

Walter Briggs
First Selectman
Town of Arrowsic

Begin forwarded message:

From: Walter Briggs <walter.briggs@arrowsic.org>
Date: May 17, 2024 at 4:08:33 PM EDT
To: Douglas.Coombs@maine.gov, Terry.BlairJr@maine.gov, Meghan.Russo@maine.gov, Allison Hepler <Allison.Hepler@legislature.maine.gov>
Cc: Dee Dee Jorgensen <deedee.jorgensen@arrowsic.org>, Jennifer Geiger <jennifer.geiger@arrowsic.org>, Ruth Indrick <rindrick@kennebecestuary.org>, Josephine Ewing <phineewing@gmail.com>, Jim Stump <jpstump47@gmail.com>, John Wood <islandsurveys@gmail.com>, Claire Enterline <claire.enterline@gmail.com>, Jack Witham <jwitham@maine.edu>
Subject: Plans to Raise Route 127 in Arrowsic

To: Maine Department of Transportation
From: Town of Arrowsic
340 Arrowsic Road
Arrowsic, ME 04530
(207) 443-4609

May 16, 2024

Dear Doug, Terry, Meghan and Allison,

Thank you for alerting us that MDOT has begun working on preliminary designs for Route 127 which include "raising the road profile based on projected highest astronomical tide." We are grateful that you are working towards a solution for this critical road.

We wish to share the following local information that is relevant to this project during your "preliminary planning stage" with the goal of having you and your designer incorporate it into the plan.

1) Additional Funding may be available: The [Kennebec Estuary Land Trust](#) has submitted a \$9.8 million regional grant to NOAA for increasing resilience of coastal habitats. **It includes the 2 sections of Rte 127 that regularly flood;** the north marsh by the bridge and Fisher Eddy (details in submitted grant materials below). We should hear soon whether or not this is funded (contact [Ruth Indrick](#) FMI).

[ProjectSummaryAndNarrative KELT.pdf](#)

[BudgetNarrative KELT.pdf](#)

[AdditionalMaterials KELT.pdf](#)

2) Arrowsic Climate Action Plan includes goals for Rte 127: The town of Arrowsic has completed its first [Climate Action Plan](#) with extensive public input and outreach. A vote to adopt the plan is scheduled for next month. Most relevant highlights within the plan include:

- **Route 127 flooding was identified as one of the highest priorities** to work with MDOT to include:
 - maximizing marsh restoration,
 - incorporating opportunities for marsh migration and
 - maintaining/expanding a bike path.

- **Route 127 improvements should use the American Society of Civil Engineers High Risk and Very High Risk Consequence corresponding sea level rise scenarios of 6.1 ft and 8.8 ft by 2100, as well as incorporating storm surge flooding modeling for the following reasons.** As the sole access for 2 communities (Arrowsic and Georgetown) and a road having a long life span that is critical for public safety and local economies (e.g. Reid State Park), we fully support the Maine Climate Council's above recommendations for roads with these characteristics and embrace DMR's [CoastWise approach to tidal crossings](#) for this road.

We understand this approach will be expensive. However, we believe it will be more economical in the long run. More importantly, the robust approach outlined above is more likely to avoid future issues of safety hazards, project failure, loss of critical marshes and additional costs.

We would be happy to help set up a preliminary meeting with the select board and others to discuss this. We look forward to hearing from you.

With thanks,

[Arrowsic Select Board](#)

Walter Briggs – First Selectman
DeeDee Jorgensen
Jennifer Geiger

[Arrowsic Climate Resilience Committee](#)

Jody Jones - Chair

[Arrowsic Conservation Commission](#)

Josephine Ewing - Chair