MAINE STATE DREDGE TEAM MEETING
OCTOBER 1, 2026
U.S. ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
PROJECT UPDATES







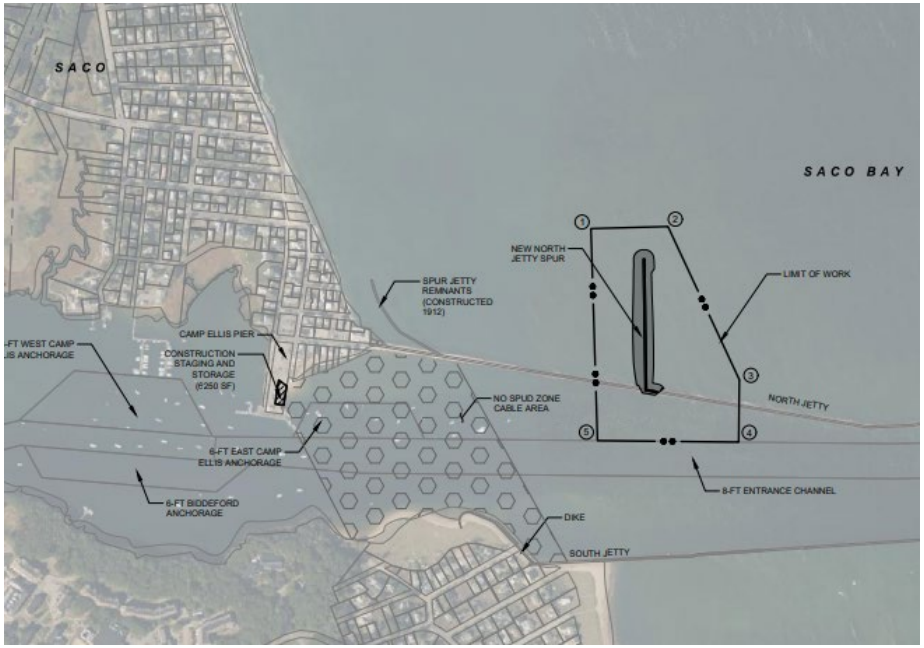


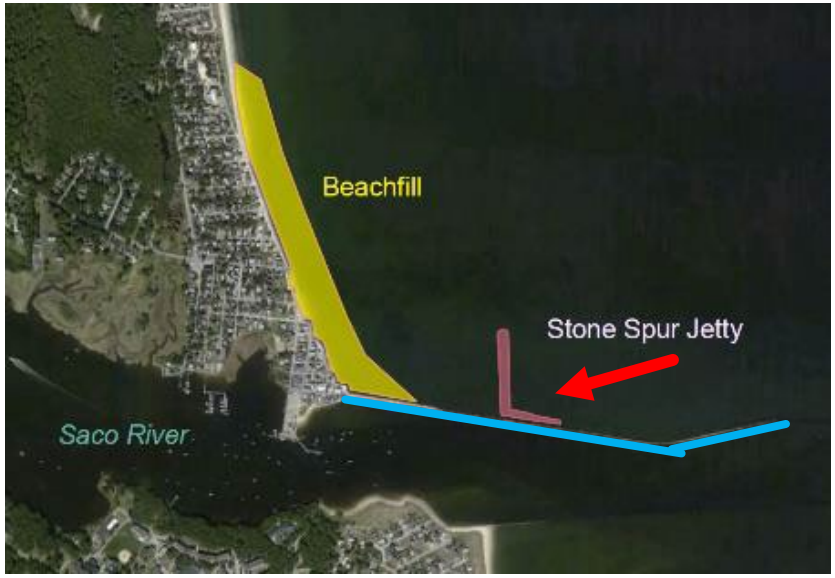
SHORE DAMAGE MITIGATION PROJECT (SPUR JETTY CONSTRUCTION) CAMP ELLIS, SACO, MAINE

PROJECT SUMMARY:

CONSTRUCTION OF A 750 LF STONE SPUR JETTY AND BEACHFILL (73,000 CY).

SPUR JETTY SPECIFICS: LOCATION DETERMINED THROUGH MULTIPLE SIMULATIONS. THE SPUR JETTY WILL INTERCEPT THE REFLECTED WAVE ENERGY, BREAK A PORTION OF THE INCIDENT WAVE ENERGY, AND BLOCK MACH-STEM WAVE EFFECTS FROM TRANSFERRING ENERGY ALONG THE STRUCTURE.





