



STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE  
GOVERNOR

PATRICIA W. ARIO  
COMMISSIONER

June 2015

Maine Turnpike Authority  
C/o Sara Zografos  
2360 Congress Street  
Portland, ME 04102

RE: Natural Resources Protection Act Application, Gray  
DEP #L-26637-TG-A-N/L-26637-L6-B-N

Dear Ms. Zografos:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 822-6300 or at [robert.green@maine.gov](mailto:robert.green@maine.gov)

Sincerely,

Robert L. Green, Jr., Project Manager  
Division of Land Resource Regulation  
Bureau of Land and Water Quality

pc: File



DEPARTMENT ORDER

IN THE MATTER OF

MAINE TURNPIKE AUTHORITY	) NATURAL RESOURCES PROTECTION ACT
Gray, Cumberland County	) FRESHWATER WETLAND ALTERATION
MAINE TURNPIKE	) STREAM ALTERATION
EXIT 63 INTERCHANGE	) WATER QUALITY CERTIFICATION
L-26637-TG-A-N (approval)	)
L-26637-L6-B-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A *et seq.* and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of the MAINE TURNPIKE AUTHORITY with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. Summary: The Exit 63 interchange is located in the Town of Gray and provides access to the Maine Turnpike (Turnpike), State Route 26 and 26A, and several local Gray roadways. The current ramp configuration conveys all northbound and southbound ramp traffic onto the Turnpike through a single toll plaza located on the east side of the Turnpike, with a ramps bridge that directs southbound traffic over the Turnpike before entering or exiting onto the Turnpike. The project purpose is to improve transportation efficiency, to improve toll plaza operations and to improve safety within the Exit 63 interchange. The applicant proposes to reconfigure the interchange to a “four-legged” intersection with separate on and off ramps for both northbound and southbound traffic. This reconfigured interchange will require a new southbound parallel entrance ramp.

The Gray Interchange Improvement project includes:

- Relocation of southbound entrance and exit ramps to the west side of the Turnpike;
- Removal of the existing southbound ramps bridge and the existing ramp pavement;
- Reconstruction and rehabilitation of the existing northbound entrance and exit ramps;
- Construction of parallel acceleration lanes;
- Improvements to the existing U.S. Route 202 intersection with the Gray Bypass;
- Removal of the existing park and ride lot on the west side of the Turnpike;
- Removal of the existing toll plaza on the east side of the Turnpike;
- Construction of a new three-lane toll plaza on the west side of the Turnpike; and

- Minor repairs to the U.S. Route 202 bridge and pavement rehabilitation throughout the project site.

The applicant is seeking approval under the Natural Resources Protection Act (NRPA) to fill approximately 47,621 square feet of freshwater wetland, to permanently alter the vegetation of 440 square feet of forested wetland, temporarily alter the vegetation of 3,280 square feet of freshwater wetland, and to culvert approximately 170 feet of a stream.

The proposed development is shown on a set of plans, the first of which is entitled "Gray Interchange (Exit 63)," prepared by Vanasse Hangen Brustlin, Inc., and dated January 8, 2015, with a last revision date of May 13, 2015.

B. Current Use of the Site: The project site is located south of the intersection of U.S. Route 202 and the Turnpike, and extends from the northbound entrance ramp on the east side of the Turnpike to the Gray Bypass (State Route 26A) on the west side of the Turnpike. Developed area includes roadways, the toll plaza, and a parking area. Undeveloped area includes woodlands and freshwater wetlands, including emergent wetlands.

## 2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project site including an aerial photograph of the project site. Department staff visited the project site on August 13, 2014.

The proposed project is located over and adjacent to an unnamed perennial stream that ultimately discharges to Thayer Brook and then to the Pleasant River. The unnamed stream is not a scenic resource visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities. The proposed project site is bounded by the Maine Turnpike, U.S. Route 202, Center Road, and Frost Road.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the visual impact rating, and the site visit, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

In order to minimize sedimentation into the resource, construction will be performed using a number of erosion control measures in accordance with the MDOT's *Best Management Practices for Erosion and Sediment Control*. The applicant submitted a construction and erosion control plan for the proposed project that provides an overview of preparatory activities, excavation activities, construction activities, a post-construction work plan, and a schedule of construction activity, as explained in Attachment 7 and 8 of the application.

The Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

According to the Department's Geographic Information System (GIS) database there are no mapped Essential or Significant Wildlife Habitats located at the site.

The applicant proposes to culvert approximately 170 linear feet of a perennial stream that flows from an emergent wetland located south of the park and ride lot on the west side of the Turnpike. A stream survey conducted by the applicant documented that the stream has bank heights of 2 to 2.5 feet and that it ranges from 2.5 to 4 feet in width. The channel morphology indicates that the stream was previously widened by ditching, as indicated by straight sections and the abrupt beginning of the stream channel. During a September 19, 2014 site visit with a fisheries biologist from the Maine Department of Inland Fisheries and Wildlife (MDIFW), no fish were observed within the reaches of the stream located within or immediately downstream of the project site. In correspondence dated September 22, 2014, MDIFW noted that fish passage would be less of an issue than aquatic organism passage, but a proper crossing design should be used to allow for fish passage and the creation of some habitat.

The applicant proposes to install a temporary 48-inch diameter corrugated metal pipe laid on the ground surface during the approximately eight month settlement period in which the southbound on-ramp will receive pre-load fill. The 48-inch culvert will be replaced with a 60-inch diameter reinforced concrete pipe that will be embedded approximately two feet below the surface and partially filled with a cobble, gravel, and sand mixed media. To minimize the risk of channel scour and instability, the applicant proposes to place natural stream bed material approximately 17 feet downstream of the culvert. The applicant proposes to begin instream work on or around July 1, 2015, which is outside of the typical low stream flow work window of July 15 to October 1. In correspondence dated June 22, 2015, MIDFW noted that beginning instream work prior to July 15 would

be acceptable and that adverse impacts to the stream would not be anticipated. An MDIFW fisheries biologist further commented that the proposed project will not significantly impact local fisheries within the unnamed stream, Thayer Brook, or the Pleasant River.

The applicant identified three vernal pools on the project site. A survey of the vernal pools determined that none of them met the Department's abundance criteria for significance. The applicant's determination was verified by MDIFW in a significant vernal pool determination report dated June 23, 2015.

The Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

As noted in Finding 3, a detailed erosion control plan was submitted as part of the application.

The Department does not anticipate that the proposed project will violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to directly alter 170 linear feet of stream, to fill approximately 47,621 square feet of freshwater wetland, to permanently alter the vegetation of 440 square feet of forested wetland, and to temporarily alter the vegetation of 3,280 square feet of freshwater wetland throughout the project site.

The Wetland and Waterbodies Protection Rules, 06-096 CMR 310, interpret and elaborate on the Natural Resources Protection Act (NRPA) criteria for obtaining a permit. The rules guide the Department in its determination of whether a project's impacts would be unreasonable. A proposed project would generally be found to be unreasonable if it would cause a loss in wetland area, functions and values and there is a practicable alternative to the project that would be less damaging to the environment. Each application for a NRPA permit that involves a freshwater wetland or river, stream or brook alteration must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist.

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. The purpose of the project is to create a highway interchange that meets current safety and operational design criteria. The applicant submitted an alternatives analysis for the proposed project completed by Vanasse Hangen Brustlin, Inc. and dated March 16, 2015. The applicant considered several interchange configurations and weighed them against such factors as traffic

patterns, resource impacts, adjoining property impacts, and costs. After evaluating these alternatives, the applicant determined that the proposed project contains a significantly less amount of environmental impact than the alternatives, and that the proposed project avoids impacts to protected natural resources to the greatest extent practicable while still meeting the project purpose.

Wetland impacts are proposed at six locations. Two of these locations are associated with the road and intersection improvements proposed for U.S. Route 202 and State Route 26A. Wetlands abut the side of the roads and impacts will be limited to the wetland edge. The remaining wetland impacts are associated with the new southbound on-ramp. The orientation of the wetlands is generally east to west. Given that the orientation of the southbound on-ramp will be north to south and due to the location of the wetlands on the site, wetland alteration will be unavoidable.

Given the existing traffic pattern of the project site, the point of connection between the southbound ramps and U.S. Route 202 is at the existing intersection of U.S. Route 202 and State Route 26A. Due to the topographic relief between this intersection and the point where the southbound ramp enters the Turnpike, as much as 20 feet of fill is required to construct the southbound on-ramp. The resulting footprint of the fill slope will affect approximately 170 linear feet of stream which runs east to west and bisects the project site. Given that the orientation of the southbound on-ramp will be north to south and due to the location of the stream on the site, alteration of the stream will be unavoidable.

B. Minimal Alteration. The amount of freshwater wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. The applicant identified all areas of impact and applied minimization strategies to these areas to the extent practicable. Side slopes on the southbound on-ramp are designed at 2:1 in wetland areas. The construction area of the southbound on-ramp will require conversion of 3,280 square feet wetlands along the toe of fill slope. The applicant proposes to allow this area to naturally return to its original condition. The applicant proposes to install stream bed material in and below the culvert to minimize loss of aquatic organism passage. The applicant stated that as it is currently designed, the proposed project minimizes impacts to the wetlands and stream. The Department concurs with this conclusion.

C. Compensation. Compensation is required to achieve the goal of no net loss of wetland functions and values. The applicant submitted several plan sheets detailing the proposed project site. These plans identify the location of the wetlands and streams in relationship to the existing interchange and the proposed interchange. The applicant also submitted a wetland, waterbody, and vernal pool report prepared by Vanasse Hangen Brustlin, Inc. and dated March 3, 2015 as Attachment 9 of the NRPA application. The report states that the portion of the stream to be culverted did not have any fish, that the stream bed consists primarily of sand and silt, that the stream was previously widened by ditching, and that normal stream flows are low.

The wetlands in the project area are a combination of forested, scrub-shrub, wet meadow, and emergent wetlands. The wetland type is determined by the micro-topography of the site and the hydraulic regime, with areas of poor drainage supporting emergent vegetation while areas that more readily drain surface water supporting woody vegetation.

To compensate for the unavoidable losses of wetland functions and values, the applicant proposes to make a contribution into the In-Lieu Fee (ILF) program of the Maine Natural Resource Conservation Program (MNRCP) in the amount of \$287,980. Prior to the start of construction, the applicant must submit a payment in the amount of \$287,980, payable to "Treasurer, State of Maine", and directed to the attention of the ILF Program Administrator at 17 State House Station, Augusta, Maine 04333.

The Department finds that the applicant has avoided and minimized freshwater wetland and stream impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project, provided that prior to project construction, the applicant submits the ILF payment as described above.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

- A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.
- B. The proposed activity will not cause unreasonable erosion of soil or sediment.
- C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.
- D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life provided that prior to construction the applicant makes a contribution to the In-Lieu Fee program as described in Finding 6.
- E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.

- F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters.
- G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.
- H. The proposed activity is not on or adjacent to a sand dune.
- I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of the MAINE TURNPIKE AUTHORITY to alter wetlands and a stream to improve the interchange at Exit 63 of the Maine Turnpike as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

1. Standard Conditions of Approval, a copy attached.
2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.
3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

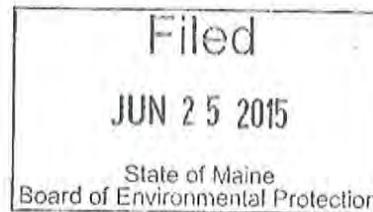
4. Prior to the start of construction, the applicant shall submit a payment in the amount of \$287,980, payable to "Treasurer, State of Maine", to the attention of the ILF Program Administrator at 17 State House Station, Augusta, Maine 04333.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 25<sup>th</sup> DAY OF June, 2015.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Michael Kuhns  
For: Patricia W. Aho, Commissioner



PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

RLG/L26637ANBN/ATS#79030, 79400



## Natural Resources Protection Act (NRPA) Standard Conditions

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THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

- A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.
- B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.
- D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.
- E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.
- G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.
- H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.



# DEP INFORMATION SHEET

## Appealing a Department Licensing Decision

Dated: March 2012

Contact: (207) 287-2811

### SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

### I. ADMINISTRATIVE APPEALS TO THE BOARD

#### **LEGAL REFERENCES**

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

#### **HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD**

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

#### **HOW TO SUBMIT AN APPEAL TO THE BOARD**

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

## WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status.* The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

## OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

## WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

## **II. JUDICIAL APPEALS**

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

### **ADDITIONAL INFORMATION**

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

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**Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.**

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REPLY TO ATTENTION OF

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

MAINE GENERAL PERMIT (GP)  
AUTHORIZATION LETTER AND SCREENING SUMMARY

SARA ZOGRAFOS  
MAINE TURNPIKE AUTHORITY  
2360 CONGRESS STREET  
PORTLAND, MAINE 04102

CORPS PERMIT # NAE-2013-01726  
CORPS PGP ID# 15-105  
STATE ID# NRPA

DESCRIPTION OF WORK:

Place fill below the ordinary high water line in several unnamed streams and in adjacent freshwater wetlands at Gray, Maine in order to reconfigure the existing Gray Interchange off the Maine Turnpike. The project will result in approximately 950 s.f. of permanent stream bed impact; 47,621 s.f. of permanent wetland fill; 440 s.f. of permanent forested wetland conversion; and 3,280 s.f. of temporary forested wetland conversion. This

Project Description Continued on Page 2

LAT/LONG COORDINATES : 43.8809502° N -70.3350944° W USGS QUAD: GRAY, 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 enclosed Federal Permit, the Maine General Permit (GP). 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 GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP 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 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

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: \_\_\_\_\_ TIER 1: \_\_\_\_\_ TIER 2: \_\_\_\_\_ TIER 3: X LURC: \_\_\_\_\_ DMR LEASE: \_\_\_\_\_ NA: \_\_\_\_\_

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 3/27/15 LEVEL OF REVIEW: CATEGORY 1: \_\_\_\_\_ CATEGORY 2: X

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 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at <http://per2.nwp.usace.army.mil/survey.html>

Jay L. Clement  
JAY L. CLEMENT  
SENIOR PROJECT MANAGER  
MAINE PROJECT OFFICE

118 6-5-2015  
FRANK J. DEL GIUDICE  
CHIEF, PERMITS & ENFORCEMENT BRANCH  
REGULATORY DIVISION



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

Project Description Continued from Page 1

**work is shown on the attached plans entitled "I-95 Exit 63 Transportation Feasibility Study", "Gray Interchange Feasibility Study", and "Gray Interchange Improvement Project" in 10 sheets undated and with the construction plans submitted with application and otherwise amended.**

PLEASE NOTE THE FOLLOWING GENERAL CONDITIONS FOR  
DEPARTMENT OF THE ARMY  
GENERAL PERMIT  
NO. NAE-2013-01726

1. The permittee shall assure that a copy of this permit is at the work site whenever work is being performed and that all personnel performing work at the site of the work authorized by this permit are fully aware of the terms and conditions of the permit. This permit, including its drawings and any appendices and other attachments, shall be made a part of any and all contracts and sub-contracts for work which affects areas of Corps of Engineers' jurisdiction at the site of the work authorized by this permit. This shall be done by including the entire permit in the specifications for the work. If the permit is issued after construction specifications but before receipt of bids or quotes, the entire permit shall be included as an addendum to the specifications. The term "entire permit" includes permit amendments. Although the permittee may assign various aspects of the work to different contractors or sub-contractors, all contractors and sub-contractors shall be obligated by contract to comply with all environmental protection provisions of the entire permit, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps of Engineers jurisdiction.
2. This authorization requires you to 1) notify us before beginning work so we may inspect the project, and 2) submit a Compliance Certification Form. You must complete and return the enclosed Work Start Notification Form(s) to this office at least two weeks before the anticipated starting date. You must complete and return the enclosed Compliance Certification Form within one month following the completion of the authorized work and any required mitigation (but not mitigation monitoring, which requires separate submittals).
3. Adequate sedimentation and erosion control devices, such as geotextile silt fences or other devices capable of filtering the fines involved, shall be installed and properly maintained to minimize impacts during construction. These devices must be removed upon completion of work and stabilization of disturbed areas. The sediment collected by these devices must also be removed and placed upland, in a manner that will prevent its later erosion and transport to a waterway or wetland.
4. All exposed soils resulting from the construction will be promptly seeded and mulched in order to achieve vegetative stabilization.
5. The permittee must still obtain any other Federal, State, or local permits as required by law before beginning work. This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.
6. All areas of temporary wetland conversion shall be allowed to revegetate to their original condition upon completion of the project.
7. Any areas of temporary fill shall be restored to their original contour and character upon completion of the project.
8. Mitigation shall consist of payment of \$287,979.64 to the Natural Resource Mitigation Fund. The completed ILF Project Data Worksheet which must be mailed with a cashier's check or bank draft, made out to "Treasurer, State of Maine", with the permit number noted on the check. The check and worksheet should be mailed to: ME DEP, Attn: ILF Program Administrator, State House Station 17, Augusta, ME 04333. No project construction may begin until the permittee provides the Corps with a copy of the check, with the permit number noted on the check. The ILF amount is only valid for a period of one year from the date on the authorization letter. After that time, the project would need to be reevaluated and a new amount determined.

# IN-LIEU-FEE (ILF) PROJECT DATA WORKSHEET

DEP Invoice # \_\_\_\_\_

[Note: Will be filled in by ILF Administrator at DEP]

Project name: Maine Turnpike Authority; Gray Interchange Reconfiguration

Applicant (s): Maine Turnpike Authority

DEP Permit #: L-26637-TG-A-N

Corps Permit #: NAE-2013-01726

ILF Contribution Amount \$287,979.64

[Note: Please attach a copy of the check]

Project address: Intersection of Route 202 and the Maine Turnpike

Biophysical region: Gulf of Maine Coastal Lowland Subsection

Size of total impact subject to compensation: 48,061 s.f. (1.1 acres)

Resources Impacted: Refer to attached table

DEP Project manager: Green

Corps Project manager: Clement

## Corps ILF Processing Procedure:

Within 3 days of final permit approval the Corps project manager MUST send via e-mail to the ILF Administrator at DEP with the following attachments:

1. A Microsoft word version of this completed ILF project worksheet including the resource impact table. Please make sure that you double check the information to make sure that the worksheet is accurate and reflects the actual impacts that are stated in the permit and the correct biophysical region.

[Note: The DEP Invoice # section of the worksheet should be left blank and will be filled in by the ILF Program Administrator.]

2. A copy of a location map for the project site. The map MUST be made in GIS and saved as a pdf and MUST include a call out box to physically locate the project site and enough reference information so that project site can be geo-located on the MNRCP GIS data layer.
3. A pdf copy of the Corps permit for the project.

Corps permittees MUST be instructed to send all required ILF payments to the attention of the ILF Administrator Maine Department of Environmental Protection, State House Station 17, Augusta, Maine 04333. All checks must have the ILF program routing # 014.06A.1776.14 on the memo line.

## Resource(s) Impacted:

**Resource Type:** (Wetlands by NWI Type (PFO, PSS, M1, M2, E1, E2, etc), significant vernal pool (SVP), shorebird feeding & staging habitat (Shorebird), inland waterfowl & wading bird habitat (IWWH), tidal waterfowl & wading habitat (TWWH), and river, stream, or brook (RSB).

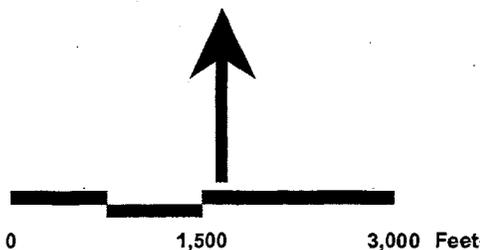
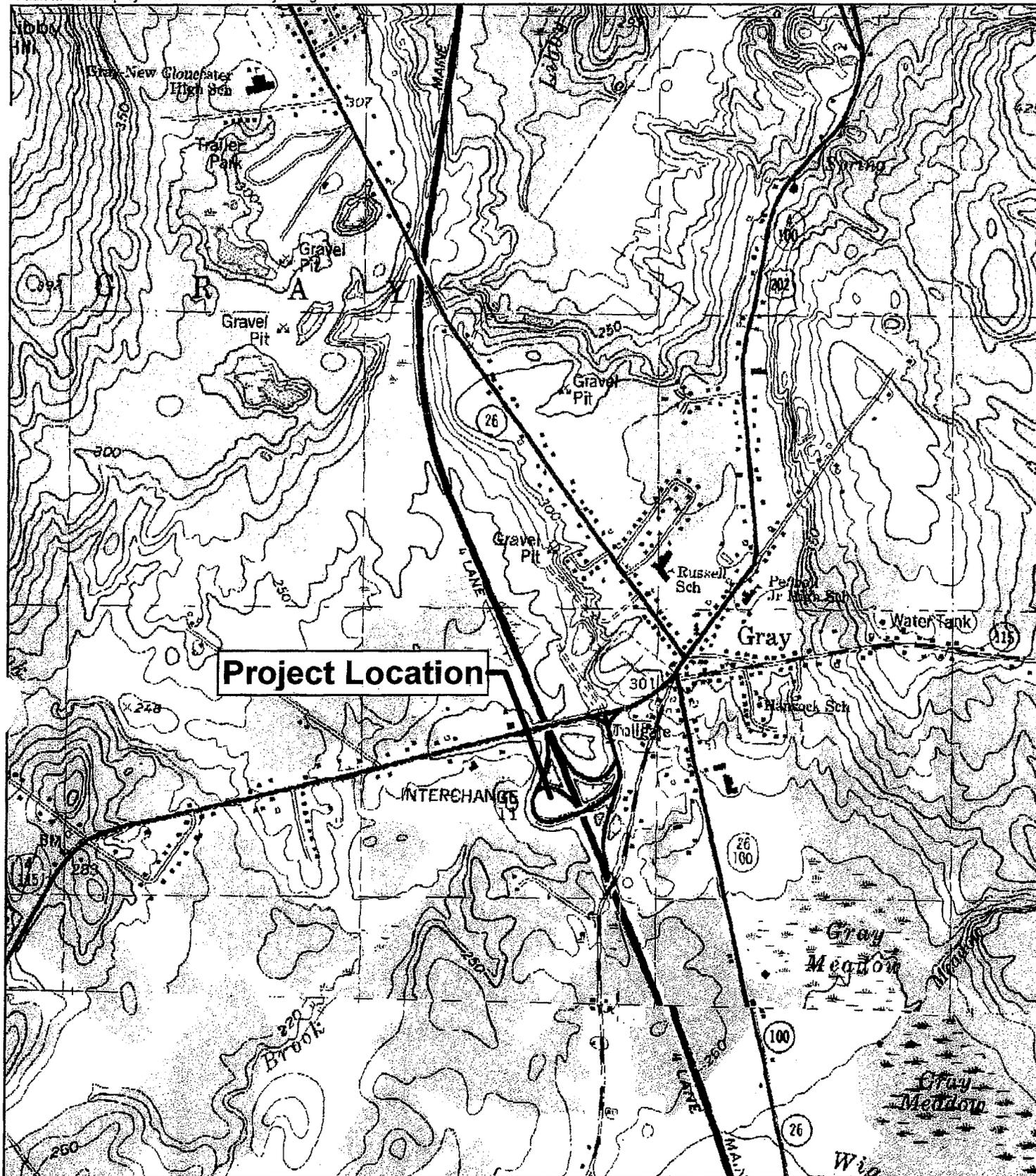
**Wetland Functions & Values:** Groundwater recharge/discharge (GWR); floodflow alterations (FF); fish & shellfish habitat (FSH); sediment toxicant retention (STR); nutrient removal (NR); production export (PE); sediment/shoreline stabilization (SS); wildlife habitat (WH); recreation (R); education/scientific value (ESV); uniqueness/heritage (UH); and visual quality/aesthetics (VQ).

**Types of impacts:** may include filling, dredging, vegetation conversion (e.g. forested to shrub/scrub), others.

Resource type (list all that apply)	Functions (for wetland impacts) (list all that apply, by resource type)	Type of Impact (by resource type)	Sq Feet Impacted (by resource type)
PEM	STR, NR, PE, SS, FF, WH ILF = 18,821 x \$4.33 x 2 = \$162,989.86 <sup>1</sup> = 11,242 x \$4.33 = \$48,677.86	Filling	30,063
PFO	STR, NR, PE, SS, FF, WH ILF = 13,915 x \$4.33 = \$60,251.95	Filling	13,915
PSS	STR, NR, WH, SS, PE, FF ILF = 3,643 x \$4.33 = \$15,774.19	Filling	3,643
PFO	STR, NR, PE, SS, FF, WH ILF = 440 x \$4.33 x 0.15 = \$285.78 <sup>2</sup>	Permanent Conversion	440
		<b>Total square feet impacted</b>	48,061 s.f.

<sup>1</sup> Multiplier of 2 is a requirement of the Maine DEP

<sup>2</sup> ILF for permanent PFO conversion is a requirement of USACE



**VHB** *Vanasse Hangen Brustlin, Inc.*

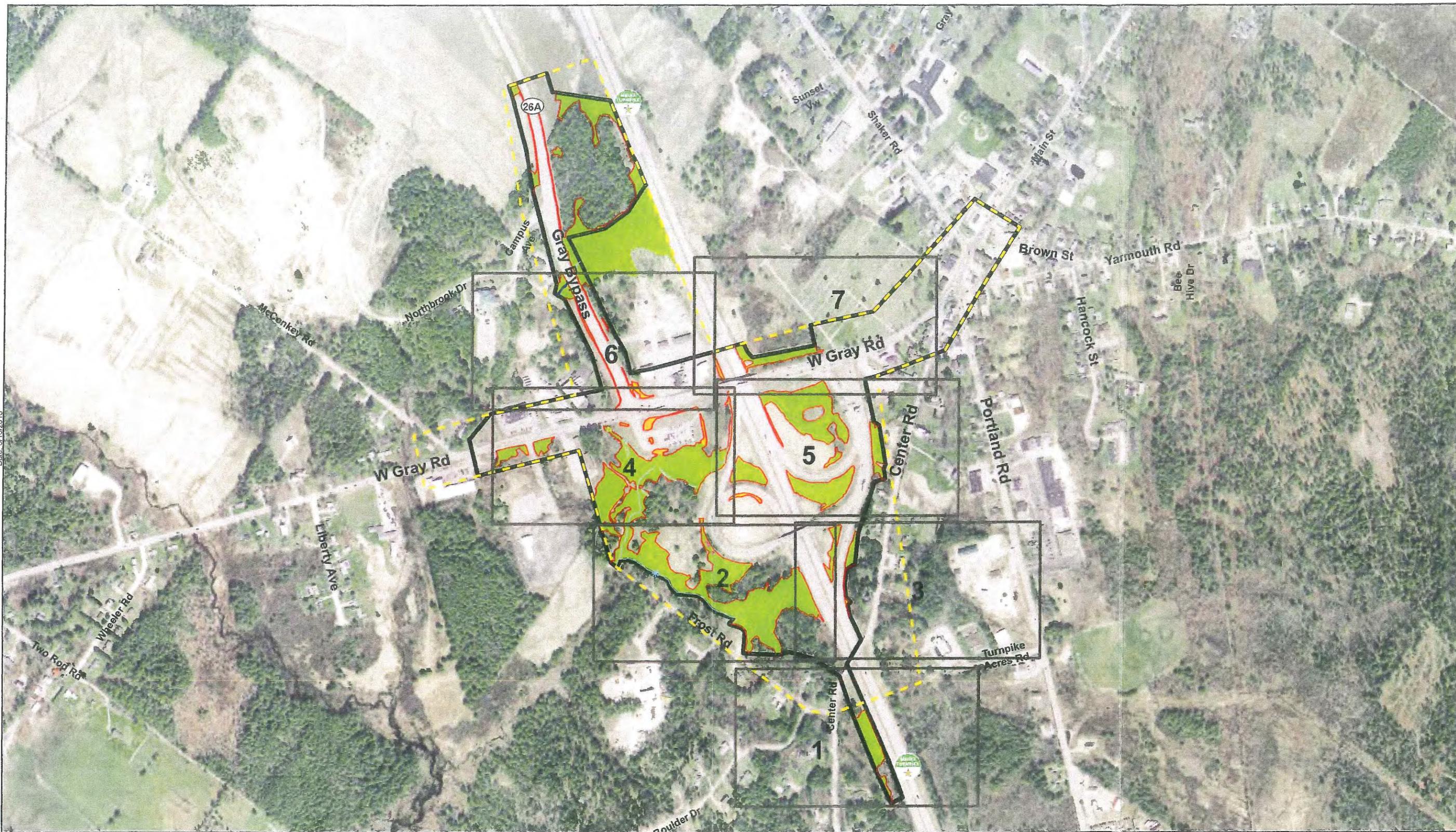
USGS Quadrangle: Gray  
Project Location Map  
Maine Turnpike Authority  
I-95 Exit 63 Transportation Feasibility Study

Gray, Maine



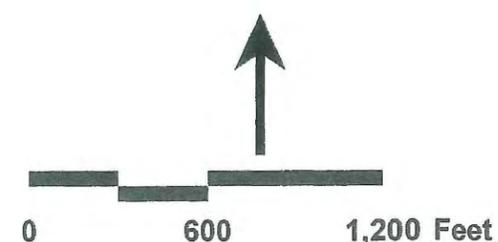


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**Legend**

- |  |                                   |                            |
|--|-----------------------------------|----------------------------|
| Sheet Index                            | Wetland Resource Area             | Tree Clearing Impact Areas |
| Wetland Survey Limit                   | Top of Bank                       | Permanent                  |
| Vernal Pool Survey Limit               | Manmade Stormwater Drainage Areas | Temporary                  |
| <b>Delineated Edges</b>                | Manmade Vernal Pool               |                            |
| Wetland or Manmade Stormwater Drainage | Existing Culvert                  |                            |
| Stream TOB                             |                                   |                            |
| Stream CL                              |                                   |                            |



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Wetland Impacts Maps- Overview  
 Gray Interchange Improvement Project  
 Maine Turnpike Authority

Gray, Maine

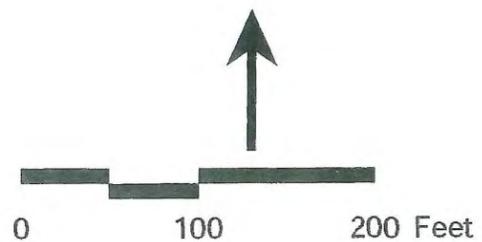




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 Date: 3/18/2014

**Legend**

- |  |   |                                   |
|--|---|-----------------------------------|
| Wetland Survey Limit                   | Wetland Resource Area   | <b>Tree Clearing Impact Areas</b> |
| Vernal Pool Survey Limit               | Stream Top of Bank  | Permanent                         |
| <b>Delineated Edges</b>                | Manmade Stormwater Drainage Areas                                     | Temporary                         |
| Wetland or Manmade Stormwater Drainage | Vernal Pool   | Culvert                           |
| Stream TOB                             | Limit of Disturbance<br>(Excludes Existing Road Surface Improvements) | Assessor's Tax Parcels            |
| Stream CL                              | Wetland Impacts   |                                   |



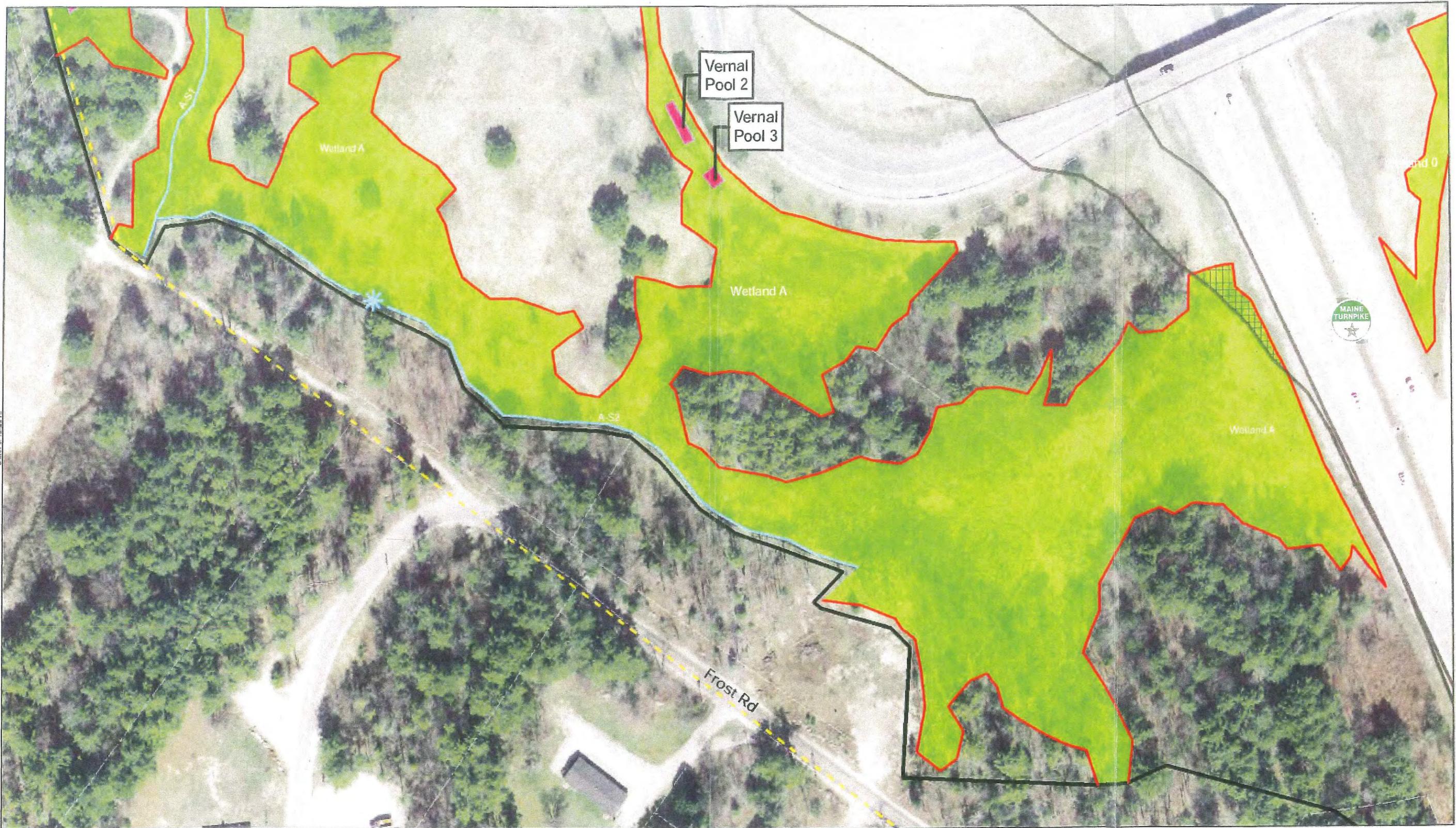
**VHB** *Vanasse Hangen Brustlin, Inc.*

Wetland Impacts Maps  
 Gray Interchange Improvement Project  
 Maine Turnpike Authority

Gray, Maine  
 Sheet 1 of 7

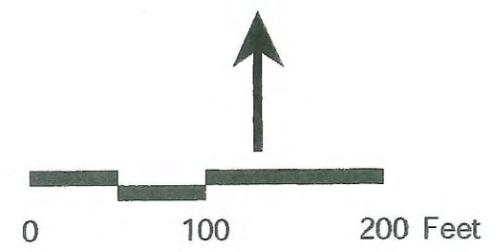


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Legend

- Wetland Survey Limit
- Vernal Pool Survey Limit
- Delineated Edges**
- Wetland or Manmade Stormwater Drainage
- Stream TOB
- Stream CL
- Wetland Resource Area
- Stream Top of Bank
- Manmade Stormwater Drainage Areas
- Vernal Pool
- Limit of Disturbance (Excludes Existing Road Surface Improvements)
- Wetland Impacts
- Tree Clearing Impact Areas**
- Permanent
- Temporary
- Culvert
- Assessor's Tax Parcels



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Wetland Impacts Maps  
Gray Interchange Improvement Project  
Maine Turnpike Authority

Gray, Maine  
Sheet 2 of 7

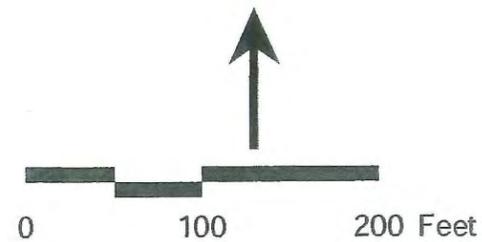




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**Legend**

- |  |  |                            |
|--|--|----------------------------|
| Wetland Survey Limit                   | Wetland Resource Area  | Tree Clearing Impact Areas |
| Vernal Pool Survey Limit               | Stream Top of Bank   | Permanent                  |
| <b>Delineated Edges</b>                | Manmade Stormwater Drainage Areas                                  | Temporary                  |
| Wetland or Manmade Stormwater Drainage | Vernal Pool  | Culvert                    |
| Stream TOB                             | Limit of Disturbance (Excludes Existing Road Surface Improvements) | Assessor's Tax Parcels     |
| Stream CL                              | Wetland Impacts  |                            |



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Wetland Impacts Maps  
 Gray Interchange Improvement Project  
 Maine Turnpike Authority  
 Gray, Maine  
 Sheet 3 of 7



Path: \\mbdata\projects\52228.01\GIS\Project\IRPA\_Tier\_3\_App\IRPA\_Wetlands\_LOD.mxd Date: 2/18/2018



**Legend**

Wetland Survey Limit	Wetland Resource Area	Tree Clearing Impact Areas
Vernal Pool Survey Limit	Stream Top of Bank	Permanent
Delineated Edges	Manmade Stormwater Drainage Areas	Temporary
Wetland or Manmade Stormwater Drainage	Vernal Pool	Culvert
Stream TOB	Limit of Disturbance (Excludes Existing Road Surface Improvements)	Assessor's Tax Parcels
Stream CL	Wetland Impacts	

**VHB Vanasse Hangen Brustlin, Inc.**  
 Wetland Impacts Maps  
 Gray Interchange Improvement Project  
 Maine Turnpike Authority  
 Gray, Maine  
 Sheet 4 of 7

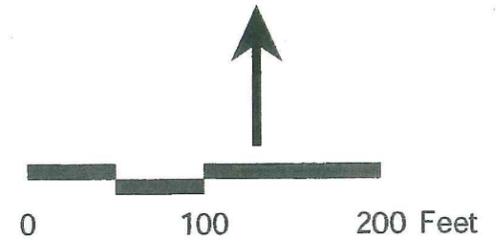
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 Date: 3/18/2015

**Legend**

- |  |  |  |
|--|--|--|
| Wetland Survey Limit                   | Wetland Resource Area  | Tree Clearing Impact Areas - Permanent |
| Vernal Pool Survey Limit               | Stream Top of Bank   | Tree Clearing Impact Areas - Temporary |
| <b>Delineated Edges</b>                | Manmade Stormwater Drainage Areas                                  | Culvert                                |
| Wetland or Manmade Stormwater Drainage | Vernal Pool  | Assessor's Tax Parcels                 |
| Stream TOB                             | Limit of Disturbance (Excludes Existing Road Surface Improvements) |  |
| Stream CL                              | Wetland Impacts  |  |



**VHB** Vanasse Hangen Brustlin, Inc.

Wetland Impacts Maps  
 Gray Interchange Improvement Project  
 Maine Turnpike Authority

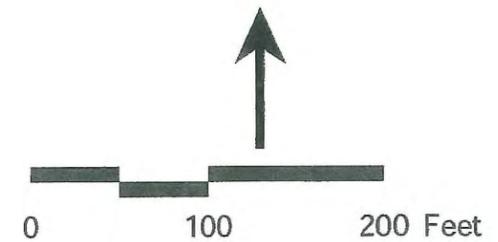
Gray, Maine  
 Sheet 5 of 7



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- Legend**
- Wetland Survey Limit
  - Vernal Pool Survey Limit
  - Delineated Edges**
  - Wetland or Manmade Stormwater Drainage
  - Stream TOB
  - Stream CL
  - Wetland Resource Area
  - Stream Top of Bank
  - Manmade Stormwater Drainage Areas
  - Vernal Pool
  - Limit of Disturbance (Excludes Existing Road Surface Improvements)
  - Wetland Impacts
  - Tree Clearing Impact Areas**
  - Permanent
  - Temporary
  - Culvert
  - Assessor's Tax Parcels



**VHB** Vanasse Hangen Brustlin, Inc.

Wetland Impacts Maps  
Gray Interchange Improvement Project  
Maine Turnpike Authority

Gray, Maine  
Sheet 6 of 7

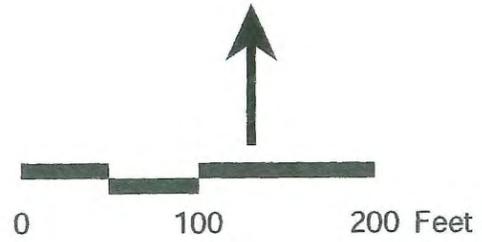


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Legend

- Wetland Survey Limit
- Vernal Pool Survey Limit
- Delineated Edges**
- Wetland or Manmade Stormwater Drainage
- Stream TOB
- Stream CL
- Wetland Resource Area
- Stream Top of Bank
- Manmade Stormwater Drainage Areas
- Vernal Pool
- Limit of Disturbance (Excludes Existing Road Surface Improvements)
- Wetland Impacts
- Tree Clearing Impact Areas**
- Permanent
- Temporary
- Culvert
- Assessor's Tax Parcels



**VHB** Vanasse Hangen Brustlin, Inc.

Wetland Impacts Maps  
Gray Interchange Improvement Project  
Maine Turnpike Authority

Gray, Maine  
Sheet 7 of 7



# Maine Turnpike Authority

2360 Congress Street  
Portland, Maine 04102

Daniel E. Wathen, Augusta, Chairman  
James F. Cloutier, Portland  
Gerard P. Conley, Sr., Portland  
John E. Dority, Augusta  
Robert D. Stone, Auburn  
Freeman R. Goodrich, Wells  
Karen S. Doyle, Chief Financial Officer MaineDOT, Ex-Officio

Peter Mills, Executive Director  
Douglas Davidson, Chief Financial Officer & Treasurer  
Peter S. Merfeld, P.E., Chief Operations Officer  
Jonathan Arey, Secretary & General Counsel

May 7, 2015

Maine Department of Environmental Protection  
312 Canco Road  
Portland, ME 04103

RE: **Maine Construction General Permit Notice of Intent  
Gray Park and Ride Relocation Project  
Maine Turnpike Authority**

Dear DEP Staff:

Enclosed please find Maine Turnpike Authority's (MTA) Maine Construction General Permit Notice of Intent (NOI) for the proposed construction of a new park and ride facility, and the installation of pre-load fill for future improvements to the adjacent Exit 63 interchange in Gray, Maine. The proposed construction, which is scheduled to begin in June 2015, will require 6.35 acres of ground disturbance during construction. Also included with the enclosed NOI are:

- A check in the amount of \$133 for the NOI fee;
- A U.S. Geological Survey topographic quadrangle-based locus map;
- Relevant excerpted pages from the project site plans and erosion and sediment control plans;
- Representative site photographs; and
- Contract specifications including those addressing erosion and sediment control and environmental compliance.

