

NRPA Application – boat ramp/dock repair project

Attachment 1: Activity Description

The proposed activity in this application is to modify an existing boat launch area on the Sheepscot river to include pre-cast concrete ramp planks & appropriate supporting stone bedding with fabric and surrounded by appropriately sized rip-rap to prevent further erosion through continued use.

This improvement to the ramp from its current mixed mud/gravel will make both safer and easier the repeated launching & removal of boats & floats as well as to stabilize the embankment around the pier/launch ramp area used by a recreation club for day use. This club is a group of approximately 25 local area folks who use the river for a variety of activities in the spring/summer/fall. Swimming, boating, duck hunting, fishing are the most common things that our members do in this section of river Sheepscot and its tributary the Dyer river. This location provides for access in a unique area where it would otherwise not be possible due to the old mill dam falls in Sheepscot village.

The existing pier, ramp, and float (located approx 10' South of the existing ramp) has been at this location for approximately 20 years and used seasonally. The current pier/ramp/float design extends from shore and places the float just below the low tide line so that there is always water (3-4') at low tide. Recently, ice has damaged the existing pier which has been removed and is seeking to be replaced by a freespan aluminum ramp anchored to the shoreline to maintain same float relative placement beside the boat ramp at low water.

The location of this project is in the town of Alna on the particular ~6.5 mile tidal segment of the Sheepscot river between the reversing falls in Sheepscot village and the Head Tide dam. The specific location is approximately 2.5 miles north from the falls in Sheepscot village.

Access to the site is gained via an existing private road from the Golden Ridge Road and it is located on a 120 acre, parcel, tax map R-4, 21.

This property along with several others is used by a recreational club for swimming, fishing, hunting and members pool their resources through annual club membership dues to maintain the common infrastructure such as the gun range located upland on the property, the camping area, the dock and the boat ramp.

The proposed precast reinforced planks proposed, available locally here in Maine, are the smaller size of the two available commercially and should accommodate the size range of vessels being used in this area on an in & out basis. Each plank is 10' long by approximately 1.5' wide, by 6" thick and weighs approx 945lbs. This size is necessary to safely accommodate both the trailered watercraft launched at this site as well as annual removal of docks for winter storage and fits within the existing launch space so as to minimize any additional disturbance. Once bolted together in a string approx 40' in length (below HAT) total and when installed flush to the surface of the shoreline with stone rip rap (1' surrounding the sides and bottom), are expected to be impervious to damage from ice flow conditions in winter and spring flood debris such as trees/branches.

The manufacturer recommended base of crushed stone (the minimum volume would used to do the job properly) would be put in place in/around/between planks to assist in holding planks/preventing erosion and ensuring bank stability. As well, per a joint discussion with Army Corps and DEP recently, a fabric material was suggested to help stabilize the stone & plank material from sinking and needing to be repaired. Any excess material or material that may need to be removed from the site, would be loaded into a dump trailer or small truck and hauled to an upland disposal area in one of the fields on the property at least 1000' feet upland from the river to prevent any erosion or other damage.

In support of the pier replacement with an aluminum free span ramp (3'x40' approx.) from shore to float, two large wooden piles (approx. 12-16") would be set, cross braced together in

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standard fashion and then braced back onto other two piles located further inland (effectively creating a 'pier' on shore safe from ice), this will provide a stable anchor point for the aluminum ramp and keep the float/ramp from pulling the piles out into river and from pushing them into the shore as the tide ebbs & flows. The 2 water side piles would rise approx. 8-9' and form a gantry style lift using a pulley as is typically used on piers to lift ramps up in winter time.

The float would then be disconnected and hauled up onto the boat ramp above tideline for winter storage. The two water side piles at the HAT line would be surrounded by larger rip rap to provide ice protection in winter and increase stability of overall design.

It is expected that this redesign of the pier/ramp/float system will lessen the footprint and therefore impact of pier on the environment since it would be a freespan ramp from shore to float.

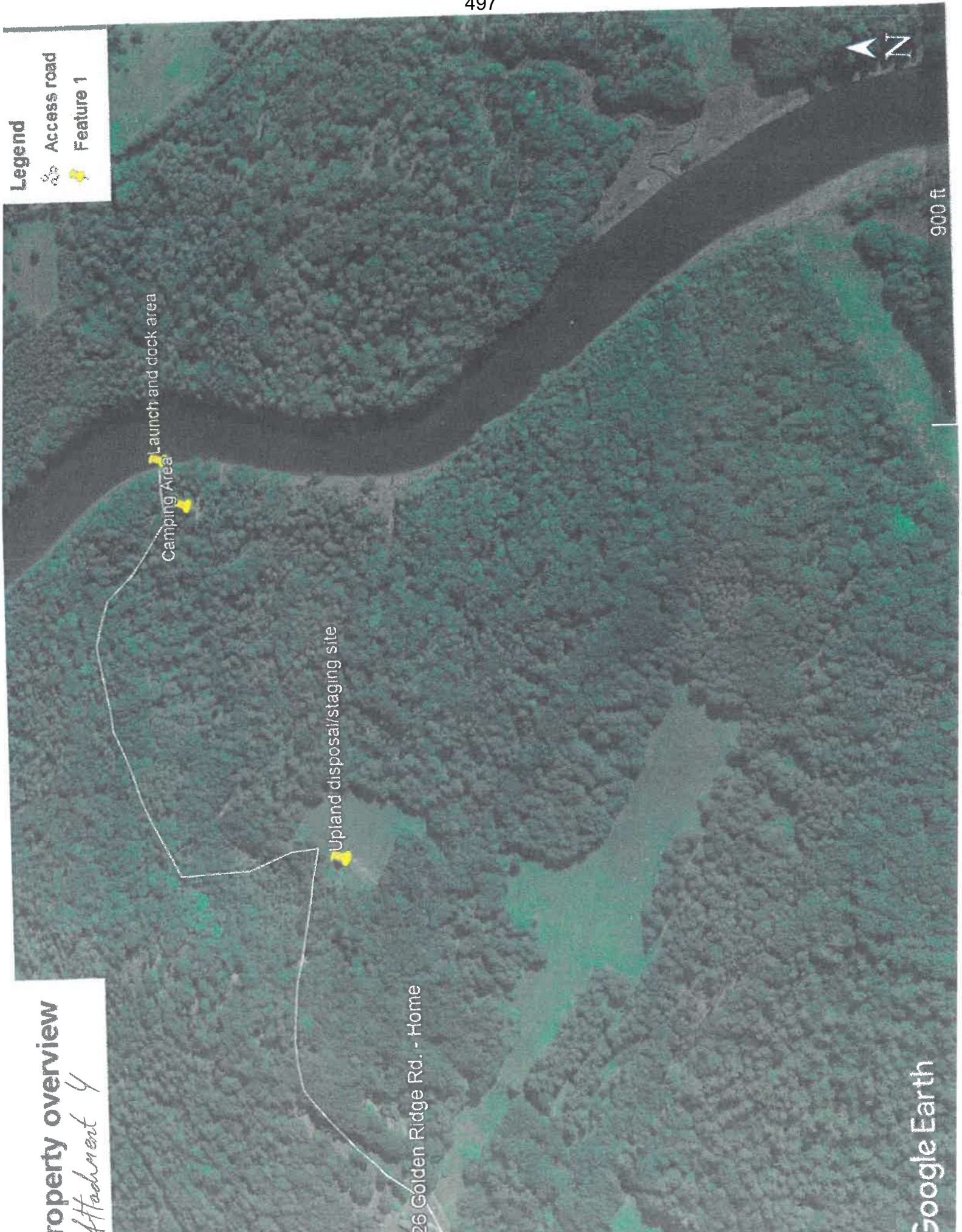
NOTE: The exact square footage represented (~475 square feet below HAT) is a conservative approximate value due to the fact that the nearest Maine DEP HAT levels for 2018 reporting station is at the village of Sheepscot (below the rapids), several miles downriver. The **OBSERVED** HAT line at the base of the embankment to the forest floor has been used as it is clearly delineating based upon the fact that there are (large 12-24") trees, bushes, and non-submergent grasses growing at this level that would otherwise perish in the brackish water.

At the recommendation of the DEP on call person, a calculation line just above the observed HAT line is being used to be conservative in ensuring the calculation is sufficient.

Furthermore, square footage also includes an observed negative tide per DEP guidance in NRPA guidelines (-0.46 at 7:46am on Tuesday May 7, 2019) observation-based finding of the low tide line.

