts indicate that dredged material may have been placed in the general area of the PBDS.

3) Provide justification for not using the Rockland Disposal Area;

The Rockland Disposal Site is approximately 25 miles from the proposed project in Searsport Harbor. The Penobscot Bay Disposal Site is located approximately six miles from the proposed project. The increased travel distance to the Rockland Disposal Site makes this disposal site less cost effective resulting in significantly greater cost to the overall project. Unit cost for the disposal of dredged material at the Penobscot Bay Disposal Site is estimated to be approximately $13/cy versus $22/cy to the Rockland Disposal Site; nearly twice as much. In addition, disposal at the Rockland Disposal Site would add approximately 38 miles for each scow round trip, increase the amount of tug-scow traffic on Penobscot Bay, and use an estimated additional 260,000 gallons of diesel fuel. Transport to the Rockland Disposal Site would cost the project about an additional $8.3 million dollars.

4) Characterize the benthic habitat and amount and type of fish and shellfish in and around the Penobscot Bay Disposal Site;

Three benthic grabs were collected from the area of the Penobscot Bay Disposal Site in August of 2007. All the samples contained fine sediment. The benthic samples ranged from 4 to 11 species per sample. The samples from the disposal site on average had less number of species present than the samples from the dredge area. No commercial shellfish species were recovered from the disposal site. See Appendix C of the draft Environmental Assessment for additional details.

Twelve additional benthic grab samples were taken from the Penobscot Bay study area in August 2013 (Hickey et al*). Samples were collected from within the pockmarks and on the ambient seafloor and were generally similar containing greater than 95% fines. An abundance of benthic organisms were collected from the grabs with an average of 1,000 specimens/sample, and a total of 59 species. However, ten species represented 92% of the total number of individuals collected from the 12 grab samples. Just three species represented 71% of the entire fauna: the shallow dwelling bivalve* Nucula annulata *and the polychaetes* Cossura longocirrata *and* Terebellides stroemi *(Hickey* et al*). Soft-shell clams (*Mya arenaria*) were noted in 9 of the 12 benthic samples.*

Lobster resource data (i.e., abundance and distribution) in and around the Penobscot Bay Disposal Site is limited. Information for the Environmental Assessment and in support of this submission was obtained from experts at the State of Maine's Department of Marine Resources (Mr. Denis Nault and Mr. Carl Wilson) as well as interviews with local lobstermen (Mr. David Black and Mr. Wayne Canning) and regional lobster fishing associations (Maine Lobstermen's Association (MLA) and Maine Lobstermen's Community Alliance (MLCA)). Additionally, Dr. Richard Wahle of the University of Maine was contacted regarding regional lobster larval recruitment.

Regional trends in larval lobster data show a downturn in larval lobster settlement rate throughout the Gulf of Maine (Wahle et al[6],[6a]*). However, in 2013 the State of Maine logged its second highest lobster landing on record (126 million pounds). As noted in the Draft EA (Section 4.4.4), Upper Penobscot Bay does not support a habitat as high in lobster larval density when compared to the habitats found in the Lower Penobscot Bay.*

Expert opinion concerning the use of the deep water habitat within the areas of the PBDS suggests that the habitat may be used as a migratory pathway for a portion of the Penobscot Bay lobster stock as well as an

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[6] Wahle, R., P. Jekielek, and C. Bergeron. 2012. American Lobster Settlement Index, Update 2012. http://www.umaine.edu/marine/people/sites/rwahle/documents/LobsterSettlementIndexUpdate2012v11.pdf

[6a] Wahle, R., and N. Oppenheim. 2013. American Lobster Settlement Index, Update 2013. http://umaine.edu/wahlelab/files/2014/09/ALSIUpdate2013FINAL.pdf

over-wintering area for a portion of the stock. It is thought that the side slopes of the deep holes (i.e., pockmarks) within the Bay may provide substrate suitable for the construction of over-wintering burrows. Adult harvestable lobsters in upper Penobscot Bay seem to show a peak density in the month of September with a 20 to 50% decline in the following months to a low in December (Wahle pers. communication[7]). A construction window of November 8 through April 9 will be employed and will aid in minimizing adverse effects to lobster resources by not dredging and disposing during peak activity periods. Additionally, the disposal of sediments from the proposed project will be distributed among 3 deep areas so that deep water habitat within the PBDS is retained.

