MAINE TURNPIKE AUTHORITY

MAINE TURNPIKE

CONTRACT DOCUMENTS

CONTRACT 2026.12

CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
UNNAMED STREAM CULVERT (MM 57.10)
UNNAMED STREAM CULVERT (MM 91.30)

NOTICE TO CONTRACTORS

PROPOSAL

CONTRACT AGREEMENT

CONTRACT BOND

FINAL LIEN AND CLAIM WAIVER AND AFFIDAVIT

SPECIFICATIONS

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

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

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

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MAINE TURNPIKE AUTHORITY

NOTICE TO CONTRACTORS

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

CONTRACT 2026.12

CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
UNNAMED STREAM CULVERT (MM 57.10)
UNNAMED STREAM CULVERT (MM 91.30)

at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, ME, until 10:00 a.m., prevailing time as determined by the Authority on March 12, 2026, at which time and place the Proposals will be publicly opened and read. Bids will be accepted from Contractors **prequalified** by the Maine Department of Transportation for Bridge and Highway Construction Projects. All other bids may be rejected. This Project includes a wage determination developed by the State of Maine Department of Labor.

The work consists of culvert repairs at three locations. At the Long Creek Culvert at MM 45.90 in the town of South Portland, the work generally consists of constructing two access ways as needed and sliplining the existing 78" reinforced concrete pipe culvert with a 72" liner pipe. At the Unnamed Stream Culvert (MM 57.10) in the town of Cumberland, the work generally consists of parging all joints of the existing 72" reinforced concrete pipe. At the Unnamed Stream Culvert (MM 91.30), in the town of Litchfield, the work generally consists of constructing two access ways as needed, sliplining the existing 60" reinforced concrete pipe culvert with a 54" liner pipe, and removing and replacing the existing culvert headwall. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

The half size Plans and Contract Documents may be obtained from the Authority upon payment of One Hundred ($100.00) Dollars for each set, which payment will not be returned. Checks shall be made payable to: Maine Turnpike Authority. The Plans and Contract Documents may also be downloaded from a link on our website at https://maineturnpike.com/projects/construction-contracts.

For general information regarding Bidding and Contracting procedures, contact Nate Carll, Purchasing Manager, at (207)482-8115. For information regarding Schedule of Items, plan holders list and bid results, visit our website at https://maineturnpike.com/projects/construction-contracts. To submit project specific questions, use the electronic Request for Information (RFI) tab at https://www.maineturnpike.com/projects/construction-contracts for Contract 2026.12. Responses will not be prepared for questions received by telephone. Bidders shall not contact any other Authority staff or Consultants for clarification of Contract provisions, and the Authority will not be responsible for any interpretations so obtained.

All work shall be governed by the Specifications entitled "State of Maine, Department of Transportation, Standard Specifications, Revision of November 2014", "Standard Details, Revision of November 2014" and "Best Management Practices for Erosion and Sediment Control", latest issue. Copies and recent updates to these publications can be downloaded at: https://www.maine.gov/dot/doing-business/bid-opportunities/information-about-bidding.

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

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

A pre-bid conference will be held on February 24, 2026 at 11:00 a.m. at the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine. The deadline to submit questions will be March 3, 2026, at 4:00 PM.

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

MAINE TURNPIKE AUTHORITY

Nate Carll
Purchasing Manager
Maine Turnpike Authority
Portland, Maine

Maine Turnpike Authority

MAINE TURNPIKE

PROPOSAL

CONTRACT 2026.12

CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
UNNAMED STREAM CULVERT (MM 57.10)
UNNAMED STREAM CULVERT (MM 91.30)

MAINE TURNPIKE AUTHORITY

PROPOSAL

CONTRACT 2026.12

CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
UNNAMED STREAM CULVERT (MM 57.10)
UNNAMED STREAM CULVERT (MM 91.30)

TO MAINE TURNPIKE AUTHORITY:

The work consists of culvert repairs at three locations. At the Long Creek Culvert at MM 45.90 in the town of South Portland, the work generally consists of constructing two access ways as needed and sliplining the existing 78" reinforced concrete pipe culvert with a 72" liner pipe. At the Unnamed Stream Culvert at MM 57.10 in the town of Cumberland, the work generally consists of parging all joints of the existing 72" reinforced concrete pipe. At the Unnamed Stream Culvert at MM 91.30, in the town of Litchfield, the work generally consists of constructing two access ways as needed, sliplining the existing 60" reinforced concrete pipe culvert with a 54" liner pipe and flexible fish passage baffles, removing and replacing the existing culvert headwalls, and associated stream channel improvements for fish passage. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

This Work will be done under a Contract known as Contract 2026.12 according to the Plans and Specifications which are on file in the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine.

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

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

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

SCHEDULE OF BID PRICES
CONTRACT NO. 2026.12

CULVERT REPAIRS

LONG CREEK CULVERT (MM 45.90)
UNNAMED STREAM CULVERT (MM 57.10)
UNNAMED STREAM CULVERT (MM 91.30)

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
509.2021	Culvert Lining (Long Creek Culvert MM 45.90)	Lump Sum	1				
509.2022	Culvert Lining (Unnamed Stream Culvert MM 91.30)	Lump Sum	1				
510.131	Special Detour, Construction Access Way (Long Creek Culvert MM 45.90)	Lump Sum	1				
510.132	Special Detour, Construction Access Way (Unnamed Stream Culvert MM 91.30)	Lump Sum	1				
518.85	Concrete Culvert Joint Repair (Unnamed Stream Culvert MM 57.10)	Lump Sum	1				
652.3611	Maintenance of Traffic Control Devices (Long Creek Culvert MM 45.90)	Lump Sum	1				
652.3612	Maintenance of Traffic Control Devices (Unnamed Stream Culvert MM 57.10)	Lump Sum	1				
652.3613	Maintenance of Traffic Control Devices (Unnamed Stream Culvert MM 91.30)	Lump Sum	1				
656.751	Temporary Soil Erosion and Water Pollution Control (Long Creek Culvert MM 45.90)	Lump Sum	1				
656.752	Temporary Soil Erosion and Water Pollution Control (Unnamed Stream Culvert MM 57.10)	Lump Sum	1				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
656.753	Temporary Soil Erosion and Water Pollution Control (Unnamed Stream Culvert MM 91.30)	Lump Sum	1				
659.10	Mobilization	Lump Sum	1				
661.10	Toll Stipend	Lump Sum	1				

TOTAL:

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

_____

_____

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

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

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

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

_____ *(SEAL)*

_____ *(SEAL)*

Affix Corporate Seal
or Power of Attorney
Where Applicable

_____ *(SEAL)*

By: _____

Its: _____

Information below to be typed or printed where applicable:

INDIVIDUAL:

(Name)	(Address)

PARTNERSHIP - Name and Address of General Partners:

(Name)	(Address)
(Name)	(Address)
(Name)	(Address)
(Name)	(Address)

INCORPORATED COMPANY:

(President)	(Address)
(Vice-President)	(Address)
(Secretary)	(Address)
(Treasurer)	(Address)

MAINE TURNPIKE AUTHORITY

MAINE TURNPIKE

YORK TO AUGUSTA

CONTRACT AGREEMENT

This Agreement made and entered into between the Maine Turnpike Authority, and sometimes termed the "Authority", and _____

_____

herein termed the "Contractor":

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

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

_____

_____

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

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

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

AUTHORITY -

MAINE TURNPIKE AUTHORITY

By: _____

Title: CHAIRMAN

Date of Signature: _____

ATTEST:

_____
Secretary

CONTRACTOR -

_____
CONTRACTOR

By: _____

Title: _____

Date of Signature: _____

WITNESS:

_____

CONTRACT BOND

KNOW ALL MEN BY THESE PRESENTS that _____

of _____ in the County of _____ and State of _____

as Principal, and _____ a Corporation duly organized under the

laws of the State of _____ and having a usual place of business in _____

_____

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

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

Signed and sealed this _____ day of _____, A.D., 202___

Witnesses: CONTRACTOR

_____ _____ *(SEAL)*

_____ _____ *(SEAL)*

_____ _____ *(SEAL)*

SURETY

_____ _____ *(SEAL)*

_____ _____ *(SEAL)*

_____ _____ *(SEAL)*

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

FINAL LIEN AND CLAIM WAIVER AND AFFIDAVIT

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

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

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

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

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

_____
(Contractor)

By: _____

Title: _____

State of MAINE

County of _____

I, _____, hereby certify on behalf of ___ _____
(Company Officer) *(Company Name)*

its _____, being first duly sworn and stated that the foregoing representations are
(Title)

are true and correct upon his own knowledge and that the foregoing is his free act and deed in said capacity and the free act and deed of the above-named

_____

.

