

MAINE TURNPIKE AUTHORITY

MAINE TURNPIKE

CONTRACT DOCUMENTS

**CONTRACT 2022.11**

EMERGENCY VEHICLE RAMPS  
LITTLEFIELD ROAD (MM 17.30)

PAVEMENT IMPROVEMENTS  
LITTLEFIELD ROAD UNDERPASS (MM 17.30)

NOTICE TO CONTRACTORS

PROPOSAL

CONTRACT AGREEMENT

CONTRACT BOND

FINAL LIEN AND CLAIM WAIVER AND AFFIDAVIT

SPECIFICATIONS

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

The Specifications are divided into two parts:  
Part I, Supplemental Specifications and Part II, Special  
Provisions.

The Maine Turnpike Supplemental Specifications are additions  
and alterations to the 2014 Maine Department of  
Transportation Standard Specifications. See Subsection 100.1.

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MAINE TURNPIKE AUTHORITY

NOTICE TO CONTRACTORS

Sealed Proposals will be received by the Maine Turnpike Authority for:

CONTRACT 2022.11

EMERGENCY VEHICLE RAMPS  
LITTLEFIELD ROAD (MM 17.30)

PAVEMENT IMPROVEMENTS  
LITTLEFIELD ROAD UNDERPASS (MM 17.30)

at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, ME, until 1:00 p.m., prevailing time as determined by the Authority on April 21, 2022 at which time and place the Proposals will be publicly opened and read. Bids will be accepted from Contractors **prequalified** by the Maine Department of Transportation for Bridge Construction Projects. All other bids may be rejected. This Project includes a wage determination developed by the State of Maine Department of Labor.

The work includes the construction of new Emergency Vehicle Ramps at the Littlefield Road Underpass. The also work consists of pavement mill and overlay on the Littlefield Road Underpass in the Town of Wells. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

Plans and Contract Documents may be examined by prospective Bidders weekdays between 8:00 a.m. and 4:30 p.m. at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine. **The half size Plans** and Contract Documents may be obtained from the Authority upon payment of Fifty (\$50.00) Dollars for each set, which payment will not be returned. Checks shall be made payable to: Maine Turnpike Authority. The Plans and Contract Documents may also be downloaded from a link on our website at <https://www.maineturnpike.com/Projects/Construction-Contracts.aspx>.

For general information regarding Bidding and Contracting procedures, contact Nate Carll, Purchasing Manager, at (207) 482-8115. For information regarding Schedule of Items, plan holders list and bid results, visit our website at <https://www.maineturnpike.com/Projects/Construction-Contracts.aspx>. For Project specific information, fax all questions to Nate Carll, Purchasing Manager, at (207) 871-7739 or email [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com). Responses will not be prepared for questions received by telephone. Bidders shall not contact any other Authority staff or Consultants for clarification of Contract provisions, and the Authority will not be responsible for any interpretations so obtained.

All work shall be governed by the Specifications entitled "State of Maine, Department of Transportation, Standard Specifications, Revision of November 2014", "Standard Details, Revision of March 2020" and "Best Management Practices for Erosion and Sediment Control",

latest issue. Copies and recent updates to these publications can be downloaded at: <http://www.maine.gov/mdot/contractors/publications/> .

Proposals must be accompanied by an original bid bond, certified or cashier's check payable to the Maine Turnpike Authority in an amount not less than Five (5%) Percent of the Total Amount in the Proposal, but not less than \$500.00. The Bidder to whom a Contract is awarded will be required to furnish a Surety Corporation Bond, satisfactory to the Authority, on the standard Contract Bond form of the Authority, for a sum not less than the Total Amount of the Proposal.

Proposals must be made upon the Proposal Forms furnished by the Authority separately with the Contract Documents, and must be enclosed in the sealed special addressed envelope provided therefore bearing the name and address of the Bidder, the name of the Contract, and the date and time of Proposal opening on the outside.

A pre-bid conference will be held on April 12, 2022 at 10:00 a.m. at the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine.

The Authority reserves the unqualified right to reject any or all Proposals and to accept that Proposal which in its sole judgment will under all circumstances serve its best interest.

MAINE TURNPIKE AUTHORITY

Nate Carll  
Purchasing Manager  
Maine Turnpike Authority

Portland, Maine

Maine Turnpike Authority

MAINE TURNPIKE

PROPOSAL

CONTRACT 2022.11

EMERGENCY VEHICLE RAMPS  
LITTLEFIELD ROAD (MM 17.30)

PAVEMENT IMPROVEMENTS  
LITTLEFIELD ROAD UNDERPASS (MM 17.30)

MAINE TURNPIKE AUTHORITY  
PROPOSAL  
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EMERGENCY VEHICLE RAMPS  
LITTLEFIELD ROAD (MM 17.30)  
  
PAVEMENT IMPROVEMENTS  
LITTLEFIELD ROAD UNDERPASS (MM 17.30)

TO MAINE TURNPIKE AUTHORITY:

The work includes the construction of new Emergency Vehicle Ramps at the Littlefield Road Underpass. The also work consists of pavement mill and overlay on the Littlefield Road Underpass in the Town of Wells. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

This Work will be done under a Contract known as Contract 2022.11 according to the Plans and Specifications which are on file in the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine.

On the acceptance of this Proposal for said Work, the undersigned will give the required bond with good security conditioned for the faithful performance of said Work, according to said Plans and Specifications, and the doing of all other work required by said Specifications for the consideration herein named and with the further condition that the Maine Turnpike Authority shall be saved harmless from any and all damages that might accrue to any person, persons or property by reason of the carrying out of said Work, or any part thereof, or by reason of negligence of the undersigned, or any person or persons under his employment and engaged in said Work.

The undersigned hereby declares that he/she has carefully examined the Plans, Specifications and other Contract Documents, and that he/she will contract to carry out and complete the said Work as specified and delineated at the price per unit of measure for each scheduled item of Work stated in the Schedule of Prices as follows:

It is understood that the TOTAL AMOUNT stated by the undersigned in the following Schedule of Prices is based on approximate quantities and will be used solely for the comparison of bids, and that the quantities stated in the Schedule of Prices for the various items are estimates only and may be increased or decreased all as provided in the Specifications.

**SCHEDULE OF BID PRICES  
CONTRACT NO. 2022.11**

**EMERGENCY VEHICLE RAMPS  
LITTLEFIELD ROAD (MM 17.30)**

**PAVEMENT IMPROVEMENTS  
LITTLEFIELD ROAD UNDERPASS (MM 17.30)**

| Item No | Item Description  | Units       | Approx. Quantities | Unit Prices in Numbers |       | Bid Amount in Numbers |       |
|---------|---|-------------|--------------------|------------------------|-------|-----------------------|-------|
|         |   |             |                    | Dollars                | Cents | Dollars               | Cents |
| 201.11  | Clearing  | Acre        | 0.55               |                        |       |                       |       |
| 201.23  | Removing Single Tree Top Only                           | Each        | 2                  |                        |       |                       |       |
| 201.24  | Removing Stump  | Each        | 2                  |                        |       |                       |       |
| 202.202 | Removing Pavement Surface                               | Square Yard | 860                |                        |       |                       |       |
| 203.2   | Common Excavation                                       | Cubic Yard  | 2220               |                        |       |                       |       |
| 203.24  | Common Borrow   | Cubic Yard  | 100                |                        |       |                       |       |
| 203.25  | Granular Borrow   | Cubic Yard  | 155                |                        |       |                       |       |
| 304.1   | Aggregate Subbase Course-Gravel                         | Cubic Yard  | 1090               |                        |       |                       |       |
| 304.14  | Aggregate Base Course - Type A                          | Cubic Yard  | 340                |                        |       |                       |       |
| 403.207 | Hot Mix Asphalt, 19.0 mm Nominal Maximum Size (Base)    | Ton         | 340                |                        |       |                       |       |
| 403.208 | Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Surface) | Ton         | 280                |                        |       |                       |       |

**CARRIED FORWARD:**



| Item No                 | Item Description                            | Units       | Approx. Quantities | Unit Prices in Numbers |       | Bid Amount in Numbers |       |
|-------------------------|---|-------------|--------------------|------------------------|-------|-----------------------|-------|
|                         |   |             |                    | Dollars                | Cents | Dollars               | Cents |
| <b>BROUGHT FORWARD:</b> |   |             |                    |                        |       |                       |       |
| 409.15                  | Bituminous Tack Coat RS-1 or RS1h - Applied | Gallon      | 135                |                        |       |                       |       |
| 411.1                   | Untreated Aggregate Surface Course          | Cubic Yard  | 55                 |                        |       |                       |       |
| 419.3                   | Sawing Bituminous Pavement                  | Linear Foot | 360                |                        |       |                       |       |
| 526.301                 | Temporary Concrete Barrier, Type 1          | Lump Sum    | 1                  |                        |       |                       |       |
| 527.341                 | Work Zone Crash Cushion - TL-3              | Unit        | 2                  |                        |       |                       |       |
| 603.179                 | 18 inch Culvert Pipe Option III             | Linear Foot | 120                |                        |       |                       |       |
| 606.242                 | Guardrail Type 3d - Over 15 foot Radius     | Linear Foot | 25                 |                        |       |                       |       |
| 606.265                 | Terminal End-Single Rail - Galvanized Steel | Each        | 1                  |                        |       |                       |       |
| 606.278                 | Terminal End - Anchored End                 | Each        | 1                  |                        |       |                       |       |
| 606.353                 | Reflectorized Flexible Guardrail Marker     | Each        | 2                  |                        |       |                       |       |
| 606.3561                | Delineator Post - Remove and Stack          | Each        | 1                  |                        |       |                       |       |
| 606.369                 | Guardrail - Remove and Stack                | Linear Foot | 25                 |                        |       |                       |       |

**CARRIED FORWARD:**

| Item No                 | Item Description                       | Units       | Approx. Quantities | Unit Prices in Numbers |       | Bid Amount in Numbers |       |
|-------------------------|--|-------------|--------------------|------------------------|-------|-----------------------|-------|
|                         |  |             |                    | Dollars                | Cents | Dollars               | Cents |
| <b>BROUGHT FORWARD:</b> |  |             |                    |                        |       |                       |       |
| 607.17                  | Chain Link Fence - 6 foot              | Linear Foot | 40                 |                        |       |                       |       |
| 607.2325                | Remove Chain Link Gate                 | Each        | 1                  |                        |       |                       |       |
| 607.32                  | Bracing Assembly Type I - Metal Posts  | Each        | 4                  |                        |       |                       |       |
| 607.33                  | Bracing Assembly Type II - Metal Posts | Each        | 2                  |                        |       |                       |       |
| 610.08                  | Plain Riprap                           | Cubic Yard  | 15                 |                        |       |                       |       |
| 610.181                 | Temporary Stone Check Dam              | Cubic Yard  | 14                 |                        |       |                       |       |
| 613.319                 | Erosion Control Blanket                | Square Yard | 770                |                        |       |                       |       |
| 615.07                  | Loam                                   | Cubic Yard  | 430                |                        |       |                       |       |
| 618.14                  | Seeding Method Number 2                | Unit        | 36                 |                        |       |                       |       |
| 619.1201                | Mulch - Plan Quantity                  | Unit        | 36                 |                        |       |                       |       |
| 619.1202                | Temporary Mulch                        | Lump Sum    | 1                  |                        |       |                       |       |
| 620.58                  | Erosion Control Geotextile             | Square Yard | 57                 |                        |       |                       |       |

**CARRIED FORWARD:**

| Item No                 | Item Description  | Units       | Approx. Quantities | Unit Prices in Numbers |       | Bid Amount in Numbers |       |
|-------------------------|---|-------------|--------------------|------------------------|-------|-----------------------|-------|
|                         |   |             |                    | Dollars                | Cents | Dollars               | Cents |
| <b>BROUGHT FORWARD:</b> |   |             |                    |                        |       |                       |       |
| 627.712                 | White or Yellow Pavement Marking Line                             | Linear Foot | 750                |                        |       |                       |       |
| 629.05                  | Hand Labor, Straight Time   | Hour        | 30                 |                        |       |                       |       |
| 631.1                   | Air Compressor (including operator)                               | Hour        | 20                 |                        |       |                       |       |
| 631.11                  | Air Tool (including operator)                                     | Hour        | 20                 |                        |       |                       |       |
| 631.12                  | All Purpose Excavator (including operator)                        | Hour        | 30                 |                        |       |                       |       |
| 631.14                  | Grader (including operator)                                       | Hour        | 30                 |                        |       |                       |       |
| 631.171                 | Truck - small (including operator)                                | Hour        | 30                 |                        |       |                       |       |
| 631.36                  | Foreman   | Hour        | 30                 |                        |       |                       |       |
| 645.109                 | Remove and Reset Sign   | Each        | 3                  |                        |       |                       |       |
| 645.11                  | Remove and Dispose Sign   | Each        | 1                  |                        |       |                       |       |
| 645.271                 | Regulatory, Warning, Confirmation and Route Assembly Sign, Type 1 | Square Foot | 33                 |                        |       |                       |       |
| 652.3                   | Flashing Arrow  | Each        | 2                  |                        |       |                       |       |

**CARRIED FORWARD:**

| Item No                 | Item Description                       | Units       | Approx. Quantities | Unit Prices in Numbers |       | Bid Amount in Numbers |       |
|-------------------------|--|-------------|--------------------|------------------------|-------|-----------------------|-------|
|                         |  |             |                    | Dollars                | Cents | Dollars               | Cents |
| <b>BROUGHT FORWARD:</b> |  |             |                    |                        |       |                       |       |
| 652.33                  | Drum                                   | Each        | 90                 |                        |       |                       |       |
| 652.34                  | Cone                                   | Each        | 50                 |                        |       |                       |       |
| 652.35                  | Construction Signs                     | Square Foot | 1140               |                        |       |                       |       |
| 652.361                 | Maintenance of Traffic Control Devices | Lump Sum    | 1                  |                        |       |                       |       |
| 652.38                  | Flaggers                               | Hour        | 100                |                        |       |                       |       |
| 652.45                  | Truck Mounted Attenuator               | CD          | 10                 |                        |       |                       |       |
| 652.47                  | Sequential Flashing Warning Lights     | Each        | 60                 |                        |       |                       |       |
| 656.5                   | Baled Hay, in place                    | Each        | 30                 |                        |       |                       |       |
| 656.632                 | 30 inch Temporary Silt Fence           | Linear Foot | 1620               |                        |       |                       |       |
| 659.1                   | Mobilization                           | Lump Sum    | 1                  |                        |       |                       |       |
| 827.37                  | Electrical Conduit Trenching           | Linear Foot | 305                |                        |       |                       |       |
| 832.41                  | Type A Steel Bollard                   | Each        | 6.0                |                        |       |                       |       |

|               |
|---------------|
| <b>TOTAL:</b> |
|---------------|

Acknowledgment is hereby made of the following Addenda received since issuance of the Plans and Specifications: \_\_\_\_\_

\_\_\_\_\_

Accompanying this Proposal is an original bid bond, cashiers or certified check on \_\_\_\_\_ Bank, for \_\_\_\_\_, payable to the Maine Turnpike Authority. In case this Proposal shall be accepted by the Maine Turnpike Authority and the undersigned should fail to execute a Contract with, and furnish the security required by the Maine Turnpike Authority as set forth in the Specifications, within the time fixed therein, an amount of money equal to Five (5%) Percent of the Total Amount of the Proposal for the Contract awarded to the undersigned, but not less than \$500.00, obtained out of the original bid bond, cashier's or certified check, shall become the property of the Maine Turnpike Authority; otherwise the check will be returned to the undersigned.

The performance of said Work under this Contract will be completed during the time specified in Subsection 107.1.

It is agreed that time is of the essence of this Contract and that I (we) will, in the event of my (our) failure to complete the Work within the time limit named above, pay to Maine Turnpike Authority liquidated damages in the amount or amounts stated in the Specifications.

The undersigned is an Individual/Partnership/Corporation under the laws of the State of \_\_\_\_\_, having principal office at \_\_\_\_\_, thereunto duly authorized.

\_\_\_\_\_ (SEAL)

\_\_\_\_\_ (SEAL)

*Affix Corporate Seal  
or Power of Attorney  
Where Applicable*

\_\_\_\_\_ (SEAL)

By: \_\_\_\_\_

Its: \_\_\_\_\_

Information below to be typed or printed where applicable:

INDIVIDUAL:

\_\_\_\_\_  
(Name) (Address)

PARTNERSHIP - Name and Address of General Partners:

\_\_\_\_\_  
(Name) (Address)

\_\_\_\_\_  
(Name) (Address)

\_\_\_\_\_  
(Name) (Address)

\_\_\_\_\_  
(Name) (Address)

INCORPORATED COMPANY:

\_\_\_\_\_  
(President) (Address)

\_\_\_\_\_  
(Vice-President) (Address)

\_\_\_\_\_  
(Secretary) (Address)

\_\_\_\_\_  
(Treasurer) (Address)

MAINE TURNPIKE AUTHORITY

MAINE TURNPIKE

YORK TO AUGUSTA

CONTRACT AGREEMENT

This Agreement made and entered into between the Maine Turnpike Authority, and sometimes termed the “Authority”, and \_\_\_\_\_

\_\_\_\_\_ herein termed the “Contractor”:

WITNESSETH: That the Authority and the Contractor, in consideration of the premises and of the mutual covenants, considerations and agreements herein contained, agree as follows:

FIRST: The parties hereto mutually agree that the documents attached hereto and herein incorporated and made a part hereof collectively evidencing and constituting the entire Contract to the same extent as if herein written in full, are the Notice to Contractors, the Accepted Proposal, the Specifications, the Plans, this Agreement, the Contract Bond and all Addenda to the Contract Documents duly issued and herewith enumerated:

SECOND: The Contractor for and in consideration of certain payments to be made as hereafter specified, hereby covenants and agrees to perform and execute all of the provisions of this Contract and of all documents and parts attached hereto and made a part thereof, and at his own cost and expense to furnish and perform everything necessary and required to construct and complete, ready for its intended purpose, in accordance with the Contract and such instructions as the Engineer may give, acceptable to the Authority, in the times provided, all of the Work covered and included under Contract No. \_\_\_\_\_ covering \_\_\_\_\_ as herein described.

THIRD: In consideration of the performance by the Contractor of his covenants and agreements as herein set forth, the Authority hereby covenants and agrees to pay the Contractor according to the Schedule of Prices set forth in the Proposal with additions and deductions as elsewhere herein provided in the times and in the manner stated in the Specifications. This Agreement shall insure to the benefit of, and shall be binding upon the parties hereto, and upon their respective successors and assigns; but neither party hereto shall assign or transfer his interest herein in whole or in part without the consent of the other, except as herein provided.

IN WITNESS WHEREOF the parties to this Agreement have executed the same in quintuplicate.

AUTHORITY -

MAINE TURNPIKE AUTHORITY

By: \_\_\_\_\_

Title: CHAIRMAN

Date of Signature: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Secretary

CONTRACTOR -

\_\_\_\_\_  
CONTRACTOR

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date of Signature: \_\_\_\_\_

WITNESS:

\_\_\_\_\_



CONTRACT BOND

KNOW ALL MEN BY THESE PRESENTS that \_\_\_\_\_  
of \_\_\_\_\_ in the County of \_\_\_\_\_ and State of \_\_\_\_\_  
as Principal, and \_\_\_\_\_ a Corporation duly organized under the  
laws of the State of \_\_\_\_\_ and having a usual place of business in \_\_\_\_\_

As Surety, are held and firmly bound unto the Maine Turnpike Authority in the sum of \_\_\_\_\_ Dollars (\$\_\_\_\_\_.\_\_\_\_),  
to be paid to said Maine Turnpike Authority, or its successors, for which payment, well and truly  
to be made, we bind ourselves, our heirs, executors, successors and assigns jointly and severally  
by these presents.

The condition of this obligation is such that the Principal, designated as Contractor in the  
foregoing Contract No. \_\_\_\_\_ shall faithfully perform the Contract on his part and  
satisfy all claims and demands incurred for the same and shall pay all bills for labor, material,  
equipment and all other items contracted for, or used by him, in connection with the Work  
contemplated by said Contract, and shall fully reimburse the Obligee for all outlay and expense  
which the Obligee may incur in making good any default of said Principal, then this Obligation  
shall be null and void; otherwise it shall remain in full force and effect.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 202\_\_\_\_

Witnesses:

CONTRACTOR

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ (SEAL)

SURETY

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ (SEAL)

(Surety must attach copy of Power of Attorney showing authority of Office or Agent to execute bonds)

FINAL LIEN AND CLAIM WAIVER AND AFFIDAVIT

Upon receipt of the sum of \_\_\_\_\_, which sum represents the total amount paid, including the current payment for work done and materials supplied for Project No. \_\_\_\_\_, in \_\_\_\_\_, Maine, under the undersigned's Contract with the Maine Turnpike Authority.

The undersigned, on oath, states that the Final Payment of \_\_\_\_\_ is the final payment for all work, labor, materials, services and miscellaneous (all of which are hereinafter referred to as "Work Items") supplied to the said Project through \_\_\_\_\_ and that no additional sum is claimed by the undersigned respecting said Project.

The undersigned, on oath, states that all persons and firms who supplied Work Items to the undersigned in connection with said Project have been fully paid by the undersigned for such Work Items or that such payment will be fully effected immediately upon receipt of this payment.

In consideration of the payment herewith made, the undersigned does fully and finally release and hold harmless the Maine Turnpike Authority, and its Surety, if any, from any and all claims, liens or right to claim or lien, arising out of this Project under any applicable bond, law or statute.

It is understood that this Affidavit is submitted to assure the Owner and others that all liens and claims relating to the Work Items furnished by the undersigned are paid.

\_\_\_\_\_  
(Contractor)

By: \_\_\_\_\_

Title: \_\_\_\_\_

State of MAINE  
County of \_\_\_\_\_

I, \_\_\_\_\_, hereby certify on behalf of \_\_\_\_\_  
*(Company Officer)* *(Company Name)*  
its \_\_\_\_\_, being first duly sworn and stated that the foregoing representations are  
*(Title)*  
are true and correct upon his own knowledge and that the foregoing is his free act and deed in said capacity  
and the free act and deed of the above-named

\_\_\_\_\_  
*(Company Name)*

The above-named, \_\_\_\_\_, personally appeared before me this \_\_\_\_ day of \_\_\_\_\_ and swears that this is his free act and deed.

*(SEAL)*

\_\_\_\_\_  
Notary Public  
My Commission Expires: \_\_\_\_\_

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

PART I – SUPPLEMENTAL SPECIFICATIONS

*(Rev. November 10, 2016)*

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

PART II – SPECIAL PROVISIONS

PART II - SPECIAL PROVISIONS

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Appendix A – U.S. Army Corps of Engineers – Project Permit and Maine General Permits

MAINE TURNPIKE AUTHORITYSPECIFICATIONSPART II - SPECIAL PROVISIONS

All work shall be governed by the Maine Department of Transportation Standard Specifications, Revision of November 2014, except for that work which applies to sections of the Maine Department of Transportation Standard Specifications which are amended by the Maine Turnpike Supplemental Specifications and the following modifications, additions and deletions.

General Description of Work

The work includes the construction of new Emergency Vehicle Ramps at the Littlefield Road Underpass. The also work consists of pavement mill and overlay on the Littlefield Road Underpass in the Town of Wells. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

Plans

The drawings included in these Contract Documents, and referred to as the Plans, show the general character of the work to be done under this Contract. They bear the general title “Maine Turnpike – Contract 2022.11– Emergency Vehicle Ramps – Littlefield Road (MM 17.30) – Pavement Improvements – Littlefield Road Underpass (MM 17.30)”. The right is reserved by the Resident to make such minor corrections or alterations in the Plans as he deems necessary without change in the unit prices on the Schedule of Prices of the Proposal.

101.2 DefinitionHolidays

The following is added after Memorial Day in the Supplemental Specifications:

|   |  |
|---|--|
| Juneteenth 2022                           | 12:01 p.m. preceding Friday to 6:00 a.m. the following Tuesday     |
| Independence Day 2022<br>(Fourth of July) | 12:01 p.m. preceding Friday to<br>6:00 a.m. the following Tuesday. |
| Christmas 2022                            | 6:00 a.m. preceding Friday to 6:00 a.m. the following Tuesday      |

103.4 Notice of Award

The following sentence is added:



The Maine Turnpike Authority Board is scheduled to consider the Contract Award on April 28, 2022.

104.3.8 Wage Rates and Labor Laws

Section 104.3.8 Wage Rates and Labor Laws has been amended as follows:

The fair minimum hourly rates determined by the State of Maine Department of Labor for this Contract will be provided to the Contractors via bid addendum when they are available.

State of Maine  
 Department of Labor  
 Bureau of Labor Standards  
 Augusta, Maine 04333-0045  
 Telephone (207) 623-7906

**Wage Determination - In accordance with 26 MRS §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid to laborers and workers employed on the below titled project.**

**2022 Fair Minimum Wage Rates  
 Highway & Earth York County**

| <u>Occupational Title</u>   | <u>Minimum Wage</u> | <u>Minimum Benefit</u> | <u>Total</u> |
|---|---------------------|------------------------|--------------|
| Carpenter   | \$26.40             | \$6.45                 | \$32.85      |
| Cement Masons And Concrete Finisher                                     | \$20.00             | \$0.00                 | \$20.00      |
| Commercial Divers   | \$28.00             | \$2.50                 | \$30.50      |
| Construction And Maintenance Painters                                   | \$23.34             | \$2.53                 | \$25.87      |
| Construction Laborer  | \$23.00             | \$0.00                 | \$23.00      |
| Control And Valve Installers And Repairers - Except Mechanical Door     | \$26.00             | \$5.49                 | \$31.49      |
| Conveyor Operators And Tenders  | \$18.00             | \$2.71                 | \$20.71      |
| Crane And Tower Operators   | \$31.54             | \$6.68                 | \$38.22      |
| Crushing Grinding And Polishing Machine Operators                       | \$21.00             | \$4.52                 | \$25.52      |
| Earth Drillers - Except Oil And Gas                                     | \$23.25             | \$5.53                 | \$28.78      |
| Electricians  | \$33.37             | \$15.69                | \$49.06      |
| Excavating And Loading Machine And Dragline Operators                   | \$28.10             | \$4.42                 | \$32.52      |
| Fence Erectors  | \$18.00             | \$0.72                 | \$18.72      |
| Flagger   | \$17.00             | \$0.00                 | \$17.00      |
| Heating And Air Conditioning And Refrigeration Mechanics And Installers | \$26.33             | \$4.06                 | \$30.39      |
| Heavy And Tractor - Trailer Truck Drivers                               | \$24.00             | \$2.67                 | \$26.67      |
| Highway Maintenance Workers   | \$21.50             | \$1.87                 | \$23.37      |
| Industrial Machinery Mechanics  | \$26.00             | \$5.19                 | \$31.19      |
| Industrial Truck And Tractor Operators                                  | \$24.00             | \$5.61                 | \$29.61      |
| Light Truck Or Delivery Services Drivers                                | \$20.00             | \$2.30                 | \$22.30      |
| Millwrights   | \$25.13             | \$3.51                 | \$28.64      |
| Mixing And Blending Machine Operators                                   | \$24.71             | \$8.59                 | \$33.30      |
| Mobile Heavy Equipment Mechanics - Except Engines                       | \$25.13             | \$3.28                 | \$28.41      |
| Operating Engineers And Other Equipment Operators                       | \$32.20             | \$2.00                 | \$34.20      |
| Paving Surfacing And Tamping Equipment Operators                        | \$24.34             | \$4.28                 | \$28.62      |
| Pipelayers  | \$28.00             | \$7.20                 | \$35.20      |
| Plumbers Pipe Fitters And Steamfitters                                  | \$26.75             | \$2.69                 | \$29.44      |
| Reinforcing Iron And Rebar Workers                                      | \$48.58             | \$0.00                 | \$48.58      |
| Structural Iron And Steel Workers                                       | \$24.00             | \$1.36                 | \$25.36      |

**Welders are classified as the trade to which welding is incidental (e.g. welding structural steel is Structural Iron and Steel Worker)**

**Apprentices – The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.**

**For any other specific trade on this project not listed above, contact the Bureau of Labor Standards for further clarification.**

**Title 26 §1310 requires that a clearly legible statement of all fair minimum wage and benefits rates to be paid the several classes of laborers, workers and mechanics employed on the construction on the public work must be kept posted in a prominent and easily accessible place at the site by each contractor and subcontractor subject to sections 1304 to 1313.**

**Appeal – Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates.**

**A true copy**

**Attest:**                     *Scott R. Cotnoir*                      
**Scott R. Cotnoir**  
**Wage & Hour Director**  
**Bureau of Labor Standards**

**Expiration Date: 12-31-2022**

#### 104.4.6 Utility Coordination

This Subsection is amended by the addition of the following:

These Special Provisions outline the arrangements which have been established by the Authority for coordination of the work to be accomplished by the utilities. The scope and schedule of utility relocation work is noted herein. The Contractor shall plan and conduct his work accordingly.

#### General

Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility. Any times and dates mentioned are estimates only and are dependent upon favorable weather, working conditions, and freedom from emergencies. The Contractor shall have no claim against the Authority if they are exceeded.

The Contractor shall plan and conduct his operations in accordance with the following utility schedule. The Contractor must comply with all OSHA regulations pertaining to work adjacent to utility wires. The Contractor shall plan and conduct his work accordingly.

Aerial utility adjustments are anticipated as part of this project at the Littlefield northbound and southbound emergency vehicle ramps. If any unexpected utility relocations become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

Note the Contractor shall provide all aerial utilities **2 weeks** notification for any and all work to be performed.

The following utilities are located within the Project limits. The Contractor shall ascertain the location of the existing utilities and any other necessary information by direct inquiry at the office of the following utility owners:

#### **AERIAL UTILITIES**

##### ELECTRIC:

Central Maine Power Company  
 438 Sanford Road  
 Alfred, ME 04002  
 ATTN: Gregory Crosby (207) 459-4217  
[gregory.crosby@cmpco.com](mailto:gregory.crosby@cmpco.com)

Central Maine Power Company will transfer their lines to the newly installed Consolidated Communication poles along Littlefield Road and the northbound and southbound emergency vehicle ramps as shown on the plans. Where these lines cross the proposed Northbound Emergency Vehicle Ramp, the utilities will be raised to provide 18 feet of vertical clearance from the proposed grade. Central Maine Power Company will raise their

lines to meet this vertical clearance requirement. In some locations on the northbound emergency vehicle ramp the Contractor will need to coordinate with the Central Maine Power Company to provide access and complete the line transfers from the new northbound emergency vehicle ramp while construction is in progress. In these locations the utility work will be dependent on the Contractor's schedule of work.

The Contractor shall coordinate their work with the aerial utility's relocation, as necessary. The utility owners will be responsible for obtaining any necessary work permits to complete the utility relocation work.

Central Maine Power Company estimates **5 working days** to complete this work.

CABLE:

Charter Communications, Inc.  
118 Jonson Road  
Portland, ME 04102  
ATTN: Peter Deteso (207) 318-6542  
[peter.deteso@charter.com](mailto:peter.deteso@charter.com)

Charter Communications will transfer their lines to the newly installed Consolidated Communication poles along Littlefield Road and the northbound and southbound emergency vehicle ramps as shown on the plans. Where these lines cross the proposed Northbound Emergency Vehicle Ramp, the utilities will be raised to provide 18 feet of vertical clearance from the proposed grade. Charter Communications will raise their lines to meet this vertical clearance requirement. In some locations on the northbound emergency vehicle ramp the Contractor will need to coordinate with Charter Communications to provide access and complete the line transfers from the new northbound emergency vehicle ramp while construction is in progress. In these locations the utility work will be dependent on the Contractor's schedule of work.

The Contractor shall coordinate their work with the aerial utility's relocation, as necessary. The utility owners will be responsible for obtaining any necessary work permits to complete the utility relocation work.

Charter Communications estimates **5 working days** to complete this work.

COMMUNICATION:

Consolidated Communications  
5 Davis Farm Road  
Portland, ME 04103  
ATTN: Marty Pease (207) 272-7993  
[martin.pease@consolidated.com](mailto:martin.pease@consolidated.com)

Consolidated Communications will install new poles along Littlefield Road and the northbound and southbound emergency vehicle ramps as shown on the plans. Where these lines cross the proposed Northbound Emergency Vehicle Ramp the utilities will be raised to provide 18 feet of vertical clearance from the proposed grade. Consolidated will raise their lines to meet this vertical clearance requirement. In some locations on the northbound emergency vehicle ramp the Contractor will need to coordinate with Consolidated Communications to provide access and complete the relocations and line transfers from the new northbound emergency vehicle ramp while construction is in progress. In these locations the utility work will be dependent on the Contractor's schedule of work.

The Contractor shall coordinate their work with the aerial utility's relocation, as necessary. The utility owners will be responsible for obtaining any necessary work permits to complete the utility relocation work.

Consolidated Communications estimates **3 working days** to complete this work.

## **UNDERGROUND UTILITIES**

### WATER:

Kennebunk, Kennebunkport & Wells Water District

92 Main St, PO Box 88

Kennebunk, ME 04043-0088

ATTN: Jamie Paschal (207) 604-6218

[jpaschal@kkw.org](mailto:jpaschal@kkw.org)

Kennebunk, Kennebunkport & Wells Water District has underground water mains and services within the project limits. No work or coordination is anticipated as part of this project.

### 104.4.7 Cooperation With Other Contractors

This Subsection is amended by the addition of the following:

MTA will be installing an Automatic Gate Entry System at both Emergency Vehicle Ramps, as shown on the Plans. The Contractor shall coordinate with MTA as necessary for the installation of these gates. MTA plans to install the Automatic Gate Entry System before this contract's Substantial Completion Date. Additionally, the Contractor shall be responsible for excavating and backfilling the Electrical Conduit Trench for MTA to place conduit. This work shall be coordinated with MTA and paid for under Item 827.37, Electrical Conduit Trenching.

### 105.8.2 Permit Requirements

The Project does not require a Natural Resources Protection Act (NRPA) permit from the Maine Department of Environmental Protection (DEP) because the proposed work qualifies for the minor alterations in freshwater wetlands exemption specified within the NRPA.

The Project is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit, Category 1. The Project is subject to the General Conditions of the Maine General Permit dated October 14, 2020 through October 14, 2025 and is also subject to additional conditions specified in the Maine General Permit authorization issued by the U.S. Army Corps of Engineers. Copies of the General Permit standards and conditions and the US Army Corps of Engineers permit are attached in **Appendix A**.

The Project is subject to the Stormwater Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection (Stormwater MOA). Under the Stormwater MOA, all MTA construction, operation, and maintenance activities are subject to Maine Stormwater Law Basic Standards through implementation of MaineDOT's Best Management Practices for Erosion and Sedimentation Control (MaineDOT BMP Manual), which are the Contractor's responsibility to implement.

The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity, as promulgated by the US Environmental Protection Agency (US EPA) and Administrated by the Maine Department of Environmental Protection (DEP).

The Contractor shall prepare a limits of disturbance plan (LOD) illustrating the Contractor's proposed limit of earthwork disturbance. The LOD plan shall show all construction access locations, field office locations, material and temporary waste storage locations, as well as include the Contract limits of earthwork disturbance. All applicable erosion and sedimentation control devices needed shall be detailed on the Contractor's LOD plan and are not limited to those devices shown on the Contract LOD plan. **This Plan shall be submitted for review and approval, to the Resident within 14 days of Contract award.** Payment for creating, revising, and completing this plan shall be incidental to Item 659.10, Mobilization.

The LOD for this Contract has been estimated to be 2.46 acres.

If at any time during the Contract, the Limit of Disturbance needs to be adjusted to accommodate construction activities, the Contractor shall resubmit the LOD plan (including any additional erosion and sedimentation control measures needed) to the Resident for review and approval prior to any additional disturbance taking place:

- If the cumulative area of disturbance is less than one acre, the Resident shall have a minimum of five (5) working days to approve the revised LOD plan.
- If the cumulative area of disturbance exceeds one acre, the Resident shall first approve of the plan and then possibly submit a MCGP NOI for Maine DEP approval. The approval may take a minimum of 14 working days once submitted to Maine DEP.

Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

The Contractor shall comply with the general conditions outlined in the U.S. Army Corps of Engineers Maine General Permit, the Maine Erosion and Sedimentation Control Law, and, as applicable to the proposed scope of work, the Maine Pollutant Discharge Elimination System General Permit for stormwater discharge associated with construction activity. The Contractor shall indemnify and hold harmless the Maine Turnpike Authority or its agents, representatives and employees against any and all claims, liabilities or fines arising from or based on the violation of the above noted permits.

**No tree clearing may be done during the months of June or July.**

### 105.8.3 Wetland and Water Body Impacts

There are wetland impacts associated with the construction of the southbound EVR at Littlefield Road. The Contractor shall not impact these wetlands beyond the limits shown in the Plans.

### 107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

All work shall be completed on or before December 9, 2022.

All work at the Emergency Vehicle Ramps shall be substantially complete by November 18, 2022. Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.

All work at the Littlefield Road Underpass and approaches shall be substantially complete by October 13, 2022. Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.

#### 107.1.1 Substantial Completion

This Subsection is amended by the addition of the following:

Substantially complete shall be defined by the Authority as the following:

At the Emergency Vehicle Ramps at Littlefield Road, substantially complete shall be defined by the Authority as the following:

- All roads fully opened to traffic including shoulders, surface pavement and pavement markings.

At the Littlefield Road Underpass, substantially complete shall be defined by the Authority as the following:

- All bridge and approach pavement and pavement markings complete.

Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.



SPECIAL PROVISION

SECTION 202

REMOVING STRUCTURES AND OBSTRUCTIONS

(Removing Pavement Surface)  
(Removing Existing Pavement Surface)

202.01 Description

The following sentences are added:

This work shall also consist of removing the surface of the bituminous concrete pavement in all locations to the depth, width, grade, and cross section as shown on the Plans or as directed by the Resident.

Removal of the pavement and membrane surface from the bridge decks shall be completed by scraping or other methods that will not damage the existing concrete deck surface. Milling of bridge deck pavement shall not be allowed for full depth pavement removal.

Removal of approach pavement shall be completed using a milling machine meeting the requirements in the first two paragraphs of section 202.061.

Areas requiring shim pavement to reach final pavement grade shall not be milled.

This work shall also consist of construction of temporary ramps at all butt joints as shown in the MaineDOT Standard Details, November 2014 Edition – Pavement Overlay Butt Joint Detail (Roadways), Page 202(01) or as approved by the Resident. The length of the temporary ramp shall be at least 1/2 L.

The following subsection is added:

202.032 Removing Bridge Pavement Surface and Membrane

All bridge deck pavement, membrane and scrapings shall be disposed of by the Contractor off of the turnpike right-of-way in accordance with the Maine Department of Environmental Protection Solid Waste Management Requirements.

The following paragraph is added:

Extreme care shall be taken to avoid damaging the existing concrete or bituminous pavement intended to remain. All existing bituminous pavement and bridge deck concrete, intended to remain, damaged by the Contractor's removal operations shall be repaired by the Contractor as approved by the Resident at no additional cost to the Authority.

202.061 Removing Pavement Surface

This Subsection is deleted and replaced with the following:

The equipment for removing the bituminous surface, excluding bridge decks, shall be a power-operated milling machine or grinder capable of removing the bituminous concrete pavement to the required depth, transverse cross slope, and profile grade using an automated grade and slope control system. The controls shall automatically increase or decrease the pavement removal depth as required, and readily maintain desired cross slope to compensate for surface irregularities in the existing pavement course. The milling machine shall accurately establish profile grades by referencing from a fixed point such as a 30-foot minimum contact ski (floating beam), 24-foot non-contact ski (floating beam) with 3 or more sensors; or 3 non-contact sensors directly affixed to the fore, mid, and aft points of the milling machine. Systems designed to incorporate a contact sensor located at the mid-point of the milling machine in lieu of a non-contact sensor in conjunction with non-contact sensors at the fore and aft points will be permitted. Grade control sensors shall all be located on the same side. A single sensor, contact or otherwise, shall not be permitted. A copy of the automation operations manual shall be provided to the resident upon request. The equipment shall also have an effective means for removing excess material from the surface and preventing flying material in compliance with Subsections 105.2.5 Compliance with Health and Safety Laws and 105.2.6 Convenience of the Public, of the Specification.