The proposed park and ride site is located on the east side of the Gray Bypass, approximately 0.25 miles north of the intersection of the Gray Bypass and Route 4/202. The nearby existing MTA park and ride located on the south side of Route 4/202 will be left intact, although a row of concrete barriers will be installed across the entrance to the park and ride to prevent access and use of the existing park and ride. Post-construction stormwater management for the new park and ride site has been designed in accordance with the Stormwater Memorandum of Agreement between the MTA, the Maine DEP, and the Maine Department of Transportation, and applicable standards of the Maine Stormwater Management Law.

The proposed pre-load fill will be located on the west side of Interstate 95, in the vicinity of the existing Exit 63 southbound ramps. The pre-load fill will remain in-place until the construction of future interchange improvements commences in 2016. Pre-load fill will be contained using appropriate erosion and sediment control barriers that will remain in-place until the pre-load fill has been successfully stabilized.

Thank you for your attention to MTA's submittal. Please do not hesitate to contact me at [JBranscom@maineturnpike.com](mailto:JBranscom@maineturnpike.com) or 207-871-7771 X 359 or the MTA Project Manager Ralph Norwood at [RNorwood@maineturnpike.com](mailto:RNorwood@maineturnpike.com) or 207-871-7771 X 348 with any questions that you may have regarding this project.

Sincerely,

MAINE TURNPIKE AUTHORITY



John M. Branscom  
Environmental Coordinator

# **Maine Construction General Permit Notice of Intent**

# NOTICE OF INTENT TO COMPLY WITH MAINE CONSTRUCTION GENERAL PERMIT

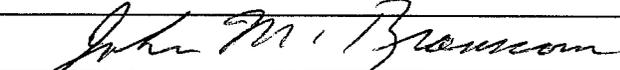
PLEASE TYPE OR PRINT IN BLACK INK ONLY

<b>Name of Applicant (Owner):</b>	Maine Turnpike Authority (Attn: John Branscom)	<b>Applicant Mailing Address:</b>		2360 Congress Street	
<b>Town/City:</b>	Portland	<b>State:</b>	ME	<b>Zip Code:</b>	04102
<b>Daytime phone: (with area code)</b>	207-871-7771 x 359	<b>Email if available:</b>	jbranscom@maineturnpike.com		<b>Name of Agent:</b>
					Vanasse Hangen Brustlin, Inc.
<b>Project Location: (Town/City):</b>	Gray	<b>UTM Northing: (if known)</b>	486029	<b>UTM Easting: (if known)</b>	392358
<b>Map #:</b>	N/A, MTA Highway Corridor	<b>Lot #:</b>	N/A, MTA Highway Corridor	<b>Size of disturbed area proposed:</b>	6.35 acres
<b>Creating a common plan of development or sale?</b>		Yes	<input type="checkbox"/>	<b>Part of a larger project?</b>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>Name of waterbody(ies) to which the disturbed area drains, or name municipality if drains to an MS4:</b>			Pleasant River		
<b>Does site drain to an impaired Waterbody (C)? If so, give name:</b>		No			
<b>Detailed directions to site, including address if available:</b>		Exit 63 Maine Turnpike at the Gray Interchange. Travel west on Route 4. Turn right (north) on Route 26A, and the site is 0.25 miles north on the right (east side) of Route 26A.			
<b>Description of project and its purpose:</b>		Construction of a new park and ride facility, to replace and improve the functions served by the existing Gray park and ride facility that is to go out of service. Placement of pre-load fill south of the existing park and ride facility for preparation of the Gray Interchange project.			

I am filing notice of my intent to carry out work which meets the requirements of the Construction General Permit (effective 3/10/03). I have a copy of the Construction General Permit. I have read and will comply with all of the standards. I have attached all the required submittals. *Notification forms cannot be accepted without the necessary attachments.*

- ALL: A check (non-refundable) made payable to: "Treasurer, State of Maine." **See DEP fee schedule for correct fee.** You must know # of acres being permitted to determine the fee.
- ALL: A U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked.
- ALL: Drawing of the proposed activity (site plan).
- ALL: An ESC plan.
- IF this form is not being signed by the landowner or lessee of the property, attach documentation showing authorization to sign.
- IF any construction activity will occur in essential habitat, attach written approval from the Dept. of Inland Fisheries & Wildlife.

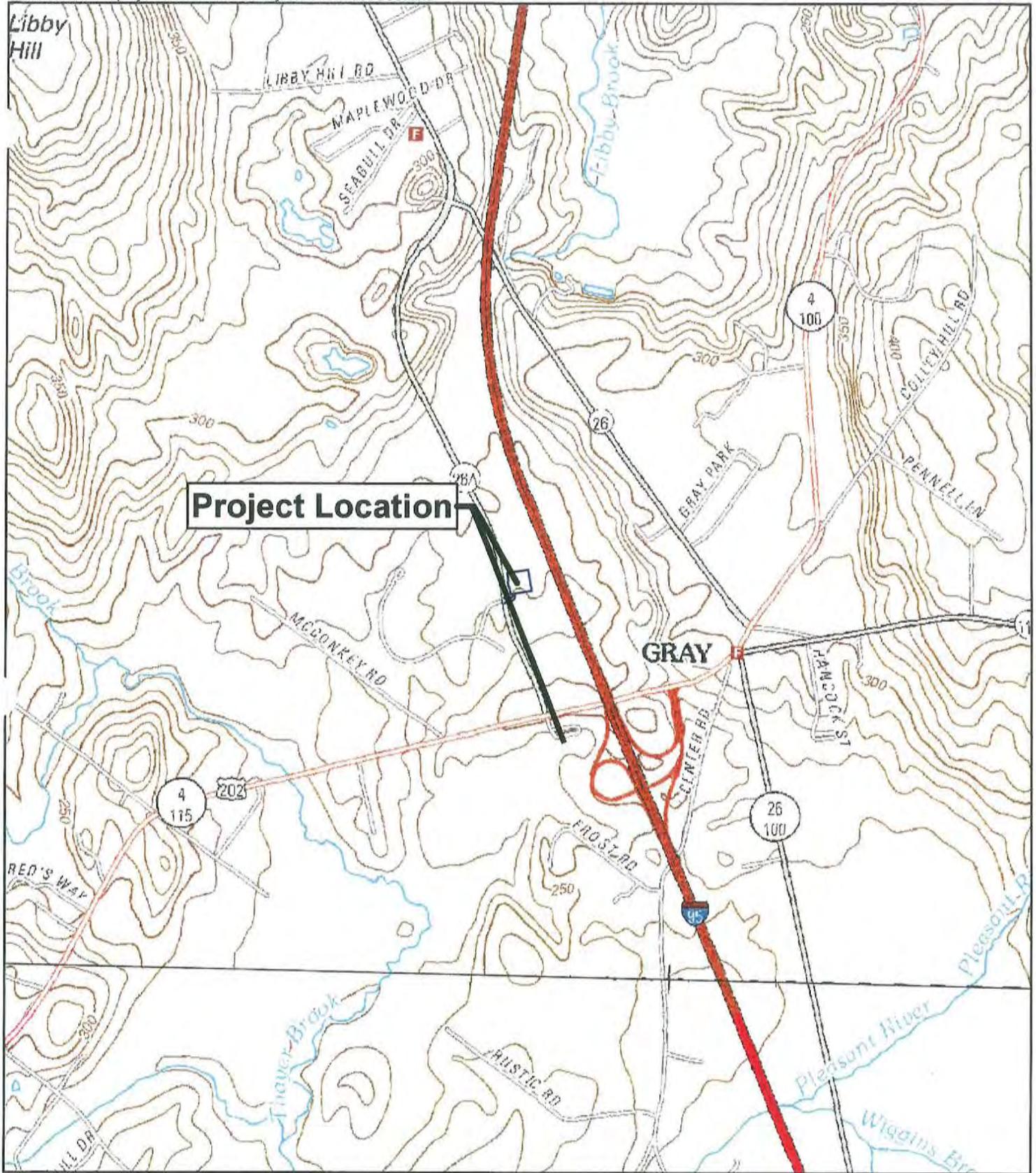
I authorize staff of the Departments of Environmental Protection to access the project site for the purpose of determining compliance with the general permit. I also understand that **this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.**

<b>Signature of Applicant:</b>		<b>Date:</b>	05-12-2015
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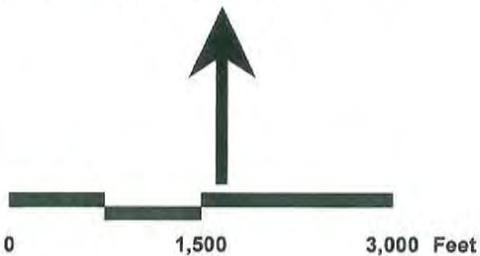
*Keep the bottom copy as a record of permit.* Send the form with attachments via certified mail to the Maine Dept. of Environmental Protection at the appropriate regional office. The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Check with DEP Staff to determine the expiration date on this permit. **Work carried out in violation of any standard is subject to enforcement action.**

OFFICE USE ONLY	Ck.#	Date	Staff	Staff	
NOI #	FP		Acc. Date	Def. Date	After Photos

## **U.S. Geological Survey Locus Map**



Source: MaineGIS 7.5 Minute USGS Topo Maps (2011).



**VHB** *Vanasse Hangen Brustlin, Inc.*

USGS Quadrangle: Gray  
Gray Park and Ride  
Maine Turnpike Authority  
I-95 Exit 63

Gray, Maine



**Selected Pages from Site Plans and Erosion and Sediment  
Control Plans**

Plot: 4/29/2015

Filename: ...Highway\MAST\2015\Title\_PMR.dgn



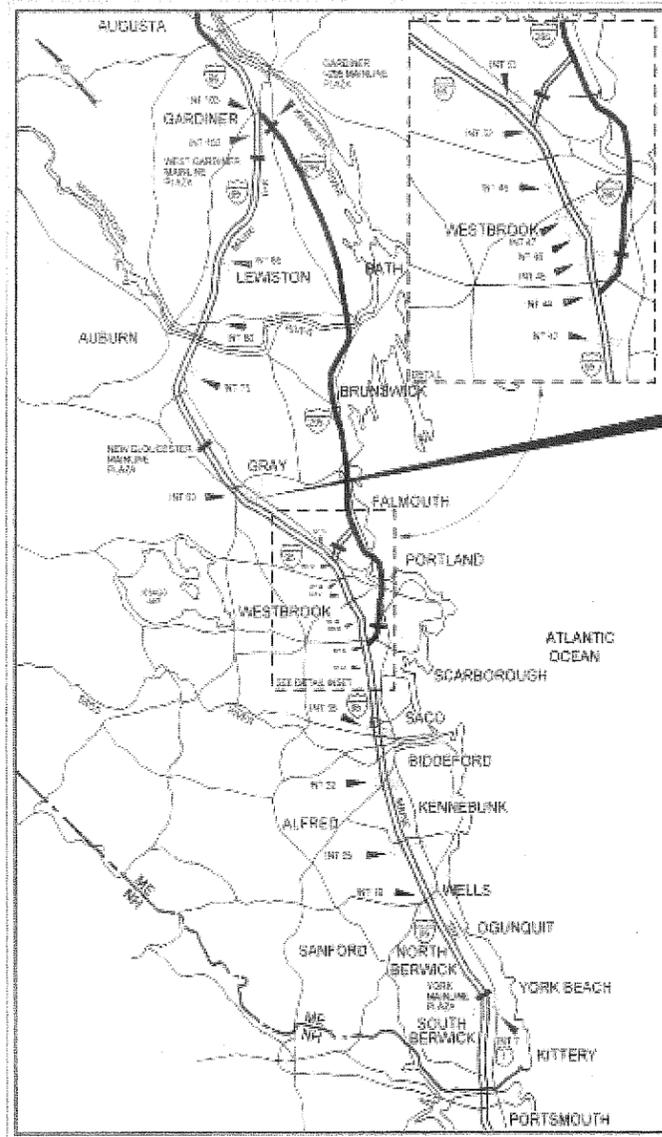
THE GOLD STAR  
MEMORIAL HIGHWAY

# MAINE TURNPIKE AUTHORITY

DANIEL E. WATHEN, CHAIR  
JAMES F. CLOUTIER, VICE CHAIR  
GERARD P. CONLEY, SR., MEMBER  
JOHN E. DORITY, MEMBER  
FREEMAN R. GOODRICH, MEMBER  
ROBERT D. STONE, MEMBER  
KAREN S. DOYLE, EX-OFFICIO MEMBER

S. PETER MILLS, EXECUTIVE DIRECTOR

## CONTRACT 2015.14 GRAY PARK AND RIDE AND PRELOAD FOR GRAY INTERCHANGE (EXIT 63) MILE 63.3



LOCATION MAP

Contract 2015.14  
Gray Park and Ride  
and Preload for Gray Interchange  
Exit 63  
Mile 63.3

### INDEX OF SHEETS

Selected Pages

SHEET NO.	DESCRIPTION	Selected Pages
01	TITLE SHEET	
02	TYPICAL SECTIONS	
03-04	DETAILS	
05	ESTIMATED QUANTITIES AND EARTHWORK SUMMARY	
06	GENERAL NOTES	
07	SIGN SUMMARIES	
08-12	MAINTENANCE OF TRAFFIC PLANS	
13-15	BORING LOGS	
16-17	PARK AND RIDE PLANS	
18-19	PRELOADING PLANS	
20	PROFILES	
21	LIGHTING PLAN	
22	LANDSCAPING PLAN	
23-25	DISTURBANCE AREAS & EROSION SEDIMENT CONTROL PLANS	
26-29	CROSS SECTIONS - PARK AND RIDE DRIVE	
30-32	CROSS SECTIONS - PARK AND RIDE LOT	
33-34	CROSS SECTIONS - LEVEL SPREADER 2	
35-36	CROSS SECTIONS - LEVEL SPREADER 3	
37-39	CROSS SECTIONS - ROUTE 26A (GRAY BYPASS)	
40-58	CROSS SECTIONS - PRELOADING	

APPROVED  
MAINE TURNPIKE AUTHORITY

*S. Peter Mills* 4/29/15  
S. PETER MILLS, P.E. DIRECTOR OF OPERATIONS OFFICER DATE

*Stephen Tartis* 4/29/15  
STEPHEN TARTIS, P.E. DIRECTOR OF ENGINEERING & ROAD MAINTENANCE DATE



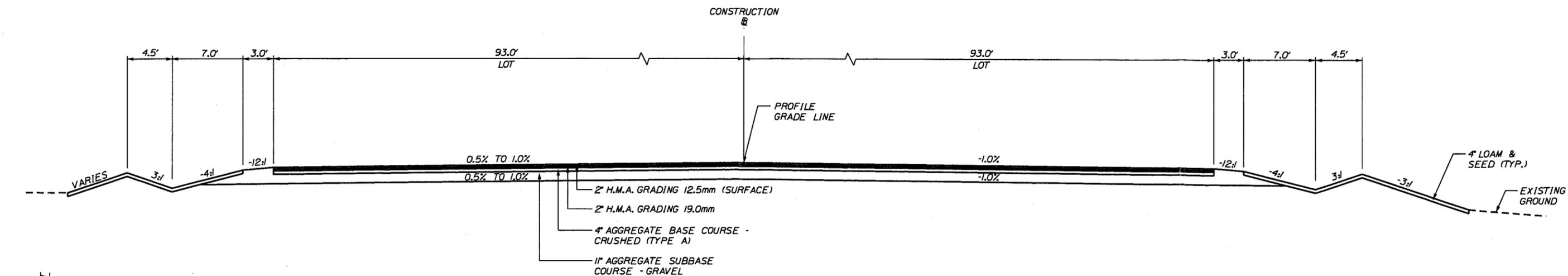
*Frank M. Koczalka*  
Frank M. Koczalka, P.E.  
Consultant Engineer

08-01-2015  
DATE

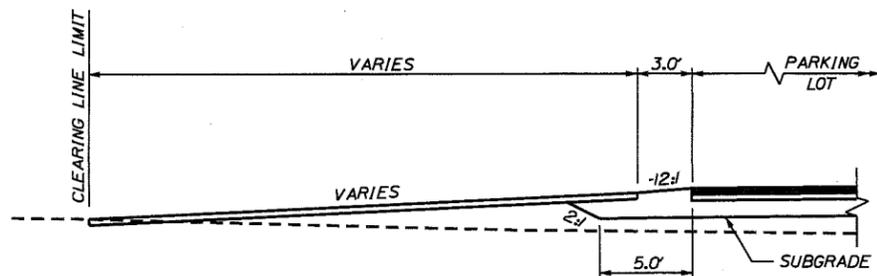
Contract 2015.14

Date: 5/5/2015

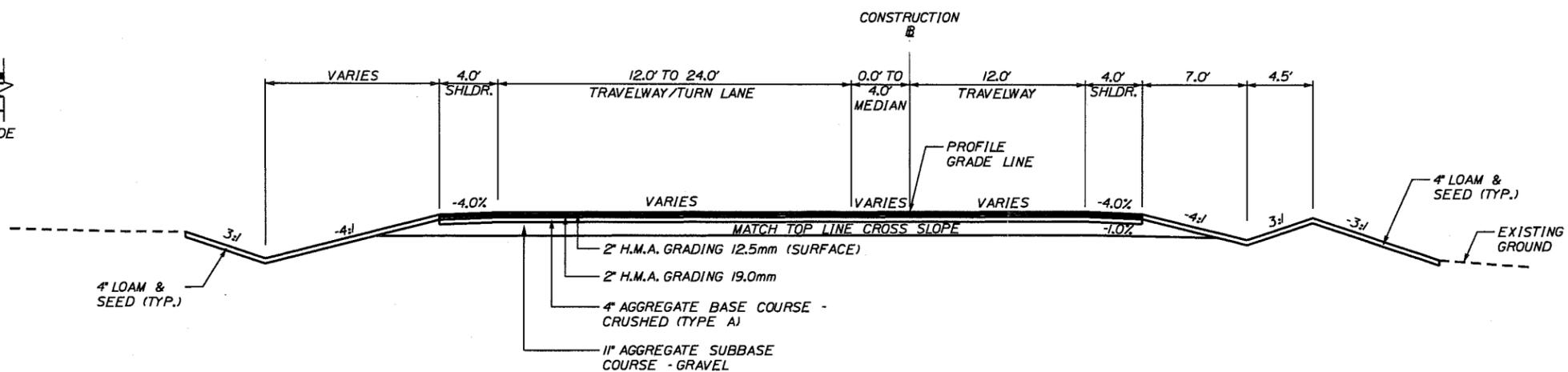
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**PARK AND RIDE LOT**



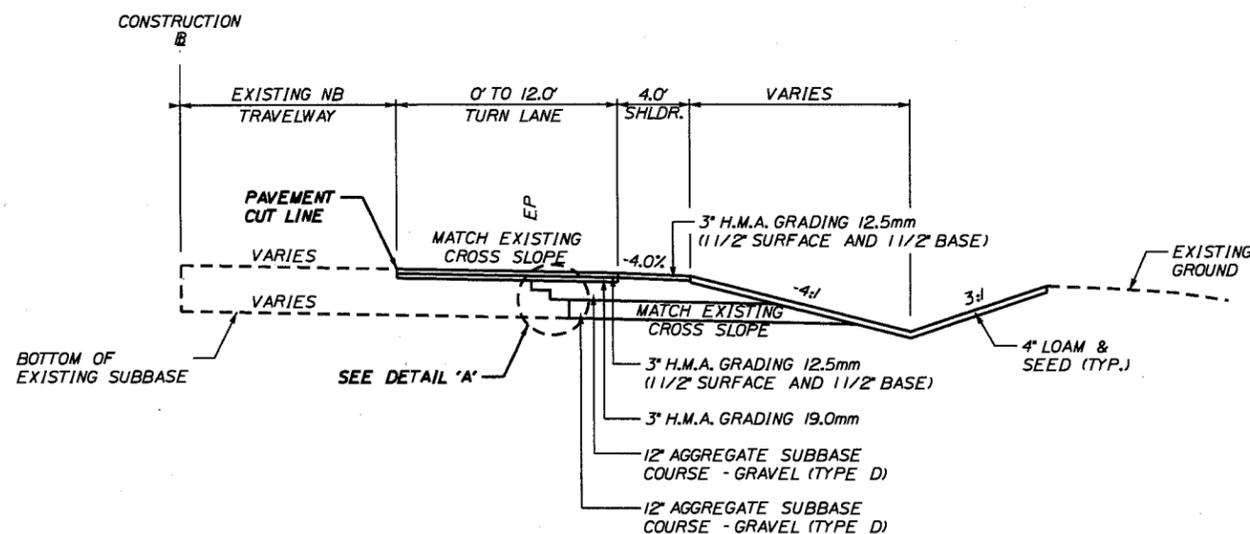
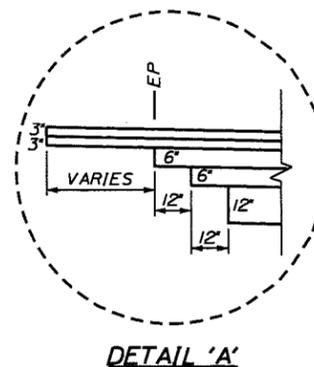
**SLOPE GRADING DETAIL**  
 STA. 21+00 TO STA. 21+90, LT  
 STA. 12+00 TO STA. 13+50, RT



**PARK AND RIDE DRIVE**

**NOTES:**

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE SUBBASE QUANTITY CALCULATION IS BASED ON A 4\"/>



**ROUTE 26A (GRAY BYPASS)**  
 STA. 712+55 TO STA. 713+45

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

Vanasse Hangen Brustlin, Inc.  
 550 Southborough Dr.  
 Suite 105B  
 South Portland, ME 04106  
 TEL (207) 889-3150  
 FAX (207) 253-5596



**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
 (EXIT 63)**

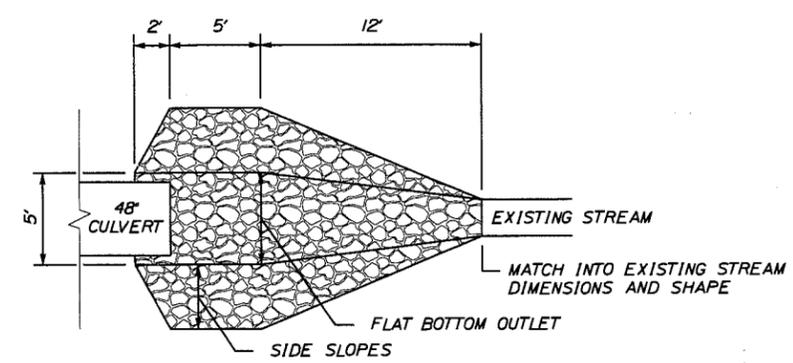
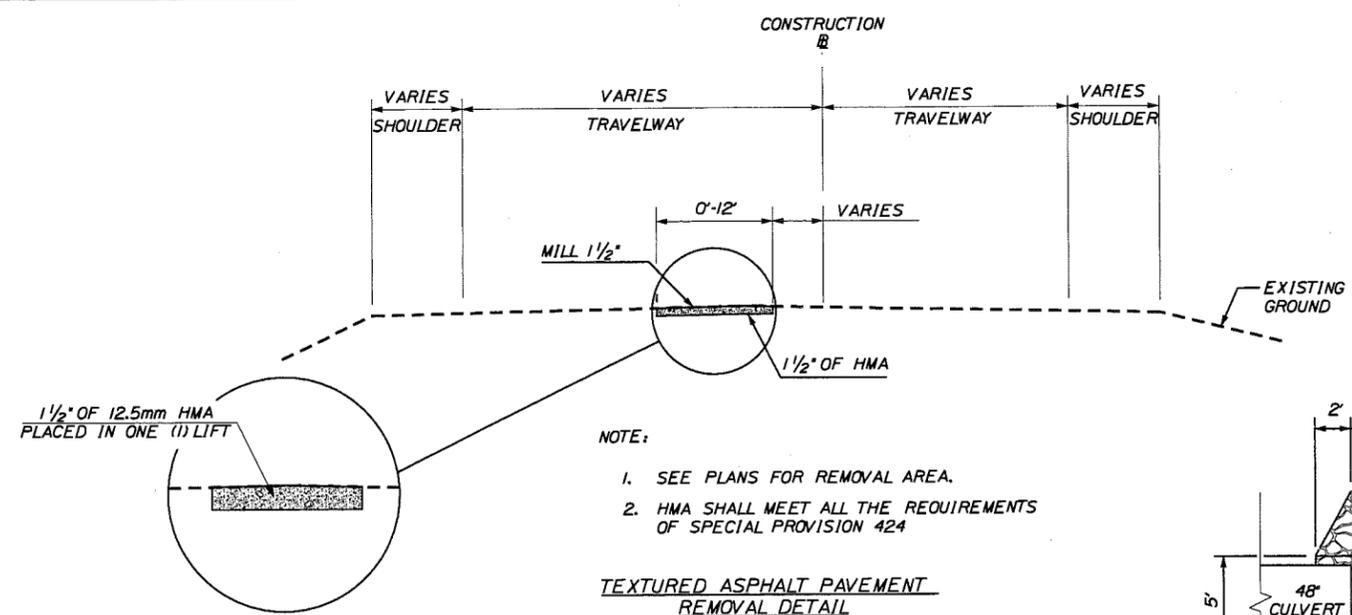
**TYPICAL SECTIONS**

CONTRACT: 2015.14

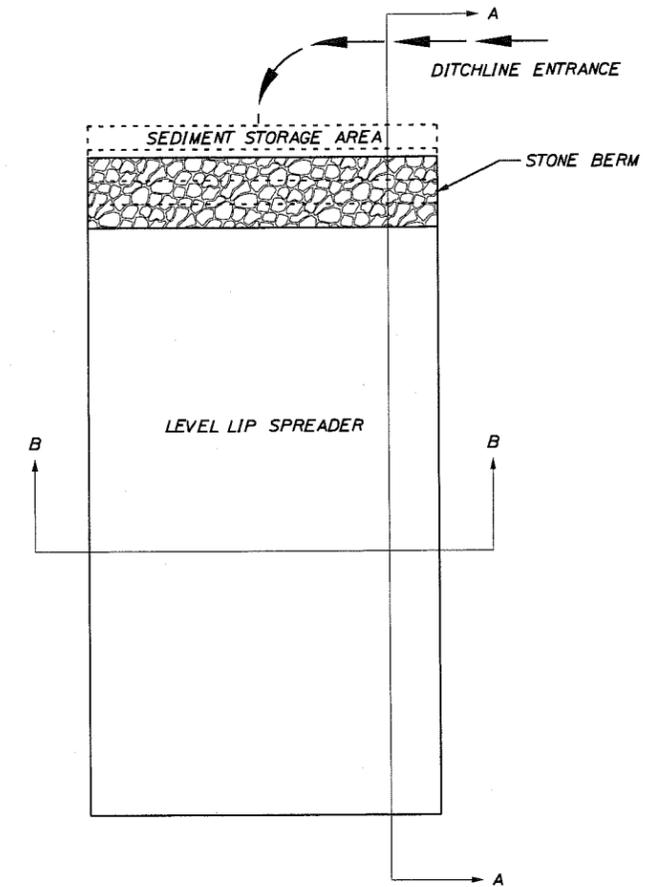
SHEET NUMBER: 02

02 OF 58

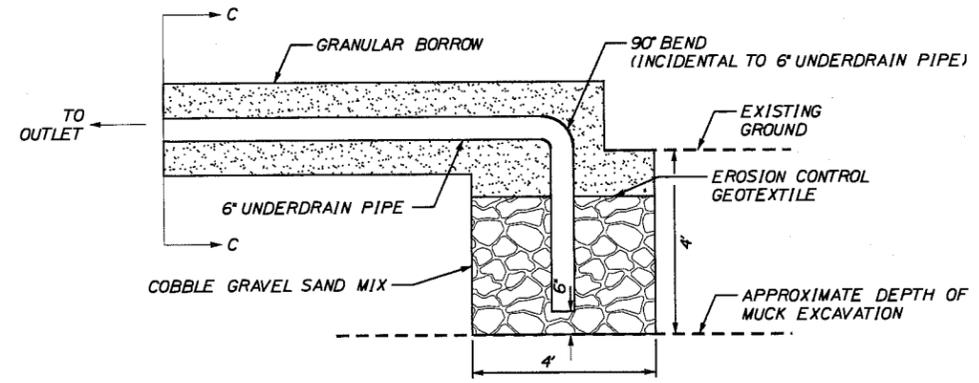
Date: 5/5/2015



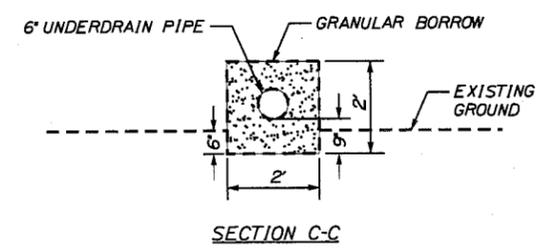
OUTLET CHANNEL DETAIL #1



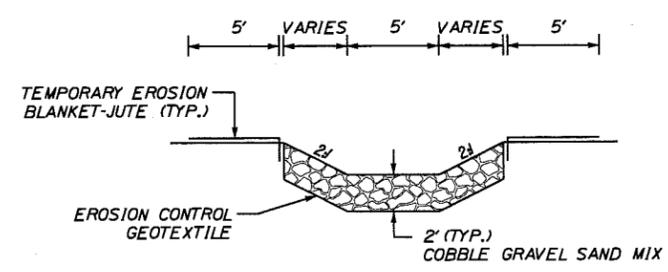
LEVEL LIP SPREADER DETAIL



UNDERDRAIN DETAIL

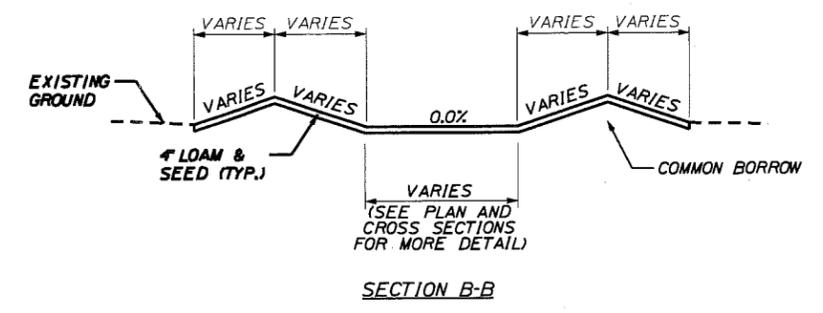


SECTION C-C

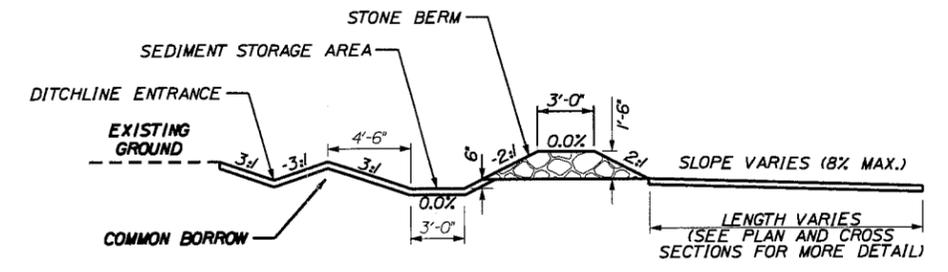


OUTLET CHANNEL DETAIL #2

- NOTE:
- THIS DETAIL ILLUSTRATES THE PROPOSED CROSS SECTION AT THE END OF THE 48" CULVERT.
  - THE WIDTH OF THE OUTLET CHANNEL IS TO BE NARROWED TO MATCH EXISTING WIDTH BY THE LIMIT OF WORK.
  - THE SIDE SLOPES OF THE OUTLET CHANNEL ARE TO BE STEEPENED TO MATCH EXISTING WIDTH BY THE LIMIT OF WORK.



SECTION B-B



SECTION A-A

Filename: \\MSTAN\003\_Details\_PNR.dgn

Scale:

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)

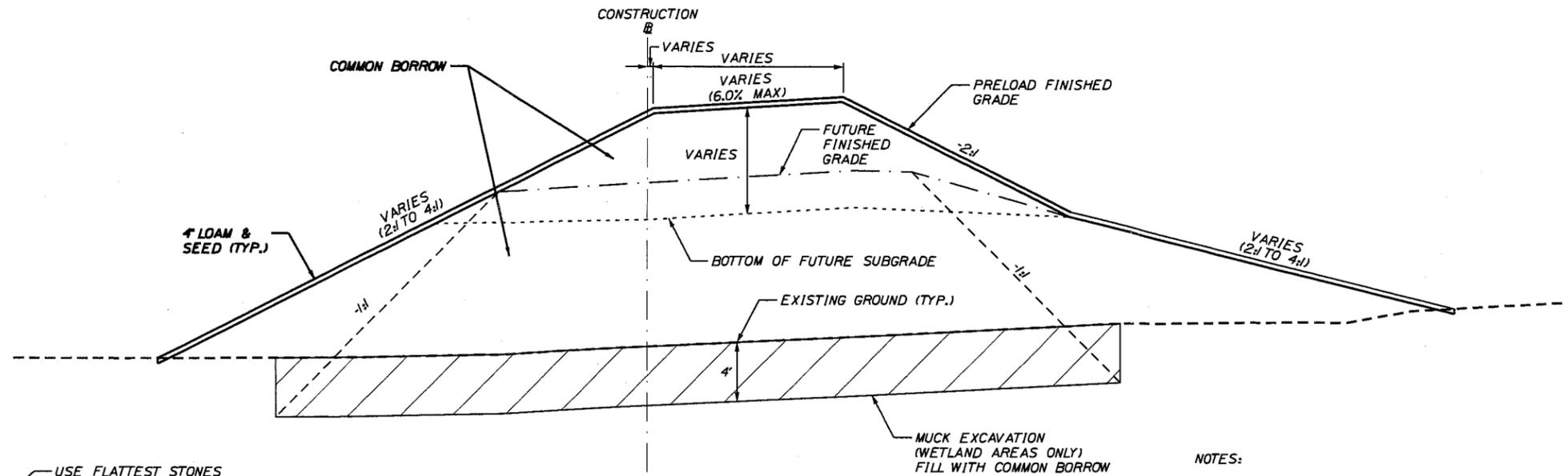
DETAILS

SHEET NUMBER: 03

CONTRACT: 2015.14

03 OF 58

Date: 5/5/2015

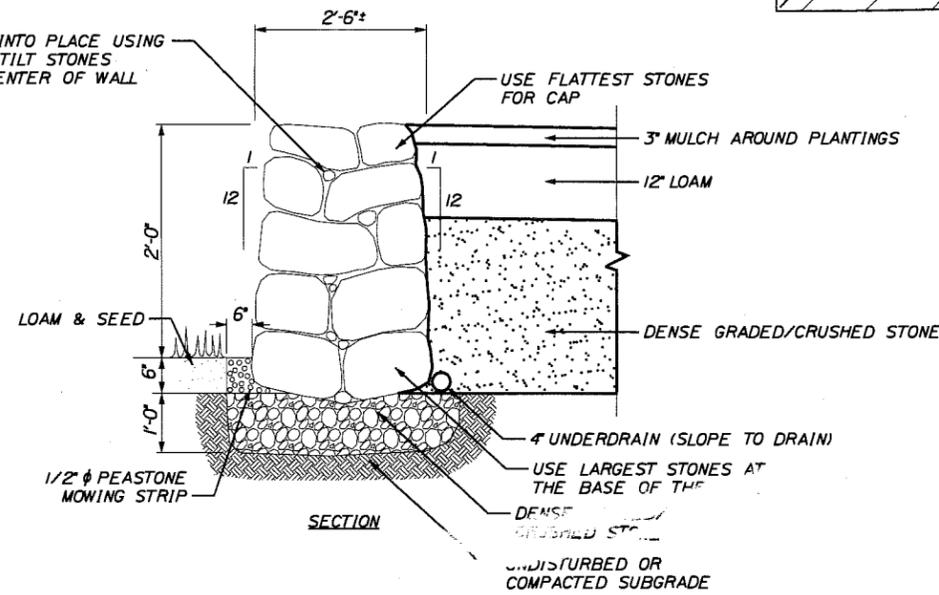


PRELOAD TYPICAL

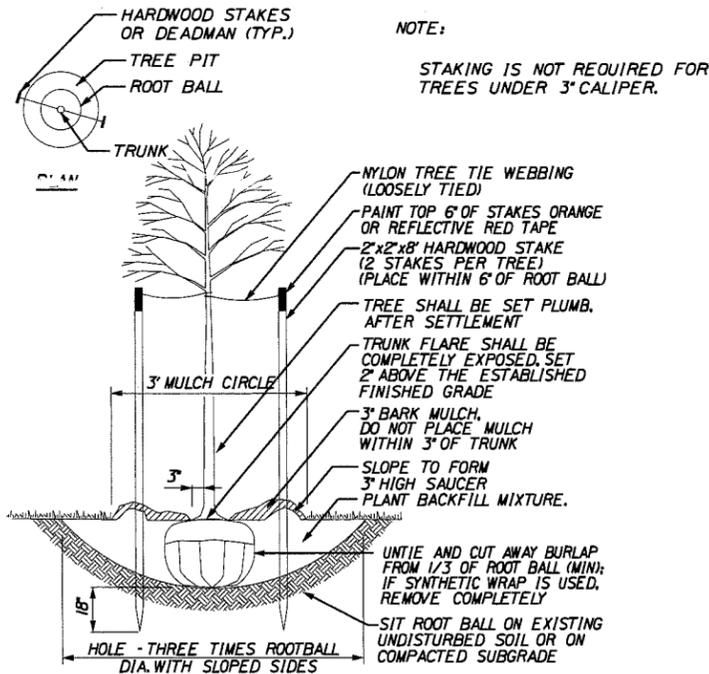
NOTES:

- MUCK EXCAVATION LIMITS ARE APPROXIMATE AND ARE TO BE DETERMINED BASED ON ACTUAL FIELD CONDITIONS. MUCK EXCAVATION IS NOT REQUIRED OUTSIDE OF THE 1:1 SLOPE LIMITS.
- THE COMMON BORROW TO BE PLACED WITHIN PRE-LOAD AREA #1 BETWEEN STATIONS 121+50 - 122+75 (SB ON RAMP) AND STATIONS 207+10 - 208+35 (SB OFF RAMP) SHALL BE FREE OF BOULDERS, LEDGE, AND OTHER ACCEPTABLE OBJECTS GREATER THAN 6" IN DIAMETER.

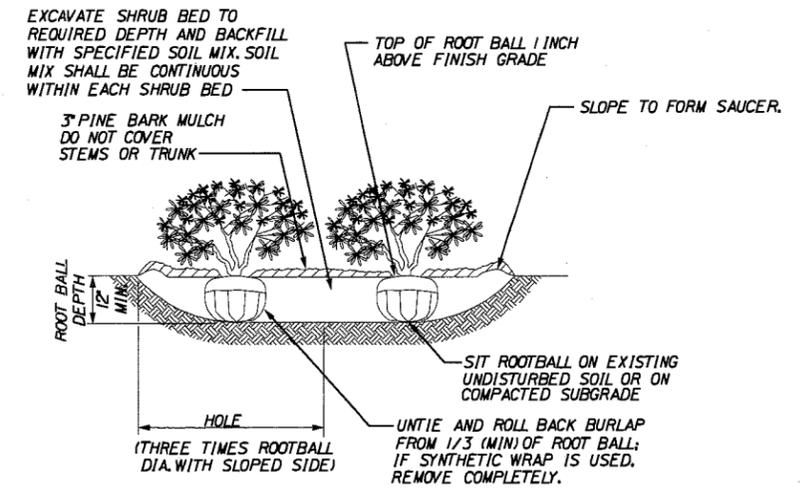
LOCK LARGE STONES INTO PLACE USING SMALL CHINK STONES. TILT STONES DOWNWARD TOWARD CENTER OF WALL FOR STABILITY



DRY LAID STONE WALL DETAIL



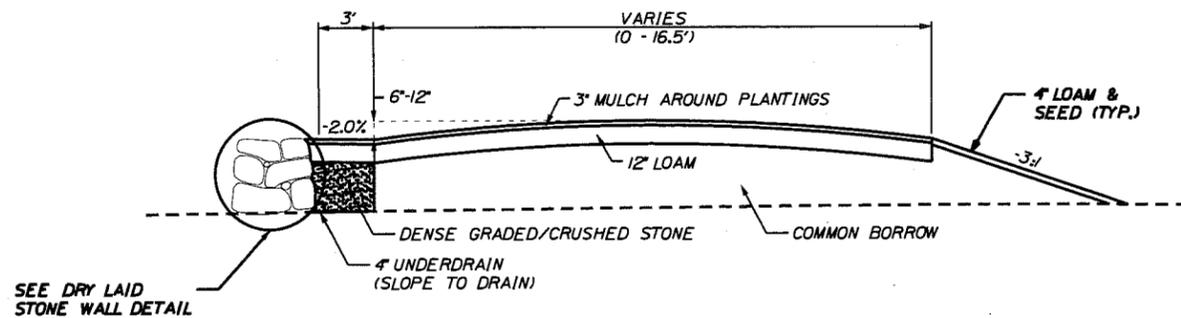
TREE PLANTING (FOR TREES UNDER 4" CALIPER)



NOTE:

LOOSEN ROOTS AT THE OUTER EDGE OF ROOTBALL OF CONTAINER GROWN SHRUBS.