(Company Name)

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

(SEAL)

_____
Notary Public

My Commission Expires: _____

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

PART I – SUPPLEMENTAL SPECIFICATIONS

(Rev. November 10, 2016)

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

PART II – SPECIAL PROVISIONS

PART II - SPECIAL PROVISIONS

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

PART II - SPECIAL PROVISIONS

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

General Description of Work

The work consists of culvert repairs at three locations. At the Long Creek Culvert at MM 45.90 in the town of South Portland, the work generally consists of constructing two access ways as needed and sliplining the existing 78" reinforced concrete pipe culvert with a 72" liner pipe. At the Unnamed Stream Culvert at MM 57.10 in the town of Cumberland, the work generally consists of parging all joints of the existing 72" reinforced concrete pipe. At the Unnamed Stream Culvert at MM 91.30, in the town of Litchfield, the work generally consists of constructing two access ways as needed, sliplining the existing 60" reinforced concrete pipe culvert with a 54" liner pipe and flexible fish baffles, removing and replacing the existing culvert headwall, and associated channel improvements for fish passage. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

Plans

The drawings included in these Contract Documents, and referred to as the Plans, show the general character of the work to be done under this Contract. They bear the general title "Maine Turnpike Authority – Contract 2026.12 – Culvert Repairs – Long Creek Culvert at (MM 45.90) in S.Portland, ME, Unnamed Stream Culvert at (MM 57.10) in Cumberland, ME, Unnamed Stream Culvert at (MM 91.30) in Litchfield, ME". The right is reserved by the Resident to make such minor corrections or alterations in the Plans as he deems necessary without change in the unit prices on the Schedule of Prices of the Proposal.

101.2 Definition

Holidays

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

Juneteenth Day 2026 (June 19,2026)	6:00 a.m. Friday to 6:00 p.m. Friday
Independence Day 2026 (Fourth of July)	12:01 p.m. preceding Thursday to 6:00 a.m. the following Monday.
Indigenous Peoples Day (10/12/26)	12:01 p.m. preceding Friday to 6:00 a.m. the following Tuesday

102.6 Bid Guaranty

Replace the last paragraph with:

Bid Bonds must be (A) issued by an insurance company licensed or approved by the State of Maine, Department of Business Regulation, Bureau of Insurance, to do business in the State of Maine; and (B) properly signed by the Bidder (as Principal) and duly authorized representative of the insurance company referenced above.

103.4 Notice of Award

The following sentence is added:

The Maine Turnpike Authority Board is scheduled to consider the Contract Award on March 26, 2026.

104.3.8 Wage Rates and Labor Laws

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

The fair minimum hourly rates determined by the State of Maine Department of Labor for this Contract are as follows:

THIS DOCUMENT MUST BE CLEARLY POSTED AT ALL CONSTRUCTION SITES FUNDED IN PART WITH STATE FUNDS

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

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

2026 Fair Minimum Wage Rates – Highway & Earth Kennebec County

Occupational Title	Minimum Wage	Minimum Benefit	Total
Brickmasons and Blockmasons	$43.02	$7.64	$50.66
Bulldozer Operator	$30.62	$5.38	$36.00
Carpenter	$33.75	$3.55	$37.30
Cement Masons and Concrete Finisher	$24.42	$2.52	$26.94
Construction and Maintenance Painters	$32.96	$0.45	$33.41
Construction Laborer	$23.20	$2.34	$25.54
Conveyor Operators and Tenders	$30.17	$13.77	$43.94
Crane and Tower Operators	$40.43	$8.63	$49.06
Crushing Grinding and Polishing Machine Operators	$26.00	$3.11	$29.11
Earth Drillers - Except Oil and Gas	$25.04	$3.77	$28.81
Electrical Power - Line Installer and Repairers	$48.12	$15.63	$63.75
Electricians	$57.84	$26.68	$84.52
Elevator Installers and Repairers	$67.34	$39.76	$107.10
Excavator Operator	$28.90	$7.52	$36.42
Fence Erectors	$30.90	$2.18	$33.08
Flaggers	$21.00	$0.53	$21.53
Floor Layers - Except Carpet/Wood/Hard Tiles	$29.00	$8.65	$37.65
Glaziers	$39.32	$19.22	$58.54
Hazardous Materials Removal Workers	$24.12	$1.60	$25.72
Heating and Air Conditioning and Refrigeration Mechanics and Installers	$35.68	$5.93	$41.61
Heavy and Tractor - Trailer Truck Drivers	$25.08	$3.82	$28.89
Highway Maintenance Workers	$23.30	$1.14	$24.44
Industrial Machinery Mechanics	$29.97	$6.74	$36.71
Industrial Truck and Tractor Operators	$24.61	$4.21	$28.82
Insulation Worker - Mechanical	$27.35	$6.05	$33.40
Light Truck or Delivery Services Drivers	$26.79	$5.14	$31.93
Loading Machine and Dragline Operators	$28.05	$4.70	$32.75
Millwrights	$35.99	$10.52	$46.51
Mobile Heavy Equipment Mechanics - Except Engines	$30.35	$4.55	$34.90
Operating Engineers and Other Equipment Operators	$29.41	$5.61	$35.02
Paving Surfacing and Tamping Equipment Operators	$30.17	$13.80	$43.97
Pile-Driver Operators	$37.15	$3.12	$40.27
Pipe/Steam/Sprinkler Fitter	$32.33	$7.56	$39.89
Pipelayers	$28.75	$3.64	$32.39
Plumbers	$34.11	$7.80	$41.91
Radio Cellular and Tower Equipment Installers	$34.72	$5.63	$40.35
Reinforcing Iron and Rebar Workers	$32.94	$20.82	$53.76
Riggers	$31.25	$7.68	$38.93
Roofers	$25.50	$3.49	$28.99
Sheet Metal Workers	$28.77	$7.00	$35.77
Structural Iron and Steel Workers	$30.98	$7.12	$38.10
Tapers	$29.16	$5.64	$34.80
Telecommunications Equipment Installers and Repairers - Except Line Installers	$37.09	$10.21	$47.30
Telecommunications Line Installers and Repairers	$28.49	$5.29	$33.78
Tile and Marble Setters	$28.91	$5.46	$34.37

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

Apprentices – The minimum wage rates for registered apprentices are the rates recognized in the sponsorship agreement for registered apprentices working in the pertinent classification.

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

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

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

A true copy

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

Supersedes 01-01-2025
Effective 01-10-2026

THIS DOCUMENT MUST BE CLEARLY POSTED AT ALL CONSTRUCTION SITES FUNDED IN PART WITH STATE FUNDS

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

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

2026 Fair Minimum Wage Rates – Highway & Earth Cumberland County

Occupational Title	Minimum Wage	Minimum Benefit	Total
Brickmasons and Blockmasons	$43.02	$7.64	$50.66
Bulldozer Operator	$30.62	$5.38	$36.00
Carpenter	$33.75	$3.55	$37.30
Cement Masons and Concrete Finisher	$24.42	$2.52	$26.94
Construction and Maintenance Painters	$33.00	$0.00	$33.00
Construction Laborer	$26.57	$3.61	$30.18
Conveyor Operators and Tenders	$30.17	$13.77	$43.94
Crane and Tower Operators	$40.43	$8.63	$49.06
Crushing Grinding and Polishing Machine Operators	$29.40	$5.64	$35.04
Earth Drillers - Except Oil and Gas	$25.04	$3.77	$28.81
Electrical Power - Line Installer and Repairers	$48.12	$15.63	$63.75
Electricians	$37.80	$18.82	$56.62
Elevator Installers and Repairers	$67.34	$39.76	$107.10
Excavator Operator	$33.71	$6.43	$40.14
Fence Erectors	$30.90	$2.18	$33.08
Flaggers	$22.00	$1.06	$23.06
Floor Layers - Except Carpet/Wood/Hard Tiles	$29.00	$8.65	$37.65
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Hazardous Materials Removal Workers	$24.12	$1.60	$25.72
Heating and Air Conditioning and Refrigeration Mechanics and Installers	$35.68	$5.93	$41.61
Heavy and Tractor - Trailer Truck Drivers	$35.95	$3.09	$39.04
Highway Maintenance Workers	$23.30	$1.14	$24.44
Industrial Machinery Mechanics	$29.97	$6.74	$36.71
Industrial Truck and Tractor Operators	$24.61	$4.21	$28.82
Insulation Worker - Mechanical	$27.35	$6.05	$33.40
Light Truck or Delivery Services Drivers	$26.79	$5.14	$31.93
Loading Machine and Dragline Operators	$30.11	$5.48	$35.59
Millwrights	$35.99	$10.52	$46.51
Mobile Heavy Equipment Mechanics - Except Engines	$32.76	$7.19	$39.95
Operating Engineers and Other Equipment Operators	$39.18	$3.39	$42.57
Paving Surfacing and Tamping Equipment Operators	$33.60	$5.05	$38.65
Pile-Driver Operators	$37.15	$3.12	$40.27
Pipe/Steam/Sprinkler Fitter	$32.33	$7.56	$39.89
Pipelayers	$28.75	$3.64	$32.39
Plumbers	$34.11	$7.80	$41.91
Radio Cellular and Tower Equipment Installers	$34.72	$5.63	$40.35
Reinforcing Iron and Rebar Workers	$32.94	$20.82	$53.76
Riggers	$31.25	$7.68	$38.93
Roofers	$25.50	$3.49	$28.99
Sheet Metal Workers	$28.77	$7.00	$35.77
Structural Iron and Steel Workers	$30.98	$7.12	$38.10
Tapers	$29.16	$5.64	$34.80
Telecommunications Equipment Installers and Repairers - Except Line Installers	$37.09	$10.21	$47.30
Telecommunications Line Installers and Repairers	$28.49	$5.29	$33.78
Tile and Marble Setters	$28.91	$5.46	$34.37