The rotary drum on the machine shall be a minimum of 7 feet in width and utilize carbide tipped tools at a maximum 8mm tooth spacing pattern and a minimum triple wrap configuration. The difference in height from the top of any ridge to the bottom of the groove adjacent to that ridge shall not exceed  $\frac{1}{4}$  inch. The carbide tipped tools on the rotary drum shall be continually maintained and shall be replaced as warranted to provide a uniform milled pavement texture. The forward operating speed shall be limited to a maximum speed of 50 feet per minute (fpm). The limited speed is not to be calculated on an average basis over time but shall be the actual limitation at any moment during the milling operation.

The track pads that the machine travel on shall all be of a uniform thickness equal to or exceeding the manufacturers recommendations. A copy of the manufacturer's recommendations shall be provided to the resident upon request.

The Contractor shall locate, identify and remove all objects in the pavement through the work area that would be detrimental to the milling machine.

The Contractor shall be responsible for the layout of the longitudinal centerline along the crown line. The contractor shall layout the site prior to any milling. Layout shall be achieved by physical measurements obtained every 50' along the length to be milled from a fixed reference point. The contractor shall transfer the measurements to the pavement surface every 50' and apply a paint mark at each location. The marks shall then be connected by a smoothed string line and subsequent paint marks applied along the string at no greater than 10' intervals. The Resident will inspect the layout line before milling activities my begin.

The finished milled surface will be inspected before being accepted, and any deviations in the profile exceeding 3/8 inch under a 16-foot string line or straightedge placed parallel to the centerline will be corrected. Any deviations in the cross slope that exceed 3/8 inch under a 12-foot string line or straightedge placed transversely to the centerline will be corrected. In no case shall the cross slope in a single lane width be inverted resulting in a depression as measured transverse to the direction of travel. Any cross slope inversions or depressions shall be corrected by spot shimming the area with HMA as directed by the resident prior to installing any leveling or wearing course. Any areas requiring corrections will be subject to the same acceptable surface tolerances. These corrections shall be done with no additional expense to the Authority. Excess material that becomes bonded to the milled surface shall be removed to the Resident's satisfaction before the area is accepted.

If a milled safety wedge is required by the contract, it shall not be removed any sooner than 24 hours prior to paving. In no case will a vertical milled edge be permitted over a weekend or holiday. The contractor shall schedule the wedge removal accordingly.

The Contractor shall deliver the cubic yards of pavement grindings as specified below to the following Maintenance Facilities. The exact location of the stockpile shall be as directed by the Resident.

| <u>Name of Facility</u> | <u>Mile Marker</u> | <u>Cubic Yards</u> |
|-------------------------|--------------------|--------------------|
| None.                   |                    |                    |

All surplus pavement grindings, except for the amount specified above, shall be disposed of by the Contractor off the turnpike right-of-way. All grindings shall be disposed of in accordance with the Maine Department of Environmental Protection Solid Waste Management Requirements.

#### 202.07 Method of Measurement

The removal of existing bituminous concrete pavement will be measured by the square yard of material removed to the required depth.

The following sentences are added:

Transporting and stockpiling of the pavement grindings at the maintenance facilities will not be measured separately for payment, but shall be incidental to the Removing Pavement Surface items.

Installation of temporary bituminous ramps will not be measured separately for payment, but shall be incidental to the Contract.

Removal of temporary bituminous ramps will not be measured separately for payment, but shall be incidental to the Contract.

Installation of and removal of longitudinal safety wedges will not be measured separately for payment, but shall be incidental to the Contract.

202.08 Basis of Payment

Removing Pavement Surface will be paid for at unit price per square yard which price shall be full compensation for removing and disposing of the bituminous and gravel materials.

Payment will be made under:

| <u>Pay Item</u> |                           | <u>Pay Unit</u> |
|-----------------|---------------------------|-----------------|
| 202.202         | Removing Pavement Surface | Square Yard     |

SPECIAL PROVISION

SECTION 203

EXCAVATION AND EMBANKMENT

203.01 Description

The following paragraph is added:

This work shall consist of cutting, removing and disposing of the full depth of existing bituminous concrete pavement at the approaches to the bridge structures within the limits of work as shown on the Plans or as approved by the Resident. The pavement shall be sawcut to the full depth of pavement at the limits of the excavation to provide a clean, vertical cut surface.

203.04 General

The following sentence is added to the end of the third paragraph.

There are no approved waste storage areas or waste areas within the Project limits unless shown on the Plans. Unsuitable materials shall be disposed of off-site in accordance with Subsection 203.06.

All excavations shall be accomplished in accordance with the applicable OSHA Standards. The Resident reserves the right to request the Contractor to prepare an excavation plan. This plan shall include, but not necessarily be limited to, the limit and depth of excavation, side slope, shoring, trench box and utility support.

203.10 Embankment Construction - General

The thirteenth and fourteenth paragraphs are deleted and replaced with the following:

All portions of the embankment shall be compacted in accordance with the designated embankment compaction requirements specified for the Project.

The existing slopes should be benched as shown on the drawings prior to placing additional fill. Embankment fill should be placed in lifts which extend laterally beyond the limits of the design side slopes such that the specified degree of compaction is achieved within the limits of the completed embankment. The slopes should then be trimmed back to design dimensions.

203.16 Winter Construction of Embankments

The word “core” is deleted from the first and second sentences in the first paragraph.

203.18 Method of Measurement

The following paragraphs are added:

There will be no additional payment for the required excavation plan, and costs shall be incidental to the Excavation items.

SPECIAL PROVISIONSECTION 401HOT MIX ASPHALT PAVEMENT

Section 401 of the Maine Turnpike Authority 2016 Supplemental Specifications is modified as follows:

401.01 Description

The following paragraph is added:

A Quality Control Plan (QCP) is required.

401.02 Materials

Section 401.02 is deleted in its entirety and replaced with the following:

Aggregates for HMA Pavements Coarse Aggregate and fine aggregate for HMA pavements shall be graded such that when combined in the proper proportions, including filler if required, the resultant blend will meet the composition of mixture for the type of pavement specified. Materials shall meet the requirements specified in Section 700 – Materials:

|                             |        |
|-----------------------------|--------|
| Asphalt Cement              | 702.01 |
| Aggregates for HMA Pavement | 703.07 |
| RAP for HMA Pavement        | 703.08 |
| HMA Mixture Composition     | 703.09 |

Mainline Surface HMA Coarse aggregate: The material retained on the No. 4 sieve, shall consist of angular fragments obtained from crushed quarry stone and be free of dirt or other objectionable materials. Coarse aggregate shall have a Micro-Deval value of 15.0 percent or less as determined by AASHTO T 327. The crushed stone shall have a maximum of 1.5% material finer than the No. 200 mesh when tested in accordance with AASHTO T-11. Flat and elongated particles shall not exceed a maximum of 8% at a 5:1 ratio in accordance with ASTM D-4791. Coarse aggregate angularity shall be a minimum of 95/90 in accordance with AASHTO T-335.

Mainline Surface HMA Fine aggregate: The material passing the No. 4 sieve, shall be crushed manufactured sand free from dirt, clay balls, or other objectionable material. Natural sand may be incorporated into the mix at a rate no greater than 10 percent by weight of total aggregate. The unconfined void content of the fine aggregate blend shall be a 45 minimum value when tested in accordance with AASHTO T-304, method A. AASHTO T-176 sand equivalent value shall be a 45 minimum.

Asphalt Low Modulus Joint Sealer: Asphalt Low Modulus Joint Sealer shall be a modified asphalt and rubber compound designed for sealing and improving the strength and performance of

the base asphalt cement and shall conform to ASTM D6690 Type IV and the following specifications:

|                                   |  |
|-----------------------------------|--|
| Cone Penetration                  | 90-150   |
| Flow @ 60°C [140°F]               | 3.0mm [1/8 in] max   |
| Bond, non-immersed                | Three 12.7mm [½ in] specimens pass<br>3 cycles @ 200% extension @ -29°C<br>[-20°F] |
| Resilience, %                     | 60 min   |
| Asphalt Compatibility, ASTM D5329 | pass*  |

\* There shall be no failure in adhesion, formation of any oily exudate at the interface between the sealant and asphaltic concrete or other deleterious effects on the asphaltic concrete or sealant when tested at 60°C [140°F].

The contractor shall provide the Resident or authorized representative with a copy of the material manufacturer's recommendations pertaining to heating, application, and reheating prior to the beginning of operations or the changing of materials.

#### Section 401.021 Recycled Asphalt Materials

Delete the second paragraph and replace with the following:

In the event that RAP source or properties change, the Contractor shall notify the Authority of the change and submit new documentation stating the new source or properties. A plant produced test batch meeting all requirements including Hamburg Wheel Tracker results shall be produced using the new RAP source or properties.

#### Section 401.03 Composition of Mixtures

Section 401.03 is deleted in its entirety and replaced with the following:

HMA pavement mixtures for base, intermediate, shim and local road bridge projects shall be a currently approved MDOT design unless otherwise noted. A maximum of 20% RAP may be used. VMA shall meet the requirements listed in Table 1.

HMA pavement mixtures for Mainline surface paving projects shall conform to the following requirements:

The Contractor shall compose the Hot Mix Asphalt Pavement with aggregate, Performance Graded Asphalt Binder (PGAB), and mineral filler if required. HMA shall be designed and tested according to AASHTO R35 and the volumetric criteria in Table 1. The Contractor shall size, uniformly grade, and combine the aggregate fractions in proportions that provide a mixture



meeting the grading requirements of the Job Mix Formula (JMF). The Contractor may use a maximum of 15 percent reclaimed asphalt pavement (RAP) in any mainline surface course.

The Contractor shall submit a job mix formula (JMF) developed for each specified mixture at least 30 days prior to placement.

The JMF shall establish a single percentage of aggregate passing each sieve size within the limits shown in Subsection 703.09. The mixture shall be designed and produced, including all production tolerances, to comply with the allowable control points for the particular type of mixture as outlined in Subsection 703.09. The JMF shall state the original source, gradation, and percentage to be used of each portion of the aggregate and mineral filler if required. It shall also state the proposed PGAB content, the name and location of the refiner, the supplier, the source of PGAB submitted for approval, the type of PGAB modification if applicable, and the location of the terminal if applicable.

In addition, the Contractor shall provide the following information with the proposed JMF:

- Properly completed JMF indicating all mix properties (Gmm, VMA, VFB, etc.).
- Stockpile Gradation Summary.
- Test reports for individual aggregate consensus properties
- Design Aggregate Structure Consensus Property Summary.
- Design Aggregate Structure Trial Blend Gradation Plots (0.45 power chart).
- Trial Blend Test Results for at least three different aggregate blends.
- Selected design aggregate blend.
- Test results for the selected design aggregate blend at a minimum of three binder contents.
- Test results for final selected blend compacted to  $N_{max}$ .
- Specific Gravity for the PGAB to be used.
- Recommended mixing and compaction temperatures from the PGAB supplier.
- Data Sheets (SDS) For PGAB.
- Asphalt Content vs. Air Voids trial blend curve.
- Test report for Contractor's Verification sample.
- Summary of RAP test results (if used), including count, average and standard deviation of binder content and gradation.

At the time of JMF submittal, the Contractor shall identify and make available the stockpiles of all proposed aggregates at the plant site. There must be a minimum of 150 ton for coarse aggregate stockpiles, 75 ton for fine aggregate stockpiles before the JMF may be submitted. The Authority shall obtain samples for laboratory testing. The Contractor shall also make available to the Authority the PGAB proposed for use in the mix in enough quantity to test the properties of the asphalt and to produce samples for testing of the mixture. Before the start of paving, the Contractor and the Authority's representative shall test a production sample in the Contractor's laboratory for evaluation. If the Authority finds the mixture acceptable, an approved JMF will be forwarded to the Contractor. The Authority will then notify the Contractor that paving may commence. The first day's production shall be monitored, and the approval may be withdrawn if the mixture exhibits undesirable characteristics such as checking, shoving or displacement. The Contractor shall be allowed to submit aim changes within 24 hours of receipt of the first Acceptance test result for an individual JMF. Adjustments will be allowed of up to 2% on the percent passing the 2.36 mm sieve through the 0.075 mm and 3% on the percent passing the 4.75 mm or larger sieves. Adjustments will be allowed on the %PGAB of up to 0.2 percent. Adjustments will be allowed on GMM of up to 0.010.

Approved mix designs from the previous calendar year may be carried over, however no aim changes will be granted for a carryover mix design and the initial design must not be older than the previous paving season.

The Contractor shall submit a new JMF for approval each time a change in material source or materials properties is proposed. The same approval process shall be followed. The cold feed percentage of any aggregate except natural sand may be adjusted up to 10 percentage points from the amount listed on the JMF, however no aggregate listed on the JMF shall be eliminated. Natural sand may be adjusted up to 5 percent from the amount listed on the JMF but shall not exceed 10% by weight of total aggregates. The cold feed percentage for RAP may be reduced up to five percentage points from the amount listed on the JMF and shall not exceed the percentage of RAP approved in the JMF or for the specific application.

**TABLE 1**  
**VOLUMETRIC DESIGN CRITERIA**

| Design<br>ESAL's<br>(Millions) | Required Density<br>(Percent of $G_{mm}$ ) |              |           | Voids in the Mineral<br>Aggregate<br>(VMA)(Minimum Percent) |      |      |      | Voids Filled<br>with Binder<br>(VFB)<br>(Minimum<br>%) | Fines/Eff.<br>Binder<br>Ratio |
|--------------------------------|--|--------------|-----------|---|------|------|------|--|-------------------------------|
|                                |  |              |           | Nominal Maximum Aggregate<br>Size (mm)                      |      |      |      |  |                               |
|                                | $N_{initial}$                              | $N_{design}$ | $N_{max}$ | 19  | 12.5 | 9.5  | 4.75 |  |                               |
| 10 to <30                      | ≤89.0                                      | 96.0         | ≤98.0     | 13.5  | 14.5 | 15.5 | 15.5 | 65-80  | 0.6-1.2                       |

As part of the JMF submittal, there are Hamburg Wheel Tracker requirements, the Contractor shall provide the Authority the test results in accordance with AASHTO T324. The results shall be generated by a third-party independent testing laboratory as approved by the

Authority. The test results for each individual specimen as well as the average shall meet the requirements of Table 1A

**TABLE 1A**  
**HAMBURG WHEEL TRACKER REQUIREMENTS**

| Specified PG Binder Grade | Test Temperature (°C) | Maximum Rut Depth (mm) | Minimum Number of Passes | Minimum Allowable SIP* |
|---------------------------|-----------------------|------------------------|--------------------------|------------------------|
| 64-28                     | 45                    | 12.5                   | 20,000                   | 15,000                 |
| 64E-28                    | 45                    | 8.0                    | 20,000                   | 15,000                 |
| 70E-34                    | 45                    | 6.3                    | 20,000                   | 15,000                 |

Section 401.04 Temperature Requirements

Add the following line item after the third bullet:

- Any HMA placed over bridge deck membrane shall have a minimum temperature of 300° F measured directly behind the screed in the uncompacted mat.

Add the following paragraph:

No vehicular loads shall be permitted on newly completed pavement until adequate stability has been attained and the material has cooled sufficiently to prevent distortion or loss of fines. The newly paved area may be opened to traffic after the internal temperature of the pavement has cooled to 120° F. The Resident will test the internal temperature of the pavement and shall be the sole judge as to the opening to traffic. The period of time before opening to traffic may be extended at the discretion of the Resident. The lane closure may not be removed until the internal temperature has cooled to 120° F.

Section 401.06 Weather and Seasonal Limitations

The first paragraph shall be deleted and replaced with:

The Contractor may place Hot Mix Asphalt Pavement for use other than a traveled way wearing course, provided that the air temperature as determined by an approved thermometer (placed in the shade at the paving location) is 45°F or higher and the area to be paved is not frozen. The Contractor may place Hot Mix Asphalt Pavement as traveled way wearing course, provided the air temperature determined as above is 50°F or higher. For the purposes of this Section, the traveled way includes truck lanes, ramps, approach roads, shoulders, and auxiliary lanes. The atmospheric temperature for all courses on bridge decks shall be 50°F or higher.

Section 401.08 Hauling Equipment Trucks for Hauling HMA

Add the following paragraphs:

The undercarriage of haul units actively hauling HMA to the site shall be relatively free of dust / mud agglomerations. Haul units found to be contaminating the paving surface shall be removed from the site and cleaned prior to returning.

The contractor shall supply enough haul units such that paving is continuous and without any delays or paver speed changes during the installation of mainline wearing course or any course placed on a bridge deck. The contractor will be charged a fee of \$1000 for every occurrence if paving is either stopped or the paver must slow down to avoid stopping due to inadequate number of haul units at the sole discretion of the Authority. In addition to the fee a Quality Control Violation as outlined in Section 106.4.6 will be issued for every shift which does not have enough haul units. The Quality Control Violation will start at the 2<sup>nd</sup> incident.

#### Section 401.09 Pavers

Add the following to the end of the fourth paragraph:

The forward operating speed of the paver shall be limited based on the course being placed. A shim or leveling course shall have a maximum speed of 50 feet per minute (fpm). Any base, intermediate, or surface course shall have a maximum paver speed of 40 fpm. The limited speed is not to be calculated on an average basis over time but shall be the actual limitation at any moment during the paving operation.

#### Section 401.091 Material Transfer Vehicle (MTV)

The first paragraph shall be deleted and replaced with:

When required by Special Provision Section 403, the paver shall be supplied mixture by a material transfer vehicle (Roadtec SB2500 or approved equal) capable of receiving and storing bituminous mixture from haul trucks, remixing, and delivering the mix to the paver hopper in a consistently uniform manner.

The fourth paragraph shall be deleted and replaced with:

The MTV shall be designed so that the mix receives additional mixing action.

#### Section 401.11 Preparation of Existing Surface

Add the following paragraph:

The contractor will be permitted to be generally innovative in methods to dry existing wet or damp pavement. Any method which causes damage or burning of the existing pavement, or which causes debris to fly into traffic shall be discontinued.

#### Section 401.111 Layout

The contractor shall layout the site prior to any pavement course or final striping. Layout shall be achieved by physical measurements obtained every 50' along the length to be paved or striped from a fixed reference point. The contractor shall transfer the measurements to the pavement surface every 50' and apply a paint mark at each location. The marks shall then be connected by a smoothed string line and subsequent paint marks applied along the string at no greater than 10' intervals. The Resident will inspect the layout line before associated activities may begin.

#### Section 401.165 Longitudinal Joint Density

The first paragraph shall be deleted and replaced with:

When noted in Special Provision Section 403, the Authority will measure the pavement density of longitudinal joints between adjoining mainline travel lanes in both the unconfined and confined condition as determined by the days paving operation.

The eighth paragraph shall be deleted and replaced with:

The minimum density of the completed pavement shall be 92.0 percent of the theoretical maximum density obtained. Two consecutive failing tests shall result in production shut down. Prior to resuming paving operations, the contractor quality control unit shall satisfy the Authority that the paving operation will produce joint densities in compliance with the Specifications.

The eleventh paragraph and associated table shall be deleted and replaced with:

Payment reduction will be applied to each subplot that has a density lower than 92.0% as outlined below.

| PERCENT COMPACTION | PERCENT PAY |
|--------------------|-------------|
| 92.0 or greater    | 100         |
| 91.9 to 90.0       | 95          |
| 89.9 to 88.5       | 90          |
| 88.4 or less       | 80          |

#### Section 401.17 Joints

Delete the following sentence from the third paragraph:

“The Authority may allow feathered or "lap" joints on lower base courses or when matching existing base type pavements.”

The fourth paragraph shall be deleted and replaced with:

When required by Special Provision Section 403, Mainline Longitudinal joints shall be constructed as notched-wedge joint and constructed in a manner that will best ensure joint integrity.

#### Section 401.18 Quality Control

Add the following paragraph v. to the QCP requirements

v. The contractor shall provide a detailed plan outlining how the number of haul units will be determined and supplied to the project to prevent the paver from stopping on mainline wearing course and bridge deck paving over membrane

The following shall be added to section c. Quality Control Technician(s) QCT:

The QCT shall be on site during paving operations performing quality control activities. QCT's shall not act as equipment operators, trainers or laborers.

#### Section 401.191 Inspection/Testing

In paragraph nine delete and replace Item #8 with:

8. Secure High-Speed Internet Access

#### 401.21 Method of Measurement

The second paragraph shall be deleted and replaced with:

A reduction in payment will occur when the voids, asphalt content, and density are other than the limits specified below for 100 percent payment. The payment reduction for voids and PGAB content and density will be based upon each subplot (500 tons) of production as specified in Subsections 401.162, 401.163, 401.164, and 401.165. The Contractor may request one retest for each failing subplot for core density only. The original core density and the recut core density shall be averaged together to determine payment for the subplot. No retest will be allowed for voids or asphalt content. The Contractor shall pay \$250.00 for each additional core tested. Pavement restoration will not be measured separately for payment but shall be incidental to the respective pay item.

SPECIAL PROVISIONSECTION 403HOT MIX ASPHALT PAVEMENT

| Course | HMA Grading | Item Number | Total Thickness | No. of Layers | Complimentary Notes |
|--------|-------------|-------------|-----------------|---------------|---------------------|
|--------|-------------|-------------|-----------------|---------------|---------------------|

Emergency Vehicle Ramps

|         |        |         |      |   |     |
|---------|--------|---------|------|---|-----|
| Wearing | 12.5mm | 403.208 | 1.5" | 1 | C,I |
| Base    | 19.0mm | 403.207 | 2.5" | 1 | C,I |

Littlefield Road Underpass Bridge

|         |        |         |      |   |     |
|---------|--------|---------|------|---|-----|
| Wearing | 12.5mm | 403.208 | 1.5" | 1 | C,I |
|---------|--------|---------|------|---|-----|

COMPLEMENTARY NOTES

- A. The required PGAB for this mixture shall be **64E-28**.
- B. RAP may not be used.
- C. The Maine DOT will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. Minimum and Maximum PGAB content limits from 401.21 shall not apply.
- D. The MTA will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 10 to <30 million ESALS for mix placed under this contract. The design verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**. (N design)
- E. A material transfer vehicle (MTV) shall be used for the placement of Hot Mix Asphalt wearing surface on all roadways including acceleration and deceleration lanes and all ramps.
- F. Joints shall be constructed as the “notched wedge” type in accordance with Subsection 401.17.
- G. Joint density will be measured in accordance with Subsection 401.165.
- H. PGAB shall conform to the provisions of 403.02 – Polymer Modified PGAB for HMA
- I. The contractor shall furnish a quality control technician equipped with an approved densometer to ensure density requirements are met.
- J. Hydrated Lime shall be incorporated into the mixture.
- K. The antistrip additive Zycotherm manufactured by Zydex Industries shall be incorporated into the PGAB at a rate of 0.1%.

SPECIAL PROVISION

SECTION 409

BITUMINOUS TACK COAT

409.01 Description

This Subsection is deleted and replaced with the following:

This work consists of furnishing and applying one uniform application of Emulsified Asphalt RS-1 or RS-1h conforming to the specifications of AASHTO M-140. The application rate shall be 0.04 gal/yd<sup>2</sup>

409.05 Equipment

Add “or as determined by the Resident”, after the words “gal/yd<sup>2</sup>” in the fourth line of the second paragraph of this Subsection.

409.06 Preparation of Surface

The following paragraph is added:

All existing pavement and shoulder areas on which bituminous concrete mixtures are to be placed shall receive a tack coat. The surface area where the tack coat is to be applied shall be dry and cleaned of all dirt, sand, and loose material. Cleaning shall be accomplished by use of revolving brooms or mechanical sweepers. Undesirable material not removed by the above means shall be cleaned by hand sweeping or scraping, or a combination of both. Small areas otherwise inaccessible may be swept with hand brooms. The tack coat shall be applied only when the existing surface is dry.

409.08 Method of Measurement

The following paragraphs are added:

Measurement will be based on delivery slips made out in duplicate by the Contractor and signed by the Resident, or his representative, at the point of delivery. One of these slips shall be retained by the Resident and one by the Contractor. Delivery slips shall be furnished by the Contractor and shall provide space for identifying the vehicle and driver, for stating the volume of material carried, the source of the material, the date, and the Resident or his representative's signature.

Material included in the delivery slips and not used or rejected shall be deducted from the amount being measured for payment. Each day's delivery slips shall be reconciled by the Contractor and the Resident within 24-hours.



Cleaning of the surface area where tack coat is to be applied shall be incidental to Item 409.152, Bituminous Tack Coat - Applied.

409.09 Basis of Payment

The following pay items are added:

| <u>Pay Item</u> |  | <u>Pay Unit</u> |
|-----------------|--|-----------------|
| 409.15          | Bituminous Tack Coat RS-1 or RS1h– Applied       | Gallon          |
| 409.152         | Bituminous Tack Coat NTSS-1HM Trackless– Applied | Gallon          |

SPECIAL PROVISION

SECTION 419

SAWING AND SEALING JOINTS IN BITUMINOUS PAVEMENT

(Sawing Bituminous Pavement)

419.01 Description

This work consists of sawing bituminous concrete pavement as shown on the Plans, as specified herein or as approved by the Resident.

419.02 General

The bituminous concrete pavement to be sawed shall be accurately marked before cutting. The marking shall be in accordance with the locations as shown on the Plans or as approved by the Resident. Cutting shall be with an approved power driven saw with an abrasive blade.

Unless otherwise noted or directed, the sawcut shall be vertical, a minimum of 3/8 inch wide, and extend to the depth as shown on the Plans.

Residue or debris from the sawing operation shall be removed immediately and legally disposed of by the Contractor.

419.03 Method of Measurement

Sawing Bituminous Pavement will be measured by the linear foot of pavement actually cut and accepted. No additional payment will be made for variations in the pavement thickness.

419.04 Basis of Payment

Sawing Bituminous Pavement will be paid for at the Contract unit price per linear foot which shall be full compensation for all materials, tools, equipment labor, and all incidentals necessary for the completion of the work to the satisfaction of the Resident. The disposal of sawcut residue shall be incidental to this item.

Payment will be made under:

| <u>Pay Item</u> |                            | <u>Pay Unit</u> |
|-----------------|----------------------------|-----------------|
| 419.30          | Sawing Bituminous Pavement | Linear Foot     |

SPECIAL PROVISION

SECTION 526

CONCRETE BARRIER

(Temporary Barrier Markers)

526.1 Description

The following paragraphs are added:

This work shall consist of furnishing, installing and maintaining temporary barrier markers on all temporary barrier supplied by the Contractor and the Authority.

526.2 Materials

The following paragraphs are added:

Temporary barrier markers shall be "Big Dog" barrier markers manufactured by Custom Products Corporation, or approved equal. Markers shall be bi-directional with a minimum effective reflective area of 96 square inches (48 square inches each side) as approved by the Resident. The reflectors shall meet MUTCD reflectivity requirements and shall be orange in color.

526.3 Construction Requirements

The following paragraphs are added:

Temporary barrier markers shall be mounted as follows:

1. One on every fourth barrier in tangents and one on every two barriers in tapers, including all barrier furnished by the Contractor.
2. Delineators shall be physically adhered so as to withstand the force of throw from a snow plow.
3. If more than 25% of delineators in any 50 foot section of barrier fall off for any reason, the Contractor will be responsible for reinstalling all the delineators in that run at that their own cost.
4. Contractor is required to submit the installation method for review and approval to the Resident.

526.4 Method of Measurement

The following paragraphs are added:

Temporary barrier markers shall not be measured for payment separately but shall be incidental to the temporary barrier item.

526.5 Basis of Payment

The following paragraphs are added:

Temporary barrier markers shall not be paid for separately but shall be incidental to the temporary barrier item.

SPECIAL PROVISION

SECTION 526

CONCRETE BARRIER

(Temporary Concrete Barrier Type I)

526.01 Description

The following paragraphs are added:

The work also includes supplying connecting pins and furnishing and mounting retro-reflective delineators, per Subsection 526.02 and 526.03.

526.02 Materials

The following paragraphs are added:

- f. Delineators shall be bi-directional with a minimum effective reflective area of eight square inches as approved by the Resident. The reflectors shall be methyl methacrylate and the housing of acrylonitrile butadiene styrene. Color shall be in accordance with the MUTCD.
- g. Temporary traffic barrier shall be one of the barriers included under FHWA's Roadside Hardware Policy and Guidance for crashworthy longitudinal barriers, at the Contractor's discretion, unless otherwise specified. The type of temporary traffic barrier shall be provided to the Resident Engineer prior to use. All temporary traffic barrier and corresponding connections shall meet, unless otherwise specified in the Plans, Test Level 3 (TL-3) criteria as defined in NCHRP Report 350 or the AASHTO Manual for Assessing Safety Hardware (MASH) based on date of manufacture; all temporary concrete barrier manufactured after 12/31/19 shall meet MASH requirements. The appropriate resource shall be determined as described in the MASH publication. The Contractor shall supply the FHWA approval letter, manufacturer approved shop drawings and connection and anchorage details (if applicable), date of manufacture, and catalogue cuts for each barrier type to the resident engineer for approval. The manufacturer's shop drawings shall specify the maximum deflection distance the product is approved for. The Contractor's shop drawing submittal shall specify the available distance between the back or non-roadway side of the barrier to the closet fixed object or edge of open excavation being protected for each location of differing available deflection distance.

526.03 Construction Requirements

The following paragraphs are added:

Concrete barrier placed at roadway low points shall be shimmed on 1" by 2" by 2' long wood planks to allow drainage to pass under the barrier. In addition, the Resident may direct the

Contractor to shim the concrete barrier at other locations to provide for proper roadway drainage. All labor, material, and equipment necessary to shim the barrier will not be measured separately for payment but shall be incidental to the Concrete Barrier.

The removal of concrete barrier from adjacent to the travel lane may be conducted without a lane closure if it is accomplished in accordance with the following requirements:

- Barrier is removed from the trailing end and the workmen and equipment involved in the operation are always behind the barrier. No workmen or equipment shall enter the travel lane.
- Barrier shall be dragged away from the travel lane to at least a 30-degree angle by the use of a cable.
- Barrier shall be lifted no more than six inches while within 10 feet of the travel lane.

Retro-Reflective Delineators shall be mounted as follows:

- One on top of each barrier.
- One on the traffic side of every barrier used in a taper.
- One on the traffic side of every other barrier at regularly spaced intervals and locations.
- Delineators shall be installed on both sides of the barrier if barrier is used to separate opposing traffic.
- Delineators shall be physically adhered to withstand the force of throw from a snowplow.
- If more than 25% of delineators in any 50-foot section of barrier fall off for any reason, the Contractor will be responsible for reinstalling all the delineators in that run at that their own cost.
- Contractor is required to submit the installation method for review and approval to the Resident.

#### 526.04 Method of Measurement

The following paragraphs are added:

Payment for furnishing, installing and maintaining retro-reflective delineators will not be measured for payment separately but shall be incidental to the Temporary Concrete Barrier Pay Item.

Payment will be made under:

Pay Item

Pay Unit

526.301 Temporary Concrete Barrier, Type I

Linear Foot

SPECIAL PROVISION

SECTION 527

ENERGY ABSORBING UNIT

(Work Zone Crash Cushion)  
(Resetting Existing Work Zone Crash Cushion)

527.01 Description

The first paragraph is deleted in its entirety and replaced with the following:

The Contractor shall furnish and install, or reset work zone crash cushions where shown on the Plans, as specified herein, in Special Provision 652, or as approved by the Resident. Work zone crash cushions are required at each exposed end of temporary concrete barrier or guardrail.

The exposed end of the concrete barrier within 30 feet of the mainline travel lane shall be protected at all times. Barrier shall not be reset until after the work zone crash cushion(s) has been set to protect the exposed end of the barrier.

527.02 Materials

The following paragraph is added:

Work zone crash cushions fabricated prior to December 31, 2019 in serviceable condition shall meet the requirements of NCHRP 350 TL-3 crash test requirements and work zone crash cushions fabricated after December 31, 2019 shall meet the MASH TL-3 crash test requirements for use on the turnpike and local roadways with posted speeds of 45 MPH or greater. Work zone crash cushions fabricated prior to December 31, 2019 shall meet in serviceable condition shall meet the requirements of NCHRP 350 TL-2 crash test requirements and work zone crash cushions fabricated after December 31, 2019 shall meet the MASH TL-2 crash test requirements for use on local roadways with posted speeds of 40 MPH or less. The Contractor shall provide the Resident with documentation of the proposed work zone crash cushion's MASH Crash Test Results prior to installation at the jobsite.

527.03 Construction Requirements

The following is added to the end of the first paragraph:

The design speeds for work zone crash cushions shall be 45 mph for local road and 70 mph for Turnpike roadways unless otherwise noted on the Plans.

527.04 Method of Measurement



Work Zone Crash Cushions used to protect exposed ends of guardrail for steel girder erection will not be measured separately for payment but shall be included under the Maintenance of Traffic for Steel Girder Erection item.

Replacement barrels, after collisions, will be paid for as a percentage of the individual barrels damaged to the total barrels in the complete system. The removal of impacted barrels and debris will be considered incidental to the replacement barrels. Barrels on hand, but unused will not be paid for directly.

Resetting Existing Work Zone Crash Cushion will be measured by the Unit, complete in place and accepted.

527.05 Basis of Payment

Resetting Existing Work Zone Crash Cushion will be measured by the Unit, complete in place and accepted.

Payment will be made under:

| <u>Pay Item</u> |  | <u>Pay Unit</u> |
|-----------------|--|-----------------|
| 527.341         | Work Zone Crash Cushions – TL-3            | Unit            |
| 527.342         | Work Zone Crash Cushions – TL-2            | Unit            |
| 527.343         | Resetting Existing Work Zone Crash Cushion | Unit            |

SPECIAL PROVISION

SECTION 603

PIPE CULVERTS AND STORM DRAINS

(Corrugated Polyethylene Pipe)

603.01 Description

The following paragraph is added:

This work shall also consist of furnishing and installing various sizes of corrugated HDPE pipe, including a dual wall adaptor fitting by Hancor or an approved equal as shown on the plans. No other pipe types within the Option III alternatives will be accepted.

603.02 Materials

All Corrugated High Density Polyethylene (HDPE) pipe for storm water and drainage systems shall meet the requirements of Subsection 706.06.

603.12 Basis of Payment

Corrugated HDPE pipe will be paid for under the appropriate sized Culvert Pipe Option III pay items.

SPECIAL PROVISION

SECTION 606

GUARDRAIL

(Guardrail Type 3d- Over 15-foot Radius)

606.01 Description

The section is amended by the addition of the following:

This work shall consist of furnishing and erecting Guardrail Type 3d – Over 15-foot Radius at the required locations in accordance with the Specifications and in reasonably close conformity with the lines and grades shown on the Plans.

606.02 Materials

The section is amended by the addition of the following:

Steel posts shall be 7 feet long.

606.08 Method of Measurement

The section is amended by the addition of the following:

Guardrail Type 3d – Over 15-foot Radius will be paid for at the contract unit price per linear foot of rail satisfactorily installed and accepted.

606.09 Basis of Payment

The section is amended by the addition of the following:

The accepted quantity of Guardrail Type 3d – Over 15-foot Radius will be paid for at the contract unit price per linear foot of rail and shall be full compensation for furnishing all labor, equipment and materials necessary to complete the work.

Payment will be made under:

| <u>Pay Item</u>                                     | <u>Pay Unit</u> |
|---|-----------------|
| 606.242      Guardrail Type 3d– Over 15 foot Radius | Linear Foot     |

SPECIAL PROVISION

SECTION 606

GUARDRAIL

(Terminal End - Anchored End)

606.01 Description

The following sentence is added:

This work shall consist of furnishing and installing Terminal End – Anchored End end treatments in accordance with these Specifications, the AASHTO-AGC-ARBTA Joint Committee Task Force 13 Report: A Guide to Standardized Highway Barrier Hardware, dated May 1995; and in reasonably close conformity with the lines and grades as shown on the Plans or as approved by the Resident.

606.02 Materials

The following sentences are added:

The guardrail elements shall be per the Components' List found on Sheet No. 2 of 2 of Drawing SEW02a – Trailing End Terminal – Foundation Tube Option in the Task Force 13 Report noted above and/or as noted in the Contract Documents.

The following Subsection is added:

606.042 Terminal End - Anchored End

Installation of the Terminal End – Anchored End shall be in strict accordance with the AASHTO-AGC-ARBTA Joint Committee Task Force 13 Report and the Details on Sheet No. 1 of 2 of Drawing SEW02a – Trailing End Terminal – Foundation Tube Option.

Height of installation of Terminal End – Anchored End units shall be 27.5-inches to the top of rail, transitioning to the standard height of 30-inches over a 25-foot length of Type 3d rail located immediately after the last post of the Anchored End unit.

The reveal on the soil tube for the Anchored End units shall not exceed 3.5-inches. If site grading is required to achieve the required rail height and soil tube reveal height, then such work will be incidental to the installation of the Anchored End units

606.08 Method of Measurement

The second paragraph is amended by the addition of: “Terminal End - Anchored End,” after the words “NCHRP 350 end treatments,”.

606.09 Basis of Payment

The second paragraph is amended by the addition of: "Terminal End - Anchored End," after the words "NCHRP 350 end treatments,".

Payment will be made under:

| <u>Pay Item</u> |                             | <u>Pay Unit</u> |
|-----------------|-----------------------------|-----------------|
| 606.278         | Terminal End - Anchored End | Each            |

SPECIAL PROVISION

SECTION 606

GUARDRAIL

(Delineator Post – Remove and Reset)  
(Delineator Post - Remove and Stack)

606.01 Description

The following paragraphs are added:

This work shall also consist of furnishing and installing new delineator posts and/or removing and resetting and/or removing and stacking existing delineator posts within the Contract limits. The existing reflectorized delineator panels shall be removed and replaced with new reflectorized delineator panels as required by the Resident.

Existing and new delineator posts shall be located as follows, with the indicated panel:

Outside Shoulder:

- One at guardrail trailing ends (green delineator).
- Two at guardrail approach ends (one red delineator on first post and one red delineator on angle points.)

Median:

- One at guardrail trailing ends (green delineator, facing traffic).
- Two at guardrail approach ends (one red delineator on first post of CAT units, green on guard rail side, red on median opening side; and one red (both sides) delineator at angle point.)
- One at all other median guardrail angle points (red on both sides)

Other Locations:

- One at culvert outlets (green delineator).
- Twenty per mile evenly spaced at the edge of outside shoulder (white delineator).
- One at electrical junction boxes not associated with another item (red delineator).
- One at communication only junction boxes not associates with another item(orange delineator).

Delineator posts that do not exist in the locations described above, shall be supplied and installed by the Contractor. The installation of the delineator post shall include the demountable reflectorized delineator panel.

White edge delineators shall not be installed on any portion of the widened shoulder for Guardrail 350 Flared Terminal installations, and shall not be installed behind the Guardrail 350 Flared Terminal rail segments.

#### 606.02 Materials

The following paragraphs are added:

Non-guardrail Delineator Posts shall conform to Subsection 606.02 paragraph 3.

The seventh through ninth sentences of the fourth paragraph are deleted and replaced with the following:

Reflectorized flexible guardrail markers shall be a minimum of 2-inches in diameter, a maximum of 36" in length, ovalized at the top of the post to allow application of 3 inch by 9 inch high intensity reflective sheeting, and shall be capable of recovering from repeated impacts. The flexible guardrail delineator markers shall be grey and capped at the top with a flexible rubber cap; Safe-Hit Flexible Guardrail Delineator or approved equal. Reflective material shall meet the requirements of ASTM Type IX Diamond Grade VIP (Visual Impact Performance).

The demountable reflectorized delineator panels shall meet the material requirements of Subsection 719.06. The delineator panel shall be rectangles measuring 9" x 3".

#### 606.03 Posts

The following paragraphs are added:

The top of delineator posts shall be installed 4' - 6" (54") ) above edge of pavement elevation. Delineators shall be installed four feet from edge of pavement except those delineating end treatments, culverts and electrical items.

Mile marker posts shall be mounted on breakaway supports. The bottom of the sign shall be 5' - 0" (60") above the pavement at the solid white line and shall be offset five feet from the edge of pavement.

