



MaineDOT

March 31 at 12:34 PM · 🌐



Machias, Dyke Bridge Project | This on-demand public meeting is live on our website! Want to learn more? Click below to view the presentation and leave questions/comments. We look forward to hearing from you!



Machias, Dyke Bridge Project

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David Ginn

Growing up and spending a lot of my younger years riding wheelers in those fields and marshes protected by dike. I would be afraid of a mass erosion flooding machias river with mud and trash from land fill if bridge is made. On the other hand if the dike gets rebuilt I hope enough research is done on how far the repairs reach. When the flapper is totally repaired it will put a great demand on all the land not fully secured, on either end, made with a lot of saw dust and wood debris.

Like · Reply · 1w



Marlene Preston Hall

Needs to be fixed but hoping any new construction does not take away the space for the vendors to sit up on the dike. I think they are an important asset to the community . They attract people to stop, look around and shop. That money goes back into the local economy.

Like · Reply · 3w



Most Relevant is selected, so some replies may have been filtered out.



Stephanie JG Wood

Marlene Preston Hall we would lose our entire property. The vendors aren't on the top of my list at the moment. There are enormous impacts for landowners, businesses and yes the vendors. Allowing expansion of the wetlands will cause property owners like myself to lose almost everything we have. Putting in a bridge will be the wrong decision.

Like · Reply · 6d



Debbie Simpson Ross

Stephanie JG Wood I would hate to see that happen. Hopefully they can figure something out that won't interfere with your property.

Like · Reply · 14h



Stephanie JG Wood

Marlene Preston Hall absolutely!!! Me too

Like · Reply · 6d



Marlene Preston Hall

Stephanie JG Wood I certainly don't want to see any persons property hurt - hope they can work it out to make everyone happy 😊.

Like · Reply · 6d





Stephan Torak

Marlene Preston Hall ABSOLUTELY!!!! And please add to that a bridge portion that will increase water circulation in the wetland so the sludge gets more oxygenated water and tide circulation to improve the STENCH from the treatment plant.. this would also help the wildlife in general in the wetlands there ..the tide currents will definitely help to move the water (and change the sludge through more oxygen so it doesnt stink like that)

Like · Reply · 1w



Ashley Urquhart

Marlene Preston Hall and I as well hope they can find a way to fix it and the vendors don't have to be out long. Or hopefully find a different spot for the vendors. And also by subway there is room there. I'm just saying. The town can help make sure the vendors don't go anywhere. Since the help the town of Machias more than anything.

Like · Reply · 1w



Marlene Preston Hall

Ashley Urquhart I agree the vendors would be shut down for awhile but just hoping they can find a way to fix it that allows them to use the space after it is fixed . I have never known of the vendors to be shut down because of debris from floods. The blueberry festival has spaces because streets are closed for them. Just saying I hope the vendors still end up being able to stay on the dike after all the work is finished and I think most of us agree with that. But if they can't because of how the construction has to go than they can't.

Like · Reply · 1w



Stephan Torak

Tim Beal you see? that is where the memories of Childhood (forgive me for being presumptuous) are so VITAL to UNDO the damage that has been done later on!

Like · Reply · 1w

Stephan Torak

Tim Beal you see? that is where the memories of Childhood (forgive me for being presumptuous) are so VITAL to UNDO the damage that has been done later on!

Like · Reply · 1w

Ashley Urquhart

Marlene Preston Hall i grew up In Machias Machias I am well aware of the vendors. Funny how spots are found for blue berry festival. All I'm saying is that if it comes down to getting the dike fixed the right way the first time. The vendors that go there shouldn't be holding that decision. Nor do I feel it should made based on that. That dike is awful. And alot times when that floods. The vendors go weeks before going back there cause all the Debris that ends up covering the whole dike. So when that happens that doesn't doesn't our town. So so what of the vendors are shut down from there for awhile. Atleast it will be better for them when they come back and they don't have to keep dealing with all floods all the time. And wondering when they can go back there to set up.

Like · Reply · 1w

Marlene Preston Hall

Ashley Urquhart I think we all know the spot across from DD would not hold all the vendors and there would be no parking for people. It is easy to say other spots can be found but until there is a suggestion that fits the needs of the people it won't work. The vendors on the dike are a unique attraction that sets our town apart from others. Hopefully it can be worked out to fix the water problem and keep the space for the vendors. I think it would be understood they would be disrupted until the work was finished.

Like · Reply · 1w

Tim Beal

Stephan Torak I have to agree, growing up on Middle river it really shows these days, Its just a slim pit most of the summer. Can't be much for oxygen in the lower water section. It used to be mostly clean when we mucked around on its waters back in the 1970s.

Like · Reply · 1w





Charlie Foster

I think this will be a great project for Machias. We can fix the crumbling dike, restore the tide to the Middle River, create a walking trail, and make the vendor space even better.

Like · Reply · 2w



Stephanie JG Wood

Charlie Foster restore tide to middle river? You mean people like me who will lose their property. All so some fish can flow freely into middle river? This project is proposing TWO bridges, one in Machias and because of tidal flow, another bridge to be placed on 192. And if the bridge is put in place the vendors will most definitely lose 90% of their space. Replacing the floppers will safely allow the road to be safe again, property owners to maintain their land and the trails to remain.

Like · Reply · 6d



Write a reply...



Jesse Moody

Better not tear it up and put a damn bridge in

Like · Reply · 4w



Stephanie JG Wood

Jesse Moody that is in three of their six proposals. Make your voices heard and comment to the DOT.

Like · Reply · 6d



Write a reply...



George Charles

Better check your spelling before you offend someone. Oops! Too late.

Like · Reply · 4w



Stephanie JG Wood

Joan Dorr Carter. Apparently we need to send the DOT our questions and comments.

Like · Reply · 6d



Rhonda Craven

Stephanie JG Wood April 30 deadline.

Like · Reply · 5d



Mike Roberts
Needs to be fixed as of yesterday

Like · Reply · 4w



Dana McEacharn

Could a small bridge in the dike accommodate the tidal problem and allow for continuation of vendors. Don't know much about in flow and out flow extremes and silting build up. Seems a compromise could be feasible financially and time wise. Biggest problem might be silting and back flow and still the need of clappers.

Like · Reply · 1w



Joseph McBride

Dana McEacharn a bridge is estimated to cost over a million more dollars than replacing the clappers

Like · Reply · 2d · Edited



Write a reply...



Sharon Wolfe

I thought this was all settled several years ago and it was determined that we did not want to have a bridge built, we wanted the dike repaired and we wanted to keep the area for parking and vendors. What happened that it is now a question.....again???

Like · Reply · 1w



Most Relevant is selected, so some replies may have been filtered out.



Stephanie JG Wood

Sharon Wolfe yes, we decided on replacement in kind of old flappers but that didn't happen and now they are back to square one. you have until April 30th to send your concerns to Nathan.howard@maine.gov marshfield and Machias residents need to speak up. There is so much to lose if they put in a bridge.

Like · Reply · 4d



Sharon Wolfe

Stephanie JG Wood thank you

Like · Reply · 4d



Jeanne Herman

DIKE is the spelling

Like · Reply · 3w



David Whitney

Of course, sea weed is photographed from one recent storm which lapped over the road. Global warming is the given reason.

I can remember at least a dozen times a storm tide has breached the dyke. The earliest I recall was early 70s. These monster tides happened before then, also.

Fear sells. Fear sells news. In this case fear sells projects.

The scientists and salmon habitat people will claim that a bridge will save the town because it gives the water a place to go. When the water laps at the pcb's buried in the Machias town dump, we will have a EPA superfund cleanup site on our hands. If the superfund cleanup site became a reality, Everyone who ever dumped there in the 70s would be labeled a PRP, potentially responsible party. It wouldn't matter if Maine DOT performed the function, the people who put items in the dump would be potentially responsible. At least this is how similar Superfund Cleanups have worked in the past.

I love salmon and I wish they still ran in the rivers. This is a boondoggle of a project.

People have to look beyond the natural reflex of being open to State spending on a project just because something needs to be done.

The flappers should be fixed and the channel around the flapper system should be fixed as well.

That's my two cents. You get what you pay for.

Like · Reply · 2w



Most Relevant is selected, so some replies may have been filtered out.



Duane Ingalls

Oh boy - let's "divide & conquer" ..

Like · Reply · 2d



Joseph McBrine

David Whitney Jim Jackson told us tonight that the Machias select board decided last night to favor a bridge to flood Marshfield properties.

Like · Reply · 2w · Edited



Joseph McBrine

Stephanie JG Wood grassland pasture and wildlife habitat would be underwater.

Like · Reply · 6d





Stephanie JG Wood

Joseph McBrine I'm just seeing this. I hope this isn't true. We are going to lose our entire backyard. Literally!!!!!! Omgosh this makes me so furious. They said we have until April 30th to submit our comments

Like · Reply · 6d



David Whitney

Joseph McBrine, wow! I'm not surprised. ***

Like · Reply · 2w



Joseph McBrine

David Whitney I heard they will have to put a bridge in at 192 to handle the volume of water.

Like · Reply · 2w



David Whitney

Joseph McBrine, of course. Why would they allow the populace to weigh in before putting their weightful decision in? What's the sense of a public hearing if the town of Machias decides before the people have even had an opportunity to speak?

Did they write rationale for their decision to support?

Aren't properties located within the tax base of Marshfield affected by this decision ?