STATUS:

- **MOHAWK NORTHEAST, LLC WAS THE LOWEST BIDDER (~$24M).**
- **CONSTRUCTION BEGAN IN JUL26.**
- **CONTRACT REQUIRED COMPLETION IS AUGUST 2027.**
- **FIRST 100FT SECTION OF THE SPUR WILL BE COMPLETE BY MID-OCT.**



BAR HARBOR, MAINE BREAKWATER REPAIRS

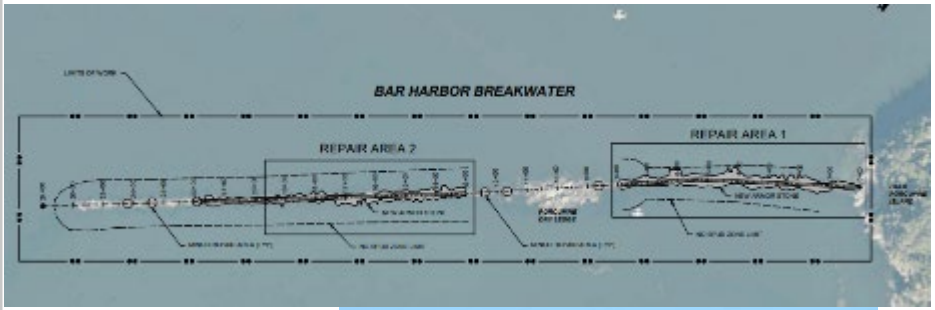
PROJECT SUMMARY:

REPAIR DAMAGE OF THE BREAKWATER BETWEEN BALD PORCUPINE ISLAND AND PORCUPINE DRY LEDGE. REPAIR A PORTION OF THE BREAKWATER BEYOND DRY LEDGE.

PROJECT FEATURES:

THE BAR HARBOR BREAKWATER WAS COMPLETED IN 1917 AND EXTENDS APPROXIMATELY 2400 FEET SOUTHWESTERLY FROM BALD PORCUPINE ISLAND. THIS BREAKWATER PROTECTS ANCHORAGE #1 AND THE WHARVES FROM EASTERLY AND SOUTHEASTERLY SWELLS. THIS ANCHORAGE IS USED BY CRUISE SHIPS AND COMMERCIAL/CHARTER FISHING BOATS AND RECREATIONAL VESSELS.







STATUS:

- **CONTRACT WAS ADVERTISED IN NOV 2025.**
- **CONTRACT WAS AWARDED IN JAN 2026.**
- **AGATE CONSTRUCTION BEGAN WORK IN LATE SPRING AND IS FOCUSED ON AREA 1**
- **USACE IS WORKING WITH THE CONTRACTOR ON SOME CONSTRUCTABILITY ISSUES.**
- **AGATE WILL DE-MOB IN NOVEMBER AND RETURN IN THE SPRING.**

HAZARD TO NAVIGATION - OBSTRUCTION REMOVAL
PORTLAND HARBOR, MAINE

PROJECT SUMMARY:

In 2024 an obstruction was identified in Portland Harbor FNP. 2024 survey results identified a shoal/object at 30.8ft MLLW off the Holyoke Wharf inside the authorized 35ft MLLW, Fore River Channel feature of the FNP, before the Casco Bay Bridge. The obstruction was determined to be a hazard to navigation in Spring 2025. The obstruction, an approximately 32' long (i.e., above the mudline) by 2' diameter wooden wharf piling, is lodged in bottom sediments, and sticking up above the channel bottom at a low angle. The length of pile extending below the mudline is unknown. The objective of the upcoming action is to remove and dispose of the pile in its entirety. However, if removal of the pile in its entirety (e.g., the portion below the mudline) is not feasible, then removing that portion of the pile above the mudline and below -35.5' MLLW or deeper, is also acceptable.