SHRUB BED PLANTING



DRY LAID STONE WALL PLANTER DETAIL

Scale:

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
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THE GOLD STAR  
MEMORIAL HIGHWAY

GRAY PARK AND RIDE  
(EXIT 63)  
DETAILS

SHEET NUMBER: 04  
CONTRACT: 2015.14  
04 OF 58

Filename: ...MSTA\003\_Details\_PNR.dgn

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.202	Removing Pavement Surface	125	SY
203.20	Common Excavation	9500	CY
203.24	Common Borrow	68700	CY
203.25	Granular Borrow (for Underwater Backfill)	4000	CY
304.09	Aggregate Base Course - Crushed	800	CY
304.10	Aggregate Subbase Course - Gravel	2350	CY
403.207	Hot Mix Asphalt, 19.0 mm HMA	690	TON
403.208	Hot Mix Asphalt, 12.5 mm, HMA Surface	675	TON
403.213	Hot Mix Asphalt, 12.5 mm, Base	30	TON
409.15	Bituminous Tack Coat, Applied	200	GAL
419.30	Sawing Bituminous Pavement	270	LF
527.342	Work Zone Crash Cushions - TL-2	1	UNIT
603.19	24" Culvert Pipe Opt I	90	LF
603.191	24" Corrugated Metal Pipe	88	LF
603.231	48" Corrugated Metal Pipe	170	LF
605.09	6" Underdrain Type B	65	LF
606.3605	Guardrail - Remove, Modify and Reset, Single Rail	250	LF
610.08	Plain Riprap	14	CY
610.18	Stone Ditch Protection	60	CY
610.19	Cobble Gravel Sand Mix	20	CY
613.3191	Temporary Erosion Blanket - Jute	30	SY
614.1	Bike Rack	1	UNIT
614.2	Dry Laid Stone Wall	30	LF
615.07	Loam	2560	CY
618.1401	Seeding Method Number 2, Plan Quantity	136	UNIT
618.1411	Seeding Method Number 3, Plan Quantity	63	UNIT
619.1201	Mulch - Plan Quantity	200	UNIT
619.1202	Temporary Mulch	1	LS
620.58	Erosion Control Geotextile	230	SY
621.144	Sm Decid Tr (2"-2.50" Cal) Gp A	6	EA
621.158	Flowering Crab (2"-2.50" Cal)	6	EA
621.286	Lg Decid Tr (3"-3.50" Cal) Gp B	11	EA
621.385	Evergreen Shrubs 6" - 8" Group A	31	EA
621.536	Decid Shrubs (12"-18") Gp B	18	EA
621.80	Establishment Period	1	LS
626.21	Metallic Conduit	40	LF
626.22	Non-Metallic Conduit	1800	LF
626.33	30" Foundation	7	EA
626.35	Controller Cabinet Foundation	2	EA
627.18	12" Solid White Pavement Marking	35	LF
627.733	4" White or Yellow Painted Pavement Marking Line	4200	LF
627.75	White or Yellow Pavement and Curb Marking	95	SF
627.77	Removing Existing Pavement Markings	70	SF
629.05	Hand Labor, Straight Time	40	HR
629.26	Instrumentation	1	LS
631.12	All-Purpose Excavator (Including Operator)	20	HR
631.14	Grader (Including Operator)	20	HR
631.171	Truck - Small (Including Operator)	20	HR
631.22	Front End Loader (Including Operator)	40	HR
634.160	Highway Lighting	1	LS
634.2041	Luminaires - LED	7	EA
634.210	Conventional Light Standard	7	EA
645.109	Remove and Reset Sign	3	EA
645.252	Signs Type 1 - Supplied by Authority	1	LS
645.30	Flashing Arrow	1	EA
652.33	Drums	165	EA
652.34	Cones	25	EA
652.35	Construction Signs	618	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.41	Portable Changeable Message Sign	2	EA
656.5	Baled Hay, In Place	190	EA
656.632	30 Inch Temporary Silt Fence	4050	LF
659.10	Mobilization	1	LS

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	2,476	
GRUBBING IN FILL	2,067	
MUCK EXCAVATION	4,916	
TOTAL COMMON EXCAVATION	9,459	
ITEM 203.20 COMMON EXCAVATION		SAY 9,500 CY

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	66,805	
GRUBBING IN FILL	2,067	
MUCK EXCAVATION	4,916	
TOTAL FILL	73,788	

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (FROM CROSS SECTIONS)	0	
TOTAL ROCK EXCAVATION	0	

UNCLASSIFIED EXCAVATION FOR ESTIMATE

TOTAL COMMON EXCAVATION	9,459	
TOTAL ROCK EXCAVATION	0	
TOTAL UNCLASSIFIED EXCAVATION	9,459	

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION	9,459	
DEDUCTIONS:		
GRUBBING IN CUT	1,177	
GRUBBING IN FILL	2,067	
MUCK EXCAVATION	4,916	
(2) TOTAL DEDUCTIONS	8,160	
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)	1,299	
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		
TOTAL AVAILABLE NON-ROCK EXCAVATION	1,299	

COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW (FOR UNDERWATER BACKFILL)	3,985	
GRANULAR BORROW =	3,985 x 1.00 =	3,985
ITEM 203.25 GRANULAR BORROW (FOR UNDERWATER BACKFILL)		SAY 4,000 CY

COMPUTATION FOR COMMON BORROW FOR ESTIMATE

(3) TOTAL FILL	73,788	
TOTAL AVAIL. NON-ROCK EXCAV.	1,299 x 0.85 =	1,104
TOTAL AVAIL. ROCK EXCAV.	0 x 1.33 =	0
TOTAL AVAIL. STR. ROCK EXCAV.	0 x 1.33 =	0
(4) TOTAL AVAILABLE EXCAVATION		= 1,104
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION		72,683

GRANULAR BORROW (FOR UNDERWATER BACKFILL)	3,985	
TOTAL FILL MINUS REQUIRED GRAN. BORR. WITHIN FILL	68,698	
COMMON BORROW =	68,698 x 1.00 =	68,698
ITEM 203.24 COMMON BORROW		SAY 68,700 CY

Date: 5/5/2015

Filename: \005\_Earthwork\_Summary\_PNR.dgn

Scale:			
No.	Revision	By	Date

Designed by:



Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

By	Date	By	Date
Designed KH	4\29\15	Checked FK	4\29\15
Drawn CC	4\29\15	In Charge of PC	4\29\15

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)

ESTIMATED QUANTITIES  
AND EARTHWORK SUMMARY

SHEET NUMBER: 05

CONTRACT: 2015.14

05 OF 58

Date: 5/15/2015

Filename: \\MSTA\006\_Gen\_Notes\_PNR.dgn

**GENERAL**

- All work shall conform to the 2002 Maine Department of Transportation Standard Specifications for Highway and Bridges, except as modified by Maine Turnpike Authority's General and Special Provisions.
- All standard details shall be in conformance with the Maine Department of Transportation (MaineDOT) Standard Details Highway and Bridges, December 2002 and MaineDOT Best Management Practices for Erosion and Sediment Control latest revisions unless otherwise included in these plans.
- No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.
- All clearing has been completed under a previous Maine Turnpike Authority contract - 2014.02. Any additional clearing will be incidental to this contract.
- Temporary concrete barrier will be supplied by the Maine Turnpike Authority.
- Geotechnical information furnished or referred to in this plan set is for the use of the bidders and the contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. The Maine Turnpike Authority will not be responsible for the bidders' or contractor's interpretations of, or conclusions drawn from, the geotechnical information.
- Contractor shall be responsible for maintenance of all existing traffic control devices and signs upon start of contract.
- The survey is a combination of aerial and ground survey with the interface between the two types of survey being blended. The contractor shall confirm actual elevations where the proposed work is matching into existing pavement surfaces.

**UTILITIES**

- The utilities involved in this contract are as follows:

Central Maine Power Co.  
Time Warner Cable

- All utility facilities shall be adjusted by the respective utilities unless otherwise notes or planned.
- Existing utilities on these plans were compiled from field survey and various other sources. Locations are not guaranteed to be accurate nor is it guaranteed that all utilities are shown. No separate or additional compensation will be allowed to the contractor due to any variance between the data shown on the plans and the actual field conditions encountered. No work shall be started until the owners of the various utilities are notified by the contractor of the proposed construction. The contractor is also required to call dig safe prior to the start of the work.
- The contractor shall notify the resident 10 days prior to construction so the resident can arrange for Maine Turnpike Authority underground utility location. All proposed sign locations and excavation locations shall be marked at the notification time. Excavating will not be permitted until the contractor has located and marked its' underground utilities, or notified the resident there are no underground utilities in the marked areas.

**PAVING**

- When paving, pavement joints across the pavement, the existing pavement shall be cut along a smooth line to a neat, even, vertical joint, as directed by the resident. Broken or raveled edges shall not be permitted, all work necessary for the preparation of the joint shall be considered incidental to the related paving items.
- All joints between existing and proposed hot bituminous pavement shall be butted. Payment shall be incidental to the related paving items.
- Any necessary cleaning of existing pavement prior to paving shall be incidental to the related paving items.

**EROSION CONTROL**

- The anticipated Erosion Control Devices are shown on the Disturbance Areas & Erosion Sediment Control Plans.
- Loam shall be placed to a nominal depth of 4 inches in all areas unless otherwise noted or directed.
- Loam has been estimated for 100% of the disturbed slope areas. Actual placement of the loam shall be as designated by the resident.
- Unless otherwise noted Seeding Method No. 2 shall be utilized on slopes 3:1 or flatter. Seeding Method No. 3 shall be utilized on all steep slopes (greater than 3:1).
- Refer to Section 105.8.2 Permit Requirements and Special Provision 656 Temporary Soil Erosion and Water Pollution Control for additional details regarding erosion control.

**DRAINAGE**

- Unless otherwise noted the culvert sizes shown on the plans are for smoothlined pipe.
- Inlets and outlets of all culverts shall be riprapped unless otherwise noted on the plans or directed by the resident.
- The level lip spreaders shall conform to the Department of Environmental Protection's Stormwater Manual, Chapter 500.

**LANDSCAPING**

- The proposed planting location of the trees at the intersection of Route 26 and Route 26A will be determined and coordinated with the resident and MTA representatives. The plantings will consist of 8 red maple trees.
- The landscaping stone wall and sign in the front of the Park and Ride shall be located in coordination with the resident and MTA representatives.

**FUTURE SB RAMP WORK**

- The muck excavation, common borrow, and preload are for future construction of the SB on and off ramps and the SB on ramp toll plaza.
- This work is priority and shall be completed by July 31, 2015 as stipulated in the contract book.
- MTA has provided material is anticipated to meet the requirements for Section 24 - Common Borrow in the Bennett Road pit. The contractor can utilize this material for construction purposes of the SB ramps work.

Scale:			
No.	Revision	By	Date

Designed by:					
 <b>vhb</b> Engineers Scientists Planners Designers					
CONSULTANT PROJECT MANAGER: P. CLARY					
	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

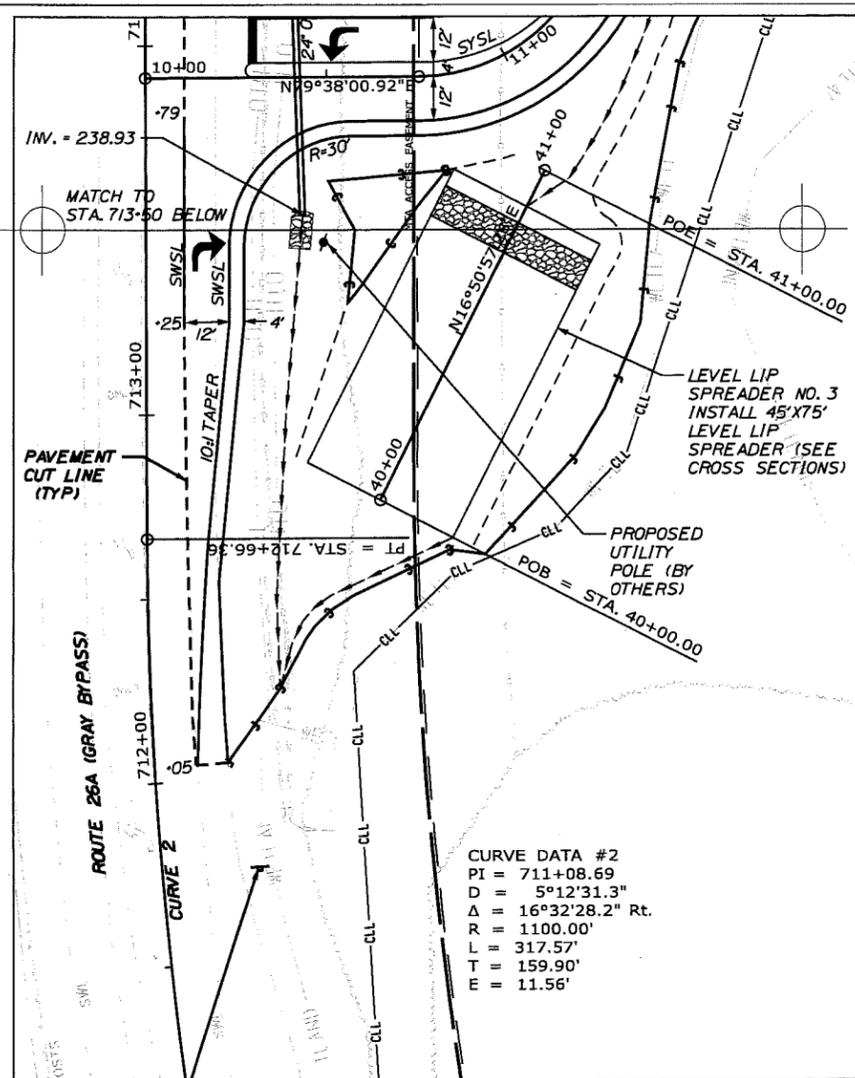
**GRAY PARK AND RIDE  
(EXIT 63)**

**GENERAL NOTES**

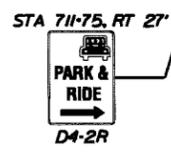
SHEET NUMBER: 06  
CONTRACT: 2015.14  
06 OF 58

Date: 5/5/2015

Filename: \\MSTAD\016\_HDPlan\_PNR.dwg

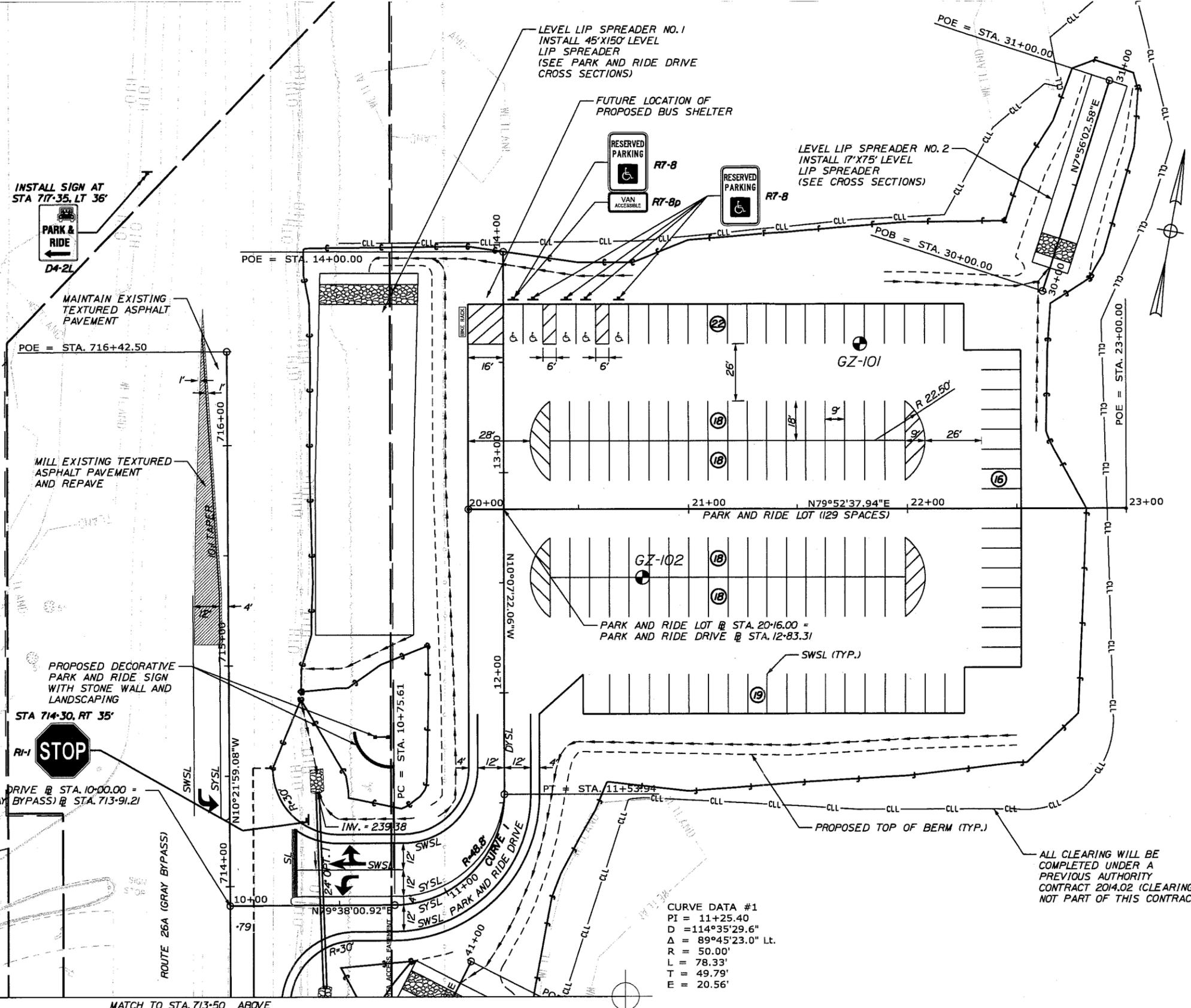


**CURVE DATA #2**  
 PI = 711+08.69  
 D = 5°12'31.3"  
 Δ = 16°32'28.2" Rt.  
 R = 1100.00'  
 L = 317.57'  
 T = 159.90'  
 E = 11.56'

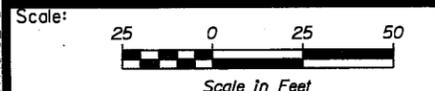


**PAVEMENT MARKING LEGEND**

- SWSL = SINGLE WHITE SOLID LINE - LANE LINE (4")
- SYSL = SINGLE YELLOW SOLID LINE (4")
- DYSL = DOUBLE YELLOW SOLID LINE (4")
- SL = SINGLE SOLID LINE - STOPLINE (12")
- ♿ = HANDICAP SYMBOL



**CURVE DATA #1**  
 PI = 11+25.40  
 D = 114°35'29.6"  
 Δ = 89°45'23.0" Lt.  
 R = 50.00'  
 L = 78.33'  
 T = 49.79'  
 E = 20.56'



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

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MTA PROJECT MANAGER: R. NORWOOD

**THE GOLD STAR  
MEMORIAL HIGHWAY**

**GRAY PARK AND RIDE  
(EXIT 63)**

**PARK AND RIDE PLANS (1 OF 2)**

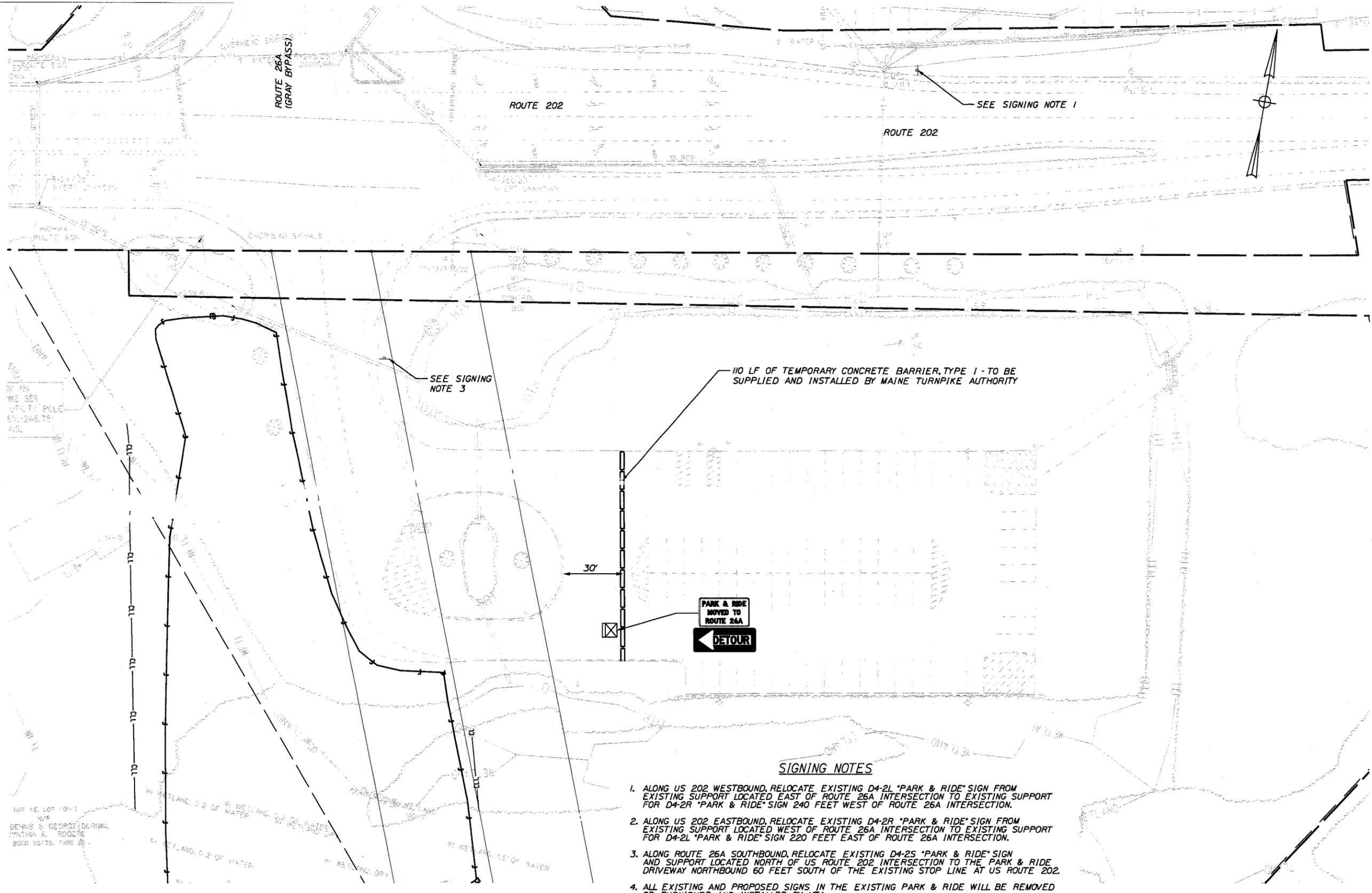
CONTRACT: 2015.14

SHEET NUMBER: 16

16 OF 58

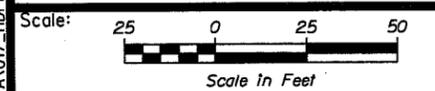
Date: 5/5/2015

Filename: ...MSTA\017\_HDP\plan\_PNR.dgn



**SIGNING NOTES**

1. ALONG US 202 WESTBOUND, RELOCATE EXISTING D4-2L "PARK & RIDE" SIGN FROM EXISTING SUPPORT LOCATED EAST OF ROUTE 26A INTERSECTION TO EXISTING SUPPORT FOR D4-2R "PARK & RIDE" SIGN 240 FEET WEST OF ROUTE 26A INTERSECTION.
2. ALONG US 202 EASTBOUND, RELOCATE EXISTING D4-2R "PARK & RIDE" SIGN FROM EXISTING SUPPORT LOCATED WEST OF ROUTE 26A INTERSECTION TO EXISTING SUPPORT FOR D4-2L "PARK & RIDE" SIGN 220 FEET EAST OF ROUTE 26A INTERSECTION.
3. ALONG ROUTE 26A SOUTHBOUND, RELOCATE EXISTING D4-2S "PARK & RIDE" SIGN AND SUPPORT LOCATED NORTH OF US ROUTE 202 INTERSECTION TO THE PARK & RIDE DRIVEWAY NORTHBOUND 60 FEET SOUTH OF THE EXISTING STOP LINE AT US ROUTE 202.
4. ALL EXISTING AND PROPOSED SIGNS IN THE EXISTING PARK & RIDE WILL BE REMOVED OR FURNISHED AND INSTALLED BY MTA.



No.	Revision	By	Date

Designed by:

**vhb** Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
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Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

PARK AND RIDE PLANS (2 OF 2)

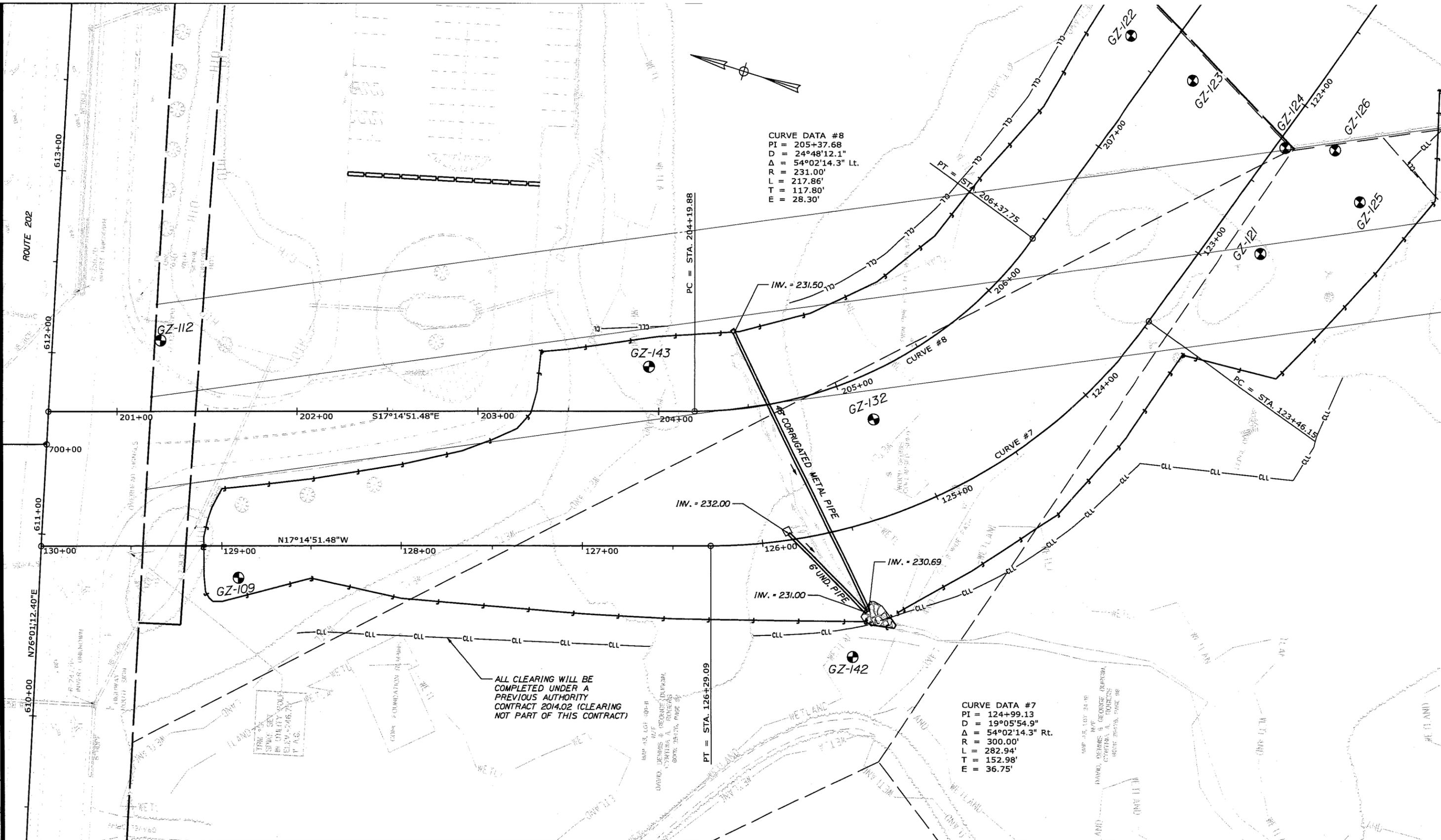
CONTRACT: 2015.14

SHEET NUMBER: 17

17 OF 58

Date: 5/5/2015

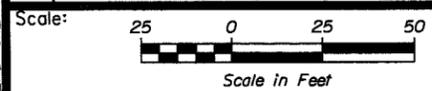
Filename: ... \018\_HdPlan\_Preloading\_PNR.dgn



CURVE DATA #8  
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 D = 24°48'12.1"  
 Δ = 54°02'14.3" Lt.  
 R = 231.00'  
 L = 217.86'  
 T = 117.80'  
 E = 28.30'

CURVE DATA #7  
 PI = 124+99.13  
 D = 19°05'54.9" Rt.  
 Δ = 54°02'14.3" Rt.  
 R = 300.00'  
 L = 282.94'  
 T = 152.98'  
 E = 36.75'

ALL CLEARING WILL BE COMPLETED UNDER A PREVIOUS AUTHORITY CONTRACT 2014.02 (CLEARING NOT PART OF THIS CONTRACT)



No.	Revision	By	Date

Designed by:



Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

Vanasse Hagen Brustlin, Inc.  
 550 Southborough Dr.  
 Suite 105B  
 South Portland, ME 04106  
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 FAX (207) 253-5596



THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)  
PRELOADING PLANS (1 OF 2)

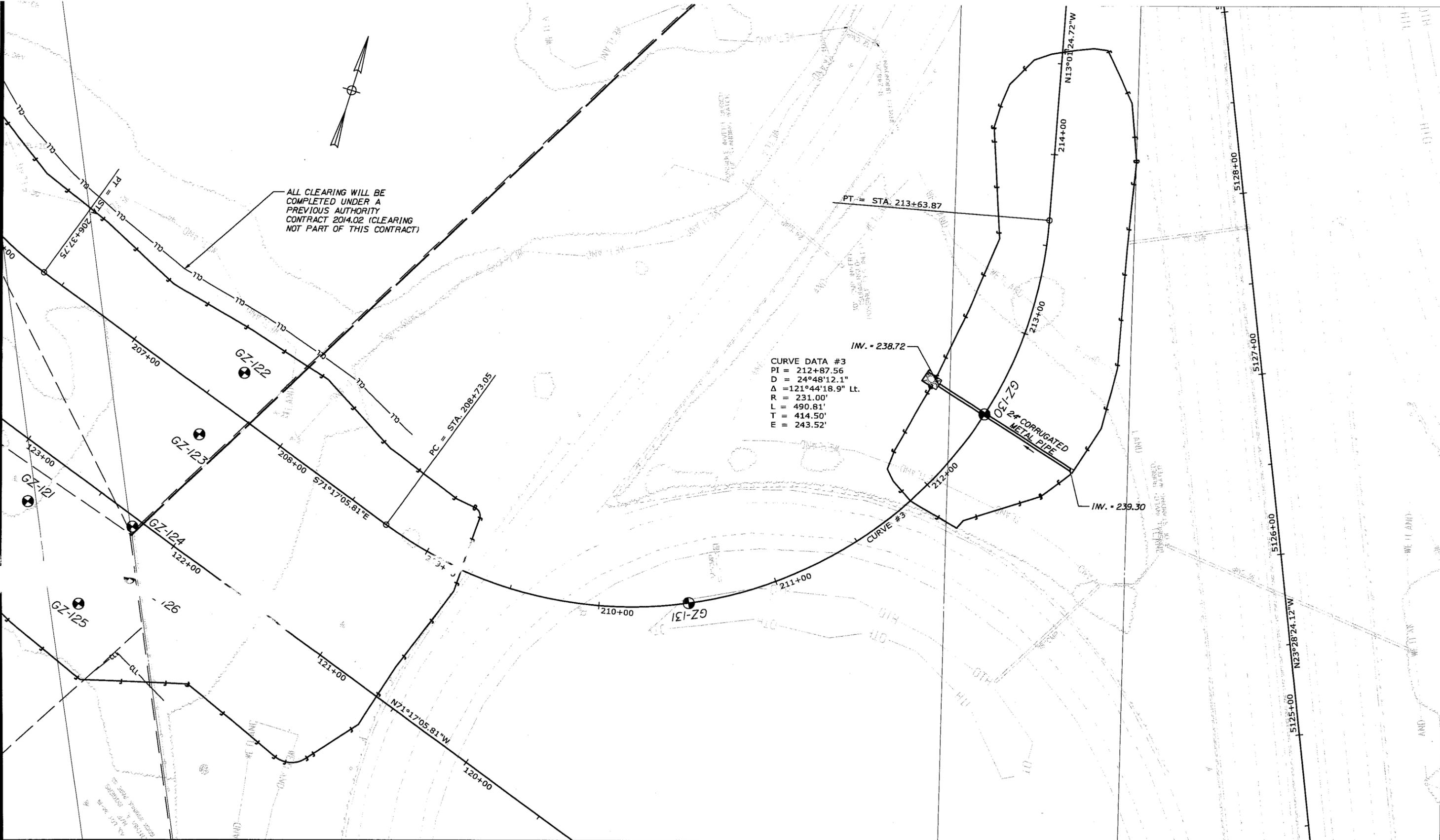
CONTRACT: 2015.14

SHEET NUMBER: 18

18 OF 58

Date: 5/5/2015

Filename: \\019\_HDPlan\_Preloding\_PMR.dgn



Scale: 25 0 25 50  
Scale in Feet

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)

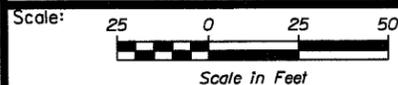
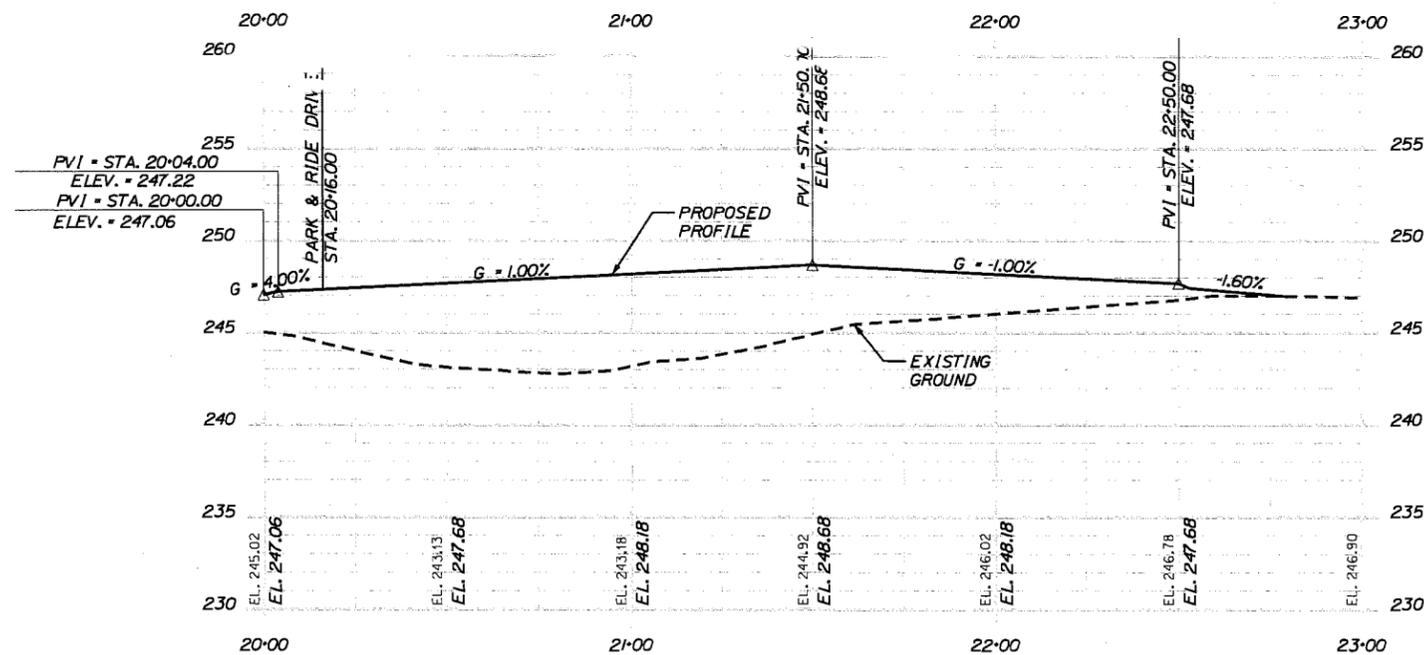
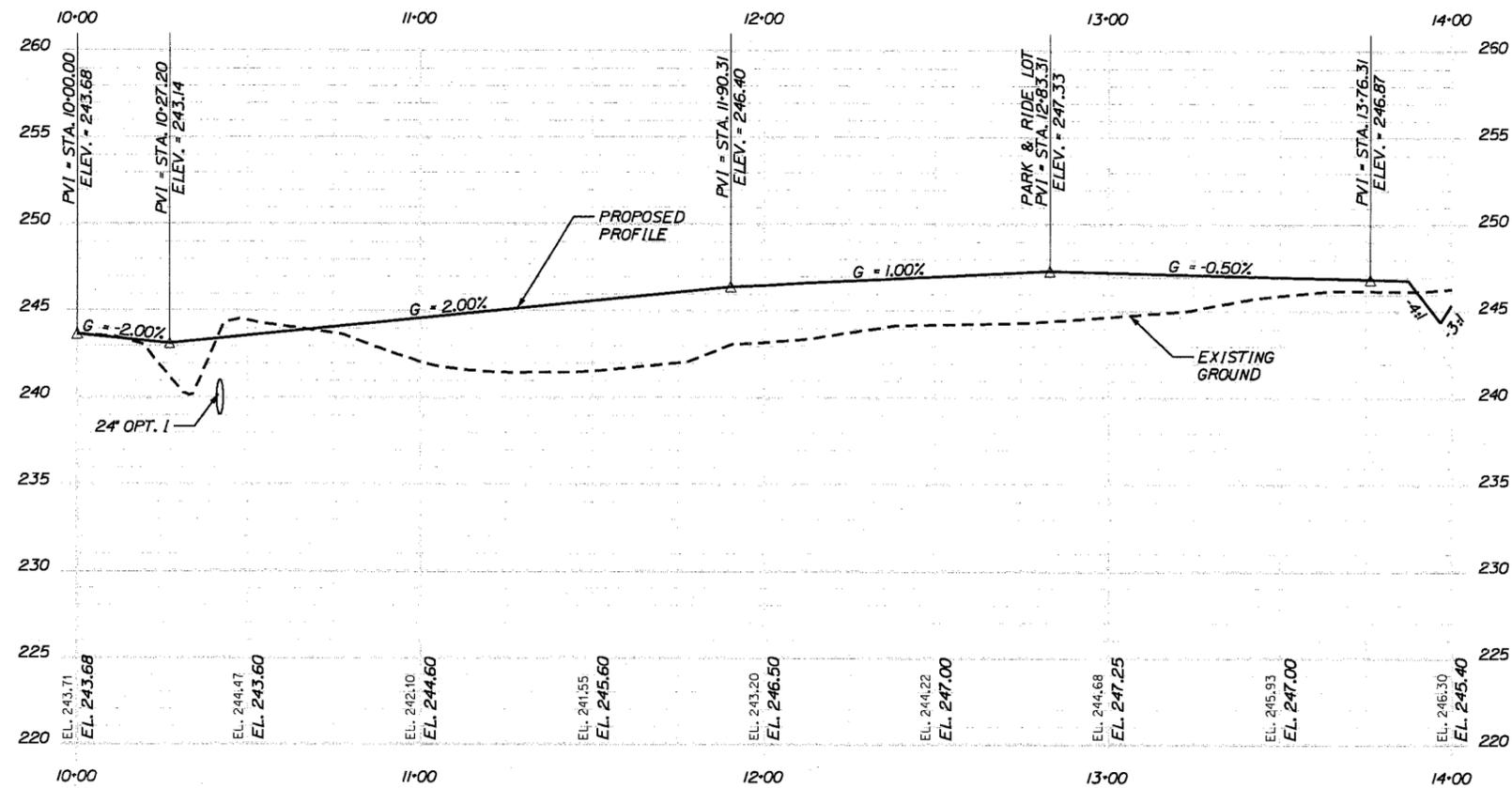
PRELOADING PLANS (2 OF 2)

SHEET NUMBER: 19

CONTRACT: 2015.14

19 OF 58

Date: 5/5/2015



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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THE GOLD STAR  
MEMORIAL HIGHWAY

GRAY PARK AND RIDE  
(EXIT 63)