There are a series of farmed mussel beds to the west of the PBDS. However, these beds are about 5,000 feet from the edge of the proposed disposal site and are not anticipated to be affected by disposal activities. Monitoring of the release of suspended sediments during disposal events will be conducted.

Sections 4.4.5 and 4.4.6 of the draft Environmental Assessment gives a summary of the finfish that may be present in Penobscot Bay (and therefore the disposal site).

5) Characterize the benthic habitat and amount and type of fish and shellfish in the project area, including the areas that are being dredged for maintenance as well as areas that will be dredged for the first time as part of the proposed navigation improvement aspects of the project;

Fourteen benthic samples were collected from the dredge area. Six of those samples were collected within the Federal navigation channel. The benthic samples within the navigation channel had a density value on average less than half density value of the samples outside the navigation channel. The benthic diversity value was also lower within the navigation channel than outside the navigation channel. See Appendix C of the draft Environmental Assessment for additional details.

See above information about lobsters; there is less lobster activity, and in particular lobster settlement rates, in the northern part (project area) than the southern part of Penobscot Bay (Wahle, pers. comm).

Clam restoration activities are continuing in Long Cove (Tanguay, pers. comm[8]). Monitoring of the release of suspended sediments during dredging will be conducted. It is anticipated that suspended sediments from dredging operations will not impact clam resources in Long Cove.

Sections 4.4.5 and 4.4.6 of the draft Environmental Assessment gives a summary of the finfish that may be present in Penobscot Bay (and therefore may be present at the dredge site).

6) Develop a plan to minimize the impacts to local fisherman from both the dredging as well as the disposal of dredged material; and

Prior to construction a transportation route from the dredge area to the disposal site will be published in a local paper to avoid any conflicts with fishermen. Commencement of dredging operations will be published in a Notice to Mariners. Tugs and scow tows will be monitored by GPS to track routes and disposal activities to ensure adherence to project plans and limit the potential for interference with fishing activities. Also, dredging and disposal will occur between November 8 and April 8; the time of year when many lobsters have already or will be migrating offshore. Additionally, the disposal of sediments will be designed in such a way that the PBDS retains portions of its deep water habitat that may be used as habitat by over-wintering lobster resources.

7) Develop a plan to minimize the sediment drift during the dredging and disposal of the dredged materials.

No scow overflow will be allowed which will minimize turbidity during dredging. Disposal will occur with the scow held stationary over the center of the pockmarks, thereby minimizing disturbance of the sidewall and ambient seafloor sediments. In this way, it is anticipated that the deeper waters within the pockmarks will act to contain sediment suspended during placement of the dredged material.

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[7] Wahle, Richard, University of Maine. April 29, 2014. Personal communication with Catherine Rogers, USACE.

[8] Tanguay, Steve, Searsport Shellfish Mgmt Committee. May 2, 2014. Personal communication with Catherine Rogers, USACE.

SEARSPORT HARBOR FEDERAL NAVIGATION PROJECT
SEARSPORT, MAINE
WQC/CZM NRPA FORM ATTACHMENTS

The following is a list of attachments which correlate to those attachments requested in the State of Maine's NRPA form. Descriptions of where the information requested in each attachment is located are provided, or in some cases, the attachment is provided directly.