Evidently, the Town of Machias doesn't care that it will be primary PRP when/if the day comes that the Machias landfill becomes a superfund cleanup site.

I noticed the high tide today, it appears to be 6 feet higher than the highest point of the water level with the broken flapper gate. So much land is going to flood. The dump will likely be reached by tidal flows.

Like · Reply · 2w · Edited



Write a reply...



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Joseph McBrine

They estimate that a new bridge would cost millions of dollars more than updating the existing structure.





Rhonda Craven

The fish passage for Atlantic Salmon argument is absurd too imo.

Like · Reply · 2w · Edited



Joseph McBrine

Rhonda Craven striped bass pass back and forth freely and are caught by anglers on both sides annually.

Like · Reply · 2w



Rhonda Craven

Joseph McBrine Yes, and some limited passage could accommodate that fishery. No significant historic use by salmon. No suitable spawning habitat in Middle River. Short distance to Marks Lake. They have the Machias River (and continue to decline). The grassland ecosystem and traditional agricultural use should take precedence.

Like · Reply · 2w · Edited



Write a reply...



Ryan Sprague

Joseph McBrine I'm fairly certain the salmon people care more for that federal funding than actually bringing back salmon (they'd be outta jobs if the salmon came back). The money they've been given to bring them back is astounding and we have made alm... [See More](#)

Like · Reply · 2w



George Charles

I caught plenty of young Atlantic Salmon in Middle River on the upside of Rt. 192 back in the '60's.

Like · Reply · 2w



Rhonda Craven

George Charles When the clappers were fully functioning demonstrating that the limited number of salmon using Middle River were able to negotiate the clappers.

Like · Reply · 2w



Tim Beal

Rhonda Craven It used to be a great brook trout river as well, now only stocked trout, They ran through the flapper gates back in the 70's and 80's, Either over fishing or the flappers are not allowing easy passage, these days. We used to catch good size sea run trout there.





Joseph McBrine

Stephanie JG Wood the tide will go above route 192. I wonder if the crossing on 192 will need to be replaced?

Like · Reply · 4d



Stephanie JG Wood

George Charles if the bridge is put in, the tidal waters will reach the old Machias landfill dump. Can you imagine the pollution then? This is very discouraging. I hope people will send their comments and concerns to Nathan.Howard@maine.gov

Like · Reply · 4d



George Charles

Pesticides, herbicides and things people flush down their toilets have destroyed more than inoperable access to upstream fresh water ever did. Clear cutting raised temperatures in nesting streams decimated salmon stock.

...

Like · Reply · 2w



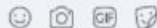
Write a reply...



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Duane Ingalls

i hope my comments were registered... typically, the site here wasn't user-friendly !

Like · Reply · 2d



Dennis Boyd

I don't understand why current technology cannot be used to replace the existing system

Like · Reply · 2w



David Cale

They should fix the waste plant instead. Every time they dump they put almost a 100 people out of work for a automatic 21 days in another town. The diggers don't get paid for time lost either.

Like · Reply · 3w



Joan Dorr Carter

I have a home at stake here. The water would most likely come up over my land in Machias. This is a bad idea.

Like · Reply · 6d





Leslie Ann Norton

Anyone that drives over this piece or lives in town knows that yes something needs to be done the middle is collapsing and the tar is all rutted, right from helens to the east machias town line. I drive it several times daily and no matter how slow you go its rough on your vehicle. So yes something needs to be done for all you jerry rigger people that think not, how bout one of these days here soon someones gonna be going over that soft spot and their whole vehicles gonna fall in. Come on people were all grown adults here and have to turn everything into a political debat.... #1 yes SOMETHING needs to be done to fix it, why else we pay taxes? #2 i really hope how ever or what ever way they fix it like most people here say that they somehow keep the access for the tracks there and also the area where vendors park, if not the same something similar. Everybody hates change as humans but eventually someday you realise change can be good.

...

Like · Reply · 2w



Most Relevant is selected, so some replies may have been filtered out.



Rhonda Craven

Leslie Ann Norton It's not that it's a political debate, or that it doesn't need repair. The biggest issue is a functioning dike vs a bridge or other structure that would flood the meadows out of existence. People's generationally owned land including a working farm that supplies beef to local families as well as other grazing and hay ground are hanging in the balance. Grass is a rare commodity in this area. It is a traditional heritage location that has been in existence since shortly after the Civil War. The grassland also supports one of the best deer populations in all of Wash Co that many people also utilize to help feed their families. It is more than just a transportation issue it is a property rights, traditional use, and food security issue.

Like · Reply · 2w



David Whitney

Rhonda Craven, if the tide is allowed to go freely, some storm tides will lap at the bank of the town landfill. Leakage of everything buried there would be a very negative situation.

Like · Reply · 2w



Rhonda Craven

Stephanie JG Wood David has spoken to her about this proposal so she will know what you are talking about. It will be good for her to hear from local people that farm there.

Like · Reply · 4d





Stephanie JG Wood

Rhonda Craven thanks. I will try to find her contact information and get her involved. Yes, this is the meadow where Joey hays!

Like · Reply · 4d



Rhonda Craven

Stephanie JG Wood If any of that is land that Joey hays you should contact Nancy McBrady at Dept of Agriculture also. It definitely is where Gary grazes his cattle.

Like · Reply · 5d



Stephanie JG Wood

This is the proposal of how much land will be lost if a bridge is put in. It's literally making me sick! We will lose everything

Like · Reply · 6d



Stephanie JG Wood
David Whitney



Like · Reply · 6d



Leslie Ann Norton

Rhonda Craven i dont think i was disagreeing with any of what u just said. I saw comments saying any repairs would be a waste of money... which is why i made my post. My point exctly, i stated yes it needs to be fixed, but something SIMILAR to how it is to keep everything around somewhat the same, as in your " prperty rights, traditional use, and food security" but thanx.

Like · Reply · 1w





Tim Seeley

Spending money where it don't need to be its not broken don't fix it fine

Like · Reply · 2w



William Merritt

Tim Seeley it is collapsing. It has to be fixed.

Like · Reply · 2w



Write a reply...



Tracy Beal

The road is awful there. All the taxes the town spends. Not right.

Like · Reply · 2w



Katherine Akoa

????the Dyke does not look like this? What is the project? Is this old?

Like · Reply · 4w

Most Relevant is selected, so some replies may have been filtered out.



Lorena Caler

Katherine Akoa that picture was taken after a storm that washed up seaweed and debris.

Like · Reply · 3w



Katherine Akoa

Lorena Caler oh I see.

Like · Reply · 3w



Write a reply...



Jace Farris

Katherine it is taken from the dunkin donuts side looming down the Dyke towards Helens. 😊

Like · Reply · 3w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Rhonda Craven

Keep the dike, and fix the clappers to save 300 acres of grassland that is grazed by local farmers and good deer habitat.



Derek T.

I see a problem, even if they go with the plan to replace the flappers and "save" the potentially flooded land they're still gonna need to tear the old one out, which unless they're the fastest DoT crew in history is gonna take longer than one tide cycle and therefore the potentially flooded land will flood with the tide till they get the project finished. If you truly want to save your land I suggest getting one of those water filled flood barriers or a lot of sandbags. Or build a big dirt berm like your own mini dike.

Like · Reply · 21m



Rhonda Craven

Derek T. It takes some doing but they have the ability and equipment and have used it on other dams, bridge projects.

...

Like · Reply · 7m



Derek T.

Rhonda Craven I was thinking about that but the Middle river will still fill up with water from up stream won't it? They'll have to run a pump or something to keep it down. Provided they keep gas in it and keep it running. Seems like a lot of things that could go wrong.

Like · Reply · 9m



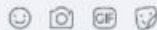
Rhonda Craven

DOT will have to build a temporary structure while they work on it.

Like · Reply · 14m



Write a reply...



Stephanie JG Wood

Rhonda Craven that would be us!!!!!! We will be devastated!!!!!!

Like · Reply · 6d



Rhonda Craven

Stephanie JG Wood Yes, and Gary and Chris.

Like · Reply · 6d



Write a reply...



Joseph McBrine

Rhonda Craven who is going to refund the tax paying farmers who own the grasslands that will be destroyed if they build a bridge?

Like · Reply · 2w



Joseph McBrine

Rhonda Craven who is going to refund the tax paying farmers who own the grasslands that will be destroyed if they build a bridge?

Like · Reply · 2w



Rhonda Craven

Joseph McBrine Grass sequesters more carbon than trees. Cattle at grass produce a net carbon sink. Brackish water not so much.

Like · Reply · 2w



Rhonda Craven

Joseph McBrine One of the videos said something about property owners losing land will be compensated at fair market value. Right, we are flooding your pasture out so you can't raise your own food, go buy some imported feedlot beef.

Like · Reply · 2w



Write a reply...



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Chris Sprague

The photo shown above shows an after event from a storm surge and the neglect to the road surface and is not showing what the problem is with the dyke. The problem is a 33 foot section where the clapper system is in need of repair. If the state used the amount of money spent on studying, testing, and analyzing the dyke was put into it's repair, It would have been fixed by now with gold clappers!



Like · Reply · 1w



Tim Beal

Chris Sprague Pre cast concrete goes a long ways. that culvert in there now is just logs.