PROFILES

MTA PROJECT MANAGER: R. NORWOOD

CONTRACT: 2015.14

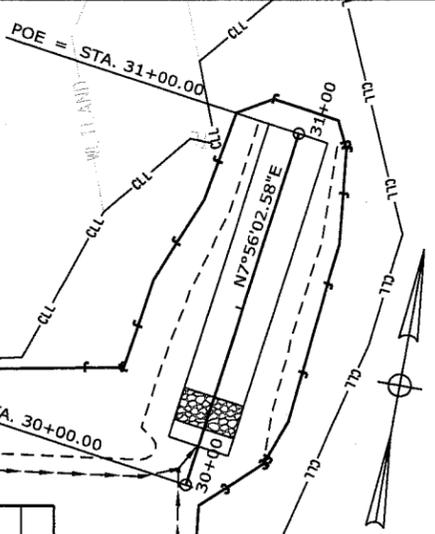
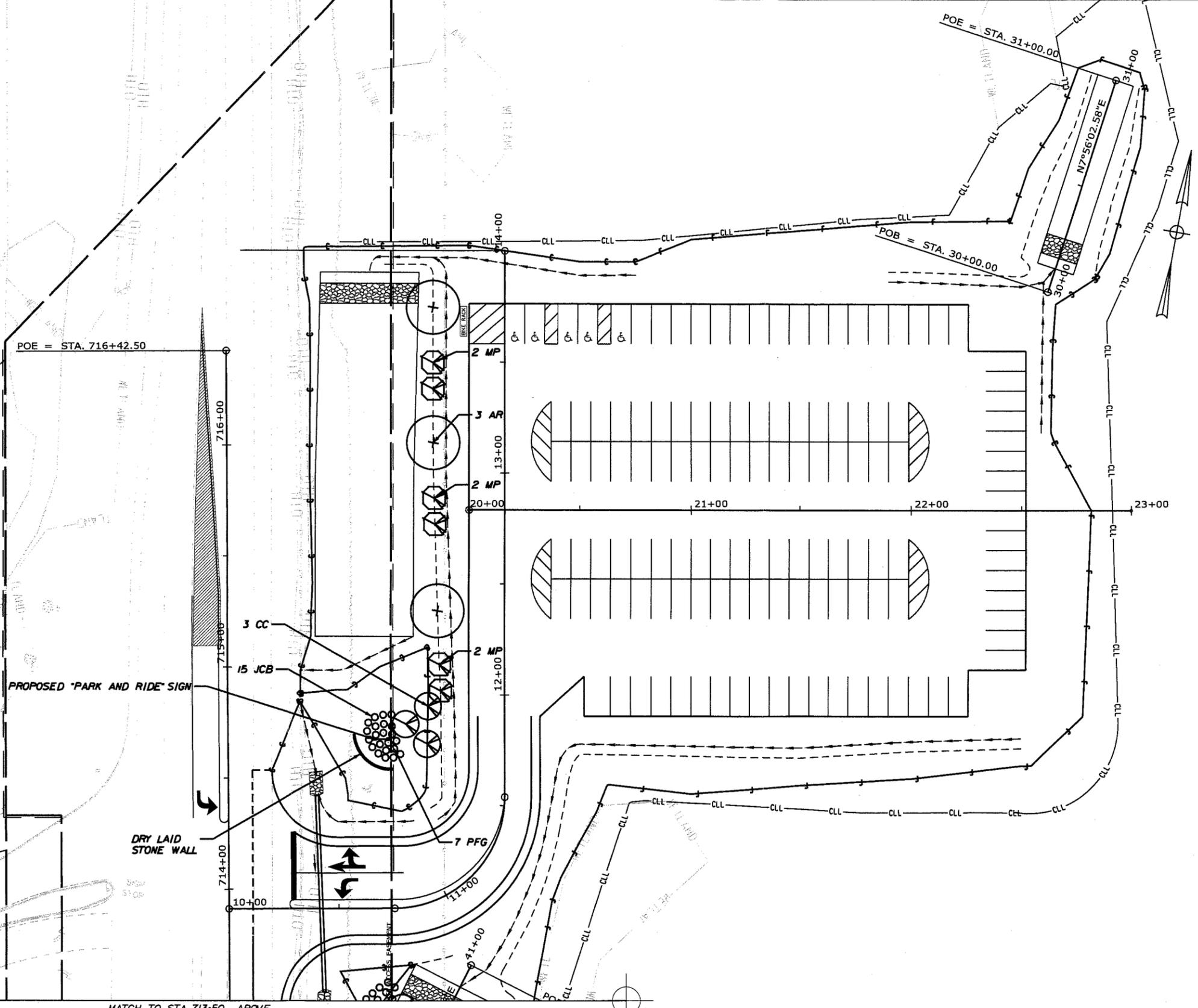
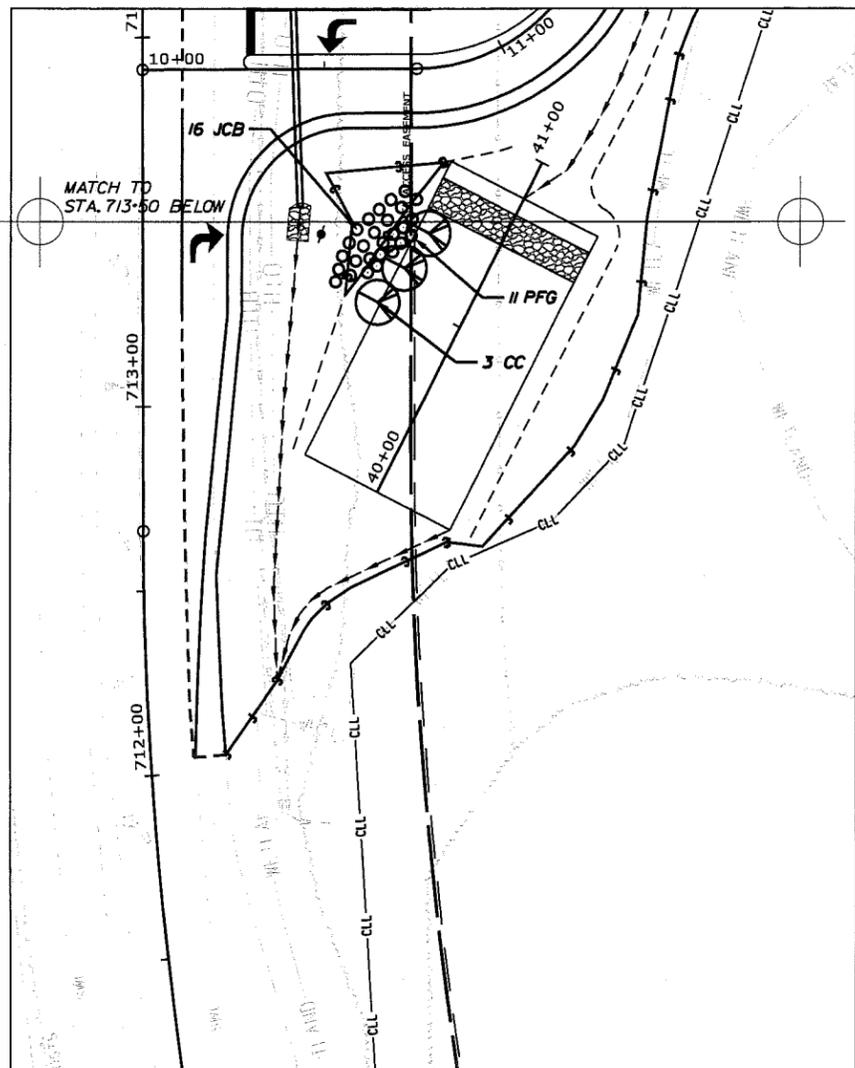
SHEET NUMBER: 20

20 OF 58

Filename: ...MSTA\020\_Profile\_PNR.dgn

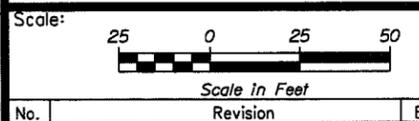
Date: 5/5/2015

Filename: \\022\_LandscapingPlan\_PNR.dwg



**LANDSCAPING LEGEND**

TREES		
3	AR	ACER RUBRUM RED MAPLE 5' CAL
8	AR	ACER RUBRUM RED MAPLE (TO BE PLANTED AT INTERSECTION OF ROUTE 25 AND ROUTE 26A - SEE GENERAL NOTES)
6	CC	CRATAEGUS CRUS-GALLI 'INERMIS' THORNLESS COCKSPUR 2 1/2' CAL
6	MP	MALUS 'PRAIRIEFIRE' PRAIRIEFIRE CRAB APPLE 2 1/2' CAL
SHRUBS		
31	JCB	JUNIPERUS 'BAR HARBOR' BAR HARBOR JUNIPER 3 GAL
18	PFG	POTENTILLA FRUTICOSA 'GOLD STAR' GOLD STAR POTENTILLA 3 GAL



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)

LANDSCAPING PLAN

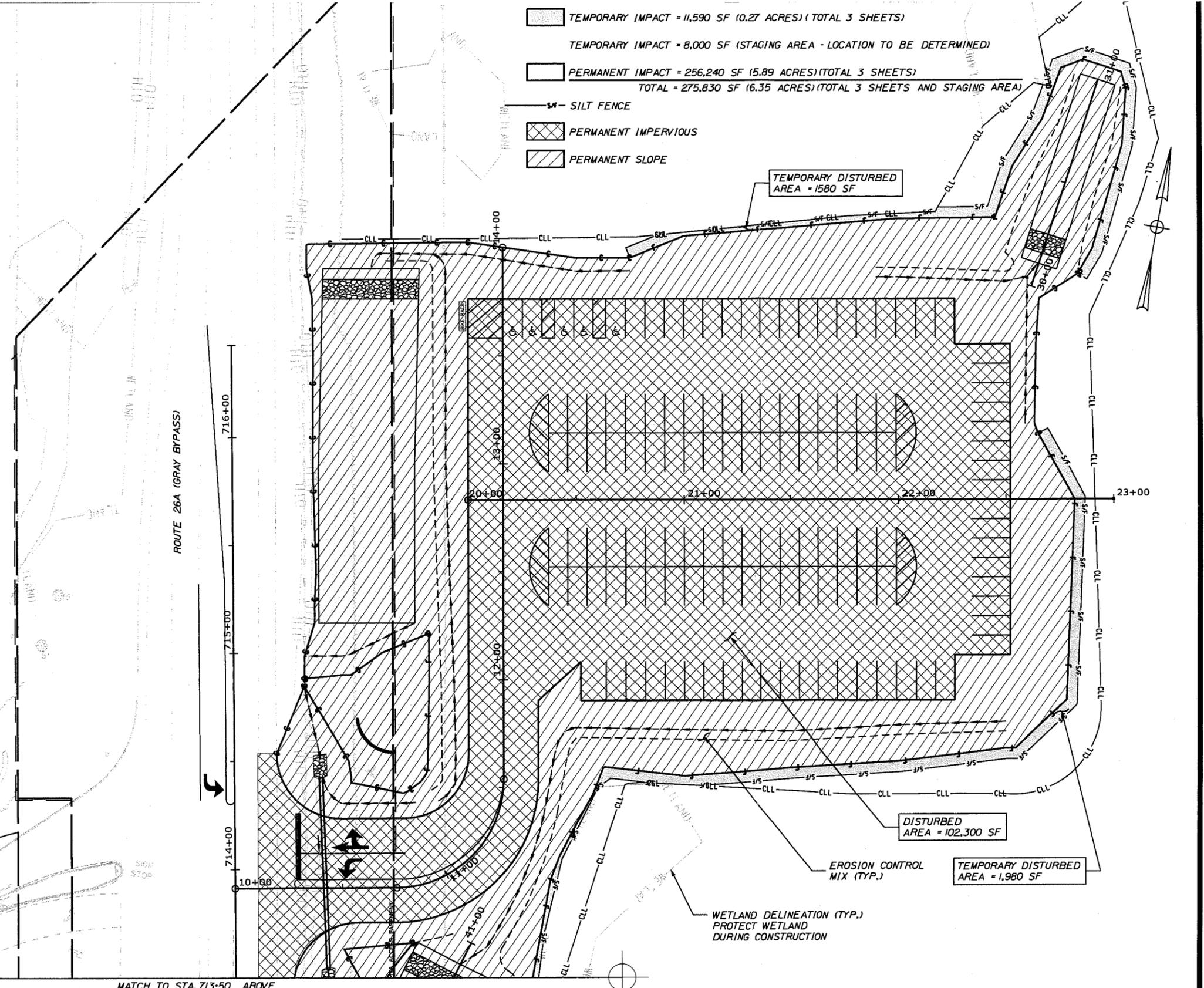
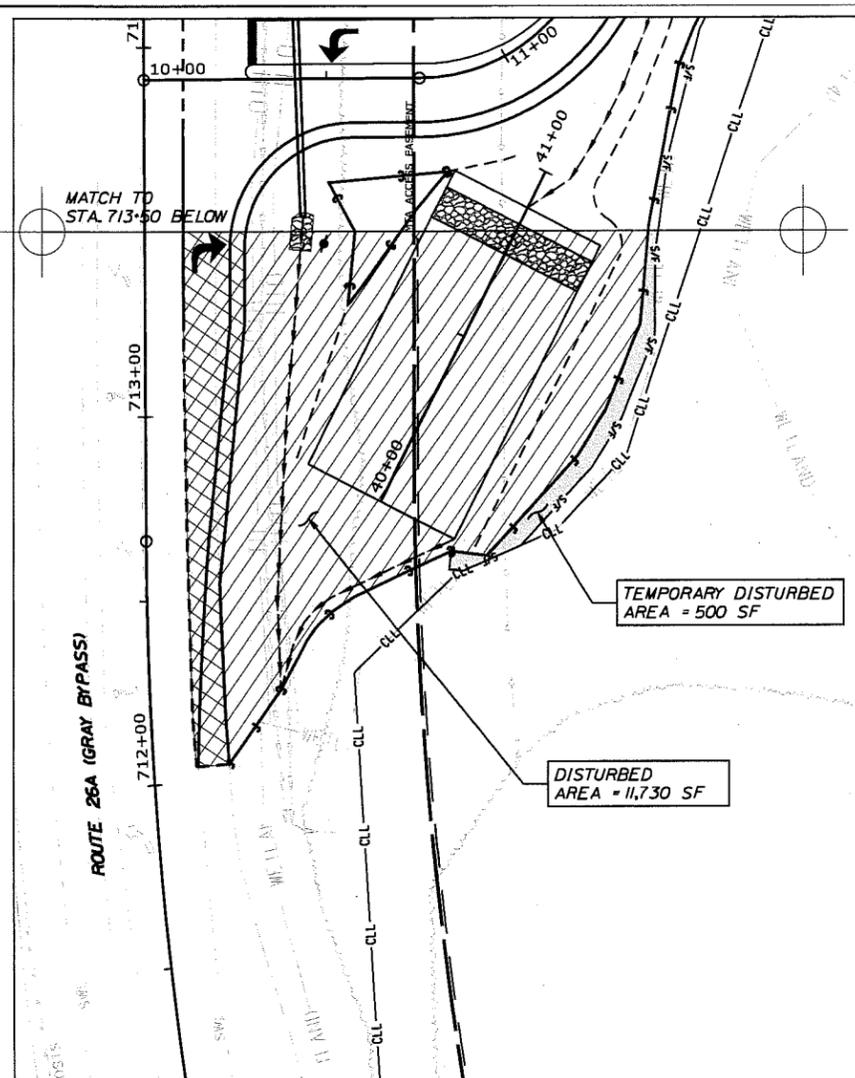
CONTRACT: 2015.14

SHEET NUMBER: 22

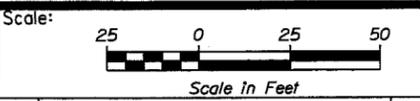
22 OF 58

Date: 5/5/2015

Filename: ...MSTA\023\_ESCPlan\_PNR.dgn



- TEMPORARY IMPACT = 11,590 SF (0.27 ACRES) (TOTAL 3 SHEETS)
- TEMPORARY IMPACT = 8,000 SF (STAGING AREA - LOCATION TO BE DETERMINED)
- PERMANENT IMPACT = 256,240 SF (5.89 ACRES) (TOTAL 3 SHEETS)
- TOTAL = 275,830 SF (6.35 ACRES) (TOTAL 3 SHEETS AND STAGING AREA)
- S/F - SILT FENCE
- PERMANENT IMPERVIOUS
- PERMANENT SLOPE



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

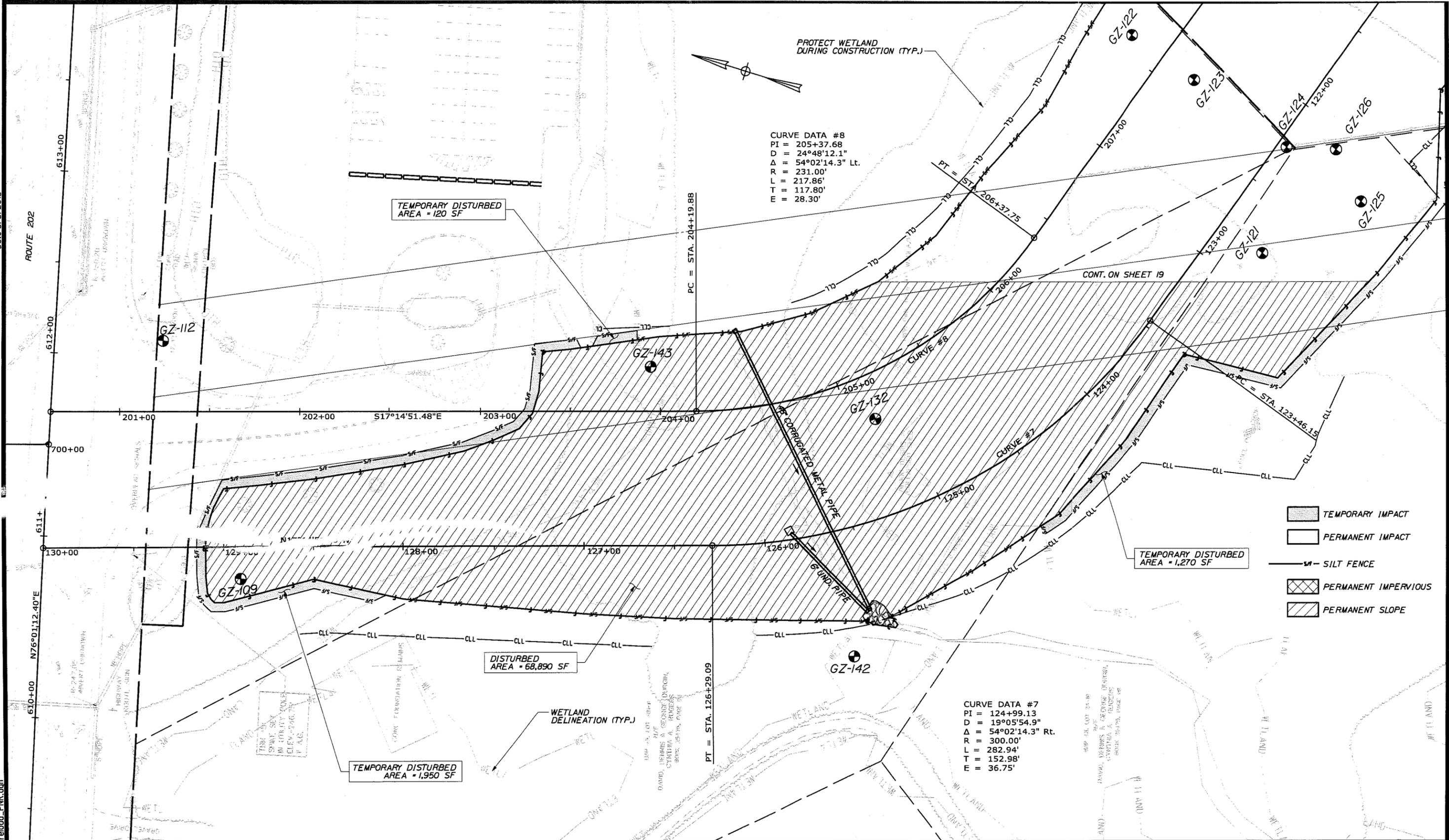
**GRAY PARK AND RIDE  
(EXIT 63)**

DISTURBANCE AREAS &  
EROSION SEDIMENT CONTROL (1 OF 3)

SHEET NUMBER: 23  
CONTRACT: 2015.14  
23 OF 58

Date: 5/5/2015

Filename: \\024\_ESCPlan\_Preload\_PNR.dgn



CURVE DATA #8  
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 D = 24°48'12.1"  
 Δ = 54°02'14.3" Lt.  
 R = 231.00'  
 L = 217.86'  
 T = 117.80'  
 E = 28.30'

CURVE DATA #7  
 PI = 124+99.13  
 D = 19°05'54.9"  
 Δ = 54°02'14.3" Rt.  
 R = 300.00'  
 L = 282.94'  
 T = 152.98'  
 E = 36.75'

- TEMPORARY IMPACT
- PERMANENT IMPACT
- SILT FENCE
- PERMANENT IMPERVIOUS
- PERMANENT SLOPE



Designed by:

**vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

No.	Revision	By	Date

By	Date	By	Date
Designed KH	4\29\15	Checked FK	4\29\15
Drawn CC	4\29\15	In Charge of PC	4\29\15

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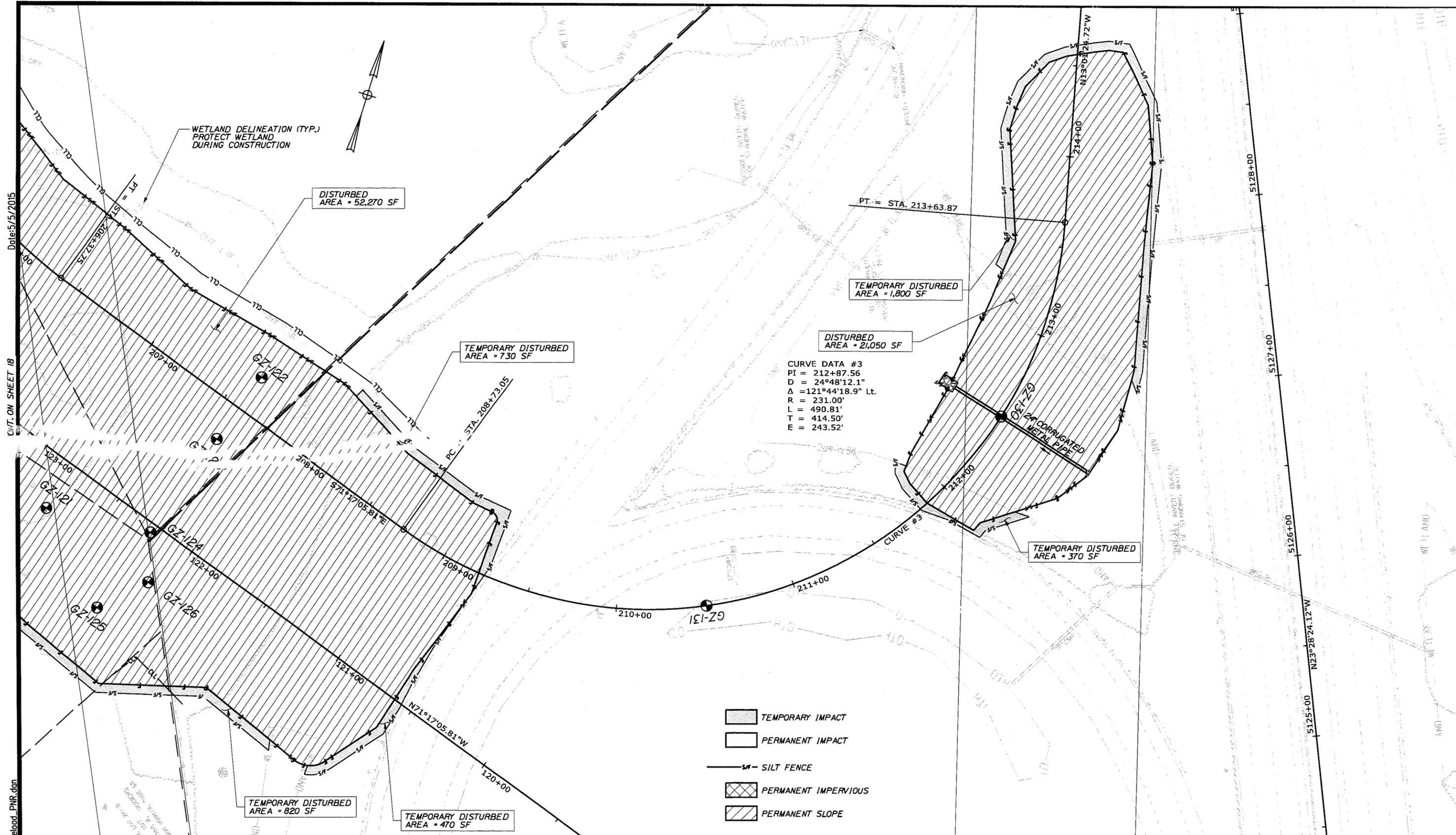
**THE GOLD STAR  
 MEMORIAL HIGHWAY**

**GRAY PARK AND RIDE  
 (EXIT 63)**  
 DISTURBANCE AREAS &  
 EROSION SEDIMENT CONTROL (2 OF 3)  
 SHEET NUMBER: 24

MTA PROJECT MANAGER: R. NORWOOD

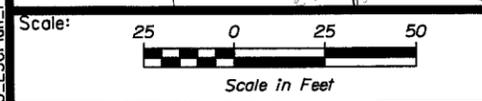
CONTRACT: 2015.14

24 OF 58



Date: 5/5/2015  
CMT. ON SHEET 18

Filename: ...N025\_ESCPlan\_Prelod\_PMR.dgn



No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

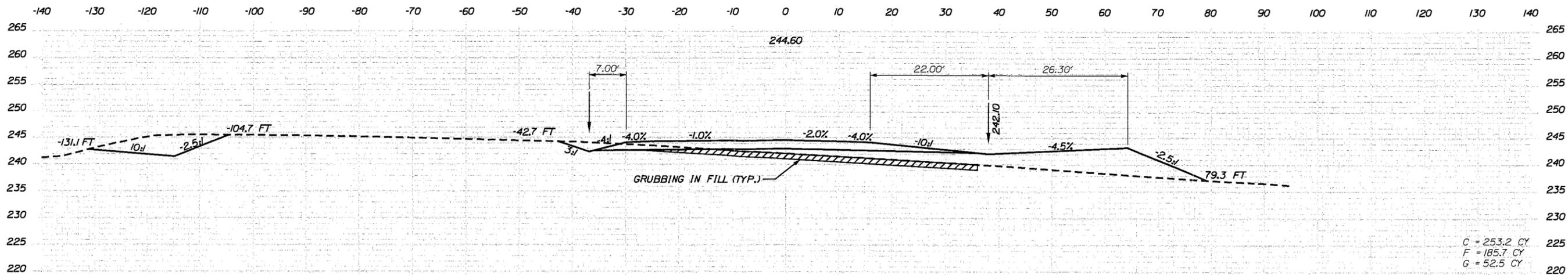
**GRAY PARK AND RIDE (EXIT 63)**

DISTURBANCE AREAS & EROSION SEDIMENT CONTROL (3 OF 3)

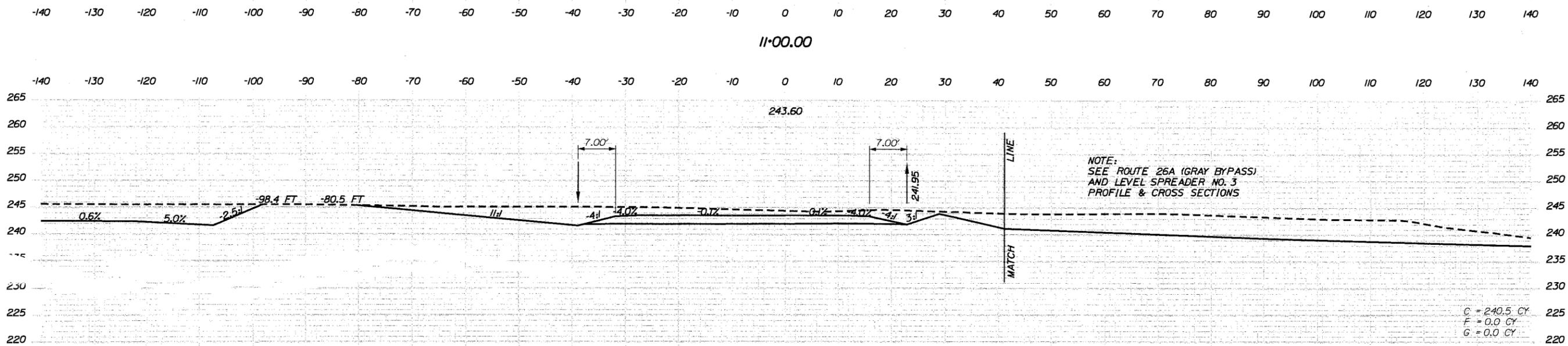
SHEET NUMBER: 25  
CONTRACT: 2015.14  
25 OF 58

Date: 5/15/2015

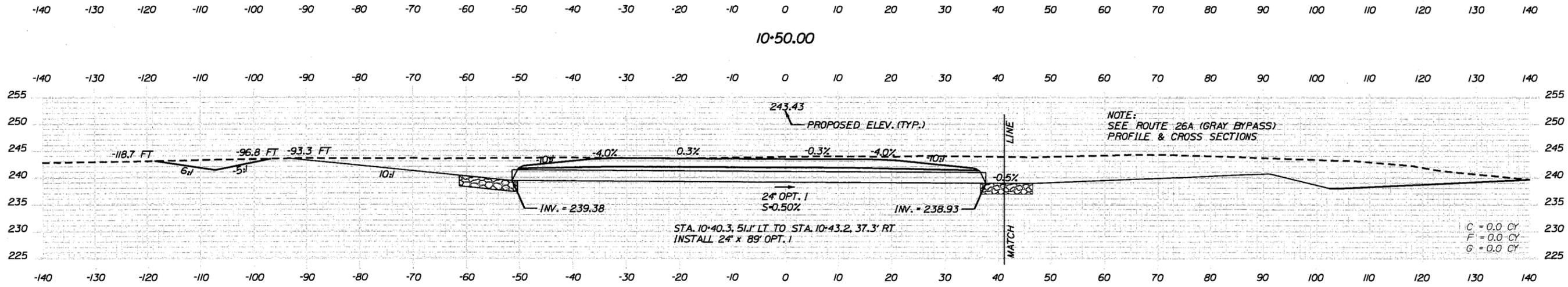
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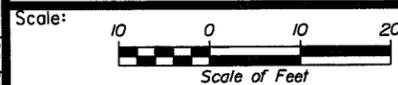
C = 253.2 CY  
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G = 52.5 CY



C = 240.5 CY  
F = 0.0 CY  
G = 0.0 CY



C = 0.0 CY  
F = 0.0 CY  
G = 0.0 CY



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	Checked	By	Date
Designed	KH	4\29\15		FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)

PARK AND RIDE DRIVE  
CROSS SECTION 1 OF 4

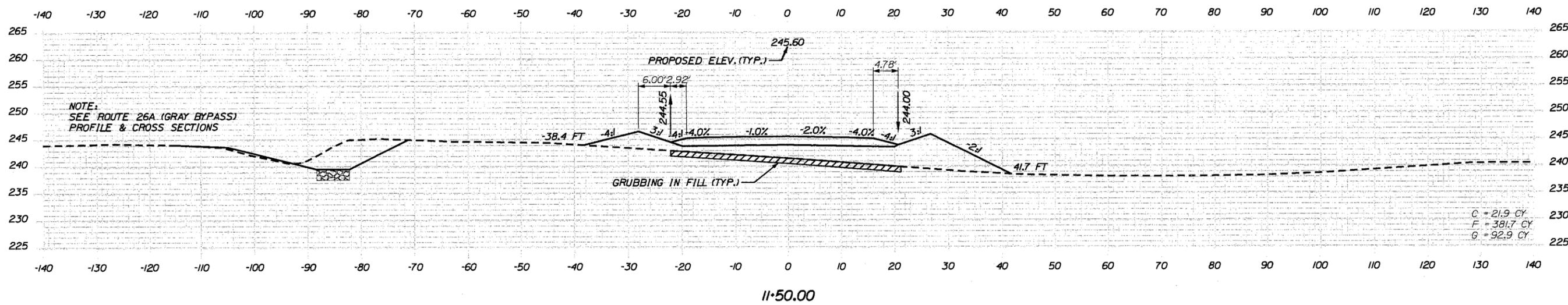
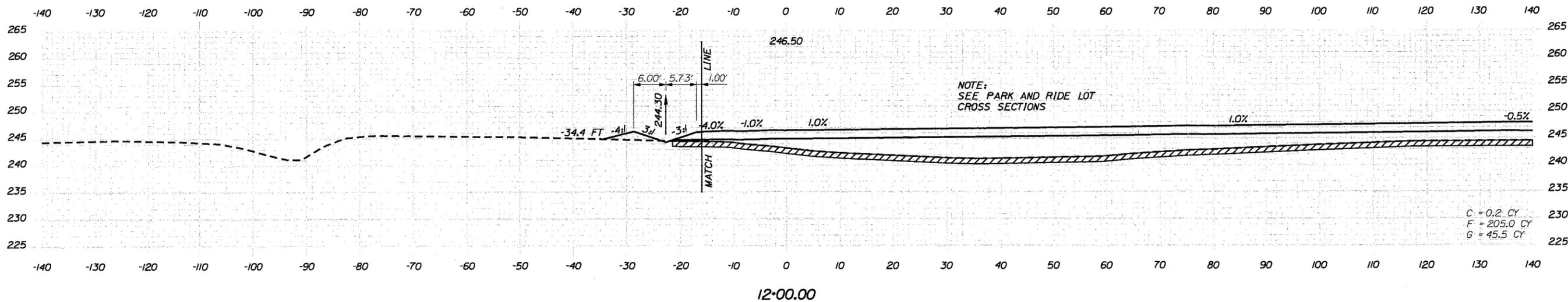
SHEET NUMBER: 26

CONTRACT: 2015.14

26 OF 58

Sta 10+42.0 to Sta 11+00.00

Date: 5/5/2015



Filename: \\e:\Highway\WSTA\Xsect\_PNR.dgn

Scale: Scale of Feet

No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	Checked	By	Date
Designed	KH	4\29\15		FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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 550 Southborough Dr.  
 Suite 105B  
 South Portland, ME 04106  
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 FAX (207) 253-5596

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

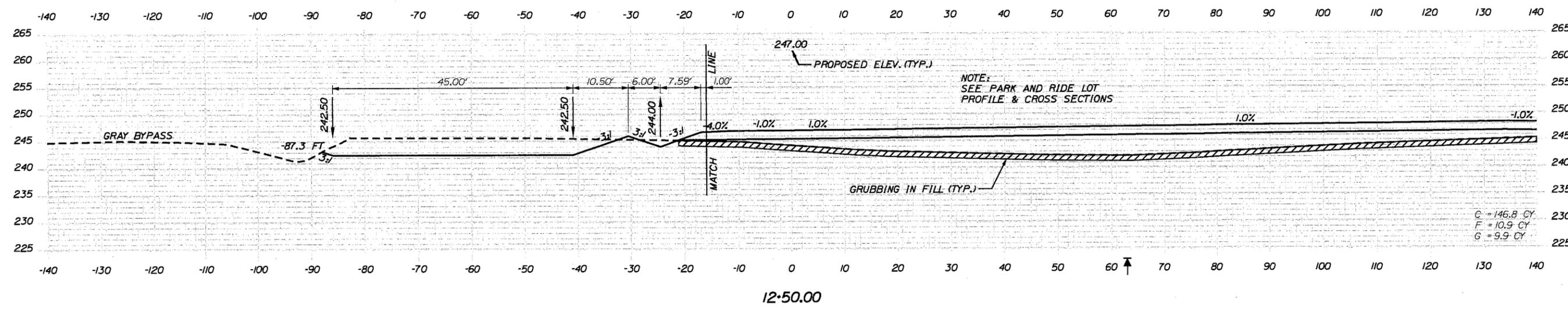
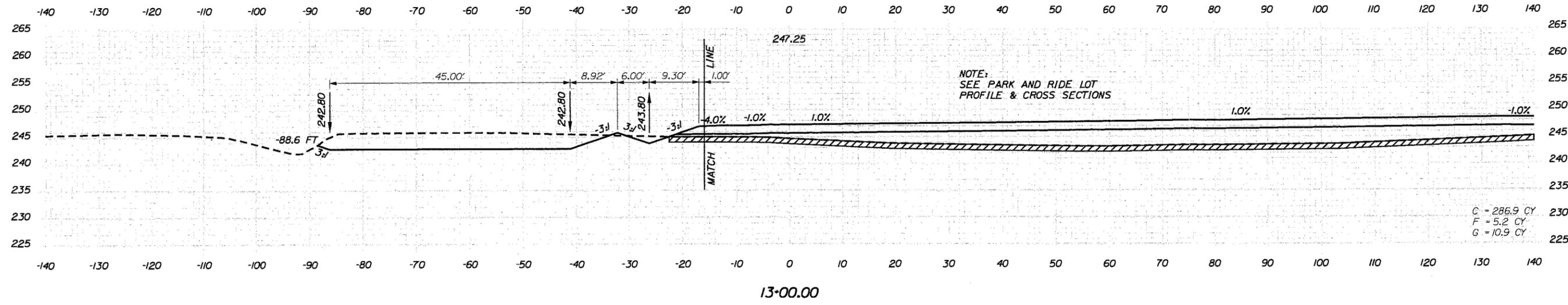
**GRAY PARK AND RIDE (EXIT 63)**  
 PARK AND RIDE DRIVE  
 CROSS SECTION 2 OF 4

SHEET NUMBER: 27  
 27 OF 58

CONTRACT: 2015.14

Date: 5/5/2015

Filename: \\e:\Highway\MSTA\Xsect\PNR.dgn



Scale: 1" = 20'

No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

By	Date	Checked	By	Date
KH	4\29\15	FK	FK	4\29\15
CC	4\29\15	In Charge of	PC	4\29\15

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE (EXIT 63)**

PARK AND RIDE DRIVE  
 CROSS SECTION 3 OF 4

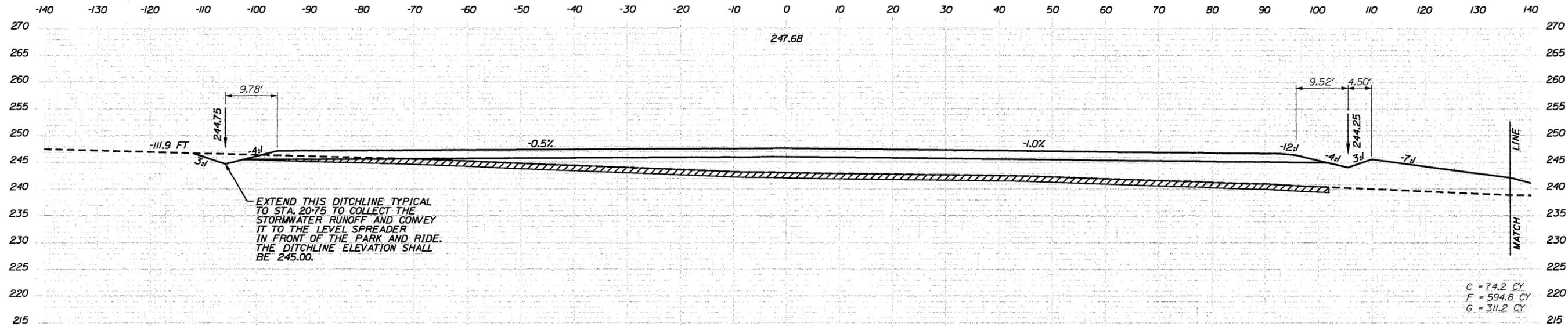
SHEET NUMBER: 28  
 28 OF 58

CONTRACT: 2015.14

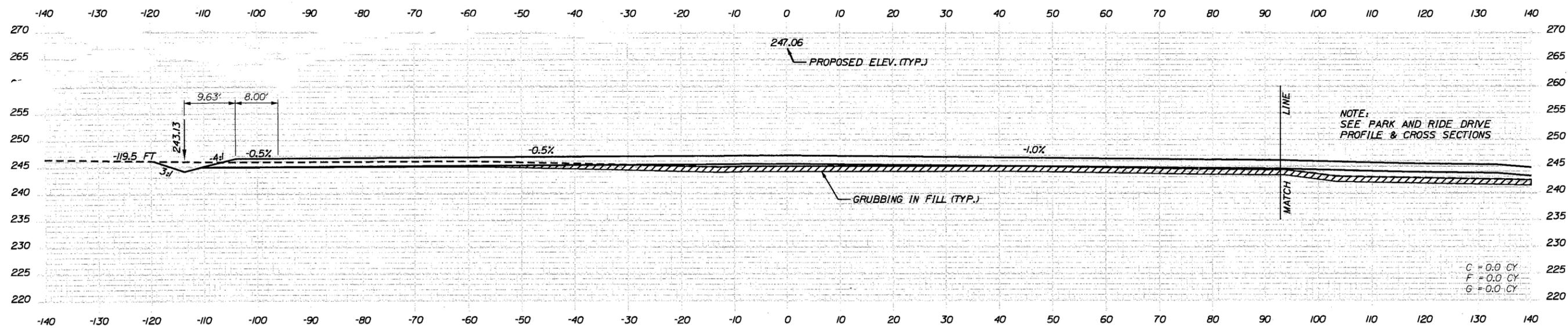


Date: 5/5/2015

Filename: \\te\Highway\MSTA\Xsect\PNR.dgn



C = 74.2 CY  
F = 594.8 CY  
G = 311.2 CY



C = 0.0 CY  
F = 0.0 CY  
G = 0.0 CY



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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Suite 105B  
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FAX (207) 253-5596

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

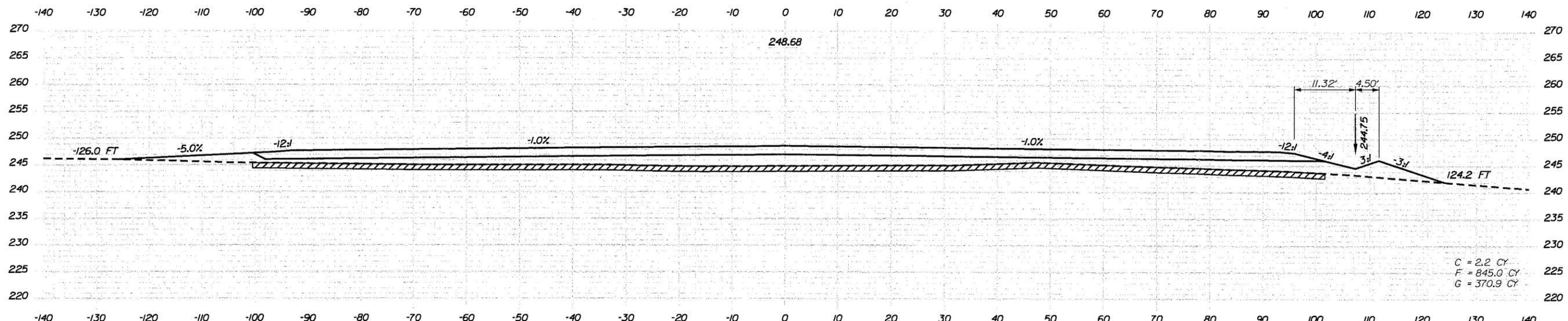
PARK AND RIDE LOT  
CROSS SECTION 1 OF 3