A mock-up of the guardrail delineator posts shall be submitted to the Resident for approval prior to installation.

Any materials damaged by the Contractor's operations shall be replaced at no additional cost to the Authority.

Top of the delineator panel shall be flush with the top of post.

#### 606.08 Method of Measurement

The following paragraphs are added:

Delineator Posts shall be measured by each unit satisfactorily installed. Delineator Post-Removed and Reset will be measured by each unit satisfactorily removed and reset. Delineator Posts Removed and Stacked will be measured by each unit satisfactorily removed and stacked.

Mile Marker post shall be measured for payment as Delineator Post. The breakaway supports shall be incidental to the Underdrain Delineator Post pay item.

606.09 Basis of Payment

The following sentences are added:

The accepted quantity of Delineator Posts will be paid for under the Underdrain Delineator Post item, at the Contract unit price per each which price shall be full compensation for the post and specified delineator or mile marker panel, complete in place.

The accepted quantity of Delineator Post - Removed and Reset will be paid for at the Contract unit price each, which price shall be full compensation for removing and resetting the delineator panel or mile marker panel and post and all incidentals necessary to complete the work.

The accepted quantity of Delineator Posts Removed and Stacked will be paid for at the Contract unit price each, which price shall be full compensation for removing and stacking delineator panel or mile marker panel and posts and all incidentals necessary to complete the work.

Payment will be made under:

| <u>Pay Item</u> |                                    | <u>Pay Unit</u> |
|-----------------|------------------------------------|-----------------|
| 606.3561        | Delineator Post - Remove and Reset | Each            |
| 606.3562        | Delineator Post - Remove and Stack | Each            |



SPECIAL PROVISION

SECTION 606

GUARDRAIL

(Guardrail – Remove, Modify and Reset, Single Rail)  
(Guardrail – Remove, Modify and Reset, Double Rail)  
(Guardrail - Remove and Stack)  
(Guardrail Adjust – Single Rail)  
(Guardrail Adjust – Double Rail)

606.01 Description

The following paragraphs are added:

This work shall also consist of adjusting the height of the existing single and double rail guardrail in locations where the existing height of rail is not 30 inches. The guardrail shall be adjusted to a height of 30 inches. Existing single and double rail shall also be adjusted for lean.

The guardrail adjustment shall take place at all necessary locations; approximate locations are listed in the schedule of guardrail limits both median and outside shoulder. Exact locations for adjustment shall be determined by the Resident. If, during the course of the work, the contractor finds additional rail to be adjusted, then he shall notify the Resident, and the Resident determine if the rail is to be adjusted.

This work shall also consist of removing, stockpiling and stacking of existing single and double guardrail elements, component parts and hardware suitable for replacement as approved by the Resident. At the completion of the Contract, any unused guardrail elements, posts, component parts and hardware suitable for reuse shall remain the property of the Authority. Any guardrail elements, posts, component parts and hardware unsuitable for reuse shall become property of the Contractor.

Stockpiled materials, suitable for reuse, shall be utilized on Remove, Modify and Reset items prior to new materials being paid for.

This work shall consist of removing, disposing of existing guardrail elements, component parts and hardware, as directed by the Resident. All materials shall become the property of the Contractor and shall be removed from the site at the completion of the Project. The Contractor shall provide the Resident with an affidavit stating the final location of all disposed material and that the material was disposed of in accordance with the Maine Department of Environmental Protection Solid Waste Regulations.

## 606.02 Materials

The following paragraph is added at the end of the subsection:

New non-wood offset blocks conforming to NCHRP 350 Test Level 3 shall be installed on all guardrail being reset. The existing steel offset brackets and backup plates shall become the property of the contractor.

The following Subsection is added:

### 606.021 General

All existing guardrail to be raised or lowered shall be completed prior to new guardrail or end treatments being attached.

### 606.036 Adjusting Existing Guardrail

Any materials or galvanizing damaged by the Contractor's operations shall be replaced or touched-up at no additional cost to the Authority.

Guardrail posts shall be raised to a minimum of five inches above final elevation prior to driving post to final elevation; this applies to both raising and lowering rail.

Any given length of guardrail to be adjusted shall be done in such a way that top of rail elevations do not vary drastically between each section of guardrail. Rail height tolerance shall be 30 inches, plus 0 inches, minus 1/2 inch. The 30 inches shall be measured from the edge of pavement to the top of rail beam when within 2 feet of the edge of pavement.

Rail shall be adjusted for lean where needed. All posts shall be plumb after adjusting for lean.

When the rail tapers from one bound to the other the rail shall be adjusted to the correct height on the farthest ends and shall be adjusted towards the center of the median to create a smooth line.

Earth around each adjusted or reset post shall be raked and compacted with a minimum 8 pound hand tamper or an approved device. Holes created due to adjusting or resetting a post shall be filled with a similar surrounding material and compacted.

### 606.08 Method of Measurement

The following paragraphs are added:

Adjusting of both single and double rail guardrail shall be measured by the linear foot of Guardrail adjusted and accepted.

Raking and compacting the earth around each reset post with a minimum 8 pound hand tamper or an approved device, and infilling and compacting holes created due to resetting posts with a similar surrounding material will not be paid separately, but shall be incidental to the Guardrail - Remove, Modify and Reset Pay or Guardrail - Adjust pay items.

Guardrail Remove and Stack will be measured on a linear foot basis of guardrail satisfactorily removed and stockpiled whether single rail or double rail. Single and double twisted end sections will be measured for payment on a linear foot basis as 25 feet of guardrail removed.

Guardrail removed and not reset or stacked shall be incidental to Contract Items and include all removal, disposal, equipment and labor necessary to satisfactorily complete the work.

Steel posts to replace damaged posts shall come from the stockpile of guardrail components to be disposed of, from this Contract and will not be measured separately for payment. If, in the opinion of the Resident, there are no suitable steel posts in the stockpile then steel posts will be measured for payment.

W-beam rail elements to replace damaged rail elements shall come from the stockpile of guardrail from the Remove and Stack or the guardrail to be disposed of from this Contract and will not be measured separately for payment. If, in the opinion of the Resident, there are no suitable W-beam rail elements in the stockpile then the W-beam rail elements will be measured for payment.

#### 606.09 Basis of Payment

The following paragraphs are added:

Adjusting of single and double rail guardrail will be paid for at the Contract unit price per linear foot and shall be full compensation for furnishing all labor, equipment and materials necessary to complete the work. Guardrail Adjust will not be measured for payment until all compaction has been completed.

The accepted quantity of guardrail removal will be paid for at the Contract unit price bid, which price shall be full compensation for removing, transporting and stacking all guardrail elements, component parts and hardware, equipment, labor and all incidentals necessary to complete the work. No additional payment will be made for double rail.

Payment will be made under:

| <u>Pay Item</u> |   | <u>Pay Unit</u> |
|-----------------|---|-----------------|
| 606.3605        | Guardrail – Remove, Modify, and Reset Single Rail | Linear Foot     |
| 606.3606        | Guardrail – Remove, Modify, and Reset Double Rail | Linear Foot     |
| 606.369         | Guardrail - Remove and Stack                      | Linear Foot     |
| 606.3621        | Guardrail Adjust, Single Rail                     | Linear Foot     |
| 606.3622        | Guardrail Adjust, Double Rail                     | Linear Foot     |

SPECIAL PROVISION

SECTION 607

FENCES

(Remove Chain Link Gate)

607.01 Description

The following paragraphs are added:

This work shall also include removing existing chain link gate in reasonably close conformity with the lines and grades as shown on the Plan or as approved by the Resident.

607.06 Method of Measurement

Remove Chain Link Gate will be measured by each unit of the kind specified and installed.

607.07 Basis of Payment

Remove Chain Link Gate will be paid for at the Contract price each, complete in place, which payment shall be compensation for complete disassembly, moving, stacking, furnishing and installing all necessary hardware, including broken, missing, or damaged components, excavation and concrete.

Gate connection to existing or proposed fence will not be measured separately for payment, but shall be incidental to the gate work.

Payment will be made under:

| <u>Pay Item</u> |                        | <u>Pay Unit</u> |
|-----------------|------------------------|-----------------|
| 607.2325        | Remove Chain Link Gate | Each            |

SPECIAL PROVISION

SECTION 610

STONE FILL, RIPRAP, STONE BLANKET AND STONE DITCH PROTECTION

(Temporary Stone Check Dams)

610.01 Description

Paragraph (g) is added as follows:

(g) Stone Check Dams – Machine placed stone, including the placement, removal and storage of the stone used for temporary stone check dams.

610.032.e. Stone Check Dams

The following paragraph is added:

Stone check dams shall be constructed in accordance with the details as shown on the Plans, detailed in the MaineDOT's latest Best Management Practices, or as approved by the Resident. The stone shall be placed in one operation without special handling or handwork except to create a low point along the top gradient above the ditch flow lines.

The following Subsection is added:

610.033 Removing Stone

The stone for temporary stone check dams shall be removed after vegetation has been established in the ditches as approved by the Resident.

Any damage to the slopes and ditches caused by the removal of the stone check dams shall be repaired by the Contractor at his own expense.

The area directly under the temporary stone check dams shall be loamed, seeded and mulched immediately after the removal of the stone check dams. The loam, seed and mulch will be measured for payment under the appropriate pay items.

Stone used for temporary stone check dams shall be removed and stored and shall become the property of the Contractor at the completion of the Project.

The following Subsection is added:

610.034 Maintenance

Stone check dams shall be maintained by the Contractor. Sediment deposits behind check dams shall be removed when the depth of sediment reaches 50 percent of the check dam height.

610.05 Method of Measurement

The following paragraphs are added:

Stone for Temporary Stone Check Dams will be measured by the cubic yard complete in place. The removal and storage of the stone will not be measured separately for payment, but shall be incidental to the Temporary Stone Check Dam item. This shall include the transporting and unloading of the stone. If this stone is reused on the Project, it will be measured separately for payment under the appropriate pay item.

The removal and disposal of sediment from behind the Temporary Stone Check Dams will not be measured separately for payment, but shall be incidental to the Temporary Stone Check Dam pay item.

610.06 Basis of Payment

The following sentences are added:

The accepted quantities of stone for Temporary Stone Check Dams will be paid for at the Contract unit price per cubic yard.

Payment will be made under:

| <u>Pay Item</u> |                           | <u>Pay Unit</u> |
|-----------------|---------------------------|-----------------|
| 610.181         | Temporary Stone Check Dam | Cubic Yard      |

SPECIAL PROVISION

SECTION 613

EROSION CONTROL BLANKET

613.01 Description

This work shall also include seeding, mulching and watering the median swale and/or longitudinal flow line to the limits and width as shown on the Plans or as directed by the Resident.

613.02 Materials

The following sentences are added:

Seeding shall meet the requirements of Section 618, Seeding, Method Number 2.

Mulch shall meet the requirements of Section 619.

The following Subsection is added:

613.041 Maintenance and Acceptance

See Section 618.10 for maintenance and acceptance of seeding.

613.042 Mulch

All mulch shall be placed after the area has been seeded and prior to the installation of the Erosion Control Blanket.

613.09 Basis of Payment

The following "and mulch" is added after the words "initial seeding" in the second sentence.

SPECIAL PROVISION

SECTION 619

MULCH

(Mulch – Plan Quantity)  
(Temporary Mulch)

619.01 Description

The first paragraph is modified by the addition of the following:

“as a temporary or permanent erosion control measure” after the word “mulch”.

Add the following sentence at the end of the first paragraph:

Refer to Section 656 Temporary Soil and Water Pollution Control, for more information on Temporary Mulch.

619.03 General

The first paragraph is deleted and replaced with the following:

Cellulose fiber mulch shall not be used within 200 feet of a wetland or stream. The limits shall be 200 feet up station and down station of the wetland or streams as well as the slopes adjacent to the stream. The application of hay or straw mulch with an approved binder shall be used at these locations to prevent erosion.

The use of cellulose fiber mulch will only be allowed at other areas with the approval of the Resident. The Contractor may be required to demonstrate that the material may be applied in a manner that will prevent erosion and will aid in the establishment of permanent vegetation. The Resident reserves the right to require the use of hay or straw mulch at all locations if he determines that the cellulose mulch is ineffective. Cellulose fiber mulch is not acceptable for winter stabilization.

619.06 Method of Measurement

The following sentence is added:

Temporary Mulch will be paid for by the lump sum.

619.10 Basis of Payment

Temporary Mulch will be paid for at the Contract price per lump sum which shall be full compensation for furnishing and spreading the Temporary Mulch as many times as necessary as determined by the Contractor’s operations and staging. The price shall also include the additional



mulch netting and snow removal necessary during the winter months.

Payment will be made under:

| <u>Pay Item</u> |                       | <u>Pay Unit</u> |
|-----------------|-----------------------|-----------------|
| 619.1201        | Mulch – Plan Quantity | Unit            |
| 619.1202        | Temporary Mulch       | Lump Sum        |

SPECIAL PROVISION

SECTION 627

PAVEMENT MARKINGS

(White or Yellow Pavement Marking Line)

627.01 Description

The following sentences are added:

This work shall consist of furnishing and placing the final pavement markings at locations as shown on the Plans or as directed by the Resident.

The following sentence is added:

This work shall consist of furnishing and placing pavement marking paint and temporary pavement marking paint at locations as shown on the Plans or as directed by the Resident.

627.02 Materials

The following is added before the last paragraph:

The paint for pavement markings shall be 100% acrylic waterbase paint.

627.04 General

The following is added to the third paragraph:

Dotted white lines (DWL) shall consist of alternate 3 foot painted line segments and 9 foot gaps.

Permanent pavement marking paint shall be applied at the end of each work week prior to opening the work area to traffic or as approved by the Resident.

Temporary pavement marking paint and temporary pavement markers shall be applied daily prior to opening the work area to traffic during non-work hours or as approved by the Resident.

627.08 Removing Lines and Markings

The last sentence is deleted and is not replaced.

627.09 Method of Measurement

The second and third sentences in the second paragraph are deleted and replaced with the following:

The measurement of broken white lines, both permanent and temporary and dotted white lines, will include the gaps when painted. Temporary painted pavement marking lines will be measured for payment by the linear foot.

627.10 Basis of Payment

This Subsection is deleted and replaced with the following:

The accepted quantity of white or yellow pavement marking lines will be paid at the Contract price per linear foot. This price shall include all labor and materials to furnish, and install the paint line.

The accepted quantity of broken and dotted white pavement marking lines will be paid at the Contract price per linear foot. This price shall include all labor and materials to furnish and install the paint line.

The accepted quantity of temporary white or yellow pavement marking lines will be paid at the Contract price per linear foot. This price shall include all labor and materials to furnish, install and maintain the paint marking.

Payment will be made under:

| <u>Pay Item</u>                                    | <u>Pay Unit</u> |
|--|-----------------|
| 627.712      White or Yellow Pavement Marking Line | Linear Foot     |

SPECIAL PROVISION

SECTION 627

PAVEMENT MARKINGS

(Temporary Raised Pavement Markers)

627.01 Description

The following sentence is added:

This work shall consist of furnishing, placing and removing temporary raised pavement markers at locations as shown on the Plans or as directed by the Resident.

627.02 Materials

The second paragraph is deleted and replaced with the following:

The temporary raised pavement markers shall be white or yellow one way markers (Type Tom W-1, Y-1, Grade WZ) as distributed by Davidson Plastics Co. (DAPCO), Kent, WA, or an approved equal. Colors shall conform to 2009 MUTCD requirements.

627.04 General

The following sentences are added:

Temporary raised pavement markers shall be used to delineate travel lanes (BWLL) after placement of the surface course (HMA 12.5 mm).

Temporary raised pavement marker that lose reflectivity, becomes broken, dislodged or missing during the life of the Contract shall be replaced by the Contractor at no additional cost to the Authority.

The spacing and number of temporary pavement markers installed as edge lines shall be the same as shown for the BWLL on the Plans for Temporary Pavement Marking.

627.09 Method of Measurement

The following sentence is added:

Temporary Raised Pavement Markers will not be measured for payment and shall be considered incidental to the related pavement items.

SPECIAL PROVISION

SECTION 645

HIGHWAY SIGNING

(Remove and Stack Sign)

(Remove and Reset Sign)

645.07 Demounting and Reinstalling Existing Signs and Poles

The following paragraphs are added:

At locations as shown on the Plans, existing ground-mounted and overhead-mounted signs are designated to be removed and stacked. This work shall consist of removing, unbolting, and stacking existing sign panels and posts at the Authority's Sign Shop along the Turnpike Northbound at MM 58 and the excavations shall be backfilled and ground restored to the satisfaction of the Resident. Sign panels shall be stacked by approximate sizes at the Sign Shop as directed by the Authority.

Access to the Authority's Sign Shop shall be from the local roadway, Blackstrap Road. No Contractor vehicles are permitted direct access to or from the Sign Shop via the Turnpike mainline. Sign panels delivered to the Authority's Sign Shop shall be unbolted in the field and disassembled into sections not greater than 100 square feet for transport to the Sign Shop, without cutting into extruded panels.

At locations as shown on the Plans, existing ground mounted signs and overhead-mounted signs are designated to be removed and reset. This work shall consist of removing the sign panels, removing and resetting or disposing of the existing support equipment (wood posts or steel supports), and resetting the sign panels onto new steel supports as required or as directed by the Resident.

Any existing signs not shown on the Plans are to remain in their existing condition unless directed otherwise by the Resident.

Steel H-beam supports salvaged to the Authority shall be labeled by size, shape, and length and stacked by approximate sizes at the Sign Shop as directed by the Authority. The label shall also note if the post has been drilled for mounting a breakaway kit (lower half) or breakaway splice plate (either lower half or upper half).

At locations as shown on the Plans, existing foundations to be removed shall be removed to a depth of 24 inches below final grade, including all concrete, reinforcing and anchor bolts. The removal of foundations shall include restoration of ground at the foundation locations.

645.08 Method of Measurement

The following sentences are added:

Removing and stacking existing signs shall be measured as complete units each removed and stacked.

Removing and resetting signs shall be measured as complete units each removed, relocated, and reset at the new location.

645.09 Basis of Payment

The following paragraphs are added:

The accepted signs Removed and Stacked shall be paid for at the Contract unit price each as specified. Such price shall include removing, disassembling, and stacking sign panels and supports at the location specified, and removing any foundations that are not reused with ground restoration as specified.

The accepted signs Removed and Reset shall be paid for at the Contract unit price each as specified. Such price shall include removing and resetting sign panels, removing and resetting or disposing of existing supports, and resetting the sign onto the new supports. Any signs or supports that are indicated to be reset or reused that are damaged by the Contractor shall be replaced by the Contractor at no additional cost to the Authority.

Payment will be made under:

| <u>Pay Item</u>                    | <u>Pay Unit</u> |
|------------------------------------|-----------------|
| 645.105      Remove and Stack Sign | Each            |
| 645.109      Remove and Reset Sign | Each            |

## SPECIAL PROVISION

### SECTION 652

#### MAINTENANCE OF TRAFFIC

MaineDOT Standard Specification 2014 Edition Section 652 – Maintenance of Traffic and the Maine Turnpike Authority 2016 Supplemental Specification Section 652 – Maintenance of Traffic are deleted in their entirety and replaced with the following:

##### 652.1 Description

This work shall consist of furnishing, installing, maintaining, replacing, and removing traffic control devices necessary to provide reasonable protection for motorists, pedestrians and construction workers in accordance with these Specifications, the applicable provisions of Section 105.4.5 - Special Detours, and the plans.

Traffic control devices include signs, signals, lighting devices, markings, barricades, channelizing, and hand signaling devices, portable light towers, truck mounted impact attenuators, traffic officers, and flaggers.

##### 652.2 Materials

All traffic control devices shall conform to the requirements of the latest edition of the MUTCD, NCHRP 350 guidelines and all traffic control devices shall meet Manual for Assessing Safety Hardware (MASH) 16 guidelines if date of manufacture was after December 31, 2019.

All signs shall be fabricated with high intensity fluorescent retroreflective sheeting conforming to ASTM D 4956 - Type VII, Type VIII, or Type IX (prismatic). All barricades, drums, and vertical panel markers shall be fabricated with high intensity orange and white fluorescent retroreflective sheeting conforming ASTM D 4956 - Type VII, Type VIII, or Type IX (prismatic).

Construction signs shall be fabricated from materials that are flat, free from defects, retroreflectorized, and of sufficient strength to withstand deflections using a wind speed of 80 miles/hr.

##### 652.2.2 Signs

Only signs with symbol messages conforming to the design of the Manual of Uniform Traffic Control Devices (MUTCD) shall be used unless the Resident approves the substitution of word messages.

Any proposed use of temporary plaques to cover text or to change text shall be approved by the Resident. All signs or proposed plaques shall have a uniform face and be constructed from similar sheeting.

All signs shall be new, or in like new condition and maintained in like new condition throughout the project duration. Signs shall be cleaned just prior to installation and throughout the project utilizing a method that will not damage the reflective sign sheeting.

### 652.2.3 Flashing Arrow Board

Flashing Arrow Boards must be of a type that has been submitted to AASHTO's National Transportation Product Evaluation Program (NTPEP) for evaluation and placed on the Maine Department of Transportation's Approved Products List of Portable Changeable Message Signs & Flashing Arrow Panels.

Flashing Arrow Boards units shall meet requirements of the current Manual on Uniform Traffic Control Devices (MUTCD) for Type "C" panels as described in Section 6F.56 - Temporary Traffic Control Devices. Flashing Arrow Boards shall have matrix of a minimum of 15 low-glare, sealed beam, Par 46 elements capable of either flashing or sequential displays as well as the various operating modes as described in the MUTCD, Chapter 6-F. If a Flashing Arrow Board consisting of a bulb matrix is used, each element should be recess-mounted or equipped with an upper hood of not less than 180 degrees. The color presented by the elements shall be yellow.

Flashing Arrow Board elements shall be capable of at least a 50 percent dimming from full brilliance. Full brilliance should be used for daytime operation and the dimmed mode shall be used for nighttime operation. Flashing Arrow Board shall be at least 96 inches x 48 inches and finished in non-reflective black. The Flashing Arrow Board shall be interpretable for a distance not less than 1 mile.

Operating modes shall include, flashing arrow, sequential arrow, sequential chevron, flashing double arrow, and flashing caution. In the three arrow signals, the second light from the arrow point shall not operate.

The minimum element on-time shall be 50 percent for the flashing mode, with equal intervals of 25 percent for each sequential phase. The flashing rate shall be not less than 25 nor more than 40 flashes per minute. All on-board circuitry shall be solid state.

Primary power source shall be 12 volt solar with a battery back-up to provide continuous operation when failure of the primary power source occurs, up to 30 days with fully charged batteries. Batteries must be capable of being charged from an onboard 110 volt AC power source and the unit shall be equipped with a cable for this purpose.

Controller and battery compartments shall be enclosed in lockable, weather-tight boxes.

The Flashing Arrow Board shall be mounted on a pneumatic-tired trailer or other suitable support for hauling to various locations, as directed. The minimum mounting height of an arrow panel should be 7 feet from the roadway to the bottom of the panel.

The face of the trailer shall be delineated on a permanent basis by affixing retro-reflective material, known as conspicuity material, in a continuous line as seen by oncoming drivers.



A portable changeable message sign may be used to simulate an arrow panel display.

#### 652.2.4 Other Devices

Vertical panel markers shall be orange and white striped, 8 inches wide by 24 inches high. On the Interstate System, vertical panel markers shall be orange and white striped, 12 inches wide by 36 inches high.

Cones shall be orange in color, a minimum of 28 inches high, and retro-reflectorized. Retro-reflection shall be provided by white bands of retro-reflective sheeting conforming to the MUTCD. All cones utilized on the project shall be new or in like new condition and shall have a consistent design/appearance.

Drums shall be of plastic or other yielding material and shall be a minimum of 36 inches high and a minimum of 18 inches in diameter. There shall be at least two retro-reflectorized orange and at least two retro-reflectorized white stripes a minimum of 4 inches wide on each drum. **All drums utilized on the project shall be new or in like new condition and shall have a consistent design/appearance.**

Flaggers shall use a STOP / SLOW handheld paddle as the primary and preferred hand signaling device. Flags shall only be limited to emergencies. STOP / SLOW paddles shall have high intensity prismatic retro reflective sheeting, have an octagonal shape on a rigid handle and shall be at least 18 inches wide with letters at least 6 inches high and shall be constructed from light semi-rigid material. The STOP (R1-1) face shall have white letters and a white border on a red background. The SLOW (W20-8) face shall have black letters and a black border on an orange background.

STOP / SLOW paddles shall also incorporate either white or red flashing lights on the STOP face and white or yellow flashing lights on the SLOW face of the paddle and always be in use.

Paddles must conform to any of the following patterns:

- A. Two white or red lights (colors shall be all white or all red), one centered vertically above and one centered vertically below the STOP legend; and/or two white or yellow lights (colors shall be all white or all yellow), one centered vertically above and one centered vertically below the SLOW legend.
- B. Two white or red lights (colors shall be all white or all red), one centered horizontally on each side of the STOP legend; and/or two white or yellow lights (colors shall be all white or all yellow), one centered horizontally on each side of the SLOW legend.
- C. One white or red light centered below the STOP legend; and/or one white or yellow light centered below the SLOW legend.
- D. A series of eight or more small all white or all red lights no larger than 1/4 inch in diameter along the outer edge of the paddle, arranged in an octagonal pattern at the

eight corners of the border of the STOP face; and/or a series of eight or more small all white or all yellow lights no larger than 1/4 inch in diameter along the outer edge of the paddle, arranged in a diamond pattern along the border of the SLOW face; or

- E. A series of white lights forming the shapes of the letters in the legend. Flashing light patterns shall be compliant with Section 6E.03 Hand Signaling Devices in the most current version of the Manual on Uniform Traffic Control Devices.

All flashing light patterns on the STOP / SLOW paddle shall be visible from a minimum distance of 1000 feet.

Type I barricades shall be 2 feet minimum, 8 feet maximum in length with an 8 inch wide rail mounted 3 feet minimum above the ground. Type II barricades shall be 2 feet in length with two 8 inch wide rails, and the top rail shall be mounted 3 feet minimum above the roadway. Type III barricades shall be 8 feet in length with three 8 inch wide rails, and the top rail shall be mounted 5 feet minimum above the roadway. The cross members of all barricades shall be of 1/2 or 5/8 inch thick plywood or other lightweight rigid material such as plastic, fiberglass or fiber wood as approved by the Resident. The predominant color for supports and other barricade components shall be white, except that unpainted galvanized metal or aluminum components may be used.

#### 652.2.5 Portable Changeable Message Sign

Portable-Changeable Message Signs (PCMS) will be furnished by the Contractor and shall be Ver-Mac PCMS-1210 or an approved equal. The face of the PCMS trailer shall be delineated on a permanent basis by affixing retro-reflective material, known as conspicuity material, in a continuous line as seen by oncoming drivers. PCMS's shall be located and relocated to locations approved by the Resident within the Project limits for the duration of the Project.

Features to the Ver-Mac PCMS shall include:

- An all-LED display.
- Be legible from a distance of 1,000 feet.
- Have three (3) lines available for messages.
- Be NTCIP compliant (NTCIP 1203 & 1204).
- Be capable of being programmed by a remote computer via a data (IP over Cell) cellular modem connection.
- Have GPS location capability by adding on a GPS device capable of providing GPS location remotely to the MTA Communications' Center.
- Be programmable by Vanguard Software by Daktronics.

The Contractor shall complete and/or provide the following:

- Submit a catalog cut shop drawing to the Resident of all proposed equipment for review and approval.
- Establish and pay for a data cellular account so that PCMS may be remotely programmed and operated from the MTA Communications' Center.
- Provide to the Authority technical support from the PCMS manufacturer that may be necessary to integrate the PCMS into the MTA software platform (Vanguard Software by Daktronics).
- Provide the manufacturer's software necessary to change the PCMS messages remotely from the MTA Communications' Center and the Resident's computer if necessary or requested.
- Provide training on the operation of the PCMS to the Resident and the MTA Communications' Center representative.
- Make all PCMS on the Project work site available to the MTA for any/all emergency situations as defined by the MTA. This shall include the preemption of any messages running at the time of need as approved by the MTA and the Resident.

The Contractor shall also:

- Furnish, operate, relocate and maintain the PCMS as approved or requested by the Resident.
- Be responsible for the day-to-day programming and operation of the PCMS for Project purposes.

The PCMS(s) shall be on-site, with data cellular account established, GPS location capable, and all training required complete within one month after mobilization or seven days prior to implementing traffic shifts, detours or stoppages, whichever is sooner. Implementation of traffic shifts, detours, or stoppages of traffic will not be allowed without PCMS boards on-site with the specified MTA Communications' Center Software Platform integration and training.

#### 652.2.5 Truck Mounted Attenuator

When a pay item for a Truck Mounted Attenuator (TMA) is included in the contract or otherwise required in the contract, at least one TMA will be required in use on the project. If at least one is not used as described above, then it will be considered a Traffic Control Plan violation and result in a reduction of payment as outlined in Section 652.

The truck mounted attenuator system shall conform to the following requirements:

- Truck and attached attenuator shall conform to the NCHRP Report 350, Test Level 3 criteria or MASH if manufactured after 2019.
- Amber strobe lights with 360-degree visibility.
- An arrow light bar fixed to the vehicle.
- The attenuator shall be mounted to a vehicle with a minimum weight of 10,000 lbs.

- The attenuator shall be mounted to a vehicle with a minimum weight of 24,000 lbs. for Items 652.4501 – Truck Mounted Attenuator – 24, 000 LB.

The Contractor shall manage the operation of the truck mounted attenuators. A truck mounted attenuator **shall be utilized for all lane closures on the Turnpike mainline, shall be utilized for all temporary shoulder closures (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline**, and other construction operations where workers are exposed to traffic and not protected by positive means. The operation of the vehicle shall be in accordance with the Manual of Uniform Traffic Control Devices and the manufacturer's recommendation.

Installation: The chart below identifies the distance from the work zone or hazard where the TMA shall be deployed. If the work zone is within a marked lane closure, the barrier truck distances shall apply and if the work is mobile, then shadow truck distances shall apply. The TMA shall not be located in the buffer zone. The shadow vehicle shall have its front wheels turned away the work area and from traffic, have parking brake set, and be put in park if an automatic transmission; or if a manual transmission it shall have its front wheels turned away the work area and from traffic, have parking brake set and should be placed in gear and shut off if possible while still maintaining warning lights. If length of time or weather are a concern for the battery since the warning lights must be maintained the engine should be started and run periodically for battery recharging. No other vehicles or equipment shall park in front of the shadow vehicle or within the buffer space behind the shadow vehicle. For placement details, reference the Manual of Uniform Traffic Control Devices (MUTCD).

| Weight of Truck | Barrier Truck Distance from Work Zone or Hazard | Shadow Truck Distance from Work Vehicle or Work Zone |
|-----------------|---|--|
| 10,000 lbs      | 250 ft  | 300 ft   |
| 15,000 lbs      | 200 ft  | 250 ft   |
| >24,000 lbs     | 150 ft  | 200 ft   |

#### 652.2.6 Sequential Flashing Warning Lights

When included in contracts as a bid item Sequential Flashing Warning Lights on drums used for merging tapers and shifting tapers during nighttime operation for project use. The purpose of these lights is to assist the motorist in determining which direction to merge or shift and to reduce the number of late merges resulting in devices being struck and having to be reset to maintain positive guidance at the merge point. The successive flashing of the lights shall occur from the upstream end of the taper to the downstream end of the taper in order to identify the desired vehicle path.

The Sequential Flashing Warning Lights shall meet all of the requirements for warning lights within the current edition of the MUTCD. Each light unit shall be capable of operating fully and continuously for a minimum of 500 hours when equipped with a standard battery set. Each light in sequence shall be flashed at a rate of not less than 55 times per minutes and not more than 75 times per minute. The flash rate and flash duration shall be consistent throughout the sequence.

Sequential Flashing Warning Lights shall be "Pi-Lit" Sequential Barricade Warning Lamps or an approved equal.

Sequential Flashing Warning lights are to be used for merging and shifting tapers that are in place during the nighttime hours (12-hours when ambient light is dimmed). These lights shall flash sequentially beginning with the first light and continuing until the final light at the beginning of a tangent section.

The Sequential Flashing Warning Lights shall automatically flash in sequence when placed on the drums that form the merging or shifting tapers.

The number of lights used in the drum taper shall equal one half the number of drums used in the taper.

Drums are the only channelizing device permitted for mounting the Sequential Flashing Warning Lights.

The Sequential Flashing Warning Lights shall be weather independent and visual obstruction shall not interfere with the operation of the lights.

The Sequential Flashing Warning Lights shall automatically sequence when placed in line in an open area with a distance between lights of 25 to 150 feet. A 10-foot stagger in the line of lights shall have no adverse effect on the operation of the lights.

If one light fails, the flashing sequence shall continue. Non-sequential flashing is prohibited.

#### 652.2.7 Automated Trailer Mounted Speed Sign

When included in the contract as a pay item Automated Trailer mounted speed signs requires furnishing, operating, and maintaining an Automated Trailer Mounted Radar Speed Limit Sign for project use. When a pay item for an Automated Trailer Mounted Radar Speed Limit Sign is included in the Contract at least one will be required on the project when there is a Work Zone Speed Limit in place. The Contractor shall furnish, operate, and maintain the Automated Trailer Mounted Radar Speed Limit Signs during the project operations.

Trailer mounted speed limit signs shall be self-contained units including sign assembly, flashing lights, directional radar to measure speed limits, a regulatory speed limit sign, and power supply specifically constructed to operate as a trailer-mounted sign. The preferred color of the unit shall be “construction orange”.

Base material for the regulatory speed limit signs shall be weatherproof, rigid substrate specifically manufactured for highway signing and meet the retro-reflective sheeting application requirements of the sheeting manufacturer.

Sign text shall consist of the letters, digits and symbols either applied by stick-on or silk screen, to conform to the dimensions and designs indicated in the Contract, MUTCD and/or FHWA Standard Highway Signs. The materials and methods shall be in accordance with standard commercial processes.

“Work Zone” construction signs shall be mounted on the trailer unit above the regulatory speed limit sign. (see attached graphic details).

Signs and secondary signs shall follow the MUTCD for minimum mounting heights.

The power supply shall be either full battery power with solar panel charging (capable of maintaining a charged battery level) and 135 amperes, 12-volt deep cycle batteries, or diesel powered generator with a fuel capacity sufficient for 10 hours of continuous operation.

Each unit shall be equipped with two mono-directional flashing lights, placed in accordance with the MUTCD, with amber lenses and reflectors, which are visible through a range of 120 degrees when viewed facing the sign. The lights shall be a minimum of 8-inch diameter, either LED, halogen, or incandescent lamps, and shall be visible for a minimum distance of one mile under daylight conditions and shall have a minimum flash rate of 40 flashes per minute. An “On” indicator light shall be mounted on the back of the signs, which is visible for at least 500 feet to provide confirmation that the flashing lights are operating.

The directional radar shall monitor approaching traffic only. The radar shall be capable of measuring speeds from 5 to 70 MPH at a distance of up to 1500 feet and shall have a high speed cut off threshold. Speed data shall be recorded and stored on the sign and must be made available to the Authority as requested.

All existing speed limit signs, which conflict with the construction zone trailer mounted speed limit signs shall be covered completely when the work zone speed limit is in place.

Automated Trailer Mounted Speed Limit Signs shall only be used when a work zone speed limit is in place **and shall be required when the work zone speed limit is active**. The Contractor shall manage the utilization and operation of the Automated Trailer Mounted Speed Limit Signs and if at least one is not used when work zone speed limits are in place then it will be considered a Traffic Control Plan violation and result in a reduction of payment as outlined in Section 652.

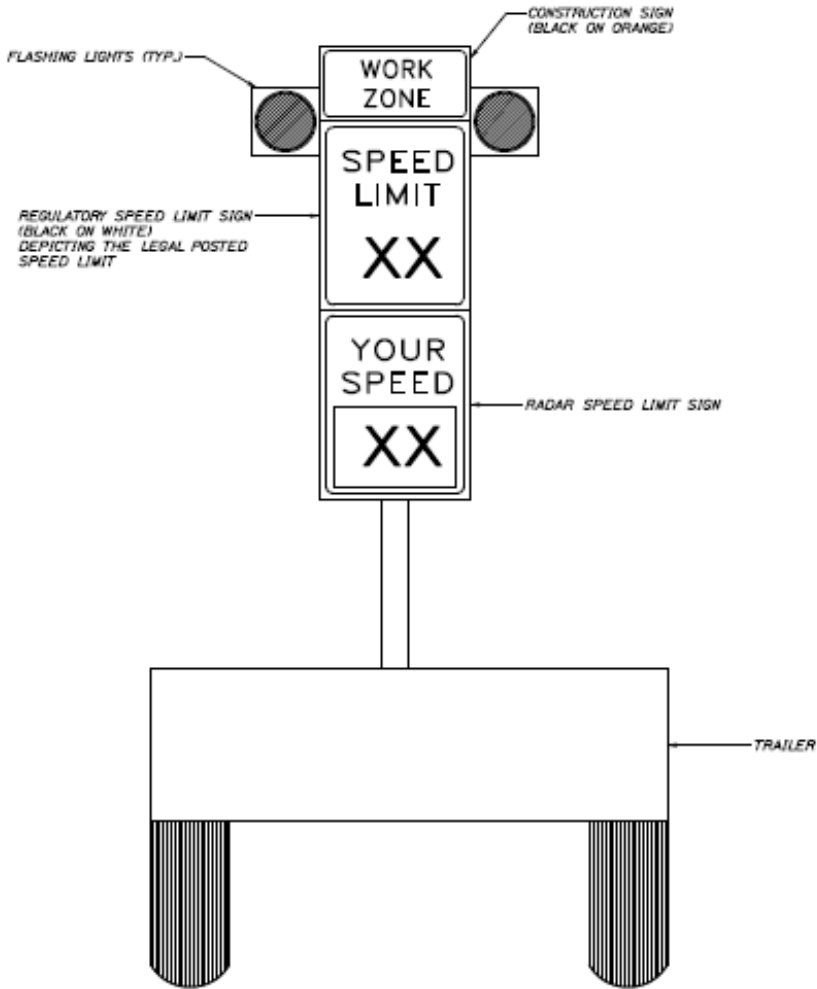
The Resident will record the actual time and location for the signs on a daily basis when the Automated Trailer Mounted Speed Limit Signs are in use.

The Automated Trailer Mounted Radar Speed Limit Sign may be placed as shown on the plans, or may replace the posted regulatory speed limit signs, or may be placed at a location within the closed lane that has a reduced speed limit.

Automated Trailer Mounted Speed Limit Signs shall be delineated with retro-reflective temporary traffic control devices while in use and shall also be delineated by affixing a retro-reflective material directly on the trailer.

Date: 2/13/2018

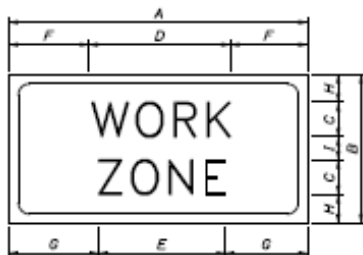
Filename: Trailer Mounted Speed Limit.dgn



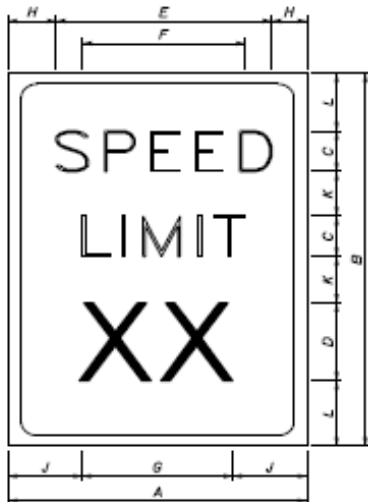
**HNTB**  
FEBRUARY 2018

AUTOMATED TRAILER MOUNTED  
SPEED LIMIT SIGN

Date: 2/13/2018



**SIGN #1**  
 1.25" BORDER, 0.75" INDENT,  
 BLACK ON ORANGE, BB GRADE PLYWOOD SIGN



**SIGN #2**  
 1.25" BORDER, 0.75" INDENT,  
 BLACK ON WHITE, BB GRADE PLYWOOD SIGN

| DIMENSIONS (INCHES) / LETTER FONTS |    |    |    |        |        |        |        |       |       |       |     |     |
|------------------------------------|----|----|----|--------|--------|--------|--------|-------|-------|-------|-----|-----|
|                                    | A  | B  | C  | D      | E      | F      | G      | H     | I     | J     | K   | L   |
| *1                                 | 48 | 20 | 50 | 18 1/8 | 16 1/8 | 14 1/8 | 15 1/8 | 4     | 2     | N/A   | N/A | N/A |
| *2                                 | 48 | 60 | 8E | 16E    | 38 1/4 | 29 1/4 | 29 1/2 | 4 1/2 | 9 3/4 | 9 1/4 | 8   | 6   |



Filename: Trailer Mounted Speed Limit.dgn



**HNTB**  
 FEBRUARY 2018

TRAILER MOUNTED CONSTRUCTION ZONE  
 SPEED LIMIT SIGN



Upon delivery of the Automated Trailer Mounted Speed Limit Sign and before acceptance by the Authority, the Contractor shall have a representative of the manufacturer review the condition and notify the Resident in writing, of all deficiencies noted.