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

Apprentices – The minimum wage rates for registered apprentices are the rates recognized in the sponsorship agreement for registered apprentices working in the pertinent classification.

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

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

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

A true copy

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

Supersedes 01-01-2025
Effective 01-10-2026

104.4.6 Utility Coordination

This Subsection is amended by the addition of the following:

There are no anticipated utilities within the Project limits that will be impacted. However, the Contractor shall locate and record any utilities in accordance with the Utilities Notes shown on Sheet 3 of the Contract Plans.

The following Subsection is added:

104.4.7 Cooperation With Other Contractors

This Subsection is amended by the addition of the following:

Adjacent contracts currently scheduled for the 2026 construction season include:

MTA Contract 2026.03 – Mainline Pavement Rehabilitation – MM 54.5 - MM 59.5
MTA Contract 2026.05 – Bridge Repairs – MM 39.90, MM 44.30, and MM 44.91
MTA Contract 2026.07 – Crosby Maintenance Office Building

The following Subsection is added:

105.5.1 General Requirements

Delete the third paragraph and replace with the following:

Toll Free Passage on the Turnpike: The Contractor will be provided with four (4) electronic EZPass toll transponders or toll cards for movement of vehicles, labor and equipment and for delivery of material essential to the Work. The use of the transponders/cards will be limited to the Contractor's project superintendent and supporting traffic control staff. The transponders/cards shall be distributed by the Contractor to the appropriate staff and used while working on the Turnpike.

The following paragraphs are added:

Transponders: Transponders will be provided upon the return of a Terms of Use agreement provided by the Authority and signed by the Contractor.

Cards: 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. All vehicles with cards must stop at a staffed lane at the toll plazas to present the cards to the toll attendant. All cards shall be returned to the Resident at the completion of the Project. The use of the cards shall be revoked if the cards are misused.

105.8.2 Permit Requirements

The Long Creek Culvert Repair Project (MM 45.90) is being constructed under the Maine Department of Environmental Protection (DEP) Natural Resources Protection Act Permit by Rule regulations Section 11 – State Transportation Facilities, amended June 8, 2012. A copy of the

Section 11 – State Transportation Facilities Permit by Rule regulations are attached in **Appendix A.**

The Long Creek Culvert Repair Project is being constructed under Section 404 of the Clean Water Act, pursuant to the U.S. Army Corps of Engineers (Corps) Regional General Permits for the State of Maine, via a Pre-Construction Notification (PCN). The Project is therefore subject to the General Conditions of the Regional General Permits for the State of Maine dated November 10, 2025 through October 31, 2030, and is also subject to additional Project Specific Special Conditions as specified in the Corps PCN authorization letter issued for the Project on February 2, 2026 (Project File # NAE-2025-02286). A copy of the General Permit standards and the Corps authorization letter, including the Project Specific Special Conditions, is attached in **Appendix A**. Within the PCN application for the Project MTA proposed an extended in-stream work window in order to accommodate contractor availability and to provide flexibility to work during optimal low flow conditions. The requested in-stream work window was approved and all in-water work shall occur in-the-dry behind cofferdams within the approved in-water work window of June 1 to September 30 so as to minimize impacts to the aquatic environment.

The proposed work at the Unnamed Stream Culvert (MM 57.10) in Cumberland does not exceed any thresholds or trigger any permit requirements under Section 404 of the Clean Water Act or under the Maine DEP Natural Resources Protection Act. Therefore the project activities at this location are not subject to any specific conditions from the Corps or Maine DEP.

The Unnamed Stream Culvert (MM 91.30) in Litchfield is being constructed under the Maine DEP Natural Resources Protection Act Permit by Rule regulations Section 11 – State Transportation Facilities, amended June 8, 2012. A copy of the Section 11 – State Transportation Facilities Permit by Rule regulations are attached in **Appendix B**.

The Unnamed Stream Culvert (MM 91.30) is being constructed under Section 404 of the Clean Water Act via an Individual Permit and associated Individual Water Quality Certification. The Corps issued a draft permit for MM 91.30 on February 6, 2026 and the Corps is anticipated to issue the final permit by March 18, 2026. As such, the Project is authorized to perform the work in accordance with the terms and conditions specified in the draft permit (Permit No. NAE-20205-02537). A copy of the draft Individual Permit issued by the Corps is attached in **Appendix B**. For this project, the standard in-water work window for non-tidal waters of July 15 through October 1 will apply, therefore all in-water work will have to be completed during this time period.

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

The Contractor shall prepare a limits of disturbance plan (LOD) illustrating the Contractor's proposed limit of earthwork disturbance for all projects. 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.

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:

- The Resident shall have a minimum of five (5) working days to approve the revised LOD plan.
- For contracts with a project-specific NOI, if the cumulative area of disturbance exceeds the estimated LOD noted above, the Resident shall first approve of the plan and then possibly resubmit the NOI to Maine DEP for approval. The approval may take a minimum of 14 working days from the date of submittal to Maine DEP.

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

For the Long Creek Project, the Contractor shall comply with the General Conditions of the Regional General Permits for the State of Maine dated November 10, 2025 through October 31, 2030, the additional Project Specific Special Conditions as specified in the Corps PCN authorization letter issued for the Project on February 2, 2026 (Project File # NAE-2025-02286), the NRPA Permit by Rule Section 11 standards, the Maine Erosion and Sedimentation Control Law, and, as applicable to the proposed scope of work, the Maine Pollutant Discharge Elimination System General Permit for stormwater discharge associated with construction activity.

For the MM 91.30 Project, the Contractor shall comply with the General Conditions and Special Conditions contained within the Corps Individual Permit and associated Individual Water Quality Certification as detailed in the draft permit (Permit No. NAE-20205-02537) issued for MM 91.30 on February 6, 2026 (final permit expected by March 18, 2026). The Project will also be required to comply with the NRPA Permit by Rule Section 11 standards, the Maine Erosion and Sedimentation Control Law, and, as applicable to the proposed scope of work, the Maine Pollutant Discharge Elimination System General Permit for stormwater discharge associated with construction activity.

The Contractor shall indemnify and hold harmless the Maine Turnpike Authority or its agents, representatives and employees against any and all claims, liabilities or fines arising from or based on the violation of the above noted permits.

105.11 As-Built Plans

The Contractor shall provide the Authority with as-built plans in PDF and MicroStation or AutoCAD. The as-built plans shall note changes to the bid documents, including, but not limited to pavement, concrete, barrier, guardrail, culverts, drainage, foundations, wiring, signs, etc. The as-builts plans shall also provide GPS accurate locations of all underground work. Submittal of Draft, Final Draft, and 100% as-built plans to the Resident shall be conditions of Mobilization Payment, Retainage Reduction, and Final Payment as noted in Special Provision 108.