Attachment 1, an activity description. *See attached draft Environmental Assessment: Section 3.1, page EA-17.*

Attachment 2, an alternatives analysis report. *See attached draft Environmental Assessment: Section 2.0, page EA-10.*

Attachment 3, map with the activity location clearly marked. *See attached draft Environmental Assessment: Figures EA-1 through EA-4.*

Attachment 4, color photographs that clearly show the area to be altered. *See Figures EA-3, EA-5, and EA-6.*

Attachment 5, overhead and side view plan drawn to scale. *See attached plans and location of pockmarks at PBDS.*

Attachment 6, additional plans, if applicable. *Not applicable.*

Attachment 7, a construction plan. *A waterborne mechanical dredging plant will be used to construct the project which will take approximately five months to complete. Dredging and disposal would occur between November 8 and April 9 to protect migrating Atlantic salmon and other natural resource in Penobscot Bay. The maneuvering area in Long Cove would be dredged first to avoid potential winter flounder spawning habitat.*

Attachment 8, a turbidity control plan**.** *No scow overflow will be allowed which will minimize turbidity during dredging. Disposal will occur with the scow held stationary at the disposal site over the center of the pockmarks, thereby minimizing disturbance of the sidewall and ambient seafloor sediments. The deeper waters within the pockmarks will act to contain sediment suspended during placement of the dredged material. A turbidity monitoring program will be designed to monitor dredging and placement events. It is anticipated, based on data from previous monitoring efforts of similar projects, that turbidity levels will be at background levels within 1,500 feet of the dredge and 1,500 feet of the disposal site.*

Attachment 9, a site condition report for activities impacting a freshwater wetland, coastal wetland, great pond, and a river, stream, or brook. *Not applicable.*

For activities impacting **coastal wetlands**, submit the coastal wetland characterization checklist described and provided in Appendix B. *Not applicable – all work subtidal.*

Attachment 10, the Notice of Intent to File. *A Notice of Intent to File was published in "The Republican Journal" and the "Bangor Daily News" on April 9, 2015 and a copy provided to the ME DEP and the ME Coastal Program. Additionally, a copy of this notice and information submittal was sent to the Towns of Searsport, Islesboro, Belfast, Northport and Stockton Springs, Maine; as well as Knox and Waldo counties, and the abutters, Sprague, ME DOT, and ME Submerged Lands Program.*

Attachment 11, must submit a copy of this form and plans to the Maine Historic Preservation Commission (MHPC). *Coordination with the MHPC has already been completed. See attached draft Environmental Assessment: Section 5.7 on page EA-55 and Appendix A (Correspondence).*

Attachment 12, functional assessment. *See attached Environmental Assessment: Section 4.4, page EA-27.*

Attachment 13, compensation plan. *Not applicable.*

Attachment 14, none.

Attachment 15, a copy of the test results performed in accordance with the U.S. Environmental Protection Agency and the Army Corps of Engineers' document entitled "Regional Implementation Manual for the Evaluation of Dredged Material Proposed for Disposal in New England Waters" (April 2004). *The Searsport sediments were tested in accordance with the above reference and noted in the attached Environmental Assessment (Section 4.2 on page EA-20 and EA-Appendix B). In 2015, a supplemental testing of the sediments using depth-stratified individual cores was performed to better characterize the areal and depth distribution of contaminants. The attached supplemental suitability determination and sediment testing report (Battelle, 2015) detail the findings of the re-testing.*