The Contractor shall arrange to have all necessary repairs performed at no cost to the Authority.

To avoid impairing driver vision, the Contractor shall dim the lighted speed limit readings by 50 percent during nighttime use and restore full power lighting during daytime operation.

#### 652.2.8 Temporary Portable Rumble Strips

If a pay item is included in the contract or the Contract desires to utilize Temporary Portable Rumble Strips this work consists of furnishing and placing temporary portable rumble strips RoadQuake 2F TPRS or an approved equal. Furnishing a temporary portable rumble strip system includes a method to transport and move these to on-site locations where they will be used. The Contractor shall submit for approval, literature and all necessary certifications to the Maine Turnpike prior to procurement of the product.

If used, Temporary Portable Rumble Strips may not be practicable in areas where the roadway has more than two travel lanes, where volume windows do not allow for breaks in traffic to set up and monitor and adjust, or during nighttime lane closures.

Provide rumble strips where the plans show or as directed by the Resident as follows:

Prior to placing rumble strips, clean the roadway of sand and other materials, that may cause slippage.

Place one end of the rumble strips 6 inches from the roadway centerline. Extend the strips perpendicular to the direction of travel. Ensure strips lay flat on the roadway surface.

Only one series of rumble strips, placed before the first work zone, is required per direction of travel for multiple work zones spaced 1 mile or less apart. Work zones spaced greater than 1 mile apart require a separate series of rumble strips. Each lane shall use one group of temporary rumble strips.

Bracketed "Rumble Strip Ahead" and "Bump" signs shall be utilized and will be paid for under the respective construction sign pay items.

Maintain rumble strips as follows:

If rumble strips slide, become out of alignment, or are no longer in the wheel path of approaching vehicles during the work period, thoroughly clean both sides of the rumble strips and reset on a clean roadway.

Repair or replace damaged rumble strips immediately.

#### 652.3.1 Responsibility of the Authority

The Authority will provide Project specific traffic control requirements and traffic control plans for use by the Contractor. The specific traffic control requirements for the Project are identified in Special Provision Section 652, Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements). No revisions to these requirements or Plans will be permitted unless the Contractor can thoroughly demonstrate an overall benefit to the public and a Contract Modification is approved.

The Maine Turnpike Authority may erect lane closures on the mainline within the Project area to collect survey, provide layout, and for any other reasons deemed necessary by the Authority.

#### 652.3.2 Responsibility of the Contractor

The Contractor shall provide continuous and effective traffic control and management for the Project that is appropriate to the construction means, methods, and sequencing allowed by the Contract and selected by the Contractor:

The Contractor shall ensure all jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.

#### 652.3.3 Submittal of Traffic Control Plan

The Contractor shall provide continuous and effective traffic control and management for the Project that is appropriate to the means, methods and sequencing allowed by the Contract; and consistent with the Traffic Control Plans and Maintenance of Traffic Specifications. The Contractor is responsible for ensuring a safe environment for the Contract workforce, local road users, and turnpike users; and maintaining the safe efficient flow of traffic through the construction zone at all times during the Contract. The protocols and requirements outlined in the Contract shall be strictly enforced. The Contractor shall submit, at or before the Preconstruction Meeting, a Traffic Control Plan (TCP) that provides the following information to the Authority:

- a. The name, telephone number, and other contact numbers (cellular phone, pager, if any) of the Contractor's Traffic Control Supervisor (TCS). The TCS is the person with overall responsibility for ensuring the contractor follows the TCP, and who has received Work Zone Traffic Control Training commensurate with the level of responsibility shown in the requirements of the Contract, and who is empowered to immediately resolve any work zone traffic control deficiencies or issues. Provide documentation that the Traffic Control Supervisor has completed a Work Zone Traffic Control Training Course (AGC, ATSSA, or other industry- recognized training), and a Supervisory refresher training every 5 years thereafter. Submit training certificates or attendance roster that includes the course name, training entity, and date of training.

State how the traffic control devices will be maintained including a frequency of inspection for both temporary and permanent traffic control devices.

Traffic Control Training Course curriculum must be based on the standards and guidelines of the MUTCD and must include, at a minimum, the following:

1. Parts of Temporary Traffic Control Zone
2. Appropriate use and spacing of signs
3. Use and spacing of channelizing devices
4. Flagging basics
5. Typical examples and applications

The Traffic Control Supervisor, or designee directly overseeing physical installation, adjustment, and dismantling of work zone traffic control, will ensure all personnel performing those activities are trained to execute the work in a safe and proper manner, in accordance with their level of decision-making and responsibility. The emergency contact list shall contain a listing of individuals who may be contacted during non-work hours and shall adequately respond to the request.

- b. Proposed revisions to the construction phasing or sequencing that reasonably minimizes traffic impacts.
- c. A written narrative and/or plan explaining how traffic and pedestrians will be moved through the Project Limits, including transitions during the change from one phase of construction to the next, as applicable.
- d. Temporary traffic control treatments at all intersections with roads, rail crossings, businesses, parking lots, pedestrian ways, bike paths, trails, residences, garages, farms, and other access points, as applicable.
- e. A list of all Contractor or Subcontractor certified flaggers to be used on the Project, together with the number of flaggers which will be used for each type of operation that flagging is needed. If the Contractor is using a flagging Subcontractor, then the name and address of the Subcontractor may be provided instead of a list of flaggers.
- f. A procedure for notifying the Resident of the need to change the traffic control plan or the need to remove a lane restriction.
- g. A description of any special detours including provisions for constructing, maintaining, signing, and removing the detour or detours, including all temporary bridges and accessory features and complete restoration of the impacted land.
- h. The maximum length of requested contiguous lane closure. The Contractor shall not close excessive lengths of traffic lane to avoid moving traffic control devices.

- i. The proposed temporary roadway surface conditions and treatments. The Contractor shall provide an adequate roadway surface at all times; taking into account traffic speed, volume, and duration.
- j. The coordination of appropriate temporary items (drainage, concrete barriers, barrier end treatments, impact attenuators, and traffic signals) with the TCP.
- k. The plan for unexpected nighttime work, the contractor shall provide a list of emergency nighttime lighting equipment and safety personnel available on-site or have the ability to have them on site within an hour of the time of need.
- l. The plan for meeting any project specific requirements contained in special provision 105 and/or 107, and/or Section 656.
- m. The lighting plan if night work is anticipated.

The Authority will review the TCP for completeness and conformity with Contract provisions, the current edition of the MUTCD, and Authority policy and procedures. The Authority will review and provide comments to the Contractor within 14 days of receipt of the TCP. No review or comment by the Authority, or any failure to review or comment, shall operate to absolve the contractor of its responsibility to design and implement the plan in accordance with the Contract, or to shift any responsibility to the Authority. If the TCP is determined by the Authority to be operationally ineffective, the Contractor shall submit modifications of the TCP to the Authority for review and shall implement these changes at no additional cost to the Contract. Nothing in this Section shall negate the Contractor's obligations set forth in Section 110 - Indemnification, Bonding, and Insurance. The creation and modification of the TCP will be considered incidental to the related 652 items.

#### 652.3.4 General

Prior to starting any work on any part of the project adjacent to or being used by the traveling public, the Contractor shall install the appropriate traffic control devices in accordance with the plans, specifications and the latest edition of Manual of Uniform Traffic Control Devices, Part VI. The Contractor shall continuously maintain the traffic control devices in their proper position, and they shall be kept clean, legible and in good repair throughout the duration of the work. If notified that the traffic control devices are not in place or not properly maintained, the Contractor may be ordered to immediately suspend work until all deficiencies are corrected.

No equipment or vehicles of the Contractor, their subcontractors, or employees engaged in work on this contract shall be parked or stopped on lanes carrying traffic, or on lanes or shoulders adjacent to lanes carrying traffic, at any time, except as required by ongoing work operations. Contractor equipment or vehicles shall never be used to stop, block, or channelize traffic.

Vehicles parked on the shoulder shall be located so all portions of the vehicle(s) are a minimum of one foot from the traveled way. No operation shall be conducted on or near the traveled lanes or shoulders without first setting up the proper lane closure and traffic control devices. These precautions shall be maintained at all times while this Work is being performed. The Contractor shall keep all paved areas of the highway as clear as possible at all times. No

materials shall be stored on any paved area of the highway or within 30 feet of the traveled way (unless protected by concrete barriers and specifically approved by the Resident). Private vehicles owned by Contractor's employees shall be parked close together in a group no closer than 30 feet from the traveled way in pre-approved areas.

Channelization devices shall include Vertical Panel Markers, Barricades, Cones, and Drums shall be in accordance with the MUTCD. These devices shall be installed and maintained at the spacing determined by the MUTCD through the work area.

The Contractor shall maintain existing guardrails and/or barriers until removal is necessary for construction. The Contractor shall use a temporary barrier or appropriate channelizing devices, as approved by the Resident, while the guardrails and/or barriers are absent. Permanent guardrails and barriers shall be installed as soon as possible to minimize risk to the public.

When Contractor operations or shoulder grading leave a continuous 3 inch or less exposed vertical face at the edge of the traveled way, including the shoulder, or when traffic is shifted into the shoulder adjacent to the edge of pavement where an existing 3 inch or less exposed vertical face creates a safety hazard, channelization devices should be placed 2 feet outside the edge of the pavement at intervals not exceeding 600 feet and, depending on type and location of the exposed vertical face, a 48 inch by 48 inch W8-9 Low Shoulder, or W8-11 Uneven Lane, and/or a W8-17P Shoulder Drop-Off sign should be placed at a maximum spacing of ½ mile. When Contractor operations or shoulder grading leave greater than a 3-inch exposed continuous vertical face at the edge of the traveled way, including the shoulder, or when an existing condition of an exposed vertical face of 3 inches or more is adjacent to active traffic shifted into shoulder, the Contractor shall place shoulder material at a slope not exceeding 3 horizontal to 1 vertical to meet the pavement grade, before the lane is opened to traffic.

Special Detours and temporary structures, if used, shall meet applicable AASHTO standards, including curve radii and grade.

### Maine Turnpike Traffic Control Requirements

This Section outlines the minimum requirements that shall be maintained for working on, over, or adjacent to the Maine Turnpike roadway.

#### General

Two travel lanes in each direction (each direction being 24 feet wide including/excluding shoulder) in the two lane portion of the turnpike, and three travel lanes in each direction (each direction being 36 feet wide including/excluding shoulder) in the three lane portion of the turnpike (Mile 0.0 to mile 44.3) shall be maintained at all times except while performing work in a designated lane, directly over or adjacent to traffic, and during the placement and removal of traffic control devices.

Unless otherwise specified in the contract documents the minimum main line width for a single travel lane shall be 14 ft and minimum ramp widths of 16 ft which must be maintained at all times, from ½ hour before sunrise and ½ hour after sunset as indicated on the Sunrise/Sunset

Table at: <http://www.sunrisesunset.com/usa/Maine.asp>. If the Project town is not listed, the closest town on the list will be used as agreed at the Preconstruction Meeting.

Shoulder closures, lane closures, and lane shifts meeting the MUTCD guidelines, other than those shown in the plans, must be submitted for approval from the MTA prior to use in the construction operations.

No lane closures will be allowed during non-working hours, weekends and/or holiday periods unless included in the Contract as long-term traffic control requirement as outlined in Section 652 – Specific Project Maintenance of Traffic Requirements unless written permission is obtained from the Authority.

Any special signs, barricades or other devices deemed necessary by the Resident shall be furnished and maintained by the Contractor. Extra care shall be taken so that the traffic flow will not be disturbed. The use of construction signs and warning devices not shown on the Plans or in the MUTCD is prohibited unless approved by the Resident

The Contractor's personnel and equipment shall avoid crossing traffic whenever possible. No Contractor's vehicle may slow down or stop in a traffic lane unless said lane has previously been made safe with signs and barricades as required by the Resident.

No vehicle will move onto the traveled way at such a time or in such a manner so as to cause undue concern or danger to traffic approaching from either direction. The Contractor or his employees are not empowered to stop traffic.

The Contractor shall take necessary care at all times, in all operations and use of his equipment, to protect and facilitate traffic. During periods of idleness, the equipment shall not be left in a way to obstruct the traffic artery or to interfere with traffic.

The Contractor shall furnish approved signs reading “Construction Vehicle - Keep Back” to be used on trucks hauling to the Project. The signs shall be a minimum of 30-inch by 60-inch, Black and Orange, and meet construction sign retro reflectivity requirements

All vehicles used on the Project shall be equipped with amber flashing lights, by means of a single or multiple, flashing LED or strobe lights mounted so as to be visible 360 degrees. In addition, vehicles operating under direction of the Maine Turnpike Authority may be equipped with auxiliary lights that are green, white or amber or any combination of green, white or amber. Auxiliary lighting shall have sufficient intensity to be visible at 500 feet in normal daylight and a flash rate between 1Hz and 4Hz. The vehicle flashing system shall be in continuous operation while the vehicle is on any part of the project and positioned or mounted in such a way to not be obstructed by vehicle mounted or other equipment. Dump trucks, concrete trucks and utility trucks at a minimum shall have a strobe light mounted on each side of the vehicle. The use of motorcycles is not permitted within a construction site or as a means to arrive at or leave a work zone.

Where space is available pavement striping for all tapers shall create a minimum buffer of 250 feet to the point where the temporary concrete barrier taper ends and becomes parallel to the

travelway. Temporary concrete barrier shall be tapered at a minimum 8:1 unless space is available and then it should be tapered at 15:1 or 100 feet whichever is longest.

Milling and paving of interchange ramps shall be done between 9:00 p.m. and 5:00 a.m., unless otherwise shown on the Maintenance of Traffic Phasing Plans or as directed by the MTA. Only a single ramp at an interchange may be closed at once. Ramp closures will not be permitted the day before or after holidays, on holidays, or on Saturdays or Sundays. The Contractor shall request approval from the Resident/Authority two weeks prior for all ramp closures. Portable changeable message signs shall be used to provide advance notice and warning of the ramp closure. PCMS's shall be operational a minimum of 1 week prior to ramp closure to notify Patrons. The contractor shall coordinate PCMS locations with the Resident and the MTA.

Access to, and egress from, the construction area shall be with the direction of travel without crossing traffic. Construction vehicles are prohibited from merging with mainline traffic during the AM and PM peak traffic hours unless approved in writing from the MTA. The contractor shall develop work zone access/egress with acceleration and deceleration areas and should utilize interchange ramp areas whenever feasible.

#### Temporary Mainline Lane Closures

A lane closure may be required whenever personnel will be actively working within four feet of a travel lane.

Loading/unloading trucks shall not be closer than six feet from an open travel lane. Temporary lane closures will only be allowed at the times outlined in Special Provision, Section 652, Specific Project Maintenance of Traffic Requirements. These hours may be adjusted based on the traffic volume each day by the Resident.

A lane closure is required when a danger to the traveling public may exist. The following is a partial list of activities requiring lane closures. Lane closures may be required for other activities as well:

- Milling and Paving Operations
- Bridge work
- Drainage Installation and/or Adjustment
- Clear Zone Improvements
- Pavement Markings Layout and Placement
- Work directly over traffic within six feet of a travel lane as measured from the painted pavement marking line or traffic control device will require a lane closure. This work includes but is not limited to the following:
  1. Unbolting structural steel
  2. Removing structural steel

3. Erecting structural steel
4. Erecting or moving sign panels on bridges or sign structures
5. Bolting structural steel
6. Loading and unloading trucks
7. Light pole removal or installation
8. Snow fence installation

Lane closures shall be removed if work requiring the lane closure is not ongoing unless included in the Contract as a long-term traffic control requirement or approved by the Resident.

During adverse weather condition when the speed limit on the Maine Turnpike has been reduced to 45 MPH, or during fog or when there is less than ½ mile of visibility, shoulder/lane closures cannot be set up and any currently in place shall be removed. Only work on the turnpike mainline that is behind temporary concrete barrier will be allowed when speed is reduced to 45 MPH or fog/visibility conditions exist.

Daytime lane closures shall be a maximum of three (3) miles. Only one daytime lane closure will be permitted per direction. Nighttime lane closures may extend through the entire length of the Project.

Temporary single lane closures are allowed upon approval of the Resident. Lane and/or ramp closure setup may not begin until the beginning time specified. Closures that are setup early or that remain in place outside of the approved time period shall be subject to a lane rental fee of \$1,000 per five minutes for every five minutes outside of the approved time. The installation of the construction signs will be considered setting up the lane closure. Removal of the last construction sign will be considered removal of the closure. Construction signs shall be installed immediately prior to the start of the closure and shall be promptly removed when no longer required. The installation and removal of a closure, including signs, channelizing devices, and arrow boards shall be a continuous operation. The Authority reserves the right to order the removal of an approved closure.

The Authority desires to minimize the number of daytime lane closures and the number of times that a complete stoppage of traffic is required. The Contractor is encouraged to schedule work so that the interference with the flow of traffic will be minimized. Lane closures will not be allowed until traffic associated with complete stoppages of traffic has cleared. Complete stoppages of traffic or lane closures may not be allowed on a particular day if another complete stoppage of traffic has been previously approved for another project.

The Resident is required to receive approval from the Maine Turnpike Authority for all lane closures. The Resident is required to submit a request for lane closures by noon on Thursday for any lane closures needed for the following week. The Contractor shall plan the work accordingly.

#### Mainline Shoulder Closures

Shoulder closures are anticipated at locations where Contractor access to the mainline is required.



Shoulder closures with plastic drums shall be removed at the end of the workday. Temporary shoulder closures with plastic drums will not be allowed during periods of inclement weather as determined by the Authority.

The location (limits) of shoulder closures with concrete barrier are shown on the Plans. The barrier must be placed prior to the start of the work requiring concrete barrier and shall remain in place until the work activity is complete.

### Equipment Moves

The complete stoppage of traffic for an equipment move (including delivery of materials to the median) will be considered for approval if the action cannot reasonably be completed with the erection of a lane closure. Contractor shall be responsible for the installation of Signs CS-3, "Expect Stopped Traffic" and Signs W3-4 "Be Prepared to Stop", in accordance with the Single Lane Closure Detail immediately prior to the equipment move. Signs will be required on any adjacent ramps within proximity to the stoppage. These signs shall be covered when not applicable.

State Police will be used to stop traffic. Cost for State Police will be the responsibility of the Authority. The times requested for trooper assisted equipment moves by on-duty troopers cannot be guaranteed. The MTA will not be held responsible for any delays or costs associated with the delay, postponement or cancellation of an on-duty trooper assisted equipment move.

The maximum time for which traffic may be stopped and held for an equipment move at any single time shall be five (5) minutes. The duration shall be measured as the time between the time the last car passes the Resident until the time the Resident determines that all travel lanes are clear. The traffic shall only be stopped for the minimum period of time required to complete the approved activity. The Contractor shall reimburse the Authority at a rate of \$500 per minute for each minute in excess of the five-minute allowance.

Unapproved movement of equipment or materials across the travel lanes shall be considered a violation of the Maintenance of Traffic Requirements and is subject to a minimum fine of \$500 per occurrence with an additional \$500 per minute thereafter.

### Request for Complete Stoppage of Traffic

A request for a complete stoppage of traffic must be submitted to the Resident for approval. The Resident is required to receive approval from the Maine Turnpike Authority for all stoppages. The request shall be submitted to the Authority by the Resident at least five (5) working days prior to the day of the requested stoppage of traffic and two (2) days for a stoppage less than five minutes. All requests must be received by 12:00 p.m. noon to be considered as received on that day. Requests received after 12:00 p.m. shall be considered as received the following day. The Contractor shall plan the work accordingly.

During the erection or removal of overhead structures or signs traffic shall be stopped and may be held for periods of up to 25 minutes during these operations. Before the roadway is reopened, all materials shall be secured so they will not endanger traffic passing underneath. The

Contractor will reimburse the Authority at the rate of \$2,500.00 per five-minute period for each roadway not reopened (northbound and southbound), in excess of the 25-minute limit. Total penalty shall be deducted from the next pay estimate.

Blasting of Ledge. The maximum time for which traffic may be stopped at any single time shall be six (6) minutes. This duration shall be measured as the time between the time that the last car passes the Resident, until the time the Resident determines that all travel lanes are cleared of blast debris. The Contractor shall reduce the size of the blast, change the design and method of the blast, use more mats, or otherwise alter the blasting so that the traffic is not stopped for more than six minutes. If, due to the throw of rock onto the highway or other blasting related activities, traffic is stopped for more than six minutes, the Contractor shall pay a penalty of \$1,000.00 per minute for every minute traffic is stopped in excess of the six-minute limit. The penalty shall be measured separately on the northbound and southbound roadway (or eastbound and westbound roadway). Total penalties will be deducted from the next pay estimate. Whenever the volume of traffic is excessive such that a six-minute interruption would cause objectionable congestion, in the opinion of the Authority, the hours during which blasting may occur may be further restricted. A detailed blasting plan shall be submitted as required in Supplemental Specific or Special Provision Sections 105 or 107.

#### 652.3.5 Installation of Traffic Control Devices

All traffic control devices shall be in conformance with NCHRP 350 requirements and MASH 16 requirements if manufactured after December 31, 2019 and installed as per manufactures recommendations.

Portable signs shall be erected on temporary sign supports approved crashworthy devices so that the bottom of the sign is either 1) 12 inches or 2) greater than 5 feet above the traveled way. The bottom of all regulatory signs and ramp exit signs shall be a minimum of 5 feet above the traveled way. Post-mounted signs shall be erected so the bottom of the sign is no less than 5 feet above the traveled way, and 7 feet above the traveled way in business, commercial, and residential areas. Post-mounted signs must be erected so that the sign face is in a true vertical position. All signs shall be placed so that they are not obstructed in any manner and immediately modified to ensure proper visibility if obstructed.

The bottom of mainline and ramp traffic control signs intending to remain longer than 3 days, except as provided in 2009 MUTCD Section 6F.03 paragraph 12, shall be mounted 5 feet or greater above the edge of pavement on posts or portable sign supports.

The Resident will verify the exact locations of the construction signs in the field.

Construction signs behind guardrail shall be mounted high enough to be visible to traffic.

Vertical panel markers shall be mounted with the top at least 4 feet above the traveled way.

Drums shall not be weighted on the top. Drain holes shall be provided to prevent water from accumulating in the drums During winter periods, drums shall be placed on the grass shoulder or removed from the roadway so winter maintenance operations will not be impacted. This

requires the placement of drums behind the median guardrail. Drums shall not be placed on snowbanks.

The Contractor shall operate and maintain the flashing arrow board unit and for dependable service during the life of the contract. The units shall remain in continuous night and day service at locations designated until the Resident designates a new location or discontinuance of service.

The Contractor shall maintain the devices in proper position and clean them as necessary. Maintenance shall include the covering and uncovering of all signs when no longer applicable (even if for a very short duration). The sign shall be considered adequately covered when no part of the sign face is visible either around or through the covering.

The Contractor shall replace damaged traffic control devices with devices of acceptable quality, as directed by the Resident.

The Contractor is required to cover all existing signs, including regulatory and warning signs, within the Work zone which may conflict with the proposed construction signs. The Contractor is also required to cover all permanent construction signs when they conflict with a daily traffic control setup. The method of covering existing signs must be approved by the Resident. The use of adhesives on the sign face is prohibited.

#### Work Zone Speed Limits

Work Zone Speed (Fines Doubled) is a regulatory speed limit that indicates the maximum legal speed through a work zone which is lower than the normal posted speed. The speed limit shall be displayed by black on white speed limit signs in conjunction with a black on orange "Work Zone" plate. Speed limit signs shall be installed at each mile within the work zone. Any existing regulatory speed limit signs within the reduced speed zone shall be covered once the reduced speed signs have been erected.

Two orange fluorescent flags shall be attached to all speed limit signs that are uncovered for a period of time exceeding one week. This work shall be incidental. Signs that are covered and uncovered on a regular basis are not required to have the supplemental flags.

The reduced speed limit signs shall be used when workers are adjacent to traffic, when travel lane(s) are closed, when indicated on Maintenance of Traffic Control Plans provided or other times as approved by the Resident:

The signs shall be covered or removed when not applicable. The covering and uncovering of signs shall be included for payment under Maintenance of Traffic. Signs relating to reduced speed shall be installed in accordance with the details. The Contractor shall note that all signs including those behind concrete barrier or guardrail are required to be clearly visible to all drivers at all times.

#### Lane Closure Installation and Removal Procedure

The Contractor will follow the following procedures when closing any travel lanes on the turnpike roadways:

1. The sign package shall be erected starting with the first sign and proceeding to the start of the taper. The sign crew shall erect signs with the vehicle within the outside shoulder.
2. Position the arrow board with the proper arrow at the beginning of the taper; and,
3. When arrow board is in place, continue with the drums/cones to secure the work area.

To dismantle the lane closure, start with last drums/cone placed and work in reverse order until all the drums are removed. The arrow board which was installed first shall be the final traffic control device removed, excluding the sign package. The remaining sign package shall be picked-up starting with the first sign placed and continuing in the direction of traffic and with the vehicle in the outside shoulder.

### Trucking Plan

The Contractor shall submit a trucking plan to the Resident within 10 working days of the award of the Contract. The trucking plan shall consist of at least the following:

- Date of anticipated start of work per each location.
- Haul routes from plant/pit to work area and return.
- Haul routes from work area to disposal area and return.
- Entering / exiting the work area.
- Vehicle safety equipment and Vehicle inspection.
- Personal safety equipment.
- Communications equipment and plan.

The trucking plan will not be paid for separately but shall be incidental to the Contract.

### 652.3.6 Traffic Control

The existing travel way width shall be maintained to the maximum extent practical.

Vertical panel markers, drums, cones, or striping shall be used to clearly delineate the roadway through the construction area. Two-way traffic operation shall be provided at all times that the Contractor is not working on the project. One-way traffic shall be controlled through work areas by flaggers, utilizing radios, field telephones, or other means of direct communication.

The traffic control devices shall be moved or removed as the work progresses to assure compatibility between the uses of the traffic control devices and the traffic flow.

Pavement markings shall be altered as required to conform to the existing traffic flow pattern. Repainting of pavement marking lines, if required to maintain the effectiveness of the line, shall be considered incidental to the maintenance of traffic control devices, no separate payment will be made. Inappropriate pavement markings shall be removed whenever traffic is rerouted, and temporary construction pavement markings shall be placed. Removal of non-applicable markings and initial placement of temporary construction pavement markings will be paid for under the appropriate Contract items. Traffic changes shall not be made unless there is sufficient time, equipment, materials, and personnel available to complete the change properly before the end of the workday. This provision will not be required when traffic is rerouted for brief periods and the route can be clearly defined by channelizing devices, or flaggers, or both.

All vehicles used during the installation and removal of traffic control devices, including lane closures, shall be equipped with a vehicle-mounted lighted arrow board or high intensity LED full width light bar acceptable to the Resident. The arrow board or full width light bar shall be capable of displaying a left arrow, right arrow, double arrow, and light bar patterns.

#### 652.4 Flaggers

The Contractor shall furnish flaggers as required by contract documents or as otherwise specified by the Resident. Flaggers shall not stop traffic on Turnpike mainline or interchange ramps. Only State Police are allowed to stop traffic on mainline or interchange ramps.

All flaggers must have successfully completed a flagger test approved by the Maine Department of Transportation and administered by a Maine Department of Transportation approved Flagger-Certifier. All flaggers must carry an official certification card with them at all times while flagging.

For daytime conditions, flaggers shall wear a top (vest, shirt or jacket) that is orange, yellow, yellow-green, or fluorescent versions of these colors meeting ANSI 107-2004, Class 3, along with a hat with 360 ° retro-reflectivity.

For nighttime conditions, flaggers shall wear all Class 3 apparel, meeting ANSI 107-2004, including a Class 3 top (vest, shirt or jacket) and a Class E bottom (pants or coveralls), shall be worn along with a hardhat with 360 ° retro-reflectivity and shall be visible at a minimum distance of 1000 ft. Flagger stations must be illuminated in nighttime conditions to assure visibility and will be specifically addressed in detail in the Contractor's TCP.

Flagger stations shall be located far enough in advance of the workspace so that approaching road users will have sufficient distance to stop at the intended stopping point. While flagging, the flagger should stand either on the shoulder adjacent to the traffic being controlled, or in the closed lane. At a spot obstruction with adequate sight distance, the flagger may stand on the shoulder opposite the closed sections to operate effectively. Under no circumstances shall the flagger stand in the lane being used by moving traffic or have their back to oncoming traffic. The flagger should be clearly visible to approaching traffic at all times and should have a clear escape route.

When conditions do not allow for proper approach sight distance of a flagger or storage space for waiting vehicles, additional flaggers shall be used at the rear of the backlogged traffic or at a point where approaching vehicles have adequate stopping sight distance to the rear of the backlogged traffic. All flagger stations shall be signed, even when in close proximity. The signs shall be removed or covered when flagger operations are not in place, even if it is for a very short duration.

Flaggers shall be provided as a minimum, a 10-minute break, every 2 hours and a 30 minute or longer lunch period away from the workstation. Flaggers may only receive 1 unpaid break per day; all other breaks must be paid. Sufficient certified flaggers shall be available onsite to provide for continuous flagging operations during break periods. If the flaggers are receiving the appropriate breaks, breaker flagger(s) shall be paid starting 2 hours after the work begins and ending 2 hours before the work ends. A maximum of 1 breaker per 6 flaggers will be paid. (1 breaker flagger for 2 to 6 flaggers, 2 breaker flaggers for 7 to 12 flaggers, etc.). If a flagger station is manned for 10 hours or more, then ½ hour for lunch will be deducted from billable breaker flagger hours.

#### 652.41 Traffic Officers

Local road traffic officers, if required, shall be uniformed police officers. State Police officers and vehicles shall be used to warn and stop traffic on the Maine Turnpike. All State Police shall be scheduled through the Maine Turnpike Authority. The Authority will make payment for the State Police officers and vehicles directly to the State Police.

The Contractor will not be entitled to additional compensation if scheduled Work is not completed due to the unavailability of State Police.

#### 652.5.1 Rumble Strip Crossing

When lane shifts or lane closures require traffic to cross a permanent longitudinal rumble strip for 7 calendar days or less, the Contractor shall install warning signs that read “RUMBLE STRIP CROSSING” with a supplemental Motorcycle Plaque, (W8-15P).

When lane shifts or lane closures require traffic to cross a permanent longitudinal rumble strip for more than 7 calendar days, the Contractor shall pave in the rumble strips in the area that traffic will cross, unless otherwise directed by the Resident. Rumble strips shall be replaced prior to the end of the project, when it is no longer necessary to cross them.

#### 652.6.1 Daylight Work Times

Unless otherwise described in the Contract, the Contractor is allowed to commence work and end work daily according to the Sunrise/Sunset Table at: <http://www.sunrisesunset.com/usa/Maine.asp>. If the Project town is not listed, the closest town on the list will be used as agreed at the Preconstruction Meeting. Any work conducted before sunrise or after sunset will be considered Night Work.

#### 652.6.2 Night work

When Night Work occurs (either scheduled or unscheduled), the Contractor shall provide and maintain lighting on all equipment, at all workstations, and all flagger stations.

The lighting facilities shall be capable of providing light of sufficient intensity to permit good workmanship, safety, and proper inspection at all times. The lighting shall be cut off and arranged on stanchions at a height that will provide perimeter lighting for each piece of equipment and will not interfere with traffic, including commercial vehicles, approaching the work site from either direction.

The Contractor shall have available portable floodlights for special areas.

The Contractor shall utilize padding, shielding or other insulation of mechanical and electrical equipment, if necessary, to minimize noise, and shall provide sufficient fuel, spare lamps, generators, etc. to maintain lighting of the work site.

The Contractor shall submit a lighting plan prior to any night work for review showing the type and location of lights to be used for night work. The Resident may require modifications be made to the lighting set up in actual field conditions.

Prior to beginning any Night Work, the Contractor shall furnish a light meter for the Residents use that is capable of measuring the range of light levels from 5 to 20 foot-candles.

Horizontal illumination, for activities on the ground, shall be measured with the photometer parallel to the road surface. For purposes of roadway lighting, the photometer is placed on the pavement. Vertical illumination, for overhead activities, shall be measured with the photometer perpendicular to the road surface. Measurements shall be taken at the height and location of the overhead activity.

Night Work lighting requirements:

**Mobile Operations:** For mobile-type operations, each piece of equipment (paver, roller, milling machine, etc.) will carry indirect (i.e. balloon type) lights capable of producing at least 10 foot-candles of lighting around the work area of the equipment.

**Fixed Operations:** For fixed-type operations (flaggers, curb, bridge, pipes, etc.), direct (i.e. tower) lighting will be utilized capable of illuminating the work area with at least 10 foot-candles of light.

**Hybrid Operations:** For hybrid-type operations (guardrail, sweeping, In-slope excavation, etc.), either direct or indirect lighting may be utilized. The chosen lights must be capable of producing at least 10 foot-candles of light around the work area of the equipment.

**Inspection Operations:** Areas required to be inspected by the Authority will require a minimum of 5 foot-candles of lighting. This may be accomplished through direct or indirect means.

The Contractor shall apply 2- inch wide retro-reflective tape, with alternating red and white segments, to outline the front back and sides of construction vehicles and equipment, to define their shape and size to the extent practicable. Pickup trucks and personal vehicles are exempt from this requirement.

The Resident or any other representative of the Authority reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Authority shall not be held responsible for any delay in the work due to any suspension under this item.

Failure to follow the approved Lighting Plan will result in a Traffic Control violation.

Payment for lighting, vehicle mounted signs and other costs accrued because of night work will not be made directly but will be considered incidental to the related contract items.

### 652.6.3 Traffic Coordinator and Personnel

The Contractor shall submit to the Resident for approval a list of traffic control personnel assigned to the Project including qualifications, certifications and experience.

The Traffic Coordinator duties shall include, but are not necessarily limited to:

- a. Developing, in conjunction with the Resident and Project superintendent, a traffic control program for the days' work activities which will facilitate traffic in a safe and efficient manner.
- b. Ensure that all traffic control implements (signs, arrow boards, barrels, etc.) are on-site so the traffic program can be implemented effectively.
- c. Ensure a safe and effective setup or take-down of all signing implements to least impact the traveling motorist; and,
- d. Working knowledge of construction signing/traffic control requirements in conformance with the latest issued Manual on Uniform Traffic Control Devices.
- e. The Contractor shall supplement the traffic control plan with a daily plan, which includes schedules for utilizing traffic coordinators and flaggers. This plan shall be submitted daily and agreed upon cooperatively with the Resident.

### 652.7 Method of Measurement

Signs, signs supplied by the Authority, and panel markers will be measured by the square foot for all signs authorized and installed. Flashing arrow boards, portable-changeable message signs, and flashing and steady burn lights, will be measured by each unit authorized and installed on the project. Barricades, **drums** and cones will be measured by each unit authorized. No additional payment will be made for devices that require replacement due to poor condition or inadequate retroreflectivity.



Flaggers or traffic officers used during the Contract, for the convenience of the Contractor, will not be measured separately for payment, but shall be incidental to the various pay items. This includes use of Flaggers for the delivery of materials and equipment to the project or other Flagger use that is for the Contractor's convenience, as determined by the Resident Engineer. If flaggers are required to maintain traffic and there is not a pay item in the contractor for flaggers, then flaggers shall be incidental to the other Section 652 contract items and no separate payment shall be made.

The installation and removal of existing and temporary pavement markings, regardless of material, will not be measured but shall be incidental to the Maintenance of Traffic Control Devices item. No additional payment will be made for refreshing temporary paint pavement markings due to inadequate retroreflectivity or for re-installation of temporary tape pavement markings due to poor adhesion.

The Authority will make payment for the State Police officers and vehicles directly to the State Police when utilized for mainline traffic control activities. State Police escorts, if required to move oversize material or equipment loads to the jobsite, will not be paid separately, but shall be incidental to the Work Zone Traffic Control item.

Maintenance of traffic control devices will be measured by the calendar day or as one lump sum, as indicated in the plans and specifications, for all authorized and installed traffic control devices. Traffic control devices will only be measured for payment the first time used. Subsequent uses shall be incidental to Item 652.36 or 652.361.

The vehicle mounted arrow board, mounted on trucks used for installation and removal of lane closures, will not be measured separately for payment, but shall be incidental to Item 652.36 or 652.361.

The traffic coordinator(s) will not be measured separately for payment but shall be incidental to Item 652.36 or 652.361.

Portable light towers, lighting on equipment and lighting plan will not be measured separately for payment but shall be incidental to the related Contract items.

Truck mounted attenuator shall be measured for payment by the calendar day for each calendar day that the unit is used on a travel lane or shoulder on the project, as approved by the Resident.

Sequential Flashing Warning Lights shall be measured for payment by the maximum number of sequential flashing warning lights satisfactorily installed and properly functioning at any one time during the life of the project. Payment shall include all materials and labor to install, maintain and remove all Sequential Flashing Warning Lights.

Automated Trailer Mounted Speed Limit Sign shall be measured for payment by the calendar day for each calendar day that the unit is used on a travel lane or shoulder on the project or per each for the continued use for the duration of the project. Payment shall include the Trailer, Radar Speed Limit Sign, flashing beacon amber lights, regulatory speed limit sign, fuel, necessary

maintenance, and all checking of Radar Speed Limit Signs by manufacturer and all project moves including the transporting and delivery of the unit.

The accepted quantity of temporary portable rumble strips shall be measured by the unit complete in place, per lane closure application. A unit shall consist of 1 group of 3 full-lane width of rumble strips. As shown in the plans, a maximum of 3 units may be used at each lane closure. A unit shall be measured for each group of rumble strips, each time they are used for a lane closure.

Portable Changeable Message Signs will be measured for payment by each unit authorized and used within the project.

#### 652.8 Basis of Payment

The accepted quantity of signs, signs supplied by the Authority, and panel markers will be paid for at the contract unit price per square foot. Such payment will be full compensation for furnishing (or retrieving from the Authority) and installing all signs, sign supports, and all incidentals necessary to complete the installation of the signs.

The accepted quantity of flashing arrow boards, barricades, battery operated flashing and steady burn lights, and cones will be paid for at the contract unit price each for the actual number of devices authorized, furnished, and installed. Such payment shall be full compensation for all incidentals necessary to install and maintain the respective devices.

The Sequential Flashing Warning Lights will be paid for at the Contract unit price per each. This price shall include all costs associated with furnishing, installing, operating, maintaining, relocating, and removing the Sequential Flashing Warning Lights.

The Truck Mounted Attenuator(s) will be paid for at the Contract unit price per calendar day for each TMA used. This price shall include all costs associated with the use of the vehicle. Payment shall include operator, fuel, truck, maintenance, flashing lights, arrow board and all other incidentals necessary to operate the vehicle.

Failure by the contractor to reinstall cones, barrels, signs, covered/uncovered signs, and similar traffic control devices within an hour of them being displaced, moved, knocked over, uncovered and etc. will result in a \$150 fine per traffic control device if the issue is not resolved within 1 hour of notification by the Resident. An additional \$150 will be assessed for each additional hour that the device has not been corrected. If the traffic control device is critical to the maintenance of traffic creating an actual or potential safety issue with traffic and is not corrected immediately then it will result in a violation letter as described below.