105.11.1 As-Built Plan Submittals

The Contractor shall make the following submittals of as-built plans to the Resident as part of the conditions of Mobilization Payment, Retainage Reduction, and Final Payment as noted in Special Provision 108:

a. Draft As-built Plans containing any underground work completed within the prior 30 day period once 50% of the Work is complete.
b. Final Draft As-Built Plans containing all underground work
c. 100% As-Built Plans containing all underground work and changes

105.11.2 As Built Plan Requirements

As-built plans and CADD files shall conform to the following requirements:

a. Include legend of line weights and styles
b. Project stationing shall be on its own layer and be color white
c. Changes to pavement, concrete, barrier, guardrail, foundations, signs etc. shall be on their own layer and be color brown
d. Electric power lines, cable, conduit, and lighting cables shall be on their own layer and be color red
e. Gas, oil, steam, petroleum, or gaseous materials shall be on their own layer and be color yellow
f. Communication, alarm or signal lines, cables, or conduit shall be on their own level and be color orange
g. Potable water shall be on its own layer and be color blue
h. Sewers and drain lines shall be on their own layer and be color green
i. Reclaimed water, irrigation, and slurry lines shall be on their own level and be color purple

107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

At the Long Creek Culvert (MM 45.90), Culvert (MM 57.10) and Culvert (MM 91.30):

- All work shall be completed on or before November 30, 2026.
- All work shall be substantially complete by October 31, 2026. Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.

107.1.1 Substantial Completion

This Subsection is amended by the addition of the following:

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

- All lining at all culvert locations, as required by the specifications.
- All access ways and work pads have been restored as directed in the Contract Plans.

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

107.4.6 Prosecution of Work

All work shall be done in accordance with the project's environmental permits. All in-stream work at the MM 45.90 culvert shall be completed during the June 1 to October 1 in-water work window all in-stream work at the MM 91.30 culvert must completed during the July 15 to October 1 work window.

The Contractor shall submit to the Authority a construction schedule which shall document that the Contractor has the necessary labor and equipment to work immediately and continuously at the project site. The intent of this specification is to minimize the amount of time for the project, while providing the Contractor sufficient time to complete the work in a diligent manner to complete the project as prescribed by the project's Substantial Completion date.

107.4.7 Limitations of Operations

All roadway lanes and driveways shall remain open at all times and in accordance with the restrictions of Special Provision 652 unless otherwise noted herein or approved by the Authority.F

The Contractor shall progress the work in a manner that minimizes disruption to the public to the extent practical.

108.2.1 Generation of Progress Payments

The Authority will estimate the amount of Work performed at least monthly and make payment based upon such estimates. Estimates may be paid bimonthly (twice-a-month) if the bimonthly (twice-a-month) invoices exceed $100,000. No such estimates or payment will be made if, in the judgment of the Authority, the Work is not proceeding in accordance with the provisions of the Contract. The Contractor agrees to waive all claims related to the timing and amount of such estimates.

108.2.3 Mobilization Payment

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

Upon approval of all pre-construction submittals required for approval by this Contract, including those listed in Section 104.4.2 – Preconstruction Conference, the Contractor will receive payment of 50% of the Lump Sum price for Mobilization, not to exceed 5% of the Bid less the amount bid for Mobilization. After the Authority determines that the Work is 50% complete and the Contractor has submitted a Draft (50%) as-built submittal of all underground work to date (within the prior 30 day pay period) as defined in Special Provision 105., the Contractor will receive the other 50% of the Lump Sum price for Mobilization, not to exceed 5% of the Bid less the amount bid for Mobilization. Any remaining Mobilization will be at the completion of physical work.

108.3 Retainage

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

When requested by the Contractor, an 80 percent reduction of retainage will be considered by the Authority when the Project is substantially complete and the Contractor has submitted a Final Draft (98%) as-built submittal of all underground work, in accordance with Special Provision 105. When requesting a reduction, the Contractor shall include an explanation of the outstanding Work, an estimate of the cost to complete the Work, and a schedule for completing the Work. Seasonal limitations as well as warranty and establishment periods (for vegetation) shall be addressed.

SPECIAL PROVISION

SECTION 203

EXCAVATION AND EMBANKMENT

(Special Fill)

203.01 Description

This work shall consist of furnishing and placing stone and granular material inside, and upstream and downstream of a culvert to form a nature-like streambed.

203.02 Materials

Special Fill shall consist of a well graded mixture of cobbles, gravel, sand and fines similar in size and shape to those found in natural channels. Any material excavated from the existing stream channel shall be stockpiled and be re-used as Special Fill. This stockpiled material shall be supplemented by off-site material as needed to provide the required quantity of material. Special fill may be obtained as bank run or screening materials from earth borrow pits, but preference should be given to existing granular material and stones. Unwashed stone and stone with naturally fractured faces will be allowed. The final material shall be a dense well-graded mix of bank run materials that meet the requirements listed below. Additional borrow material from material used on-site may be used as filler material with the approval of the Resident. Materials for imported special fill shall conform to the following requirements:

a. 9-inch Boulders and Cobbles - shall be a well graded mix of subangular to subrounded stones with a maximum size of 9 inches average dimension. Approximately 15 percent of the stones by volume shall have an average dimension greater than 6 inches, 50 percent greater than 3 inches, and 85 percent greater than ¾ inches.

b. Streambed Gravel - shall be well graded bank run or screened gravel similar to a Type D gravel (MaineDOT Standard Specifications section 703.06), except that the part that passes a 3-inch sieve shall meet the grading requirements of the following table:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
½ inch	35-80
¼ inch	25-65
No. 40	5-30
No. 200	2-8

c. Filler material - the purpose of Filler Material is to fill and seal the voids so that water ponds on the surface of the streambed. Filler Material shall consist of Streambed Gravel, dredge material, or other suitable material approved by the Resident.

d. Mix Proportions – Imported special fill shall be mixed in the approximate proportions to meet the gradations listed in the following table:

Location	9-inch minus boulders and cobbles	Streambed Gravel	D50 (average) particle size	D100 (maximum) particle size
MM 45.90	1 part	1 part	1.0 in	9.0 in
MM 57.0	N/A			
MM 91.30	3 parts	1 part	3.0 in	12.0 in

e. Testing and Inspection - At least 10 working days prior to the start of stream channel construction the Contractor shall identify the source and proposed materials to be used for imported special fill for inspection and shall furnish to the Resident a copy of gradation test results from a certified laboratory for the streambed gravel portion of the mix. The Department will obtain samples of the streambed gravel for Process Control prior to placement.

The grading of stone shall be determined by the Resident in accordance with the MaineDOT Standard Specifications, Section 610.032(d) Inspection.

Acceptance will be based on the test results and visual inspection by the Resident.

203.03 Construction Requirements

1. Construct a channel with a streambed surface and rock features as shown on the plans and in accordance with other Specials Provisions as called for (610 – Streambed Rock Features and 610 – Void-Filled Riprap). The Contractor shall construct a test section beginning at the downstream end of the culvert for review by the Resident.
2. Streambed Rock Features and Void-Filled Riprap shall be placed before the first streambed lift. See Special Provisions 610 for Streambed Rock Features (Rock Riffle Crests and Void-Filled Riprap).
3. Place special fill in two lifts, without pockets of either fine or coarse material. The rock features and the second lift of special fill shall not be placed until the first lift of special fill has been approved by the Resident.
4. Special fill shall be placed by machine or by hand as necessary to achieve the specified shape and thickness. Larger stones may protrude above the average surface but shall be firmly embedded in the mix.
5. Special fill shall be machine tamped and thoroughly washed-in with water immediately after placement of each lift. After the initial washing-in, place additional special fill on soft areas of the streambed, tamp and wash-in until firm. Place filler material as needed to fill remaining voids. Wash-in until water remains on the surface with minimal infiltration. After washing-in and compaction, the final elevation of the special fill shall be as called for on the plans with an allowable surcharge of up 3 inches above the design grade.
6. Mechanical methods of compaction may be used with the approval of the Resident. If the Contractor uses mechanical methods the void-filling and washing-in requirements shall still apply.
7. Prior to cofferdam removal and exposure to natural flow conditions the streambed shall be thoroughly wetted and compacted with voids filled, and the surface reviewed and approved by the Resident.

203.18 Measurement

Special Fill will not be measured separately for payment but shall be incidental to the Culvert Lining Pay Item(s).

203.19 Basis of Payment

Special Fill will not be paid for directly but will be considered incidental to the Culvert Lining Pay Item(s).

SPECIAL PROVISION

SECTION 206

STRUCTURAL EXCAVATION

206.02 Construction Methods

The following paragraphs are added:

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.