Legend

-  Access road
-  Feature 1



property overview
 Attachment 4

26 Golden Ridge Rd. - Home

900 ft

View from ⁴⁹⁸ low tide / water



View from 499 land





Sheepscot
Flow ← Ebb

500

24'

8

Float
(seasonal)
8' x 24'

landing float
(seasonal) 5'x7'

500lb granite block &
chain (float anchor)
Seasonal

10'

MLW

4

12'

4'

resurface existing ramp below HAT with base material 6-8" screened/washed stone (no fines) with top coat of 3-4" screened/washed stone (no fines)

aluminum ramp (seasonal) 4'x40'

40'

2' Elevation

36'

6'

8'

HAT

10'

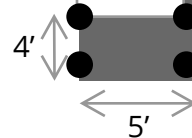
12'

R-4 21
Bolen



R-4 21A
Spinney

existing cut in embankment above HAT (stabilize/regrade/resurface) to prevent erosion



upland support piles cross braced with decking (permanent)

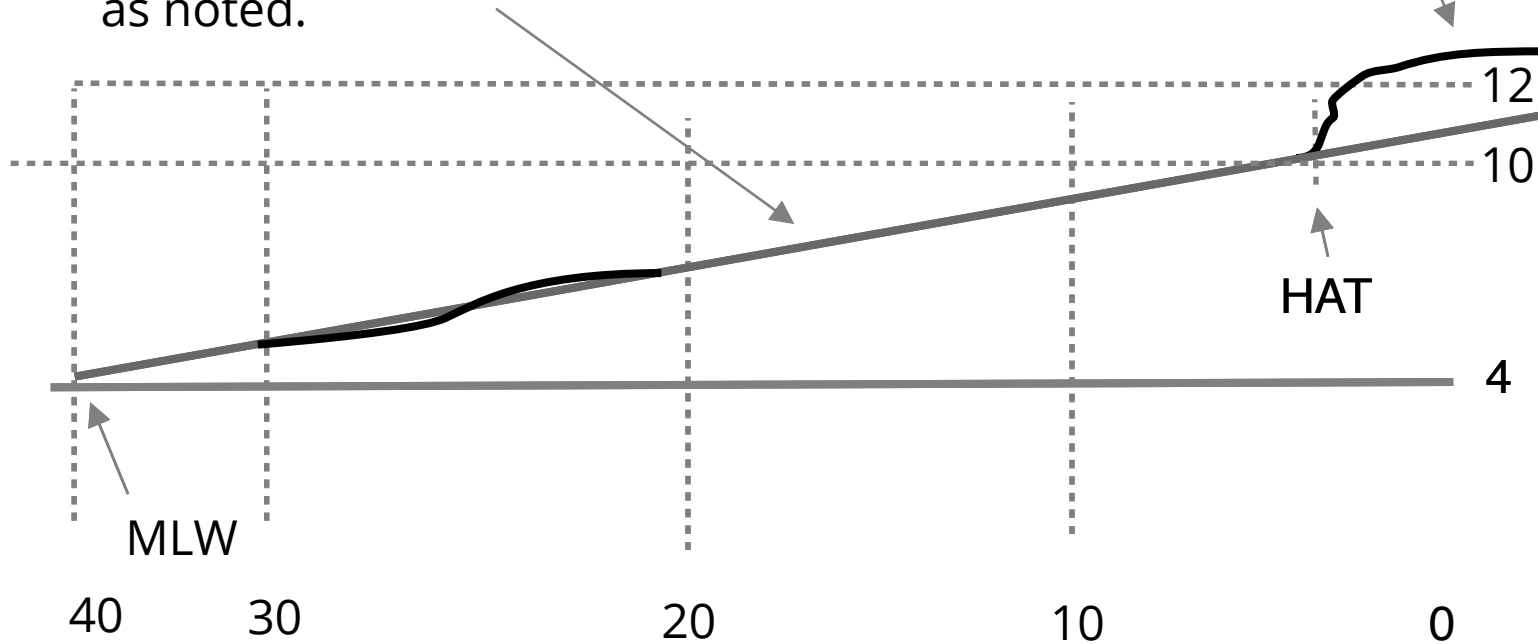
Title: Top view with 2' contours

Revised Date
December 9, 2019

Prepared By
Jeff Spinney, 126 Golden Ridge Road, Alna, ME 04535

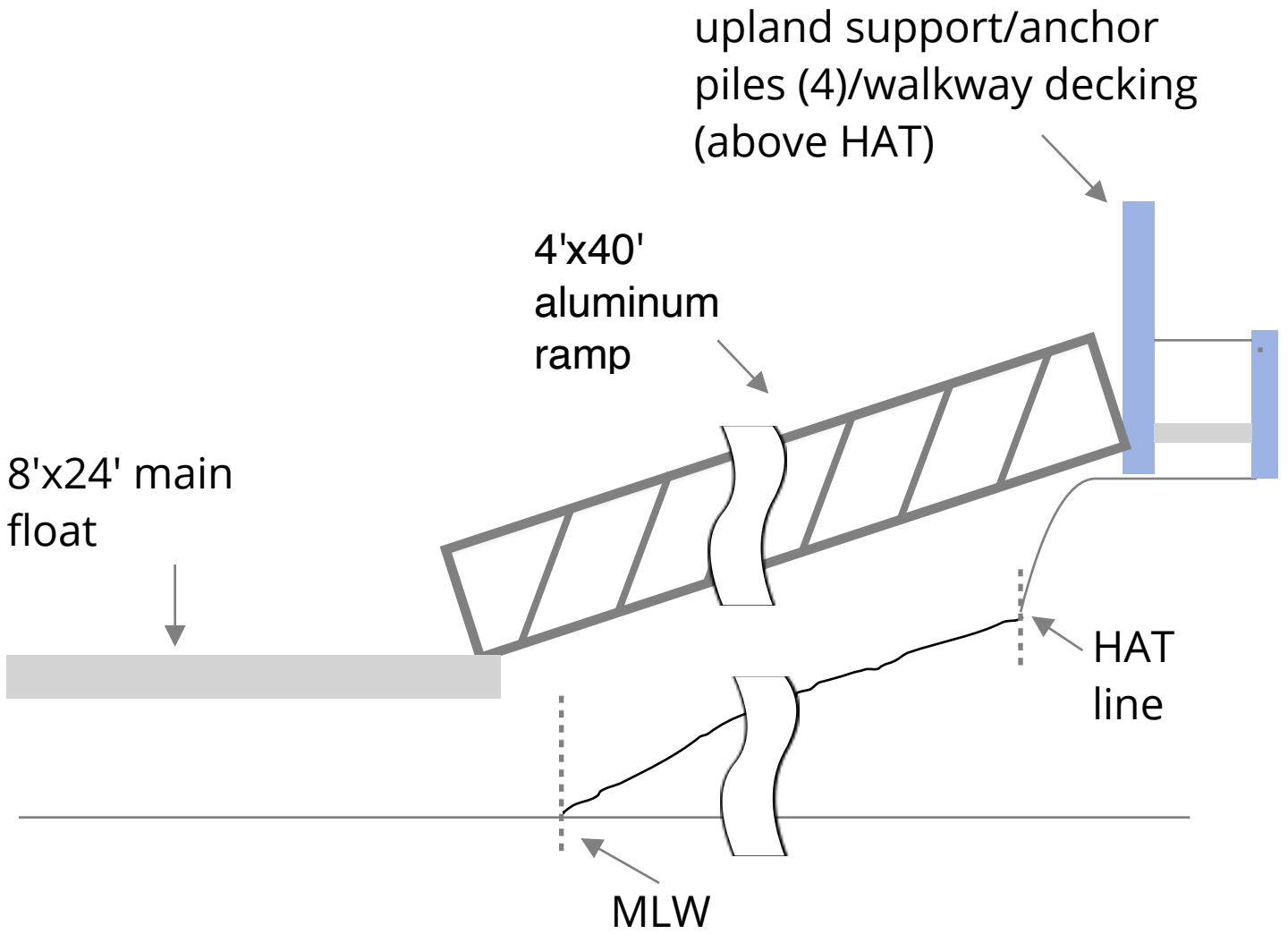
Existing cut in embankment
above HAT (stabilize/regrade/
resurface)

regrade/resurface existing ramp base area (12'x36')
below HAT (between MLW and HAT)
Angular stone subbase material (no fines), prepared
as noted.