Failure by the contractor to follow the Contract's Section 652 Supplemental Specifications, Special Provisions and Standard Specification and/or the Manual on Uniform Traffic Control Devices (MUTCD) and/or the Contractor's own Traffic Control Plan, or failure to correct a violation, will result in a violation letter and result in a reduction in payment as shown in the schedule below. The Resident or any other representative of the Authority reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The

Authority shall not be held responsible for any delay in the work due to any suspension under this item. Any reduction in payment under this Special Provision will be in addition to forfeiting payment of maintenance of traffic control devices for that day.

| <u>Amount of Penalty Damages per Violation</u> |                       |  |
|--|-----------------------|--|
| <u>1<sup>st</sup></u>                          | <u>2<sup>nd</sup></u> | <u>3<sup>rd</sup> &amp;<br/>Subsequent</u> |
| \$500  | \$1,000               | \$2,500                                    |

#### 652.8.1 Maintenance of Traffic Control Devices

Maintenance of Traffic Control Devices will be paid at the contract unit price per calendar day or lump sum price, as indicated in the plans and specifications. Such payment will be full compensation for all days that the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost, or stolen; and for cleaning, maintaining, and removing all devices used for traffic control, including replacing temporary pavement marking lines.

The contract price for Maintenance of Traffic Control Devices shall be full compensation for all days for such maintenance, encompassing all areas of the contract, regardless of whether or not the work areas or projects are geographically separated.

#### 652.8.2 Other Items

The accepted quantities of flagger hours will be paid for at the contract unit price per hour for each flagging station occupied excluding lunch breaks, and for each approved breaker flagger. Overtime hours, as reported on the certified payrolls, will be paid an additional 30% of the bid price for 652.38. The computation and additional payment for overtime hours will occur during the project close-out process and will be paid as additional hours of 652.38 to the nearest ¼ hour. The contract unit price shall be full compensation for hiring, transporting, equipping, supervising, and the payment of flaggers and all overhead and incidentals necessary to complete the work.

There will be no payment made under any 652 pay items after the expiration of the adjusted total contract time.

The accepted quantities of traffic officer hours will be paid for at the contract unit price per ¼ hour for each station occupied, with no additional payment for overtime. This price shall be full compensation for supplying uniformed officers with police cruisers, and all incidentals necessary to complete the work, including transportation, equipment, and supervision.

Payment for temporary pavement marking lines and pavement marking removal will be made under the respective pay item in Section 627 - Pavement Markings.

Payment for temporary traffic signals will be made under Section 643 - Traffic Signals.

The accepted quantity of Portable Changeable Message Signs will be paid for at the Contract unit price each. This price shall be full compensation for furnishing, relocating, maintaining and removing the PCMS. The price also includes all costs associated with setting-up and paying for a data cellular account, technical support, training and any costs associated with the GPS location device.

Progress payment of each PCMS shall be pro-rated over the duration of the Contract. Contract duration shall be from the specified Contract start date to substantial completion or Contract completion, whichever is sooner.

For a PCMS that fails to operate when required, the Contractor will be given 24-hours to repair or replace the PCMS. For periods longer than 24-hours, a payment deduction for the Work Zone Traffic Control item will be assessed on the pro-rated time that the PCMS is out of service.

Drums will be paid for at the contract unit price each. Such payment shall be full compensation for all drums as shown on the Plans or required to complete the work.

The Truck Mounted Attenuator(s) will be paid for at the Contract unit price per calendar day. This price shall include all costs associated with the use of the vehicle. Payment shall include operator, fuel, truck, maintenance, flashing lights, arrow board and all other incidentals necessary to operate the vehicle.

The Automated Trailer Mounted Speed Limit Sign(s) will be paid for at the Contract unit price per calendar day or per each. This price shall include all costs associated with the use of the Automated Trailer Mounted Speed Limit Sign.

The accepted quantity of temporary portable rumble strips will be paid for at the contract unit price per unit which shall include the transport device. Payment is full compensation for providing, relocating, maintaining or replacing, and removing temporary portable rumble strips. If the pay item is not included in the contract quantities, then the Authority does not anticipate the use of this item on the contract. If contractor wishes to utilize temporary portable rumble strips and the item is not in the contract, then the contractor may propose use of them to the Authority for consideration.

Payment will be made under:

| <u>Pay Item</u>               | <u>Pay Unit</u> |
|-------------------------------|-----------------|
| 652.30 Flashing Arrow         | Each            |
| 652.31 Type I Barricade       | Each            |
| 652.311 Type II Barricade     | Each            |
| 652.312 Type III Barricades   | Each            |
| 652.32 Battery Operated Light | Each            |
| 652.33 Drum                   | Each            |
| 652.331 Drum                  | Lump Sum        |
| 652.34 Cone                   | Each            |

|          |  |              |
|----------|--|--------------|
| 652.35   | Construction Signs                         | Square Foot  |
| 652.351  | Construction Signs-Supplied by Authority   | Square Foot  |
| 652.36   | Maintenance of Traffic Control Devices     | Calendar Day |
| 652.361  | Maintenance of Traffic Control Devices     | Lump Sum     |
| 652.38   | Flaggers                                   | Hour         |
| 652.381  | Traffic Officers                           | Hour         |
| 652.41   | Portable-Changeable Message Sign           | Each         |
| 652.45   | Truck Mounted Attenuator                   | Calendar Day |
| 652.4501 | Truck Mounted Attenuator – 24,000 LB       | Calendar Day |
| 652.451  | Automated Trailer Mounted Speed Limit Sign | Calendar Day |
| 652.452  | Automated Trailer Mounted Speed Limit Sign | Each         |
| 652.46   | Temporary Portable Rumble Strips           | Unit         |
| 652.47   | Sequential Flashing Warning Lights         | Each         |

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Specification describes the specific project maintenance of traffic requirements for this Project. Additional requirements may be found in Section 107 (work restrictions and completion dates) and the maintenance of traffic Plans.

The following minimum traffic requirements shall be maintained. These requirements may be adjusted based on the traffic volume when authorized by the Authority.

Littlefield Road Underpass and Emergency Vehicle Ramps (EVR)

The Contractor shall maintain a minimum of one travel lane for two-way traffic along Littlefield Road throughout construction of the EVRs and during milling and paving operations. A minimum lane width of 11 feet with a minimum clear width of 13 feet shall be maintained at all times.

**MAINTENANCE OF TRAFFIC LIMITATION TABLE: TURNPIKE MAINLINE – APPROVED SHOULDER CLOSURES AND LANE CLOSURES**

Long-Term Turnpike shoulder closures with temporary concrete barrier will be permitted anytime that active work is occurring at that location.

| Mainline Northbound & Southbound – Littlefield Road area (EVRs)<br>May 1, 2022 to June 23, 2022<br>September 12, 2022 to November 18, 2022 |   |                                   |                         |
|--|---|-----------------------------------|-------------------------|
|  |   | Temporary<br>Shoulder<br>Closures | Single Lane<br>Closures |
| <b>Days of Week:</b>   | <b>Monday through Thursday</b>                          |                                   |                         |
| Time of Day:   | 9:00 a.m. to 3:00 p.m.                                  | Allowed                           | Allowed                 |
| <b>Days of Week:</b>   | <b>Sunday night through Friday morning</b>              |                                   |                         |
| Time of Day:   | 6:00 p.m. to 7:00 a.m. following day                    | Allowed                           | Allowed                 |
| <b>Day of Week:</b>  | <b>Friday (except June 3, 2022 to October 14, 2022)</b> |                                   |                         |
| Time of Day:   | 9:00 a.m. to 2:00 p.m.                                  | Allowed                           |                         |

| <b>Mainline Northbound &amp; Southbound – Littlefield Road area (EVRs)</b><br><b>June 24, 2022 to September 11, 2022</b> |  |  |                                 |
|--|--|--|---------------------------------|
|  |  | <b>Temporary<br/>Shoulder<br/>Closures</b> | <b>Single Lane<br/>Closures</b> |
| <b>Days of Week:</b>   | <b>Sunday night through Friday morning</b> |  |                                 |
| <b>Time of Day:</b>  | 8:00 p.m. to 7:00 a.m. following day       | Allowed                                    | Allowed                         |

SECTION 719

SIGNING MATERIAL

Section 719.01 Reflective Sheeting

This Subsection is deleted in its entirety and replaced with the following:

Retroreflective sheeting for signs shall meet at a minimum the requirements for ASTM 4956 – Type XI (Prismatic) manufactured by 3M Company, for all signs.

Reflective sheeting, used in sign construction, shall have been manufactured within the six months immediately prior to the fabrication of each sign. Upon delivery at the job site of each shipment of signs, a letter of certification shall be provided that the reflective sheeting conforms to the requirements.

For Type 1 Guide Signs, all reflective sheeting shall be color matched on each sign unit.

All warning signs shall be fluorescent yellow except for Ramp Advisory Speed signs which shall be yellow.

All Construction Series signs that use orange backgrounds shall be fluorescent orange.

All Pedestrian Signs shall be fluorescent yellow-green.

EZ-PASS Purple shall conform to the FHWA Purple color box.

719.02 Demountable High Intensity Reflectorized Letters, Numerals, Symbols, and Borders

This Subsection, including the title, is deleted in its entirety and replaced with the following:

719.02 Letters, Numerals, Symbols, and Borders

All signs shall be manufactured utilizing Direct Applied letters, numerals, symbols and borders or be Digitally Printed meeting all sign sheeting manufacturer's (3M) requirements to ensure that the manufacturer's warranty will be in full effect.

All Type 1 overhead signs, Type 1 interchange signs and any other Type 1 signs over 100 square feet shall utilize Direct Applied letters, numerals, symbols and borders.

Direct Applied

Direct reflectorized applied letters, numerals, symbols and borders shall consist of cut out sheeting that shall meet at a minimum the requirements for ASTM 4956 – Type XI (Prismatic) sheeting. The sheeting material used for the direct applied legend shall be the same type as used for the background.



### Digitally Printed

Digital printing methods may be used to produce the sign copy and borders on retroreflective sheeting. Retroreflective sheeting complying with ASTM D 4956 Type XI and designated by the manufacturer as suitable for digital printing traffic signs along with associated ink and premium overlay film. Digitally Printed signs shall meet all sign sheeting manufacturer's (3M) requirements to ensure that the manufacturer's warranty will be in full effect

Transparent and opaque durable inks used in digital printed sign copy and borders shall be as recommended by the sheeting manufacturer (3M). Digital printed traffic colors shall be properly applied and shall have a warranty life of the base retroreflective sign sheeting. Digitally printed signs shall present a flat surface, free from foreign material, and all copy and borders shall be clear and sharp. Digital printed signs shall conform to 70% of the retroreflective minimum values established for its type and color (applicable to traffic colors only), as required by ASTM D 4956. Digital printed signs shall meet the daytime color and luminance, and nighttime color requirements of ASTM D 4956. Printed traffic colors shall meet the accelerated weathering and colorfastness requirements of ASTM D 4956. Digitally printed black shall remain sufficiently opaque for its intended use for the warranty period of the base sheeting. No variations in color or overlapping of colors will be permitted.

Digitally printed traffic signs shall have an integrated engineered match component clear UV- premium protective overlay recommended by the sheeting manufacturer applied to the entire face of the sign.

All digitally printed traffic signs shall utilize an integrated engineered match component system for materials and printing process and equipment. The integrated engineered match component system shall consist of retroreflective sheeting, durable ink(s), and clear protective overlay film, as specified by the sheeting manufacturer, applied to aluminum substrate.

The sign fabricator shall use an integrated engineered match component system digital printer approved by the sheeting manufacturer. Each approved digital printer shall only use the compatible retroreflective sign sheeting manufacturer's engineered match component system products. The sign fabricator shall maintain their digital printer's color calibration according to the sheeting manufacturer's requirements to help ensure digitally printed signs meet the manufacturer's specifications. The fabricator shall be trained by the sheeting manufacturer to produce digitally printed traffic signs that qualify for the sheeting manufacturer's warranty.

### General

Type 1 Guide Signs shall have two-inch-tall, series C text that indicates the sign size, and the sign install date (MM/YY) located two inches above the bottom border of the sign.

SPECIAL PROVISION

SECTION 827

CONDUIT TRENCHING

827.01 Description

This work shall consist of excavating and backfilling a utility trench for the installation of electrical conduit, as shown on the Plans and as directed by the Resident. MTA will place the conduit in the trench at no cost to the Contractor. The schedule for the work of excavating and backfilling the utility trench shall be coordinated with MTA.

827.02 Method of Measurement

Electrical Conduit Trenching shall be paid for at the Contract unit price per linear foot.

832.04 Basis of Payment

Electrical Conduit Trenching will be paid for at the Contract unit price per linear foot which shall be full compensation for all materials, tools, equipment, labor, and all incidentals necessary for excavating and backfilling the electrical conduit trench to the satisfaction of the Resident.

Payment will be made under:

| <u>Pay Item</u>                          | <u>Pay Unit</u> |
|--|-----------------|
| 827.37      Electrical Conduit Trenching | LF              |

SPECIAL PROVISION

SECTION 832

SITE BOLLARDS

832.01 Description

This work shall consist of furnishing and installing Type A Steel Bollards with cast in place concrete base and yellow LDPE bollard sleeves in accordance with these specifications, and as shown on the Plans.

Bollards shall be installed on either side of the gate mechanism and at the end of the gate approximately two feet from the end of the gate when it is in the closed position. A clear distance of no less than 18 feet and no more than 18’6” should be provided for vehicles to drive through the gate opening.

832.03 Method of Measurement

Type A Steel Bollards will be paid for at the contract unit price per each satisfactorily installed and accepted.

832.04 Basis of Payment

Type A Steel Bollards will be paid for at the Contract unit price per each which shall be full compensation for all materials, tools, equipment, labor, and all incidentals necessary for the completion of the work to the satisfaction of the Resident.

Payment will be made under:

| <u>Pay Item</u>                   | <u>Pay Unit</u> |
|-----------------------------------|-----------------|
| 832.41      Type A Steel Bollards | Each            |

APPENDIX A

U.S. Army Corps of Engineers – Project Permit and Maine General Permits



REPLY TO ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

Maine Turnpike Authority
2360 Congress Street
Portland, Maine 04102
sdonohue@maineturnpike.com

CORPS PERMIT # NAE-2021-03247
CORPS GPs 10
STATE ID# NRPA

DESCRIPTION OF WORK:

Place permanent and temporary fill within freshwater wetlands at off of Littlefield Road in Wells, Maine in order to reconstruct emergency vehicle ramps. This work will result in approximately 3,028 s.f. of permanent and 1,117 s.f. of temporary wetland impact and is shown on the attached plans entitled "Figure 1: Littlefield Road" on 1 sheet and not dated and "LITTLEFIELD ROAD EMERGENCY VEHICLE RAMPS SOUTHBOUD GENERAL PLAN" on 1 sheet and dated "10/29/21".

LAT/LONG COORDINATES: 43.29770° N -70.616326° W USGS QUAD: Wells, ME

I. CORPS DETERMINATION:

Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. Your work is therefore authorized by the U.S. Army Corps of Engineers under the Federal Permit, the Maine General Permits (GPs) which can be found at: https://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/ Accordingly, we do not plan to take any further action on this project.

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GPs, including the GPs conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GPs requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 45 of the GPs (page 19) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GPs on October 14, 2025. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 14, 2026.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.

II. STATE ACTIONS: PENDING [ X ], ISSUED [ ], DENIED [ ] DATE

APPLICATION TYPE: PBR: X, TIER 1: , TIER 2: , TIER 3: , LURC: , DMR LEASE: , NA:

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: NA LEVEL OF REVIEW: SELF-VERIFICATION: X PRE-CONSTRUCTION NOTIFICATION:

AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10, 404 X 10/404, 103

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO, USF&WS NO, NMFS NO

If you have any questions on this matter, please contact my staff at 978-318-8676 at our Augusta, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at: http://corpsmapu.usace.army.mil/cm\_apex/f?p=136:4:0

Richard Kristoff Jr. Digitally signed by Richard Kristoff Jr. Date: 2022.02.03 07:40:33 -05'00'

RICHARD KRISTOFF
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

Richard Kristoff Jr. Digitally signed by Richard Kristoff Jr. Date: 2022.02.03 07:40:55 -05'00'

FOR FRANK J. DEL GIUDICE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION



**US Army Corps  
of Engineers**®  
New England District

**PLEASE NOTE THE FOLLOWING GENERAL AND SPECIAL CONDITIONS FOR  
DEPARTMENT OF THE ARMY  
MAINE GENERAL PERMITS 10  
PERMIT NO. NAE-2021-03247**

**GENERAL CONDITIONS**

**3. Other Permits.** Permittees shall obtain other Federal, State, or local authorizations as required by law. Permittees are responsible for applying for and obtaining all required State of Maine or local approvals including a Flood Hazard Development Permit issued by the town/city. Work that is not regulated by the State of Maine, but is subject to Corps jurisdiction, may still be eligible for authorization under these GPs.

**23. Soil Erosion, Sediment, and Turbidity Controls.**

a. Adequate sedimentation and erosion control management measures, practices and devices, such as phased construction, installation of sediment control barriers (i.e. silt fence, vegetated filter strips, geotextile silt fences, erosion control mixes, hay bales or other devices) downhill of all exposed areas, retention of existing vegetated buffers, application of temporary mulching during construction, and permanent seeding and stabilization shall be installed and properly maintained to reduce erosion and retain sediment on-site during and after construction. They shall be capable of preventing erosion; of collecting sediment, suspended and floating materials; and of filtering fine sediment.

b. Temporary sediment control barriers shall be removed upon completion of work, but not until all disturbed areas are permanently stabilized. The sediment collected by these sediment barriers shall be removed and placed at an upland location and stabilized to prevent its later erosion into a waterway or wetland.

c. All exposed soil and other fills shall be permanently stabilized at the earliest practicable date.

**26. Temporary Fill.**

a. Temporary fills, including but not limited to construction mats and corduroy roads shall be entirely removed as soon as they are no longer needed to construct the authorized work. Temporary fill shall be placed in its original location or disposed of at an upland site and suitably contained to prevent its subsequent erosion into waters of the U.S.

b. All temporary fill and disturbed soils shall be stabilized to prevent its eroding into waters of the U.S. where it is not authorized. Work shall include phased or staged development to ensure only areas under active development are exposed and to allow for stabilization practices as soon as practicable. Temporary fill shall be placed in a manner that will prevent it from being eroded by expected high flows.

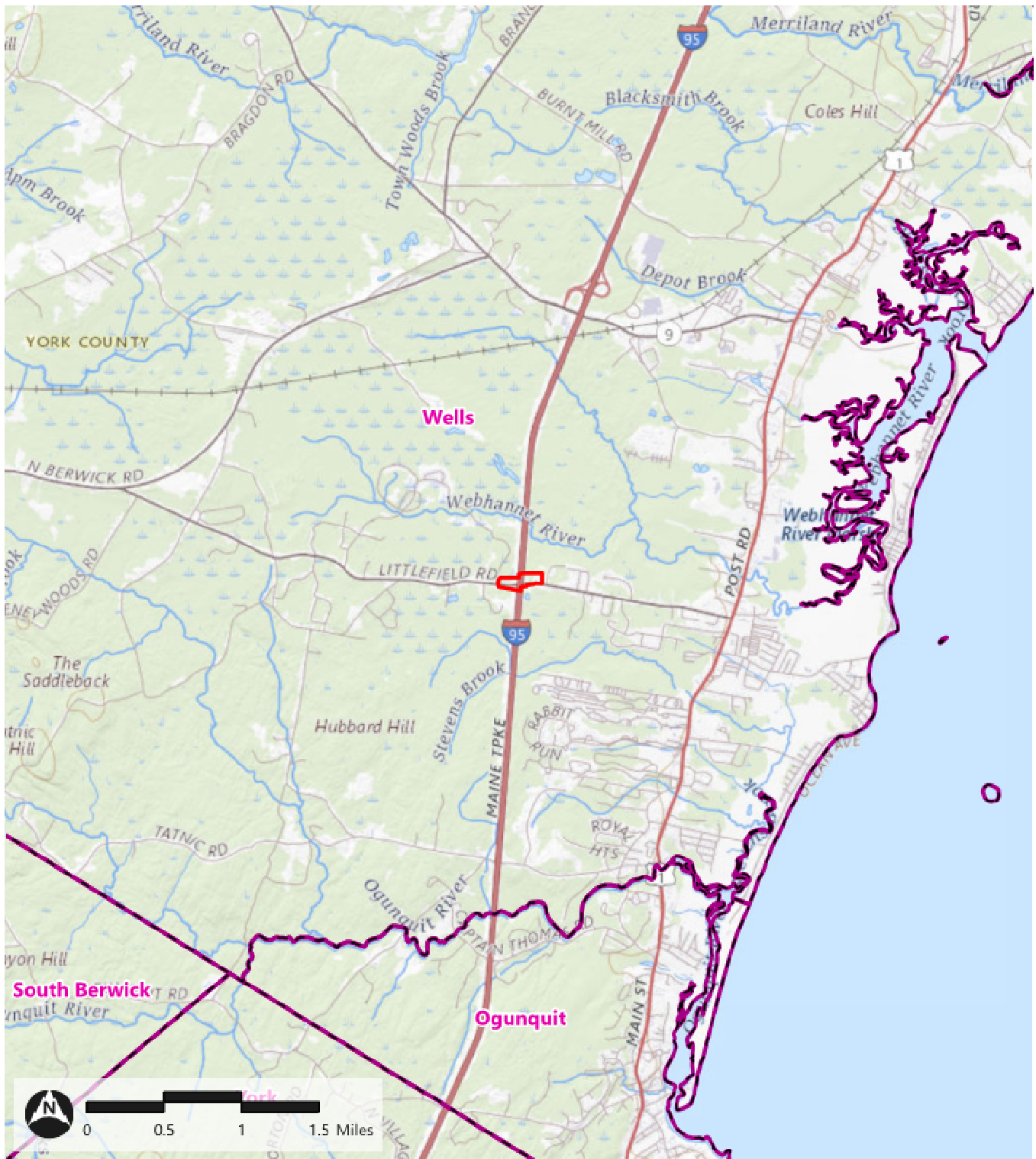
c. Unconfined temporary fill authorized for discharge into waters of the U.S. shall consist of material that minimizes impacts to water quality (e.g. washed stone, stone, etc.).

d. Appropriate measures shall be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Materials shall be placed in a location and manner that does not adversely impact surface or subsurface water flow into or out of the wetland. Temporary fill authorized for discharge into wetlands shall be placed on geotextile fabric or other appropriate material laid on the pre-construction wetland grade where practicable to minimize impacts and to facilitate restoration to the original grade. Construction mats are excluded from this requirement.

e. Construction debris and/or deteriorated materials shall not be placed or otherwise located in waters of the U.S.

**33. Permit(s)/Authorization Letter On-Site.** The permittee shall ensure that a copy of the terms and conditions of these GPs and any accompanying authorization letter with attached plans are at the site of the work authorized by these GPs whenever work is being performed and that all construction personnel performing work which may affect waters of the U.S. are fully aware of the accompanying terms and conditions. The entire permit authorization shall be made a part of any and all contracts and subcontracts for work that affects areas of Corps jurisdiction at the site of the work authorized by these GPs. This shall be achieved by including the entire permit authorization in the specifications for work. The term "entire permit authorization" means all terms and conditions of the GPs, the GPs, and the authorization letter (including its drawings, plans, appendices and other attachments) and subsequent permit modifications as applicable. If the authorization letter is issued after the construction specifications, but before receipt of bids or quotes, the entire permit authorization shall be included as an addendum to the specifications. If the authorization letter is issued after receipt of bids or quotes, the entire permit authorization shall be included in the contract or subcontract. Although the permittee may assign various aspects of the work to different contractors or subcontractors, all contractors and subcontractors shall be obligated by contract to comply with all environmental protection provisions contained within the entire GP authorization,

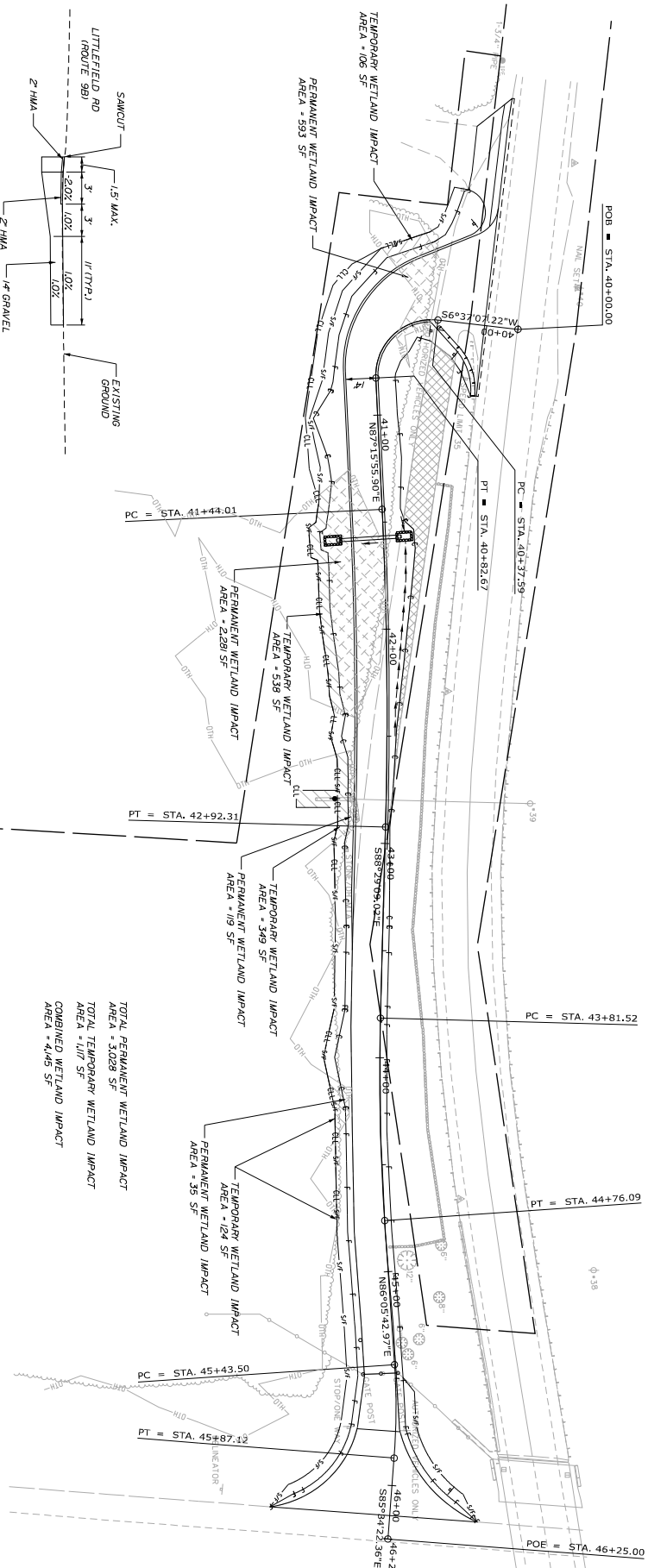
**Figure 1: Littlefield Road**  
Disturbance Plan | Wells, ME



- Limit of Disturbance
- Town Boundary

Source: VHB, MEGIS, ESRI

Path: \\vhb.com\gis\proj\SPortland\55345.00 2022 Southern Bridges\Project\Littlefield Road\aprx (laurbank, 12/7/2021)



SECTION A-A (DRIVEWAY DETAIL)  
NOT TO SCALE

Scale: 25' = 1\"/>

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |

Designed by: **vhb**

|  |              |              |
|--|--------------|--------------|
| CONSULTANT PROJECT MANAGER: C. Edgington | By           | Date         |
| BMD 10/29/21                             | Checked      | ECF 10/29/21 |
| BMD 10/29/21                             | In Charge of | AG 10/29/21  |

VANASSE HANGEN BRUSTLIN, INC.  
500 Southborough Dr.  
South Portland, ME 04106  
TEL (207) 889-3150  
FAX (207) 253-5596

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: RALPH C. NORWOOD, IV

LITTLEFIELD ROAD  
EMERGENCY VEHICLE RAMPS  
SOUTHBOUND GENERAL PLAN

VHB: 55345.00  
CONTRACT: 2022.04

SHEET NUMBER: 95  
OF 114



**DEPARTMENT OF THE ARMY  
GENERAL PERMITS FOR  
THE STATE OF MAINE**

The New England District of the U.S. Army Corps of Engineers (Corps) hereby issues 23 General Permits (GPs), listed below, for activities subject to Corps jurisdiction in waters of the United States within the boundaries of the State of Maine including tribal lands, and in adjacent ocean waters to the seaward limit of the outer continental shelf. These GPs are issued in accordance with Corps regulations at 33 CFR 320 – 332 and specifically 33 CFR 325.2(e)(2). These GPs will protect the aquatic environment and the public interest while effectively authorizing activities that have no more than minimal individual and cumulative adverse environmental effects.

| This document contains the following sections:  | Pages   |
|---|---------|
| I. CORPS JURISDICTION                           | 1       |
| II. GENERAL CRITERIA                            | 2       |
| III. PROCEDURES                                 | 3 – 4   |
| IV. GENERAL CONDITIONS                          | 5 – 19  |
| V. MAINE GENERAL PERMITS                        | 20 – 35 |
| VI. SELF-VERIFICATION NOTIFICATION FORM         | 36      |
| VII. CONTENT OF A PRE-CONSTRUCTION NOTIFICATION | 37 – 42 |
| VIII. AGENCY CONTACTS                           | 43 – 45 |
| IX. DEFINITIONS                                 | 46 – 51 |

**I. CORPS JURISDICTION**

1. Permits are required from the Corps for the following work:
  - a. The construction of any structure in, over, or under any navigable water of the U.S. (see 33 CFR 328), the excavating or dredging from or depositing of material in such waters, or the accomplishment of any other work affecting the course, location, condition, or capacity of such waters. The Corps regulates these activities under Section 10 of the Rivers and Harbors Act of 1899 (see 33 CFR 322);
  - b. The discharge of dredged or fill material and certain discharges associated with excavation into waters of the U.S. including wetlands. The Corps regulates these activities under Section 404 of the Clean Water Act (see 33 CFR 323); and
  - c. The transportation of dredged material for the purpose of disposal in the ocean. The Corps regulates these activities under Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (see 33 CFR 324).
  
2. Related laws: Section 408 of the Rivers and Harbors Act of 1899, Section 401 of the Clean Water Act, Section 402 of the Clean Water Act, Section 307(c) of the Coastal Zone Management Act of 1972, Section 106 of the National Historic Preservation Act of 1966, Section 7 of the Endangered Species Act, the Fish and Wildlife Coordination Act of 1956, the Magnuson-Stevens Fishery Conservation and Management Act, Section 302 of the Marine Protection, Research and Sanctuaries Act of 1972, and Section 7(a) of the Wild and Scenic Rivers Act.

## II. GENERAL CRITERIA

1. In order for activities to qualify for these General Permits (GPs), they shall meet the GPs terms and eligibility criteria on pages 1-4, all applicable general conditions (GCs) in Section IV, and terms of the Maine General Permits in Section V. Any activity not specifically listed may still be eligible for authorization under these GPs; prospective permittees are advised to contact the Corps for specific eligibility determination.
2. Under these GPs, activities may qualify for the following:
  - **SELF-VERIFICATION (SV):** Notification to the Corps is required at least two weeks before work commences; the Corps will acknowledge receipt and GP eligibility of the SV activity in writing.
  - **PRE-CONSTRUCTION NOTIFICATION (PCN):** Notification to and written verification from the Corps is required. *No work under PCN may proceed until written verification from the Corps is received.*

The thresholds for activities eligible for SV and PCN are defined in the general conditions in Section IV and Maine General Permits in Section V.

3. Prospective permittees shall review:
  - a. Section I to determine if the activity requires Corps authorization.
  - b. Sections III , IV, and V to determine if the activity is eligible for authorization under these GPs, and specifically whether it is eligible for SV, or whether a PCN is required.
4. Prospective permittees are encouraged to contact the Corps with questions at any time (U.S. Army Corps of Engineers, Maine Project Office, 442 Civic Center Drive, Suite 350, Augusta, Maine 04330, ph. 207-623-8367). Pre-application meetings, whether arranged by the Corps or requested by a prospective permittee, are encouraged to facilitate the review of projects. Pre-application meetings and/or site visits help streamline the authorization process by alerting the prospective permittee to potentially time-consuming factors that are likely to arise during the evaluation of their project (e.g. avoidance, minimization and compensatory mitigation requirements, historic properties, endangered species, essential fish habitat, vernal pools, and dredging of contaminated sediments).
5. Permittees shall ensure compliance with all applicable GCs in Section IV and GPs in Section V. Non-compliance with these GPs and GCs may subject the permittee to criminal, civil, or administrative criminal penalties, and/or an ordered restoration, and/or the permit may be modified, suspended or revoked by the Corps.

### III. PROCEDURES

1. State Approvals. Applicants are responsible for applying for and obtaining any required state or local approvals. Federal and state jurisdiction and review criteria may differ in some instances. State permits may be required for specific projects regardless of the GP category.

In order for authorizations under these GPs to be valid, when any of the following state approvals or statutorily-required reviews is also required, the approvals shall be obtained prior to the commencement of work in Corps jurisdiction:

- Maine Department of Environmental Protection (DEP): Natural Resources Protection Act (NRPA) permit, including permit-by-rule (PBR) and general permit authorizations; Site Location of Development Act permit; Maine Waterway Development and Conservation Act permit; and Maine Hazardous Waste, Septage, and Solid Waste Management Act license.
- Maine Department of Agriculture, Conservation and Forestry: Land Use Planning Commission (LUPC) permit.
- Maine Department of Marine Resources: Aquaculture Leases and Licenses.
- Maine Department of Agriculture, Conservation and Forestry, Bureau of Parks and Lands, Submerged Lands: Submerged Lands Lease.

2. How to Obtain/Apply for Corps Authorization.

a. **Self-Verification (SV):** Prospective permittees shall confirm that the activity meets all the applicable terms and conditions of SV. Consultation with the Corps and/or other relevant federal and state agencies may be necessary to ensure compliance with the applicable general conditions (GCs) and related federal laws such as the National Historic Preservation Act (GC 15), the Endangered Species Act (GC 16), the Magnuson-Stevens Fishery Conservation and Management Act (GC 17), and the Wild and Scenic Rivers Act (GC 13). Activities that are eligible for SV are authorized under these GPs provided the prospective permittee has:

- i. Confirmed that the activity meets all applicable terms and conditions of SV.
- ii. Provided notifications to the State Historic Preservation Officer (SHPO) (the SHPO in the State of Maine is the Maine Historic Preservation Commission, or MHPC) and all five federally-recognized tribes in the State of Maine (Tribal Historic Preservation Officers, or THPOs) listed in Section VIII before submitting the SV to the Corps in order to be reviewed for the presence of historic, archeological, architectural, or tribal resources in the action area that the activity may affect (see GC 15). Prospective permittees are not required to wait for a response to their notifications before submitting the SV to the Corps.
- iii. At least two weeks before work is to commence, submitted to the Corps a Self-Verification Notification Form (SVNF, page 36) with all of the following attachments: location map, project plans, and an Official Species List of federally threatened and endangered species that may occur in the activity's action area and the email address of the person who generated the list (see GC 16).

***NOTE: A copy of a state permit application form may be an acceptable surrogate for the SVNF itself; however, the applicant shall not rely on the state permitting agency to provide the Corps a copy of their state permit application.***

b. **Pre-Construction Notification (PCN):** Notification to, and written verification from the Corps is required. For activities that do not qualify for SV or where otherwise required by the terms and conditions of the GPs, the prospective permittee shall submit a PCN and obtain written verification from the Corps before starting work in Corps jurisdiction. The Corps will coordinate review of all PCN activities with other federal and state agencies, as appropriate. The Corps will attempt to issue written verification of the PCN within 60 days of receiving a complete application.

All prospective permittees for PCN activities shall follow the instructions on found on pages 37 – 42, and in particular:

- i. Submit directly to the Corps application form *ENG Form 4345* (pages 40 – 42), or the surrogate state permit application form as noted above.

- ii. Provide project information outlined on pages 37 – 42 (Content of a Pre-Construction Notification).
- iii. Submit an Official Species List of federally threatened and endangered species that may occur in the activity's action area and the email address of the person who generated the list (GC 16).
- iv. Provide notifications to the SHPO (MHPC) and all five THPOs in the State of Maine listed in Section VIII before submitting the PCN to the Corps in order to be reviewed for the presence of historic, archeological, architectural, or tribal resources in the action area that the activity may affect (see GC 15). The PCN shall include documentation that MHPC and all of the THPOs were notified (a copy of the prospective permittee's cover letter or emails to MHPC and the THPOs is acceptable). Prospective permittees are not required to wait for a response to their notifications before submitting a PCN to the Corps.

**c. Individual Permit (IP):** Projects that are not eligible for these GPs require an IP (33 CFR 325.5(b)) and prospective permittees shall submit an application directly to the Corps. These GPs do not affect the Corps IP review process or activities exempt from Corps regulation. For general information regarding IPs prospective permittees are encouraged to contact the Corps. ***In addition, the Corps retains discretionary authority on a case-by-case basis to elevate GP-eligible activities to an IP based on concerns for the aquatic environment or for any other factor of the public interest (33 CFR 320.4(a)). Whenever the Corps notifies a prospective permittee that an IP is required, no work in Corps jurisdiction may be conducted until the Corps issues the required authorization in writing indicating that the work may proceed.***

**d. Emergency Situations:** Contact the Corps immediately in the event of an emergency situation for information on the verification process. Emergency situations are limited to sudden, unexpected occurrences that could potentially result in an unacceptable hazard to life, a significant loss of property, or an immediate, unforeseen, and significant economic hardship if corrective action requiring a permit is not undertaken within a time period less than the normal time needed to process an application under standard procedures. Emergency work is subject to the same terms and conditions of these GPs as non-emergency work, and similarly, must qualify for authorization under these GPs; otherwise an IP is required. The Corps will work with all applicable agencies to expedite verification according to established procedures in emergency situations.

#### **IV. GENERAL CONDITIONS**

An activity is authorized under the General Permits (GPs) only if that activity and the permittee satisfy all of the applicable GPs terms and following general conditions (GCs):

1. Federal Jurisdiction.
2. Minimal Direct, Secondary and Cumulative Effects.
3. Other Permits.
4. Water Quality and Coastal Zone Management.
5. Fills Within 100-Year Floodplains.
6. Discretionary Authority.
7. Single and Complete Project.
8. Use of Multiple General Permits.
9. Mitigation (Avoidance, Minimization, and Compensatory Mitigation).
10. Corps Projects and Property.
11. Navigation.
12. National Lands.
13. Wild and Scenic Rivers.
14. St. John/St. Croix Rivers.
15. Historic Properties.
16. Federal Threatened and Endangered Species.
17. Essential Fish Habitat.
18. Aquatic Life Movements and Management of Water Flows.
19. Spawning, Breeding, and Migratory Areas.
20. Vernal Pools.
21. Restoration of Special Aquatic Sites (Including Wetland Areas).
22. Invasive and Other Unacceptable Species.
23. Soil Erosion, Sediment, and Turbidity Controls.
24. Time-of-Year Work Windows/Restrictions.
25. Pile Driving and Pile Removal in Navigable Waters.
26. Temporary Fill.
27. Heavy Equipment in Wetlands or Mudflats.
28. Bank and Shoreline Stabilization Including Living Shorelines.
29. Stream Work and Crossings, and Wetland Crossings.
30. Utility Line Installation and Removal.
31. Storage of Seasonal Structures.
32. Aquaculture.
33. Permit(s)/Authorization Letter On-Site.
34. Inspections.
35. Maintenance.
36. Federal Liability.
37. Property Rights.
38. Previously Authorized Activities.
39. Transfer of GP Verifications.
40. Modification, Suspension, and Revocation.
41. Special Conditions.
42. False or Incomplete Information.
43. Abandonment.
44. Enforcement Cases.
45. Duration of Authorization.

