

Technical Justification for 2009 Revisions to Long Creek Watershed Boundary and Included Impervious Area

The changes that have occurred on the ground within the Long Creek watershed since 2005 are reflected in the revised map. There have been revisions made to the watershed boundary in two locations and additional impervious area delineated within the watershed.

The Portland International Jetport underwent construction to extend its runway in 2004/2005. This construction was not complete when the previous map was created. The changes made by this construction are now final and reflected in the new map through revisions to the watershed boundary around and within the Jetport. These changes increase the impervious area within the Jetport. The changes also increase the impervious area for the City of South Portland through the addition of the municipal Jetport Plaza road running south of and parallel to the Jetport's runway.

The Maine Turnpike Authority (MTA) has recently constructed a new headquarters building. This construction changed the watershed boundary in the north-eastern corner of the watershed. The changes to the watershed boundary in this area are reflected in the new revised map. The revisions to the watershed boundary in this area have slightly increased the impervious area on MTA property.

There has also been additional impervious area delineated within the watershed due to construction post 2005. The new revised map was updated using aerial photographs from 2006, reflecting the additional impervious area generated within the watershed between 2005/2006. All impervious area arising after 2006 was delineated by the georeferencing of CAD drawings into GIS. The greatest increase in impervious area for a landowner is reflected in the extensions that were made by the Maine Department of Transportation to Western Avenue.