SHEET NUMBER: 30  
30 OF 58

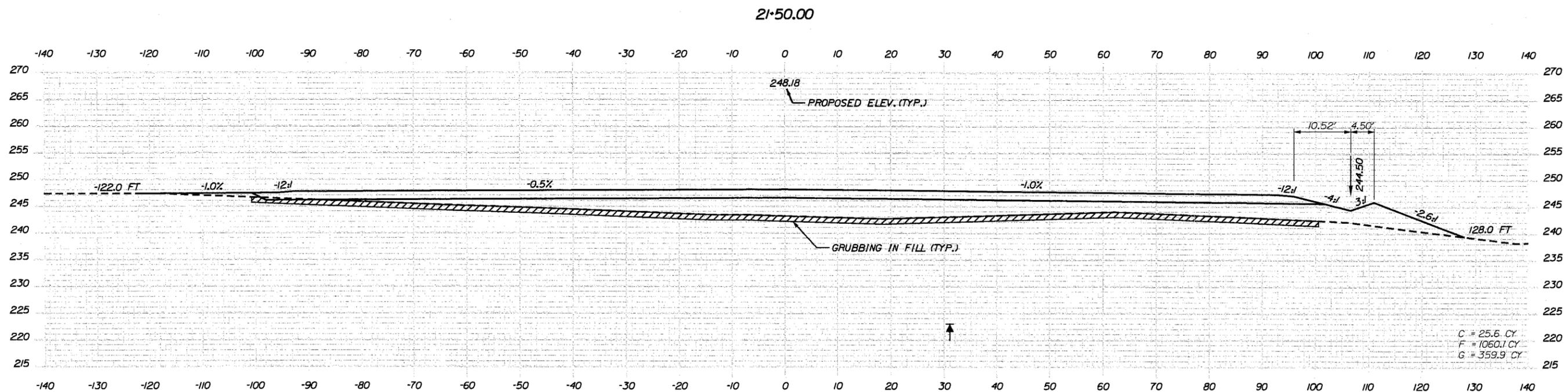
CONTRACT: 2015.14

Date: 5/5/2015

Filename: ...\\Highway\\MSTA\\Xsect\_PNR.dgn



C = 2.2 CY  
F = 845.0 CY  
G = 370.9 CY



C = 25.6 CY  
F = 1060.1 CY  
G = 359.9 CY

Scale: 10 0 10 20  
Scale of Feet

No.	Revision	By	Date

Designed by:



Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

PARK AND RIDE LOT  
CROSS SECTION 2 OF 3

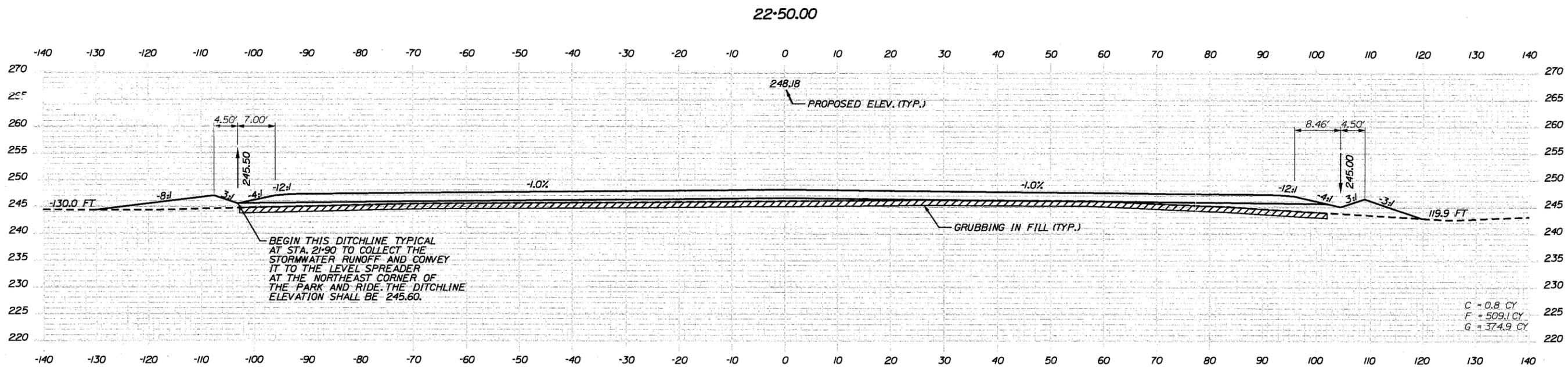
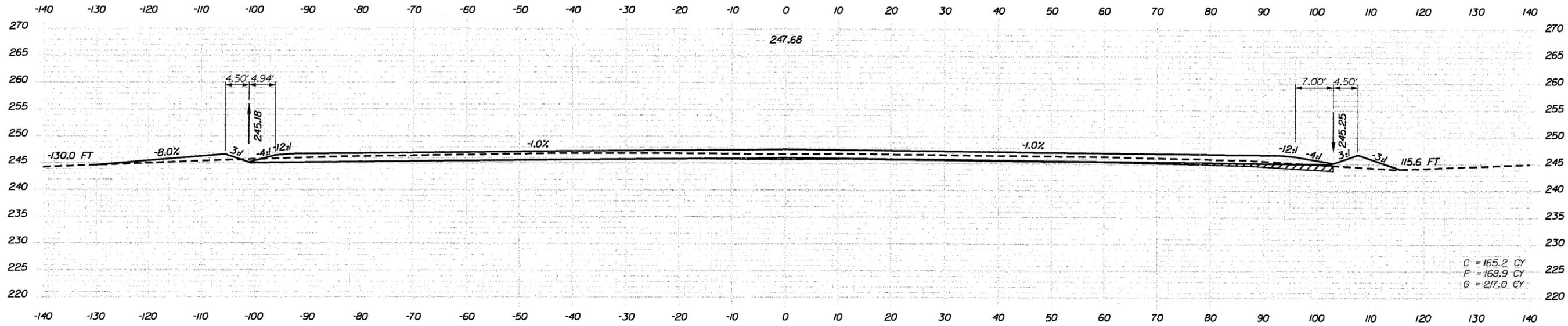
SHEET NUMBER: 31

CONTRACT: 2015.14

31 OF 58

Date: 5/5/2015

Filename: ...\\Highway\\MSTA\\Xsect\_PMR.dgn



Scale:

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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FAX (207) 253-5596

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

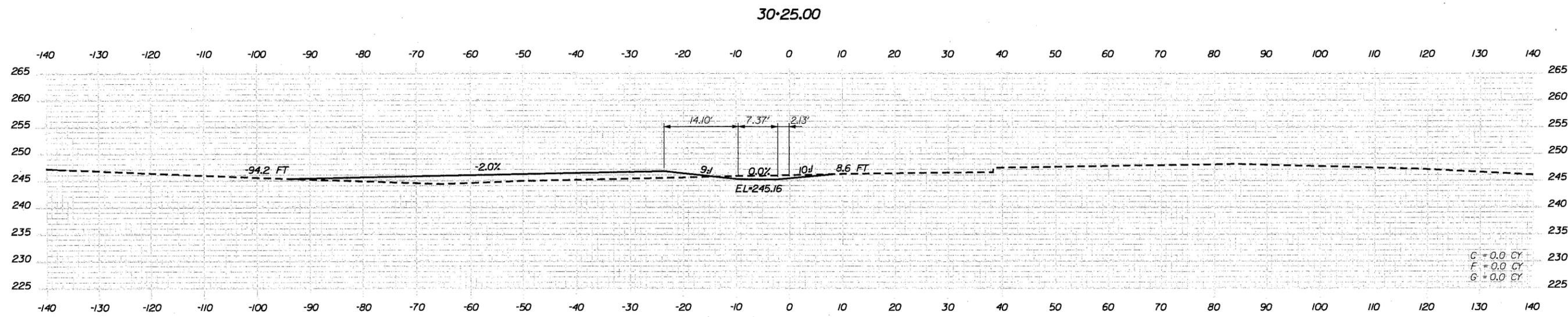
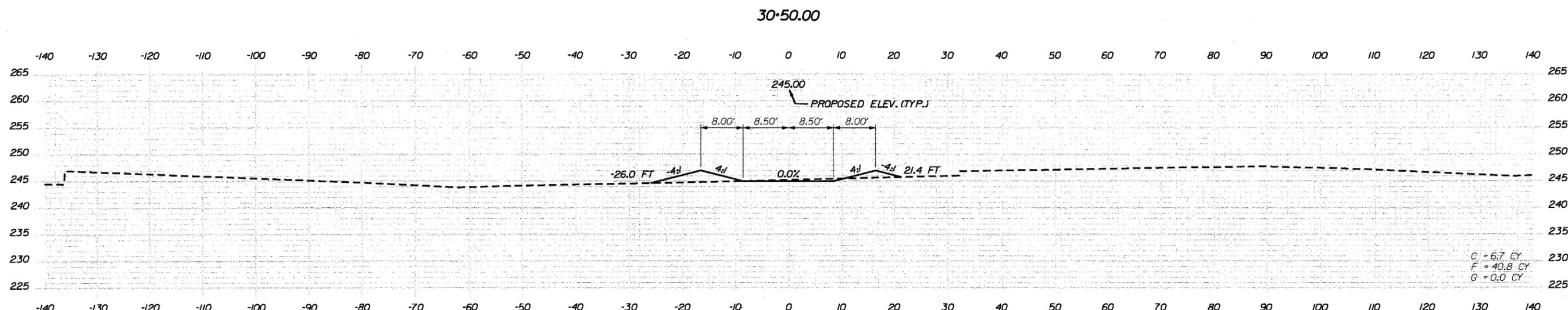
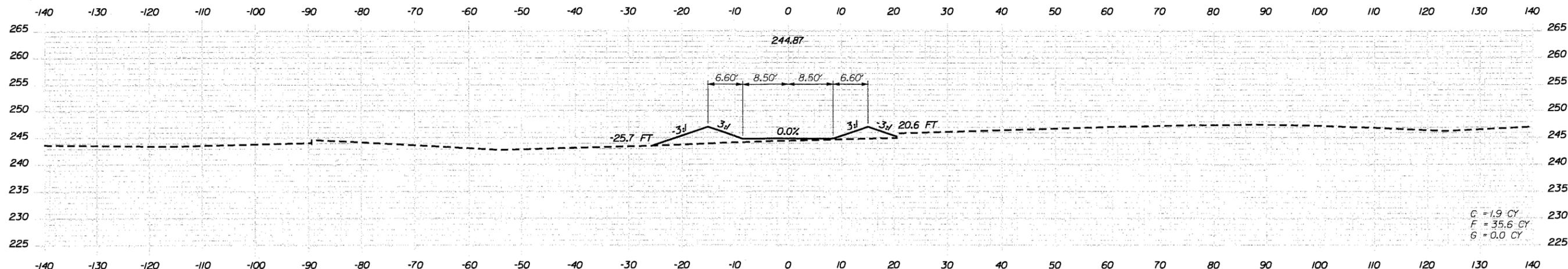
**GRAY PARK AND RIDE  
(EXIT 63)**

PARK AND RIDE LOT  
CROSS SECTION 3 OF 3

SHEET NUMBER: 32  
CONTRACT: 2015.14  
Sta 22+00.00 to Sta 22+50.00

Date: 5/5/2015

Filename: \\e:\Highway\MST\AXsect1\_PNR.dgn



Scale: Scale of Feet

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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FAX (207) 253-5596

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

PARK AND RIDE LEVEL SPREADER NO. 2  
CROSS SECTION 1 OF 2

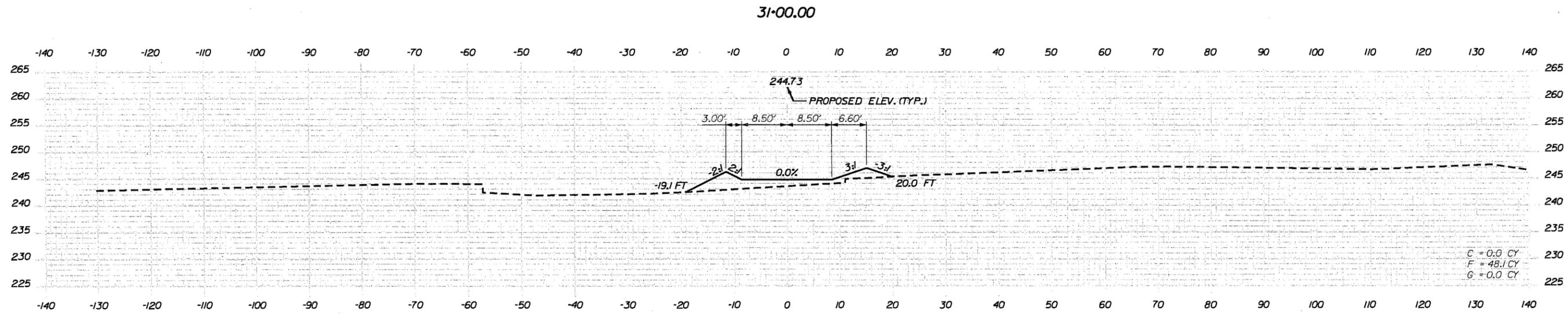
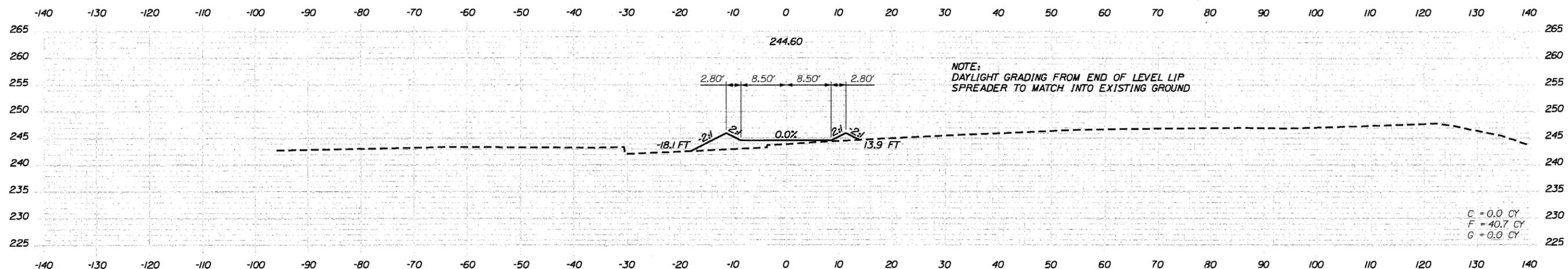
SHEET NUMBER: 33

CONTRACT: 2015.14

33 OF 58

Date: 5/5/2015

Filename: ...:\Highway\15STA\Xsect\_PNR.dgn



Scale: 10 0 10 20  
Scale of Feet

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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FAX (207) 253-5596

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

PARK AND RIDE LEVEL SPREADER NO. 2  
CROSS SECTION 2 OF 2

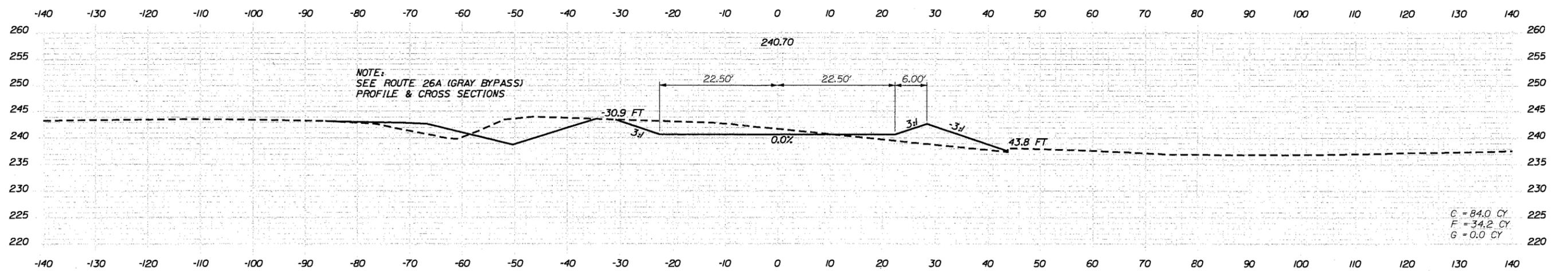
SHEET NUMBER: 34

CONTRACT: 2015.14

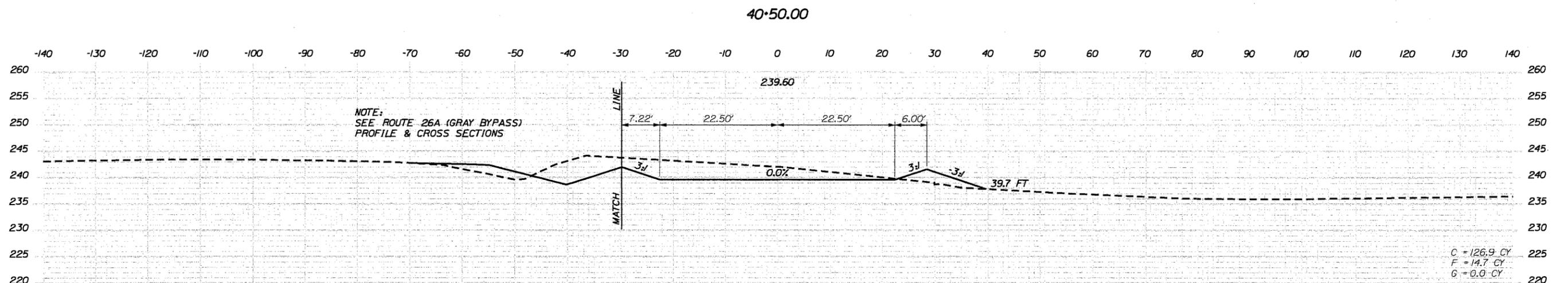
34 OF 58

Date: 5/5/2015

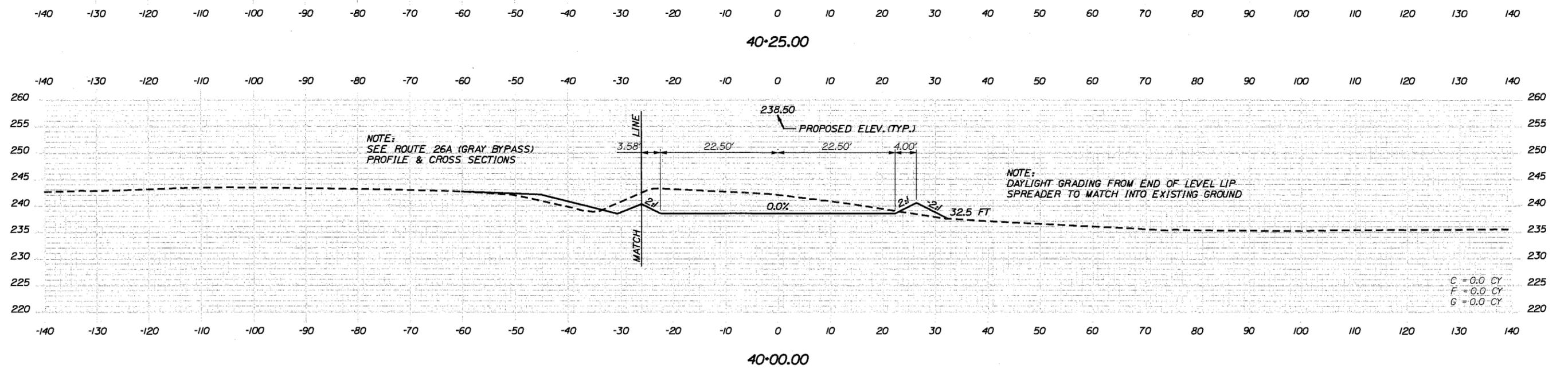
Filename: ...\\e:\Highway\MSTA\Xsect\_PNR.dgn



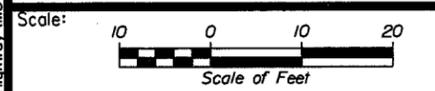
C = 84.0 CY  
F = 34.2 CY  
G = 0.0 CY



C = 126.9 CY  
F = 14.7 CY  
G = 0.0 CY



C = 0.0 CY  
F = 0.0 CY  
G = 0.0 CY



No.	Revision	By	Date

Designed by:



**vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

Vanosse Hangen Brustlin, Inc.  
550 Southborough Dr.  
Suite 105B  
South Portland, ME 04106  
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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE (EXIT 63)**  
**PARK AND RIDE LEVEL SPREADER NO. 3**  
**CROSS SECTION 1 OF 2**

CONTRACT: 2015.14

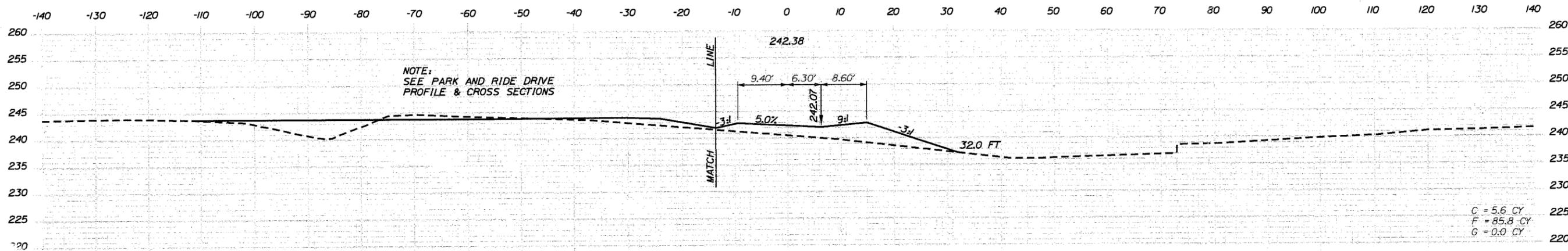
SHEET NUMBER: 35

35 OF 58

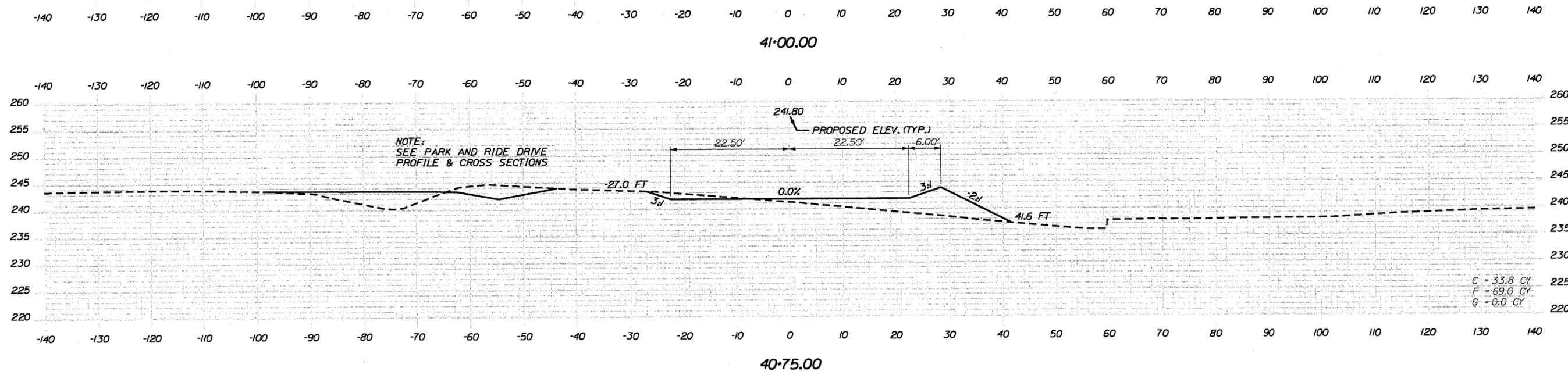
Sta 40+00.00 to Sta 40+50.00

Date: 5/5/2015

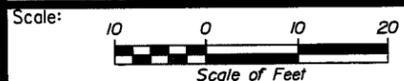
Filename: ...Highway\WSTA\Xsect\_PNR.dgn



C = 5.6 CY  
F = 85.8 CY  
G = 0.0 CY



C = 33.8 CY  
F = 69.0 CY  
G = 0.0 CY



No.	Revision	By	Date

Designed by:



Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

By	Date	By	Date
Designed KH	4\29\15	Checked FK	4\29\15
Drawn CC	4\29\15	In Charge of PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

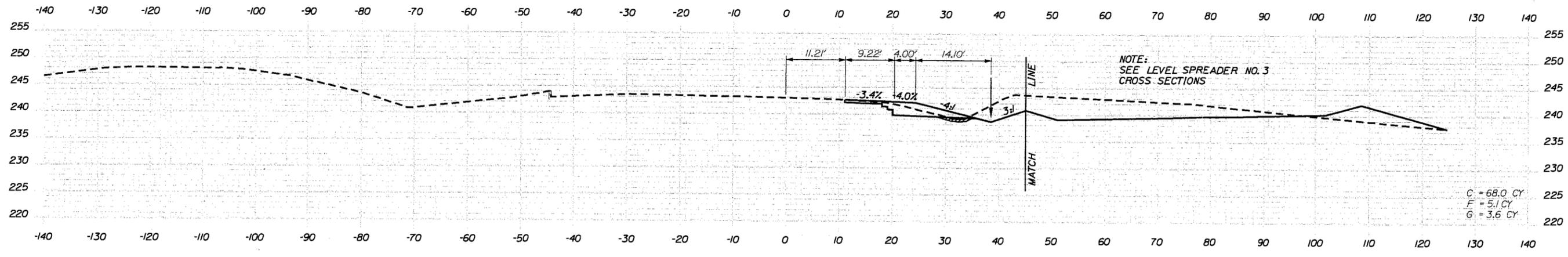
PARK AND RIDE LEVEL SPREADER NO. 3  
CROSS SECTION 2 OF 2

SHEET NUMBER: 36  
36 OF 58

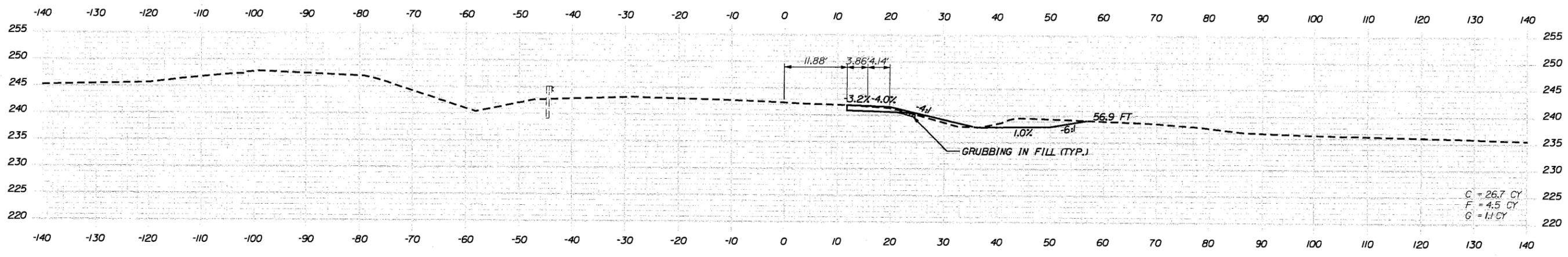
CONTRACT: 2015.14

Date: 5/5/2015

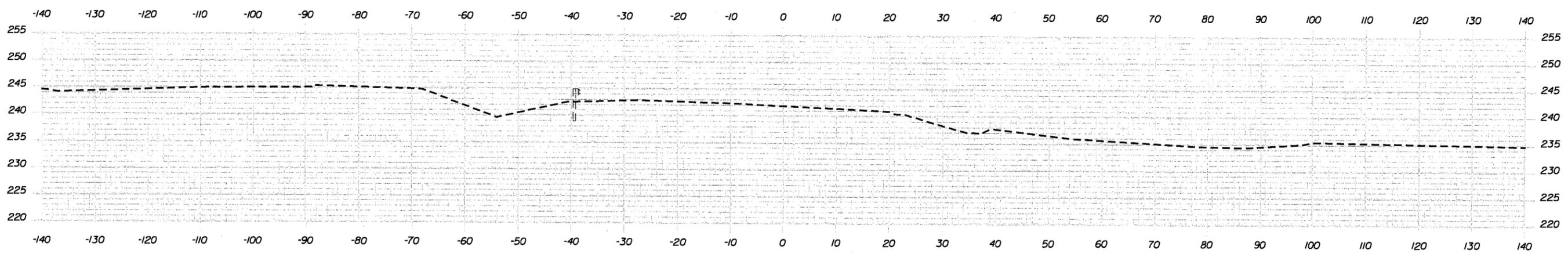
Filename: \\e:\highway\msta\Xsec\PNR.dwg



713+00.00



712+50.00



712+00.00

Scale: 1" = 20'

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

By	Date	Checked	By	Date
Designed	KH 4\29\15	Checked	FK 4\29\15	
Drawn	CC 4\29\15	In Charge of	PC 4\29\15	

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**THE GOLD STAR  
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MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

ROUTE 26A (GRAY BYPASS)  
CROSS SECTION 1 OF 3

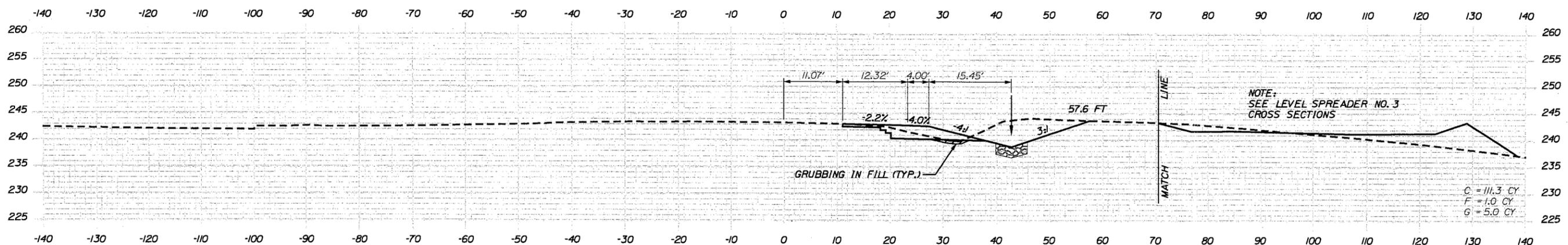
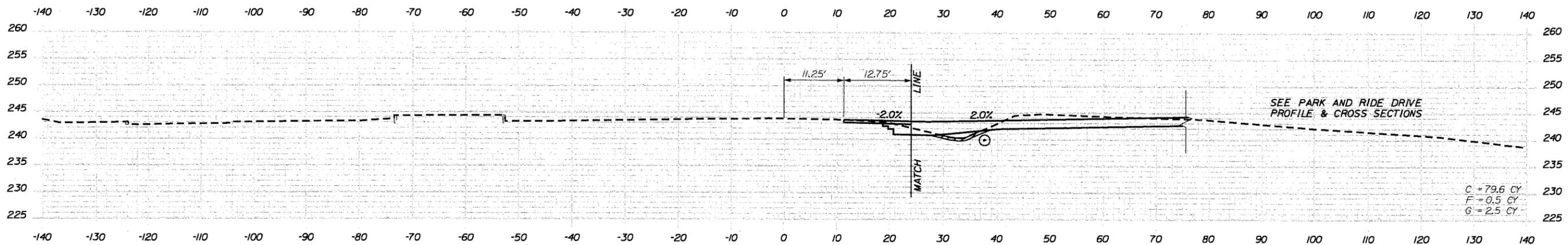
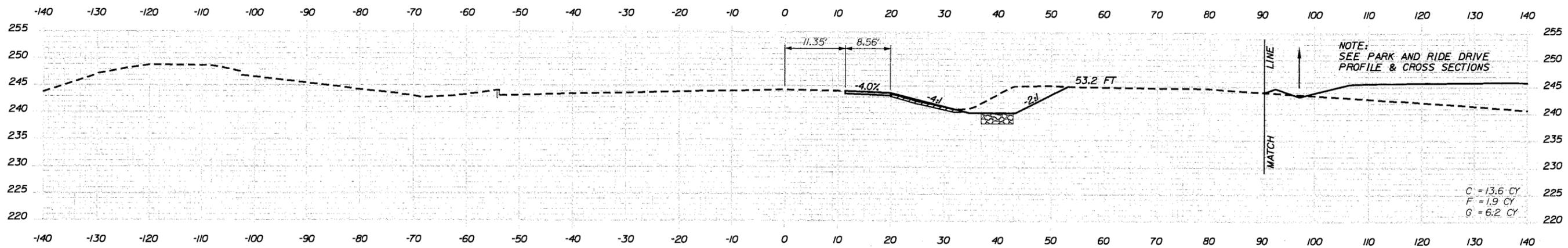
SHEET NUMBER: 37

CONTRACT: 2015.14

37 OF 58

Date: 5/5/2015

Filename: ...\\te\Highway\MSTA\Xsect\PNR.dgn



Scale: 10 0 10 20  
Scale of Feet

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

By	Date	By	Date
Designed KH	4\29\15	Checked FK	4\29\15
Drawn CC	4\29\15	In Charge of PC	4\29\15

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)  
ROUTE 26A (GRAY BYPASS)  
CROSS SECTION 2 OF 3

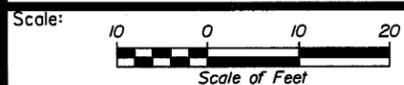
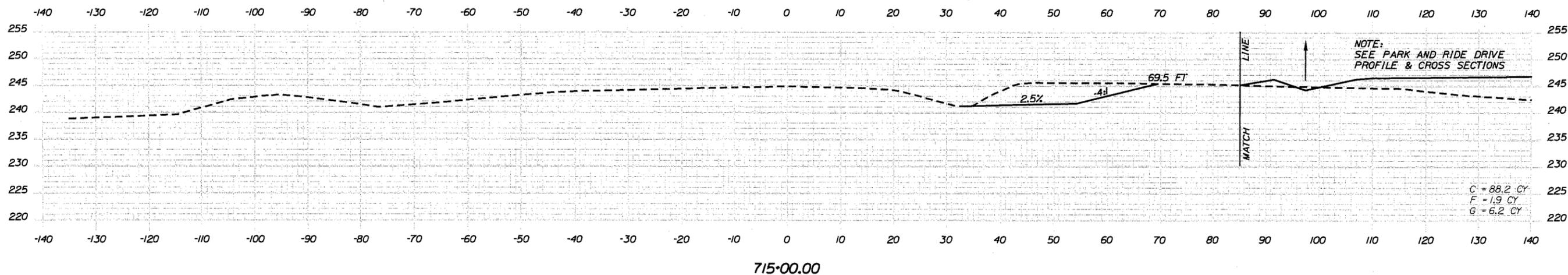
SHEET NUMBER: 38

CONTRACT: 2015.14

38 OF 58

Date: 5/5/2015

Filename: \\e:\Highway\MST\AXsect\_PNR.dgn



No.	Revision	By	Date

Designed by:



CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	Checked	By	Date
Designed	KH	4\29\15	FK	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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THE GOLD STAR  
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MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)

ROUTE 26A (GRAY BYPASS)  
CROSS SECTION 3 OF 3

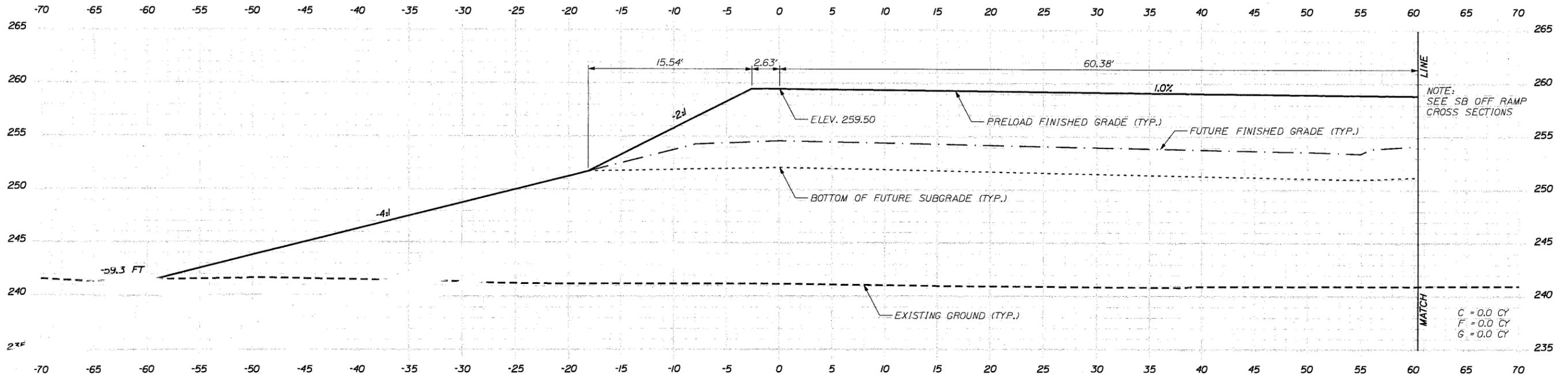
CONTRACT: 2015.14

SHEET NUMBER: 39

39 OF 58

Sta 715+00.00 to Sta 715+00.00

Date: 5/5/2015



121+00.00

NOTE: THE GRADING OF THE PRELOAD SHOULD BE TIED INTO EXISTING GROUND WITH A 2% SLOPE AND NOT IMPACT THE EXISTING RAMPS.