SPECIAL PROVISION

SECTION 502

STRUCTURAL CONCRETE

(Annular Space Grouting)

502.01 Description

This work shall consist of providing and placing non-shrink grout as described below. The annular space (void between the host and culvert liner pipes) shall be completely grouted to support the liner and provide long-term stability. The Contractor shall provide testing of the materials and methods for compliance with the following requirements. Prior to any work the Contractor shall furnish an acceptable plan for performing and testing the grouting.

502.011 Preparation

After slip liner installation but prior to grouting, bulk heading of the ends and venting shall be constructed.

After bulk heading of the ends and venting, test the integrity of the installed liner pipe and constructed bulkheads for any leaks.

502.012 Planned Vents

Venting of the annular space shall be performed to allow for escape of air and excess water and to assure uniform grout placement in the annulus. At minimum, an open ended, high point tap or equivalent vent must be provided and monitored at the bulkhead. Additional vents may be employed which can serve as intermediate grout verification points.

The Contractor shall submit shop drawings or indicate in the installation plan the proposed number and location of vents relative to pipe diameter and stiffness for the grouting operations.

502.013 Grouting Equipment

The materials shall be mixed in equipment of sufficient size and capacity to provide the desired amount of grout material for each stage in a single operation. The equipment shall be capable of mixing the grout at densities required for the approved procedure and shall also be capable of changing density as dictated by field conditions any time during the grouting operation.

502.014 Injection Procedure and Pressure

The gauged pumping pressure shall not exceed the liner pipe Manufacturer's approved recommendations. Pumping equipment shall be of a size sufficient to inject grout at velocity and pressure relative to the size of the annular space. Gauges to monitor grout pressure shall be attached immediately adjacent to each injection port. The gauge shall conform to an accuracy of not more

than one-half percent error over the full range of the gauge. The range of the gauge shall be not more than 100 percent greater than the design grout pressure. Pressure gauges shall be instrument oil filled and attached to a saddle type diaphragm seal (gauge saver) to prevent slogging with grout. All gauges shall be certified and calibrated in accordance with ANSI B40 Grade 2A.

502.015 Test Section

The Contractor shall be required to perform a test on each type of grout and grout system proposed to be used.

502.016 Submittals and Required Calculations

The Contractor shall submit the following to the Resident for his review and approval at least 30 working days prior to the start of the grouting operation:

(1) The proposed grouting mix
(2) The proposed densities and viscosities
(3) Initial set time of the grout
(4) The proposed grouting method
(5) The maximum of injection pressures
(6) The 24-hour and 28 day compressive strengths
(7) Proposed grout stage volumes
(8) Bulkhead designs
(9) Buoyant force calculations
(10) Flow control
(11) Provisions for service connections
(12) Pressure gauge certification
(13) Vent location plans
(14) Certification that grouting plan conforms with all provisions, cautions and restrictions or the liner manufacturer

These shall be submitted as a complete package for a single or sample section only. The Contractor shall notify the Resident of any changes to be made in grouting.

502.03 Materials

The grout material shall consist of Portland cement (Portland cement and fly ash) and/or additives as described in the following Subsections of Division 700 -

Materials:

Portland Cement	701.01
Water	701.02
Air-Entraining Admixtures	701.03
Fine Aggregate	701.01
Fly Ash	701.10 Type F or C
Chemical Admixtures	701.04
Accelerating Admixtures	AASHTO M-194 Type “C”

(a) Compressive Strength The grout shall have a minimum penetration resistance of 100 psi in 24 hours when tested in accordance with ASTM C403 and a minimum compressive strength of 500 psi in 28 days when tested in accordance with ASTM C495 or C109.

(b) Performance Requirements The Contractor shall submit the proposed grout mix, methods, plans and criteria of the grouting operations. The grouting system shall have sufficient gauges, monitoring devices and tests to determine the effectiveness of the grouting operation and to ensure compliance with the liner pipe specifications and design parameters.

(c) Mix Designs One or more mixes shall be developed to completely fill the annular space based on the following requirements:

(1) Size of annular void
(2) Void (size) of the surrounding soil
(3) Absence or presence or groundwater
(4) Sufficient strength and durability to prevent movement of the liner pipe, and
(5) Provide adequate retardation.

502.17 Qualifications

The Contractor shall demonstrate to the Resident its worker's capabilities of filling the annular space and performing their work in conformance with the Plans and the Specifications.

502.18 Method of Measurement

Grout satisfactorily placed and accepted will not be measured. The cost shall be incidental to the Culvert Lining Pay Items.

SPECIAL PROVISION

SECTION 509

STRUCTURAL PLATE PIPES, PIPE ARCHES, ARCHES, AND METAL BOX CULVERTS

(Culvert Lining (Long Creek Culvert MM 45.90))
(Culvert Lining (Unnamed Stream Culvert MM 91.30))

509.01 Description

The following paragraph is added:

This work shall consist of sliplining the existing culvert at the Long Creek Culvert (MM 45.90) and the Unnamed Stream Culvert (MM 91.30) ; constructing the boulder weirs, void filled riprap aprons, and culvert inlet pools; furnishing and installing a beveled radius inlet, culvert headwall and wingwalls, riprap blanket, fish baffles, and dewatering systems in accordance with the plans and specifications.

509.04 General

The following paragraphs are added:

At the Long Creek Culvert (MM 45.90), all work shall meet the requirements of the following Special Provisions:

Special Fill	Special Provision 203 (Special Fill)
Annular Space Grout	Special Provision 502 (Annular Space Grout)
Cofferdam	Special Provision 511 (Cofferdams)
Plastic Pipe	Special Provision 602 (Plastic Pipe)
Void- Filled Riprap	Special Provision 610 (Void-Filled Riprap)
Streambed Rock Features	Special Provision 610 (Streambed Rock Features)

At the Unnamed Stream Culvert (MM 91.30), all work shall meet the requirements of the following Special Provisions:

Special Fill	Special Provision 203 (Special Fill)
Annular Space Grout	Special Provision 502 (Annular Space Grout)
Flexible Fish Baffles	Special Provision 509 (Flexible Fish Baffles)
Cofferdam	Special Provision 511 (Cofferdams)
Precast Structural Concrete	Special Provision 534 (Precast Structural Concrete)
Plastic Pipe	Special Provision 602 (Plastic Pipe)
Void- Filled Riprap	Special Provision 610 (Void-Filled Riprap)
Streambed Rock Features	Special Provision 610 (Streambed Rock Features)

Handle and assemble all elements of the structure in accordance with the manufacturer's instructions, except as modified herein, on the plans or as directed by the Resident. The Contractor shall submit fabrication details including assembly drawings, pipe insertion methods, internal joint

coupling, bracing details, and dewatering methods, to the Resident for review. The Resident will be allowed a minimum of 14 working days to review the Contractor's submittal.

509.08 Method of Measurement

Culvert Lining will be measured by the lump sum unit for each culvert pipe location as shown on the Plan. Installing culvert liner pipe and annular space grout; and constructing the boulder weirs, void filled riprap aprons, and culvert inlet pools; furnishing and installing a beveled radius inlet, culvert headwall and wingwalls, riprap blanket, fish baffles, and dewatering systems will not be measured separately for payment, but shall be incidental to the Culvert Lining Pay Item.

509.09 Basis of Payment

Payment for Culvert Lining will be full compensation for furnishing all labor, materials, equipment, and incidentals necessary to manufacture and install the liner pipe, with a beveled inlet, complete and in place, including: but not limited to dewatering, cofferdams, cleaning, inspecting, strutting, bracing, skids, concrete, joint bands, seals, installing grout nipples, plugs, fittings, hardware, and damaged pipe repair. Grout used to fill the annular space and backfill voids will be considered incidental to Items 509.2021 and 509.2022. Flexible Fish Baffles installed in the Unnamed Stream Culvert (MM 91.30) will be considered incidental to Item 509.2021. Plastic pipe used to line the existing culvert will be considered incidental to Item 509.2021 and 509.2022. Special Fill, Void Filled Riprap and Streambed Rock Features will be considered incidental to Item 509.2021 and 509.2022. Precast concrete headwall and wingwall construction at the Unnamed Stream Culvert (MM 91.30) will be considered incidental to Item 509.2022.

Any item not specified elsewhere for the Long Creek Culvert (MM 45.90), or the Unnamed Stream Culvert (MM 91.30) shall be considered incidental to this item. Contractor shall include all incidental costs in the Unit Price.