## **1. Federal Jurisdiction.**

a. Applicability of these GPs shall be evaluated with reference to federal jurisdictional boundaries (e.g. mean high water mark, high tide line, ordinary high water mark, and wetland boundary). Activities shall be evaluated with reference to “waters of the U.S.” under the Clean Water Act (33 CFR 328) and “navigable waters of the U.S.” under Section 10 of the Rivers and Harbors Act of 1899 (33 CFR 329). Prospective permittees are responsible for ensuring that the boundaries used satisfy the federal criteria defined at 33 CFR 328 – 229. These sections prescribe the policy, practice and procedures to be used in determining the extent of the Corps jurisdiction. Note: Waters of the U.S. includes all waters pursuant to 33 CFR 328.3(a), and in adjacent wetlands as that term is defined in 33 CFR 328.3(c).

b. Permittees shall identify on project plans wetlands, other special aquatic sites (SAS) including vegetated shallows (or submerged aquatic vegetation, SAV) and mudflats, and other waters, such as lakes and ponds, and perennial and intermittent streams on the project site. Wetlands shall be delineated in accordance with the Corps of Engineers Wetlands Delineation Manual and the most recent regional supplement pertaining to the State of Maine. GP-eligible activities may utilize wetland determinations conducted by State of Maine staff in-lieu of a wetland delineation. For activities located in Essential Fish Habitat (GC 17), permittees shall also identify on project plans natural rocky habitats and shellfish areas in order to satisfy the Magnuson-Stevens Fishery Conservation and Management Act.

**2. Minimal Direct, Secondary and Cumulative Effects.** To be eligible and subsequently authorized by these GPs, an activity shall result in no more than minimal individual and cumulative effects on the aquatic environment as determined by the Corps in accordance with the criteria listed within these GPs and GCs. This may require project modifications involving avoidance, minimization, or compensatory mitigation for unavoidable impacts to ensure that the net adverse effects of an activity are no more than minimal.

**3. Other Permits.** Permittees shall obtain other Federal, State, or local authorizations as required by law. Permittees are responsible for applying for and obtaining all required State of Maine or local approvals including a Flood Hazard Development Permit issued by the town/city. Work that is not regulated by the State of Maine, but is subject to Corps jurisdiction, may still be eligible for authorization under these GPs.

## **4. Water Quality and Coastal Zone Management.**

a. Permittees shall satisfy any conditions imposed by the State of Maine and EPA, where applicable, in their Clean Water Act Section 401 Water Quality Certification (WQC) for these GPs, or in any Individual Section 401 WQC. See Section VIII for state-specific contact info and to determine if any action is required to obtain a 401 WQC. The Corps may require additional water quality management measures to ensure that the authorized activity does not cause or contribute to a violation of water quality standards. All projects authorized by these GPs shall be designed, constructed and operated to minimize or eliminate the discharge of pollutants.

b. Permittees shall satisfy any additional conditions imposed by the State of Maine in their Coastal Zone Management (CZM) Act of 1972 consistency concurrences for these GPs, or in any Individual CZM consistency concurrences. The Corps may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

**5. Fills Within 100-Year Floodplains.** The activity shall comply with applicable Federal Emergency Management Agency (FEMA) approved State of Maine or municipal floodplain management requirements. Permittees should contact FEMA and/or the State of Maine Floodplain Management Program regarding floodplain management requirements (see Section VIII for Federal and state-specific contact info).

**6. Discretionary Authority.** Notwithstanding compliance with the terms and conditions of these GPs, the Corps retains discretionary authority to require a PCN or IP review based on concerns for the aquatic environment or for any other factor of the public interest (see 33 CFR 320.4(a)). This authority is invoked on a case-by-case basis whenever the Corps determines that the potential consequences of the proposal warrant a higher level of review based on the concerns stated above. This authority may be invoked for projects that may contribute to cumulative environmental impacts that are more than minimal or if there is a special resource or concern associated with a particular project.



**7. Single and Complete Project.** The term “single and complete project” is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. These GPs shall not be used for piecemeal work and shall be applied to single and complete projects and as such, the same GP shall not be used more than once for the same single and complete project.

a. For non-linear projects, a single and complete project shall have independent utility. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

b. Unless the Corps determines the activity has independent utility, all components of a single project and/or all planned phases of a multi-phased project (e.g., subdivisions should include all work such as roads, utilities, and lot development) shall be treated together as constituting one single and complete project. If any component of a single and complete project requires a PCN, the entire single and complete project shall be reviewed under PCN.

c. For linear projects such as power lines or pipelines with multiple crossings, a “single and complete project” is all crossings of a single water of the U.S. (i.e. single waterbody) at a specific location. For linear projects crossing a single waterbody several times at separate and distant locations, each crossing is considered a single and complete project. However, individual channels in a braided stream or river, or individual arms of a large, irregularly-shaped wetland or lake, etc., are not separate waterbodies, and crossings of such features cannot be considered separately.

**8. Use of Multiple General Permits.** The use of more than one GP for a single and complete project is prohibited, except when the acreage loss of waters of the U.S. authorized by the GPs does not exceed the acreage limit of the GPs with the highest specified acreage limit. For example, if a road crossing over waters is constructed under GP 10, with an associated utility line crossing authorized by GP 9, if the maximum acreage loss of waters of the U.S. for the total project is  $\geq 3$  acres it shall be evaluated as an IP.

**9. Mitigation (Avoidance, Minimization, and Compensatory Mitigation).**

a. Activities shall be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the U.S. to the maximum extent practicable to ensure that adverse effects to the aquatic environment are no more than minimal.

b. Compensatory mitigation for unavoidable impacts to waters of the U.S., including direct, secondary and temporal loss, will generally be required for permanent impacts that exceed the SV limits (SV limits are detailed in Section V), and may be required for temporary impacts that exceed the SV limits, to offset unavoidable impacts which remain after all appropriate and practicable avoidance and minimization has been achieved and to ensure that the adverse effects to the aquatic environment are no more than minimal. Proactive restoration projects or temporary impact work with no secondary effects may generally be excluded from this requirement.

c. Mitigation proposals shall follow the guidelines found in the Compensatory Mitigation for Losses of Aquatic Resources; Final Rule April 10, 2008; 33 CFR 332 (which can be found at: [www.nae.usace.army.mil/Missions/Regulatory/Mitigation](http://www.nae.usace.army.mil/Missions/Regulatory/Mitigation) under “Compensatory Mitigation for Losses of Aquatic Resources, 33 CFR 332 (Compensatory Mitigation Rule)”) and any other regulation. Permittees considering the use of a monetary payment *in-lieu* of permittee-responsible mitigation as compensation for unavoidable impacts to waters of the U.S. in the State of Maine may utilize the Maine Natural Resources Conservation Program (MNRCP). Information regarding this compensatory program can be found at: [www.mnrpc.org](http://www.mnrpc.org) For unavoidable jurisdictional impacts affecting federally-endangered Atlantic salmon and/or its critical habitat, permittees may be required to compensate for the impacts by utilizing the Maine Atlantic Salmon Restoration and Conservation Program. Information regarding this *in-lieu-fee* compensatory program can be found at: [www.maine.gov/dmr/science-research/searun/programs/ilffacts.html](http://www.maine.gov/dmr/science-research/searun/programs/ilffacts.html)

**10. Corps Projects and Property.**

a. Corps projects and property can be found at: [www.nae.usace.army.mil/Missions/Civil-Works](http://www.nae.usace.army.mil/Missions/Civil-Works)

b. In addition to any authorization under these GPs, prospective permittees shall contact the Corps Real Estate Division at (978) 318-8585 for work occurring on or potentially affecting Corps properties and/or Corps-controlled easements to initiate reviews and determine what real estate instruments are necessary to perform work. Permittees may not commence work on Corps properties and/or Corps-controlled easements until they

have received any required Corps real estate documents evidencing site-specific permission to work.

c. Any proposed temporary or permanent modification or use of a Federal project (including but not limited to a levee, dike, floodwall, channel, anchorage, breakwater, seawall, bulkhead, jetty, wharf, pier, or other work built or maintained but not necessarily owned by the United States), which may obstruct or impair the usefulness of the Federal project in any manner, is not eligible for SV and requires review and approval by the Corps pursuant to 33 USC 408 (Section 408).

d. A PCN is required for all work in, over, under, or within a distance of three times the authorized depth of a Corps Federal Navigation Project (FNP) and may require permission under Section 408.

e. Any structure or work that extends closer to the horizontal limits of any FNP than a distance of three times the project's authorized depth shall be subject to removal at the owner's expense prior to any future Corps dredging or the performance of periodic hydrographic surveys.

f. Where a Section 408 permission is applicable, written verification for the PCN will not be issued prior to the decision on the Section 408 permission request.

## **11. Navigation**

a. There shall be no unreasonable interference with general navigation by the existence or use of the activity authorized herein, and no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized herein.

b. Work in, over, under, or within a distance of three times the authorized depth of an FNP shall specifically comply with GC 10.

c. Any safety lights and/or signals prescribed by the U.S. Coast Guard, State of Maine or municipality, through regulations or otherwise, shall be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the U.S.

d. The permittee understands and agrees that, if future operations by the U.S. require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the U.S. No claim shall be made against the U.S. on account of any such removal or alteration.

**12. National Lands.** Activities that impinge upon the value of any National Lands or Federal Properties including but not limited to a National Wildlife Refuge, National Forest, or any area administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service are not eligible for SV and require PCN.

## **13. Wild and Scenic Rivers.**

a. The following activities in designated rivers of the National Wild and Scenic River (NWSR) System, or in a river designated by Congress as a "study river" for possible inclusion in the system, require a PCN unless the National Park Service has determined in writing to the prospective permittee that the proposed work will not adversely affect the NWSR designation or study status:

- i. Activities that occur in NWSR segments, in and 0.25 miles up or downstream of NWSR segments, or in tributaries within 0.25 miles of NWSR segments.
- ii. Activities that occur in wetlands within 0.25 miles of NWSR segments.
- iii. Activities that have the potential to alter free-flowing characteristics in NWSR segments.

b. As of October 14, 2020, National Wild and Scenic Rivers and congressional study rivers in Maine include: the Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River (length = 92 92.5 miles); and 11.25 miles of the York River, in the State of Maine, from its headwaters at York Pond to the mouth of the river at York Harbor, plus tributaries (the York River is currently under study).

**14. St. John/St. Croix Rivers.** A PCN is required for any work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission. In addition, a PCN is required if any temporary or permanent use, obstruction or diversion of international boundary waters could affect the natural flow or levels of waters on the Canadian side of the line; or if any construction or maintenance of remedial works,



protective works, dams, or other obstructions in waters downstream from boundary waters could raise the natural level of water on the Canadian side of the boundary.

## **15. Historic Properties.**

a. No undertaking shall cause effects (as defined at 33 CFR 325 Appendix C and 36 CFR 800) on properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unknown historic properties within the permit area, unless the Corps or another federal action agency has satisfied the consultation requirements of Section 106 of the National Historic Preservation Act (NHPA). The majority of historic properties are not listed on the National Register of Historic Places and may require identification and evaluation by qualified historic preservation and/or archeological consultants in coordination with the Corps and the State Historic Preservation Officer (SHPO) (the SHPO in the State of Maine is the Maine Historic Preservation Commission, MHPC) and/or the five federally-recognized tribes in the State of Maine (Tribal Historic Preservation Officers, or THPOs). The MHPC, the THPOs, and the National Register of Historic Places can assist with locating information on:

- i. Previously identified historic properties; and
- ii. Areas with potential for the presence of historic resources, which may require identification and evaluation by qualified historic preservation and/or archeological consultants in consultation with the Corps and MHPC and/or the THPO(s).

b. For activities eligible for these GPs, permittees shall ensure that the activity will not cause effects as stated above in 15(a). In order to comply with this condition, both SV and PCN prospective permittees shall notify MHPC and all five THPOs for their identification of historic properties. MHPC and the THPOs will generally respond within 30 days of receiving the notification if they believe that the activity may have an adverse effect to historic properties. A PCN is required if an activity may have an adverse effect to historic properties. The PCN shall be submitted as soon as possible if a proposed activity may cause effects as stated above in 15(a) a to ensure that the Corps is aware of any potential effects of the proposed activity on any historic property to ensure all Section 106 requirements are met.

c. All PCNs shall:

- i. Show notification to MHPC and all five THPOs for their identification of historic properties;
- ii. State which historic properties may be affected by the proposed work or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties; and
- iii. Include any available documentation from MHPC or the THPO(s) indicating that there are or are not historic properties affected.

d. The requirements to comply with Section 106 of the NHPA may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at [www.nae.usace.army.mil/Missions/Regulatory](http://www.nae.usace.army.mil/Missions/Regulatory)

e. If the permittee discovers any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by these permits, the permittee shall immediately notify the district engineer of what was found, and avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

f. Federal agencies should follow their own procedures for complying with the requirements of Section 106 of the NHPA. Federal permittees shall provide the Corps with the appropriate documentation to demonstrate compliance with those requirements.

g. Federal and non-federal applicants should coordinate with the Corps before conducting any onsite archeological work (reconnaissance, surveys, recovery, etc.) requested by MHPC or the THPOs, as the Corps will determine the Permit Area for the consideration of historic properties based on 33 CFR 325 Appendix C. This is to ensure that work done is in accordance with Corps requirements.

## 16. Federal Threatened and Endangered Species.

- a. No activity is authorized by these GPs which:
  - i. Is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify the critical habitat or proposed critical habitat of such species;
  - ii. “May affect” a listed species or critical habitat, unless Section 7 consultation addressing the effects of the proposed activity has been completed;
  - iii. Is “likely to adversely affect” a listed species or critical habitat unless Section 7 consultation has been completed by the Corps or another lead action agency in coordination with the Corps under the provisions of a Programmatic Agreement (PA) or Programmatic Consultation (PC); or
  - iv. Violates the ESA.

b. All prospective permittees shall attach to their SVNF or PCN an Official Species List obtained from the U.S. Fish and Wildlife Service’s Information for Planning and Consultation (IPaC) found at: <https://ecos.fws.gov/ipac> and provide the email address of the person who generated the list.

c. For proposed activities in tidal waters, prospective permittees should also refer to the National Oceanic and Atmospheric Administration (NOAA) Fisheries’ Section 7 Mapper for federally-listed species found at: <https://noaa.maps.arcgis.com/apps/webappviewer/index.html>

d. A PCN is required if a threatened or endangered species, a species proposed for listing as threatened or endangered, or designated or proposed critical habitat (all hereinafter referred to as “listed species or habitat”), as identified under the ESA, may be affected by the proposed work. An activity may remain eligible for SV if the only listed species affected is the northern long-eared bat (*Myotis septentrionalis*), and only after Section 7 consultation has been completed by the Corps under the 4(d) Rule Streamlined Consultation.

e. Federal agencies shall follow their own procedures for complying with the requirements of the ESA while ensuring that the Corps and any other federal action agencies are included in the consultation process.

f. Non-federal representatives designated by the Corps to conduct informal consultation or prepare a biological assessment shall follow the requirements in the designation document(s) and the ESA. Non-federal representatives shall also provide the Corps with the appropriate documentation to demonstrate compliance with those requirements. The Corps will review the documentation and determine whether it is sufficient to address ESA compliance for the GP activity, or whether additional ESA consultation is necessary.

g. The requirements to comply with Section 7 of the ESA may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at: [www.nae.usace.army.mil/Missions/Regulatory](http://www.nae.usace.army.mil/Missions/Regulatory)

## 17. Essential Fish Habitat (EFH).

a. PCN activities in tidal waters and the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration, shall be reviewed for the potential to adversely affect EFH (activities meeting SV criteria have been determined to result in no more than minimal adverse effects to EFH and therefore need no additional review):

|                    |                    |                 |                         |
|--------------------|--------------------|-----------------|-------------------------|
| Androscoggin River | Aroostook River    | Boyden River    | Dennys River            |
| Ducktrap River     | East Machias River | Hobart Stream   | Kennebec River          |
| Machias River      | Narraguagus River  | Orland River    | Passagassawaukeag River |
| Patten Stream      | Penobscot River    | Pleasant River  | Presumpscot River       |
| Saco River         | Sheepscot River    | St. Croix River | Tunk Stream             |
| Union River        |                    |                 |                         |

b. Prospective permittees may be required to describe and identify potential adverse effects to EFH and should refer to the NOAA Fisheries’ EFH Mapper found at:

[www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper](http://www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper)

c. The requirements to comply with the Magnuson-Stevens Fishery Conservation and Management Act may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at:

[www.nae.usace.army.mil/Missions/Regulatory](http://www.nae.usace.army.mil/Missions/Regulatory)

## **18. Aquatic Life Movements and Management of Water Flows.**

a. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. Unless otherwise stated, activities permanently impounding water in a stream require a PCN to ensure impacts to aquatic life species are avoided and minimized. All permanent and temporary crossings of waterbodies and wetlands shall be:

- i. Suitably spanned, bridged, culverted, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species; and
- ii. Properly aligned and constructed to prevent bank erosion or streambed scour both adjacent to and inside the crossing.

b. To avoid adverse impacts on aquatic organisms, the low flow channel/thalweg shall remain unobstructed during periods of low flow, except when it is necessary to perform the authorized work.

c. For work in tidal waters, in-stream controls (e.g. cofferdams) should be installed in such a way as to not obstruct fish passage.

d. To the maximum extent practicable, the preconstruction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity shall not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g. stream restoration or relocation activities).

e. Activities that temporarily or permanently adversely impact upstream or downstream flood conditions require a PCN.

## **19. Spawning, Breeding, and Migratory Areas.**

a. Jurisdictional activities in waters of the U.S. such as certain excavations, discharges of dredged or fill material, and/or suspended sediment producing activities that provide value as fish migratory areas, fish and shellfish spawning or nursery areas, or amphibian and migratory bird breeding areas, during spawning or breeding seasons shall be avoided and minimized to the maximum extent practicable.

b. Jurisdictional activities in waters of the U.S. that provide value as breeding areas for migratory birds must be avoided to the maximum extent practicable. The permittee is responsible for ensuring their action complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the U.S. Fish and Wildlife's Maine Field Office (see Section VIII for contact info) to determine applicable measures to reduce impacts to migratory birds or eagles, including whether "incidental take" permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

## **20. Vernal Pools.**

a. A PCN is required if a discharge of dredged or fill material is proposed within a vernal pool depression located within waters of the U.S.

b. GC 20(a) above does not apply to projects that are within a municipality that meets the provisions of a Corps-approved vernal pool Special Area Management Plan (SAMP) and are otherwise eligible for SV, and the applicant meets the requirements to utilize the vernal pool SAMP.

## **21. Restoration of Special Aquatic Sites (Including Wetland Areas).**

a. In areas of authorized temporary disturbance, if trees are cut they shall be cut at or above ground level and not uprooted in order to prevent disruption to the wetland soil structure and to allow stump sprouts to revegetate the work area, unless otherwise authorized.

b. The introduction or spread of invasive plant species in disturbed areas shall be controlled. If construction mats are to be used in areas of invasive plant species, they shall be thoroughly cleaned before use.

c. Wetland areas where permanent disturbance is not authorized shall be restored to their original condition and elevation. Original condition means protection and/or removal of existing soil and vegetation, and replacement back to the original location such that the original soil layering and vegetation schemes are

approximately the same, unless otherwise authorized. Restoration shall typically commence no later than the completion of construction.

d. Upon completion of construction, all areas of authorized disturbed wetland area shall be stabilized with a wetland seed mix containing only plant species native to New England and shall not contain any species listed in the “Invasive and Other Unacceptable Plant Species” Appendix K in the “New England District Compensatory Mitigation Guidance” found at: [www.nae.usace.army.mil/Missions/Regulatory/Mitigation](http://www.nae.usace.army.mil/Missions/Regulatory/Mitigation)

## 22. Invasive and Other Unacceptable Species.

a. The introduction or spread of invasive or other unacceptable plant or animal species on the project site or areas adjacent to the project site caused by the site work shall be avoided to the maximum extent practicable. For example, construction mats and equipment shall be thoroughly cleaned and free of vegetation and soil before and after use. The introduction or spread of invasive plant or animal species on the project site caused by the site work shall be controlled.

b. No cultivars, invasive or other unacceptable plant species may be used for any mitigation, bioengineering, vegetative bank stabilization or any other work authorized by these GPs. However, non-native species and cultivars may be used when it is appropriate and specified in a written verification, such as using *Secale cereale* (Annual Rye) to quickly stabilize a site. All PCNs shall justify the use of non-native species or cultivars.

c. For the purposes of these GPs, plant species that are considered invasive and unacceptable are provided in Appendix K “Invasive and Other Unacceptable Plant Species” of the most recent “New England District Compensatory Mitigation Guidance” and is found at: [www.nae.usace.army.mil/Missions/Regulatory/Mitigation](http://www.nae.usace.army.mil/Missions/Regulatory/Mitigation) The June 2009 “U.S. Army Corps of Engineers Invasive Species Policy” provides policy, goals and objectives and is located at [www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species](http://www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species) If an Invasive Species Control/Management Plan has been prepared it should be included with any SV or PCN.

## 23. Soil Erosion, Sediment, and Turbidity Controls.

a. Adequate sedimentation and erosion control management measures, practices and devices, such as phased construction, installation of sediment control barriers (i.e. silt fence, vegetated filter strips, geotextilesilt fences, erosion control mixes, hay bales or other devices) downhill of all exposed areas, retention of existing vegetated buffers, application of temporary mulching during construction, and permanent seeding and stabilization shall be installed and properly maintained to reduce erosion and retain sediment on-site during and after construction. They shall be capable of preventing erosion; of collecting sediment, suspended and floating materials; and of filtering fine sediment.

b. Temporary sediment control barriers shall be removed upon completion of work, but not until all disturbed areas are permanently stabilized. The sediment collected by these sediment barriers shall be removed and placed at an upland location and stabilized to prevent its later erosion into a waterway or wetland.

c. All exposed soil and other fills shall be permanently stabilized at the earliest practicable date.

**24. Time-of-Year Work (TOY) Windows/Restrictions.** In-water work shall be conducted during the following TOY work windows (work allowed) under SV and any in-water work proposed during the following TOY restrictions (no work) shall be reviewed under PCN (and shall contain written justification for deviation from the work allowed windows). The term “in-water work” does not include conditions where the work site is “in-the-dry” (e.g. intertidal areas exposed at low tide). The term also does not include work contained in a cofferdam so long as the cofferdam was installed and subsequently removed within the work allowed window.

|                  | <u>TOY Restriction (no work)</u>              | <u>TOY Work Window (work allowed)</u>          |
|------------------|---|--|
| Non-tidal waters | Oct. 1 <sup>st</sup> to Jul. 14 <sup>th</sup> | Jul. 15 <sup>th</sup> to Sep. 30 <sup>th</sup> |
| Tidal waters     | Apr. 10 <sup>th</sup> to Nov. 7 <sup>th</sup> | Nov. 8 <sup>th</sup> to Apr. 9 <sup>th</sup>   |

Alternate work windows proposed under PCN will generally be coordinated with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, Maine Department of Inland Fisheries and Wildlife, and/or Maine Department of Marine Resources and resulting written verifications may include species-specific work allowed windows.

## **25. Pile Driving and Pile Removal in Navigable Waters.**

- a. Derelict, degraded, or abandoned piles and sheet piles in the project area shall be removed in their entirety as practicable and properly disposed of in an upland location and not in wetlands. In areas of fine-grained substrates, piles/sheets shall be removed by direct, vibratory, or clamshell pull method in order to minimize potential turbidity and sedimentation impacts. If removal is not practicable, said piles/sheets shall be cut off or driven to a depth of at least one foot below substrate.
- b. Work involving pile installation and/or removal should adhere to one of the five methods below:
  - i. "In-the-dry", or
  - ii. In-water between Nov. 8<sup>th</sup> to Apr. 9<sup>th</sup>, or
  - iii. Drilled and pinned to ledge, or
  - iv. Vibratory hammers used to install any size and quantity of wood, concrete, or steel, or impact hammers limited to one hammer and <50 piles installed/day with the following: wood piles of any diameter, concrete piles ≤18-inches diameter, steel piles ≤12-inches diameter if: (1) the hammer is ≤3,000 pounds and a wood cushion or equivalent is used between the hammer and steel pile, or (2) a soft start is used. Soft starts require an initial set of three strikes from the impact hammer at 40% energy, followed by a 1-minute waiting period between subsequent three-strike sets. The soft-start procedure shall be conducted any time hammering ceases for more than 30 minutes.

## **26. Temporary Fill.**

- a. Temporary fills, including but not limited to construction mats and corduroy roads shall be entirely removed as soon as they are no longer needed to construct the authorized work. Temporary fill shall be placed in its original location or disposed of at an upland site and suitably contained to prevent its subsequent erosion into waters of the U.S.
- b. All temporary fill and disturbed soils shall be stabilized to prevent its eroding into waters of the U.S. where it is not authorized. Work shall include phased or staged development to ensure only areas under active development are exposed and to allow for stabilization practices as soon as practicable. Temporary fill shall be placed in a manner that will prevent it from being eroded by expected high flows.
- c. Unconfined temporary fill authorized for discharge into waters of the U.S. shall consist of material that minimizes impacts to water quality (e.g. washed stone, stone, etc.).
- d. Appropriate measures shall be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Materials shall be placed in a location and manner that does not adversely impact surface or subsurface water flow into or out of the wetland. Temporary fill authorized for discharge into wetlands shall be placed on geotextile fabric or other appropriate material laid on the pre-construction wetland grade where practicable to minimize impacts and to facilitate restoration to the original grade. Construction mats are excluded from this requirement.
- e. Construction debris and/or deteriorated materials shall not be placed or otherwise located in waters of the U.S.

**27. Heavy Equipment in Wetlands or Mudflats.** Operating heavy equipment (drill rigs, fixed cranes, etc.) within wetlands shall be minimized, and to the maximum extent practicable such equipment shall not be stored, maintained or repaired in wetlands. Where construction requires heavy equipment operation in wetlands, the equipment shall: a) have low ground pressure (typically <3 psi); b) be placed on swamp/construction/timber mats (herein referred to as "mats") that are adequate to support the equipment in such a way as to minimize disturbance of wetland soil and vegetation; or c) be operated on adequately dry or frozen wetlands such that shear pressure does not cause subsidence of the wetlands immediately beneath equipment and upheaval of adjacent wetlands. Mats are to be placed in the wetland from the upland or from equipment positioned on mats if already working within a wetland. Other support structures that are capable of safely supporting equipment may be used with written Corps authorization. Similarly, the permittee may request written authorization from the Corps to waive use of mats during frozen or dry conditions. Construction mats should be managed in accordance with construction mat best management practices (BMPs) found at: [www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit](http://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit)



## **28. Bank and Shoreline Stabilization Including Living Shorelines.**

a. Projects involving construction of or repair, replacement, and maintenance of bank or shoreline stabilization structures including living shorelines within Corps jurisdiction shall be designed to minimize environmental effects, effects to neighboring properties, scour, etc. to the maximum extent practicable.

b. Prospective permittees shall design and construct these stabilization projects using this sequential avoidance and minimization process: avoidance of aquatic resource impacts, diversion of overland flow, vegetative stabilization, living shorelines, stone-sloped surfaces, and walls/bulkheads. New vertical walls/bulkheads shall only be used in situations where reflected wave energy can be tolerated. Prospective permittees proposing new vertical walls/bulkheads shall provide written justification demonstrating why other methods of stabilization are not practicable and how the surrounding area would be affected by the resulting reflected wave energy.

### **Additional conditions to meet SV eligibility criteria for *non-tidal* bank and shoreline stabilization activities:**

- a. Fill shall be  $\leq 500$  linear feet in total length as measured below the plane of the ordinary high watermark (OHWM), includes total if more than one stream bank.
- b. Fill placed below the plane of the OHWM shall be  $\leq 1$  cubic yard per linear foot.
- c. Fill shall not be angled steeper than 1H:1V.
- d. No discharge of fill in special aquatic sites other than wetlands.
- e. Stone revetment shall be comprised of angular material.
- f. No material shall be of the type, or placed in any location, or in any manner, to impair surface water flow into or out of any water of the U.S.
- g. No material shall be placed in a manner that will be eroded by normal or expected high flows (properly anchored trees and treetops may be used in low energy areas).
- h. The activity shall not be a stream channelization activity.

### **Additional conditions to meet SV eligibility criteria for *tidal* bank and shoreline stabilization activities:**

- a. All in-water work shall be conducted "in-the-dry".
- b. Fill shall be  $\leq 500$  linear feet in total length as measured below the plane of the high tide line (HTL) and shall be  $\leq 200$  linear feet in total length as measured below the plane of the mean high water mark (MHW), includes total for more than one bank. Vertical structures shall be  $\leq 200$  linear feet in total length as measured below the plane of the MHW and shall be  $\leq 18$  inches waterward of the existing vertical face.
- c. Fill placed below the plane of the HTL shall be  $\leq 1$  cubic yard per linear foot.
- d. Stone revetment shall be comprised of angular material.
- e. Shall not impact special aquatic sites (SAS, incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitats are  $\leq 100$  square feet, and impacts to intertidal and shellfish areas are  $\leq 1,000$  square feet).
- f. No structures/fill shall be steeper than 1H:1V.
- g. No new groins, breakwaters, or jetties.

## **29. Stream Work and Crossings, and Wetland Crossings.**

a. A PCN is required for all new and replacement crossings in navigable waters.

b. In order to effectively size and configure crossings in navigable waters, new and replacement crossings shall consider factors including but not limited to: local tidal elevations over the range of tidal heights, basin topography and bathymetry, existing and proposed road elevations. Flood risk tolerance, conditions of habitat and natural community types present, and sea level rise during the useful life of the crossing.

c. A PCN is required for activities that result in unavoidable impacts to wetlands in excess of SV thresholds.

d. In-stream work and crossings and wetland crossings shall adhere to all applicable GCs including but not limited to:

- i. GC 16 (Federally Threatened and Endangered Species)
- ii. GC 17 (Essential Fish Habitat)
- iii. GC 18 (Aquatic Life Movements and Management of Water Flows)

- iv. GC 23 (Soil Erosion, Sediment and Turbidity Controls)
- v. GC 24 (Time-of-Year Work Windows/Restrictions)
- vi. GC 26 (Temporary Fill)
- vii. GC 28 (Bank Stabilization)
- e. Slip Lining. Work resulting in a decreased width, height, or diameter of an existing crossing (e.g. slip lining and invert lining) is discouraged and requires PCN. Written justification shall be provided for this activity.
- f. Culvert Extensions. A PCN is required for any extension to an existing culvert.
- g. Scour protection or armoring of the inlet and/or outlet of a crossing shall not disrupt normal flow patterns or substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area (see GC 18).
- h. The permittee shall maintain the work authorized herein in good condition and in conformance with the terms and general conditions of this permit to facilitate aquatic life passage as stated in GC 18. Culverts that develop “hanging” inlets or outlets, result in bed washout, or a stream that doesn’t match the characteristics of the substrate in the natural stream channel such as mobility, slope, stability confinement will require maintenance or repair to comply with this GC (this does not apply to temporary stream crossings).

**Additional conditions to meet SV eligibility criteria for Stream Work and Crossings:**

- a. Crossings shall be designed and constructed using the techniques and principles outlined in Stream Simulation, Stream Smart, Habitat Connectivity Design.
- b. Crossings shall be designed to be at least 1.2 times bankfull width. Any footings, abutments, and/or abutment armoring shall also be at least 1.2 times bankfull width.
- c. Crossings shall have a natural bottom substrate under or within the structure matching the characteristics of the substrate in the natural stream channel. Crossings shall be designed and constructed with appropriate streambed forms and streambed characteristics so that water depths and velocities are comparable to those found in the adjacent natural channel at a variety of flows.
- d. Crossings shall include a bank on both sides of the stream matching the horizontal profile of the existing stream and banks in order to allow terrestrial passage for wildlife and to prevent undermining of the footings as applicable.
- e. Closed bottom culverts shall be embedded at least 25 percent of the maximum height of the culvert.
- f. No unconfined fill or excavation in flowing waters is allowed. In-stream construction work shall be conducted “in-the-dry” under no-flow conditions or by using cofferdams, temporary flume pipes, culverts, etc. Downstream flows shall be maintained during in-stream construction. It is recommended that project plans include pertinent details for working in-the-dry and maintaining downstream flows.
- g. Conditions (a) thru (e) immediately above do not apply to temporary stream crossings; however, in addition to conditions (f) immediately above, temporary stream crossings shall adhere to the following:
  - i. Be placed on geotextile fabric or other material where practicable to ensure restoration to the original grade. Soil may not be used to construct or stabilize these structures and rock shall be large enough to allow for easy removal without disrupting the streambed.
  - ii. Be designed and maintained to withstand and pass high flows. Water height shall be no higher than the top of the culvert’s inlet. A minimum culvert diameter of two feet is required to pass debris. Culverts shall be aligned to prevent bank erosion or streambed scour.
  - iii. Be equipped with energy dissipating devices installed downstream if necessary to prevent scour.
  - iv. Be designed and maintained to prevent soil from entering the waterbody.
  - v. Be removed upon the completion of work. Impacts to the streambed or banks requires restoration to their original condition using the methods in (a) above.

**PCN Conditions for Stream Work and Crossings:**

- a. Crossings are recommended to meet the conditions for SV; written justification shall be provided for any deviation from SV conditions.
- b. Crossings shall be designed using the least intrusive and environmentally damaging method following this sequential minimization process: 1) spans with no stream impacts, 2) spans with stream impacts, and 3) embedded culverts with Stream Simulation, Stream Smart, or Habitat Connectivity.

### **Additional Conditions for Wetland Crossings:**

a. New and replacement wetland crossings that are permanent shall be constructed in such a manner as to preserve hydraulic and ecological connectivity, at its present level, between the wetlands on either side of the road. Crossing structures commonly include but are not limited to spans and culverts. To meet this condition, spans or culverts should be placed at least every 50 feet with an opening at least 2 feet high and 3 feet wide at ground level. Closed bottom culverts should be embedded at least 6 inches and should have a natural bottom substrate within the structure. Alternative crossing designs that preserve wetland hydraulic and ecological connectivity (e.g. “rock sandwiches”) may also be considered.

b. Any work that results in flooding, or impacts to wetland drainage from the upgradient side of the wetland crossing does not qualify for SV.

c. In the case of non-compliance, the permittee shall take necessary measures to correct wetland damage due to lack of hydraulic and ecological connectivity.

### **30. Utility Line Installation and Removal.**

a. Utility lines in jurisdictional waters should be installed subsurface and shall be maintained in such a way so that they remain subsurface. If it is necessary to discharge dredged or filled material to keep such utility lines buried or restore them to their original subsurface condition, a PCN and written verification from the Corps may be required (e.g., in the case of side casting into wetlands from utility trenches).

b. For subsurface utility lines the bottom and side slope cover associated with the initial installation under Federal Navigation Projects (FNPs) is a technical determination. The depth requirement varies based on geotechnical (composition of bottom materials and layering), hydraulic (current, or wave induced scour depth), navigation (propeller induced scour depth and ships’ anchor penetration), maintenance dredging (penetration of barge spuds), construction factors (energy from blasting potentially transmitted to utility crossings), physical conditions (exposed open water conditions or sheltered/harbor conditions), and the proposed location of the utility crossing within any FNP or within navigable waters, including areas dredged by others. On a case-by-case basis, the Corps will determine the depth and cover requirements for each proposed utility crossing. Additional conditions to the GP will be attached to address pre and post installation requirements. In waterways that do not have existing FNPs, this depth should be taken as two feet below the existing bottom or maximum depth of proposed dredging, as applicable.

c. Aerial utility lines crossing navigable waters require PCN and shall meet minimum clearances per 33 CFR 322.5(i).

d. For horizontal directional drilling work, returns of drilling fluids to the surface (i.e., frac-outs) are not authorized and require restoration to the maximum extent practicable in accordance with the terms and conditions of these GPs. The permittee and its contractor shall have onsite and shall implement the procedures detailed in a frac-out contingency plan for monitoring drilling operations and for the immediate containment, control and recovery/removal of drilling fluids released into the environment should a discharge of material occur during drilling operations.

e. For new installations within waters of the U.S., any abandoned or inactive utility lines should be removed and faulty lines (e.g., leaking hazardous substances, petroleum products, etc.) shall be removed or repaired to the extent practicable. A PCN is required if they are to remain in place, e.g., to protect sensitive areas or ensure safety.

f. No work shall drain a water of the U.S. by providing a conduit for water on or below the surface. Trench plugs installed along pipelines may be effective.

g. Trenches should be backfilled with native sediment immediately after completion of work.

h. Pre-construction elevations should be re-established. Any additional material needed to accomplish this should be of consistent type and grain-size as the existing substrate sediment.

i. Utility line activities in non-tidal waters adjacent to special aquatic sites, and all work in tidal waters should utilize horizontal directional drilling as practicable.



**31. Storage of Seasonal Structures.** Seasonal or recreational structures such as pier sections, floats, aquaculture structures, etc. that are removed from the waterway for a portion of the year shall be stored in an upland location and not in wetlands, tidal wetlands, their substrate, or on mudflats. These seasonal structures may be stored on the fixed, pile-supported portion of a structure that is waterward of the mean high water mark or the ordinary high water mark, e.g. the storage of a ramp or gangway on the pile-supported pier. Seasonal storage of structures in navigable waters, e.g., in a protected cove, requires prior Corps approval and local harbormaster approval.

**32. Aquaculture.** Activities involving the cultivation of Atlantic salmon and other salmonids, or other federally-listed threatened or endangered species are not eligible for authorization under these GPs. All other aquaculture activities shall adhere to all applicable GCs including but not limited to:

- a. GC 3 (Other Permits) In particular, permittees shall maintain a current State of Maine Department of Marine Resources lease or license.
- b. GC 10 (Corps Projects and Property)
- c. GC 11 (Navigation)
- d. GC 16 (Federal Threatened and Endangered Species)
- e. GC 17 (Essential Fish Habitat)
- f. GC 18 (Aquatic Life Movements and Management of Water Flows)
- g. GC 31 (Storage of Seasonal Structures)

**Additional conditions to meet SV eligibility criteria for Tidal Aquaculture:**

- a. Shall not exceed 400 square feet in area.
- b. Shall receive signed approval from Harbormaster or appropriate Town Official.
- c. Shall not include enclosures or impoundments.
- d. Shall not be located in or within a distance of three times the authorized depth of a FNP.
- e. Shall not be located in or impinge upon the value of National Lands and Federal Properties including but not limited to National Parks and National Wildlife Refuges.
- f. Shall not impact special aquatic sites (SAS, incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitats are  $\leq 100$  square feet, and impacts to intertidal and shellfish areas are  $\leq 1,000$  square feet.
- g. No structures, cages, gear, or shell hash shall be located in/within 25 feet of SAV.
- h. All gear, except for mooring tackle, when not in use on the site shall be stored in an upland location above the mean high water mark and not on wetland (incl. salt marsh).

**33. Permit(s)/Authorization Letter On-Site.** The permittee shall ensure that a copy of the terms and conditions of these GPs and any accompanying authorization letter with attached plans are at the site of the work authorized by these GPs whenever work is being performed and that all construction personnel performing work which may affect waters of the U.S. are fully aware of the accompanying terms and conditions. The entire permit authorization shall be made a part of any and all contracts and subcontracts for work that affects areas of Corps jurisdiction at the site of the work authorized by these GPs. This shall be achieved by including the entire permit authorization in the specifications for work. The term "entire permit authorization" means all terms and conditions of the GPs, the GPs, and the authorization letter (including its drawings, plans, appendices and other attachments) and subsequent permit modifications as applicable. If the authorization letter is issued after the construction specifications, but before receipt of bids or quotes, the entire permit authorization shall be included as an addendum to the specifications. If the authorization letter is issued after receipt of bids or quotes, the entire permit authorization shall be included in the contract or subcontract. Although the permittee may assign various aspects of the work to different contractors or subcontractors, all contractors and subcontractors shall be obligated by contract to comply with all environmental protection provisions contained within the entire GP authorization, and no contract or subcontract shall require or allow unauthorized work in areas of Corps jurisdiction.