Filename: \\MSTA\sect\_Preload\_PNR.dgn

Scale:

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

**SB ON RAMP  
PRELOADING CROSS SECTIONS**

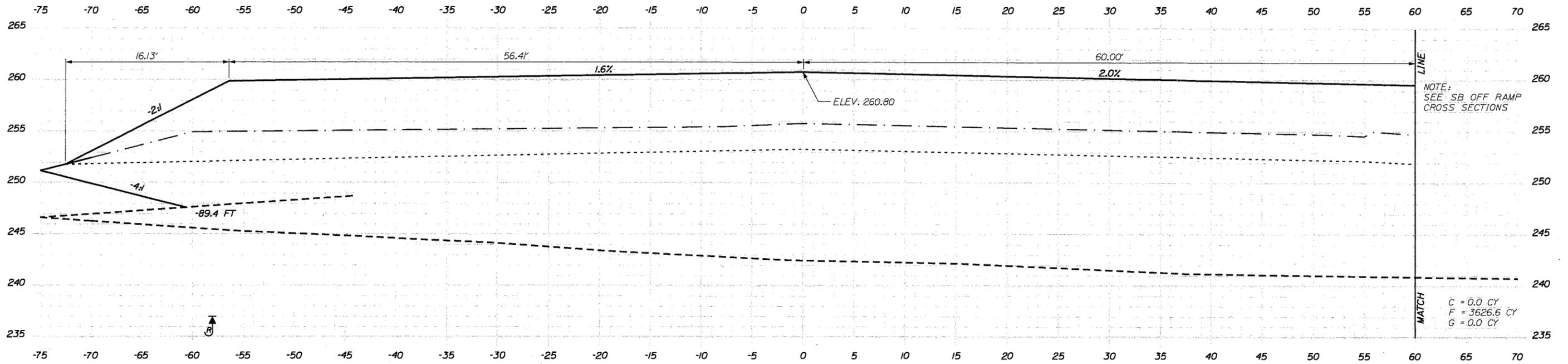
SHEET NUMBER: 40

CONTRACT: 2015.14

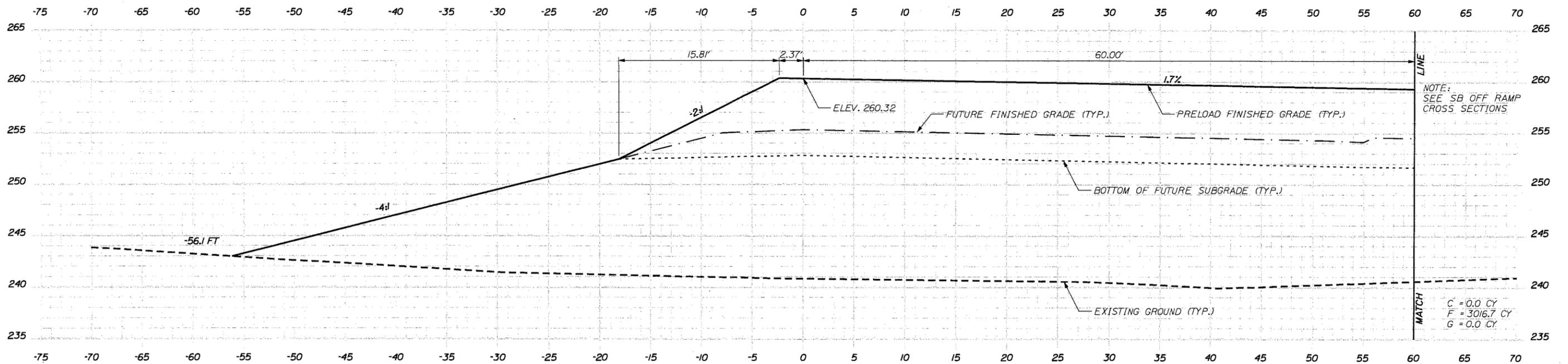
40 OF 58

Date: 5/5/2015

Filename: ...MSTA\Xsect\_Preload\_PNR.dgn



122+00.00



121+50.00

Scale: 1" = 10'

No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	Checked	By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

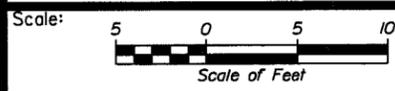
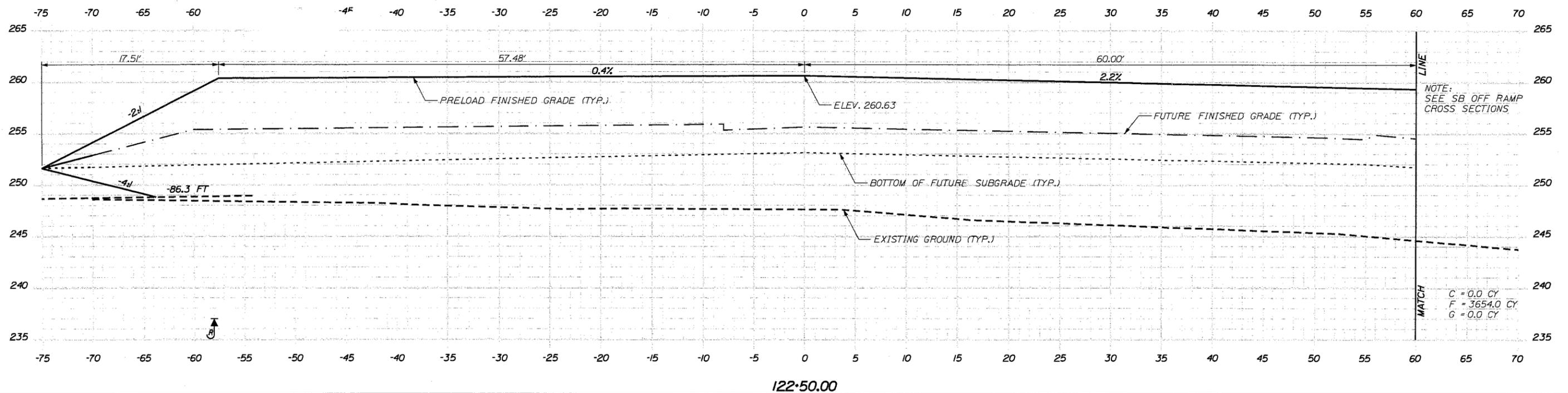
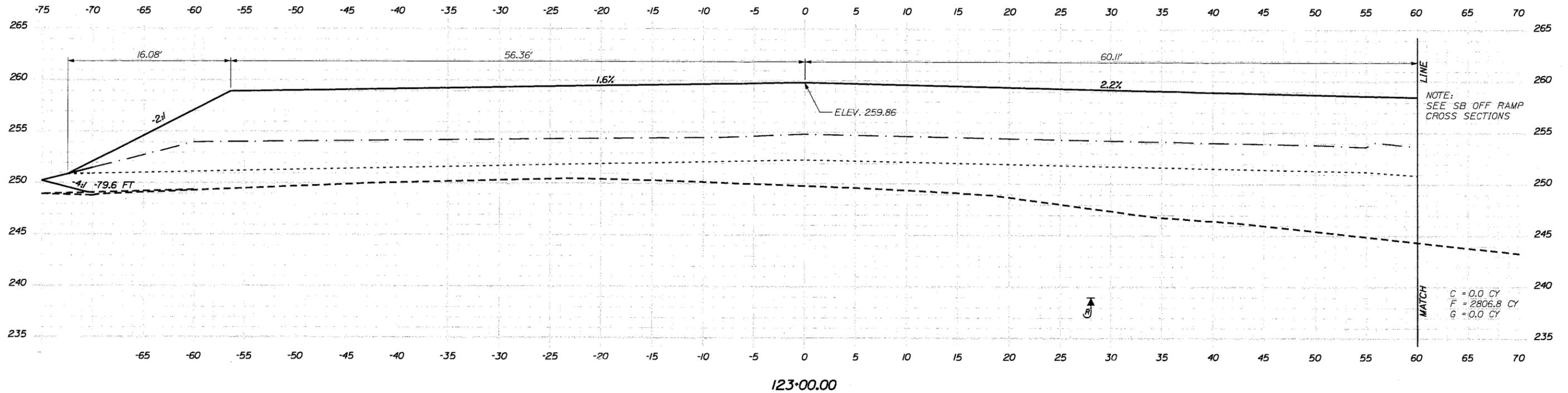
**GRAY PARK AND RIDE (EXIT 63)**  
 SB ON RAMP  
 PRELOADING CROSS SECTIONS

SHEET NUMBER: 41

CONTRACT: 2015.14

41 OF 58

Date: 5/5/2015



No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE (EXIT 63)**

**SB ON RAMP PRELOADING CROSS SECTIONS**

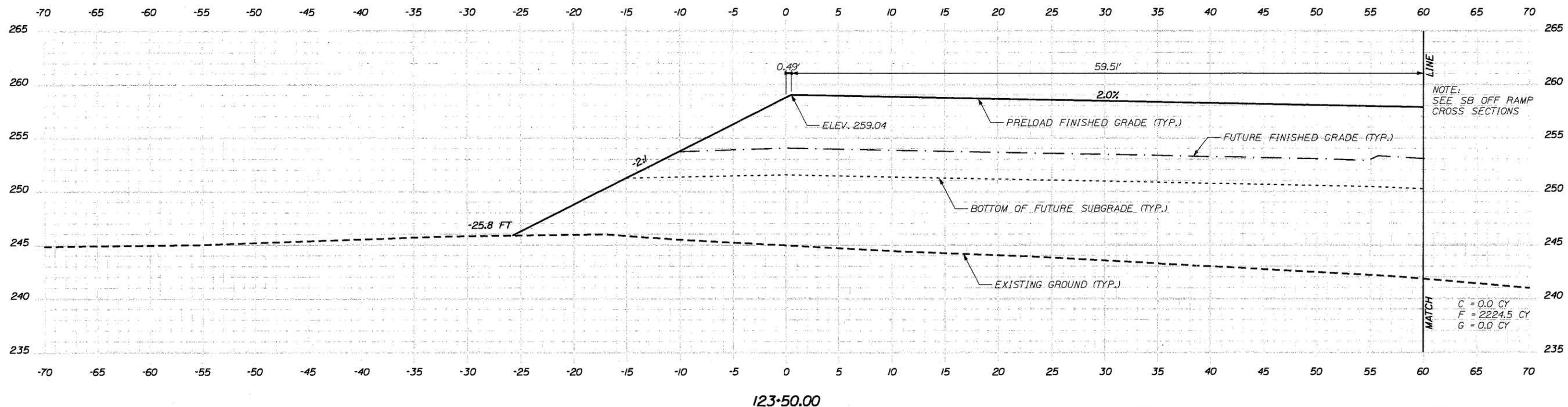
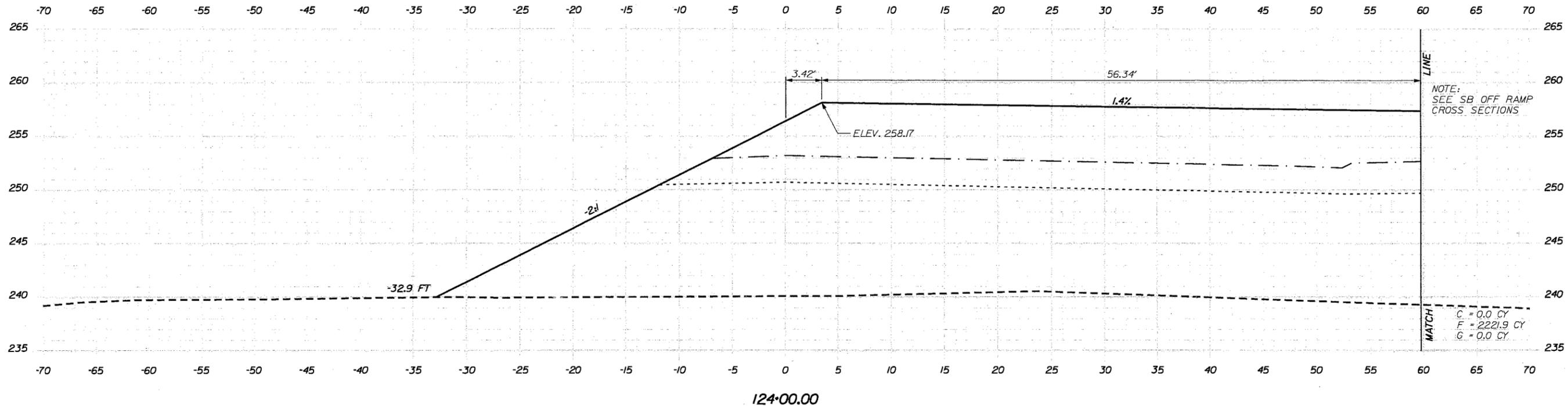
SHEET NUMBER: 42

CONTRACT: 2015.14

42 OF 58

Date: 5/5/2015

Filename: ...MSTAXsect\_Preload\_PMR.dwg



Scale: Scale of Feet

No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
 (EXIT 63)**

**SB ON RAMP  
 PRELOADING CROSS SECTIONS**

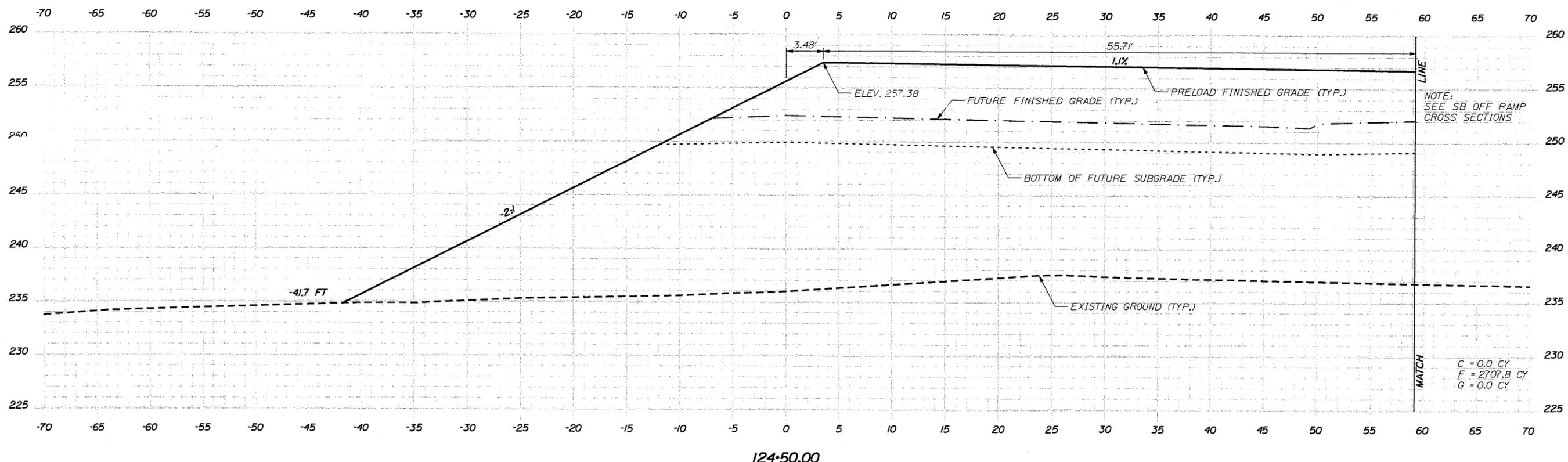
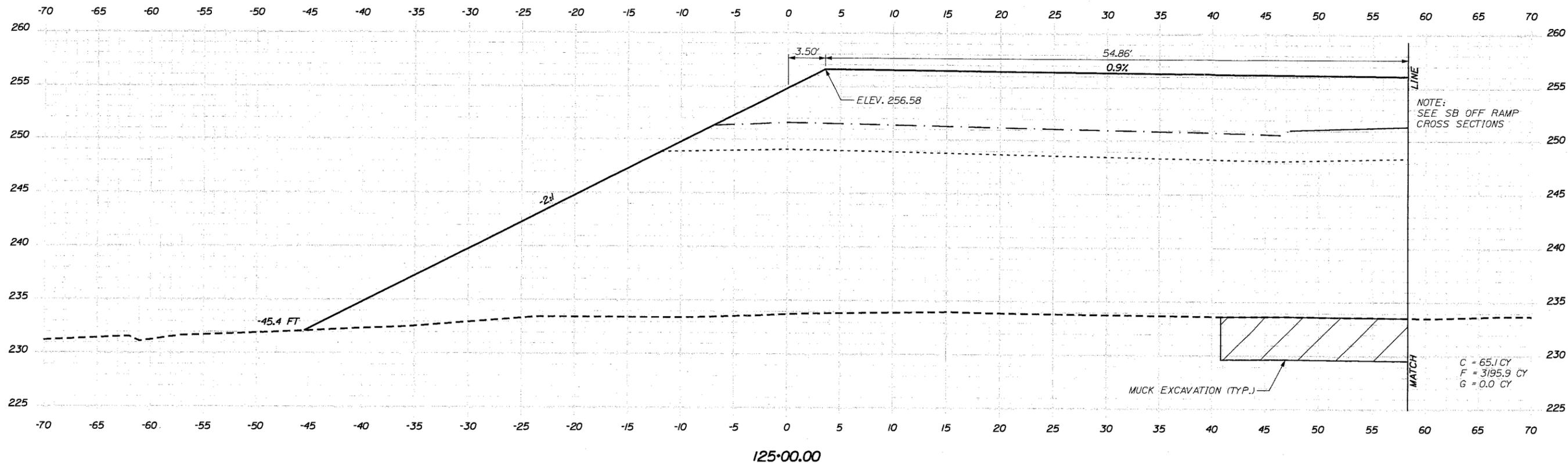
SHEET NUMBER: 43

CONTRACT: 2015.14

43 OF 58

Date: 5/5/2015

Filename: ...MSTAV\sect\_Preload\_PNR.dgn



Scale: 5 0 5 10  
Scale of Feet

No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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South Portland, ME 04106  
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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE (EXIT 63)**

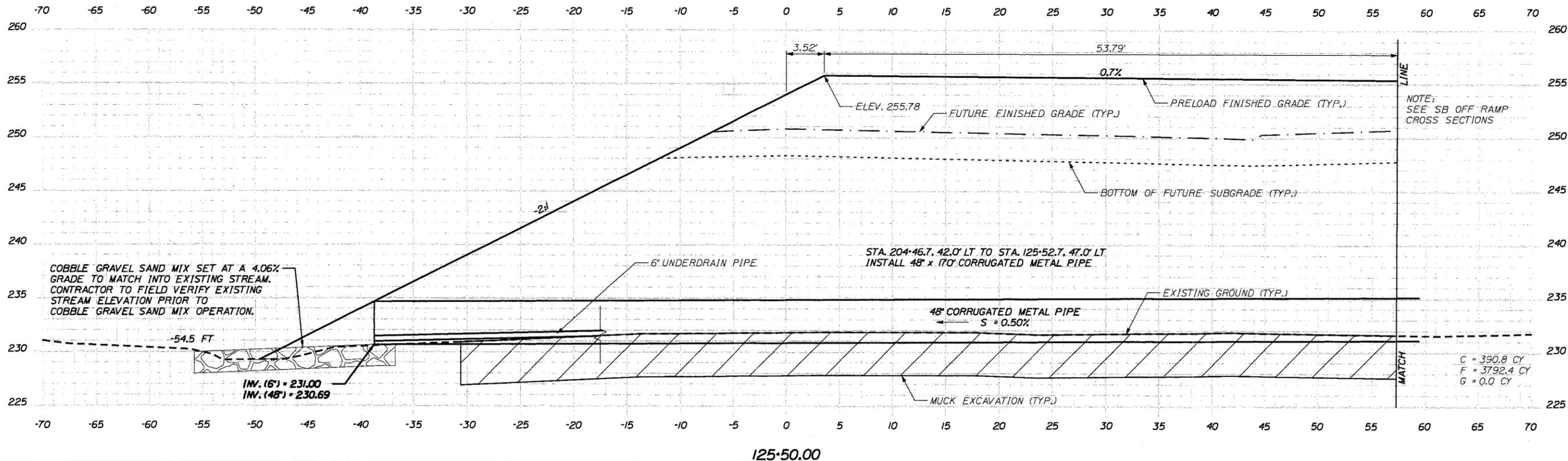
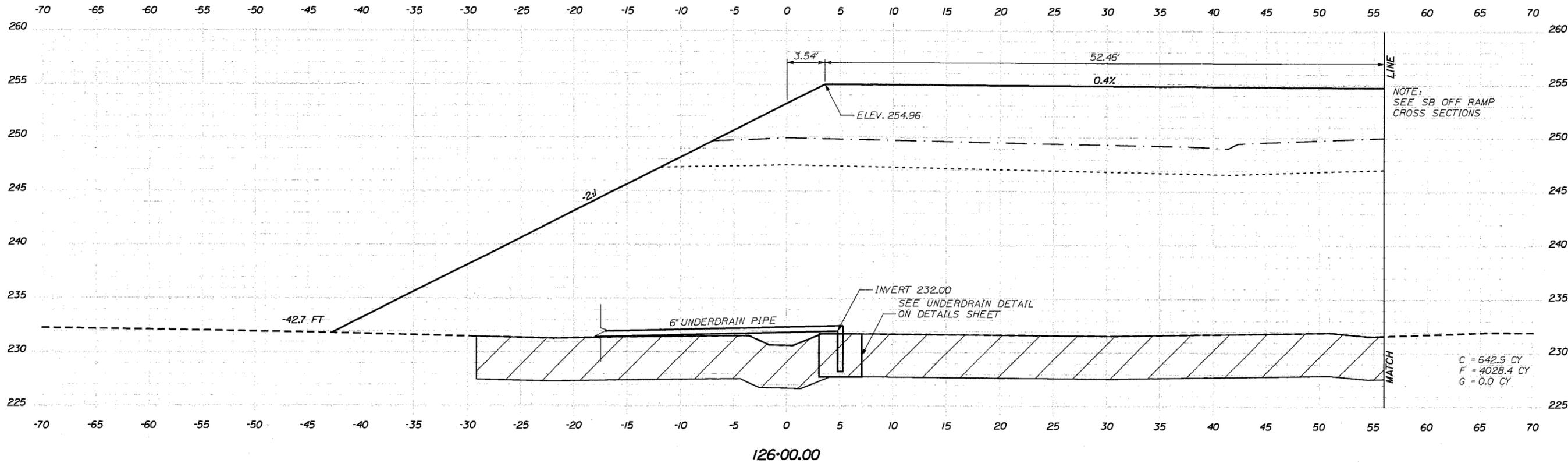
**SB ON RAMP PRELOADING CROSS SECTIONS**

CONTRACT: 2015.14

SHEET NUMBER: 44

44 OF 58

Date: 5/5/2015



Filename: \\MST\A\sect\_Preload\_PNR.dgn

Scale: 5 0 5 10  
Scale of Feet

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	Checked	By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

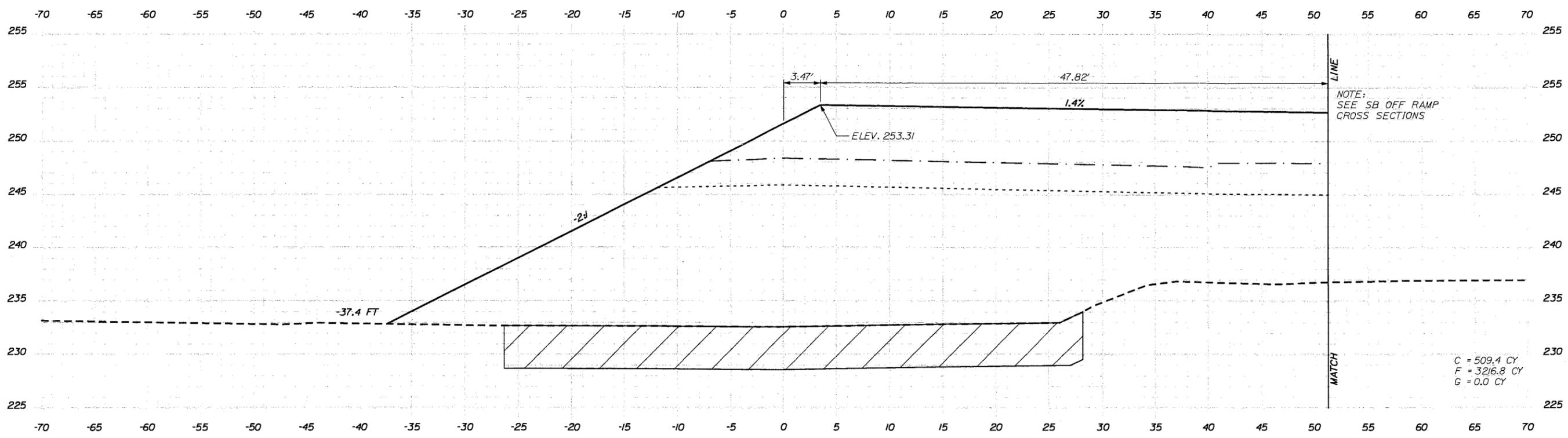
**GRAY PARK AND RIDE  
(EXIT 63)**

SB ON RAMP  
PRELOADING CROSS SECTIONS

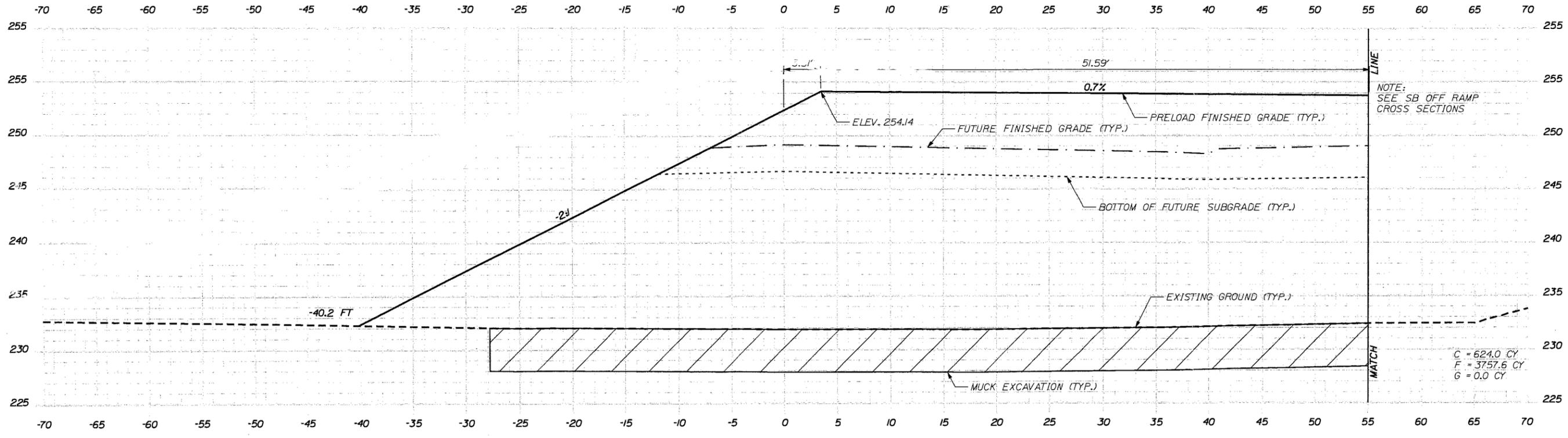
SHEET NUMBER: 45  
45 OF 58

CONTRACT: 2015.14

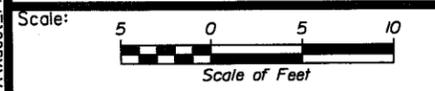
Date: 5/5/2015  
Filename: ...MSTAXsect\_Preload\_PNR.dwg



127+00.00



126+50.00



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)  
SB ON RAMP  
PRELOADING CROSS SECTIONS**

CONTRACT: 2015.14

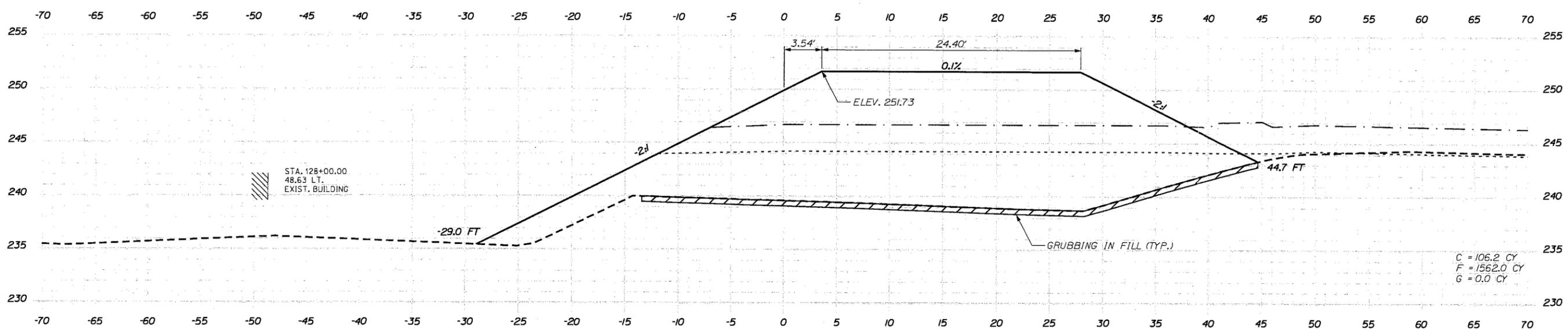
SHEET NUMBER: 46

46 OF 58

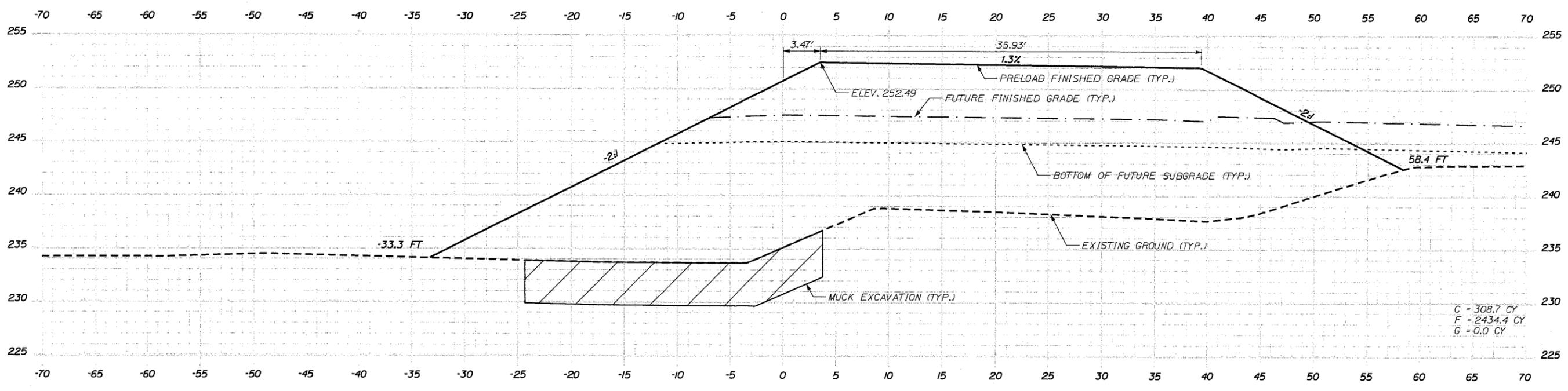
Sta. 126+50.00 to Sta. 127+00.00

Date: 5/5/2015

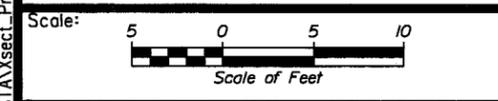
Filename: ...MSTA\sect\_Preload\_PNR.dgn



128+00.00



127+50.00



No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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TEL (207) 889-3150  
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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

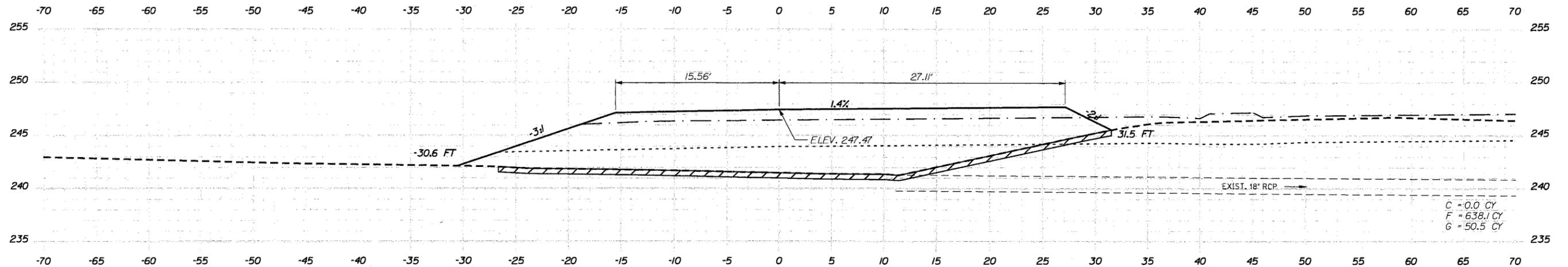
**GRAY PARK AND RIDE  
(EXIT 63)**

SB ON RAMP  
PRELOADING CROSS SECTIONS

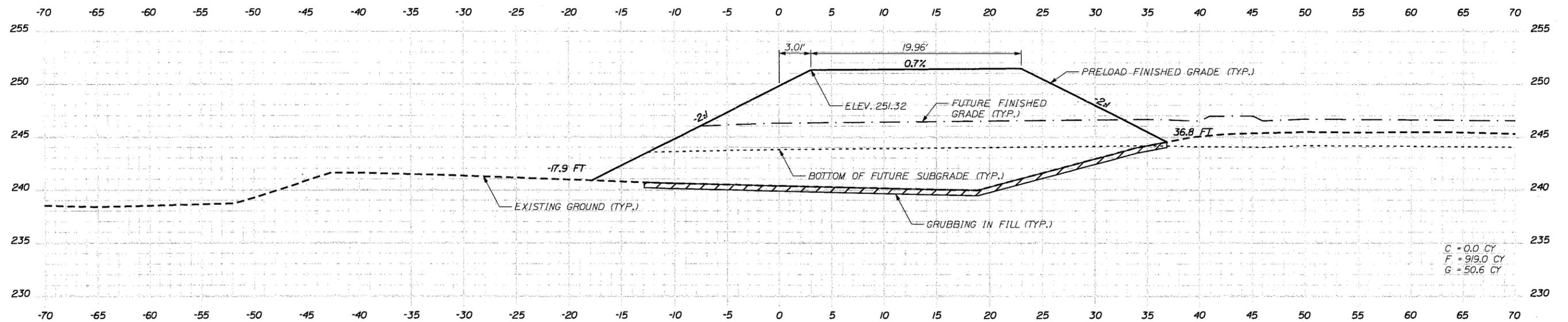
SHEET NUMBER: 47  
CONTRACT: 2015.14  
47 OF 58

Date: 5/5/2015

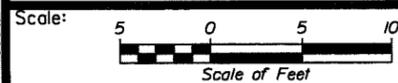
NOTE: THE GRADING OF THE PRELOAD SHOULD BE TIED INTO EXISTING GROUND WITH A 2:1 SLOPE AND NOT IMPACT THE EXISTING DRAINAGE PATTERN.



129+00.00



128+50.00



Designed by:



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South Portland, ME 04106  
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THE GOLD STAR  
MEMORIAL HIGHWAY

GRAY PARK AND RIDE  
(EXIT 63)  
SB ON RAMP  
PRELOADING CROSS SECTIONS

No.	Revision	By	Date

CONSULTANT PROJECT MANAGER: P. CLARY					
	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

MTA PROJECT MANAGER: R. NORWOOD

CONTRACT: 2015.14

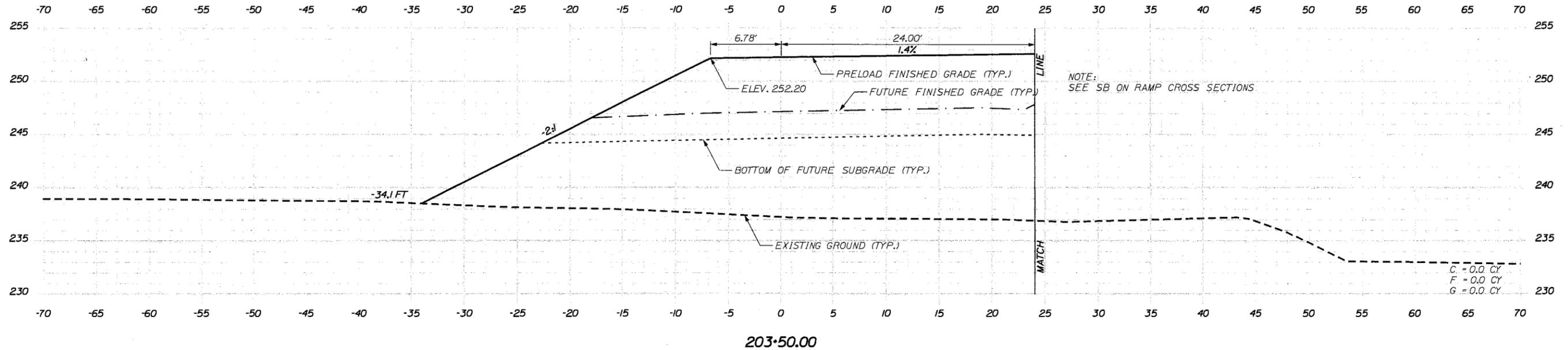
SHEET NUMBER: 48

48 OF 58

Sta. 128+50.00 to Sta. 129+00.00

Filename: \\MSTATA\sect\_Preload\_PNR.dgn

Date: 5/5/2015



NOTE: THE GRADING OF THE PRELOAD SHOULD BE TIED INTO EXISTING GROUND WITH A 2:1 SLOPE AND NOT IMPACT THE EXISTING PARK AND RIDE DRIVEWAY.

C = 0.0 CY  
F = 0.0 CY  
G = 0.0 CY

Filename: \\MSTAV\sect\_Preload\_PNR.dgn

Scale:

No.	Revision	By	Date

Designed by:

Engineers  
Scientists  
Planners  
Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date		By	Date
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE  
(EXIT 63)**

SB OFF RAMP  
PRELOADING CROSS SECTIONS

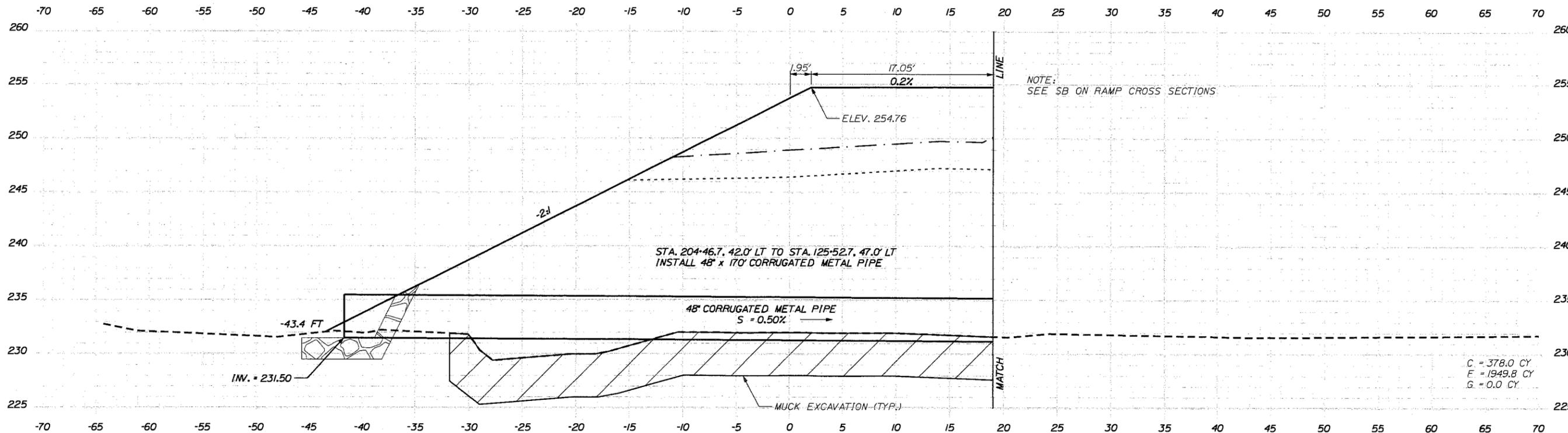
SHEET NUMBER: 49

CONTRACT: 2015.14

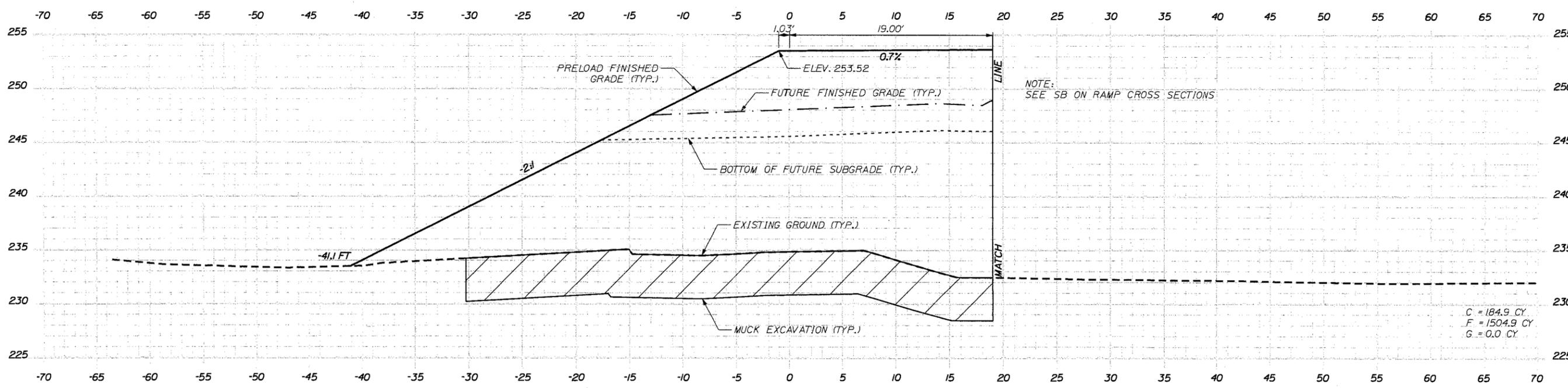
49 OF 58

Date: 5/5/2015

Filename: ...MSTA\Xsect\_Preload\_PNR.dgn



204+50.00



204+00.00

Scale: 1" = 5'

No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY

	By	Date	By	Date	
Designed	KH	4\29\15	Checked	FK	4\29\15
Drawn	CC	4\29\15	In Charge of	PC	4\29\15

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE (EXIT 63)**

**SB OFF RAMP PRELOADING CROSS SECTIONS**

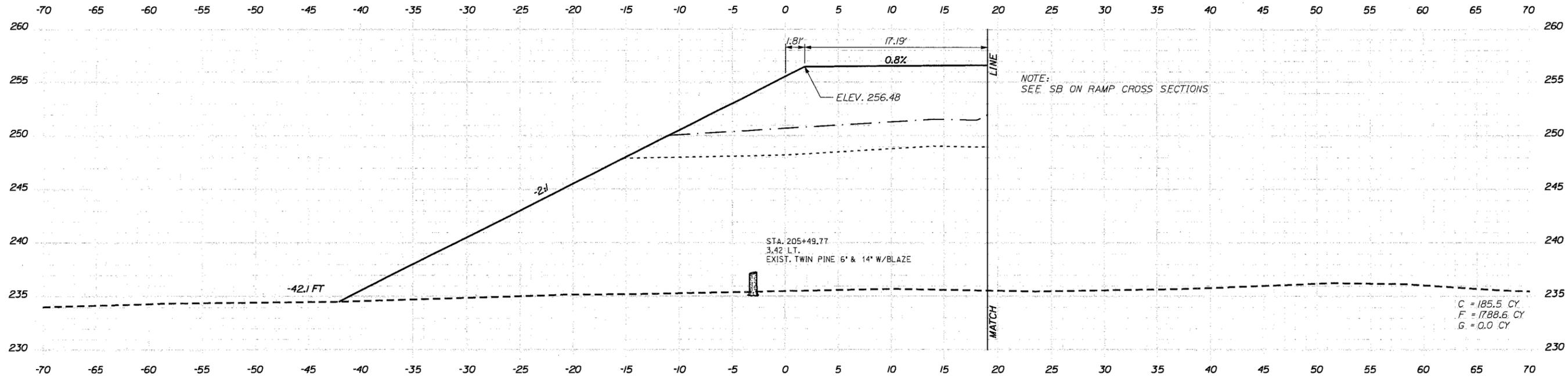
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CONTRACT: 2015.14

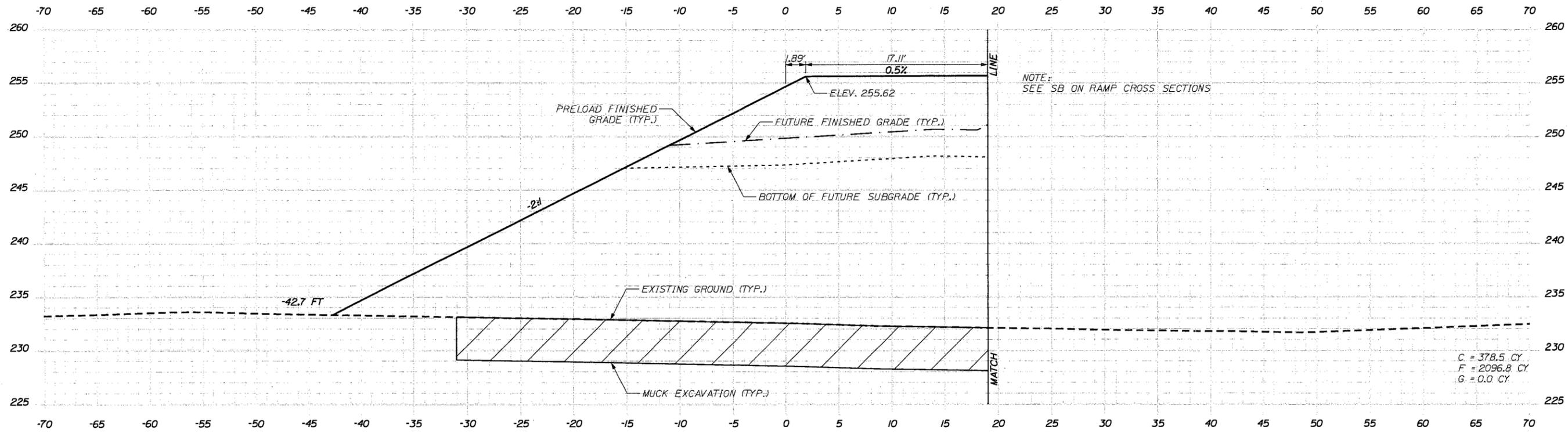
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Date: 5/5/2015

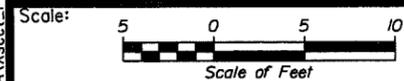
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No.	Revision	By	Date

Designed by:

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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

GRAY PARK AND RIDE  
(EXIT 63)  
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CONTRACT: 2015.14