Payment will be made under:

Pay Item		Pay Unit
509.2021	Culvert Lining (Long Creek Culvert MM 45.90)	Lump Sum
509.2022	Culvert Lining (Unnamed Stream Culvert MM 91.30)	Lump Sum

SPECIAL PROVISION

SECTION 509

STRUCTURAL PLATE PIPES, PIPE ARCHES, ARCHES, AND METAL BOX CULVERTS

(Flexible Fish Baffles)

509.01 Description

At the Unnamed Stream Culvert (MM 91.30), the Work consists of furnishing all labor, tools, materials, and equipment, for installing flexible fish baffles inside the culvert liner.

509.02 Materials

Unless otherwise specified on the plans or herein, flexible fish baffles shall conform to the following: Flexi Baffles as provided by SSA Environmental or approved equal.

509.04 General

Installation shall be in accordance with product-specific recommendations contained in SSA Environmental Installation Guidelines for Flexi Baffles, available from www.ssaenvironmental.com unless otherwise authorized.

509.08 Method of Measurement

Flexible fish baffles will not be measured separately for payment but shall be incidental to the related Culvert Lining Pay Item.

509.09 Basis of Payment

All costs for flexible fish baffles will not be paid for directly, but will be considered incidental to the Culvert Lining Pay Item.

SPECIAL PROVISION

SECTION 510

SPECIAL DETOURS

(Construction Access Way)

510.01 Description

The following paragraph is added.

This work shall consist of the construction, maintenance, wetland protection, and restoration of temporary access ways and work areas for use by the Contractor to access existing cross culverts designated for a slipline application. This work shall also consist of the removal of stumps and debris remaining from clearing operations.

510.02 Materials

The following paragraph is added.

When designated to remain in place after completion of the Work, materials shall meet the requirements of the following Sections of Division 700 – Materials:

Aggregate Subbase Course – Gravel	703.06c
Common Borrow	703.18
Riprap	703.26
Stone Ditch	703.29
Seed – Method #2 Roadside Mixture	717.03
Mulch	717.04
Erosion Control Blankets	717.061
Erosion Control Geotextile	722.03

510.03 Special Detour Design

The following paragraphs are added.

The Contractor shall design and prepare and submit for review plans and working drawings for the construction of the proposed access (Special Detour) to the Work. Special Detours shall include temporary access ways, gravel work platforms, or any other change to the existing topography that the Contractor requires to perform work associated with the Contract. All design shall be completed and stamped by a Professional Engineer licensed in the State of Maine.

The Special Detour shall be located as close as practicable to the Work. All disturbance of the existing ground shall be contained within the limits as noted on the provided Limits of Disturbance and shall be in conformance with all project specific permit requirements.

The Authority will have no obligation to review or comment on any design, construction, maintenance, or removal of access ways. Any review or comment by the Authority, or any failure to review or comment, shall not absolve the Contractor of its responsibility to properly design,

construct maintain in good condition, and restore access ways in accordance with the Contract, or shift any responsibility to the Authority. The Contractor shall be responsible for all damages resulting from the failure of temporary structures or approaches.

All permanent Riprap and Stone Ditch shall be installed in accordance with Section 610 – Stone Fill, Riprap, Stone Blanket, and Stone Ditch Protection.

Unless authorized otherwise, permanent riprap and stone ditch shall be placed on Erosion Control Geotextile in accordance with Section 620 – Geotextiles.

Unless authorized otherwise, Erosion Control Blanket shall be installed in all permanent ditches and on all non-riprap slopes greater than 3:1. Loam and Seed shall be placed prior to the installation of the Erosion Control Blanket. Installation shall be in accordance with Section 613 – Erosion Control Blankets and any applicable Special Provisions.

Erosion control shall be accomplished in accordance with Section 656 – Temporary Erosion and Water Pollution Control. Any required erosion control measures, including silt fence, stone check dams, etc., shall be constructed in accordance with applicable MaineDOT Standard Details.

If any existing fencing needs to be removed to allow for construction of the access ways, the Contractor shall reset the fencing, as directed by the Resident. Any fencing that is damaged and cannot be reset shall be replaced at the Contractor's expense.

510.06 Special Detour Construction

Delete the last paragraph and replace with the following.

Upon completion of the Work, the Contractor shall restore the temporary access ways to their original conditions, or as directed by the Resident. All disturbed areas shall be prepared so that they are capable of sustaining a growth of grass. Materials, preparation of areas, and placement shall be in accordance with Section 615 – Loam.

Any access ways, or portions of access ways, designed and constructed to meet the following requirements may remain in place after completion of the Work. Access ways that remain in place shall meet the following specifications:

- The existing topsoil shall be removed to a minimum depth of 6 inches in grassed areas, and 12 inches in wooded/cleared areas.
- The access ways shall consist of a minimum of 12 inches of Aggregate Subbase Course – Gravel, Type D.
- Cut material may be used as fill below the Aggregate Subbase Course – Gravel, Type D if the cut material meets the requirement of Common Borrow.
- The width of the access way wearing surface shall be a minimum of 8 feet.
- The cross slope of the wearing surface shall be 6% or flatter, draining away from the mainline roadway.
- The design and construction of the access way shall be such that it allows for sheet flow drainage and there is no resulting ponding of water.
- There shall be no concentrated flows without appropriate permanent erosion control measures. Any concentrated flow steeper than 6% shall be armored with stone ditch protection.

- There shall be no concentrated flow across the access road.
- Side slopes shall be 1.75 horizontal to 1 vertical or flatter. Side slopes steeper than 2:1 shall be armored with a minimum of 24" of plain riprap. A minimum of 4" of loam with seed shall be placed on all other side slopes. Grubbing material may be used in lieu of loam if approved by the Resident.
- In areas not protected by permanent guardrail in the final condition, side slopes within 30 feet of the existing travel way shall be 6:1 or flatter, and 4:1 or flatter beyond 30 feet.
- At the completion of the slipline and other work for which the access ways are used to access the work, a minimum depth of 4 inches of Loam shall be installed over all gravel surfaces to ensure a stable and vegetated ground.

The Contractor shall furnish and apply Method 2 Seeding to all disturbed areas shown on the plans, or as directed by the Resident, and in accordance with Section 618 – Seeding. The Contractor shall furnish and apply hay, straw, or cellulose fiber to cover slopes and other areas with a mulch as shown on the plans or authorized and in accordance with Section 619 – Mulch and any applicable Special Provisions.

As directed by the Resident, the Contractor shall remove all stumps of fallen trees, and dispose of all other remaining debris created during clearing operations.

510.08 Method of Measurement

The following paragraph is added.

Special Detour, Construction Access Ways will be paid by the lump sum.

510.09 Basis of Payment

The following paragraph is added.

The accepted Special Detour, Construction Access Way will be paid for at the Contract lump sum price, which shall be full compensation for the respective items, as called for in the Contract, including design and construction of any access ways. Work shall include, but is not limited to material removal, erosion control, temporary and permanent stabilization including riprap, stone ditch protection, erosion control blanket, erosion control geotextile, loaming, seeding, and mulching, removal and resetting fence if needed, and any restoration of temporary access ways. All gravel and borrow material, and excavation, including temporary storage or disposal of excess material, shall be incidental to this item. Removal of stumps and debris remaining from clearing operations, shall be incidental to this item.

Payment will be made under:

Pay Item		Pay Unit
510.131	Special Detour, Construction Access Way (Long Creek Culvert MM 45.90)	Lump Sum
510.132	Special Detour, Construction Access Way (Unnamed Stream Culvert MM 91.30)	Lump Sum

SPECIAL PROVISION

SECTION 511

COFFERDAMS

511.01 Description

This section is amended by the addition of the following:

This work shall consist of the complete design, construction, maintenance and removal of cofferdams and other related work, including dewatering/bypass pumping/flow control and inspection, required to allow for the culvert sliplining or joint repair at the three project sites.

511.05 Method of Measurement

Cofferdams will not be measured separately for payment but shall be incidental to the applicable Culvert Lining Pay Item(s) or Concrete Culvert Joint Repair item.

511.06 Basis of Payment

All costs for cofferdam, including but not limited to, design, construction, maintenance, inspection and removal for the cofferdams required at both ends of the culvert pipe will not be paid for directly, but will be considered incidental to the applicable Culvert Lining Pay Item(s) or Concrete Culvert Joint Repair item.

All costs for sedimentation control practices, including, but not limited to, constructing, maintaining, and removing sedimentation control structures, and pumping or transporting water and other materials for sedimentation control will not be paid for directly, but will be considered incidental to the applicable Culvert Lining Pay Item(s) or Concrete Culvert Joint Repair item.