**34. Inspections.** The permittee shall allow the Corps to make periodic inspections at any time deemed necessary in order to ensure that the work is eligible for authorization under these GPs, is being, or has been performed in accordance with the terms and conditions of these GPs. To facilitate these inspections, the permittee shall

complete and return to the Corps the Work-Start Notification Form and the Compliance Certification Form when either is provided with an authorization letter. The Corps may also require post-construction engineering drawings and/or photographs for completed work or post-dredging survey drawings for any dredging work to verify compliance.

**35. Maintenance.** The permittee shall maintain the activity authorized by these GPs in good condition and in conformance with the terms and condition of these permits. This does not include maintenance dredging, related disposal, or beach nourishment projects, which are subject to review thresholds for GP 5 on page 30, unless specified in written authorization from the Corps.

**36. Federal Liability.** In issuing these permits, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes;
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the U.S. in the public interest;
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit;
- d. Design or construction deficiencies associated with the permitted work; or
- e. Damage claims associated with any future modification, suspension, or revocation of this permit.

**37. Property Rights.** Per 33 CFR 320.4(g)(6), these GPs do not convey any property rights, either in real estate or material, or any exclusive privileges, nor does it authorize any injury to property or invasion of rights or any infringement of federal, state, or local laws or regulations.

**38. Previously Authorized Activities.**

- a. Projects that received prior authorization from the Corps (via Category 1 or 2) and that completed authorized work under the previous nationwide permits, programmatic permits, regional general permits or letters of permission, shall remain authorized in accordance with the original terms and conditions of those authorizations, including their terms, general conditions, expiration date, and any special conditions provided in a written verification.
- b. Activities authorized pursuant to 33 CFR Part 330.3 (“Activities occurring before certain dates”) are not affected by these GPs.
- c. Any work not commenced, not under contract to commence, nor completed that was originally authorized by the Corps under the GP in effect between October 13, 2015 and October 13, 2020 remains authorized subject to the terms and general conditions of this GP along with any special conditions included in written authorizations. Exception: if previously authorized work has not commenced or not under contract to commence and a new federally-listed threatened or endangered species may be affected, the Corps shall consult with the U.S. Fish and Wildlife Service or NOAA Fisheries prior to re-authorizing the work under these GPs. Requests for re-authorization shall include an Official Species List per GC 16.

**39. Transfer of GP Verifications.** If the permittee sells the property associated with a GP verification, the permittee may transfer the GP verification to the new owner by submitting a letter to the Corps to validate the transfer. A copy of the GP verification shall be attached to the letter, the letter shall contain the name, address, phone number and email of the transferee (new owner), shall include the following statement and signature, and be mailed to: U.S. Army Corps of Engineers, Maine Project Office, 442 Civic Center Drive, Suite 350, Augusta, Maine 04330:

“When the structures or work authorized by these GPs are still in existence at the time the property is transferred, the terms and conditions of these GPs, including any special conditions, will continue to be binding on the new owner(s) of the property.”

\_\_\_\_\_  
Transferee Printed Name

\_\_\_\_\_  
Transferee Signature                      Date

**40. Modification, Suspension, and Revocation.** These GPs and any individual authorization issued thereof may be either modified, suspended, or revoked, in whole or in part, pursuant to the policies and procedures of 33 CFR 325.7, and any such action shall not be the basis for any claim for damages against the U.S.

**41. Special Conditions.** The Corps may independently or in coordination with federal resource agencies impose special conditions on a project authorized pursuant to these GPs that are determined necessary to minimize adverse navigational and/or environmental effects, or based on any other factor of the public interest. Failure to comply with all terms and conditions of the authorization, including special conditions, constitutes a permit violation and may subject the permittee to criminal, civil or administrative penalties and/or an ordered restoration.

**42. False or Incomplete Information.** If the Corps makes a determination regarding the eligibility of a project under these GPs and subsequently discovers that it has relied on false, incomplete or inaccurate information provided by the permittee, the Corps may determine that the GP authorization is not valid; modify, suspend or revoke the authorization; and the U.S. Government may institute legal proceedings.

**43. Abandonment.** If the permittee decides to abandon the activity authorized under these GPs, unless such abandonment is merely the transfer of property to a third party, he/she may be required to restore the area to the satisfaction of the Corps.

**44. Enforcement cases.** These GPs do not apply to any existing or proposed activity in Corps jurisdiction associated with an ongoing Corps or EPA enforcement action, until such time as the enforcement action is resolved or the Corps or EPA, as appropriate, determines that the activity may proceed independently without compromising the enforcement action.

**45. Duration of Authorization.**

a. These GPs expire on October 14, 2025 unless otherwise specifically indicated in an individual authorization letter. Activities authorized under these GPs that have either commenced or are under contract to commence in reliance upon this authorization will have an additional year from the expiration date to complete the work. The permittee must be able to document to the Corps' satisfaction that the activity commenced or was under contract to commence by the expiration date of these GPs. If work is not completed within the one year extended timeframe, the permittee must contact the Corps. The Corps may issue a new authorization, provided the activity meets the applicable terms and conditions of the Maine GPs that are in effect at the time.

b. Activities authorized under these GPs will remain authorized until these GPs expire, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with 33 CFR 325.2(e)(2). Activities completed under the SV or PCN authorizations of these GPs will continue to be authorized after its expiration date.

**TURLEY.TAMMY.** Digitally signed by  
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Tammy R. Turley  
Chief, Regulatory Division

## V. MAINE GENERAL PERMITS

An activity is authorized under General Permits 1 through 23 listed below only if that activity and the permittee satisfy all of the applicable GP terms and general conditions. Any activity not specifically listed may still be eligible for authorization under these GPs; prospective permittees are advised to contact the Corps for specific eligibility determination.

### 1. **Repair, Replacement, and Maintenance of Authorized Structures and Fills;**

Repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure, or fill and minor expansions thereof.

### 2. **Moorings**

New moorings and mooring fields, the relocation of previously authorized moorings, expansions, boundary reconfigurations or modifications of previously authorized mooring fields, conversion of mooring types (e.g. private to rental), and maintenance and replacement of moorings. Moored floats, lobster cars, rafts, and similar float structures are not included in this GP.

### 3. **Structures, Floats and Lifts**

New, expansions, reconfigurations or modifications of structures for navigational access in waters of the U.S. including but not limited to temporary/seasonal or permanent pile and crib-supported piers, floats, stairs, shore outhauls, and boat and float lifts/ways. Floats may include lobster cars, work floats, moored floats, swim floats, and shellfish upweller floats.

### 4. **Aids to Navigation, and Temporary Recreational Structures**

Aids to navigation and regulatory markers which are approved by and installed in accordance with the requirements of the U.S. Coast Guard (see 33 CFR, chapter I, subchapter C, part 66) and temporary buoys, markers, small floating docks, and similar structures placed for recreational use during specific events such as fireworks displays, water skiing competitions, and boat races or seasonal use.

### 5. **Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation**

New, maintenance, and improvement dredging, including: a) Disposal of dredged material at a confined aquatic disposal, beach nourishment, near shore, designated open water or ocean water disposal site(s), provided the Corps finds the dredged material to be suitable for such disposal; (b) Beach nourishment not associated with dredging; (c) Rock removal and relocation for navigation.

### 6. **U.S. Coast Guard Approved Bridges and Causeways**

Discharges of dredged or fill material incidental to the construction and modification of bridges across navigable waters of the U.S., including cofferdams abutments, foundation seals, piers, approach fills, and temporary construction and access fills provided that the USCG authorizes the construction of the bridge structure under Section 9 of the Rivers and Harbors Act of 1899 or other applicable laws.

### 7. **Bank and Shoreline Stabilization Including Living Shorelines**

Bank stabilization activities necessary for erosion protection along the banks of lakes, ponds, streams, and marine/tidal waters. Includes bulkheads, seawalls, riprap, revetments or slope protection & similar structures as well as vegetative planting, soil bioengineering or alternative techniques that are a combination of the two (i.e. living shorelines), specifically for the purpose of shoreline protection.

### 8. **Residential, Commercial and Institutional Developments, and Recreational Facilities**

Discharges of dredged or fill material into waters of the U.S for the construction or expansion of: residences and residential subdivisions; commercial and institutional buildings or subdivisions; and recreational facilities; and attendant features including but not limited to roads, parking lots, garages, stormwater management facilities, yards, and utilities.

## **9. Utility Line Activities**

Activities required for (a) the construction, maintenance, relocation, repair, & removal of utility lines, including outfall and intake structures, and the associated excavation, backfill, or bedding for utility lines; (b) the construction, maintenance or expansion of utility line substation facilities associated with a power/utility line in non-tidal waters; and (c) the construction and maintenance of foundations for overhead utility line towers, poles, and anchors provided the foundations are the minimum size necessary and separate footings for each tower leg (rather than a larger single pad) are used where feasible. This GP authorizes the construction of access roads to facilitate construction of the above activities provided the activity, in combination with all other activities included in one single and complete project.

## **10. Linear Transportation Projects**

Activities required for the construction, expansion, modification, or improvement of linear transportation projects (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features.

## **11. Mining Activities**

Temporary or permanent discharges of dredged or fill material into waters of the U.S. for mining activities.

## **12. Boat Ramps and Marine Railways**

Temporary or permanent discharges of dredged or fill material, excavation and other work in waters of the U.S. required for the construction of temporary or permanent boat ramps and marine railways.

## **13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects**

Structures and work and discharges of dredged or fill material into waters of the U.S. for the construction, expansion, modification or removal of: (a) land-based renewable energy production facilities (e.g. solar and wind) and their attendant features; (b) water-based wind or hydrokinetic renewable energy generation pilot projects and their attendant features; and (c) discharges of dredged or fill material associated with hydropower projects. Attendant features may include, but are not limited to, land-based collection and distribution facilities, control facilities, and parking lots.

## **14. Reshaping Existing Drainage Ditches and Mosquito Management**

Discharges to modify the cross-sectional configuration of currently serviceable drainage ditches constructed in waters of the U.S., for the purpose of improving water quality by regrading the drainage ditch with gentler slopes, which can reduce erosion, increase growth of vegetation, and increase uptake of nutrients and other substances by vegetation. Also authorized are mosquito reduction activities.

## **15. Response Operations for Oil or Hazardous Substances**

Activities conducted in response to a discharge or release of oil and hazardous substances that are subject to the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300) including containment, cleanup, and mitigation efforts, provided activities are done under either (i) The Spill Prevent, Control & Countermeasure Plan require by 40 CFR 112.3; (ii) The direction or oversight of the Federal on-site coordinator designated by 40 CFR 300; or (iii) Any approved existing State, regional or local contingency plan provided that the Regional Response Team (if one exists in the area) concurs with the proposed response efforts or does not object to the response effort. Activities required for the cleanup of oil releases in waters of the U.S. from electrical equipment that are governed by EPA's polychlorinated biphenyl (PCB) spill response regulations at 40 CFR 761. Booms placed in tidal waters. Use of temporary structures & fills for spill response training exercises.

## **16. Cleanup of Hazardous and Toxic Waste**

Specific activities to effect the containment, stabilization or removal of hazardous or toxic waste materials, including court ordered remedial action plans or related settlements which are performed, ordered or sponsored by a government agency with established legal or regulatory authority.

### **17. Scientific Measurement Devices**

Scientific devices for measuring and recording scientific data, such as staff gauges, tide and current gauges, meteorological stations, water recording and biological observation devices, water quality testing and improvement devices, and similar structures.

### **18. Survey Activities**

Survey activities such as soil borings, core sampling, seismic exploratory operations, plugging of seismic shot holes and other exploratory-type bore holes, exploratory trenching and historic resources surveys (but not recovery).

### **19. Agricultural Activities**

Regulated discharges of dredged or fill material in non-tidal waters of the U.S. for agricultural activities, including the construction of building pads for farm buildings. Authorized activities include: (a) installation, placement, or construction of drainage tiles, ditches, or levees; mechanized land clearing; land leveling; the relocation of existing serviceable drainage ditches; and similar activities; (b) construction of farm ponds, excluding perennial streams, provided the farm pond is used solely for agricultural purposes; and (c) discharges of dredged or fill material to relocate existing serviceable drainage ditches constructed in non-tidal streams.

### **20. Fish and Wildlife Harvesting, Enhancement, and Attraction Devices**

Activities in waters of the U.S. associated with fish and wildlife harvesting devices including pound nets, crab and lobster traps, crab dredging, eel pots, duck blinds, and clam and oyster digging, fish aggregating devices, and small fish attraction devices such as open water fish concentrators (sea kites, etc.). This GP does not include aquaculture activities.

### **21. Habitat Restoration, Establishment and Enhancement Activities**

Activities in waters of the U.S. associated with the restoration, enhancement and establishment of non-tidal and tidal wetlands and riparian areas, including invasive, non-native or nuisance species control; the restoration and enhancement of non-tidal streams and other non-tidal open waters; the relocation of non-tidal waters, including non-tidal streams & associated wetlands for reestablishment of a natural stream morphology and reconnection of the floodplain; the restoration and enhancement of shellfish, finfish and wildlife; and the rehabilitation or enhancement of tidal streams, tidal wetlands and tidal open waters; provided those activities result in net increases in aquatic resource functions and services. Also included are shellfish enhancement measures including but not limited to “brushing”, clam pots, boxes, and netting.

### **22. Stream and Wetland Work and Crossings**

Activities required for the construction, expansion, modification, or improvement of linear transportation projects that cross waters of the U.S. (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features. Crossing structures include, but are not limited to temporary or permanent jurisdictional spans, bridges, culverts, and fords. Any stream channel modification is limited to the minimum necessary to construct or protect the project; such modifications must be in the immediate vicinity of the project.

### **23. Aquaculture**

The installation of buoys, floats, racks, trays, nets, lines or other structures in waters of the U.S. for the containment and cultivation of fish, shellfish and seaweed/kelp. Also authorized are anchored upweller floats, small-scale shellfish hatchery seawater intake/discharge structures, and discharges of dredged or fill material associated with cultivation such as the placement of cultch or spatting-shell on bottom.



**USER NOTE: All Self-Verification and Pre-Construction Notification activities shall comply with all applicable terms (pages 1 - 4), General Conditions (pages 5 - 19), and additional terms below.**

**GENERAL PERMITS FOR THE STATE OF MAINE**

|  |   |   |
|--|---|---|
|  | <p><b>A. INLAND WATERS AND WETLANDS</b></p>   | <p>Inland Waters and Wetlands are defined as waters that are regulated under Section 404 of the Clean Water Act, including rivers, streams, lakes, ponds, and wetlands, and <i>excludes Section 10 Navigable Waters of the U.S.</i> The jurisdictional boundaries are the ordinary high water mark (OHWM) in the absence of adjacent wetlands; beyond the OHWM to the limit of adjacent wetlands when adjacent wetlands are present; and the wetland limit when only wetlands are present. For the purposes of these GPs and designated activities, fill placed in the area between the mean high water mark (MHWM) and the high tide line (HTL), and in the bordering and contiguous wetlands to tidal waters are reviewed in the Navigable Waters section below beginning on page 28.</p> |
|  | <p>Activities not meeting the Self-Verification terms below require Pre-Construction Notification and activities not meeting the Pre-Construction Notification terms below require an application for an Individual Permit (IP).</p>  |   |
|  | <p><b>GENERAL PERMIT #</b></p>  | <p><b>SELF-VERIFICATION (SV)</b></p>  |
| <p><b>1. Repair, Replacement, and Maintenance of Authorized Structures and Fills</b><br/><i>(for stream crossings see GP 22)</i></p> | <p>Repair, replacement, and maintenance of existing, currently serviceable, authorized fills with no expansion or change in use, provided:</p> <ul style="list-style-type: none"> <li>• Conditions of the original authorization apply.</li> <li>• Minor deviations in fill design allowed.</li> <li>• The repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events is authorized, provided the work is commenced, or is under contract to commence, within two years of the date of their destruction or damage.</li> <li>• Drawdown of impoundments for dam/levee repair does not exceed 18 months and one growing season (Apr-Sept).</li> </ul> | <p><b>PRE-CONSTRUCTION NOTIFICATION (PCN)</b></p> <p>Repair, replacement, and maintenance of existing authorized fills not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |
| <p><b>2. Moorings</b></p>  | <p>Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.</p>   | <p>Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.</p>   |
| <p><b>3. Structures, Floats, and Lifts</b></p>   | <p>Pile-supported structures, floats and lifts located in non-navigable inland waters do not require Corps authorization.</p> <p>Solid fill or crib-supported structures with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</p>  | <p>Fill activities associated with structures, floats, and lifts not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |
| <p><b>4. Aids to Navigation and Temporary Recreational Structures</b></p>  | <p>Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.</p>   | <p>Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.</p>   |
| <p><b>5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation</b></p>                          | <p>Those activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No stream channelization, relocation, or loss of streambed including impoundments or discharges of tailings into streams.</li> </ul>   | <p>Those activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>   |

SELF-VERIFICATION (SV)

PRE-CONSTRUCTION NOTIFICATION (PCN)

|  |   |   |
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| <p><b>6. U.S. Coast Guard Approved Bridges and Causeways</b></p>                                     | <p>Not applicable in inland waters and wetlands; see B. Navigable Waters on page 31 below.</p>  | <p>Not applicable in inland waters and wetlands; see B. Navigable Waters on page 31 below.</p>  |
| <p><b>7. Bank and Shoreline Stabilization Including Living Shorelines (see also GC 28)</b></p>       | <p>Bank and shoreline stabilization activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• Fill is ≤500 LF in total length as measured below the plane of the OHWM, includes total if more than one stream bank.</li> <li>• Fill placed below the plane of the OHWM is ≤1 CY per linear foot.</li> <li>• There is no discharge in special aquatic sites other than wetlands.</li> <li>• Revetment is comprised of angular material.</li> <li>• In-stream work is limited to Jul. 1<sup>st</sup> to Sep. 30<sup>th</sup></li> <li>• No structures angled steeper than IH:1V.</li> </ul>   | <p>Bank and shoreline stabilization activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |
| <p><b>8. Residential, Commercial and Institutional Developments, and Recreational Facilities</b></p> | <p>Those developments and facilities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. Fill area includes all temporary and permanent fill, and regulated discharges associated with excavation. Provided:</p> <ul style="list-style-type: none"> <li>• The historic fill and proposed fill area &lt;15,000 SF specifically complies with GC 5 Single and Complete Projects.</li> <li>• No work in special aquatic sites other than wetlands.</li> </ul>  | <p>Those developments and facilities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul> <p><i>Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance &gt; 3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.</i></p> |
| <p><b>9. Utility Line Activities (see also GC 30)</b></p>  | <p>Utility line activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill (excluding mats), and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• There is no permanent change in pre-construction contours in waters in the U.S.</li> <li>• Material resulting from trench excavation is temporarily side cast into waters of the U.S. for &lt;3 months and is placed in such a manner that is not dispersed by current or other forces.</li> <li>• The line does not run parallel to, or along a streambed.</li> <li>• No stream channelization, relocation, or loss of streambed including impoundments.</li> <li>• There is no discharge in special aquatic sites other than wetlands.</li> <li>• Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season.</li> <li>• In-stream work is limited to Jul. 1<sup>st</sup> to Sep. 30<sup>th</sup></li> <li>• In-water work is conducted in-the-dry.</li> <li>• Intake structures that are dry hydrants used exclusively for firefighting activities with no stream impoundments.</li> <li>• Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season.</li> </ul> | <p>Utility line activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul> <p><i>Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance &gt; 3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.</i></p>           |



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| <p><b>10. Linear Transportation Projects</b><br/><i>(for stream crossings refer to GP 22)</i></p>     | <p>Linear transportation activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill (excl. mats), and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• The historic fill and proposed fill area &lt;15,000 SF specifically complies with GC 5 Single and Complete Projects.</li> <li>• There is no discharge in special aquatic sites other than wetlands.</li> <li>• Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season.</li> </ul> | <p>Linear transportation activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul> <p><i>Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance &gt;3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.</i></p> |
| <p><b>11. Mining Activities</b></p>   | <p>Mining activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No stream channelization, relocation, or loss of streambed including impoundments.</li> </ul>  | <p>Mining activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |
| <p><b>12. Boat Ramps</b></p>  | <p>Boat ramps with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, and temporary fills.</p>   | <p>Boat ramps not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>   |
| <p><b>13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects</b></p> | <p>Those facilities and projects with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No stream channelization, relocation, or loss of streambed including impoundments.</li> <li>• No new water-based facilities are eligible.</li> </ul>   | <p>Those facilities and projects not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul> <p><i>Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance &gt;3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.</i></p>    |
| <p><b>14. Reshaping Existing Ditches and Mosquito Management</b></p>                                  | <p>Not applicable in inland waters and wetlands; see B. Navigable Waters on page 33 below.</p>   | <p>Not applicable in inland waters and wetlands; see B. Navigable Waters on page 33 below.</p>  |
| <p><b>15. Response Operations for Oil or Hazardous Substances</b></p>                                 | <p>The SVNF or a surrogate state reporting form may be submitted after-the-fact for response operations.</p> <p>This GP also authorizes the use of temporary structures and fills in waters of the U.S. for spill response training exercises with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts (<i>SVNF is required prior to the activity</i>).</p>  | <p>Those response operations not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |

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| <p><b>16. Cleanup of Hazardous and Toxic Waste</b></p>  | <p>Those cleanup activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No stream channelization, relocation, or loss of streambed including impoundments.</li> <li>• The activity does not involve establishing new disposal sites or expanding existing sites used for the disposal of hazardous or toxic waste.</li> </ul> | <p>Those cleanup activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> <li>• The activity does not involve establishing new sites for the disposal of hazardous or toxic waste.</li> </ul> |
| <p><b>17. Scientific Measurements Devices</b></p>   | <p>Those devices with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No biological sampling devices.</li> <li>• Devices do not restrict or concentrate movement of aquatic organisms.</li> <li>• Upon completion of use, the devices and any associated fills shall be removed in their entirety.</li> </ul>                          | <p>Those devices not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |
| <p><b>18. Survey Activities</b></p>   | <p>Those survey activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• Exploratory trenches are restored in accordance with GC 21.</li> <li>• No discharge of excavated material from test wells for oil and gas exploration (the plugging of such wells is authorized).</li> </ul>   | <p>Those survey activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |
| <p><b>19. Agricultural Activities</b></p>   | <p>Those agricultural activities subject to Corps jurisdiction with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No stream channelization, relocation, or loss of streambed including impoundments.</li> </ul>  | <p>Those agricultural activities subject to Corps jurisdiction not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>  |
| <p><b>20. Fish and Wildlife Harvesting, Enhancement and Attraction Devices and Activities</b></p> | <p>Not applicable in inland waters and wetlands; see B. Navigable Waters on page 34 below.</p>   | <p>Not applicable in inland waters and wetlands; see B. Navigable Waters on page 34 below.</p>  |
| <p><b>21. Habitat Restoration, Establishment, and Enhancement</b></p>                             | <p>Those activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No water impoundments allowed.</li> <li>• No conversion of a stream to wetland or vice versa, a wetland to a pond or uplands, or one wetland type to another.</li> <li>• No dam removal.</li> </ul>   | <p>Those activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>   |

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| <p><b>22. Stream and Wetland Work and Crossings (see also GC 29)</b></p> | <p>Stream work and crossings with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No work in designated or proposed critical habitat for endangered species.</li> <li>• Crossings are designed and constructed using the techniques and principles outlined in Stream Simulation, Stream Smart, or Habitat Connectivity Design.</li> <li>• Crossings are designed to be 1.2 times bankfull width.</li> <li>• Crossings have a natural bottom substrate.</li> <li>• Crossings include a bank on both sides of the channel.</li> <li>• Closed bottom culverts are embedded at least 25% of the maximum width of the culvert.</li> <li>• In-stream work is limited to Jul. 15<sup>th</sup> to Sep. 30<sup>th</sup></li> <li>• In-stream work is conducted “in-the-dry”.</li> <li>• No slip lining.</li> <li>• No culvert extensions.</li> <li>• No stream channelization, relocation, or loss of streambed including impoundments.</li> </ul> <p>Wetland work and crossings, provided:</p> <ul style="list-style-type: none"> <li>• No flooding or impacts to wetland drainage from the upgradient side of the crossing.</li> </ul> | <p>Stream and Wetland Work and Crossings not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul> |
| <p><b>23. Aquaculture (see also GC 32)</b></p>                           | <p>Aquaculture activities with &lt;15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided:</p> <ul style="list-style-type: none"> <li>• No water impoundments allowed.</li> <li>• No conversion of i) a stream to wetland or vice versa, a wetland to a pond or uplands, and ii) one wetland type to another.</li> </ul>  | <p>Aquaculture activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.</li> </ul>                |

**USER NOTE: All Self-Verification and Pre-Construction Notification activities shall comply with all applicable terms (pages 1 - 4), General Conditions (pages 5 - 19), and additional terms below.**

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| <p><b>B. NAVIGABLE WATERS</b></p>  | <p><b>Navigable Waters of the U.S. are defined</b> as those waters that are subject to the ebb and flow of the tide in addition to the non-tidal portions of the following federally-designated waters in Maine (the Kennebec River to Moosehead Lake, the Penobscot River to the confluence of the East and West Branch at Medway and, Lake Umbagog within the State of Maine) (Section 10 Rivers and Harbors Act of 1899). The jurisdictional limits are the mean high water mark (MHW) in tidal waters and the ordinary high water mark (OHWM) in non-tidal portions of the federally-designated navigable rivers. For the purposes of these GPs, fill placed in the area between the mean high water mark (MHW) and the high tide line (HTL), and in the bordering and contiguous wetlands to tidal waters are also reviewed in this Navigable Waters section.</p> <p>Activities not meeting the Self-Verification terms below require Pre-Construction Notification and activities not meeting the Pre-Construction Notification terms below require an application for an Individual Permit.</p>   |
| <p><b>GENERAL PERMIT #</b></p>   | <p><b>PRE-CONSTRUCTION NOTIFICATION</b></p>  |
| <p><b>1. Repair, Replacement, and Maintenance of Authorized Structures and Fills</b><br/> <i>*See GC 25 for pile driving and removal conditions.</i></p> | <p><b>SELF-VERIFICATION</b></p> <p>Repair, replacement, or maintenance of previously authorized, currently serviceable structures or fills, provided:</p> <ul style="list-style-type: none"> <li>• Conditions of the original authorization apply.</li> <li>• No expansion or change in use. Shall be rebuilt in same footprint, however minor deviations in design allowed.</li> <li>• The repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events is authorized, provided that work is commenced, or is under contract to commence, within two years of the date of their destruction or damage.</li> <li>• In-water work is conducted “in-the-dry” (see GC.24).</li> <li>• No impacts to special aquatic sites (SAS) (incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF</li> <li>• Slope stabilization is ≤500 LF in total length as measured below the plane of the HTL and is ≤200 LF in total length as measured below the plane of the MHW or OHWM. Vertical structures are ≤200 LF in total length as measured below the plane of the MHW or OHWM and are ≤18 inches waterward of existing face.</li> <li>• Dam and flood control, or levee work does not alter water levels or flood elevations.</li> <li>• Discharge of accumulated bottom sediments from or through a dam is not more than <i>de minimus</i>.</li> <li>• Tide gate work has a Corps-approved operation and maintenance plan and no effect to hydraulic regime, or tide gates that solely convey stormwater and/or Maine National Pollutant Discharge Elimination System-permitted discharges.</li> </ul> <p><b>PRE-CONSTRUCTION NOTIFICATION</b></p> <p>Repair, replacement, or maintenance of previously authorized structures or fills not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• ≤0.5 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul> |

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**2. Moorings**

Private, non-commercial, non-rental, single-boat moorings, provided:

- Authorized by the local harbormaster/town.
- Not associated with any boating facility (e.g. marinas).
- Not located within a Federal Navigational Project (other than in a Federal Anchorage) or within a distance of three times the authorized depth of a Federal Navigation Project. Moorings in a Federal Anchorage must not be associated with a boating facility and must not be for rent.
- No interference with navigation.
- Mooring is not located in SAS (incl. SAV) or intertidal areas.

Minor relocation of previously authorized moorings, provided:

- Authorized by the local harbormaster/town.
- Relocation is not within a Federal Navigational Project (other than in a Federal Anchorage) or within a distance of three times the authorized depth of a Federal Navigation Project.
- No interference with navigation.
- Relocated mooring is not located in SAS (incl. SAV) or intertidal areas.

*\*SV Moorings above do not require a SV/NF.*

Moorings not eligible for SV and don't require an IP. This includes private moorings with no harbormaster or means of local approval or moorings associated with a boating facility (e.g. marina).

*Locating new moorings in SAS (incl. SAV) shall be avoided to the maximum extent practicable. If SAS cannot be avoided, consideration shall be given to alternative mooring systems that prevents mooring chains from resting or dragging on the bottom substrate at all tides.*

An IP is required for moorings located within the horizontal limits, or with moored vessels that extend into the horizontal limits of a Federal Navigation Project (other than in a Federal Anchorage).

**3. Structures, Floats, and Lifts**

Reconfiguration of such existing authorized structures with all intertidal work conducted "in-the-dry" (see GC 24).

Minor relocation of previously authorized floats provided:

- Relocation is not into a Federal Navigation Project or within a distance of three times the authorized depth of a Federal Navigation Project (other than a Federal Anchorage).
- No interference with navigation.
- Not relocated in or within 25 feet of SAV.
- Seasonal floats are stored above the MHHM and not on wetland (incl. salt marsh).

New private, non-commercial ramp and float structures attached to land (no piers) or new floats provided:

- Not located in or within a distance of three times the authorized depth of a Federal Navigation Project.
- No interference with navigation.
- No structure extends across >25% of the waterway width at mean low water.
- Not located in or within 25 feet of SAV.
- Ramp is <150 LF over salt marsh waterward of the MHHM and is ≥1:1 height:width ratio over salt marsh.

New structures, floats, and/or lifts including floatways/skidways, built to access waterway (both seasonal and permanent). Includes pile-supported, solid fill-supported, and crib-supported structures. Also includes expansions to existing authorized boating facilities (e.g. marinas).

Provided:

- <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.
- Temporary and/or permanent fill or excavation in SAV <1,000 SF
- Permanent fill or excavation in other SAS <4,300 SF

\*See GC 25 for pile driving and pile removal conditions.

Compliance with the following is recommended:

- *Lowest part of floats are ≥18 inches above the substrate during all tides.*
- *Structures are ≥1:1 height:width ratio over salt marsh.*
- *Structures and floats are not located in or within 25 feet of SAV.*
- *Moored vessels are not positioned over SAV.*
- *Structures attached to land are located ≥ 25 feet from the property line (The Corps may require a letter of no objection from the abutter if located within 25 feet of the property line.)*



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| <p><i>Cont'd from page 29</i></p>   | <ul style="list-style-type: none"> <li>Ramp and floats attached to land are located <math>\geq 25</math> feet from the property line.</li> <li>Seasonal ramp and floats are stored above the HTL and not on wetland (incl. salt marsh).</li> </ul> <p>Compliance with the following is recommended:</p> <ul style="list-style-type: none"> <li><i>Lowermost part of floats is <math>\geq 18</math> inches above the substrate during all tides.</i></li> </ul>   | <ul style="list-style-type: none"> <li>No structure extends across <math>&gt; 25\%</math> of the waterway width at mean low water.</li> <li>Not located within a distance of three times the authorized depth of a Corps Federal Navigation Project.</li> </ul> <p>An IP is required for structures, floats, and/or lifts including floatways/skidways, located in such that they and/or vessels docked or moored at them are within the horizontal limits of a Corps Federal Navigation Project. An IP is also required for structures and floats associated with a new or previously unauthorized boating facility (e.g. marinas).</p>  |
| <p><b>4. Aids to Navigation and Temporary Recreational Structures</b></p>                                   | <p>Aids to navigation and regulatory markers which are approved by and installed in accordance with the requirements of the U.S. Coast Guard. (See 33 CFR 66, Chapter I, subchapter C).<br/>*These SV Aids do not require a S/VNF.</p> <p>Temporary buoys, markers, floats, etc. for recreational use during specific events, provided:</p> <ul style="list-style-type: none"> <li>They are removed within 30 days after the specific event has concluded.</li> <li>No interference with navigation.</li> <li>No impact to SAV.</li> </ul>   | <p>Aids and temporary structures not eligible for SV.</p>   |
| <p><b>5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation</b></p> | <p>Maintenance dredging of <math>&lt; 1,000</math> CY for navigational purposes with upland disposal including return water from upland contained disposal area, provided:</p> <ul style="list-style-type: none"> <li>Proper siltation controls are used.</li> <li>No expansion of footprint.</li> <li>No dredging in or within a distance of three times the authorized depth of a Federal Navigation Project.</li> <li>Dredging operation is limited to Nov. 8<sup>th</sup> to Apr. 9<sup>th</sup> (it is recommended that in areas populated by winter flounder, dredging should cease by March 15<sup>th</sup>).</li> <li>No impacts to SAS (incl. SAV), impacts to natural rocky habitat <math>\leq 100</math> SF, and impacts to intertidal area <math>\leq 1,000</math> SF.</li> <li>No dredging within 25 feet of SAV.</li> <li>No dredging in or within 100 feet of shellfish areas.</li> <li>No blasting.</li> <li>No dredging in designated or proposed critical habitat for endangered species.</li> </ul> | <p>Maintenance dredging not eligible for SV and new dredging <math>&lt; 25,000</math> CY Includes return water from upland contained disposal areas. Disposal includes:</p> <ul style="list-style-type: none"> <li>Upland.</li> <li>Beach nourishment (above MHW line) of any area provided the dredging's primary purpose is navigation or the sand is from an upland source.</li> <li>Open water &amp; confined aquatic disposal if Corps finds the material suitable.</li> </ul> <p>Beach nourishment associated with dredging when the primary purpose is not navigation requires at least a PCN.</p> <p>Temporary and/or permanent fill or excavation in SAV <math>&lt; 1,000</math> SF and Permanent fill or excavation in other SAS <math>&lt; 4,300</math> SF</p> |

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| <p><b>6. U.S. Coast Guard Approved Bridges and Causeways</b></p>                                     | <p>Discharges of dredged or fill material associated with U.S. Coast Guard Approved Bridges and Causeways, provided:</p> <ul style="list-style-type: none"> <li>• In-water work is conducted “in-the-dry” (see GC 24).</li> <li>• Discharge of dredged or fill material &lt;15,000 SF</li> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF</li> </ul> <p>Compliance with the following is recommended:</p> <ul style="list-style-type: none"> <li>• <i>Discharge of dredged or fill material should not occur within 100 feet of SAV or within 25 feet of natural rocky habitat or other SAS.</i></li> </ul> <p><i>Note: new causeways and approach fills are not eligible for SV.</i></p>   | <p>Discharges of dredged or fill material associated with U.S. Coast Guard Approved Bridges and Causeways not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>   |
| <p><b>7. Bank and Shoreline Stabilization Including Living Shorelines (see also GC 28)</b></p>       | <p>Bank and shoreline stabilization activities, provided:</p> <ul style="list-style-type: none"> <li>• In-water work is conducted “in-the-dry” (see GC 24).</li> <li>• Fill is ≤500 LF in total length as measured below the plane of the HTL and is ≤200 LF in total length as measured below the plane of the MHHW or OHWM (includes total for more than one bank). Replacement vertical structures are ≤200 LF in total length as measured below the plane of the MHHW or OHWM and are ≤18 inches waterward of existing face.</li> <li>• Fill placed below HTL is ≤1 CY per linear foot.</li> <li>• Stone revetment is comprised of angular material.</li> <li>• No fills angled steeper than 1H:1V.</li> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF</li> <li>• No new groins, breakwaters, or jetties.</li> </ul> | <p>Bank and shoreline stabilization activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided:</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>  |
| <p><b>8. Residential, Commercial and Institutional Developments, and Recreational Facilities</b></p> | <p>Not Eligible</p>  | <p>Residential, commercial and institutional developments and recreational facilities, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided:</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul> <p>Conversions of previously authorized pile-supported buildings over navigable waters to residences, offices, or other non-water dependent uses require PCN. Floating house boats or businesses on floats require PCN.</p> |

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| <p><b>9. Utility Line Activities</b><br/>(see also GC 30)</p>                                     | <p>Repair, replacement, or maintenance of previously authorized, currently serviceable utilities with no expansion or change in use, provided:</p> <ul style="list-style-type: none"> <li>• Conditions of the original authorization apply.</li> <li>• In-water work limited to Nov. 8<sup>th</sup> to Apr. 9<sup>th</sup>.</li> <li>• Trenching or filling confined to existing footprint and &lt;100 LF; trenches shall be backfilled immediately.</li> <li>• Jet-plow, fluidization, or other direct burial methods confined to existing footprint and &lt;200 LF</li> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF</li> <li>• No work in designated or proposed critical habitat for endangered species.</li> </ul> <p>New work in, over, or under navigable waters including new outfalls and any intake structure work requires PCN.</p> <p>Aerial utility lines over navigable waters requires PCN.</p> | <p>Those utility activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>           |
| <p><b>10. Linear Transportation Projects</b><br/>(for stream crossings refer to GPs 6 and 22)</p> | <p>Not Eligible</p>   | <p>Linear transportation projects, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>                         |
| <p><b>11. Mining Activities</b></p>   | <p>Not Eligible</p>   | <p>Not Eligible</p>  |
| <p><b>12. Boat Ramps and Marine Railways</b></p>  | <p>No new boat ramps or marine railways.</p> <p>In-water work is conducted “in-the-dry” (see GC 24).</p> <p>No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF</p> <p>Boat ramp and marine railway work not eligible for maintenance (i.e. not currently serviceable) may be replaced “in-kind” with minor deviations provided:</p> <ul style="list-style-type: none"> <li>• Work is confined to the intertidal zone.</li> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF</li> </ul>  | <p>Those ramps and railways not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided:</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul> |



SELF-VERIFICATION (SV)

PRE-CONSTRUCTION NOTIFICATION (PCN)

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| <p><b>13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects</b></p> | <p>Not Eligible</p>  | <p>Work associated with those facilities and projects, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul> <p>For each single and complete project, no more than 10 generation units (e.g., wind turbines or hydrokinetic devices) may be authorized.</p> <p>No new impoundments.</p> |
| <p><b>14. Reshaping Existing Ditches and Mosquito Management</b></p>                                  | <p>≤500 LF of drainage ditch will be modified. The reshaping of the ditch cannot increase drainage capacity beyond the original as-built capacity nor can it expand the area drained by the ditch as originally constructed (i.e., the capacity of the ditch shall be the same as originally constructed and it cannot drain additional wetlands or other waters of the U.S.).</p> <p>No new ditches or relocation of drainage ditches constructed in waters of the U.S.; the location of the centerline of the reshaped drainage ditch shall be approximately the same as the location of the centerline of the original drainage ditch.</p> <p>No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF</p> | <p>Those activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>  |
| <p><b>15. Response Operations for Oil or Hazardous Substances</b></p>                                 | <p>The SVNf or a surrogate state reporting form may be submitted after-the-fact for spill response activities.</p> <p>This GP also authorizes the use of temporary structures and fills in waters of the U.S. for spill response training exercises (<i>SVNF is required prior to the activity</i>), provided:</p> <ul style="list-style-type: none"> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal or shellfish areas ≤1,000 SF, and impacts to tidal resources &lt;0.5 acre</li> </ul>  | <p>Those response operations not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>   |
| <p><b>16. Cleanup of Hazardous and Toxic Waste</b></p>  | <p>Only booms placed for hazardous and toxic waste containment and absorption and prevention are eligible for SV.<br/><i>A SVNf is not required for these eligible containment booms.</i></p>  | <p>Cleanup activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul> <p>An IP is required for the establishment of new disposal sites or expanding existing sites used for the disposal of hazardous or toxic waste.</p>                                    |

SELF-VERIFICATION (SV)