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
3/29/2021	Mark Brown	Leaning In Favor	Environmental	Collected at Meeting	primarily concerned with adaptation to climate change
3/29/2021	Fred Hartman	Neutral	Environmental	US Postal Service	
3/29/2021	Charlie Foster	Neutral	Environmental	E-mail	Nathan, First of all, thank you for putting this meeting together. I've watched the entire presentation and it was thoughtful and very clear. I have one immediate request and that is for copies of the alternatives tables that Tim presented. Also, is there an updated alternatives matrix from the one I already have (2018)? Thanks again and I look forward to working with you all throughout the public process and beyond. Charlie
3/29/2021	John Sprague	Neutral	Flood Protection	Phone	Nate, I received a phone call from John Sprague on 3/29/2021. He is concerned why MaineDOT is not moving ahead with replacing the bridge in kind as discussed at the previous public meeting. Mr. Sprague said the fish can make it through the existing bridge and flapper gates. Sea run fish have been caught upstream of the Dyke Bridge. Mr. Sprague said that the racetrack, which is one of the oldest in the state, should be protected. I told Mr. Sprague that MaineDOT switched direction on the project due to concerns raised by the various environmental regulatory groups brought up in a letter received in 2020. Mr. Sprague wanted a copy of this letter. I told me that MaineDOT could send him a copy of this letter. His mailing address is 301 Ridge Road Marshfield, Maine 04654. His email address is john.sprague38@gmail.com Mr. Sprague's said his property will be impacted with flooding if the flapper gates are removed. Mr. Sprague said that we would be hearing from him again on this project. I told Mr. Sprague that the current project manager for the project is Nate Howard.
3/29/2021	Gayle Wood	Leaning In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	Rising water levels with big tides show that there's a need for higher roadway, or bridge. Potholes and stretches of patched holes, leaves the driver unable to drive straight without causing excessive wear to ones vehicle.
3/29/2021	Muriel Gayle Kraus	In Favor	Environmental, Right of way, Flood Protection	Collected at Meeting	I am in support of options that will improve fish passage and address sea level change. Already storms with heavy rain and wind from the south have resulted in seawater flowing over parts of the causeway. This will become more common as sea levels are increasing. Allowing more tidal flooding upstream of the causeway will reduce the negative impacts of sea level rise in the downtown area. Of course this is frustrating for the landowners north of the causeway, but not only will be compensated for the loss of land, but probably we will all benefit financially by reducing the impact of sea level rise on the town.
3/29/2021	Christopher Sprague	Neutral	Right of way, Road/Design, Flood Protection	Collected at Meeting	This project was already discussed in length to repair and replace with clappers. That's is what the many people who signed the petition wants. That is what was to be done in 2020. The gates continue to deteriorate and more and more land gets flooded. Farmers can't cut their crops. Fish passage happened when the gates were working properly. The historic race track was deemed a historic landmark. It cannot be flooded. The road bed is collapsing because the gates have not been fixed correctly. Middle river is not considered a vital atlantic salmon habitat. Two old dumps would be backwashed if the sea is allowed to return. Bottom line: The clappers need to be fixed now to stop current flooding and erosion of cribbing. In section 2: I want to select all four items. Why limit it to 3?
3/29/2021	Thomas Michaud	Not In Favor	Environmental	Collected at Meeting	Please tell me which studies are used to determine impact on fish? Don't get me wrong, I'm sure the culverts have some impact, I just believe it is minimal. We need a study to show us the truth. Too many opinions are being used to decide the impact on fish.

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
3/29/2021	Cony Upton	Leaning In Favor	Road/Design	Collected at Meeting	This is. a much needed project. After many of years of neglect and little or no attention this area of our community has been allowed to deteriorate to its present deplorable condition. The dike is a focal point of our community and our local vendors and residents and should be prioritized over the needs of the Atlantic Salmon Commission.
3/30/2021	Ernest Atkinson	Neutral	Environmental	Collected at Meeting	Other than replacing the entire dyke with a bridge, voluntary fish passage may never be realized. But installing a structure that allows unrestricted tidal flow would allow fish to access the Middle River. Particularly river herring accessing habitat in Marks, 2nd Marks and six-mile Lakes. Do the presented maximum water level rises take into account sea-level rise predicted over the next 50 years? The drag bar below that asks what level of support I have for this project is hard to address. If the plan is to replace in kind then I have little support. If the plan is to improve fish passage then lots of support.
3/30/2021	Daniel Bowker	Less In Favor	Environmental	Collected at Meeting	an in-kind or as close to in-kind of this project is best for this area. As an affected land owner and sportsman I feel we need to look at more than salmon habitat and look at deer and other game wildlife habitat being affected by this project. A large percentage of deer and other large game are born, raised and or harvested from this area.
3/31/2021	Cathy Swain	In Favor	Environmental, Road/Design	Collected at Meeting	It is very important to recover wetlands and improve fish passage, while maintaining vehicular and trail passage,
3/31/2021	John Sprague	Not In Favor		Phone	The dyke is historic. Don't remove it. Climate change is overblown. Not Salmon habitat. Might physically oppose the construction of a bridge (lay down in front of bulldozers)
3/31/2021	Donald Page	Neutral	Flood Protection	Collected at Meeting	Will the high water impacts extend further north than the Middle river bridge on Rt 192? Will it affect the bridge on Ingalls Lane?
4/1/2021	Tara Bamford	In Favor	Environmental, Road/Design	Collected at Meeting	The dyke was constructed to encourage growth of grasses that were not as salt tolerant. In planning, we tend to think of restoring natural flows as a positive thing, but it would seem like after this long a time the loss of freshwater habitat needs a close look as part of the environmental study. The most reasonable alternative is likely one that mimics the existing leakage and/or enables incremental adjustments to be made gradually over time to allow for species response.
4/3/2021	joshua Rolfe	In Favor	Environmental	Online	Any alternatives restoring full tidal range need to consider the impacts on the Machias River sediment accumulation due to the current design. Restoration of tides without consideration of dredging Machias river would be contrary to the intent of environmental restoration.
4/4/2021	Gerard Zegers	Leaning In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	In the context of global climate catastrophe environmental concerns and flooding of are my greatest concern, I would not be satisfied with any of the alternatives that fall short of bridging. Frankly, I think the 700 ft span is inevitable but will only be implemented after the failure of whatever gets built next. There needs to be room for water to go (other than downtown, fish passage and salt marsh restoration, and increased access to middle river are welcome outcomes. Currently it is not possible to get into middle river from the public boat launch because of the tide gates. The only public access is a poorly developed and difficult hand carry on DCC property.
4/7/2021	Kathryn Toppan	In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	The replacement needs to be higher, let some fish through, provide space for parking and commerce, and limit the amount of water landward. That being said, this might be the only time landowners who will be affected by SLR to be compensated for moving into a non-flood zone.
4/10/2021	Martin Blaney II	In Favor	Environmental, Road/Design	Online	Thank you for the work the department has done to date, and for considering local needs and public comments. The return of full tidal flow to the Middle River should be considered a top priority for this project. A graceful span across the river would add to the natural beauty of downtown Machias. Parking should be maximized at each end of the bridge, while space for market stands maintained along its route. The racetrack, while historic, is not as important as restoring the migratory path of native fish species.

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/10/2021	Colin Shankland	Neutral	Environmental, Road/Design	Online	I would like to see an open span bridge installed at the machias dyke location. I feel that the current situation (lack of significant agriculture) does not supersede the environmental that would be realized by the installation of a bridge.
4/10/2021	Kate Jans	Neutral	Environmental, Flood Protection	Online	I feel that this region of the state needs to restore migratory fish populations back to close to historical levels. Finding an alternative to the dyke system as it exists now is critical. We also must adjust of infrastructure to anticipate sea level increases and storm impacts. Also I would like to see the flea market have its own space away from the lanes of traffic.
4/10/2021	Jeffrey Erickson	In Favor	Environmental, Flood Protection	Online	My primary concern is that fish passage by itself is not sufficient unless the ecology of the upstream marshes is allowed to return to one that is primarily an estuary, not a fresh water river. In other words, I believe that it is necessary to allow a significant amount of tidal flow to pass above the current dike and for sediments that have been deposited since the dike was built to be flushed out, allowing not only fish passage, but restoration of the ecology that supports the fish populations. I recognize that this approach increases flood risk and cost, but not doing so reduces the likelihood of improving Atlantic Salmon restoration efforts.
4/10/2021	Jim Lenke	Leaning In Favor	Environmental, Flood Protection	Collected at Meeting	Clearly a non spanning bridge creates more trouble with higher cost. Alternatives 2-4 seem to be in the best balance, at the current time with the information presented. What wasn't made clear was the balance of Landward aquatic species and Atlantic salmon/saltwater. Neither were flood predictions presented graphically in an attempt to predict flooding on the landward side for environmental/landowner/recreation purposes. Given perhaps some missing critical estimations/predictions it is not completely understand full impacts and best direction.
4/12/2021	Alex Abbott	Neutral	Environmental, Road/Design, Flood Protection	Collected at Meeting	In keeping with the goal of restoring salt marsh health and full fish passage to the site, it is clear that one of the bridge span options is best, and undoubtedly not the smallest of those proposed. Clearly, the crossing needs to be replaced, so I am not opposed to the project, but would be strongly opposed to the continued limitations to natural tidal exchange presented by gated culverts or other culverts not allowing for relatively natural and full tidal exchange.
4/12/2021	Richard Nowak	Leaning In Favor		Online	open span structure is the only way to go if fish migration is to be considered
4/12/2021	Colin Brown	In Favor	Environmental, Road/Design	Collected at Meeting	The importance of this project to the communities of Washington County can not be understated. I hope the state will understand the impact this project will have, and hopefully, it can be a positive one. With impending sea level rise, this factor has to be at the forefront of plans and design. To do anything less in order to save costs would be flat-out stupid and short-sighted. In addition, an open, bridge-design should also be paramount to this project in order to allow for anadromous fish passage, wading bird habitat, and the protection of the salt marshes in Middle River. Maine is losing it's salt marshes at a rapid rate, and we don't need to lose more by human error or as a money-saving function. If you've driven the roads in Washington County, you'll know that there is an improper allocation of road funding to our region. I get - we don't have enough people up here to move the needle in Augusta (see the Route 1 stretch in East Machias, which should be criminal!), but this bridge infrastructure project is critical to the local economy and environment. Please don't scrimp and save and create a design that will need to be re-examined in 20 years. Build a raised, open bridge that will have a lasting positive impact, well into the future. Thank you for your time.
4/14/2021	TERRY GRANT	Leaning In Favor	Environmental, Road/Design	Collected at Meeting	I THINK THAT THE INTERESTS OF THE PEOPLE MACHIAS AND THE STATE OF MAINE ARE BEST MET BY REPLACEMENT OF THE DIKE WITH A SPAN BRIDGE.
4/14/2021	Thomas lewis	Neutral	Flood Protection	Collected at Meeting	What is the scope of the project?

