TO: **Carol DiBello,** Submerged Lands Coordinator
Dept. of Conservation,
Bureau of Parks & Lands

FROM: Department of Marine Resources (DMR)

SUBJECT: REQUEST FOR PROJECT REVIEW,

PROJECT:

Applicant:	Town of North Haven
Location:	North Haven (Norton's Cove, Pulpit Harbor)
Type of Project:	Bridge Replacement

The above proposed project has been carefully reviewed and considered by DMR personnel.

DMR understands that the applicant is proposing to replace an existing bridge constructed in 1949 with a new 14 ft. wide span that would have 55 ft. and 38 ft. wide openings. Existing granite block approach ways, abutments and center bridge pier would be reused and reinforced with Geosynthetic Reinforced Soil (GRS) technology that involves placement of layers of crushed stone separated by geo-textile material with an outer facing of Redi Rock (large precast concrete interlocking blocks). This according to the project engineer[1] allows steeper fill slopes (1¾H:1V and 1½H:1V vs. 2:1 for rip-rap stone) with a reduced basal footprint. Approximately 7,490 sq. ft. of intertidal area would be covered. Compensation for lost wetlands would be through the monetary In-Lieu Fee program in the amount of $59,471. The project, lasting approximately 3 months, would be done between November 1 and May 31. A temporary access way to the northeast would be utilized during construction. Material and equipment delivery will be from the town beach to the west of the project site.

The proposed project site crosses the outlet of Norton's Cove off the northeasterly side of Pulpit Harbor. The existing bridge provides access to three seasonal and one year-around residences and to a town gravel/cobble beach west of the bridge used by fishermen and contractors for loading and unloading. The upland is lawn and grass fields. The upper intertidal on the eastern side of the project area is ledge/boulder with rockweed. The mid intertidal is cobble/sand with barnacles, periwinkles, and mussels on the southeasterly side of the bridge approach. The mid intertidal on the northeasterly side of the bridge approach is gravel/mud. The lower intertidal on both sides of the easterly bridge approach is mudflat. The intertidal southerly of the western bridge approach is cobble/gravel used as the town beach described above. The intertidal north of the western approach is cobble/sand and mudflat. Both this area and the area south of the easterly approach contain small areas of fringing salt marsh that would be outside of the proposed project area.

This proposal should not cause any significant adverse impacts to traditional fishing, navigation and recreation, or riparian access. Loss of intertidal habitat would be compensated for through the State's In-Lieu Fee program.

Brian M. Swan
DMR Environmental Coordinator
Date: June 11, 2012

[1] Personnel communication with Katherine Kern, PE, T.Y. Lin International, Falmouth, ME, June 8, 2012.