All costs for related temporary soil erosion and water pollution controls, including inspection and maintenance, will be considered incidental to the applicable Culvert Lining Pay Item(s) or Concrete Culvert Joint Repair item.

All costs associated with preparation of Working Drawings, design calculations, written procedure for sediment control shall be considered incidental to the applicable Culvert Lining Pay Item(s) or Concrete Culvert Joint Repair item.

SPECIAL PROVISION

SECTION 518

STRUCTURAL CONCRETE REPAIR

(Concrete Culvert Joint Repair)

518.01 Description

This section is amended by the addition of the following:

This work shall consist of the repair of the existing culvert joints at the Unnamed Stream Culvert (MM 57.10), as directed by the Resident. The work shall generally include accessing, dewatering, cofferdams, cleaning, inspecting, and parging existing pipe joints of the culvert in accordance with the plans and specifications.

518.02 Repair Materials

The following paragraph is added.

Mortar for existing pipe joint parging shall consist of 1 part Portland cement, 2 parts sand and sufficient water to obtain the required consistency. Mortar shall be used within 30 minutes after its preparation.

The Cement shall conform to the requirements of Portland cement AASHTO M 85, Type II or IIA.

The sand shall meet the requirements of the following table:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves	
	Joints Thicker Than ½ inch	Joints ½ inch or Thinner
3/8 inch	100	-
¼ inch	-	100
No. 4	95-100	-
No. 8	70-95	85-100
No. 16	45-80	60-90
No. 30	25-55	35-70
No. 50	10-30	15-45
No. 100	2-10	0-15
No. 200	0-5.0	0-5.0

When necessary, material retained on the No. 4 sieve may be removed.

518.07 Placing Repair Materials

The following paragraph is added.

The Contractor shall parge joints between adjacent sections of reinforced concrete pipes with mortar, as shown on the Plans and as directed by the Resident. Prior to placing mortar, the joints shall be cleaned and prepared so that the existing concrete joint is a saturated surface dry condition. Mortar shall be placed so that it is flush and neat with the culvert pipe surface.

518.10 Method of Measurement

The following paragraph is added.

Culvert joint repair shall be paid by the lump sum.

518.11 Basis of Payment

The Concrete Culvert Joint Repair, complete, in place, and accepted, will be paid for at the Contract lump sum price which shall be full compensation for furnishing all labor, materials, equipment and incidentals necessary to repair culvert joints, including but not limited to accessing, dewatering, cofferdams, cleaning, inspecting, and parging joints. The Contractor shall include all incidental costs in the Unit Price.

Payment will be made under:

Pay Item		Pay Unit
518.85	Concrete Culvert Joint Repair (Unnamed Stream Culvert MM 57.10)	Lump Sum

SPECIAL PROVISION

SECTION 526

CONCRETE BARRIER

(Temporary Concrete Barrier Type I - Supplied by Authority)

526.01 Description

The following paragraphs are added:

This work shall consist of loading, transporting, setting, resetting, removing, transporting and stacking Temporary Concrete Barrier Type I – Supplied by Authority. The barrier will have attachments allowing individual sections to be connected into a continuous barrier.

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

Concrete barriers supplied by Authority will be available at the following location(s):

Maintenance Area	Linear Feet of Barrier
Crosby Maintenance Area Mile 45.8 Southbound	2000 LF

Upon substantial completion of work, the Contractor shall remove and transport the barrier back to its maintenance area of origin. All barrier shall be returned, sorted and stacked according to type in locations directed by the project Resident or maintenance area foreman.

526.02 Materials

The following paragraphs are added:

e. Delineators shall be bi-directional with a minimum effective reflective area of eight square inches as approved by the Resident. The reflectors shall be methyl methacrylate and the housing of acrylonitrile butadiene styrene. Color shall be in accordance with the MUTCD.

526.021 Acceptance

The Resident shall have the authority to accept or reject all Temporary Concrete Barrier Type I – Supplied by Authority used on the Project that does not meet the requirements of this specification

526.03 Construction Requirements

The following paragraphs are added:

The Contractor shall notify the Resident prior to the scheduled pick-up and delivery of concrete barrier. No barrier shall be removed from or stacked at the Turnpike Maintenance Area without approval of the Resident.

The Contractor shall move and place barrier-utilizing methods that will not damage the barrier. Barrier that is damaged by the Contractor by failing to use proper methods shall be replaced by the Contractor at no additional cost to the Maine Turnpike Authority.

Concrete barrier supplied by the Authority consists of several different styles. Not all barriers may be compatible. The Contractor shall utilize caution when setting barrier to use identical barrier types as adjacent barrier. Non-compatible barrier that cannot be attached together shall be overlapped by a minimum of 10 feet with the blunt end on the non-traffic side of the barrier. This work will not be measured separately for payment, but shall be incidental to the related Maintenance of Traffic Control Devices Pay Item.

Concrete barrier placed at roadway low points shall be shimmed on 1" by 2" by 2' long wood planks to allow drainage to pass under the barrier. In addition, the Resident may direct the Contractor to shim the concrete barrier at other locations to provide for proper roadway drainage. All labor, material, and equipment necessary to shim the barrier will not be measured separately for payment, but shall be incidental to the related Maintenance of Traffic Control Devices Pay Item.

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

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

Retro-Reflective Delineators shall be mounted as follows:

4. One on top of each barrier.
5. One on the traffic side of every barrier used in a taper.
6. One on the traffic side of every other barrier at regularly spaced intervals and locations.
7. Delineators shall be installed on both sides of the barrier if barrier is used to separate opposing traffic.
8. Delineators shall be physically adhered so as to withstand the force of throw from a snow plow.
9. If more than 25% of delineators in any 50 foot section of barrier fall off for any reason, the Contractor shall reinstall all the delineators in that run at that their own cost.
10. Contractor shall submit the installation method for review and approval to the Resident.

526.04 Method of Measurement

The following paragraphs are added:

Temporary Concrete Barrier Type I – Supplied by Authority shall not be measured separately for payment but shall be incidental to the related Maintenance of Traffic Control Devices Pay Item.

The loading, transporting, setting, resetting, removing, transporting, sorting and stacking of the barrier, the furnishing, installation and maintenance of the barrier delineators, and furnishing and installing connector pins will not be measured separately for payment, but shall be incidental to the related Maintenance of Traffic Control Devices Pay Item. Temporary storage of Concrete Barrier between construction phases, if required, will not be measured separately for payment, but shall be incidental to related Maintenance of Traffic Control Devices Pay Item. All equipment required to load, unload, transport and stack Concrete Barrier shall be supplied by the Contractor.

Any Barrier lost or damaged by the Contractor shall be replaced by the Contractor at no additional cost to the Authority.

526.05 Basis of Payment

The fifth paragraph is deleted and not replaced.

The following paragraphs are added:

Temporary Concrete Barrier Type I – Supplied by Authority will not be paid for directly but shall be incidental to the related Maintenance of Traffic Control Devices Pay Items 652.3611, 652.3612, or 652.3613. Such payment shall be full compensation for loading, transporting, setting, resetting, temporary storage, removing, transporting and stacking at the area designated, furnishing all materials, and all other incidentals necessary to complete the work. Temporary Concrete Barrier Type I – Supplied by Authority and all connecting pins shall remain the property of the Authority, and shall be returned to the Turnpike Maintenance Area as designated in Subsection 526.01.

SPECIAL PROVISION

SECTION 527

ENERGY ABSORBING UNIT

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

527.01 Description

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

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

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

527.02 Materials

The following paragraph is added:

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

527.03 Construction Requirements

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

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

527.04 Method of Measurement

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

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

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

527.05 Basis of Payment

Work Zone Crash Cushions will not be paid for directly but shall be incidental to the related Maintenance of Traffic Control Devices Pay Items 652.3611, 652.3612, or 652.3613. Such payment shall be full compensation for furnishing and placing the Work Zone Crash Cushion, including all incidentals and for resetting as many times as required.

SPECIAL PROVISION

SECTION 534

PRECAST STRUCTURAL CONCRETE

534.01 Description

This section is amended by the addition of the following:

The work shall also include the manufacturing, furnishing, and installing new precast concrete headwalls, wingwalls, footings, and foundation material at the inlet and outlet ends of the Unnamed Stream Culvert (MM 91.30), as shown on the plans. The dimensions of the headwalls and wingwalls shall be in accordance with the attached detail. The headwall opening shall incorporate a beveled inlet with a 1:1 bevel, as shown in the Plans and as directed by the Resident. The beveled inlet shall be formed by hand troweling grout between the precast headwall and installed slipline pipe. The Contractor shall insure that the headwall opening is the correct dimensions and alignment required to accommodate the beveled inlet geometry. At the Contractor's option, the culvert headwalls, wingwalls, and footings may be constructed as cast-in-place concrete in lieu of precast units.