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/15/2021	Alvion Kimball	In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	Thank you for the presentation. This is superior to doing it all in person. Great preliminary for in person meeting. Thank you. Enjoyed all presenters. Kristen Chamberlain needed full volume to be heard; initial audio too low. I appreciate all the parameters considered and the cost implications for the bridge/dike and attendant property impacts. Can't comment on much of that w/o knowing what Machias is planning to do w/ dike and sea level rise. I favor a solution w/ full fish passage, advection and volitional, and a good view of the surrounding river and marshlands.
4/15/2021	Alvion Kimball	In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	Please keep me updated as the project continues, thank you
4/15/2021	Landis Hudson	Neutral		E-mail	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. Hi Nathanâ€™m pretty sure that my comments didnâ€™t get upload but itâ€™s an impressive and clear description of the issues, process and options. Weâ€™d like to simply be on the record strongly in favor of the full span bridge options because of its value for fish passage and ecological health. We support restoring the siteâ€™s the natural hydrologic functions, and believe this can have great benefits for migratory fish species. Thatâ€™s it! Thanks, Landis Landis Hudson Executive Director, Maine Rivers www.mainerivers.org Phone: 207-847-9277 Our mission is to protect, restore and enhance the ecological health of Maineâ€™s river systems
4/15/2021	Ellen Hostert	In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	As I see it, the alternatives that fit with the Town's project, that improve fish passage, and withstand sea level rise achieve most of the goals listed. The alternatives that are most interesting to me are bridge or many culverts that are open all the time. Advection level fish passage is a minimum option in my view. Replace-in-kind is an unacceptable option. Why not more than 4 culverts that are open all the time? Couldn't a design with more open culverts achieve volitional fish passage without building an expensive bridge? Why were the 2 sea level rise scenarios chosen, why not include a larger sea level rise? What is the projected lifespan of culverts versus the lifespan of a bridge? Will there be movement of sediment with more water moving up Middle River, and what would the consequences of that be?
4/16/2021	Sarah Dedmon	Neutral		E-mail	Hi Nate - Questions -- so, if the Machias project were decided to be a bridge, where would the bridge portion begin? Would it be on either side of the rive, maybe starting by the current dike? I ask because someone with the town though there would be a place for vendors still, but I believe you said no, the bridge can only carry trail and Route 1 traffic. Second - the town is talking about supporting a bridge idea IF the state would dredge the Machias and Middle Rivers both to improve fish habitat and reduce flooding. Is that a possibility? Best, Sarah Craighead Dedmon Editor - Machias Valley News Observer 207-478-4378
4/16/2021	Alvion Kimball	Neutral		E-mail	Nathan, I appreciate the work youâ€™re putting into the Machias Dike/Bridge project and thank you. In addition to US Rt 1, Calais Branch Rail Corridor, and the Down East Sunrise Trail, the levee is also part of US Bike One and the East Coast Greenway stretching from Key West, Fl to Calais. Mentioning that might help generate interest and maybe, (just maybe), help w/ funding. Cheers, Alvion DownEast Acadia Regional Tourism C: 207 902-2240 www.DownEastAcadia.com

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/16/2021	Brian Swartz	Neutral		E-mail	Good afternoon, Nathan Brian Swartz here, a reporter with County Wide News in Machias. I have CC'd publisher Robert Berta in this email. I am developing an article about the Machias Dyke-Bridge project. I viewed the introduction and alternatives' videos on this project's "virtual public hearing" pages this afternoon and took copious notes. Are there printed documents, either PDFs or Doc files, available for each of these videos? If so, where can I find and download these documents? Thank you very much for your consideration. Cordially yours, Brian Swartz County Wide News 207-735-6857
4/16/2021	Malcolm Hunter	Leaning In Favor	Environmental	Collected at Meeting	I would favor a response (bridge or large, open culverts) that makes significant progress toward restoring fish passage and a more natural tidal regime north of the road.
4/17/2021	Donnie Cole	Neutral	Flood Protection	Collected at Meeting	We would appreciate consideration to limit tidewater entering the dyke as much as possible.
4/18/2021	Fred Kircheis	In Favor	Environmental	Collected at Meeting	Allowing adequate and free flow from the sea into the estuary is vital to the health of the Middle River and to all of the anadromous/catadromous fishes that reside there.
4/19/2021	stephan Torak	In Favor	Environmental	Collected at Meeting	There are several concerns. The SMELL! Better water circulation throughout the wetland is needed (in my view) the tides and currents in that area would probably help with this IF the bridge portion of the dyke was large enough to allow more water to enter the wetland, and exit in low tide condition. Also the wild life would profit. The wetland is right now de facto cut off from the river, the existing opening does not allow fish to pass through in those numbers that would enhance the spawning within the wetlands, and other wildlife. As for the public area in the widened road across the dyke I believe it is also of vital interest to the people in and around Machias as it is a reason for out of state and local people to stop the car for a while, shop, decide to go to a restaurant nearby, etc. This is of VITAL INTEREST. AND not getting overwhelmed by the foul stink of sludge deposited by the sewage treatment. A small park across from Helen's with lawn area, benches and trees with nice NATURAL landscaping (not cement and blacktop) would invite people to take a break from driving and stay in town for a bit. The flea market needs to be enhanced, and not regulated to death. People want to see NATURAL ORGANIC type of things and events.
4/20/2021	duane ingalls	Neutral	Road/Design	Collected at Meeting	I only wish to emphasize/request that the new Dyke continue to provide Flea Market space for our community.
4/21/2021	Charles Hooker	In Favor	Environmental, Road/Design	Online	I believe strongly that restoring the Middle River and its salt marsh has to be the highest priority. The benefits that will come from restoring anadromous fish to the Middle River should not be squandered. I support any of the bridge options. Option 10 would be fine if the cost becomes a driving concern.
4/21/2021	Jim Alciere	Leaning In Favor	Road/Design, Flood Protection	Online	Build a bridge because the dike keeps flooding
4/21/2021	Julia Arnold	Leaning In Favor	Environmental, Flood Protection	Collected at Meeting	Totally concur with allowing fish passage - preferably volitional. Would hope the planning would be VERY forward thinking regarding sea level rise. Get rid of the clapper gates. Thinking you should go with a bridge alternative.
4/24/2021	Harold Beal	Not In Favor	Environmental, Road/Design	Online	Please keep the Dyke intact.
4/25/2021	william ceckler	In Favor	Right of way, Road/Design	Collected at Meeting	We request that any design or structure to replace the causeway contain a 10 ft wide off road path to accommodate The Downeast Sunrise Trail which presently uses the right of way of the Calais line rail road which crosses the estuary on the existing causeway. This path should line up vertically and horizontally with the R)W at both the eastern and western ends of the new structure.