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| <p><b>17. Scientific Measurements Devices</b></p>   | <p>Those scientific measurements devices, provided:</p> <ul style="list-style-type: none"> <li>• Devices do not restrict or concentrate movement of aquatic organisms.</li> <li>• No interference with navigation.</li> <li>• No blasting.</li> <li>• No biological sampling devices.</li> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources ≤0.5 acre</li> <li>• Upon completion of use, the devices and any associated structures or fills are removed in their entirety.</li> </ul>   | <p>Those scientific measurements devices not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>   |
| <p><b>18. Survey Activities</b></p>   | <p>Those survey activities, provided:</p> <ul style="list-style-type: none"> <li>• No blasting.</li> <li>• No interference with navigation.</li> <li>• No seismic exploratory operations.</li> <li>• No oil and gas exploration.</li> <li>• No trenching or other silt-producing activities.</li> <li>• No fill for roads or construction pads.</li> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources &lt;0.5 acre</li> <li>• No blasting.</li> <li>• No biological sampling devices.</li> </ul> <p><i>A SVNF is not required for required sediment sampling for Corps-regulated dredge proposals.</i></p>  | <p>Those survey activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>   |
| <p><b>19. Agricultural Activities</b></p> <p><b>20. Fish and Wildlife Harvesting, Enhancement and Attraction Devices and Activities</b><br/><i>(for aquaculture refer to GP 23)</i></p> | <p>Not Eligible</p> <p>Those devices and activities, provided:</p> <ul style="list-style-type: none"> <li>• No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources ≤0.5 acre</li> <li>• No interference with navigation.</li> <li>• No artificial reefs or enclosures</li> <li>• No impoundments or semi-impoundments for the culture or holding of motile species such as lobster, or the use of covered oyster trays or clam racks.</li> <li>• Structures and shell hash should not be located within 25 feet of SAV.</li> <li>• All gear, except for mooring tackle, when not in use on the site is stored in an upland location above the MHHWM and not on wetland (incl. salt marsh).</li> </ul> <p><i>A SVNF is not required for these eligible devices and activities.</i></p> | <p>Not Eligible</p> <p>Those devices and activities not eligible for SV, provided:</p> <ul style="list-style-type: none"> <li>• &lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>• Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>• Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul> <p>Impoundments or semi-impoundments of waters of the U.S. for the culture or holding of motile species such as lobster and new fish weirs with an impounded area &lt;0.5 acre</p> |

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| <p><b>21. Habitat Restoration, Establishment, and Enhancement</b></p>   | <p>Those activities, provided:</p> <ul style="list-style-type: none"> <li>No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources &lt;0.5 acre</li> <li>No thin layer deposition for salt marsh restoration.</li> <li>SAS planting and transplanting is &lt;100 SF</li> <li>No artificial or living reefs.</li> <li>The activity is authorized in writing by a local, state, or non-Corps federal environmental agency. Water impoundments require PCN.</li> <li>No conversion of i) a stream to wetland or vice versa, wetland to a pond or uplands, and ii) one wetland type to another.</li> <li>No dam removal.</li> </ul>  | <p>Those activities not eligible for SV provided those activities are proactive and result in net increases in aquatic resource functions and services.</p>   |
| <p><b>22. Stream and Wetland Work and Crossings (see also GC 29) (see GP 6 for bridges &amp; causeways)</b></p> | <p>Not Eligible</p>  | <p>Those crossings of tidal navigable water not including bridges and causeways, provided:</p> <ul style="list-style-type: none"> <li>&lt;1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts.</li> <li>Temporary and/or permanent fill or excavation in SAV &lt;1,000 SF</li> <li>Permanent fill or excavation in other SAS &lt;4,300 SF</li> </ul>  |
| <p><b>23. Aquaculture* (see also GC 32)</b></p>   | <p>Shellfish and marine algae installations that do not exceed 400 SF in area, provided:</p> <ul style="list-style-type: none"> <li>Signed approval from Harbormaster or appropriate Town Official.</li> <li>No enclosures or impoundments.</li> <li>Not located in or within a distance of three times the authorized depth of a Federal Navigation Project.</li> <li>Not located in or impinge upon the value of any National Lands or Federal Properties.</li> <li>No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal and shellfish areas ≤1,000 SF</li> <li>No structures, cages, gear, or shell hash located in/within 25 feet of SAV.</li> <li>All gear, except for mooring tackle, when not in use on the site is stored in an upland location above the MHWM and not on wetland (incl. salt marsh).</li> </ul> | <p>Shellfish, finfish, and marine algae aquaculture (with the exception of Atlantic salmon and any other salmonid, or other federally-listed endangered or threatened species), or other aquaculture facilities with no more than minimal individual and cumulative impacts to environmental resources or navigation. This is inclusive but not limited to cages, nets, bags, racks, long lines, fences, posts, poles, predator screening, etc.</p> <p><b>*State of Maine Aquaculture guidelines are provided at:</b><br/> <a href="http://www.maine.gov/dmr/aquaculture/index.html">www.maine.gov/dmr/aquaculture/index.html</a></p> |



**Section VI: Self-Verification Notification Form**  
(for all tidal and non-tidal projects in Maine subject to Corps jurisdiction)

**US Army Corps  
of Engineers**®  
New England District

At least two weeks before work commences, complete all fields (write “none” if applicable) below or use the fillable form found at [www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/](http://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/) The two-week lead time is not required for emergency situations. **Send this form, an Official Species List, and project plans to the following email address: [cenae-r-me@usace.army.mil](mailto:cenae-r-me@usace.army.mil)**

Maine Project Office  
U.S. Army Corps of Engineers  
442 Civic Center Drive, Suite 350  
Augusta, Maine 04330

State Permit #: \_\_\_\_\_  
Date of State Permit: \_\_\_\_\_  
State Project Manager: \_\_\_\_\_

Permittee: \_\_\_\_\_  
Address, City, State, Zip: \_\_\_\_\_  
Email, Phone: \_\_\_\_\_

Agent: \_\_\_\_\_  
Address, City, State, Zip: \_\_\_\_\_  
Email, Phone: \_\_\_\_\_

Contractor: \_\_\_\_\_  
Address, City, State, Zip: \_\_\_\_\_  
Email, Phone: \_\_\_\_\_

Project Name: \_\_\_\_\_  
Address, City, State, Zip: \_\_\_\_\_  
Lat °N, Long °W: \_\_\_\_\_ Tax Map/Lot: \_\_\_\_\_  
Waterway Name: \_\_\_\_\_  
Description of Work: \_\_\_\_\_

Proposed Starting Date: \_\_\_\_\_ Proposed Finish Date: \_\_\_\_\_

Area of wetland impact (SF): Permanent: \_\_\_\_\_ Temporary: \_\_\_\_\_  
Area of waterway impact (SF): Permanent: \_\_\_\_\_ Temporary: \_\_\_\_\_

Work will be done under the following Section V General Permits (circle all that apply):  
I. Inland Waters and wetlands: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
II. Navigable Waters: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

Have MHPC and all five federally-recognized tribes in Maine been notified of the proposed work? \_\_\_\_\_ Yes \_\_\_\_\_ No

Your signature below, as permittee, indicates that you accept and agree to comply with the terms, eligibility criteria, and general conditions for Self-Verification under the Maine General Permit.

Permittee Signature: \_\_\_\_\_ Date: \_\_\_\_\_



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New England District

## **Section VII: Content of a Pre-Construction Notification**

In addition to the following required information, the applicant must provide additional information as the Corps deems essential to make a public interest determination including, where applicable, a determination of compliance with the Section 404(b)(1) guidelines or ocean dumping criteria. Such additional information may include environmental data and information on alternate methods and sites as may be necessary for the preparation of the required environmental documentation. For a more comprehensive checklist, go to [www.nae.usace.army.mil/missions/regulatory](http://www.nae.usace.army.mil/missions/regulatory) >> Forms >> Application and Plan Guideline Checklist. Please check with the Corps for project-specific requirements.

### **Information required for all projects:**

- DIGITAL SUBMISSIONS ARE ENCOURAGED (email PCN to [cenae-r-me@usace.army.mil](mailto:cenae-r-me@usace.army.mil))
- Completed Corps application form (ENG Form 4345 attached below or found electronically at [www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit](http://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit)) or appropriate state application form. Forms may need to be supplemented to include the information noted below.
- Proof of notification to MHPC and all five federally-recognized tribes (see Section VIII for contact info).
- Official Species List for any federally-listed endangered or threatened species and email address of the person who generated the list.
- Drawings, sketches, or plans (detailed engineering plans and specifications are not required) that are legible, reproducible (color is encouraged, but features must be distinguishable in black and white), no larger than 8.5"x11", with bar scale (plans overlaid on aerial photos are discouraged). Wetland area impact sheets shall have the highest resolution possible to show work within Corps jurisdiction (do not just reduce project overview or cut large-scale plan into quadrant sheets). Provide locus map and a plan overview of the entire property with a key index to the individual impact sheets. A locus map be on a section of color USGS topographic map.
- Include:
  - All direct, secondary, permanent and temporary effects the project would cause, including the anticipated amount of impacts to waters of the U.S. expected to result from the activity, in acres, linear feet, or other appropriate unit of measure.
  - Any historic permanent fill associated with each single and complete project.
  - Cross-section views of all wetland and waterway fill areas and wetland replication areas.
  - Document on project plans wetlands, other special aquatic sites (SAS) including vegetated shallows (or submerged aquatic vegetation, SAV) and mudflats, natural rocky habitat, shellfish areas, vernal pools, and other waters, such as lakes and ponds, and perennial, and intermittent streams on the project site (GC1).
  - MLW line, MHW mark, and HTL elevations in tidal waters. Show OHWM elevation in lakes and non-tidal streams.
  - Existing and proposed conditions.**
- Volume, type, and source of fill material to be discharged into waters and wetlands, including the area(s) (in square feet or acres) of fill in wetlands, below OHWM in inland waters and below the HTL in coastal waters.
- If applicable, a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre-project conditions (see GC 21).

**Information that may be required:**

- Photographs of wetland/waterway to be impacted. Photos at low tide are preferred for work in tidal waters.
- For drawings, sketches, or plans:
  - The vertical datum for all coastal projects and projects in towns bordering coastal waters shall be in U.S. survey feet and referenced to MLLW and include current tidal epoch, with a reference chart showing conversion factor to the North American Vertical Datum of 1988. Do not use local datum. See [www.nae.usace.army.mil/missions/regulatory](http://www.nae.usace.army.mil/missions/regulatory) >> Forms and Publications >> Vertical Datum - FEMA (Jul 2007);
  - The horizontal state plane coordinates shall be shown on plan and elevation views and shall be in the North American Datum of 1983 (NAD83) State Plane Coordinate System in U.S. survey feet.
- For the construction of a filled area or pile or float-supported platform, the use of, and specific structures to be erected on, the fill or platform.
- For the discharge of dredged or fill material into waters of the U.S. or the transportation of dredged material for the purpose of disposing of it in ocean waters, the source of the material; the purpose of the discharge, a description of the type, composition and quantity of the material; the method of transportation and disposal of the material; and the location of the disposal site.
- For the discharge of dredged or fill material into waters of the U.S., include a statement describing how impacts to waters of the U.S. are to be avoided and minimized. Include either a statement describing how impacts to waters of the U.S. are to be compensated for or a statement explaining why compensatory mitigation should not be required for the proposed impacts.
- Purpose and need for the proposed activity;
- Limits and coordinates of any Federal Navigation Project in the vicinity of the project area.
- Limits and coordinates of any proposed mooring field, reconfiguration zone or aquaculture activity. Provide coordinates for all corners;
- Schedule of construction/activity;
- Names and addresses of adjoining property owners;
- Location and dimensions of adjacent structures;
- Alternatives analysis;
- Wetland delineation data sheets;
- List of authorizations required by other federal, interstate, state, or local agencies for the work, including all approvals received or denials already made.
- Identification and description of potential impacts to Essential Fish Habitat (see GC 17).
- Identification of potential discharges of pollutants to waters, including potential impacts to impaired waters, in the project area.
- Invasive Species Control Plan (see GC 22). For sample control plans, see [www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species](http://www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species)
- Wildlife Action Plan (WAP) maps. Contact the Maine Department of Inland Fisheries & Wildlife (Section VIII) or online at [www.maine.gov/ifw/wildlife/conservation/action\\_plan.html](http://www.maine.gov/ifw/wildlife/conservation/action_plan.html)

**Information for dredging projects that may be required:**

- Sediment testing, including physical (e.g., grain-size analysis), chemical and biological testing. For projects proposing open water disposal, applicants must contact the Corps as early as possible regarding sampling and testing protocols. Sampling and testing of sediments without such contact should not occur and if done, would be at the applicant's risk.
- The area in square feet and volume of material to be dredged below mean high water.
- Existing and proposed water depths.
- Type of dredging equipment to be used.
- Nature of material (e.g., silty sand).
- Any existing sediment grain size and bulk sediment chemistry data for the proposed or any nearby projects.
- Information on the location and nature of municipal or industrial discharges and occurrence of any contaminant spills in or near the project area.
- Shellfish survey.
- Location of the disposal site (include locus sheet).
- Identification and description of any potential impacts to Essential Fish Habitat.
- Delineation of submerged aquatic vegetation (e.g., eelgrass beds).



**Information for tidal crossing projects that may be required:**

- A graphic longitudinal elevation profile plot of the tidal stream channel thalweg, both up and downstream of the proposed project site. Thalweg elevations shall extend from the crossing to beyond the zone of scour, channel widening, or other channel alteration resulting from the present or pre-existing crossings. The profile plot should include labeled elevations for the:
  - crossing invert and top of the inlet and outlet
  - roadbed crown
  - lowest and highest recorded tides at the site
  - reference datums, such as MLLW, MHHW, and astronomical high tide
  - hydraulic controls and nearest crossings that could influence or be influenced by the proposed crossing
- A graphic plot of continuous tidal water levels recorded up and downstream, simultaneously, of the proposed crossing for an entire lunar cycle. The water level plot should include labeled elevations for the:
  - crossing invert and crossing top at the inlet and outlet
  - roadbed crown
  - reference datums, such as MLLW, MHHW, and astronomical high tide
- A map showing projected extents of maximum flooding within the area influenced by the crossing under current conditions and as a result of sea level rise. The present minimum sea level rise scenario suggested for planning purposes by the Maine Climate Council Scientific and Technical Subcommittee is the Intermediate Scenario, which projects an increase of 3.0-4.6 feet by 2100.

**Information for aquaculture projects that may be required:**

- Maine Aquaculture guidelines and joint Corps/Maine DMR applications may be found at: [www.maine.gov/dmr/aquaculture/index.htm](http://www.maine.gov/dmr/aquaculture/index.htm)
- In addition to the information required above, applications should also include:
  - Results of coordination with Harbor Master and U.S. Coast Guard
  - Whether canopy predator nets are being used.

U.S. Army Corps of Engineers (USACE)  
**APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT**  
 33 CFR 325. The proponent agency is CECW-CO-R.

**Form Approved -**  
**OMB No. 0710-0003**  
**Expires: 02-28-2022**

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at [whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil](mailto:whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.

**PRIVACY ACT STATEMENT**

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: <http://dpcl.d.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx>

**(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)**

|                    |                      |                  |                              |
|--------------------|----------------------|------------------|------------------------------|
| 1. APPLICATION NO. | 2. FIELD OFFICE CODE | 3. DATE RECEIVED | 4. DATE APPLICATION COMPLETE |
|--------------------|----------------------|------------------|------------------------------|

**(ITEMS BELOW TO BE FILLED BY APPLICANT)**

|   |  |
|---|--|
| 5. APPLICANT'S NAME<br>First -                      Middle -                      Last -<br>Company -<br>E-mail Address - | 8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)<br>First -                      Middle -                      Last -<br>Company -<br>E-mail Address - |
|---|--|

|  |  |
|--|--|
| 6. APPLICANT'S ADDRESS:<br>Address-<br>City -                      State -                      Zip -                      Country - | 9. AGENT'S ADDRESS:<br>Address-<br>City -                      State -                      Zip -                      Country - |
|--|--|

|  |  |
|--|--|
| 7. APPLICANT'S PHONE NOS. w/AREA CODE<br>a. Residence                      b. Business                      c. Fax | 10. AGENTS PHONE NOS. w/AREA CODE<br>a. Residence                      b. Business                      c. Fax |
|--|--|

**STATEMENT OF AUTHORIZATION**

11. I hereby authorize, \_\_\_\_\_ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

\_\_\_\_\_  
 SIGNATURE OF APPLICANT                      DATE

**NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY**

12. PROJECT NAME OR TITLE (see instructions)

|  |  |
|--|--|
| 13. NAME OF WATERBODY, IF KNOWN (if applicable)                          | 14. PROJECT STREET ADDRESS (if applicable)<br>Address        |
| 15. LOCATION OF PROJECT<br>Latitude: N                      Longitude: W | City -                      State-                      Zip- |

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

State Tax Parcel ID                      Municipality  
 Section -                      Township -                      Range -



17. DIRECTIONS TO THE SITE

18. Nature of Activity (Description of project, include all features)

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

**USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED**

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

| Type<br>Amount in Cubic Yards | Type<br>Amount in Cubic Yards | Type<br>Amount in Cubic Yards |
|-------------------------------|-------------------------------|-------------------------------|
|-------------------------------|-------------------------------|-------------------------------|

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres  
or  
Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

24. Is Any Portion of the Work Already Complete?  Yes  No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address-

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

| AGENCY | TYPE APPROVAL* | IDENTIFICATION NUMBER | DATE APPLIED | DATE APPROVED | DATE DENIED |
|--------|----------------|-----------------------|--------------|---------------|-------------|
| _____  | _____          | _____                 | _____        | _____         | _____       |
| _____  | _____          | _____                 | _____        | _____         | _____       |
| _____  | _____          | _____                 | _____        | _____         | _____       |

\* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

\_\_\_\_\_  
SIGNATURE OF APPLICANT

\_\_\_\_\_  
DATE

\_\_\_\_\_  
SIGNATURE OF AGENT

\_\_\_\_\_  
DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

## Section VIII: Agency Contacts

### 1. Federal

U.S. Army Corps of Engineers  
Maine Project Office  
442 Civic Center Drive, Suite 350  
Augusta, Maine 04330  
(207) 623-8367; (207) 623-8206 (fax)  
Email: cenae-r-me@usace.army.mil

U.S. Environmental Protection Agency  
5 Post Office Square  
Suite 100 (OEP05-2)  
Boston, Massachusetts 02109-3912  
(617) 918-1589

U.S. Fish and Wildlife Service  
Maine Field Office  
P.O. Box A  
East Orland, Maine 04431  
(207) 469-7300; (207) 902-1588 (fax)  
*(Federal endangered species)*

National Marine Fisheries Service  
Maine Field Office  
17 Godfrey Drive, Suite 1  
Orono, Maine 04473  
(207) 866-7379; (207) 866-7342 (fax)  
*(Federal endangered species)*

FEMA Region 1  
Federal Insurance and Mitigation Division  
99 High Street 6<sup>th</sup> Floor  
Boston, Massachusetts 02110  
*(floodplains)*

Federal Emergency Management Agency  
99 High Street  
Boston, Massachusetts 02110  
(877) 336-2734  
*(Floodplain Management)*

National Marine Fisheries Service  
55 Great Republic Drive  
Gloucester, Massachusetts 01930  
(978) 281-9102; (978) 281-9301 (fax)  
*(Federal endangered species & EFH)*

National Park Service  
North Atlantic Region  
15 State Street  
Boston, Massachusetts 02109  
(617) 223-5203  
*(Wild and Scenic Rivers)*

Commander (dpb)  
First Coast Guard District  
One South Street - Battery Building  
New York, New York 10004-1466  
(212) 668-7021; (212) 668-7967 (fax)  
*(bridge permits)*

### 2. State of Maine

#### a. Department of Environmental Protection *(State permits & Water Quality Certifications)*

Augusta Regional Office  
17 State House Station  
Augusta, Maine 04333  
(207) 287-7688

Southern Maine Regional Office  
312 Canco Road  
Portland, Maine 04103  
(201) 822-6300

Eastern Maine Regional Office  
106 Hogan Road  
Bangor, Maine 04401  
(207) 941-4570

Northern Maine Regional Office  
1235 Central Drive  
Presque Isle, Maine 04769  
(207) 764-0477

b. Department of Agriculture, Conservation and Forestry

i. Maine Land Use Planning Commission (LUPC) (*State permits & Water Quality Certifications for the unorganized areas of the State*)

Augusta Office  
22 State House Station  
Augusta, Maine 04333-0022  
(207) 287-2631; (207) 287-7439 (fax)

Downeast Regional Office  
106 Hogan Road, Suite 8  
Bangor, Maine 04401  
(207) 215-4685; (207) 941-4222 (fax)

Greenville Regional Office  
43 Lakeview Drive  
P.O. Box 1107  
Greenville, Maine 04441  
(207) 695-2466; (207) 695-2380 (fax)

Ashland Regional Office  
45 Radar Road  
Ashland, Maine 04732-3600  
(207) 435-7963; (207) 435-7184 (fax)

Western Region Office  
932 U.S. Route 2  
East Wilton, Maine 04992  
(207) 670-7492; (207) 287-7439 (fax)

Eastern Region Office  
191 Main Street  
East Millinocket, Maine 04430  
(207) 399-2176; (207) 746-2243 (fax)

ii. Maine Coastal Program

21 State House Station  
Augusta, Maine 04333  
(207) 707-2324; (207) 624-6024 (fax)  
(*CZM consistency determinations*)

iii. Division of Parks and Public Lands

22 State House Station  
Augusta, Maine 04333  
(207) 287-3061; (207) 287-6170 (fax)  
(*submerged lands leases*)

iv. Maine Floodplain Management Program

17 Elkins Lane  
Augusta, Maine 04333  
(207) 287-8063  
(*floodplains*)

c. Department of Marine Resources

21 State House Station  
Augusta, Maine 04333  
(207) 633-9500; (207) 624-6024 (fax)  
(*aquaculture leases/licenses*)

### 3. Historic Properties

#### a. State Historic Preservation Officer (SHPO)

Kirk F. Mohny, Director  
Maine Historic Preservation Commission  
65 State House Station  
Augusta, Maine 04333-0065  
(207) 287-2132; (207) 287-2335 (fax)

#### b. Tribal Historic Preservation Officers (THPOs)

*Houlton Band of Maliseet Indians*  
88 Bell Road  
Littleton, Maine 04730  
(207) 532-4273, x215; (207) 532-6883 (fax)  
istjohn@maliseets.com

*Passamaquoddy Tribe of Indians*  
Pleasant Point Reservation  
P.O. Box 343  
Perry, Maine 04667  
(207) 853-2600; (207) 853-6039 (fax)  
soctomah@gmail.com

*Passamaquoddy Tribe of Indians*  
Indian Township Reservation  
P.O. Box 301  
Princeton, Maine 04668  
(207) 796-2301; (207) 796-5256 (fax)  
soctomah@gmail.com

*Aroostook Band of Micmacs*  
7 Northern Road  
Presque Isle, Maine 04769  
(207) 764-1972; (207) 764-7667 (fax)  
jdennis@micmac-nsn.gov

*Penobscot Nation*  
Cultural and Historic Preservation Dept.  
12 Wabanaki Way  
Indian Island, Maine 04468  
(207) 817-7471  
chris.sockalexis@penobscotnation.org

## Section IX: Definitions

**Action Area:** The “Endangered Species Consultation Handbook – Procedures for Conducting Consultation and Conference Activities Under Section 7 of the ESA,” defines action area as “all areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action. [50 CFR 402.02].”

**Agricultural Activities:** The Clean Water Act exempts certain discharges associated with normal farming, ranching, and forestry activities such as plowing, cultivating, minor drainage, and harvesting for the production of food, fiber, and forest products, or upland soil and water conservation practices (Section 404(f)(1)(A)). Prospective permittees are strongly advised to contact the Corps for a determination of whether their activity is exempt or requires a permit.

**Attendant Features:** Occurring with or as a result of; accompanying.

**Aquatic Habitat Restoration, Establishment and Enhancement:** The Corps will decide if a project qualifies and must determine in consultation with federal and state agencies that the net effects are beneficial. The Corps may refer to Nationwide Permit 27 published in the January 6, 2017 Federal Register. Activities authorized here may include, but are not limited to: the removal of accumulated sediments; the installation, removal, and maintenance of small water control structures, dikes, and berms; the installation of current deflectors; the enhancement, restoration, or establishment of riffle and pool stream structure; the placement of in-stream habitat structures; modifications of the stream bed and/or banks to restore or establish stream meanders; the backfilling of artificial channels and drainage ditches; the removal of existing drainage structures; the construction of small nesting islands in inland waters; the construction of open water areas; the construction of native shellfish species habitat over unvegetated bottom for the purpose of habitat protection or restoration in tidal waters; shellfish seeding; activities needed to reestablish vegetation, including plowing or disking for seed bed preparation and the planting of appropriate wetland species; mechanized land clearing to remove non-native invasive, exotic, or nuisance vegetation; and other related activities. Only native plant species shall be planted at the site.

**Biodegradable:** A material that decomposes into elements found in nature within a reasonably short period of time and will not leave a residue of plastic or a petroleum derivative in the environment after degradation. Examples of biodegradable materials include jute, sisal, cotton, straw, burlap, coconut husk fiber (coir) or excelsior. In contrast, degradable plastics break down into plastic fragments that remain in the environment after degradation.

**Boating facilities:** These provide, rent or sell mooring space, such as marinas, yacht clubs, boat yards, dockominiums, town facilities, land/home owners, etc. Not classified as boating facilities are piers shared between two abutting properties or town mooring fields that charge an equitable user fee based on the actual costs incurred.

**Bordering and Contiguous Wetlands:** A bordering wetland is immediately next to its adjacent waterbody and may lie at, or below, the ordinary high water mark (mean high water mark in navigable waters) of that waterbody and is directly influenced by its hydrologic regime. Contiguous wetlands extend landward from their adjacent waterbody to a point where a natural or manmade discontinuity exists. Contiguous wetlands include bordering wetlands as well as wetlands that are situated immediately above the ordinary high water mark and above the normal hydrologic influence of their adjacent waterbody.

**Brushing:** The placement of tree boughs, wooden lath structure, or small-mesh fencing on mudflats, or any bottom disturbance (e.g., disking, plowing, raking, etc.), to enhance recruitment of shellfish.

**Buffer Zone:** The buffer zone of an FNP is equal to three times the authorized depth of the FNP.

**Construction mats:** Constructions, swamp and timber mats (herein referred to as “construction mats”) are generic terms used to describe structures that distribute equipment weight to prevent wetland damage while facilitating passage and providing work platforms for workers and equipment. They are comprised of sheets or mats made from a variety of materials in various sizes. A timber mat consists of large timbers bolted or cabled together. Corduroy roads, which are not considered to be construction mats, are cut trees and/or saplings with the

crowns and branches removed, and the trunks lined up next to one another. Corduroy roads are typically installed as permanent structures. Like construction mats, they are considered as fill whether they are installed temporarily or permanently.

**Cumulative effects:** See “Direct, secondary, and cumulative effects.”

**Currently Serviceable:** Useable as-is or with some maintenance, but not so degraded as to essential require reconstruction.

**Direct, secondary, and cumulative effects:**

Direct Effects: The loss of aquatic ecosystem within the footprint of the discharge of dredged or fill material. Direct effects are caused by the action and occur at the same time and place.

Secondary Effects: These are effects on an aquatic ecosystem that are associated with a discharge of dredged or fill materials, but do not result from the actual placement of the dredged or fill material. Information about secondary effects on aquatic ecosystems shall be considered prior to the time final Section 404 action is taken by permitting authorities. Some examples of secondary effects on an aquatic ecosystem are a) aquatic areas drained, flooded, fragmented, or mechanically cleared, b) fluctuating water levels in all impoundment and downstream associated with the operation of a dam, c) septic tank leaching and surface runoff from residential or commercial developments on fill, and d) leachate and runoff from a sanitary landfill located in waters of the U.S. See 40 CFR 230.11(h).

Cumulative Effects: The changes in an aquatic ecosystem that are attributable to the collective effect of a number of individual 1) discharges of dredged or fill material, or 2) structures. Although the impact of a particular discharge may constitute a minor change in itself, the cumulative effect of numerous such piecemeal changes can result in a major impairment of the water resources and interfere with the productivity and water quality of existing aquatic ecosystems. See 40 CFR 230(g).

**Dredging:**

Maintenance Dredging: Includes areas and depths previously authorized by the Corps and dredged.

The Corps may require proof of authorization. Maintenance dredging typically refers to the routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches and port facilities. Routine maintenance dredging is conducted regularly for navigational purposes (typically at least once every ten years) and does not include any expansion of the previously dredged area or depth. The Corps may review a maintenance dredging activity as new dredging if sufficient time has elapsed to allow for the colonization of SAS, shellfish, etc. The main characteristics of maintenance dredging projects are variable quantities of material; soft, uncompacted soil; contaminant content possible; thin layers of material; occurring in navigation channels and harbors; repetitive activity

New Dredging: Dredging of an area or to a depth that has never been authorized by the Corps or dredged.

**Dredged material & discharge of dredged material:** These are defined at 323.2(c) and (d). The term dredged material means material that is excavated or dredged from waters of the U.S.

**Essential Fish Habitat (EFH):** This is broadly defined to include those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.

**Fill material & discharge of fill material:** These are defined at 323.2(e) and (f). The term fill material is defined as material placed in waters of the U.S. where the material has the effect of either replacing any portion of a water of the U.S. with dry land or changing the bottom elevation of any portion of a water of the U.S.

**Fill area:** Fill area includes all temporary and permanent fill (including mats), and regulated discharges associated with excavation.

**Federal navigation projects (FNPs):** These areas are maintained by the Corps; authorized, constructed and maintained on the premise that they will be accessible and available to all on equal terms; and are comprised of Federal Anchorages, Federal Channels and Federal Turning Basins. The buffer zone is equal to three times the authorized depth of a FNP. More information on the following FNPs is provided at [www.nae.usace.army.mil/missions/navigation.aspx](http://www.nae.usace.army.mil/missions/navigation.aspx) >> Navigation Projects.

**Flume:** An open artificial water channel, in the form of a gravity chute that leads water from a diversion dam or weir completely aside a natural flow. A flume can be used to measure the rate of flow.

**Frac out:** During normal drilling operations, drilling fluid travels up the borehole into a pit. When the borehole becomes obstructed or the pressure becomes too great inside the borehole, the ground fractures and fluid escapes to the surface.

**Habitat Connectivity Design:** projects designed and constructed for consistency with natural stream dimensions, profiles, and dynamics, in accordance with the following technical references: U.S. Forest Service guide (Forest Service Stream-Simulation Working Group 2008), augmented by documents published by the states of Washington (Barnard et al. 2013), Vermont (Bates and Kirn 2009) and California (Love and Bates 2009).

**Independent utility:** A test to determine what constitutes a single and complete non-linear project in the Corps regulatory program. A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

**Individual Permit:** A Department of the Army authorization that is issued following a case-by-case evaluation of a specific structure or work in accordance with the procedures of 33 CFR 322, or a specific project involving the proposed discharge(s) in accordance with the procedures of 33 CFR 323, and in accordance with the procedures of 33 CFR 325 and a determination that the proposed discharge is in the public interest pursuant to 33 CFR 320.

**Living Shoreline:** Living shorelines stabilize banks and shores in coastal waters along shores with small fetch and gentle slopes that are subject to low-to mid-energy waves. A living shoreline has a footprint that is made up mostly of native material. It incorporates vegetation or other living, natural “soft” elements alone or in combination with some type of harder shoreline structure (e.g., oyster or mussel reefs or rock sills) for added protection and stability. Living shorelines shall maintain the natural continuity of the land-water interface, and retain or enhance shoreline ecological processes. Living shorelines must have a substantial biological component, either tidal or lacustrine fringe wetlands or oyster or mussel reef structures.

#### **Maintenance:**

a. The repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3 – “Activities occurring before certain dates,” provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification.

- Minor deviations in the structure’s configuration or filled area, including those due to changes in materials, construction techniques, or current construction codes or safety standards that are necessary to make repair, rehabilitation, or replacement are authorized.
- Currently serviceable means useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.
- No seaward expansion for bulkheads or any other fill activity is considered SV maintenance.
- Only structures or fills that were previously authorized and are in compliance with the terms and condition of the original authorization can be maintained as a non-regulated activity under 33 CFR 323.4(a)(2), or in accordance with the SV or PCN thresholds in Section V.

b. The state’s maintenance provisions may differ from the Corps and may require reporting and written authorization from the state.

c. Contact the Corps to determine whether stream crossing replacements require a PCN.

d. Exempted Maintenance. In accordance with 33 CFR 323.4(a)(2), any discharge of dredged or fill material that may result from any of the following activities is not prohibited by or otherwise subject to regulation under Section 404 of the CWA: “Maintenance, including emergency reconstruction of recently damaged parts, of currently serviceable structures such as dikes, dams, levees, groins, riprap, breakwaters, causeways, bridge abutments or approaches, and transportation structures. Maintenance does not include any modification that changes the character, scope, or size of the original fill design.”



The following definition is also applicable:

**Minor deviations:** Deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, or current construction codes or safety standards, which are necessary to make repair, rehabilitation, or replacement are permitted, provided the adverse environmental effects resulting from such repair, rehabilitation, or replacement are minimal.

**Marina reconfiguration zone:** A Corps-authorized area in which permittees may rearrange pile-supported structures and floats without additional authorizations. A reconfiguration zone does not grant exclusive privileges to an area or an increase in structure or float area.

**Natural Rocky Habitats:** Natural rocky habitats are intertidal and subtidal substrates composed of pebble-gravel, cobble, boulder, or rock ledge and outcrops. Manufactured stone (e.g. cut or engineered rip-rap) is not considered a natural rocky habitat. Natural rocky habitats are either found as pavement (consolidated pebble-gravel, cobble, or boulder areas) or as a mixture with fines (i.e. clay and sand) and other substrates.

**Navigable waters of the U.S.:** See Waters of the U.S. below.

**Overall project:** See "single and complete linear project" below.

**Practicable:** Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

**Permanent impacts:** Permanent impacts means waters of the U.S. that are permanently affected by filling, flooding, excavation, or drainage because of the regulated activity. Permanent impacts include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody.

**Pre-construction notification (PCN):** A request submitted by a prospective permittee to the Corps for confirmation that a particular activity is authorized by this GP. The request may be a permit application, letter, or similar document that includes information about the proposed work and its anticipated environmental effects. Pre-construction notification may be required by the terms and conditions of these GPs. A PCN may be voluntarily submitted in cases where PCN is not required and the project proponent wants confirmation that the activity is authorized under this GP.

**Re-establishment:** The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/ historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in again in aquatic resource area and functions.

**Rehabilitation:** The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area. Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

**Restoration:** The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

**Riffle and pool complexes:** Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a coarse substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

**Secondary effects:** See “Direct, secondary, and cumulative effects.”

**Shellfish Areas:** Areas that currently support molluscan shellfish. Information regarding these locations can be obtained from the State of Maine GeoLibrary Data Catalog at: [www.maine.gov/geolib/catalog.html](http://www.maine.gov/geolib/catalog.html)

**Shellfish seeding:** The placement of shellfish seed and/or suitable substrate to increase shellfish production. Shellfish seed consists of immature individual shellfish or individual shellfish attached to shells or shell fragments (i.e., spat on shell). Suitable substrate may consist of shellfish shells, shell fragments, or other appropriate materials placed into waters for shellfish habitat.

**Single and complete linear project:** A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term “single and complete project” is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the U.S. (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for the purposes of this GP. However, individual channels in a braided stream or river, or individual arms of a large, irregularly shaped wetland or lake, etc., are not separate waterbodies, and crossings of such features cannot be considered separately. The overall project, for purposes of this GP, includes all regulated activities that are reasonably related and necessary to accomplish the project purpose.

**Single and complete non-linear project:** For non-linear projects, the term “single and complete project” is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. For non-linear projects, the single and complete project shall have independent utility (see definition).

**Special aquatic sites (SAS):** These are defined at 40 CFR 230 Subpart E. They include sanctuaries and refuges, wetlands, mud flats, vegetated shallows (submerged aquatic vegetation, SAV), coral reefs, and riffle and pool complexes.

**Stream:** The term “stream” in the document means rivers, streams, brooks, etc.

**Stream bed:** The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

**Stream channelization:** The manipulation of a stream’s course, condition, capacity, or location that causes more than minimal interruption of normal stream processes. A channelized stream remains a water of the United States.

**Stream Simulation:** A method for designing and building road-stream crossings intended to permit free and unrestricted movements of any aquatic species. Reference: <https://www.nae.usace.army.mil/Missions/Regulatory/Stream-and-River-Continuity/>

**Stream Smart Design:** projects designed to allow the stream to act like a stream by passing fish and wildlife as well as the higher flows that come with large infrequent storms while protecting the stability of the road and public safety. Stream Smart Design follows the “Four S’s”: The culvert must SPAN the stream, allowing for passage of aquatic and terrestrial wildlife. The culvert has to be SET at the right elevation. The SLOPE of the culvert must match the stream. There must be SUBSTRATE (natural sediment) in the crossing. Reference: [www1.maine.gov/mdot/publications/docs/brochures/pocket\\_guide\\_stream\\_smart\\_web.pdf](http://www1.maine.gov/mdot/publications/docs/brochures/pocket_guide_stream_smart_web.pdf)

**Temporary impacts:** Temporary impacts include waters of the U.S. that are temporarily filled, flooded, excavated, drained or mechanically cleared because of the regulated activity.

**Temporal loss:** The time lag between the loss of aquatic resource functions caused by the permitted impacts and the replacement of aquatic resource functions at the compensatory mitigation site(s) (33 CFR 332.2).

**Utility line:** Any pipe or pipeline for the transportation of any gaseous, liquid, liquescent, or slurry substance, for any purpose, and any cable, line, or wire for the transmission for any purpose of electrical energy, telephone, and telegraph messages, and radio and television communication. The term ‘utility line’ does not include activities that drain a water of the U.S., such as drainage tile or French drains, but it does apply to pipes conveying drainage from another area.

**Vegetated shallows/Submerged Aquatic Vegetation (SAV):** Permanently inundated areas that under normal circumstances support communities of rooted aquatic vegetation, such as eelgrass in marine systems as well as a number of freshwater species in rivers and lakes. Note: Eelgrass surveys should be conducted between May and October unless otherwise directed.

**Vernal pools (VPs):** The State of Maine, Department of Environmental Protection has specific protections for VPs. For the purposes of these GPs, VPs are depressional wetland basins that typically go dry in most years and may contain inlets or outlets, typically of intermittent flow. Vernal pools range in both size and depth depending upon landscape position and parent material(s). In most years, VPs support one or more of the following obligate indicator species: wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*Ambystoma laterale*), and fairy shrimp (*Eubranchipus* sp.). However, they should preclude sustainable populations of predatory fish.

**Water dependency:** activity requiring access or proximity to or siting within a special aquatic site (SAS) to fulfill its basic project purpose.

**Water diversions:** Water diversions are activities such as bypass pumping (e.g., “dam and pump”) or water withdrawals. Temporary flume pipes, culverts or cofferdams where normal flows are maintained within the stream boundary’s confines aren’t water diversions. “Normal flows” are defined as no change in flow from pre-project conditions.

**Weir:** A barrier across a river designed to alter the flow characteristics. In most cases, weirs take the form of a barrier, smaller than most conventional dams, across a river that causes water to pool behind the structure (not unlike a dam) and allows water to flow over the top. Weirs are commonly used to alter the flow regime of the river, prevent flooding, measure discharge and help render a river navigable.

### **Waters of the United States (U.S.)**

**Waters of the U.S.:** The term waters of the U.S. and all other terms relating to the geographic scope of jurisdiction are defined at 33 CFR 328. Also see Section 502(7) of the Federal CWA [33 USC 1352(7)]. Waters of the U.S. include jurisdictional wetlands. Not all waters and wetlands are jurisdictional. Contact the Corps with any questions regarding jurisdiction.

**Navigable waters:** Refer to 33 CFR 329. These waters include the following federally-designated navigable waters in New England. This list represents only those waterbodies for which affirmative determinations have been made; absence from this list shall not be taken as an indication that the waterbody is not navigable: In Maine, navigable waters are those waters that are subject to the ebb and flow of the tide in addition to the non-tidal portions of the following federally-designated waters in Maine (the Kennebec River to Moosehead Lake, the Penobscot River to the confluence of the East and West Branch at Medway and, Lake Umbagog within the State of Maine).

**Non-tidal wetland:** A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters. Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

**Tidal wetland:** A tidal wetland is a jurisdictional wetland that is inundated by tidal waters. Tidal waters rise and fall in a predictable and measurable rhythm or cycle due to the gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tideline.