STATUS/REMARKS:

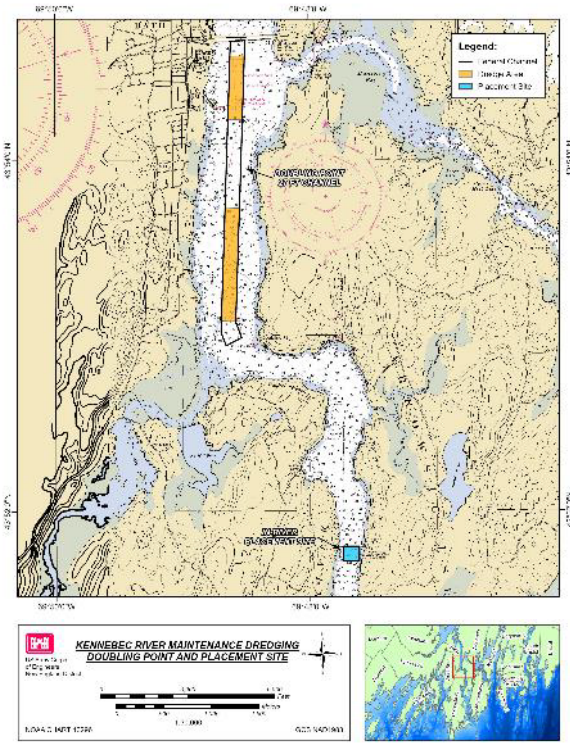
- **Spring 2025 - MFR Hazard to Navigation determination completed.**
- **11 MAY 2026 – Contract Advertised**
- **03 AUG 2026 - Contract Awarded to AGM Marine Contractors for $$236,500.**
- **15 SEPT 2026 - NTP issued.**
- **15 SEPT 2026 - Pre-Construction meeting held.**
- **28 SEPT 2026 – Partnering meeting held.**
- **Contractor currently anticipates work to be complete first week of November 2026.**
  - **Work expected to be completed by 15 JAN 2027.**
- **Approx. 1 day of work (commencing after all pre-construction submittals are approved)**

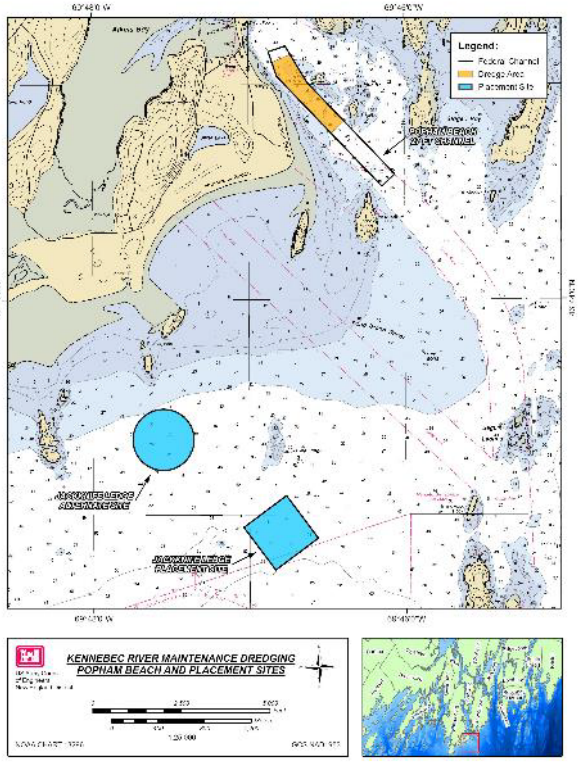
KENNEBEC RIVER, ME
(USN SUPPORT-MAINTENANCE DREDGING)

PROJECT SUMMARY:
Hopper maintenance dredging of ~40-80,000 CY material (BDs to be completed) from Bath Reach, Doubling Point, and Popham Beach. Disposal of material at in-river disposal area and the Jackknife Ledge West Nearshore Disposal Area. Environmental window: 1 Dec.- 1 Mar. 2 ESA species of concern: Atlantic and Shortnose Sturgeon.

Project Features (of contracted area):
The river's principal commerce is associated with shipyard and ship machinery operations at Bath (USN).

The project, completed in 1943, consists of a channel 27 feet deep and 500 feet wide extending from the river mouth to a point 13 miles upstream at Bath.