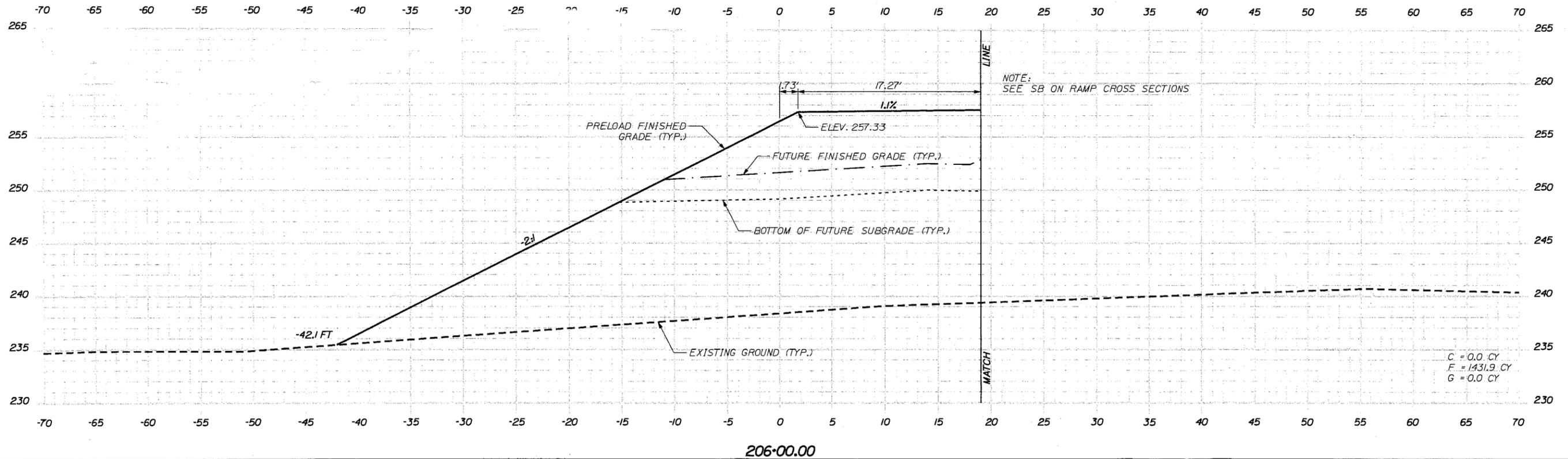
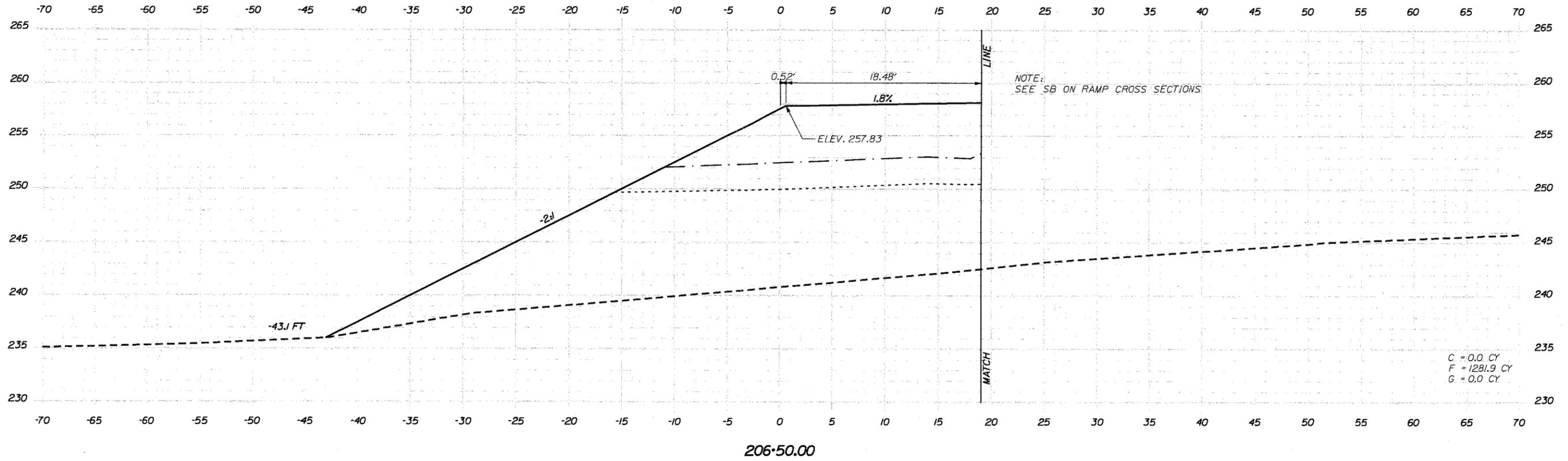
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51 OF 58

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Date: 5/5/2015

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

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**GRAY PARK AND RIDE  
(EXIT 63)**

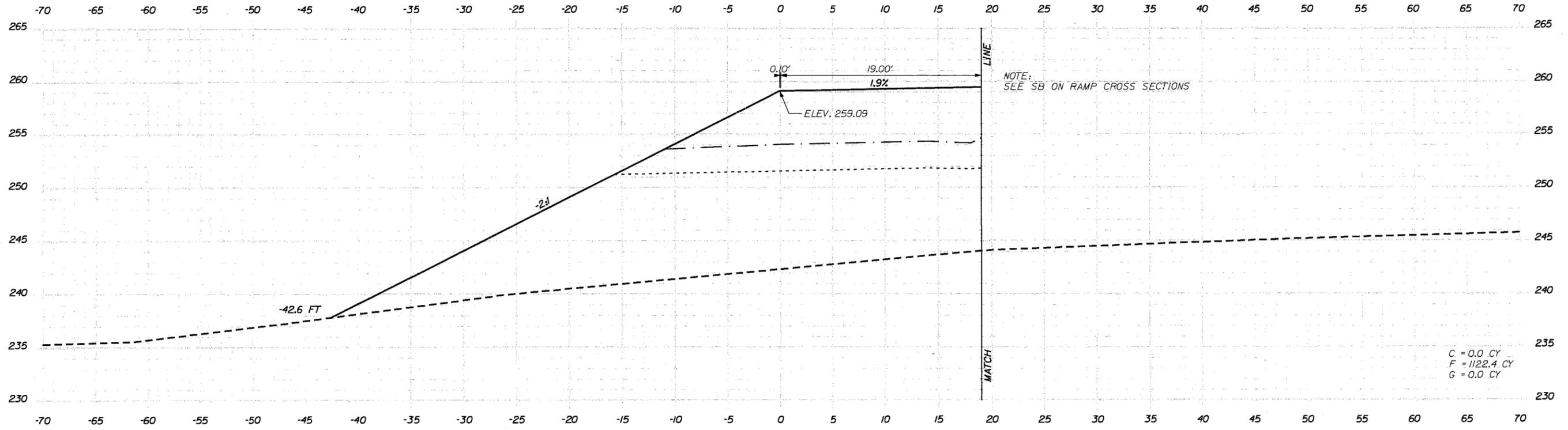
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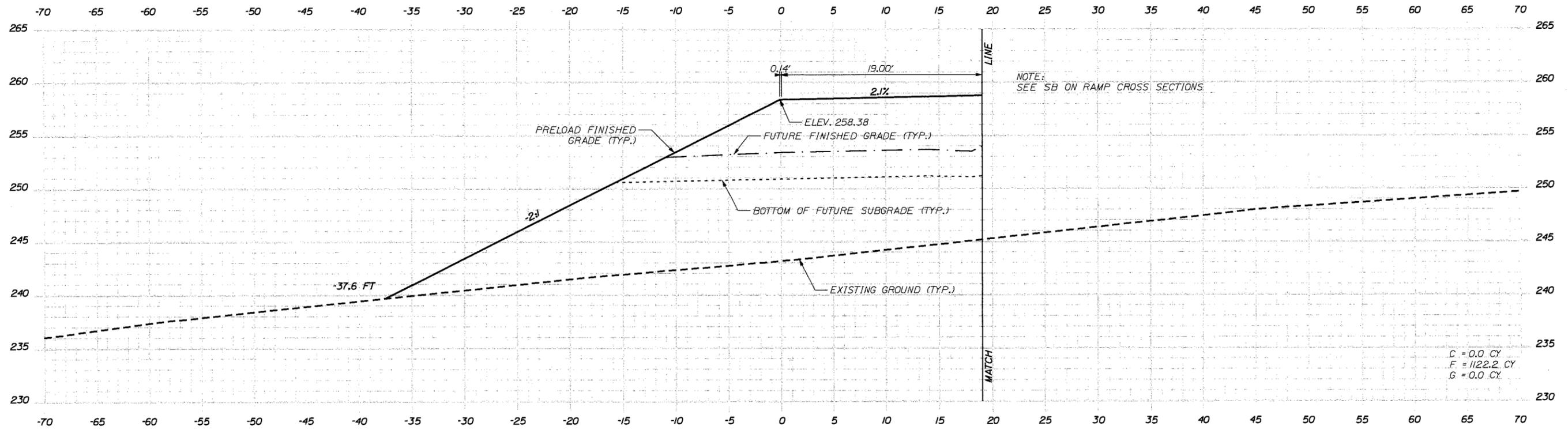
CONTRACT: 2015.14

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Date: 5/5/2015



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No.	Revision	By	Date

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**GRAY PARK AND RIDE  
(EXIT 63)**

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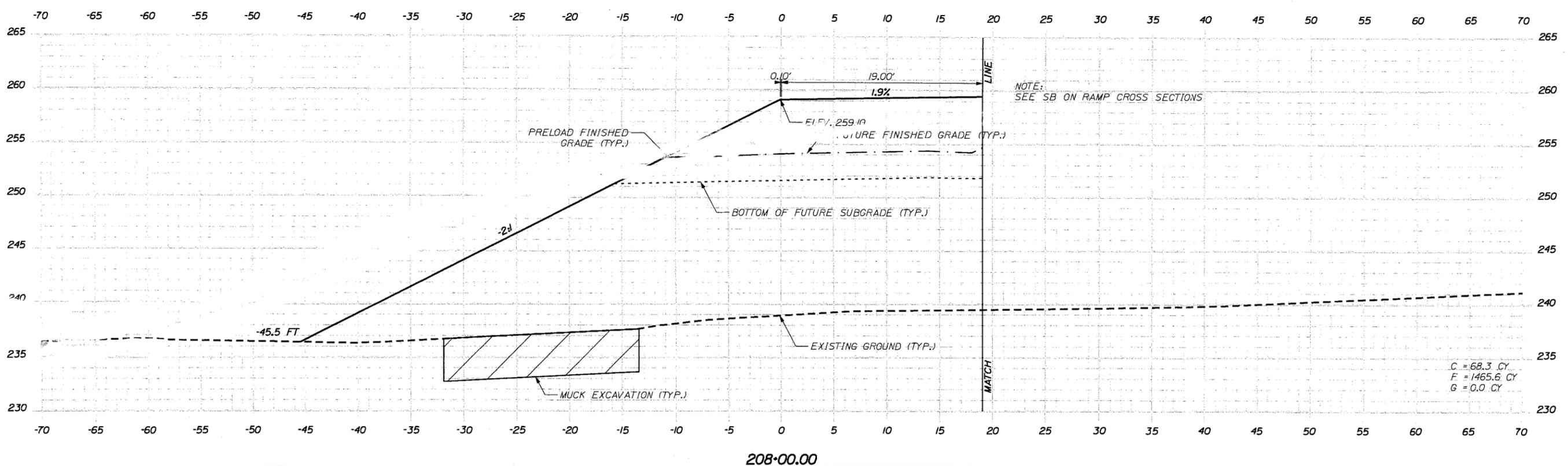
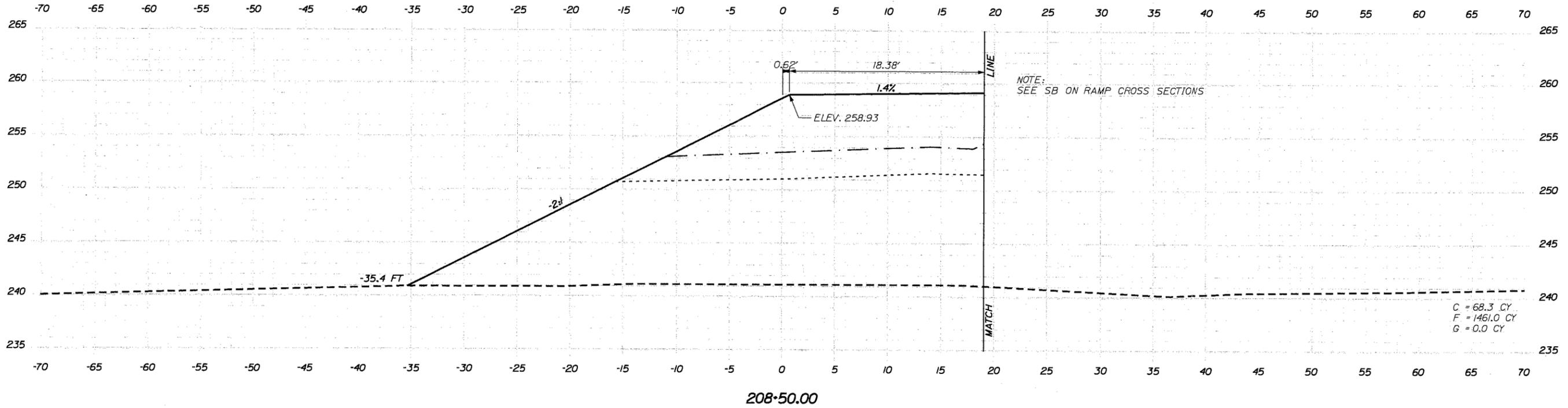
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CONTRACT: 2015.14

53 OF 58

Date: 5/5/2015

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No.	Revision	By	Date

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CONSULTANT PROJECT MANAGER: P. CLARY

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**GRAY PARK AND RIDE  
(EXIT 63)**

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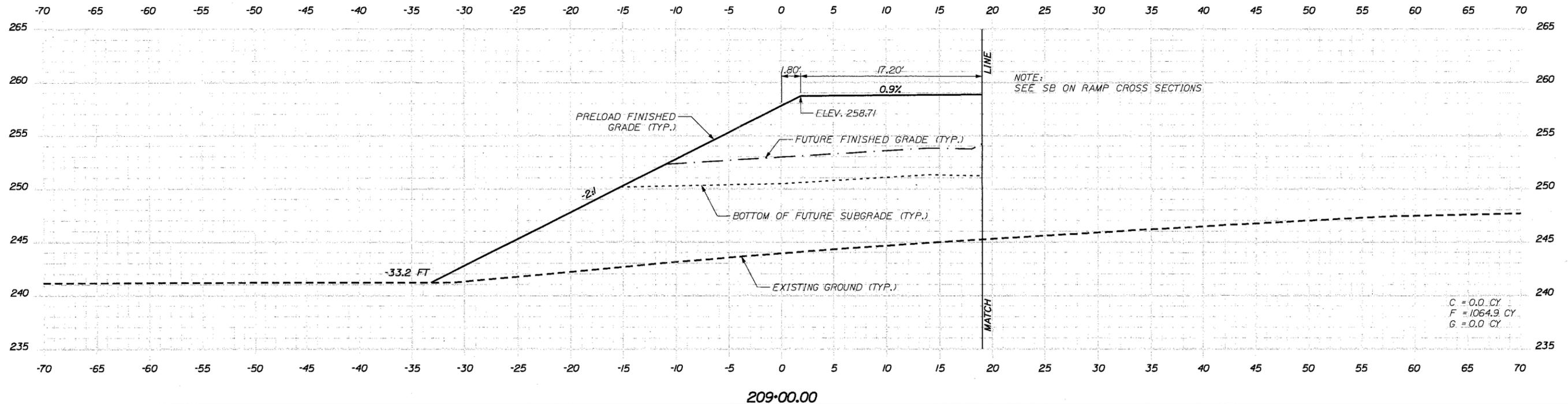
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CONTRACT: 2015.14

54 OF 58

Date: 5/5/2015

NOTE: THE GRADING OF THE PRELOAD SHOULD BE TIED INTO EXISTING GROUND WITH A 2:1 SLOPE AND NOT IMPACT THE EXISTING RAMPS.



209+00.00

Scale: Scale of Feet

No.	Revision	By	Date

Designed by: **vhb** Engineers Scientists Planners Designers

CONSULTANT PROJECT MANAGER: P. CLARY			
	By	Date	
Designed	KH	4\29\15	Checked FK 4\29\15
Drawn	CC	4\29\15	In Charge of PC 4\29\15

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**THE GOLD STAR MEMORIAL HIGHWAY**

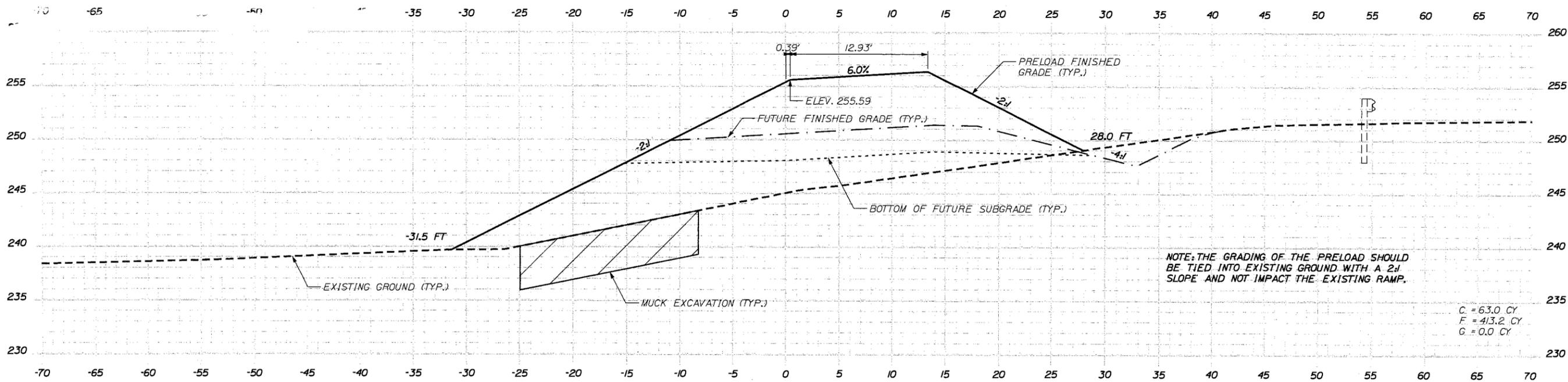
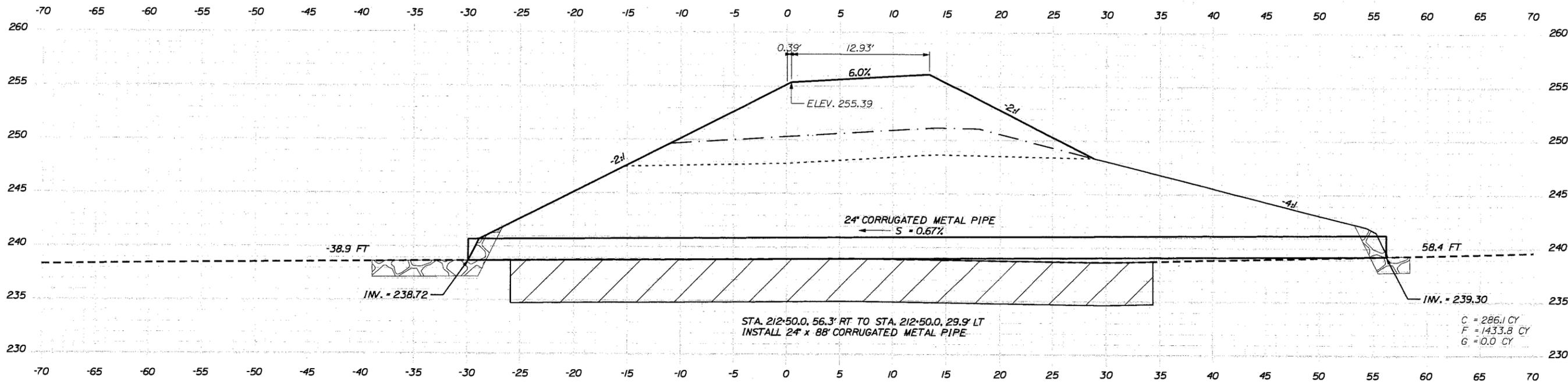
MTA PROJECT MANAGER: R. NORWOOD

**GRAY PARK AND RIDE (EXIT 63)**  
**SB OFF RAMP PRELOADING CROSS SECTIONS**

CONTRACT: 2015.14 SHEET NUMBER: 55 OF 58

Date: 5/5/2015

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Scale: 5 0 5 10  
Scale of Feet

No.	Revision	By	Date

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SB OFF RAMP  
PRELOADING CROSS SECTIONS

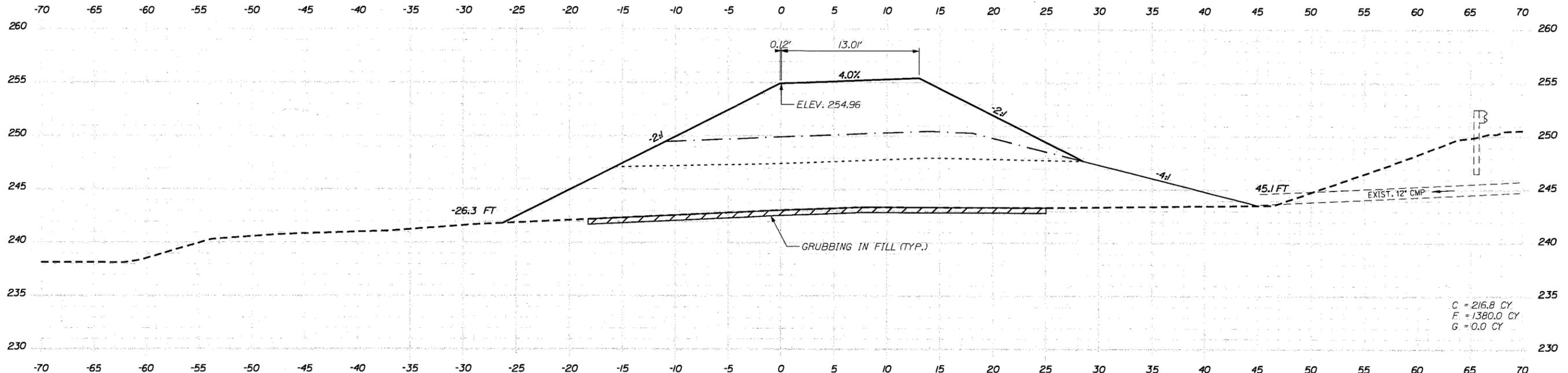
CONTRACT: 2015.14

SHEET NUMBER: 56

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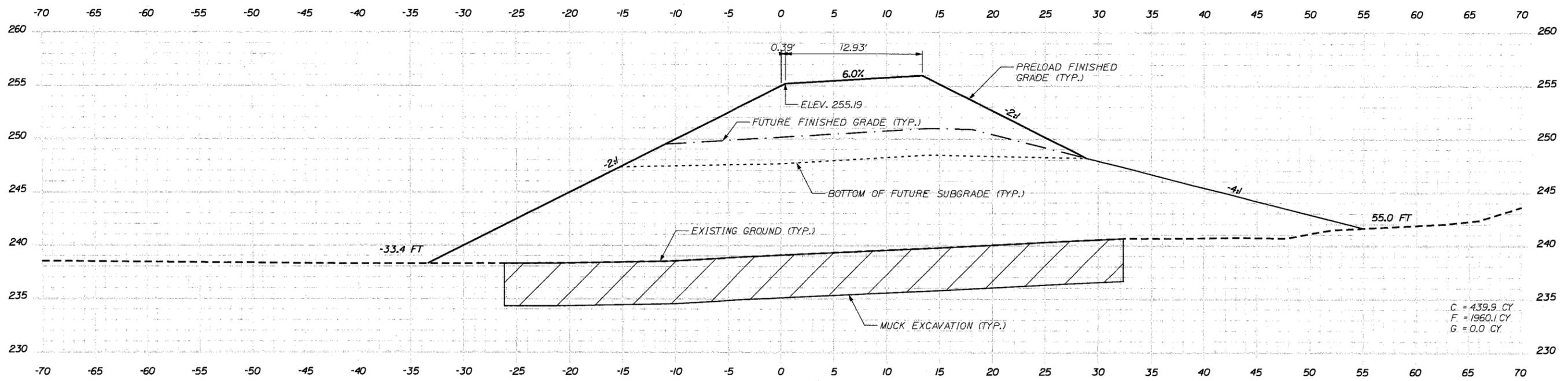
Date: 5/5/2015

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213+50.00

C = 216.8 CY  
F = 1380.0 CY  
G = 0.0 CY



213+00.00

C = 439.9 CY  
F = 1960.1 CY  
G = 0.0 CY



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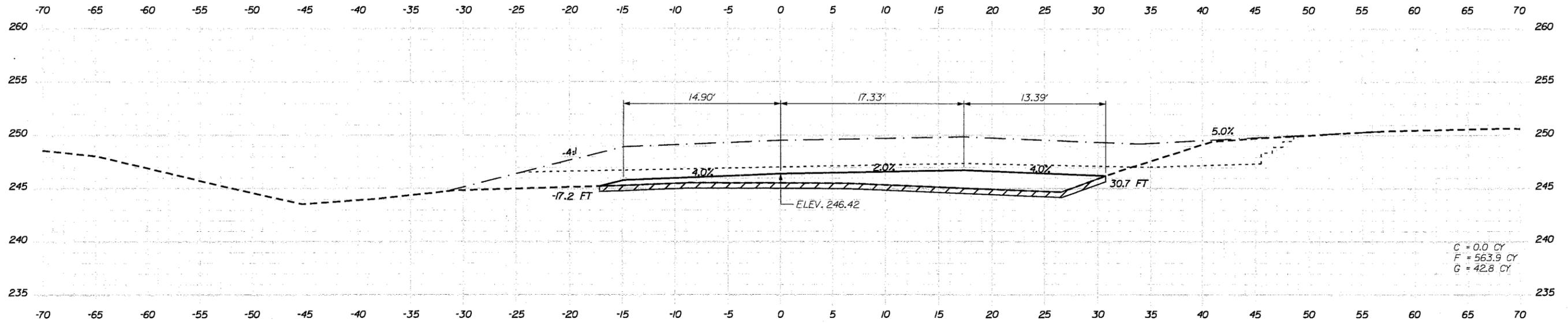
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57 OF 58

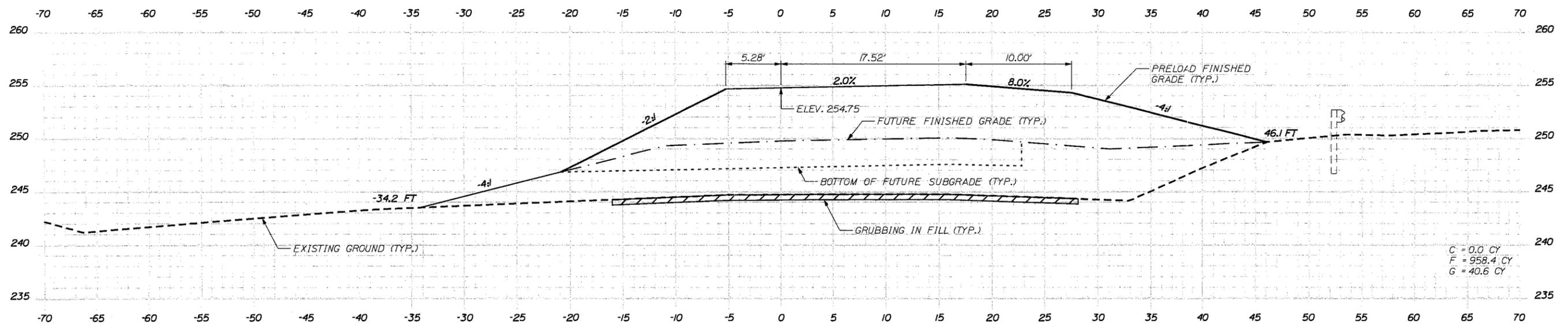
Date: 5/5/2015

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NOTE: THE GRADING OF THE PRELOAD SHOULD BE TIED INTO EXISTING GROUND WITH A 6:1 SLOPE.



C = 0.0 CY  
F = 563.9 CY  
G = 42.8 CY



C = 0.0 CY  
F = 958.4 CY  
G = 40.6 CY

Scale: 0 5 10  
Scale of Feet

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(EXIT 63)**

**SB OFF RAMP  
PRELOADING CROSS SECTIONS**

CONTRACT: 2015.14

SHEET NUMBER: 58

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## **Representative Site Photographs**

## Representative Site Photographs



Photograph 1. Representative view of the proposed park and ride area.  
Photo looking east.



Photograph 2. View of location of pre-load fill area. Photo looking south.

## Representative Site Photographs



Photograph 3. View of location of pre-load fill area. Photo looking southwest.



Photograph 4. View of Route 26 looking north near proposed entrance to the new park and ride.

## Representative Site Photographs



Photograph 5. View of Route 26A looking south towards the intersection with Route 4

All photographs taken by VHB.

## **Contract Specifications**

CONTRACT DOCUMENTS

CONTRACT 2015.14

GRAY  
PARK AND RIDE (EXIT 63) AND  
PRELOAD FOR GRAY INTERCHANGE  
MILE 63.3

DIVISION 100 - GENERAL PROVISIONS

100.1 Replacement of Former Standard Specifications and Details

The following paragraphs are added:

The Maine Department of Transportation Standard Specifications Revisions of 2002 as modified herein is referenced and incorporated in all Maine Turnpike Authority Construction Contracts. These Maine Turnpike General Provisions replace all previous Maine Turnpike General Provisions and are additions and alterations to the Maine Department of Transportation Standard Specifications. Maine Department of Transportation Consolidated Special Provisions or corrections, additions, and revisions to their Standard Specifications are not referenced or incorporated unless specifically included in the Contract. Applicable MaineDOT December 28, 2004 Consolidated Special Provisions, corrections, additions, and revisions have been incorporated into this document.

All references to components or employees of the Maine Department of Transportation listed in Column A shall also refer to components or employees of the Maine Turnpike Authority in Column B unless otherwise stated.

<u>A</u>	<u>B</u>
Maine Department of Transportation Department Commissioner Contracts Engineer Contracts Section Chief Engineer Bureau of Project Development	Maine Turnpike Authority Authority Executive Director Purchasing Manager Purchasing Department Director of Engineering Maine Turnpike Authority

SECTION 101 – CONTRACT INTERPRETATION

101.2 Definitions

The following definitions are added or revised:

Authority - The Maine Turnpike Authority, a body corporate and politic duly created and existing under and by virtue of an act of the Legislature of the State of Maine, Chapter 69 of the Private and Special Laws of 1941, as amended.

Award - The resolution of the Authority at an official meeting expressly authorizing the Executive Director or his designee to notify the successful Bidder that his/her Proposal has been accepted and that he/she is required to execute the Contract Agreement and to furnish satisfactory Bonds.

Environmental Information - Hazardous waste assessments, dredge material test results, boring logs, geophysical studies, and other records and reports of the environmental conditions. For a related provision, see Subsection 104.3.14, Interpretation and Interpolation.

Fabrication Engineer - The Department's representative responsible for Quality Assurance of pre-fabricated products that are produced off-site.

Geotechnical Information - Replace with the following: "Boring logs, soil reports, geotechnical design reports, ground penetrating radar evaluations, seismic refraction studies, and other records of subsurface conditions. For a related provision, see Subsection 104.3.14, Interpretation and Interpolation.

driver. Construction material or equipment shall not obscure signs. This Work shall be accomplished at no additional cost to the Authority.

Erosion and Sedimentation Control - The Contractor shall plan their operations to protect existing Work from erosion. The Contractor is responsible for the inspection and maintenance of all erosion and sedimentation control devices until final acceptance. No payment will be made to repair failed areas if the Best Management Practices had not been utilized prior to a weather event.

#### 105.4.3 Maintenance During Winter Construction

This Subsection is amended by the addition of the following:

The Maine Turnpike Authority will be responsible for winter maintenance including snow removal and application of salt on Maine Turnpike pavement open to traffic.

#### 105.5.1 General Requirements

This Subsection is amended by the addition of the following:

##### Toll Free Passage on the Turnpike

The Contractor shall be granted free use of the turnpike for movement of vehicles, labor and equipment and for delivery of material essential to the Work. The Contractor will be issued cards with the Contract Number and Contractor Name while working on the Project. The cards shall be transferable and distributed by the Contractor to employees and vehicles working on the Project. The cards may only be used while working on the Project designated on the cards. Such free use shall be limited to the portion of the turnpike between the site of the Work and the nearest practicable exit including movement of vehicles, labor, equipment and materials from one site to another Work site. All vehicles must stop at a manned lane at the toll plazas to present the cards to the toll attendant. Vehicles without the required cards shall pay the required toll. This shall not be a reimbursable expense. The Contractor shall advise the Resident of the number of cards that are required. All cards shall be returned to the Resident at the completion of the Project. The use of the cards for toll free travel shall be revoked if the cards are misused. The Contractor shall nevertheless comply with regulations of the Authority relating to use of the turnpike and with established controls for non-revenue vehicles.

##### Existing Access

All existing access from local roads to the Maine Turnpike shall remain passable to emergency vehicles at all time. At no time shall construction equipment or material block these roads. Any misuse of this privilege will result in the Contractor's loss of access through these gates. The Contractor shall provide a lock and a piece of chain to link to the existing padlock on the gate allowing access to the Contractor and emergency vehicles.

##### Access From Local Roads

The Contractor shall not impact wetlands or streams to construct access to the Project. The Contractor may construct temporary access to the turnpike to facilitate the Project. Any damage caused to private property or local roads as a result of the access shall be repaired at the Contractor's own expense. The Contractor shall prepare a written plan outlining the proposed access.

At a minimum, the plan shall outline the following:

- Estimated number of vehicles;

- Time and duration of operation;
- Types of vehicles to use the access;
- Plans to construct a stabilized construction entrance;
- Plan to keep the local road free of tracked-mud and dust;
- Plan to control access to prevent unauthorized use;
- Restoration plan; and,
- Written permission from private property owners (if required).

The Contractor is required to retain the services of qualified flaggers to control the Contractor's operation at the local road access. Flaggers shall be present whenever construction vehicles are utilizing the access. The Contractor shall be responsible for constructing a gate across the access point to prohibit unauthorized access. The Contractor shall also construct a stabilized construction entrance in accordance with the MaineDOT Best Management Practices. All cost associated with the access including, but not necessarily limited to, the construction, restoration, flaggers, gate, and stabilized construction entrance shall be the responsibility of the Contractor. Failure to utilize flaggers will result in termination of permission to use local roads for access. Failure to keep local roads clear of tracked-mud will result in termination of permission to use local roads for access.

Construction Access

The Contractor shall construct a stabilized construction entrance in accordance with the Best Management Practices at all locations where construction vehicles will exit the mainline and/or enter the existing paved shoulder from a non-paved area. The Resident shall approve of the locations. The stabilized construction entrance shall be constructed in conjunction with the clearing activities or other early activities. Additional stabilized construction entrances may be required due to the Contractor's operations as well as site conditions. The construction and maintenance of the stabilized construction entrance shall be incidental.

Change of Direction

The Contractor will not be permitted to reverse directions (U-turns) at the toll plazas or at interchanges. All vehicles must exit the turnpike prior to reversing directions.

The Contractor shall not use the median openings on the turnpike unless the opening is located within passing lane closures on both roadways. The Contractor will be assessed a fine every time any employee of the Contractor, Subcontractor or supplier is observed using a median opening by a Resident or turnpike employee anywhere on the Maine Turnpike throughout the duration of the Contract. The fine will be deducted from monies owed to the Contractor.

The fines will be levied on a per occurrence basis as follows:

<u>NUMBER OF OCCURRENCES</u>	<u>FINE</u>
First	\$100

For the second occurrence, and any occurrence thereafter, the fine is increased by \$100 per each occurrence. The number of occurrences is not specific to a Contract, an individual or a vehicle, but based solely on the number of times any employee of the Contractor, Subcontractor or supplier is observed using a median opening anywhere on the Maine Turnpike. The Contractor shall be notified in writing of the violation by the Authority.

Contractor's survey layout, the Contractor's designated surveyor may be required to be present. The Authority will provide a minimum notice of 48-hours to the Contractor, whenever possible, if the Contractor's designated surveyor's presence is required. Any errors discovered through the quality assurance process shall be corrected by the Contractor, at no additional cost to the Authority.

#### 105.6.4 Boundary Markers

The Contractor shall preserve and protect from damage all monuments or other points that mark the boundaries of the right-of-way or abutting parcels that are outside the area that must be disturbed in order to perform the Work. The Contractor indemnifies and holds harmless the Authority from all claims to reestablish the former location of all such monuments or points including claims arising from 14 MRSA § 7554-A. For a related provision, see Subsection 104.3.11, Responsibility for Property of Others.

#### 105.7.1 General

The following paragraphs are added:

Within ten (10) days after the date of execution of the Contract, the Contractor shall inform the Resident in writing of the sources from which he proposes to obtain the materials required for the Project and statements of quality of these materials as hereinafter required in Subsection 106.01, Roles Regarding Quality. Information or materials not required to be incorporated in the Work within six (6) months after said date of execution, may be furnished within thirty (30) days.

Prior to the approval of the submittal, any Work done or materials ordered shall be at the Contractor's own risk. All submittals shall be stamped and signed by the Contractor verifying their approval of the Shop Drawings.

Prior to forwarding submittals to the Resident for review and approval, the Contractor shall mark the Item Number on each submittal for identification, thoroughly check the submittals for compliance with the Contract Documents, and place its stamp of approval on each sheet certifying that the Contractor has so checked each submittal. The Contractor shall certify that "This Shop Drawing has been thoroughly checked and complies with the Contract Documents and field measurements and the item fits with adjoining Work except as noted". Submittals which do not contain this stamp of approval and certification, or which are incomplete, have not been checked, have been checked only superficially, or contain numerous errors, will be returned un-reviewed by the Resident for resubmission by the Contractor. Delays in obtaining approvals, other than those caused by the Authority, are not grounds for granting an extension of time. Disclaimers by the Contractor, any Subcontractor, or supplier of responsibility for any requirements of the Contract Documents, will not be accepted by the Authority and will be deemed invalid.

The following submissions are required if applicable to the Work:

- Construction plans for access
- Project master schedule
- Updated schedules as required
- Shop Drawings
- Spill Prevention Control and Countermeasure (SPCC) Plan
- Traffic control plans
- Temporary earth support system submission
- Bridge beam or structural steel erection plan

#### 105.7.4 Submittal Requirements

The second paragraph is deleted and replaced with the following:

For the first and subsequent submittals, the Contractor shall submit a minimum of seven (7) sets of drawings to the Resident on the size sheets required unless otherwise directed by the Resident.

#### 105.8.1 Temporary Soil Erosion and Water Pollution Control

This Subsection is amended by the addition of the following:

##### Spill Prevention Control and Countermeasure (SPCC) Plan

Any areas where petroleum products, oils or hazardous materials are handled or stored will require a Spill Prevention Control and Countermeasure (SPCC) Plan. The Plan will be submitted to the Resident before construction begins for review and approval. At a minimum, the Plan shall provide the following information:

1. Name of person who is responsible for spill prevention;
2. Description of handling or storage location, noting setbacks from water bodies where relevant. Significant sand and gravel aquifers and other sensitive resources must be avoided wherever possible;
3. Description of storage and containment facilities;
4. Description of equipment and/or materials used to prevent discharges (including sorbent materials);
5. Preventative measures to minimize the possibility of a spill; and,
6. Contingency plan if spill should occur.

The approved plan must be posted at the jobsite. All personnel working in the area are required to read and be familiar with the plan.

There shall be no separate payment for preparation of a SPCC Plan acceptable to the Resident and preparation is considered incidental to the Work.

#### ENVIRONMENTAL STANDARDS

The Project will be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue. The Contractor shall fully comply with all erosion and sedimentation control requirements outlined in the BMP's or contained herein. Non-compliance with these requirements as determined by the Resident shall result in a financial penalty of \$1,000 per day, per violation. Any fines assessed to the Maine Turnpike Authority as a result of the Contractor's non-compliance shall be paid by the Contractor. If the Contractor fails to pay, the cost of the fine will be deducted from monies due, or which may become due to the Contractor under this Contract.

In the event of conflict between these Specifications and other erosion and pollution control laws, rules or regulations of other Federal, State and local agencies, the more restrictive law, rules or regulations shall apply.

The standards as described below shall be met on the Project:

1. Temporary erosion control measures shall be maintained until the site is permanently stabilized with vegetation or other permanent control measures.
2. The Contractor will immediately take appropriate measures to prevent erosion or sedimentation from occurring or to correct any existing problems regardless of the time of year.
3. Work in wetlands is prohibited except to the minimum extent necessary for completion of the Work as detailed on the Plans. Excavated and other material shall not be stockpiled in wetlands. Haybales, silt fence or other suitable barriers shall be used, where necessary, to prevent sedimentation from eroding materials.
4. Uncured concrete shall not be placed directly into the water body. Concrete may be placed in forms and shall cure at least one (1) week prior to form removal. No washing of tools, forms, etc. shall occur in or adjacent to the water body or wetland. Any additional requirements are outlined in Subsection 107.261 of the Special Provisions.
5. Disturbance of natural resources beyond the construction limits shown on the Plans is not allowed.
6. Bare earth slopes shall be roughened to dissipate sheet flow. This shall be accomplished by "tracking" the slope perpendicular to the centerline. No bare earth shall be maintained for more than five days without surface roughening. This Work will not be measured separately for payment, but shall be incidental to the Excavation item.
7. No wheeled or tracked equipment shall be operated in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may NOT cross streams.
8. Existing ditches shall be maintained until the new ditches are stabilized. Stone check dams shall be placed in existing ditches prior to construction as to prevent the release of sedimentation. Stone check dams shall be installed at the outlets of all existing and proposed ditches adjacent to all stream and wetlands.
9. The Contractor's operation may require the placement of temporary pipes and fill over a ditch line to provide access to the Work area. The Resident shall approve the size of the pipe. The placement and removal of the temporary access will not be measured separately for payment, but shall be incidental to the Excavation item.

#### 105.10 Equal Opportunity and Civil Rights

##### 105.10.1 Requirements Applicable to Federally Funded Contracts

This Subsection is deleted and not replaced.

##### 105.10.2 Requirements Applicable to All Contracts

The following is added after Paragraph (A), Maine Code of Fair Practice and Affirmative Action, Paragraph 4).

The Maine Turnpike Authority is an equal opportunity employer and as such, requires all Contractors to pursue in good faith affirmative action programs.