Title: Side View - Ramp side view with elevation

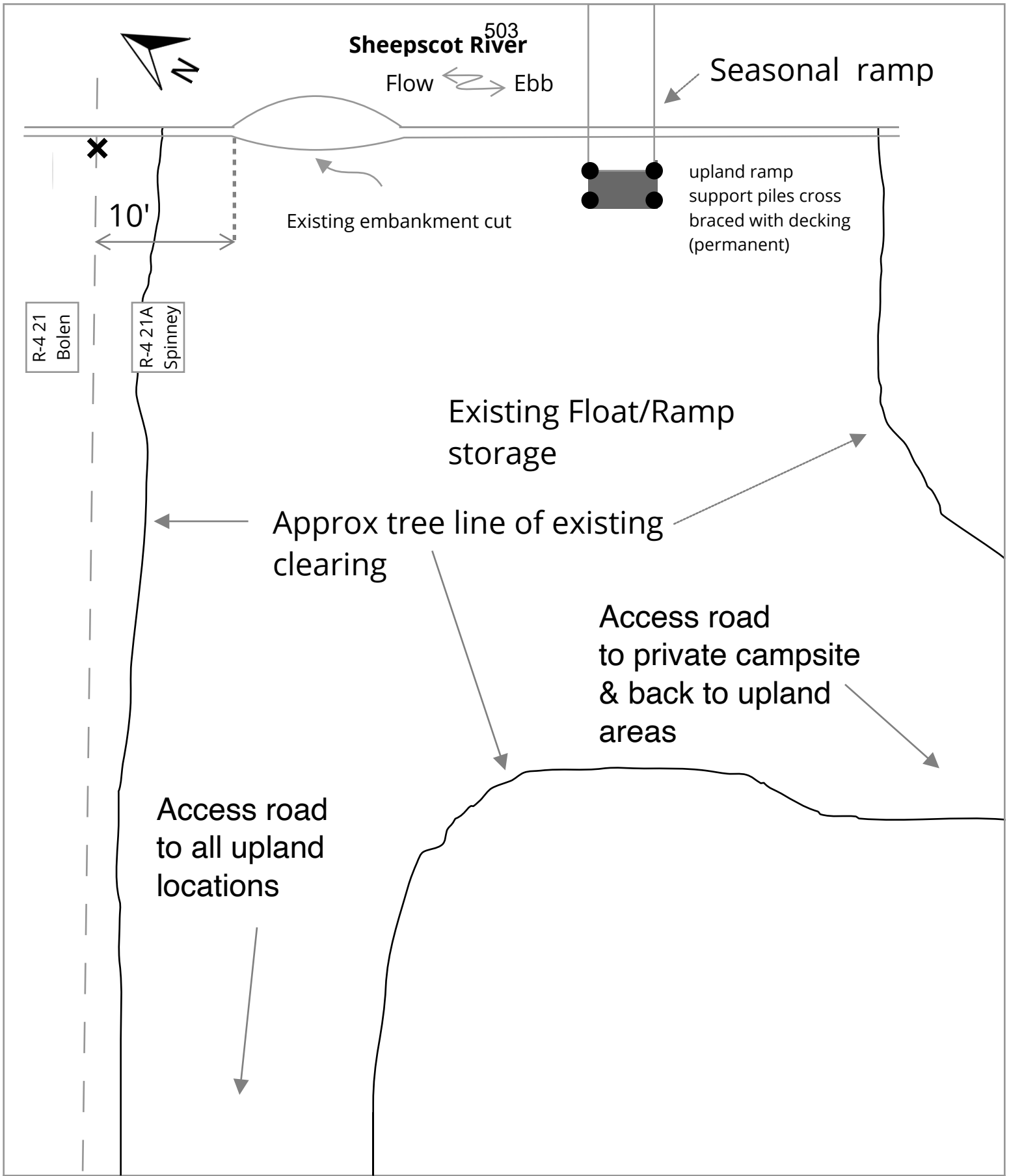
Revised Date December 9, 2019
Prepared By Jeff Spinney, 126 Golden Ridge Road, Alna, ME 04535



Title: Side View - float/ramp/upland support

Revised Date
December 9, 2019

Prepared By
Jeff Spinney, 126 Golden Ridge Road, Alna, ME 04535



Title: Site access - General overview

Revised Date
December 9, 2019

Prepared By
Jeff Spinney, 126 Golden Ridge Road, Alna, ME 04535

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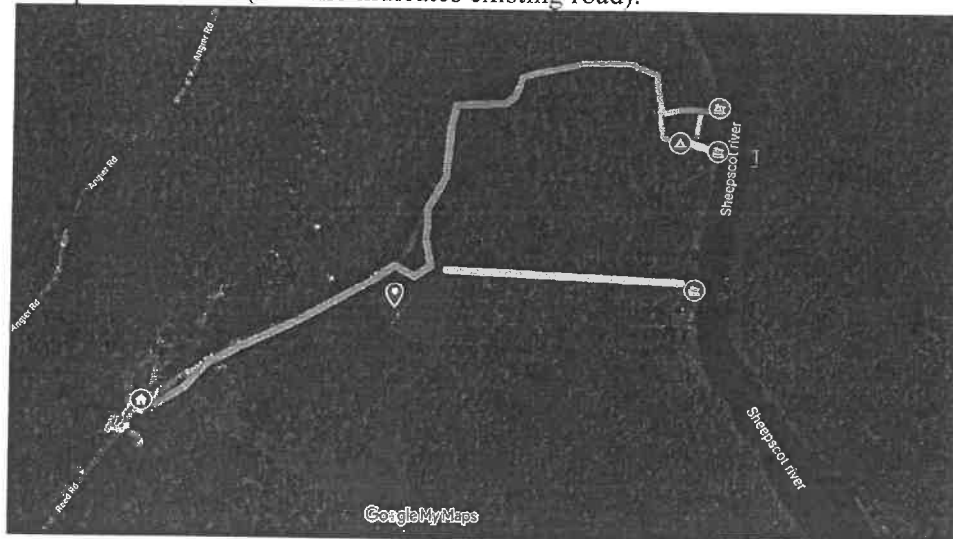
Attachment 2: Alternative Analysis

The intent of the precast planking & rip-rap surrounding it is to enhance the existing access and prevent continued erosion in the launch area through in & out use by club members. **There are no reasonable or alternatives to this access on this particular river segment as it is bounded to the South by the reversing falls at the old mill dam site and no Northern launch facility exists or is planned effectively making a captive segment of the river inaccessible without the continued use of this launch point.**

The size and scope of this project is the minimum size necessary, and is intended to only disturb the minimum square footage of approx <475 square feet total below HAT line.

As required, we have reviewed any potential alternatives to the proposed activity.

See picture below (red line indicates existing road).



Alternate site locations: The far Southern portion of property (just off photo bottom) is salt marsh and unsuitable for use. The area from bottom of photo to just south of option 2 is steep/rocky incline and therefore unsuitable for use without significant alteration.

Option 2 would require the construction of a new road from the small field or the camping area approximately 800-1000' long for access (large yellow line), as well as an new embankment cut. The shoreline is also steeper at this location as it was used to load brick barges in past and has a sharp drop off.

Option 1 would require a small (100-150' road from camping area – small yellow line) and could pose a reasonable alternative location, although it would require removal of several trees and a new embankment cut in rivers shoreline.

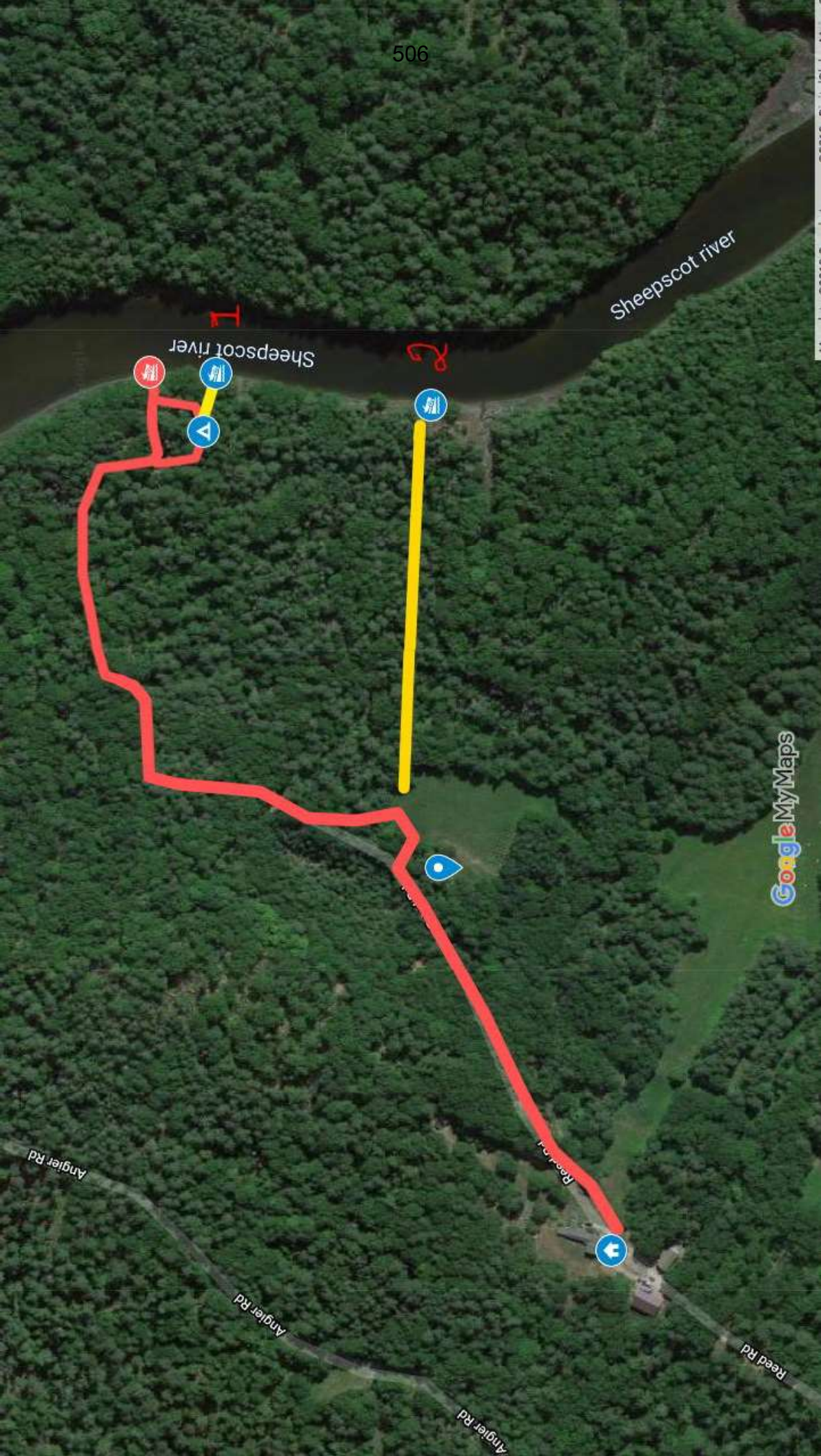
It would seem that the relative tradeoff of impacts would indicate that the least impactful site solution is the proposed (and already in use) one (the top, red marker on above map) as 1.) the established road system already exists and would not need to be created either in terms of cost to the club or in terms of environmental impact, 2.) the river embankment already has an established cut as it is currently an in use ramp and 3.) minimal if any additional tree removal would be necessary to support construction.