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/25/2021	Stephanie Wood	Not In Favor	Environmental	Collected at Meeting	<p>I'm a property owner directly on middle river. I would stand to lose a substantial amount of property if the flappers were to be replaced with a bridge and/or bridges. The bridge would flood our meadows out of existence. Generationally owned land and working farms that supplies hay and grass fed beef to many will be lost. Grass is a rare commodity in this area, it is a traditional heritage that has been in existence since shortly after the civil war. The diked grasslands are written about in a book called "agriculture of Maine 1869". The settlers of this land came here for the harvest of hay and we are currently still harvesting that hay in 2021! Local businesses depend on our dyke hay to sustain their businesses. There are very very limited supplies of this type of hay anymore, and yet here we are, still harvesting it. The thousands of bales of dyke hay that we harvest each year is used for a variety of purposes such as covering on local blueberry lands and covering for new job sites as well as sold to a local hardware store and also sold to local farmers. This grassland has supported some of the best deer populations in Washington county. We have personally harvested many deer on our property. Every spring we watch a variety of migratory birds return and nest their babies here. This is more than a transportation issue, this is more than a fish passage issue. This is a property rights, traditional use and food security issue. What is EPA going to do when the salt water reaches the old Machias landfill and all the pollution starts leaking out? According to your design, the water will definitely reach the landfill, I can't imagine the junk and pollution that will seep out when this happens. What is going to happen if you open up middle river and the sediment that has been laying here for hundreds of years flows out into Machias river and the ocean? What sort of pollutants will that cause? Our family has fished the middle river for many many years. We have seen elver eels, Striped bass, salt water trout and other salt water fish swim up this river and continue to do so. We have a pond on our property and the eels make their way to our pond annually! Clearly the current, dilapidated flappers are still allowing some fish passage, imagine how much better the passage would be with better and improved flap gates. When this plan was originally present at UMM years ago, there was mention that the wet lands of Maine were being depleted in southern Maine and therefore wetlands needed to be restored in other areas of the state to try to even the score. Is this another example of us paying the price for southern Maine's issues? Is the damage of hundreds and hundreds of acres of woodland, farm land, hay land, hunting, migratory land and personal property really worth trying to sustain a salmon population that isn't even currently sustainable in the Machias river anyway. If a large, striped bass can make its way up the old flappers, then it stands to reason that a salmon could as well! The salmon argument doesn't justify this bridge proposal. For all the reasons I've listed, and many more, we propose that the flappers be safely replaced. We do NOT support the needless construction of a bridge and/or bridges, that will waste so much money, ruin properties and change the way of life for not just us, but for all the community.</p>
4/27/2021	Robert Atwood	Neutral	Environmental, Right of way, Road/Design	Collected at Meeting	It is to bad that the plan agreed upon in the past is still not valid.
4/28/2021	duane ingalls	Neutral	Environmental, Right of way, Road/Design	Collected at Meeting	Please make certain that Dyke flea-market availability is maintained !
4/28/2021	Lehann Lenfestey	Less In Favor	Environmental, Flood Protection	Online	Keep the dike, and fix the clappers to save 300 acres of grassland that is grazed by local farmers and good deer habitat.
4/29/2021	Larry Barker	Neutral		Phone	Would full tidal restoration of the Middle River provide flood protection for downtown Machias? Larry Barker Owner of Machias River Inn

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/29/2021	David Craven	Not In Favor	Environmental, Road/Design	Online	PLEASE, do not destroy the grassland, farms and property by taking out the dike and building a bridge or any other structure that will flood the meadow. People raise cattle, hay there and have since 1866. It is some of the best deer habitat in Washington Co. PLEASE build up and refurbish the dike and install good functioning clappers. This is our heritage in this area. Do not destroy a way of life. Middle River has never been more than a nominal Atlantic salmon stream and at that the few young fish in there were able to negotiate the clappers when they were working properly. Also searun brook trout and striped bass. I spent 28 years protecting salmon and would love to see them thriving but the reality is despite millions of dollars poured into their management they continue to decline. The Machias and East Machias rivers are true salmon rivers right nearby, the fish have those. When we electro fish we find young salmon in many little brooks in the area. This does not make them potential salmon runs. Grass is a precious resource in this area. It allows us to produce food for local families in the area. Thank you.
4/29/2021	David Craven	Not In Favor	Environmental, Road/Design	Online	PLEASE, do not destroy the grassland, farms and property by taking out the dike and building a bridge or any other structure that will flood the meadow. People raise cattle, hay there and have since 1866. It is some of the best deer habitat in Washington Co. PLEASE build up and refurbish the dike and install good functioning clappers. This is our heritage in this area. Do not destroy a way of life. Middle River has never been more than a nominal Atlantic salmon stream and at that the few young fish in there were able to negotiate the clappers when they were working properly. Also searun brook trout and striped bass. I spent 28 years protecting salmon and would love to see them thriving but the reality is despite millions of dollars poured into their management they continue to decline. The Machias and East Machias rivers are true salmon rivers right nearby, the fish have those. When we electro fish we find young salmon in many little brooks in the area. This does not make them potential salmon runs. Grass is a precious resource in this area. It allows us to produce food for local families in the area. Thank you.
4/29/2021	Charlie Foster	In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	I strongly encourage the DOT to choose Alternative 10A because it satisfies both the ecological issues (fish passage, sediment transport) and the societal issues (vendor parking and coastal resilience).
4/29/2021	Charlie Foster	In Favor	Environmental	Collected at Meeting	The DOT must address the passage of endangered Atlantic salmon under Section 7 of the Endangered Species Act, as amended. Only alternatives that allow for volitional fish passage adequately address this. Alternative 10A or 11A should be selected.
4/29/2021	Charlie Foster	In Favor	Right of way	Collected at Meeting	All affected landowners for this project are contesting land that is located within the FEMA 100-yr floodplain of the Middle River and, therefore, have no standing in regard to the project outcome, other than being compensated at fair-market value. If you own land in a floodplain, you should not be surprised when it floods. It is time to restore the full tidal flows to the river. Please select Alternative 10A or 11A.

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/29/2021	Wyatt Wood	Not In Favor		E-mail	<p>Hello, Nathan Howard I wanted to send you an email regarding the plans for the Machias dyke replacement. I want to voice my opinion on the mater. This project will DIRECTLY effect me as a commercial property owner here in Marshfield; along with many of my family, friends, and neighbors along Middle River in Marshfield. I am requesting the DOT to remove and REPLACE the Machias Dyke floppers! Installing a bridge in this location will DRASTICALLY/ NEGATIVELY effect my property. I am 25 years old, I have worked hard to purchase this property and business here in Marshfield and I would be overjoyed to not lose 1/4 minimum of what land I do have here. The bridge proposal does not make sense to me. I believe it is best for the community if the floppers are to be replaced as they are and have been for many, many years. Installing a bridge will immediately and adversely effect thriving habitats such as: Marsh Land/ Hay Fields/ Fish Habitats/ Migratory Bird Habitats/ Livestock Pastures.. just to name a few. Between myself and my parents, we would lose 20-30 acres of land at the minimum. This is land that provides local people with hay for their livestock. I believe it is a direct threat to my town and itâ€™s peoples if a bridge is installed in the Machias dyke! Please consider my thoughts on this matter, there are hundreds more reasons I could give you in an argument AGAINST the bridge proposal. The rising of Middle River would threaten many homes with flooding in the rainy months! This bridge would turn our beautiful marshlands in the center of Machias into dirty stinky tidal mud flats! The Machias sewer plant is within a few hundred yards of where the water would rise! I believe the Machias Dyke Floppers have been doing their job and doing it well for the past many years. If the state so chooses to repair/ replace them, I believe that would be the best possible outcome for all the wonderful people of Machias and Marshfield. I look forward to hearing from you and speaking with you more about this matter. Respectfully, Wyatt Wood Wood Properties 12 Steves Ln Marshfield, ME 04654</p>
4/29/2021	Wyatt Wood	Not In Favor		E-mail	<p>Hello, Nathan Howard I wanted to send you an email regarding the plans for the Machias dyke replacement. I want to voice my opinion on the mater. This project will DIRECTLY effect me as a commercial property owner here in Marshfield; along with many of my family, friends, and neighbors along Middle River in Marshfield. I am requesting the DOT to remove and REPLACE the Machias Dyke floppers! Installing a bridge in this location will DRASTICALLY/ NEGATIVELY effect my property. I am 25 years old, I have worked hard to purchase this property and business here in Marshfield and I would be overjoyed to not lose 1/4 minimum of what land I do have here. The bridge proposal does not make sense to me. I believe it is best for the community if the floppers are to be replaced as they are and have been for many, many years. Installing a bridge will immediately and adversely effect thriving habitats such as: Marsh Land/ Hay Fields/ Fish Habitats/ Migratory Bird Habitats/ Livestock Pastures.. just to name a few. Between myself and my parents, we would lose 20-30 acres of land at the minimum. This is land that provides local people with hay for their livestock. I believe it is a direct threat to my town and itâ€™s peoples if a bridge is installed in the Machias dyke! Please consider my thoughts on this matter, there are hundreds more reasons I could give you in an argument AGAINST the bridge proposal. The rising of Middle River would threaten many homes with flooding in the rainy months! This bridge would turn our beautiful marshlands in the center of Machias into dirty stinky tidal mud flats! The Machias sewer plant is within a few hundred yards of where the water would rise! I believe the Machias Dyke Floppers have been doing their job and doing it well for the past many years. If the state so chooses to repair/ replace them, I believe that would be the best possible outcome for all the wonderful people of Machias and Marshfield. I look forward to hearing from you and speaking with you more about this matter. Respectfully, Wyatt Wood Wood Properties 12 Steves Ln Marshfield, ME 04654</p>

