



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

October 7, 2024

The Lincolnville Select Board
493 Hope Rd
Lincolnville, ME 04849

RE: Public Meeting – Lincolnville
WIN 27752.00 Lincolnville Islesboro Ferry Terminal Project

Dear Lincolnville Select Board:

Thank you for taking the time to attend the in person public meeting and review the documents and discuss afterwards. This project will benefit Maine and the communities of Lincolnville and Islesboro specifically, by reducing noise, odors, and emissions compared to a diesel vessel, fighting climate change while maintaining the connection to Maine's islands. The Department has been awarded almost \$52 million in grants from FTA, Federal Transit Administration, for "greener" ferry boats and upgrading equipment to support high quality, low emission ferry services. I have reviewed your questions, comments and concerns sent on September 23, 2024 and below are responses.

- Reference was made at the public meeting to there being ample electrical supply from the power grid yet charging times might be limited due to grid constraints. Does ample power and associated grid infrastructure currently exist or will modifications to the grid be necessary? Are electrical impacts to Lincolnville residents and businesses anticipated? Who is responsible for unanticipated impacts to the electrical supply?
 - The charging times are limited due to high demand charges. CMP conducted a load study and confirmed there was ample capacity on the grid in that area. There are no anticipated electrical impacts to residents or businesses.
- With the prevailing wave action, a concern has been raised about the adequacy of the southerly wave screen.
 - This has been noted to our design team.
- Will the ferry be berthed in Lincolnville overnight? What are the Emergency Medical Service considerations for the Town of Islesboro, if the ferry is to be berthed on the Lincolnville side? How would timely emergency evacuations be carried out?
 - MaineDOT's long term strategic plan is for the entire MSFS fleet to be berthed on the mainland rather than on the islands. Emergency plans have not been finalized and more work is required on this topic. Island residents may be required to call USCG/LifeFlight or use another non MSFS vessel for transportation.
- The proposed location of the rapid charger and associated dolphin negatively impacts boat access to the float system at the municipal pier. Could the new rapid charger and dolphin move to the south side of the ferry pen? At a minimum, the new dolphin should extend no further north than the northerly "line" of the existing dolphin.
 - The rapid charger and dolphin cannot move to the other side of the pen because that would have impacts on the ferry design plans that are complete and ready for bidding. During final

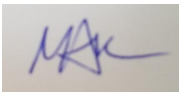
design, the design team will look at the footprint of the rapid charging dolphin arm to mitigate this concern.

- The rapid charger feed from the E-house to the rapid charger should be buried in a duct bank underground to the transfer bridge instead of being exposed and supported by structural steel utility supports.
 - The design team will consider this during final design.
- The current proposal has the current electrical service to the municipal pier being refeed underground. After construction is complete, who will own and maintain the conduit and electrical lines servicing the pier?
 - The utility company, in this case, CMP, owns the current overhead electrical service to the municipal pier and is responsible for maintenance. After construction is complete, both the underground conduit and lines will be owned by the town of Lincolnville. MaineDOT and the town of Lincolnville will have an agreement in place before the project goes out to bid. The maintenance (repair and relocation) of the conduit and the lines will be the responsibility of the utility company, CMP, per the utility accommodation rules, pg 33. MaineDOT will pay for the construction of the underground conduit and lines.
- The municipal pier is currently serviced by a fiber internet service. Will this be relocated underground and into a conduit as well as the electrical service? If so, after construction who will own and maintain the conduit and the fiber line?
 - The plan to is transfer all utility lines from overhead to underground. The fiber internet service will be in its own conduit underground when construction is complete. The conduit and lines will be owned by the town of Lincolnville. MaineDOT and the town of Lincolnville will have an agreement in place before the project goes out to bid. The maintenance (repair and location) of the conduit and lines will be maintained by the utility provider, per the utility accommodation rules, pg 33. Again, MaineDOT will pay for the construction of the underground conduit and lines.
- In regards to the E-house:
 - The enclosure should be aesthetically appealing and “blend” into the character of the surrounding neighborhood.
 - Understood and will be looked at this in final design.
 - Will it emit odors or fumes?
 - No.
 - Will it cause vibrations?
 - No.
 - Will it emit an audible noise at the property boundaries? Will any noise emitted be constant or intermittent?
 - There will some minor audible noise from the transformer and cooling pumps/fans, similar to a small electrical substation.
 - Will the Lincolnville Fire Department and other first responders be offered training regarding safety and firefighting of project components including the E-house?
 - The E-house will be most similar to a small electrical substation. There is no planned training for E-house first responders.
- When the ferry is being charged will an audible noise be emitted from either the E-house, the ferry or any other project component?
 - The entire ferry operation will be quieter than what is currently in place now.
- What restrictions will be placed on the contractor regarding hours of work? Will construction of the project be limited to daylight hours on weekdays? Will nighttime or weekend work be prohibited?

- Below is language we have put in other ferry terminal contracts, this contract should be similar.
 - "The Contractor shall be aware of the close proximity of the local residences and the ability of noise to carry long distances over water. The Contractor shall conduct operations so as not to generate loud noises greater than 80 dB within 500 ft of any building used for residential purposes between the hours of 10:00pm and 7:00am unless otherwise approved. Local requirements concerning noise may impose additional restrictions and must be complied with by the Contractor."
- Will the project, particularly the wave screens, cause reorientation of the shoreline by accelerating farther seaward or retreat farther landward, negatively impacting the public beach, sand dune and/or private property?
 - Based on preliminary review and desktop analysis, the additional structure at the Lincolnville terminal should not significantly change the harbor bottom topography or water depth. Note the wave fencing doesn't extend to the mudline and there are gaps between vertical members.
- Will the project particularly the wave screens, cause increased shoaling in the ferry pen, at the municipal pier and floats or elsewhere in Lincolnville harbor? If it does, what will be one to mitigate the shoaling?
 - Based on preliminary review and desktop analysis, the additional structure at the Lincolnville terminal should not significantly change the harbor bottom topography or water depth. Note the wave fencing doesn't extend to the mudline and there are gaps between vertical members.
- Will the project be submitted for environmental review by the Maine Department of Environmental Protection, the Army Corps of Engineers or other regulatory body? And if so, will the town be notified when the applications are submitted for review?
 - This project will follow all state and federal rules and regulations regarding environmental permitting. Typically the town does not get notified of application submittal, but we can notify you in this case.
- Will the project be submitted to the town for review by the Lincolnville Planning Board?
 - No, MDOT projects do not go to local planning boards.

Again, thank you for taking the time to review this project. We are finishing the preliminary design now and plan to start final design soon after, with these comments and concerns in mind. The Department and FTA are very excited to see this project progress and begin construction in 2025. Please let me know if you have any other questions or concerns.

Thanks,



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