



The docking section of the pier will consist of a 150-wide loading area, and approximately 650' of 50-foot diameter cofferdams, placed 175' on center, roughly parallel with the shore.

The telescopic barge loader is 85' long and 14' wide.

The site access road will be gravel and 36' wide, and approximately 4,700' long. Within 75' of the shoreline, the road will be sloped at approximately 7%. Vegetated buffers and soil filters will be utilized along the roadway for stormwater management, as shown in the Site Law permit for this development.

Historic Impacts to the protected natural resource on this property (Penobscot River) consist of previously filled areas on Bowden Point. These areas are made of stone and was likely used as a pier which extend approximately 300' off the northern bank of Bowden Point. It is unknown when this area was constructed but it is likely more than 100 years ago.

In addition to impacts associated with the Pier, impacts to Freshwater Wetlands are proposed for the processing area.

Natural Resource impacts associated with the proposed Salmons project are summarized in Table 1, below, and are shown in NRPA Attachment 5 – Site Plans, on the *Overall Site Plan - Sheet C101*.

Table 1. Natural Resource Impacts – Prospect Quarry

	Calculation (sq ft)	Comments
Direct Impact (Penobscot River)	49,621	Cofferdams, Cofferdam connectors, and fill within mean high-water line
Direct Impact (Wetlands)	14,038	Freshwater Fill (Processing Area)
Temporary Impact	0	None Anticipated
Indirect/Conversion Impact	24,825	Indirect Impacts consist of total pier deck area.
TOTAL PIER IMPACT, MDEP (Penobscot River)	74,446	Direct and Indirect Impacts within mean high-water line of Penobscot River

Under the Maine Natural Resources Protection Act, the project is required to avoid and minimize disturbance to natural resources and to ensure that no unreasonable impact will occur. The proposed project has been designed to avoid and minimize impacts to natural resources to the greatest extent practicable, as described in the following section NRPA Attachment 2 – Alternatives Analysis.