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4/29/2021	Ken Austin	Neutral		E-mail	Mr. Howard If you look at the tax map I have highlighted my property. Since I have a stake in this project I would like to recommend my choice. I would like to see one that has an open tunnel for migratory fish with far less water depth open full tide. I thought that there already fish ways, they should have already been there. Look at the Columbia river in Washington at the fish ladders, maybe we could do something similar Since this dyke system has been in place for 150 years I am concerned about erosion and the actual depth the river will normally be flowing in terms of inside or outside the current banks, since I have a dock down there that I fish from. One other question is how does brine and/ or brackish water have on beavers and other mammals and birds living there now? My choice would be either option 8 or option 9 or which ever is the partially gated culverts. Hope we can work this out for both the animals here now and the migratory fish. Sincerely, Ken Austin kenfromiowa@outlook.com 207-259-6248 Home 207-263-6462 Cell Pierced by my inequities, granted Salvation and Absolution by my Lord Jesus the Christ
4/29/2021	Karen Redman	Not In Favor		E-mail	Mr. Howard, I am writing to express my concern about the potential of MDOT replacing the Machias Dike with a bridge. It is my opinion that there is no reason the floppers cannot be replaced and other repairs made rather than putting in a bridge that will destroy homes and farmland. Perhaps this seems like an easier option for the MDOT, but it is significantly more costly to the taxpayers and very destructive to the town of Machias. This destruction reaches all the way into pastureland in Marshfield. It destroys homes, as you are surely well aware. It serves no purpose. Please stop the bridge proposal and move forward with a plan to replace the existing floppers to keep the Machias dike in place.
4/29/2021	Jon Southern	Neutral	Environmental, Road/Design, Flood Protection	Collected at Meeting	From: Downeast Coastal Conservancy April 29, 2021 Subject: Rehabilitation and Replacement Of Machias Dyke Bridge Downeast Coastal Conservancy (DCC) is a nonprofit, tax-exempt land trust based in Machias, Maine. It has been active in coastal land conservation in Washington County for over 30 years. DCC has more than 350 members and owns more than 40 conservation preserves in the county, including Middle River Park in Machias that has significant shore frontage on the Middle River near the current dyke bridge. DCC strongly believes that a replacement of the current dyke bridge must be designed to allow free fish passage up stream on the Middle River for diadromous fish such as Atlantic salmon, smelt and alewife. The Middle River is in designated critical spawning and rearing habitat for the endangered Atlantic salmon. Fish passage on the Middle River was historically in place and should be restored with the necessary tidal flow. Restoration of fish passage is important and has been supported by MDOT in other Maine locations. It should be supported in Machias as well. Downeast Coastal Conservancy
4/29/2021	Lehann Lenfestey	Not In Favor		E-mail	I am a home owner In Machias and we do NOT want a bridge built. Keep the dike, and fix the clappers to save 300 acres of grassland that is grazed by local farmers and good deer habitat. Lots of local vendors use the dike to sell their goods as well. We need that space and the land that a bridge would ruin. Thank you, Lehann Lenfestey 44 Cooper st Machias

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/29/2021	Joseph Wood	Neutral		Phone	<p>Nathan, I spoke with Joseph Wood by phone on 4/28/2021. Joe had my phone number from the 2018 public meeting. He wanted to know if MaineDOT was moving ahead with the replacement in kind alternative. I told Joe that MaineDOT is now investigating a range of alternatives including bridge replacement alternatives that would return tidal flow upstream. Joe asked why MaineDOT was not going ahead with replacement in kind. I told Joe that MaineDOT received a letter from the environmental regulators with serious concerns about replacement in kind. Mr. Wood preferred replacement in kind and wanted to protect his property for flooding. Mr. Wood cuts hay on his property, which is located on the west side of the Middle River. Mr. Wood said his wife did put a lengthy comment on the public meeting website for this project. Mr. Wood said he did not get a post card about the public meeting.</p> <p>His contact information is as follows: Joseph Wood 38 Marshall Lane Marshfield, Main 04654 joesteph@myfairpoint.net Michael Wight, P.E. Senior Project Manager Maine Department of Transportation Bridge Program " North Team 16 State House Station Augusta, Maine 04333-0016 Cell 207-592-2543 michael.wight@maine.gov</p>
4/30/2021	Richard Bard	In Favor	Environmental, Road/Design	Collected at Meeting	<p>I support any option that improves fish passage and retains community uses of the dyke. My preferred option is 10A (I think), which is a smaller bridge with retention of parking. I also am interested in another design option that I suggested years ago. This would involve the use of a form of roll dam under the dyke instead of gates. This would prevent the Middle River from emptying (many people were concerned about the smell), would limit the entry of seawater to only higher tides, and would provide open fish passage at those higher tide stages when the roll dam is overtopped. This is obviously a very rough description but I assume the engineers can picture what I'm describing. Please respond if you would like further description. Finally, I would like to suggest a realignment of the various uses on the dyke following whatever improvements are made. I suggest the following order of uses from landward to seaward: railbed/DEST; shoulder; Route 1; shoulder; parking. This essentially swaps the placement of Route 1 and the parking area. The purpose of this is to consolidate the transportation corridors to the north and provide a more isolated parking/vending area directly on the Machias River shorefront.</p>

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/30/2021	Robin Pinto	In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	As a historian genuinely interested in the preservation of historic structures that have significant value to a community, I would normally be opposed to the removal instead of restoration of a 155-year old dike. However, I also recognize that with each human-imposed structure “ especially one as large and consequential as this dike “ we alter our environment in ways that negatively affect other community members and the ecosystems on which we depend. The construction of this dike 155 years ago did just that. A select group of property owners whose land bordered the Middle River marshes petitioned the state legislature to build a dike in order to improve the value and quantity of hay generated from the surrounding marsh allotments. They received permission to tax other salt marsh owners whose lands also bordered Middle River in order to fund the dike’s construction. Not all property owners along Middle River approved of the project or the imposition of new taxes. The construction of the dike imposed unwanted changes on many other community members and users of the river. Fishermen lost access to migratory salmon, alewives and other diadromous fish; clambers lost access to the extensive tidal mud flats; and boatmen lost access to the river for transportation and the movement of goods. In short, the dike was a taking of numerous public resources for the temporary benefit of a few. Indeed, while the quantity of harvested hay did increase briefly, its marketable value declined precipitously when expanding railroads brought better hays from the Midwest to eastern markets. Shortly after the dike was constructed, Machias hay was no longer a marketable export item. The dike, overtime, has generated a few other benefits: a briefly operated racetrack in place of one salt marsh area, the aesthetically pleasing “pond” created upstream of the dike, and a well-used parking area for local sellers of fish, hand-made goods, and second-hand items. One upstream farm that still pastures cattle will lose some of its historically diked lands to the higher tides. If the Middle River is returned to its original tidal flow, the former benefit would likely be submerged during high tides; the second would be available during high-tide periods. The third might as well be available to local community members if construction funds for a new bridge were sufficient. Opening the natural tidal flows of Middle River would resolve over time the significant siltation now accumulated upstream since damming. A bridge would reduce the threat of flooding of valuable structures and buildings in downtown Machias during sea level rise and storm surges as well as reduce the need for and cost of the wall proposed to protect Machias in the future. A bridge would permit fish access to upper reaches of the river and enhance local restoration of endangered-salmon habitat. Those increased tidal flows would lead to a rejuvenation of the moribund salt marshes upstream and improve habitat for a wide variety of shore and wading birds throughout the watershed. It seems to me that when balancing the financial costs of two properties against the reduced flooding threats to the town of Machias and the potential ecological benefits of river restoration, the construction of a new bridge makes eminent sense for our community.
4/30/2021	dennis perry	Not In Favor	Environmental, Right of way	Collected at Meeting	The baffles should be fixed and maintained. The negative impacts to residents and their property are unacceptable. In addition response times for emergency services are going to be increased to the detriment of lives and safety.
4/30/2021	Michael Congelosi	Not In Favor	Environmental, Right of way, Flood Protection	Collected at Meeting	Ruining/Flooding landowners property is ethically and morally wrong. The dyke should be improved and maintained in a way to be the least intrusive to peoples property. We are ruining bird, deer, and other wildlife habitat to better the flow of fish (i.e Atlantic Salmon that will NEVER come back in numbers enough to be worth spending even a single dollar on). Leave peoples property alone and use the least intrusive method of fix. Not to mention the major barrier this is going to create for emergency vehicles coming from the Eastern part of the county. This will significantly delay emergency responder which could result in loss of life when second mean everything.
4/30/2021	Greg Sawyer	Not In Favor	Right of way	Collected at Meeting	It seems the existing apparatus installed has sufficiently sustained the needs of the area since the time of it’s inception. I fail to comprehend the necessity of interrupting the area transportation, to include emergency transportation to the local hospital which serves as the primary emergency care facility for towns to the east as far as 25 miles away. It seems there would be a much more cost feasible means to allow fish to swim upstream a few more feet.

Date	Stakeholder	Stakeholder Support	Topic	Source	Message
4/30/2021	Liz Sayre	Leaning In Favor	Environmental, Road/Design	Collected at Meeting	Ideally, I would like to see Middle River restored while maintaining the character, as much as possible, of the dike/bridge where people congregate to socialize and to sell local goods... along with, the Sunrise Trail. In other words, free the river and preserve the social/community spaces.
5/1/2021	Barbara Poley	Leaning In Favor	Environmental, Road/Design, Flood Protection	Collected at Meeting	As land owners along the Middle River, we understand the need to allow the upstream migration of fish to increase their numbers, however we are concerned for our neighbors with lower elevation homes. We are also concerned about the cultural impact of removing parking on the dyke, which has become an integral part of our community. If parking must be removed, an alternate location should be found where the weekend marketplace can continue with the same exposure to seasonal customers.
5/10/2021	Ivan Hanscom	Not In Favor		Phone	Phone message from Ivan: He could lose 50 acres. Does not believe bridge is needed. He has caught salmon and striped bass in the Middle River behind the Dyke.

Chamberlain, Kristen

From: Jacob van de Sande <jvandesande@mcht.org>
Sent: Thursday, April 29, 2021 10:52 AM
To: Howard, Nathan
Cc: Abello, Thomas
Subject: Machias Dyke Public Comments
Attachments: Machias Dyke DOT Comments 042921pdf.pdf

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.