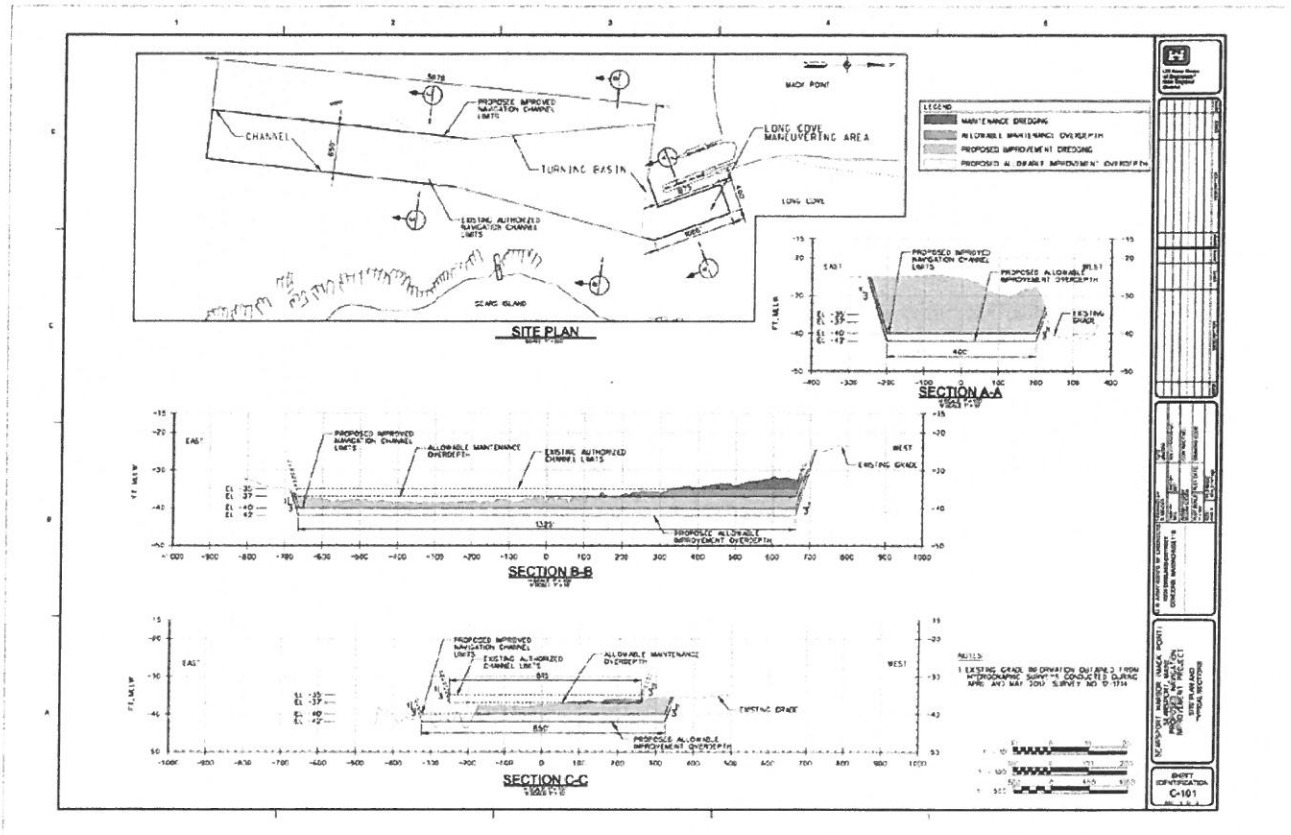
Attachment 16, a copy of a map showing the proposed transportation route to the disposal site. *See attached map.*

List all municipalities adjacent to the proposed transportation site: *Searsport, Islesboro, Belfast, and Northport.*