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Alternate materials considered for use at the existing launch ramp site: In addition to alternate launch sites, we reviewed and discussed with Army Corps and DEP a couple of alternate material options including wood swamp mats such as used for logging and construction which posed a significant flotation & anchoring challenge and were effectively ruled out, removable concrete without sub base preparation which while it removed the flotation concerns of the wood option still had safety concerns due to slippage of vehicles as well as silting concerns from repeated installation/removal. Finally there was a rollout (removable) aluminum option which was only available in a much larger than needed footprint and was significant in terms of cost. As well, the aluminum option needed subbase preparation too.

All of the temporary solutions had a common concern by IF&W of silting from annual installation/removal when being reviewed with Army Corp so in turn the suggestion was made to return to the permanent solution as having the least long term impact. The permanent concrete plank solution with proper subbase preparation and site prep to ensure minimal impact seems to be the most acceptable solution and is therefore being proposed.

Alternative to aluminum free span ramp with 2 piles versus existing pier & ramp: Finally, the ‘alternative’ to the alteration of existing pier/ramp/float, by embedding the piling support structure in the rip-rap at the HAT line and using a longer free span aluminum ramp, is simply to continue to repair the pier and re-drive piles into the shoreline as needed. The proposed activity (reducing the impact and footprint of pier piles and maintenance of such) seems to be a better approach with less impact on the environment and less likelihood of ice damage in off season as it is removed nearly completely from the ice zone.



Sheepscot river

Sheepscot river

Google My Maps

Angler Rd

Angler Rd

Angler Rd

Reed Rd

Reed Rd

We then discussed best placement and i will be placing it at the launch site in plain visible site to anybody launching. Will also bring it up as part of the formalization of the club paperwork.

I will attach a picture as well as i received the sign the other day. See attached zip file. I can also fwd. the emails if you like, let me know.

Question #7 - (Army) Have any other alternative sites for club use been identified through local planning board discussions that are not already discussed in the permit application?

(DEP) 7. Please address the feasibility of each of the existing access points listed below as an alternative to the proposed permanent boat ramp:

- a. Head Tide Dam
- b. Bass Falls Preserve
- c. Sheepscot Village
- d. Wiscasset
- e. Kings Mills
- f. Coopers Mills
- g. Drucker Preserve

Answer: In my interactive map google map, i have outlined all of the old trailer sites which have now been closed off (Wiscasset, old Newcastle pit ramp, old Sheepscot post office paved ramp, my ramp). My ramp is the only one still in any way useable as a small boat trailer ramp. We have looked at all properties along the river for several years, and they are all locked up either in conservation or private holdings and not accessible. My property is the only available location in this river segment for such access. Allowing us to improve the ramp would make it more accessible to those who currently have difficulty with the lack of hard surface.

Additionally, the alternate site list provided is odd at best but i understand it is being driven by commenters so, in good spirits i will try and address for the record:

a.) Head tide dam -- NOTE: This project is not even complete. I support this and think it will improve the swimming hole that we have always used and whitewater kayaker use in spring, improve fish passage, but that's it.

Once complete, it does not in any way provide trailerable (or convenient) launch access. First, there would be no parking capable of holding a trailer. While parking is improved, it is intended for passenger vehicle only, i don't recall the number of spots we approved as part of the plan, but i might estimate it to be max 5-6 (see picture). Second, there is no physical way a trailer could get to the water (and then get back without a crane). In fact, there is approximately a 20-30' (estimating only, i can't go measure as it is closed off due to ongoing construction) stair case one must navigate down from the road to even get to the water. Once at the water (fast moving water if it is higher), one can only use a kayak during high water. I will include a couple of pictures i took this morning, but it should be self-evident as to why this is not a powerboat or paddle boat access point for those who are not young and strong and/or have larger paddle craft. I personally have launched my canoe there and made the voyage down (at higher water) and have still had to get out and pull in places just below the dam. Rocks, logs, etc litter the river from head tide until approx. the old railway crossing with 218. See attached pics. I think you will agree Head Tide dam is not a suitable substitute.

(due to size of attachments, see next email for continuation)

York, Marylisa

From: Spinney, Jeffrey <Jeffrey.Spinney@LibertyMutual.com>
Sent: Thursday, October 17, 2019 2:03 PM
To: MacNeil, Jami; Clement, Jay L CIV USARMY CENAE (US)
Subject: part 2
Attachments: BFTrailBrochure2010.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

(continued)

b. Bass Falls Preserve

Bass falls preserve is located just upriver from me, but does not provide any access to the river in terms of launching either hand carry or trailer craft. It is a walking trail preserve on the old Clifton Walker property. According to the flyer, see attached. It is 0.9 miles from the **very** limited parking area (estimated 3-4 passenger cars tops) through a series of wet fields, woods, until you even get to the water. What was once used by locals as a place to go launch a canoe or very small bass boat by hand if the tide was right is actually closed off and depicted as 'private property' on the flyer (see the 'tote road' on right hand side of map). Nobody in prime physical condition is going to hand carry that far. It is not promoted as such by the group that acquired it (midcoast) . For these reasons, this is not a suitable substitute.

c. Sheepscot Village - this is private property owned by good friend of mine who does not wish to be identified because he si concerned about retaliation from this group of commenters and has an ongoing NRPA project to repair the old retaining wall along paring area that, in part, has been damaged over the years by people using without permission as a launch site for kayaks. There exists no formal right or even a courtesy ask of the owner at this time to use this site. Again, this is a private property, and only useable as a hand carry location for canoe/kayak. No facility exists anymore that could support trailer launch either in terms of access or parking. Parking for hand carry is physically limited to maybe 2-3 cars and often on a busy kayak day cars are parked in unsafe locations on the road and/or blocking access to the private facility altogether.

This is not a suitable (or even legal since nobody has permission) substitute. As a side note, the DEP should direct any organization suggesting this to consult with the landowner before trespassing.

d. Wiscasset -- this is a nice trailer boat ramp and dock, however, it is over 7 miles downriver from the reversing falls. In addition to the trip just to get back to the falls, you have to drive down to Wiscasset, cross a very busy Route 1, launch and then find a place to parking which can be tight as a lot of bigger boats use this as a launch point to head south towards ocean or West towards Bath as well as the Wiscasset yacht club. If you do navigate back up the Sheepscot to the falls, and are lucky enough to have tied it right, you can cross and then spend an hour or so above the falls before the tide shifts and the falls become dangerous to cross.

Wiscasset would be suitable, **if not for** the travel to get there & Route 1 congestion which we all know is terrible that must be crossed with a trailer, the distance (7+ miles downriver) and of course the physical barrier of the falls.

e. Kings Mills (NOTE: i suspect that this is also "g. Drucker Preserve" but it is not even listed on midcoast conservancy list of preserves
<https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.midcoastconservancy.org%2Fpreserve%2Fsheepscot-valley%2F&data=02%7C01%7CJami.MacNeil%40maine.gov%7C7ce103b638e34f61809508d7532c39f1%7C413fa8ab207d4b629bcdea1a8f2f864e%7C0%7C0%7C637069321932208595&sddata=LGWwBLhLYarciOxcQ4gPDFf9pizN%2FDIt%2F41oFlklyUY%3D&reserved=0>) -- First, i am flummoxed by the Drucker preserve as it appears to be a working gravel pit based on Sat imagery, maybe it is that new?) Kings mills appears to be 3.6 miles roughly as the crow flies north of Head Tide dam. That by itself should disqualify this as the name implies, Head Tide is the point where navigable tidal water stops. The falls at Kings mills by my estimation/memory from last time i had my son fly-fishing in there probably drop say 10'-15' if not more over the course of falls/old dam segments. Access into here even for fly-fishing by foot is tough. A younger me would not want to try and lug/drag a kayak down there, let alone my current me. I do happen to know people launch kayaks from on private property just above kings mills as i believe that man who lives there does (or used to) teach kayaking in whitewater.