THEREFORE;

The Contractor hereby agrees to the following requirements:

1. The Contractor will pursue an affirmative action program which includes procedures designed to increase the numbers of minorities, women, and handicapped at all levels and in all segments of the workforce where imbalances exist. Such a program should include an assessment of the existing situation, and the development of realistic goals for necessary actions. These goals and related procedures and timetables should not require rigid quotas but are commitments which the Contractor should make every good faith effort to achieve.
2. In connection with Contracts in excess of \$250,000, the Contractor will insure contractually that all Subcontractors shall also pursue an affirmative action program meeting the above requirements. The Contractor shall also ensure contractually that all Subcontractors with Contracts in excess of \$50,000 pursue an affirmative action program meeting the above requirements.
3. An affirmative action program will provide that no Contractor and/or Subcontractor will discriminate against an employee or applicant for employment because of race, color, religious creed, sex, national origin, ancestry, age, physical handicap or mental handicap unless based upon a bona fide occupational qualification. Such action shall include, but not necessarily be limited to, the following; employment, upgrading, demotions, transfers, recruitment or recruitment advertising, layoffs or terminations, rates of pay and compensation, and selection for training and apprenticeship.

Paragraph (D), Prevention of Sexual Harassment, is deleted and replaced with the following:

Contractors are responsible, under Maine State Law, for ensuring and maintaining a Work environment that is free from sexual harassment. The Contractor shall comply with all relevant provisions of Maine State Law in regard to sexual harassment including, but not necessarily limited to, 5 MRSA 4572, 26 MRSA 806-807, and the regulations of the Maine Human Rights Commission.

Subsections 105.10.2 (E), DBE Reporting Requirements, and (F), Certification of Continuing EEO Efforts, are deleted and not replaced.

#### 105.11 Other Federal Requirements

This Subsection is deleted in its entirety and not replaced.

The following Subsection is added:

#### 105.12 Limitations of Operations

The Contractor shall keep the existing shoulder clear of construction activity except for the period of shoulder reconstruction. The Contractor shall not park or store construction equipment, vehicles, or materials on the shoulder. Construction vehicles shall not enter the mainline travel lane until they can safely merge with the traffic in the travel lane. The construction access shall be in accordance with the details in the Plans. The Resident must approve all shoulder closures.

Existing drainage shall be maintained at all times. All ditches that discharge into wetlands shall have a series of stone check dams installed in the ditch near the outlet prior to the commencement of clearing activities in the area.

## SECTION 106 – QUALITY

### 106.3.3 Sources

Paragraph A, General, is amended by the addition of the following:

Preference in the purchase of supplies and materials, other considerations being equal, shall be given in favor first of supplies and materials manufactured and sold within the State of Maine, and second, of supplies and materials manufactured within the United States. Materials and supplies sold outside the United States will be considered third in the preference order.

### 106.3.4 Storage

This Subsection is amended by the addition of the following:

The Contractor shall be responsible for the security of all storage areas. Materials and supplies that are stolen, damaged or otherwise made unacceptable while in storage shall be replaced in kind at the Contractor's own expense.

### 106.3.7 Sampling and Testing

The forth paragraph is deleted in its entirety and not replaced.

### 106.6 Acceptance

All paragraphs after the first paragraph are deleted and not replaced.

### 106.8.3 Unauthorized Work

The following paragraphs are added:

No omission or failure on the part of the Resident to disapprove or reject any Work or material shall be taken to be an acceptance of any defective Work or material. Within the time set by the Resident, the Contractor shall remove any Work or material condemned by the Resident and shall rebuild and replace the same without extra compensation and in default thereof the removal and replacement may be done by the Authority at the expense of the Contractor; or, in case the Resident should not consider the defect of sufficient importance to require the Contractor to rebuild or replace any imperfect Work or material, he shall have power, and is hereby authorized, to make an equitable deduction from the Contract price.

Materials which do not conform to the requirements of these Specifications shall be considered as defective and will be rejected, whether in place or not, and shall be removed from the Project. No material which has been rejected, the defects of which have been corrected or removed, shall be used until approved by the Resident in writing.

incidental to the various pay items. 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 oversized material or equipment loads to the jobsite, will not be paid separately, but shall be incidental to the various pay items.

#### 652.8.2 Other Items

The last paragraph is deleted and replaced with the following:

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

### SECTION 653 - POLYSTYRENE PLASTIC INSULATION

#### 653.05 Placing Backfill

In the second sentence, "...shall be not less than 150 mm [six inches] loose measure." is changed to "...shall be not less than 250 mm [10 inches] loose measure."

In the third sentence "...crawler type bulldozer of not more than 390 kg/m<sup>2</sup> [80 lb/ft<sup>2</sup>] ground contact pressure..." is changed to "...crawler type bulldozer of not more than 4875 kg/m<sup>2</sup> [2000 lb/ft<sup>2</sup>] ground contact pressure..."

#### 653.06 Compaction

In the final sentence "...crawler type bulldozer of not more than 390 kg/m<sup>2</sup> [80 lb/ft<sup>2</sup>] ground contact pressure..." is changed to "...crawler type bulldozer of not more than 4875 kg/m<sup>2</sup> [2000 lb/ft<sup>2</sup>] ground contact pressure..." it]."

### SECTION 656 - TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

Section 656 is deleted in its entirety and replaced with the following:

#### 656.01 Description

This Work shall consist of providing temporary erosion control during construction in accordance with these Specifications, standard details, Best Management Practices, or as otherwise directed.

All temporary erosion control devices shall be in place and approved by the Resident prior to any embankment and excavation operations. The Contractor is responsible for repairing and replacing damaged or missing sandbags, haybales, and silt fence material. The Contractor shall maintain these devices in a clean and properly operating condition as described herein.

The Contractor is responsible for all temporary drainage and erosion control measures. The Contractor shall review his construction operations and staging to determine if additional erosion control measures are required. The Resident may also request additional erosion control measures. The cost for all erosion control devices necessary, due solely to the Contractor's construction operations and are not shown on the Plans, shall be borne solely by the Contractor. The frequency of inspection of these devices by the Contractor and the Erosion Control Compliance Officer (ECCO) shall be bi-weekly and immediately following a rainfall of greater than 1/2 inch in a 24-hour period.

In areas of ledge or frozen ground only, the Contractor may opt to furnish and install an erosion control filter berm in lieu of silt fence. The erosion control filter berm shall be a water permeable windrow of a composted bark mix to remove suspended soil particles from water moving off the site. Erosion control filter berm shall be considered an erosion control device. This material and specific application shall be submitted to the Resident for approval.

#### 656.02 General

Baled hay shall be bales at approximately 350 by 450 by 750 mm [14 by 18 by 30 inch], or an equivalent, securely tied to form a firm bale.

Sandbags shall consist of heavy cloth or woven plastic bags, approximately 0.03 m<sup>3</sup> [one cubic foot] capacity, filled with sand or gravel.

Dumped stone shall be a graded mixture of large and small stone with approximately 50 percent of the stones larger than 150 mm [six inch].

Flexible drainage pipe shall consist of collapsible neoprene pipe, a minimum of 12 inches in diameter or equal.

#### 656.03 Silt Fence

##### (a) Posts

Either hardwood posts or steel posts shall be used.

Hardwood posts shall be straight, at least 450 mm [18 inches] longer than the height of the silt fence and at least 32 mm by 32 mm [1 inch by 1 inch].

Staples shall be of No. 9 wire.

Steel posts shall be at least 450 mm [18 inches] longer than the height of the silt fence and have the means provided for fastening wire to the fence.

##### (b) Wire Support Fence

If required, wire support fence shall be at least 50 mm [2 inches] higher than the height of the silt fence. Horizontal and vertical wires shall be spaced no more than 150 mm [6 inches] apart. The top and bottom wires shall be at least 10 gauge; all other wires at least 12 gauge.

##### (c) Silt Fence

The woven geotextile fabric and components shall be made from polypropylene, polyester, polyimide or other chemically stable material and be resistant to ultraviolet radiation degradation for at least 12 months of installation. Silt retention capacity shall be no less than 75 percent. The fabric shall have a Mullen burst test of no less than 1790 kPa [260 pounds per square inch] with a maximum average sieve opening size of 850 µm to 250 µm [No. 20 to No. 60]. Roll width of the fabric shall be no less than 150 mm [6 inches] wider than the height of the fence, except fabric for boom supported floating silt fence which shall be no less than 600 mm [two feet] wider than the design width.

(d) Flotation Devices

The flotation boom and weighing devices for boom supported floating silt fence shall be sufficient to hold the fence in an approximately vertical position.

656.04 Temporary Erosion Checks

Temporary erosion checks shall be constructed in ditches and at other locations designated. Checks shall be in accordance with the Standard Detail unless otherwise directed.

Baled hay, sandbags, or both, shall be used in other areas as necessary to inhibit soil erosion.

Sediment deposits behind haybales and silt fence shall be removed when the depth of sediment reaches 50 percent of the erosion control device height.

The Contractor is also required to have on-site, at all times, 25 percent additional Contract quantities of silt fence for use as backup devices.

656.041 Erosion Control Filter Berm

The erosion control berm shall be placed uncompacted, in a windrow in locations approved by the Resident. The cross section of the berm shall be four feet wide at the base and 1-1/2 feet high at the center. The erosion control filter berm shall be removed when no longer required, as determined by the Resident, and shall be distributed over an adjacent area.

656.05 Temporary Berms

When designated, temporary barriers shall be constructed along the edge of the embankment. The barriers shall be of embankment earth material, gravel or sand as available and shaped approximately as shown in the Standard Details. The barriers shall be compacted with the wheels of construction equipment. When placed on pavement, the berms shall be constructed of asphalt grindings or other non-erodible soil material as approved by the Resident, and shaped as shown in the Standard Details.

At designated intervals, temporary slope drains shall be constructed with a crescent shaped barrier placed at each slope drain to direct the water into the inlet pipe.

656.06 Temporary Slope Drains

Collapsible pipe with corrugated metal pipe inlet shall be placed down the embankment slopes at designated locations and in accordance with the Best Management Practices.

At the outlet end of the drain, dumped stone shall be placed to prevent scoring unless otherwise directed.

656.07 Dumped Stone

Dumped stone shall be placed at designated locations and shaped to the extent necessary to spread the stone over the area and in sufficient depth to prevent soil erosion.

#### 656.08 Silt Fence

The silt fence shall be installed at all environmentally sensitive areas as shown on the Plans or as directed. The Contractor shall have the option to provide a reinforced filter fabric or an unreinforced filter fabric attached to a wire fence.

The fence posts shall be spaced as specified by the Resident, however, not to exceed a maximum of 2.5 m [eight feet] apart when either type of silt fence is used and be driven a minimum of 450 mm [18 inches] into the ground.

The geotextile fabric shall be secured to the post or fence by suitable staples, tie wire or hog rings in such a manner as to prevent tearing and sagging of the fabric. The bottom of the geotextile fabric shall be entrenched into the ground a minimum depth of 150 mm [six inches] to prevent water from flowing under the fence. The geotextile shall be spliced together only at support posts with a minimum 150 mm [six inches] overlap and secure post connection which prevents leakage of silt. The top of the geotextile shall be installed with a reinforced top end section.

The Contractor shall maintain the silt fence in a functional condition at all times. All deficiencies shall be immediately corrected by the Contractor. The Contractor shall make a daily inspection of the silt fences in areas where construction activity causes drainage runoff, to ensure that the silt fences are properly located for effectiveness. Where deficiencies exist, additional silt fences shall be installed as approved or directed.

Sediment deposits shall be removed when sediments reach 50 percent of the height of the device. All sediment deposits remaining in place after the device is no longer required shall be graded to conform with the existing ground, seeded, and mulched immediately.

Geotextile fabric which has decomposed or has become ineffective and is still needed shall be replaced with material equal to the original design.

#### 656.081 Boom Supported Floating Silt Fence

The silt fence fabric shall be securely attached to the flotation boom with a continuous weight placed the entire length of the fence to maintain the fence in a vertical submerged position from the surface of the water to the design depth.

Anchor's shall be placed at the ends of the fence, and intermediate locations if necessary, to hold the fence securely in place.

#### 656.082 Maintenance

The erosion control devices will be cleaned, repaired, or replaced as necessary. All deficiencies shall be corrected immediately by the Contractor.

#### 656.085 Erosion Control Compliance Officer

The Contractor shall designate an Erosion Control Compliance Officer (ECCO) on this Project who shall accompany the Resident's ECCO in the inspection of all erosion control devices. An inspection log shall be maintained by the Resident and the log shall be signed by the Resident's ECCO and the Contractor's ECCO after each inspection. Failure to comply with the erosion and sedimentation control requirements herein or as directed by the Resident's ECCO within 24-hours after the violation is noted in the inspection log, will result in the \$1,000 per day per violation penalty until the violation is corrected to the satisfaction of the Resident.

#### 656.09 Removing and Disposing

When no longer needed, material and devices for temporary erosion control shall be removed or may be left in place and dispersed over an adjacent area, as directed.

When removed, such devices may be reused in other locations provided they are in good condition and suitable to perform the erosion control for which they are intended.

When dispersed over adjacent areas, the material shall be scattered to the extent that it causes no unsightly conditions nor creates future maintenance problems. Dumped stone shall be dispersed or covered in such a manner that it will not interfere with future mowing operations.

#### 656.10 Method of Measurement

Baled hay and sandbags will be measured for payment by the number of bales or bags satisfactorily placed. Dumped stone will be measured for payment by the cubic meter [cubic yard] in vehicles.

Temporary berms and temporary slope drains will be measured for payment by the meter [linear foot] measured parallel with the flow line including the pipe inlet.

Temporary silt fence will be measured by the meter [linear foot] along the gradient of the fence, end post to end post.

Boom supported floating silt fence will be measured by the meter [linear foot] not including anchorages.

Erosion control filter berm shall be measured by the linear foot.

The quantity of additional haybales and silt fence material required herein will be measured for payment only when and if they are actually put to use as additional measures on the Project as directed by the Resident. Haybales and silt fence material used for maintenance or replacement of existing devices will not be measured for payment.

The removal of silt and other material from behind the haybales and silt fence will not be measured separately for payment, but shall be incidental to the Erosion Control items.

#### 656.11 Basis of Payment

The accepted quantity of baled hay or sandbags will be paid for at the Contract unit price each for each bale or bag which price shall be full compensation for furnishing and placing the bales or sandbags, for furnishing and driving the stakes for baled hay and for the removing and disposing of the bales, stakes and sandbags when no longer needed.

The accepted quantity of temporary berms will be paid for at the Contract unit price per meter [linear foot] of berm which price shall be full compensation for furnishing, placing and compacting material, for maintaining and for removing the berm when no longer needed.

There will be no separate payment for excavation done in the construction of temporary erosion control items under this Section and all necessary excavation shall be incidental to the Work.

The accepted quantity of dumped stone will be paid for at the Contract unit price per cubic

MaineDOT Project 022541.00 Route 202/100 New Gloucester – Paving - Beginning at the Gray town line and extending northeasterly 6.43 miles.

MaineDOT Project 022545.00 Route 26 Gray/New Gloucester –Paving - Beginning 1.07 miles north of Spiro Avenue and extending northerly 5.16 miles.

All construction Contracts associated with this work and Contract 2015.14 shall be considered adjacent Contracts.

#### 104.5 Subcontracting

##### 104.5.1 Limits on Subcontracting

##### 105.3 Traffic Control and Management

See Special Provision Section 526, Concrete Barrier.

See Special Provision Section 652, Maintenance of Traffic.

##### 105.4.1 Maintenance During Construction

This Subsection is amended by the addition of the following:

Once paid for mobilization, the Contractor is responsible for maintenance of the road that is open to local traffic within the Project limits. This does not include winter maintenance of deicing and snow removal.

Mobilization payment is defined as the Pay Requisition being submitted by the Resident to the Authority for payment.

##### 105.4.3 Maintenance During Winter Construction

This Subsection is amended by the addition of the following:

The Contractor is responsible for the maintenance of erosion control and traffic control devices. The Authority will be responsible for winter road maintenance for lanes open to traffic.

The Contractor is also responsible for snow and ice removal from all drainage paths and catch basins located behind traffic control devices, in order to maintain drainage away from the paved travel way.

##### 105.5 Hauling of Materials and Equipment

The Contractor may not use the existing MTA Maintenance Facility for access to either the southbound mainline or to Route 26A.

The Contractor may use the Maine Turnpike service southbound access roadway from Bennett Road if the pit is utilized. The Contractor shall lock the gate during non-working hours. The Contractor shall be subject to a daily fine of \$500 for failure to have the gate locked.

This Subsection is deleted from the General Provisions and replaced with the following:

#### 105.5.1 General Requirements

##### Construction Access

The Contractor shall construct a stabilized construction entrance in accordance with the Best Management Practices at all locations where construction vehicles will exit and/or enter existing paved shoulders or travel ways from non-paved areas. The Resident shall approve of the locations. The stabilized construction entrance shall be constructed in conjunction with the clearing activities or other early activities. Additional stabilized construction entrances may be required due to the Contractor's operations as well as site conditions. The construction and maintenance of the stabilized construction entrance including frequent sweeping of the paved surfaces shall be incidental to the Contract.

#### 105.7.4 Submittal Requirements

The following paragraph is added:

In addition to the hardcopy requirement, the contractor shall also make submittals in PDF electronic file format via email. Submittals shall be accompanied by a cover sheet, which identifies the submittal number, subject date, and any revision numbers associated with the submittal.

#### 105.8.1 Temporary Soil Erosion and Water Pollution Control

This Subsection in the General Provisions is deleted and replaced with the following:

The Contractor shall certify in writing to the Resident that an On-Site Responsible Party (OSRP) has been trained and is knowledgeable in erosion and sediment control (ECS) through the MaineDEP's Non-Point Source Training Center, or an equivalent program, or is licensed in the State of Maine as a Professional Engineer, Landscape Architect or Soil Scientist. Proof of certification for the OSRP, and any other Contractor employees charged with conducting ESC inspections, must be submitted to the Authority's Environmental Coordinator prior to starting work.

#### Spill Prevention Control and Countermeasure (SPCC) Plan

Any areas where petroleum products, oils or non-petroleum hazardous materials are handled or stored will require a Spill Prevention Control and Countermeasure (SPCC) Plan. These materials may not be stored or handled in areas of the site draining to an infiltration area. The Plan will be submitted to the Resident before construction begins. In addition to petroleum products and hazardous materials, controls must be used to prevent additional pollutants (i.e., fertilizers, pesticides, salt/brine, litter, construction demolition debris, etc.) from being discharged from materials on-site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation. The Plan shall provide the following information at a minimum:

1. The name and emergency response numbers (telephone number, cellular phone and pager numbers, if applicable) of the Contractor's representative responsible for spill prevention and response;
2. Description of handling or storage location noting setbacks from water bodies where relevant. Significant sand and gravel aquifers and other sensitive resources, including infiltration areas, must be avoided wherever possible;
3. Description of storage and containment facilities, such as dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater or surface water;
4. Description of equipment and/or materials used to prevent discharges (including sorbent materials);
5. Preventative measures to minimize the possibility of a spill; and,
6. Contingency plan if spill should occur.

The approved plan must be posted at the Project site. All personnel working in the area are required to read and be familiar with the plan.

There shall be no separate payment for preparation of a SPCC Plan acceptable to the Resident and preparation shall be incidental to the work.

#### Notification of Authority of Hazardous Material Spills

In addition to MaineDEP reporting requirements for spills greater than five (5) gallons, the Contractor shall notify the on-site Resident Inspector. The on-site Resident Inspector shall notify the Maine Turnpike Radio Room at 207-871-7701. When the on-site Resident Inspector is not available, the Contractor shall notify the Maine Turnpike Radio Room directly at 207-871-7701.

In addition to MaineDEP reporting requirements for all spills where any stream or water body is threatened, the Contractor shall notify the on-site Resident Inspector. The on-site Resident Inspector shall notify the Maine Turnpike Radio Room at 207-871-7701. When the on-site Resident Inspector is not available, the Contractor shall notify the Maine Turnpike Radio Room directly at 207-871-7701.

These notification procedures shall be incorporated into the Spill Prevention Control and Countermeasure (SPCC) Plan.

#### Responsibility for Control and Cleanup of Hazardous Material Spills

The Contractor shall be responsible to control spills and properly cleanup, containerize, and dispose of petroleum and/or other hazardous material waste that results from the actions and/or equipment of the Contractor or his employees, subcontractors and suppliers. Chemicals, exposed to stormwater must be prevented from becoming a pollutant source.

The Contractor shall also be responsible for all direct and indirect costs associated with the control of spills and proper cleanup, containerization, and disposal of petroleum and/or other hazardous material waste that results from the actions and/or equipment of the Contractor or his employees, subcontractors and suppliers.

The following Subsections are added:

#### 105.8.1.1 Environmental Standards

The Project will be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue. The Contractor shall fully comply with all erosion and sedimentation control requirements outlined in the BMP's or contained herein. Non-compliance with these requirements as determined by the Resident shall result in a financial penalty of \$1,000 per day, per violation. Any fines assessed to the Maine Turnpike Authority as a result of the Contractor's non-compliance shall be paid by the Contractor. If the Contractor fails to pay, the cost of the fine will be deducted from monies due, or which may become due, to the Contractor under this Contract.

In the event of conflict between these Specifications and other erosion and pollution control laws, rules or regulations of other Federal, State and local agencies, the more restrictive law, rules or regulations shall apply.

The standards as described below shall be met on the Project:

#### 105.8.1.1.1 Water Pollution Control Requirements

##### (a) General

1. The Contractor must comply with the applicable Federal, State and local laws and regulations relating to prevention and abatement of water pollution.
2. Except as allowed by an approved permit or otherwise authorized by the Authority in writing, pollutants containing construction debris including excavated material, aggregate, residue from cleaning, sandblasting or painting, cement mixtures, chemicals, fuels, lubricants, bitumens, raw sewage, wood chips, and other debris shall not be discharged into water bodies, wetlands or natural or manmade channels leading thereto and such materials shall not be located alongside water bodies, wetlands, or such channels such that it will be washed away by high water runoff. Furthermore, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in the areas of the site draining to an infiltration area, unless these portions of the site (where storage and handling of these materials) are isolated using dikes, berms, sumps and other forms of secondary containment that prevent discharge to groundwater.
3. Temporary winter stabilization must be used between November 1<sup>st</sup> and April 15<sup>th</sup> or outside of said time period if the ground is frozen or snow covered. Temporary winter stabilization involves, at a minimum, covering all disturbed soils and seeded ground that is not Acceptable Work with an approved method. Use of these methods for over-winter temporary erosion control will be paid for under the appropriate Erosion Control items included in the Contract.

4. Construction operations in water bodies or wetlands shall be restricted to the construction limits shown on the Plans and to those areas that must be entered for the construction of temporary or permanent structures, except as allowed by approved permit or otherwise authorized by the Authority in writing. Mechanized equipment shall not be operated in water bodies or wetlands except as allowed by approved permit or otherwise authorized by the Authority in writing.
5. Upon completion of the work, water bodies or wetlands shall be promptly cleared of all falsework, piling, debris or other obstructions caused by the construction operations, except as allowed by approved permit or otherwise authorized by the Authority in writing.

(b) Earthwork

If earthwork disturbance is part of the Project scope:

1. Newly disturbed earth shall be mulched or otherwise stabilized by the end of each workday. Mulch shall be maintained on a daily basis.
2. All disturbed ditches shall be stabilized by the end of each workday. Stabilization shall be maintained on a daily basis.
3. Erosion control blanket shall be installed in the bottom of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket.
4. Permanent slope stabilization measures shall be applied within one (1) week of the last soil disturbance. Newly seeded or sodded areas must be protected from vehicle traffic, excessive pedestrian traffic, and concentrated runoff until the vegetation is well-established. If necessary, areas must be reworked and restabilized if germination is sparse, plant coverage is spotty, or topsoil erosion is evident.
5. Dust control items, other than those under Standard Specification Section 637, Dust Control, if applicable, shall be included in the plan.

105.8.1.1.2 Construction Requirements

1. The Contractor, to the maximum extent practicable, shall install temporary and permanent sedimentation control measures prior to conducting clearing and grubbing operations.
2. The Contractor shall conduct inspections of disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. Inspections shall be conducted (1) at least once a week as well as before and after a storm event and prior to completing permanent stabilization measures; and (2) by a person knowledgeable of erosion and stormwater control, including the standards and conditions in the permit.
3. The Contractor shall maintain all measures in effective operating condition until areas are permanently stabilized. If BMPs need to be modified (i.e., corrective action, additional BMPs installed, etc.), implementation must be completed within seven (7) calendar days and prior to any storm event.
4. Temporary erosion control measures shall be maintained until the site is permanently stabilized with vegetation or other permanent control measures.

5. The Contractor will immediately take appropriate measures to prevent erosion or sedimentation from occurring or to correct any existing problems regardless of the time of year.
6. During periods of approved suspension, the Contractor shall inspect and maintain temporary and permanent erosion and sedimentation controls.
7. Work in wetlands is prohibited except to the minimum extent necessary for completion of the work as detailed on the Plans. Excavated and other material shall not be stockpiled in wetlands. Haybales, silt fence or other suitable barriers shall be used, where necessary, to prevent sedimentation from eroding materials.
8. Disturbance of natural resources beyond the construction limits shown on the Plans is not allowed.
9. Existing ditches shall be maintained until the new ditches are stabilized. Stone check dams shall be placed in existing ditches prior to construction as to prevent the release of sedimentation. Stone check dams shall be installed at the outlets of all existing and proposed ditches adjacent to all stream and wetlands.
10. For proposed ditches, stabilize the outlet first and build from the bottom up. Only excavate what can be stabilized or protected by the end of the work day.
11. Before permitting permanent channels to carry water, they shall be stabilized. This may require the installation of temporary erosion control BMP's or temporarily diverting flows.
12. All cross culvert outlets shall be armored before the end of the work day.
13. The Contractor's operation may require the placement of temporary pipes and fill over a ditch line to provide access to the work area. The Resident shall approve the size of the pipe. The placement and removal of the temporary access shall not be measured for payment and shall be incidental to the Excavation item.
14. Bare earth slopes shall be roughened to dissipate sheet flow. This shall be accomplished by "tracking" the slope perpendicular to the centerline. This work will not be measured separately for payment, but shall be incidental to the Excavation item.
15. Uncured concrete shall not be placed directly into the water body. Concrete may be placed in forms and shall cure at least one (1) week prior to form removal. No washing of tools, forms, etc. shall occur in or adjacent to the water body or wetland.
16. The Contractor shall contain all demolition debris (including debris from wearing surface removal, sawcut slurry, dust, etc.) and shall not allow it to discharge to any resource. Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source. The Contractor shall dispose of debris in accordance with Maine Solid Waste Law, Title 38 M.R.S.A., Section 1301 et. seq.
17. No wheeled or tracked equipment shall be operated in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may NOT cross streams.
18. The Contractor shall not remove rocks from below the normal high water line of any wetland, great pond, river, stream or brook, except to the extent necessary for completion of the work and as allowed by environmental permits.

### 105.8.2 Permit Requirements

A Tier 3 Maine Natural Resources Protection Act (NRPA) permit is required from the Maine Department of Environmental Protection (MDEP) to construct the Project. The Project is currently under review by MDEP, and it is anticipated that a permit will be issued about June 15, 2015. While there are no jurisdictional wetland impacts associated with the development of the proposed park and ride component of the work, the area of proposed pre-load fill to the south of Route 202 does involve jurisdictional wetland impacts. No work may occur within jurisdictional wetlands until the Tier 3 NRPA permit is approved and issued by MDEP.

A Maine General Permit Category 2 Notice permit is required from the U.S. Army Corps of Engineers (USACE) to construct the Project. The Project is currently under review by USACE, and it is anticipated that a permit will be issued about June 15, 2015. While there are no jurisdictional wetland impacts associated with the development of the proposed park and ride component of the work, the area of proposed pre-load fill to the south of Route 202 does involve jurisdictional wetland impacts. No work may occur within jurisdictional wetlands until the Maine General Permit Category 2 Authorization is approved and issued by USACE.

**As noted above, MDEP NRPA Tier 3 and USACE Category 2 Notice permit approvals are anticipated by approximately June 15, 2015. Once these are issued by the MDEP and the USACE, a memorandum will be issued acknowledging receipt or denial of the permits, which will include any relevant permit conditions and any relevant Plan and Specification changes (if required) to adjust the Project schedule or phasing to meet the permit requirements. Until such time, no work or disturbance within jurisdictional wetlands or waterbodies may occur.**

**There is a perennial stream that crosses the preload area of the southbound on and off ramps that this project constructs a 48" culvert. Please refer to the Special Provision for Section 656 for additional details on this environmental resource. The permit conditions may have specific conditions relative to this stream crossing.**

The Project is also subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from a Construction Activity, as promulgated by the US Environmental Protection Agency and administrated by the Maine Department of Environmental Protection. A Maine Construction General Permit (MCGP) Notice of Intent (NOI), accompanied by a preliminary Limit of Disturbance (LOD) plan was submitted by the Authority to the MDEP for coverage under the MCGP. Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

The Contractor shall also prepare a LOD plan 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, which were submitted as part of the NOI, has been estimated to be 6.35 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 does not exceed the estimated LOD noted above, the Resident shall have a minimum of five (5) working days to approve the revised LOD plan.
- If the cumulative area of disturbance exceeds the estimated LOD noted above the Resident shall first approve the plan and then resubmit the NOI for MDEP approval. The approval may take a minimum of 21 working days.

Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor. Furthermore, the Contractor shall comply with the conditions outlined in the USACE Maine General Permit Category 2 Notice approval, the MDEP NRPA Tier3 permit, and the MCGP. 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.

### 105.8.3 Wetland and Water Body Impacts

The following locations are classified as streams:

Tributary to Thayer Brook	125+50
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Prior to starting work, the Contractor shall submit for approval a detailed construction plan for each stream crossing. The plan shall outline the schedule, equipment, and materials the Contractor will utilize to construct the culvert in accordance with the Plans. Work in these areas will not be allowed to start until after the Contractor has demonstrated that he has the necessary equipment, material, and manpower to complete the crossing in a logical and timely manner. The Resident will review the plan to assure that the Contractor is constructing the crossing in accordance with the Contract Documents and permit requirements. The Contractor shall complete the stream crossing in a timely manner.

SPECIAL PROVISION

SECTION 203

EXCAVATION AND EMBANKMENT

This Section is amended as follows:

All references to “waste storage areas” shall be deleted.

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 for the proposed roadwork along Route 26A 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 third paragraph is deleted and replaced with the following:

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

Any temporary earth support required to install or remove drainage structures and utilities and support existing or proposed utilities will not be measured separately for payment, but shall be incidental to the Excavation items.

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.

After excavation in clay areas, the surface of the clay material must be scarified or roughened prior to placing loam and seed. Failed slopes shall be repaired at the Contractor’s own expense.

203.042 Site Specific Excavation

The Contractor's attention is directed to the fact that moisture-sensitive silty clay soils underlie most of the alignment. These deposits are easily disturbed by cyclic loading/vibrations and require careful moisture control and compaction procedures to result in the required firm and stable fill.

material is located at MTA's Bennett Road pit and arrangements to view the material are to be made through MTA's Project Manager - Ralph Norwood (207)-871-7771 ext. 348.

In 2013, MTA has had the gradation of the existing material in the pit tested and has had test pits conducted to determine groundwater elevations at that time of the excavation for information. This information as well as an aerial plan with approximate property lines can be found at the end of this Special Provision.

The Contractor shall lock the gate to the gravel pity during non-working hours. The Contractor shall be subject to a daily fine of \$400 for failure to have a locked gate.

Contractor shall meet any OSHA or other requirements for the gravel pit operations.

A buffer strip of 25 feet shall be maintained around the property boundary. A 50 foot buffer should be maintained to any public road.

Excavation shall not extend to within 2.5 feet of the water table.

If the Bennett Road pit is utilized then Contractor shall include provisions for the Bennett Road pit in their Spill Prevention Control and Countermeasure Plan and their Temporary Soil Erosion and Water Pollution Control Plans.

#### 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.

#### 203.11 Construction of Earth Embankment - Layer Method

The second, third, and fourth paragraphs are deleted and replaced with the following:

Layers shall be placed in lifts not to exceed 12 inches after compaction. Common borrow shall be compacted using vibratory compaction equipment to 92 percent of the material's maximum dry density as determined by ASTM D-1557. The compacted material shall appear firm and stable. Strict moisture control shall be utilized by the Contractor when using a cohesive fill material and the moisture content of the compacted material should not exceed four percent above the material's optimum moisture content.

Satisfactory compaction of granular borrow is defined as not less than 95 percent of the maximum density.

#### 203.12 Construction of Earth Embankment with Moisture and Density Control

## SPECIAL PROVISION

### SECTION 619

#### 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”.

##### 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 upstation and downstation of the wetland 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.

##### 619.04 Applying Mulch

The third paragraph is deleted and replaced with the following:

Newly disturbed earth and ditches shall be mulched or otherwise stabilized by the end of each work day and maintained on a daily basis as described in Subsection 105.8.1.11 (b) in the Special Provisions. The Contractor is responsible for applying temporary mulch as necessary, in accordance with the latest edition of the BMP's, to minimize soil erosion prior to the application of the final slope treatment.

Temporary mulch applied during the winter months of November 1<sup>st</sup> through April 15<sup>th</sup> shall be applied at twice the standard temporary stabilization rate or 150 lbs. per 1,000 square feet or three tons/acre. Mulch shall not be spread on top of snow and shall be anchored with mulch netting on slopes steeper than eight percent unless erosion control blankets or erosion control mix is being used on the slopes.

The Contractor shall review his construction operations and staging to determine how much temporary mulching is required.

619.06 Method of Measurement

The following sentence is added:

Temporary Mulch will be paid for by the lump sum.

619.07 Basis of Payment

The following paragraphs are added:

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:

Pay Item

Pay Unit

619.1202      Temporary Mulch

Lump Sum

## SPECIAL PROVISION

### SECTION 656

#### TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

Section 656 of the Standard Specifications and the General Provisions is deleted in its entirety and replaced with the following:

##### 656.01 Description

This work shall consist of providing temporary erosion and water pollution control during construction in accordance with these Specifications, standard details, Best Management Practices, or as otherwise directed.

All temporary erosion control devices shall be in place and approved by the Resident prior to any operations resulting in disturbed area. The Contractor is responsible for maintaining all erosion control measures in effective operating condition, including repairing and replacing damaged or missing erosion control material until areas are permanently stabilized. The Contractor shall maintain these devices in a clean and properly operating condition as described herein.

Prior to construction, the Contractor shall properly install sediment barriers (e.g., silt fence) at the edge of any downgradient disturbed area and adjacent to any drainage channels within the disturbed area. The Contractor shall maintain the sediment barriers until the disturbed area is permanently stabilized.

The Contractor is responsible for all temporary drainage and erosion control measures. The Contractor shall review his construction operations and staging to determine if additional erosion control measures are required. The Resident may also request additional erosion control measures. The cost for all erosion control devices necessary, due solely to the Contractor's construction operations and not shown on the Plans, shall be borne solely by the Contractor. The frequency of inspection of these devices by the Contractor and the Erosion Control Compliance Officer (ECCO) shall be weekly and before, during and immediately following a rainfall of greater than 1/2 inch in a 24-hour period.

The proposed 48" culvert beneath the future southbound on and off ramps is being constructed in a perennial stream and shall include temporary erosion and sedimentation measures that maintain the existing conditions upstream and downstream of the pipe installation. The construction activities in this area include the removal of unsuitable materials, placement of inlet and outlet protection in the form of a cobble gravel sand mix, placement of common borrow, a 6" underdrain pipe, and the construction of the 48" culvert. There are wetlands that surround this work zone and the groundwater elevations vary by season and localized rainfall events. The Contractor is responsible to maintain or construct separate undisturbed and disturbed areas in the vicinity of the stream in order to construct the various operations in this sensitive area. The contract has several items including: silt fence, baled hay, and erosion control filter berm to assist with erosion and sedimentation control within the project limits.

The conveyance of the upstream water outside of the work zone to a point downstream of the project limits or a staged approach to constructing this area may require the utilization of a

temporary cofferdam in association with a pumped conveyance system may be required to continue the flow of water within the stream at the downstream end of the project limits. In addition, dewatering and construction of a temporary erosion and sedimentation control pit or confined space on uplands may be necessary for treatment of sediment laden water caused by construction activities.

#### 656.02 Temporary Erosion and Sedimentation Control Devices - Materials

The Contractor shall install and maintain all temporary erosion and sedimentation control materials in accordance with the manufacturer's recommendations or the latest BMP's.

1. Baled hay shall be bales at approximately 14 by 18 by 30 inches, or an equivalent, securely tied to form a firm bale.

#### 2. Silt Fence

(a) Posts - Either hardwood posts or steel posts shall be used. Hardwood posts shall be straight, at least 18 inches longer than the height of the silt fence and at least one inch by one inch.

Staples shall be of No. 9 wire.

Steel posts shall be at least 18 inches longer than the height of the silt fence and have the means provided for fastening wire to the fence.

(b) Wire Support Fence - If required, wire support fence shall be at least two inches higher than the height of the silt fence. Horizontal and vertical wires shall be spaced no more than six inches apart. The top and bottom wires shall be at least 10 gauge; all other wires at least 12 gauge.

(c) Fabric - The woven geotextile fabric and components shall be made from polypropylene, polyester, polyamide or other chemically stable material and be resistant to ultraviolet radiation degradation for at least 12 months of installation. Silt retention capacity shall be no less than 75 percent. The fabric shall have a Mullen burst test of no less than 260 pounds per square inch with a maximum average sieve opening size of No. 20 to No. 60. Roll width of the fabric shall be no less than six inches wider than the height of the fence, except fabric for boom supported floating silt fence which shall be no less than two feet wider than the design width.

#### 656.03 Temporary Erosion and Sedimentation Control Devices - General

Baled hay shall be used in other areas as necessary to inhibit soil erosion.

During winter construction, November 1<sup>st</sup> through April 15<sup>th</sup>, all areas being constructed within 75 feet of a protected natural resource shall be protected with a double row of silt fence.

Sediment deposits behind haybales and silt fence shall be removed when the depth of sediment reaches 50 percent of the erosion control device height.

The Contractor is also required to have on-site, at all times, 25 percent additional Contract quantities of silt fence for use as backup devices.

#### 656.04 Temporary Erosion and Sedimentation Control Devices – Construction Requirements

##### 1. Erosion Control Filter Berm

The Contractor may opt to furnish and install an erosion control filter berm in lieu of silt fence. The erosion control filter berm shall be a water permeable windrow of a composted bark mix to remove suspended soil particles from water moving off the site. Erosion control filter berm shall be considered an erosion control device. The material and specific application shall be submitted to the Resident for approval.

The erosion control berm shall be placed uncompacted, in a windrow in locations approved by the Resident. The cross section of the berm shall be four feet wide at the base and 1-1/2 feet high at the center. The erosion control filter berm shall be removed when no longer required, as determined by the Resident, and shall be distributed over an adjacent area.

##### 2. Silt Fence

The silt fence shall be installed downhill of disturbed slopes as shown on the Plans or as approved. The Contractor shall have the option to provide a reinforced filter fabric or an un-reinforced filter fabric attached to a wire fence.

The fence posts shall be spaced as specified by the Resident, however, not to exceed a maximum of eight feet [2.5 m] apart when either type of silt fence is used and be driven a minimum of 18 inches [450 mm] into the ground.

The geotextile fabric shall be secured to the post or fence by suitable staples, tie wire or hog rings in such a manner as to prevent tearing and sagging of the fabric. The bottom flap of the geotextile fabric shall be entrenched into the ground a minimum depth of six inches [150 mm] to prevent water from flowing under the fence. The geotextile shall be spliced together only at support posts with a minimum six inches [150 mm] overlap and secure post connection which prevents leakage of silt. The top of the geotextile shall be installed with a reinforced top end section.

The Contractor shall maintain the silt fence in a functional condition at all times. All deficiencies shall be immediately corrected by the Contractor. The Contractor shall make a daily inspection of silt fences in areas where construction activity causes drainage runoff, to ensure that the silt fences are properly located for effectiveness. Where deficiencies exist, additional silt fences shall be installed as approved or otherwise directed.

Sediment deposits shall be removed when sediments reach 50 percent of the height of the device. All sediment deposits remaining in place after the device is no longer required shall be graded to conform to the existing ground, seeded and mulched immediately.

Geotextile fabric which has decomposed or has become ineffective and is still needed shall be replaced with material equal to the original design.

#### 656.05 Temporary Erosion and Sedimentation Control Devices - Maintenance

The erosion control devices will be cleaned, repaired or replaced as necessary. All deficiencies shall be corrected immediately by the Contractor.

#### 656.06 Temporary Erosion and Sedimentation Control Devices - Removing and Disposing

When disturbed areas have been permanently stabilized, temporary erosion control devices, including stone check dams, shall be removed. However, erosion control mix filter berms may be spread out, seeded and left to decompose. Areas disturbed during the removal of the erosion control devices shall be repaired and properly stabilized.

When removed, such devices may be reused in other locations provided they are in good condition and suitable to perform the erosion control for which they are intended. Reused devices, if approved, will be measured for payment.

#### 656.07 Erosion Control Compliance Officer

The Contractor shall designate an Erosion Control Compliance Officer (CECCO) on this Project who shall be a "DEP Certified Contractor" or have had equivalent training approved by the Authority. The Contractor shall provide the Resident with the name of the CECCO and any phone numbers or pager numbers that can be used to contact the person in case of emergency.

Before commencing any work that could disturb soils or impact water quality, the CECCO must field review the Project with the Resident's ECCO (RECCO).

#### 656.08 Inspection and Recordkeeping

The CECCO shall accompany the RECCO in the inspection of all erosion control devices. An inspection log shall be maintained by the Resident for the duration of the Project. The log will include daily on-site precipitation and air temperature as well as the performance, failure and/or any corrective action for all erosion and sedimentation controls in place. The log will be updated at least weekly and after all significant storm runoff or flood events. The log shall be signed by the RECCO and the CECCO after each inspection.

Failure to comply with the erosion and sedimentation control requirements herein or as directed by the RECCO within 24-hours after the violation is noted in the inspection log, will result in the \$1,000 per day per violation penalty until the violation is corrected to the satisfaction of the Resident.