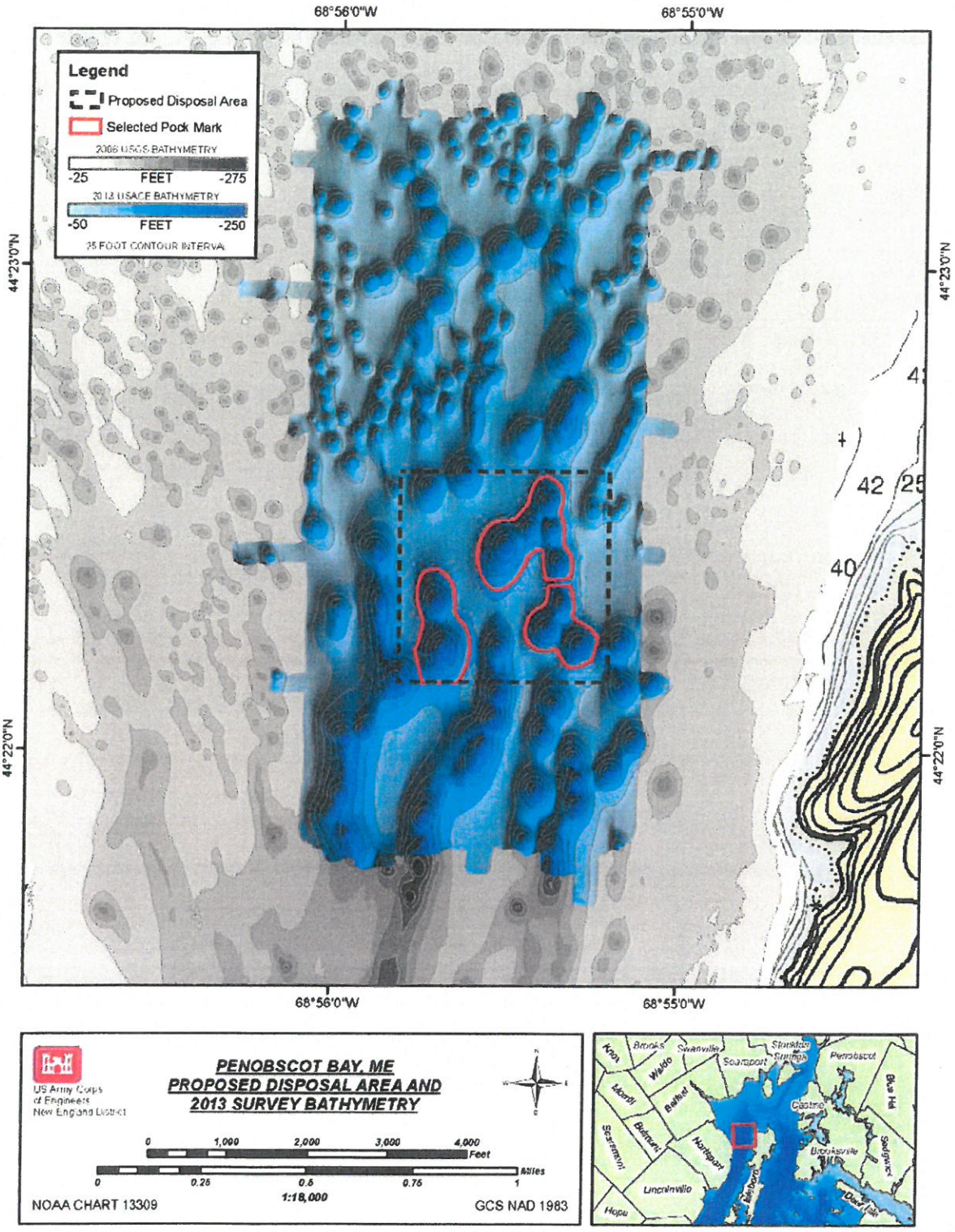
Attachment 17, a copy of the notice of the proposed transportation route. *This will be published in a paper and coordinated with interested parties when the project construction timeframe becomes defined, which will be several years from the date of this submission. See NRPA Attachment 16 for proposed route.*

NRPA ATTACHMENT 5

Overhead and Side View Plans



NRPA ATTACHMENT 5 (continued)
PBDS Plan View of Pockmarks to be used for material placement