Nathan,

Attached are comments from Maine Coast Heritage Trust concerning the Machias Dyke Bridge #2246. Please ensure these comments are submitted for review and please feel free to reach out if you have any questions. MCHT has a strong interest in this project and I look forward to working with you as this project unfolds over the next year.

Thank you,

Jacob

Jacob van de Sande

Maine Coast Heritage Trust

Land Protection Project Manager

Washington County

160 US Rt. 1

Whiting, ME 04691

Office (207)259-5040

Mobile(207)460-9555

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KEEP
THE
COAST
MAINE

Nathan Howard
Maine Department of Transportation
Bureau of Planning
16 State House Station Augusta, ME 04333-0016

Re: Route 1 Machias Dike design

April 28, 2021

Dear Mr. Howard,

I am writing to encourage Maine Department of Transportation to consider full tidal restoration as the preferred alternative for bridge and roadway design at the Route 1 crossing of the Middle River in Machias, also known as the “Machias Dike.”

The mission of Maine Coast Heritage Trust (MCHT) is to conserve and steward Maine’s coastal lands and islands for their renowned scenic beauty, ecological value, outdoor recreational opportunities and contribution to community well-being. Over the last decade, MCHT has increased our focus on conserving tidal marshes and adjacent upland habitat, as a strategy to address the ecological impacts of climate change and sea-level rise on coastal habitats in Maine.

At the same time, we also recognize that land protection alone is an insufficient strategy to protect tidal marshes in an era of rapid sea-level rise. Tidal restrictions – often associated with roads – negatively impact the ecological health of tidal marshes throughout Maine. Failing to address these crossings – or doing so in a way that does not adequately account for sea-level rise – also leaves coastal communities and residents more vulnerable.

Through Maine Coast Heritage Trust’s involvement with the CoastWise Steering Committee and our work with partners, we have had the opportunity to review tidal restoration projects across Maine. Full tidal restoration on the Middle River in Machias is one of the most significant restoration opportunities in the State – both for the potential habitat benefits associated with full tidal restoration, and for the opportunity to mitigate risk to the community.

From a habitat perspective, full tidal restoration would return tidal flow to over 300 acres of intertidal wetlands. This is a nationally significant opportunity to restore tidal marsh in a setting that also has significant potential to accommodate “marsh migration” as sea-levels rise. Restoring full tidal flow would also have significant benefits for aquatic organism passage, benefit native fish that species including sea-run brook trout, alewives, and Atlantic salmon.

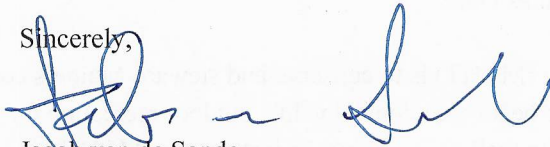
As a member of the Coastal Carbon Working Group, it is also worth highlighting that tidal restoration on the lower Middle River would have significant carbon sequestration benefits. Work by Dr. Beverly Johnson has shown that Maine’s tidal marshes sequester atmospheric carbon at roughly 10 times the rate of upland forests on a per acre basis. However, insufficient tidal

exchange significantly impairs the ability of tidal marshes to sequester carbon; with roughly 300 acres of impacted wetlands above the crossing, tidal restoration here represents a significant opportunity to advance the goals set forth in the Governor's climate action plan.

For a community perspective, Route one is both a major transportation corridor and a significant part of civic life in Machias. We believe that there are design options for full tidal restoration that would enhance both the infrastructure resilience and community benefits. The current causeway frequently overtops in large storm events, impairing public safety response and creating hazardous conditions for the traveling public. A tidally-responsive design that takes projected sea-level rise into account is needed to address these concerns. At the same time, we believe that a span bridge could be quite compatible with maintaining and enhance community uses of the causeway that would have significant benefits for the local community.

Thank you for your consideration and please let me know if you have any questions.

Sincerely,



Jacob van de Sande
Project Manager



Town of Machias
Town Office
7 Court Street, Suite #1
P. O. Box 418
Machias, ME 04654



April 20, 2021

Mr. Nathan Howard
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Reference: Machias Dyke Replacement

Dear Mr. Howard:

The Machias Board of Selectpeople voted on April 14th to submit a letter as official comment on the proposed Machias Dyke Project and request this letter be recorded as part of the record for public comments.

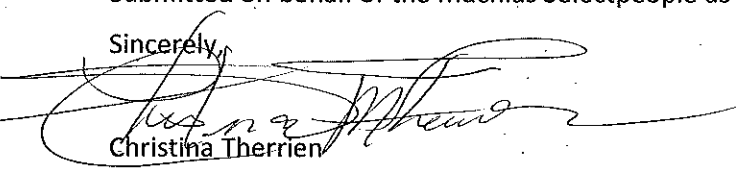
The Selectpeople understand a bridge may be determined as the preferred alternative instead of a replacement dyke in the same style with the tidal gates. The bridge idea has been heavily debated and strongly rejected on numerous occasions. The main objection is related to the flooding of property abutting the Middle River. This loss of property may be substantial to some landowners while other parts of the land have a significant historical aspect to the owners and residents of the area.

All avenues should be explored to strike a fair and balanced resolution to all involved parties. Everyone should be willing to compromise to reach an equitable solution that restores fish and saltmarsh habitat, protecting the landowners and the historic properties in the area and providing a safe crossing for transportation.

Therefore, the Selectpeople officially request the Federal and State Agencies plan and pay for dredging of the Middle River and the old channel in the Machias River to restore the 11-foot depth documented in historic records. Although, this will add cost to the project it would significantly reduce the flooding of abutting lands and is a fair and balanced solution.

Submitted on behalf of the Machias Selectpeople as approved at their meeting held on April 14, 2021.

Sincerely,


Christina Therrien
Machias Town Manager

Telephone: (207)-255-6621 Fax: (207) 255-6492 E-Mail: go to machiasme.org
Visit our website at machiasme.org
"Town of Machias is an equal opportunity/affirmative action employer."

Chamberlain, Kristen

From: Charlie Foster <charlie@mainesalmonrivers.org>
Sent: Friday, April 30, 2021 10:46 AM
To: Howard, Nathan
Cc: Dwayne Shaw; Greg Louder
Subject: Machias – Rehabilitation and Replacement Options for Dyke Bridge
Attachments: MDOT statement_Machias_DSF_043021_FINAL.pdf

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Dear Mr. Howard,

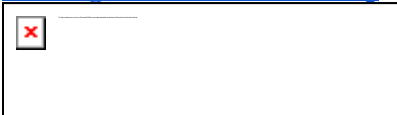
Please accept DSF's comments for the above-referenced project. We look forward to the next steps in the process. Please feel free to contact us with any questions or concerns.

Thank you,

Charlie

--

Charlie Foster
Habitat Restoration Project Manager
Downeast Salmon Federation
(207) 619-3474
charlie@mainesalmonrivers.org





April 30, 2021

Nathan Howard, Project Manager
Maine Department of Transportation
Bureau of Planning
24 Child Street, 16 State House Station
Augusta, Maine 04333-0016

Re: Machias – Rehabilitation and Replacement Options for Dyke Bridge

Dear Mr. Howard,

The Downeast Salmon Federation (DSF) strongly favors and encourages MaineDOT to adopt an alternative that addresses the restoration of the natural ecosystem and the hydrologic functions of the saltmarsh, intertidal, subtidal habitats affected by the project. The current condition of the dyke is contributing to several negative ecological conditions, in addition to acting as a barrier to fish passage. The dyke currently impedes adequate sediment and water transport between the Middle River and the Machias River. This restriction has several consequences, including siltation of the Middle River channel, a reduction in dissolved oxygen levels in the estuary, and decreased climate resiliency to current and future sea-level rise. Along with supporting numerous diadromous fish species, including the endangered shortnose sturgeon, the Middle River is also listed as critical habitat for federally endangered Atlantic salmon under the ESA.

This project is, of course, not just about fish and water. It is also about people. As a community-focused non-profit, DSF is deeply invested in seeing a positive outcome for this project, one that satisfies all ecological and social elements. The Town of Machias, and the entire region, needs infrastructure projects that not only address safety concerns, but that also buffer the local economy. The dyke is, arguably, the cultural center of the Town. It is a meeting place, a place of commerce, and an aesthetic resource. All these components can and should be enhanced with this project. DSF encourages MaineDOT to select an alternative that preserves the social integrity of the dyke, while still addressing the bevy of ecological issues present. Fortunately, some alternatives address all these issues. Specifically, DSF strongly encourages alternatives that restore volitional fish passage and parking areas (Alternatives 10A and 11A).

MaineDOT is tasked with putting forth a project that is, by its nature, forward-thinking. The alternative chosen must withstand not only the issues of today (transportation safety, fish passage for endangered Atlantic salmon and other diadromous fishes) but also the issues of the next 75-100 years. The climate is changing and that has various consequences for this project. The rate of sea-level rise in the Gulf of Maine is one of the highest in the nation. Coastal communities in Maine must create solutions to make their infrastructure more resilient to a future climate. The Town of Machias has produced a Waterfront Resiliency Study and is currently developing plans to reinforce their downtown from sea level rise and the associated flooding events that have become more common in recent years.

DSF encourages MaineDOT to work with the Town of Machias to incorporate its design plans into the plans for the downtown project. Together, these two projects will result in community infrastructure that will withstand the rigors of a changing climate and enhance the local economy for decades.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dwayne Shaw', is written over a light blue horizontal line.