STATUS/REMARKS:
- **Last dredged 2024-2025.**
- **2026-2027 Dredge Season**
  - **Bath Reach dredge area and West Jackknife Ledge Nearshore Disposal Site added for this iteration of the project.**
  - **US Navy environmental coordination complete May 2025. 15JUN26 Contract Solicitation Posted.**
  - **28JUL26 Bid Opening Held, HQ tracking (Hopper)**
    - **3 bids, low bidder Manson Construction.**
  - **27AUG26 Contract awarded, contract amount $2,890,200**
  - **08SEP26 NTP issued.**
  - **Dredging window 1DEC26 to 25JAN27.**

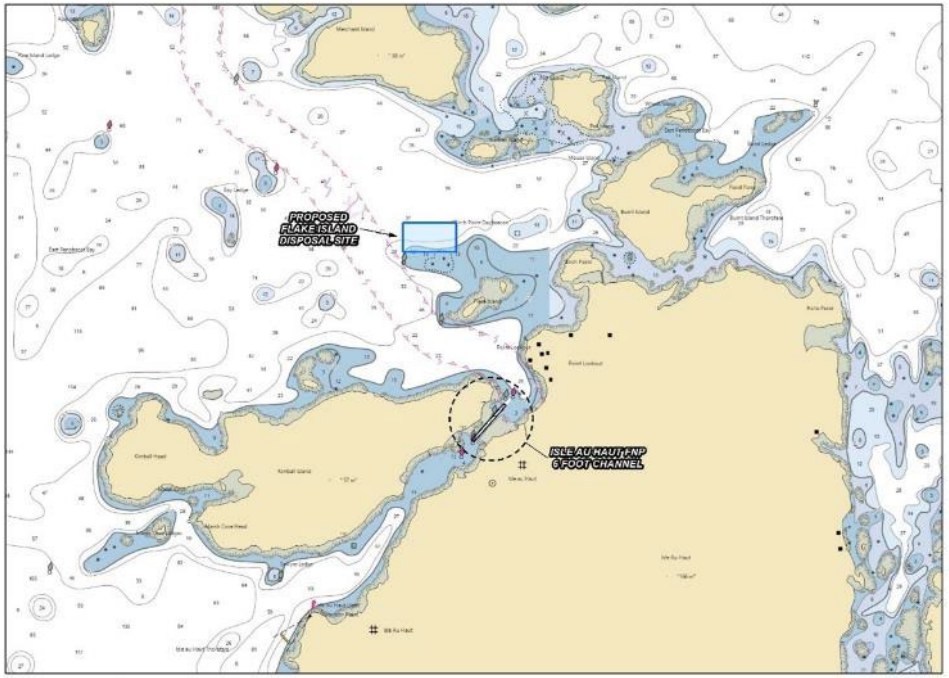
ISLE AU HAUT THOROUGHFARE MAINTENANCE DREDGING, ISLE AU HAUT, MAINE

PROJECT SUMMARY:
Mechanically dredge approximately 3,355 cubic yards (cy) of shoaled material from the channel. The dredged material will be placed at the Flake Island Disposal Site (FIDS) which is approximately 1 nautical mile northwest of the FNP. Placement of the dredged material (sand, gravel, cobble, and small boulders) at Flake Island Disposal Site will benefit both juvenile lobster habitat and juvenile cod by increasing the areas habitat complexity.

STATUS/REMARKS:

- **FIDS - Site Selection completed under MPRSA. EPA concurrence March 2026.**
- **One-time, advanced maintenance approved dredging to -7-foot MLLW required + 1-foot allowable OD.**
- **Maine CZM concurrence May 2026.**
- **All environmental coordination and design complete.**
- **Environmental dredging window, 15 Sept to 15 March.**
- **Pre-solicitation notice posted 18AUG26.**
- **Anticipate contract solicitation by the first week of Oct 2026.**





SEARSPORT HARBOR MAINTENANCE DREDGING, SEARSPORT, MAINE

PROJECT SUMMARY:

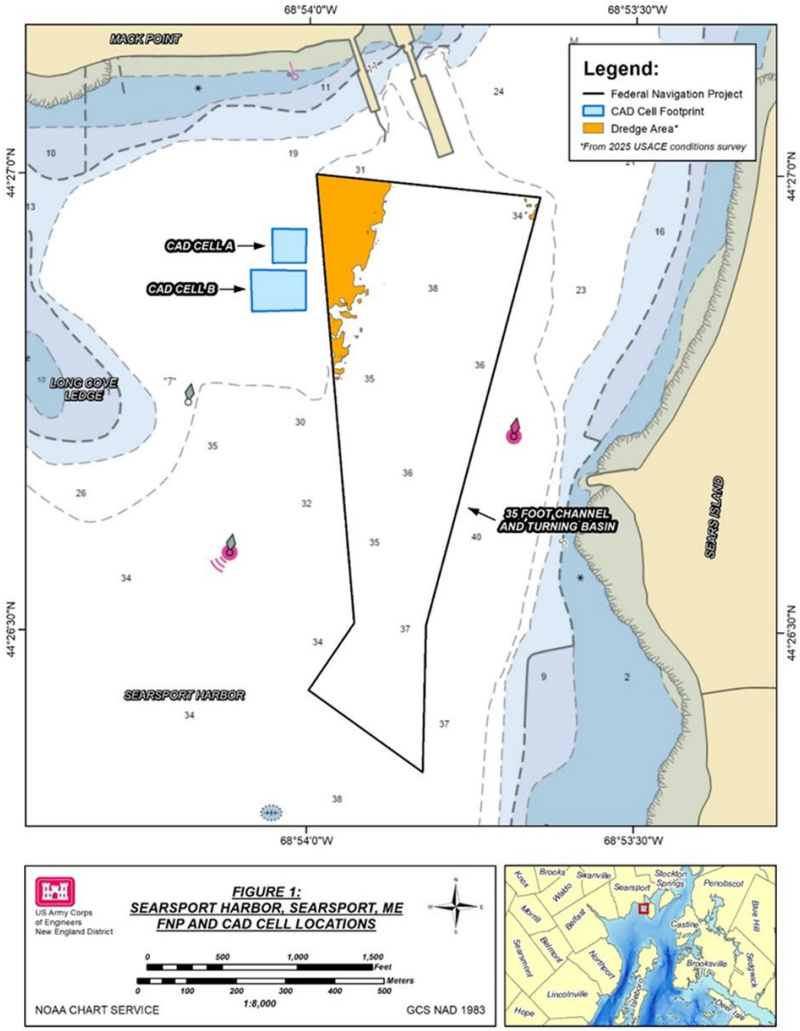
Mechanical maintenance dredging of ~40k CY of mixed sand and silt. Not suitable for open water disposal, investigated disposal options with State of Maine. Current base plan, is to construct two CAD Cells, one starter cell and one primary cell, adjacent to the Searsport Harbor FNP to contain the unsuitable dredged material from the Searsport Harbor FNP and the surficial sediments of the CAD cells. CAD cell creation involves removal of ~80k CY of material, 62k CY of suitable dredged material generated from the construction of the two CAD cells will be placed at the Rockland Disposal Site (RDS) located approximately 25 miles south Searsport Harbor.

Project Features: The Searsport Harbor FNP was authorized by the River & Harbor Act of River & Harbor Act of October 23, 1962. The authorization was for a channel –35 feet mean lower low water (MLLW) near the Mack Point piers, with dimensions 500 feet wide and a linear distance of 3,500 feet and included a 1,500-foot-wide turning basin in front of the piers. The original construction took place between August and October of 1964. No maintenance dredging has been performed since construction.

Status/Remarks:

- **Draft Preliminary Assessment & Draft Environmental Assessment out for public & agency review April 2026.**
- **24JUN26 Public Information meeting held in Searsport, ME.**
- **30JUL26 CZM Concurrence Received.**
- **Federal Agency coordination complete.**
- **Waiting on WQC. Application submitted 08JUN26.**

- **Finalize Preliminary Assessment and Environmental Assessment.**
- **Complete, review, and execute, Project Partnership Agreement.**
- **Complete design.**
- **Targeting maintenance dredging winter 2027/2028.**