The only info i can find on this Drucker preserve is here:

<https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.midcoastconservancy.org%2Fexplore%2Fland-and-water-trails%2F&data=02%7C01%7CJami.MacNeil%40maine.gov%7C7ce103b638e34f61809508d7532c39f1%7C413fa8ab207d4b629bcdea1a8f2f864e%7C0%7C0%7C637069321932208595&sddata=GVjB5v%2BzUSgR14xtlvskXZyCBYwkg9PFadgnooTOWT8%3D&reserved=0> which confirms it is indeed kings mills.

"Drucker Preserve

Directions: The Drucker Property is located in Kings Mills in the Town of Whitefield. It is bordered on the west by Route 218, on the north by Route 194, and on the south by the Sheepscot River. From Wiscasset, head north on Federal St toward Washington St for 1.4 miles. Continue onto ME-218 N/Alna Road. Continue to follow ME-218 N for 11.7 miles. Turn right onto ME-194 E/ME-218 N. After 0.1 miles, turn right into parking lot."

From SVCA (Midcoast conservancy)

<https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fmainerivers.org%2Fsheepscot.html&data=02%7C01%7CJami.MacNeil%40maine.gov%7C7ce103b638e34f61809508d7532c39f1%7C413fa8ab207d4b629bcdea1a8f2f864e%7C0%7C0%7C637069321932218590&sddata=uiUleFCG7Z%2Bgtdhdzmk0TRsgMPymOfdaKM4qGgRtnFA%3D&reserved=0>

"As the river races to the ocean, full with the melting snow, excellent rapids appear, especially between King's Mills and Alna's Head Tide Dam."

Again, clearly not a suitable alternative site. Very little parking even for fly-fishing. Anything other than a kayak at spring runoff is out of question. Questionable access, if even legal since the one map of Drucker i have seen does not appear to be on the river, but on opposite side of road. It appears to be using private property again, but i could be wrong on that aspect. Documentation is not easily seen on Drucker preserve.

f. Coopers Mills - First of all, this is above the branching of the Sheepscot river in Whitefield so i have no clue which branch they are suggesting but let's just address both at once.

Given that Coopers mills is even further upstream (almost 7 miles as the crow flies, not river length) from Kings Mills, just on distance alone it is not acceptable. This is of course ignoring the many waterfalls and old dams you must cross to get here. While this is a fine stretch for small whitewater kayaking only in the spring, during high water runoff, it is completely absurd to think of its use outside of that. I enjoy fly-fishing on many stretches of this river up through here, but it is always walk in only. Anything other than whitewater kayaking in spring runoff out of the question.

Question #8) -- Yes, I can confirm that no material will be stockpiled within 25 feet of the shore. If it is necessary to be stockpiled (at all) outside of the 25 foot zone (again, i do not anticipate this) , i will protect it as appropriate/directed.

Question #9) 9. Some commenters noted inaccuracies or alleged inaccuracies in the application. Please clarify or respond for the record:

a. Lot # given in project description is incorrect

Answer A) I inadvertently dropped the 'A' on my lot, it is R4-21A per the tax map located here:

https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fstatic1.squarespace.com%2Fstatic%2F58b64eef2994ca296d496194%2F%2F5da5da5ae213192c08d0749e%2F1571150430250%2FAIna_2019%2BR-04.PDF&data=02%7C01%7CJami.MacNeil%40maine.gov%7C7ce103b638e34f61809508d7532c39f1%7C413fa8ab207d4b629bcdea1a8f2f864e%7C0%7C0%7C637069321932218590&data=ws%2FItTsdeDfNO3jgZhRNZoU8s3Eov%2FHnbJnRfvgvobio%3D&reserved=0

b. Lot size (120 ac) is incorrect

Answer B.) I own quite a few properties, this one by deed is described as a 102 acre property. I have that seemingly stuck in my brain and am always writing it backwards 102 -> 120). The town assigned lot, is indeed 99ac per above linked tax map.

c. The river current is strong at the project site, not "protected energy/low energy"

Answer C) This is accurate as stated on my application.

Interesting fact, an average human being swims at approximately 2mph (google it if you don't believe). I routinely swim against the tidal current (when it is running in either direction in or out) at my dock and can easily (even in my old, fat age) maintain my position easily as one might in fancy current pool designed for exercise. That tells me by direct scientific observation that the current is *no faster than 2mph* that i am likely not to be exceeding as an average human. (converted to m/s that is 0.894 m/s)

The DEP guidance provided on the NRPA form, page 54 (pink) states that 'Protected/ low energy: No sea swell, little or no current, and restricted wind. Typical of unconsolidated muddy sediment. Water velocity less than 1 m/sec.'

By my math, $1.0 > 0.89$, there is no sea swell, and there is muddy sediment present on shoreline as observed. While Carol Bolen is trying to imply that it is windy in her comment, i frankly think she has no clue what she is talking about. If you look at the next level of classification, it has 'waves generated by moderate fetch'. There are no waves at this site generated by anything other than a boat.

d. The public notice stated that the application is for, "Dock and boat ramp repair work in shoreland zone," but no boat ramp currently exists.

From: Spinney, Jeffry <Jeffry.Spinney@LibertyMutual.com>
Sent: Monday, October 14, 2019 10:30 PM
To: MacNeil, Jami; Clement, Jay L CIV USARMY CENAE (US)
Subject: looking for feedback on this visual
Attachments: InkedLines of visibility overlaid onto gmap_LI (2).jpg

Follow Up Flag: Follow up
Flag Status: Completed

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Hey Jami & Jay,

I have been trying to come up with a visual depiction to help handle the concept of visual dominance/line of site issues. I located an 18" mooring ball in my garage and anchored it 51' off the shoreline at the dock location (admittedly approx. 5' short in terms of projected extension but at least it's a visual reference point and i was by myself doing it so hard to get exact placement of the anchor/mooring.)

Measuring, i found that the mooring ball is approx. the same height as dock floating in water, and i used one of my jon boats to get some photographs as to 'when it comes into view' from north and south at approx. mid tide. Attached you will see a google map overlay with what i would call the lines of visibility (the purple & yellow areas are the areas where you can see the dock from.

As you can see, since the dock is just South of the 'apex' of the point of land (coming from north) that and the corner/grass extending just north of dock limits the sighting starting from near end of bill weary's field. (east side of river) to directly across from the dock location.

From the south, the dock's visibility is limited by the point of land just to the south (bill weary's land) and you can see the mooring ball (simulated dock) from an area along my land to east of orange line as river curves north around corner.

Purple area is lines of visibility for dock float extended out into water.

The green lines are what i estimate the boat ramp visibility to be based on the same boat trips and my photos. The ramp, assuming it is flush (or nearly flush) with natural surface as i intend to make it is hidden by the grass & embankment on both north and south sides as the land has a 'curve' to it. I estimate the area of visibility (for the ramp only) to be the triangle to the direct East side of ramp between green lines.

Yellow area is lines of visibility of boat ramp when flush or near flush to terrain as planned. Of course you can also see the dock in the yellow area too in addition to ramp.

I have other some video and photos i can also supply if that helps....or just bring them up since they are exceptionally large and electronic transmittal might be tough.