Dwayne Shaw
Executive Director

dwayne@mainesalmonrivers.org
www.mainesalmonrivers.org

Chamberlain, Kristen

From: Howard, Nathan
Sent: Tuesday, March 30, 2021 1:18 PM
To: Ham, Eric; Chamberlain, Kristen; Wight, Michael
Subject: Machias Comment from Ernie Atkinson

Hello

Ernie clicked "do not send response" but here is his comment anyway:

Other than replacing the entire dyke with a bridge, volitional fish passage may never be realized. But installing a structure that allows unrestricted tidal flow would allow fish to access the Middle River. Particularly river herring accessing habitat in Marks, 2nd Marks and six-mile Lakes. Do the presented maximum water level rises take into account sea-level rise predicted over the next 50 years? The drag bar below that asks what level of support I have for this project is hard to address. If the plan is to replace in kind then I have little support. If the plan is to improve fish passage then lots of support.

Nathan Howard
Director, Rail Transportation
MaineDOT, Office of Freight and Passenger Services
(207) 624-3042

Date: March 18
To: Nathan Howard, Project Manager
Maine Dept. of Transportation
Bureau of Planning
16 State House Station
Augusta, Maine 04333-0016

From: Fred Hartman
P O Box 105
Whiting, Maine 04691
207-733-0988



Subject: Machias Dyke Bridge #2246
Work ID# 016714.00
Fed. Aid Proj. #BR-1671-(400)X

Good Morning Mr. Howard:

I do not attend (or am not able) public meetings, thus this letter to you about the above project. I am receptive to calls and letters. No emails, I am not a computer person.

First, it is quite wrong that Maine DOT has to redo the planning process of this important project. There is no need to consider Atlantic Salmon. Atlantic Salmon will not recover except by an act of God. They are below the threshold of recovery. U. S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration have documented that Atlantic Salmon will be an endangered species for 75 years costing at least \$7 billion. That money can be better spent on real needs. The Machias and Middle Rivers are not critical habitat for Atlantic Salmon. What do Dept. Inland Fisheries and Wildlife Fisheries (IF&W) Biologists (retired and active) say about this? The initial plan that Maine DOT prepared was probably quite adequate for this project. Too much tax money has already been wasted on Atlantic Salmon. More important concerns are waterfowl, shorebirds, and wetland habitat.

I provide this information as a natural resource scientist for about 65 years specializing in wildlife biology and wetland ecosystems. IF&W has been wise not

to list Atlantic Salmon as an endangered species. I assume that you consulted with IF&W on this project. If they were content, then move forward.

This Atlantic salmon frenzy of removing dams, fishway installation, and similar activities has gotten out of hand. People should come before Atlantic Salmon. Have the Atlantic Salmon folks prepared an Environmental Impact Statement (EIS) on their proposal? They must.

Questions, comments feel free to ask me.

Thank You.



Fred Hartman
PO Box 105
Whiting, ME 04691
733-0988

April 16, 2021

Nathan Howard
Maine Dept. of Transportation
16 State House Station
Augusta, Maine 04333

RE: Machias Dyke Bridge project, WIN 16714

Dear Mr. Howard:

Thank you for your letter of April 7, 2021. I believe Maine DOT is hampered on this project by the Federal Endangered Species Designation of Atlantic Salmon. Perhaps this could be considered similar to regulations imposed on lobstermen by NOAA re right whales. States should have more authority but we are overregulated by the Federal Government

I have worked with U. S. Fish & Wildlife Service (FWS) on many wildlife projects over the years. In past years many FWS Biologists were duck hunters. Now, too many are tree huggers. Many of my professional wildlife colleagues are dissatisfied with FWS.

Not being a computer person, I will try to look at the websites that you mentioned. Specifically, why are the Machias and Middle Rivers listed as critical habitat for Atlantic Salmon? I always knew that the Dennys and Narraugus Rivers were THE Atlantic salmon Rivers in Downeast Maine. Has that changed? Or are the Atlantic salmon folks trying to include all waters as 'potential' Atlantic salmon habitat?

Then we come back to the joint statement from FWS and NOAA that Atlantic salmon will be on the endangered species list for another 75 years at a cost of at least \$7 billion. Must we play the Atlantic salmon game that long. The salmon may not respond. Their survival and population growth may well depend upon the natural forces of their aquatic world. I have prepared and read a number of EIS'. The Atlantic salmon people should prepare an EIS for the Machias Dyke Bridge project to show their reasoning behind the 'critical habitat' statement.

This endangered species consideration needs more 'common sense and good judgment' rather than 'biological wishful thinking.'

Thank you.

A handwritten signature in black ink, appearing to read "Fred Hartman". The signature is written in a cursive style with a long, sweeping horizontal stroke extending to the right.

Fred Hartman

April 30, 2021

Nathan Howard, Project Manager
Maine Department of Transportation
Bureau of Planning
24 Child Street, 16 State House Station
Augusta, Maine 04333-0016

Re: Machias – Rehabilitation and Replacement Options for Dyke Bridge

Dear Mr. Howard,

The Nature Conservancy applauds Maine Department of Transportation's (MEDOT) new alternatives analysis of the Machias Dyke Bridge project located on Maine's Route 1. The economy and the communities of Downeast Maine depend on Route 1 to functionally available as the primary corridor for vehicle transportation including the movement of goods and services. ME DOT's alternatives assessment provides additional alternatives that range from increasing tidal flow to raising the elevation of the road, recognizing that the current road is subject to frequent flooding and currently constricts flow of water and aquatic species.

The new alternatives that propose elevating the road surface to account for increasing sea levels and storms would provide improved public safety and fewer road closures over time. The elevation of Dyke Bridge would align well with the Town of Machias' adjacent flood protection project downtown.

In addition, the new alternatives that propose an enlarged opening would improve tidal exchange and fish passage through the replacement crossing and allow for better drainage not only for the daily tides but in the event of flooding from a larger coastal storm. Furthermore, the Middle River is critical spawning and rearing habitat for Federally Endangered Atlantic salmon, as well as other important sea run fish species. Improved fish passage is critical at this site.

In closing, The Nature Conservancy encourages Maine DOT to select an alternative that raises the Dyke Bridge elevation to account for sea level rise scenarios, and at the same time enlarges the bridge opening to provide improved fish passage and tidal exchange. These alternatives are in keeping with the goals of the Maine Climate Council and would provide dramatic improvements to the site.

Sincerely,

A handwritten signature in black ink that reads "Jeremy M. Bell". The signature is written in a cursive, flowing style.

Jeremy M. Bell
Climate Adaptation Program Director

Chamberlain, Kristen

From: joesteph@myfairpoint.net
Sent: Wednesday, April 28, 2021 4:37 PM
To: Chamberlain, Kristen
Subject: Machias dike proposal

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi,

I'm a property owner directly on middle river. I would stand to lose a substantial amount of property if the flappers were to be replaced with a bridge and/or bridges.

The bridge would flood our meadows out of existence. Generationally owned land and working farms that supplies hay and grass fed beef to many will be lost. Grass is a rare commodity in this area, it is a traditional heritage that has been in existence since shortly after the civil war. The diked grasslands are written about in a book called "agriculture of Maine 1869". The settlers of this land came here for the harvest of hay and we are currently still harvesting that hay in 2021! Local businesses depend on our dyke hay to sustain their businesses. There are very very limited supplies of this type of hay anymore, and yet here we are, still harvesting it. The thousands of bales of dyke hay that we harvest each year is used for a variety of purposes such as covering on local blueberry lands and covering for new job sites as well as sold to a local hardware store and also sold to local farmers. This grassland has supported some of the best deer populations in Washington county. We have personally harvested many deer on our property. Every spring we watch a variety of migratory birds return and nest their babies here. This is more than a transportation issue, this is more than a fish passage issue. This is a property rights, traditional use and food security issue.

What is EPA going to do when the salt water reaches the old Machias landfill and all the pollution starts leaking out? According to your design, the water will definitely reach the landfill, I can't imagine the junk and pollution that will seep out when this happens. What is going to happen if you open up middle river and the sediment that has been laying here for hundreds of years flows out into Machias river and the ocean? What sort of pollutants will that cause?

Our family has fished the middle river for many many years. We have seen elver eels, Stripers, salt water trout and other salt water fish swim up this river and continue to do so. We have a pond on our property and the eels make their way to our pond annually! Clearly the current, dilapidated flappers are still allowing some fish passage, imagine how much better the passage would be with better and improved flap gates.

When this plan was originally present at UMM years ago, there was mention that the wet lands of Maine were being depleted in southern Maine and therefore wetlands needed to be restored in other areas of the state to try to even the score. Is this another example of us paying the price for southern Maine's issues?

Is the damage of hundreds and hundreds of acres of woodland, farm land, hay land, hunting, migratory land and personal property really worth trying to sustain a salmon population that isn't even currently sustainable in the Machias river anyway.

For all the reasons I've listed, and many more, we propose that the flappers be safely replaced. We do NOT support the needless construction of a bridge and/or bridges, that will waste so much money, ruin properties and change the way of life for not just us, but for all the community.

*I submitted this comment on the public DOT page, but wanted to send it personally as well in case it got lost somehow.

We are very concerned with this project, as we stand to lose a substantial amount of our property, we don't have a lot anyway, but this would devastate us personally.

Thank you,
Stephanie and Joey Wood
38 Marshall Lane
Marshfield ME 04654
(207) 263-6092 Joey
(207) 263-6093 Stephanie