GEORGE'S RIVER MAINTENANCE DREDGING, THOMASTON, MAINE

Scope

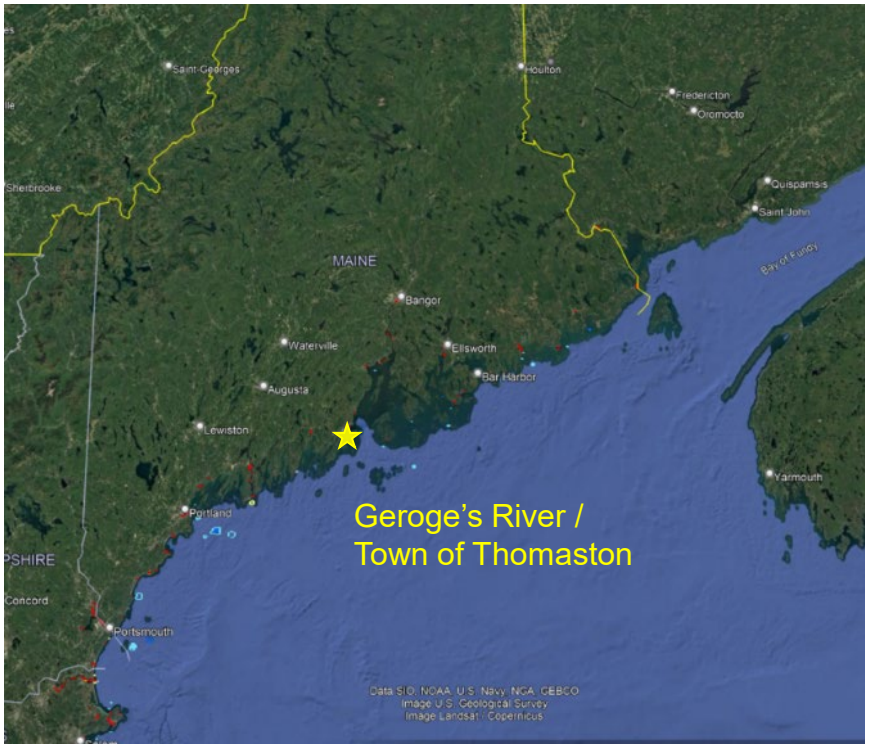
Maintain channel and anchorage to -16ft MLLW (full authorized depth) by removing ~80,000 cy of material

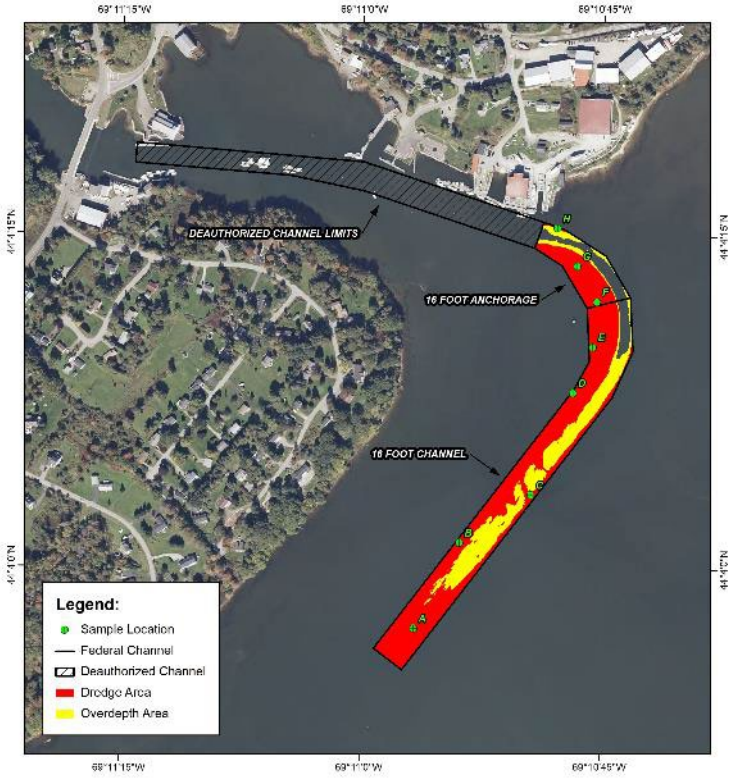
primarily fine grain silty material, low levels of sand.

Suitable for open water disposal.

Status/Remarks

- USACE completed sampling and testing of the channel in 2025.
- Initial coordination with agencies and local community has begun.
- Series of placement locations has undergone early analysis / screening; pre-application meeting held with Maine DEP, Maine CZM, and DMR.
- Proposed placement in Muscongus Bay contested by Lobster council Zone D; USACE is evaluating next steps with our State and local partners.
- Design work began spring 2026.
- Construction duration: 4-5 months anticipated.





UNION RIVER MAINTENANCE DREDGING, ELLSWORTH, MAINE

Scope

Maintain anchorage to -6 ft MLLW (authorized depth) by removing ~6,000 cy of material.

Unsuitable for open water disposal. Scoping upland placement.

Targeting 2028-2029 winter dredging

Status/Remarks

- 2025 Realigned entrance channel to avoid extremely bad shoal on the eastern bank and improve navigation
- Current plan will maintain only the anchorage to authorized depth. Material is planned to be placed upland at a State approved placement facility (prelim acceptance at Juniper Ridge given current chemistry)
  - 30% design achieved July 2026
- Water Quality Certification to be submitted in October 2026
- Real Estate and Design ongoing; solicitation expected in early CY2028