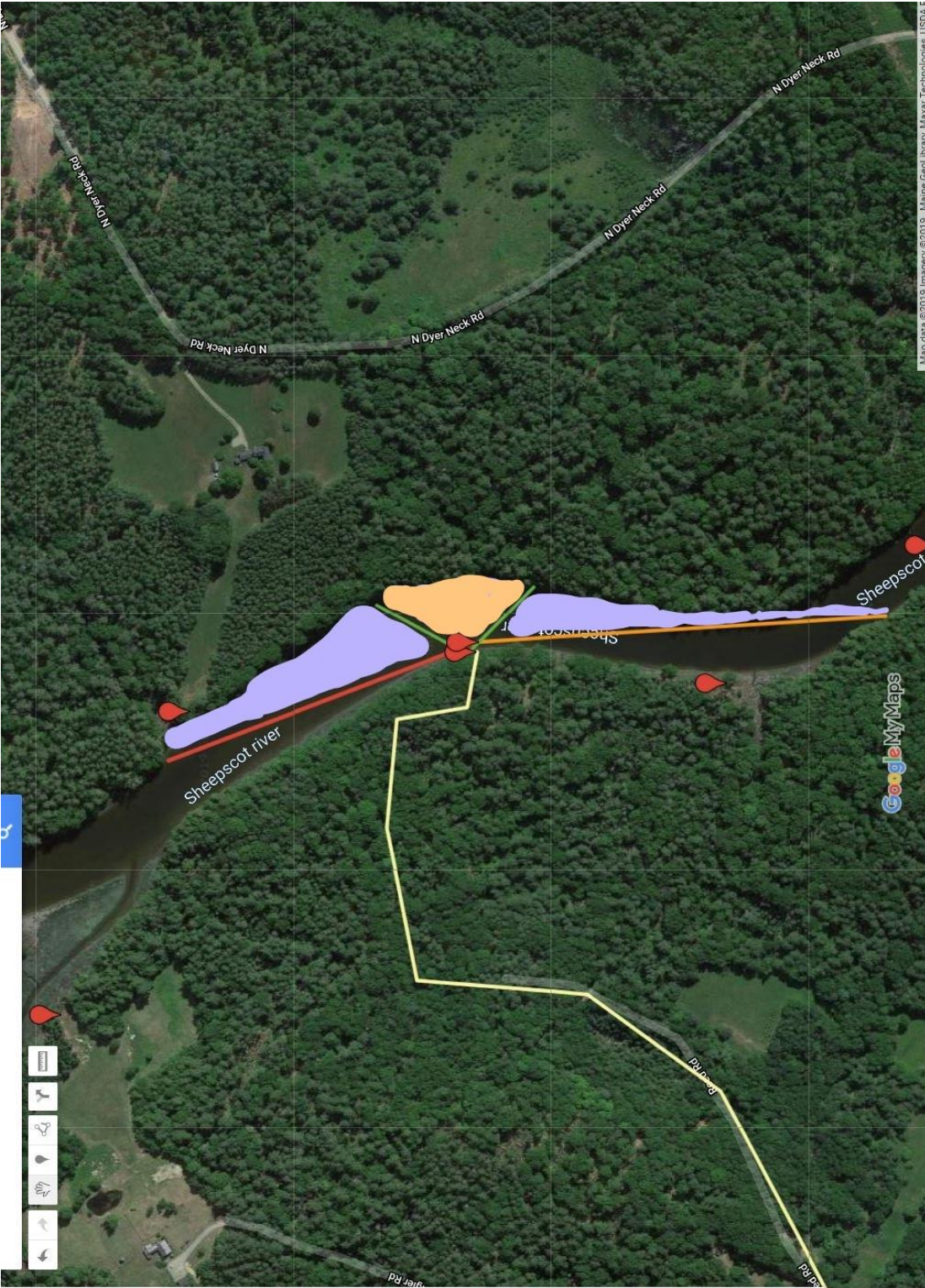
River survey - docks, boats, sights

89 views

All changes saved in Drive

Add layer + Share Preview

- Pier, ramp, float - P Sherman
- Homeowners association - 1 ...
- Pier, 40' ramp, float 12'x30' w/...
- pier, ramp, float w/ boat store...
- Powerboat on mooring 20'
- private boat launch
- Old gravel pit launch - now cl...
- Villeneuve- pier, ramp, float p...
- Site of old paved community L...
- Betsy Hall (commenter. For...
- Float hauled out 20x10 - Gor...
- Old Darby aka Ring rock
- Old brick yard & loading pier L...
- sand beach - former commun...
- site of former shared dock at ...
- private launch area - Buddy D...
- former site fo Fred Marsh ho...
- Former Lockhead farm (burn...
- Culvert brook - navigable past...
- Duck blind
- Bass falls
- 18' speedboat at Lochead/Gr...
- Dock - Line of visibility from S...
- Dock - Line of visibility from ...
- 18" Mooring ball anchored 51...
- Ramp - line of visibility
- Ramp - line of visibility



Map data © 2019 Imagery © 2019, Maine GeoLibrary, Maxar Technologies, USDA

513

From: jeff spinney <jeff.spinney@gmail.com>
Sent: Tuesday, October 15, 2019 1:41 PM
To: MacNeil, Jami; Clement, Jay L CIV USARMY CENAE (US)
Subject: pictures to go with visual aid
Attachments: From South_Moment.jpg; from north_Moment.jpg

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Im sorry that i forgot to attach these two fixed frame pics to my visual last night. My bad. They are fixed frames showing the moment/position where you can see the 18" buoy 51' off those shoreline.

The large buoy sticks out as it is bright white of course, and should serve as a reference for picturing the dock which as i mentioned is within 5' of the buoy for a nominal difference.



From South_Moment.jpg



From North_Moment.jpg

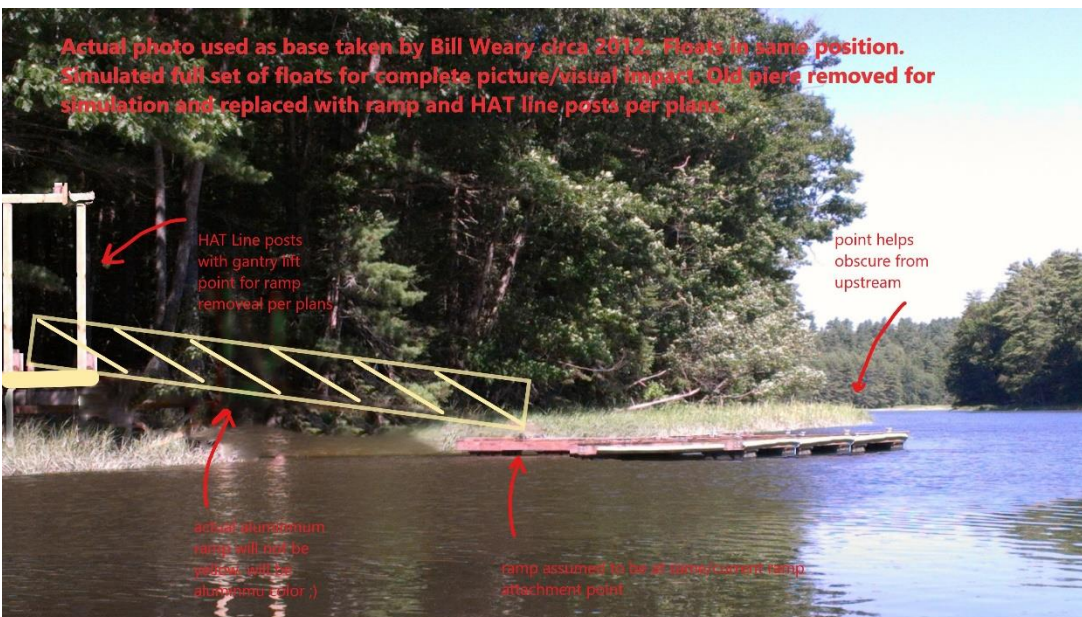
From: Spinney, Jeffrey <Jeffrey.Spinney@LibertyMutual.com>
Sent: Wednesday, October 16, 2019 12:50 PM
To: MacNeil, Jami; Clement, Jay L CIV USARMY CENAE (US)
Subject: RE: Permit Application on lower reach of Sheepscot River
Attachments: Orig Dock 3 sections.jpg; Satellite view with 3 floats in.JPG; IMAG0168.jpg

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And another couple of photos. In these, i touched up the floats but left the original pier/ramp. Original photo attached for ref.

This is mainly to illustrate the location in river relevant to width (compare with the other photos i had with mooring ball in my interactive google map).

Again, as with other example you cannot see the boat ramp from this angle due to grass to the north of it.



-----Original Message-----

From: Spinney, Jeffrey

Sent: Wednesday, October 16, 2019 12:32 PM

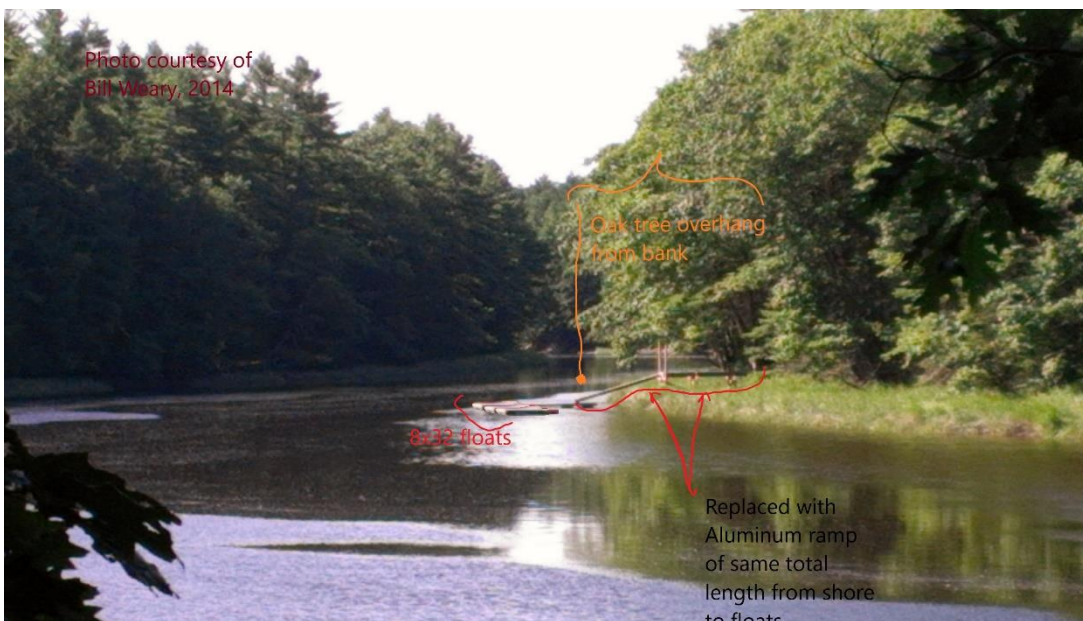
To: MacNeil, Jami <Jami.MacNeil@maine.gov>; Clement, Jay L CIV USARMY CENAE (US) <Jay.L.Clement@usace.army.mil>

Subject: RE: Permit Application on lower reach of Sheepscot River

I was doing a little crafty reuse of some photos the other night. I have attached the original photo as well. This photo is from July 31, 2012 showing the dock with one float in.