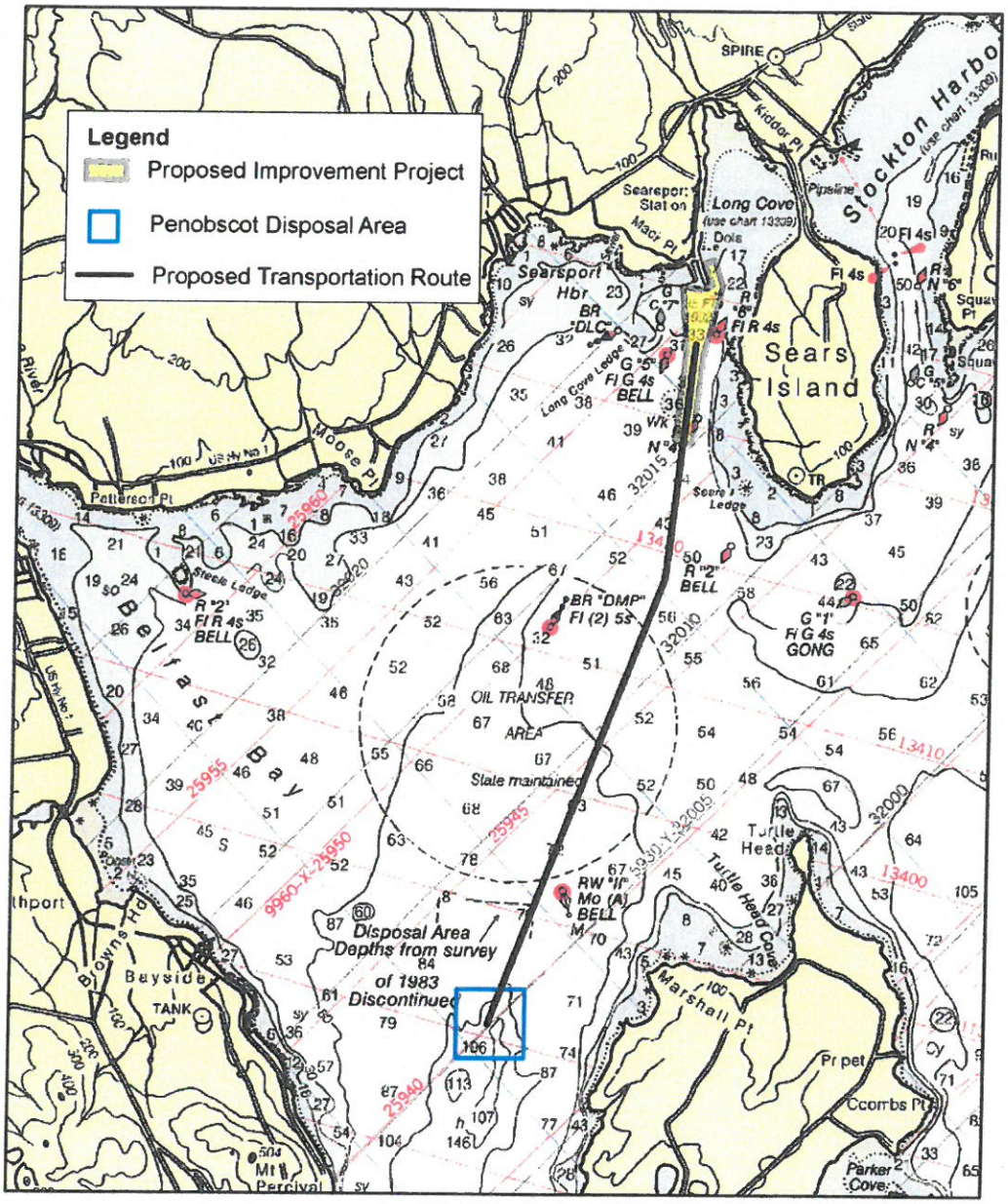


NRPA ATTACHMENT 15

Supplemental Suitability Determination for Searsport Harbor, dated April 14, 2015

Battelle Final Report - Sampling and Testing Searsport Harbor FNP Searsport, ME (2015)

NRPA ATTACHMENT 16
Proposed Haul Route



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

0 2,000 4,000 6,000
Feet

Proposed Transportation Route to Disposal Area **FIGURE X**