In my edited photo, i extended the dock to include its remaining sections and removed the pier/ramp and added a alum gangway ramp. I suspect that the two HAT posts with gantry cross will actually sit back a little further (even with trees) at edge of bank but i had to work with this old photo and did best i could to simulate without skewing the scale. The boat ramp is a bit obscured due to angle and where the old pier was in original image, which only illustrates the point that you wont be able to see it from much more than i would estimate a 45 degree offset either way.

I couldn't find a suitable ramp 'image' that would fit scale/orientation of photo without disrupting the original photo and dock placement, so just drew one in.



MacNeil, Jami

From: Spinney, Jeffrey <Jeffrey.Spinney@LibertyMutual.com>
Sent: Friday, September 13, 2019 8:07 PM
To: MacNeil, Jami
Subject: FW: fyi
Attachments: dock vs overal width.jpg

Follow Up Flag: Follow up
Flag Status: Completed

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Hi Jami,

I was putting together some visuals to try and explain about extension of dock into river to my neighbor who is from away. Attached is a set of two google earth pictures from 2012 i think, looks like i had only 1/2 the float portion in at this time....but it gives the same projection into river. Thought i would provide a copy to you as well if it helps.

- Left photo measures dock system protrusion from shore. (~45' or so including pier/ramp/floats - trees shown hang out over river on left side which is deceiving in the picture)

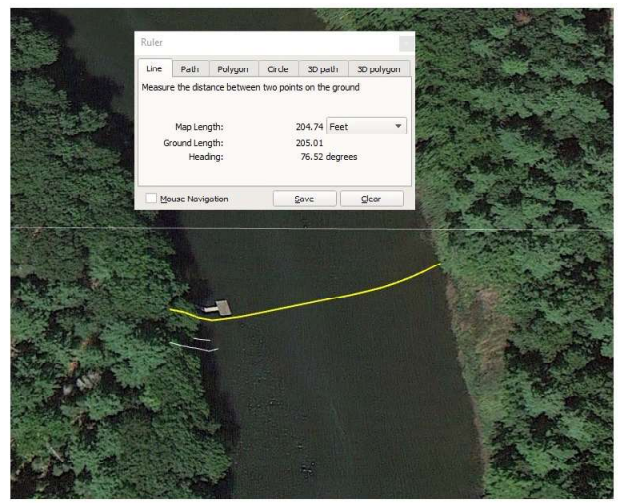
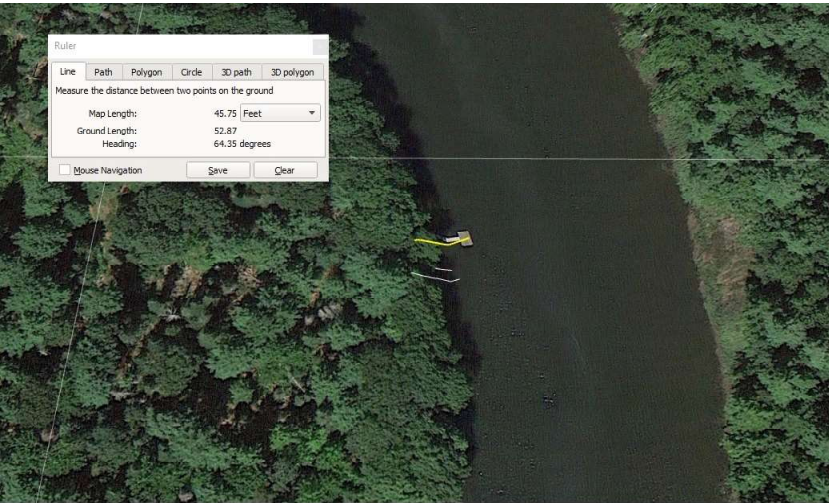
- Right photo measures river width (approximately 205' from this particular measurement) as best i can and puts it into visual context with river.

I figured i would provide this graphic to help as some additional support that the dock even at the MAXIMUM POSSIBLE estimation of 35' (ramp) + 16' (max extension/runout float that supports ramp end) + 8' (float) = 59' (total) as i drew in my NRPA plan, will extend 29% into/across the river - approx. the width of the end float additional to the existing picture here)

Once i can set and determine the exact position of the two piles at the HAT and compute the MINIMUM ramp length needed to then keep floats floating at low tide, i expect things to be shorter to keep costs down. Until then, all i can do is conservatively estimate.

My point being is this is in no way obtrusive or otherwise blocking the river.

Thanks,
 -jeff



MacNeil, Jami

From: jeff spinney <jeff.spinney@gmail.com>
Sent: Wednesday, November 06, 2019 3:58 PM
To: MacNeil, Jami; Clement, Jay L CIV USARMY CENAE (US)
Subject: remaining questions

Follow Up Flag: Follow up
Flag Status: Flagged

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Jami & Jay, yesterday i sent over to you guys drafts of bylaws and a draft land use agreement. Below are the remaining questions (1 & 4) that I'm trying to dissect and answer. I separated the questions by section for Army vs DEP and tried to answer them individually and yet in the same context if that helps.

please let me know if you have anything further.

Thanks,
 -jeff

(ARMY CORPS QUESTIONS)

1. Please provide more detail on the intended use of the boat ramp and pier/ramp/float and explain how that differs from the existing use. What is the size, type and number of boats that use your property now and with the installations? If you care to comment on your observations of the prevailing vessel traffic in the river and its overall effect on navigation and the environment, please do so.

ANSWER: As you can see, the club is a local fish & game 'style' club, we are currently working to formalize it and structure it to include advocacy/education/enabement of traditional Maine hunting/fishing and outdoor recreational activities along those lines. We may even pursue tax exempt status at in near future, but it is a lot of paperwork and a process of its very own and somewhat irrelevant to this application.

Relevant to this NRPA application, having a convenient (existing location in town, close to members homes) and easily usable boat launch & dock facility (hard surface ramp with associated stable dock for loading/unloading after launch) is a key resource of this group. Currently, many of our members who are older or do not get around as well have difficulty managing the unimproved/unlevel nature of current ramp and sometimes if you don't time your return right, and the tide falls too low, it is difficult to launch or remove a boat at the lower tide and we have had members get stuck or otherwise have difficulty retrieving boats as the mixed gravel/mud can become very slippery. I dont see the type of use being a substantive change, just making it easier and possible for some users.

Since we were not supposed to 'start any type of construction prior to approval' (according to the nrpa documentation), we/i opted to not start repairs & put the existing dock this summer so as to not confuse the NRPA process further. We are trying to do the right thing in terms of permitting/paperwork.

As stated in NRPA application, there are approx. 25 members including their families. I would not expect this to grow of any significance as has been suggested by concerned commenters as we are a local club intended for local people within our social group (similar i guess to how a condo association is intended for owners of condo development). Physical constraints on parking, launch facilities, etc impose a practical set of limits. I would suggest that there is a maximum of 2-3 simultaneous users (e.g. boats) as that is the limit to parking for such. There could in theory be others participating in other activities elsewhere on the property but that is outside scope of this question i believe. It is also likely that if multiple people are doing an activity and using the ramp . it would not be a 1:1 ratio of individuals to boats. (e.g. Should Trask and i decide to go duck hunting together as we might, we would only take one of our boats even though we both may have one) or (If a family of 4 go fishing, they likely take one boat.)

In terms of the size/type of boats. A quick survey of member owned power boats shows that we have 2 center console style boats (15' & 16'), 1 bass style boat (17'), 3 jon style boats (12'-15'), 2 duck boats (unknown exact size of each but i would guess 12'-14'), and two aluminum (12-14') open Grumman fishing boats. There are also a number of canoes/kayaks and other craft of that style, but i assume that's not what we are looking for here. Some members have other boats as well, but they are not appropriate nor would they be used in this area so i am leaving them out. Some members also have multiple boats (e.g. myself, i have a bass boat, a jon boat, two zodiacs, as well as multiple canoes & kayaks and (admittedly, i even used to have a pair of jetskis that i kept and used down there for many years. Commenters did not even know about this fact so clearly it was not truly that obtrusive or offensive and in fact it probably predated many of their tenures in town).

Again, it is ***NOT*** expected (or physically possible via the existing or proposed launching facilities) that these boats would all be arriving and launching at any given time. The site is focused on day use and based on varying usage patterns of people, it gets spread out naturally.

In terms of observation of vessel traffic, i have never once had personally (or seen) any issue with multiple vessels traveling the river. Typical river width varies of course and is approx. 150'-200'+ south of my property and there is plenty of room for safe co-navigation of craft within that. In a recent tour a week or so ago i launched & took in my jon boat to collect data for this application that went into my interactive map, i observed several kayaks down by the falls being paddled around, and i also observed a couple of other power boats at their moorings/docks along the way. One kayaker that I happened to meet that day near my ramp even was talking to me in a friendly manner and didn't appear to be harmed or otherwise offended outwardly by the fact that i was in my powerboat. In fact, he was kayaking and stopping to rest along the shore on my property along the way and likely didn't even know he was enjoying my property which i was fine with.

I have typically found that traffic is very light as different users have different times of use (e.g. duck hunters are out at break of dawn in colder weather, kayakers are out at certain tides during day and (typically) constrained to the falls area down in Sheepscot, general recreational people swimming and fishing and what not are usually only in out good weather during hot days mid-summer). I do not see any type of vessel navigational issue that is ongoing in terms of existing use or proposed use. In fact, i don't see any significant navigational change from the simple surface improvement of a boat ramp or replacement of dock.

4. Please clarify the level of your 'club' membership and what their intended use of the facilities will be. More specifically, how many members do you currently have, how many might you expect, how many have boats, etc.

ANSWER: Membership (including families) is currently approx. 25 people. From that group, I accounted for 10 power boats in the paragraphs above (focusing on boats only used or cable of being used in this location). Given all the discussions that we have had recently, once we get things formalized there are a number of others who want to join just out of principal of opposition to the commenters. I can see membership growing a bit due to that and while only a few of those people have boats at all, few if any of them have any additional power boats. i don't see the core group of powerboats which are seemingly the substance of commenter objection(s) changing significantly. The core group of

hunters/fisherman will continue to use the facility with greater ease due to the hard surfacing proposed and those who are less physically able to currently will be able to do so more independently and safely without the need to bring along a more able person to assist or call for help if something goes wrong.

One change i do expect, is to see a few more paddlers/swimmers/etc using the river from this location as this will be the first authorized, reasonable, easy to walk in/walk out to a vehicle access point for people not able to physically carry a boat over a large distance and/or adverse/rough terrain.

(DEP QUESTIONS)

1. Many of the public comments focus on the impact of motorized boats on existing uses (i.e., canoes and kayaks) and quiet enjoyment of the resource. Please describe your experience/observations of the use of motorized vessels on this stretch of the river. Elaborate on the existing use of the current launch site - how many boats are typically launched here and how often? How will that change if the permanent launch is installed?

ANSWER: First of all, motorboats ARE an existing use as has been evidenced by the letters you have received as well as the pictures, etc of motorboats i have provided in my map. They do not hinder anybody's quiet enjoyment of the resource. I have personally used boats, jetskis, kayaks, canoes both with and without motors on the river my whole life and many of my friends who spent their entire lives here have done same until a progressive loss of access hindered it. While it is true that I rarely see anybody else when out, i certainly don't spend my entire day looking for others either. I suspect that this works in the reverse for many other people who claim that they too 'never see anybody' or never see any motorboats. Lack of a couple people;s observation, doesnt mean the others are not there or exist.

I do on occasion see a kayaker or another fisherman, but it is a fairly big area. Back when i had my jetskis, i used to take my dog (a pug named Buddy) for rides on them and he liked to bark at the kayakers down at the falls when we would go by, again, the kayakers seemed entertained and not at all out of sorts by the destruction of their quiet enjoyment of the resource.

As noted above, given the constraints of the NRPA wording pre-approval we have been holding off use of the ramp in most part this summer. I can only think of 3 or 4 launches (that i witnessed) this summer other than my own use. I expect more now that we are in Duck season, but even then it is maybe 3-4 days in a month depending on weather, etc and typically at hours when others are not up observing. Given that the population of my club is relatively fixed, the only quantifiable change in use i can see after proposed improvement is minimal (e.g. those who have current difficulty may use the ramp more now than before) but that is a very small differential when considering a total population size of approx. 25 and even if it grows as large as 30 which i do not expect is insignificant and likely unnoticeable.

4. Commenters are concerned about the limited information on the potential users of the boat launch.
a. Please elaborate on the number of club members, how many are expected to use the boat launch, the structure of the organization, potential for number of users/club members to increase, the size and number of vessels that will use the site, and where vehicles and trailers will be parked. Ideally, we would like to see bylaws for the organization that specify the rules of access.

ANSWER: I have provided a draft of the bylaws of the group for review as applicable. I believe i have also spoken to the potential scalability of the group. In short, we are a localized recreation group within the town of Alna. Our target demographic if you will, is local, easy going people interested in the traditional Maine hunting/sporting/fishing lifestyle. This probably from what i have seen precludes most commenters and (likely but not always) others 'from away' and frankly is a finite group of people and therefore expansion potential is also limited. Parking will be in existing parking areas (of course not blocking access road), the obvious physical limitations on existing parking will help self-govern use by design. I do have some upland field area where i have let people store boats between uses in the past but

not over winter.

b. The Department is also concerned about the informality of the shared use of the boat launch. Without a formal agreement for access by a specified group of people, you could decide at any time to refuse access to all others and simply use the ramp as a private access point. Would you be willing to grant an easement for members of your recreational club to access the launch? If so, we will need to see the draft language for the easement agreement. Recording it in the registry of deeds would be a condition of the NRPA permit.

ANSWER: I have provided a draft land use agreement for review to address this. We are making things more formal for just this reason. In (abbreviated) summary, this agreement between myself and the club will allow for continued use which is not arbitrarily revocable. As long as the group maintains the use within the terms of license agreement, it is automatically renewed thereby removing my ability to arbitrarily revoke. I (and some legal folks) believe that this should address the concerns of the DEP. It can be recorded at registry if the department so desired.

10. If any material is removed from the intertidal zone and deposited elsewhere, this will constitute a dredge and will require additional information and review. However, if the native material within the footprint of the proposed boat ramp will be graded but not removed from the coastal wetland, it will be considered regrading rather than dredging, and will not require additional information. Please confirm which method will be used.

ANSWER: I believe that Jami is still working within DEP to determine what's going on here in terms of interpretation. I have provided (see email excerpted below from 10/21) the few bits of info that are required for a dredging permit. I am of the opinion that it is easier to just get the permit and be safe / exempt from the potential complaint.

> Just looking at the application page 57(pink) (appendix c supplemental info for dredging) in the NRPA.

>

> It appears that it is fairly simple to fill this out. Honestly, the info is right here in this email.

>

>

> Below is the info i would put on the appendix c:

>

>

> 1.) Volume to be dredged: I would conservatively estimate this to be a max of half the footprint of ramp (the upper part is graveland such already), at lets say a depth of max of 12" (for easy math) so...calculating that out that is $(10' \times 36') / 2 = 180 \text{ ft}^2$ by 1' deep or 180 ft^3

>

> AREA to be dredged: 180 ft^2

> VOLULME to be dredged: 6.66667 yards^3

>

> 2.) Erosion control measures will be used during dredging. I imagine those would be the same as are already in place (silt screen, only work at low tide) for placement of ramp/grading activity since it is between the low and high tide and not in the water itself like *actual* dredging would be.

>

> 3.) Describe how/where it will be dewatered, controls around that. I would envision as in my original application, putting in a dump trailer or small truck and hauling to the upland site in my field, i can put silt fence around the pile if that somehow helps. Or would 'spreading it out be better? I have tractors and such and can do that too. You guys tell me what's best. As in my original NRPA app, the upland site in the field i showed you when you visited is all high/dry ground.

>

> 4.) What equipment will be used to dredge? The excavator placing the stone & concrete planks.

>

>

> 5.) Disposal location (check one) onsite and upland in this case would be checked (see also existing map in NRPA app)

>

>

>

> That seems to be all of the questions involved in the dredging appendix of NRPA application.....

>

MacNeil, Jami

From: Spinney, Jeffrey <Jeffrey.Spinney@LibertyMutual.com>
Sent: Monday, January 06, 2020 9:16 AM
To: MacNeil, Jami
Subject: FW: Non profit

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Fyi – the club non-profit status is shown in screenshot below as indicated on the state’s website. This also shows the ‘former’ name so you know it’s the same entity.

Verizon LTE 2:01 PM 65%

icrs.informe.org

Corporate name search

Information Summary

[Subscriber activity report](#)

This record contains information from the CEC database and is accurate as of: Wed Dec 18 2019 14:00:47. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
GOLDEN RIDGE SPORTSMAN'S CLUB	20200250ND	NONPROFIT CORPORATION (T13-B)	GOOD STANDING
Filing Date	Expiration Date	Jurisdiction	
05/24/2019	N/A	MAINE	
Other Names	(A=Assumed ; F=Former)		
GOLDEN RIDGE SPORTSMAN'S CLUB, LLC	F		

Clerk/Registered Agent

JEFF SPINNEY
 126 GOLDEN RIDGE ROAD
 ALNA, ME 04535


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