534.02 Materials

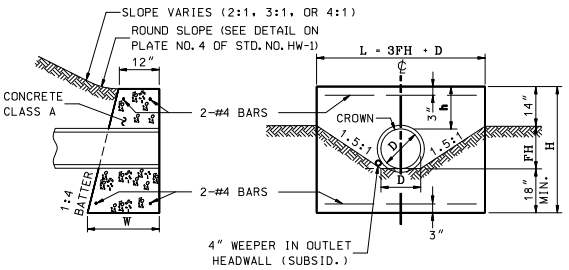
Concrete used for precast or cast-in-place headwalls, wingwalls, footings, and associated elements shall meet the requirements of Class A concrete.

534.21 Method of Measurement

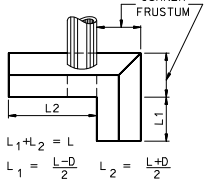
Manufacturing, furnishing, and installation of precast or cast-in-place structural concrete for culvert headwalls, wingwalls, footings, and foundation material will not be measured separately for payment and shall be considered incidental to the related Culvert Lining Pay Item.

534.22 Basis of Payment

All costs associated with manufacturing, furnishing, and installing precast or cast-in-place structural concrete, including headwalls, wingwalls, footings, excavation, foundation material, beveled inlet formation, and incidental work, will not be paid for directly but shall be included in the contract unit price for the related Culvert Lining Pay Item.



SECTION ON CENTERLINE *ELEVATION*



PLAN OF L HEADWALL

SECTIONS ON CENTERLINE FOR PC-4 SIMILAR TO PC-2.

DIAMETER D INCHES	MASONRY PER FOOT OF WALL CU. YD	MASONRY PER STANDARD HEADER CU. YD.	STEEL PER STANDARD HEADER LB.	LENGTH OF BARS	EXC. FOR 1' DEPTH CU. YD.	HEADER LENGTH L	HEADER HEIGHT H	FILL HEIGHT FH	"h"	WIDTH AT BOTTOM OF HEADER W	"L" HEADWALL	
											MASONRY IN CORNER FRUSTUM CU. YD.	EXC. FOR 1' DEPTH CU. YD.
12	0.204	0.80	11	3'-10"	0.911	4'-3"	3'-9"	1'-1"	1'-3"	1'-11 1/4"	0.31	1.195
15	0.240	1.32	16	5-8	1.204	6-0	4-3	1-7	1-6	2-0 3/4	0.38	1.588
18	0.260	1.66	16	5-8	1.375	7-0	4-6	1-10	1-6	2-1 1/2	0.42	1.700
24	0.301	2.41	24	8-8	1.731	9-0	5-0	2-4	1-6	2-3	0.51	2.086
30	0.344	3.32	29	10-8	2.106	11-0	5-6	2-10	1-6	2-4 1/2	0.61	2.491
36	0.389	4.43	35	12-8	2.500	13-0	6-0	3-4	1-6	2-6	0.72	2.917
42	0.461	6.28	42	15-2	3.082	15-9	6-9	4-1	1-9	2-8 1/4	0.94	3.549
48	0.512	7.77	47	17-2	3.520	17-9	7-3	4-7	1-9	2-9 3/4	1.05	4.019
54	0.565	9.46	52	19-2	3.977	19-9	7-9	5-1	1-9	2-11 1/4	1.20	4.522
60	0.621	11.42	58	21-2	4.451	21-9	8-3	5-7	1-9	3-0 3/4	1.37	5.024
66	0.689	13.68	63	23-2	4.947	23-9	8-9	6-1	1-9	3-2 1/4	1.55	5.559
72	0.740	15.79	69	25'-2"	5.460	25'-9"	9'-3"	6'-7"	1'-9"	3'-3 3/4"	1.75	6.108

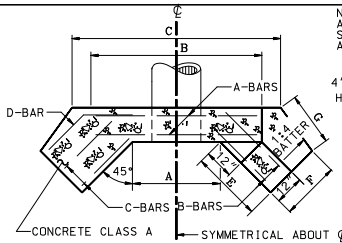
NOTE: STEEL QUANTITIES ARE FOR CONCRETE HEADWALLS ONLY

NHDOT STANDARD PLANS

HEADWALLS FOR R.C. PIPE: *CONCRETE* *P.C.-3*
MORTAR RUBBLE MASONRY *P.C.-4*

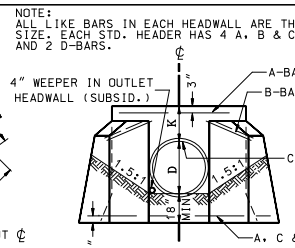
REV. DATE	
06-16-2010	

PLATE 1
STANDARD HW-2

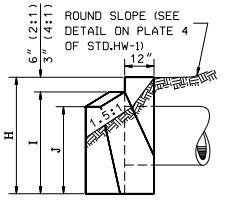


HALF PLAN OF BOTTOM STEEL *HALF PLAN OF TOP STEEL*

NOTE:
ALL LIKE BARS IN EACH HEADWALL ARE THE SAME SIZE. EACH STD. HEADER HAS 4 A, B & C-BARS, AND 2 D-BARS.



END ELEVATION



SIDE ELEVATION

2:1 SLOPE

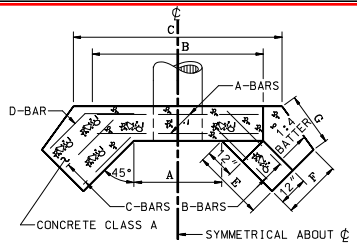
DIAMETER D INCHES	QUANTITIES PER HEADER			DIMENSIONS											REINFORCING STEEL						
	CONC. CU. YD.	STEEL LB.	EXC. FOR 1' DEPTH CU. YD.	A	B	C	E	F	G	H	I	J	K	SIZE	LENGTH A BARS	LENGTH B BARS	LENGTH C BARS	LENGTH D BARS	D-BARS c	D-BARS d
24	1.97	36	1.58	2'-6"	5'-4"	6'-7"	3'-0"	1'-11"	2'-3"	5'-0"	4'-6"	3'-10"	1'-6"	#4	5'-0"	3'-2"	3'-0"	4'-8"	2'-5"	2'-3"
30	2.57	42	1.80	3-1	5-11	7-6	3-7	2-0	2-9	5-6	5-0	4-1	1-6	#4	5-7	3-9	3-7	5-3	2-6	2-9
36	3.24	47	2.12	3-8	6-6	8-5	4-2	2-1	3-3	6-0	5-6	4-4	1-6	#4	6-2	4-3	4-1	5-10	2-8	3-2
42	4.46	125	2.55	4-3	7-1	9-6	5-1	2-2	4-0	6-9	6-3	4-10	1-9	#6	6-9	5-3	4-11	7-10	3-10	4-0
48	5.38	139	2.88	4-10	7-8	10-5	5-9	2-3	4-6	7-3	6-9	5-1	1-9	#6	7-4	5-11	5-7	8-5	3-10	4-7
54	6.46	151	3.15	5-5	8-3	11-3	6-4	2-4	5-0	7-9	7-3	5-4	1-9	#6	7-11	6-7	6-1	9-2	4-1	5-1
60	7.55	162	3.51	6-0	8-10	12-2	6-11	2-5	5-6	8-3	7-9	5-8	1-9	#6	8-6	7-1	6-8	9-9	4-1	5-8
66	8.80	176	3.80	6-7	9-5	13-2	7-6	2-6	6-0	8-9	8-3	5-11	1-9	#6	9-1	7-8	7-3	10-5	4-2	6-3
72	10.29	188	4.12	7'-2"	10'-0"	14'-0"	8'-2"	2'-7"	6'-6"	9'-3"	8'-9"	6'-3"	1'-9"	#6	9'-8"	8'-3"	7'-10"	11'-0"	4'-3"	6'-9"
4:1 SLOPE																					
24	2.58	43	1.90	2'-6"	5'-4"	6'-9"	3'-11"	2'-1"	3'-2"	5'-0"	4'-9"	4'-3"	1'-6"	#4	5'-0"	4'-3"	4'-0"	5'-6"	2'-6"	3'-0"
30	3.31	49	2.22	3-1	5-11	7-8	4-8	2-2	3-9	5-6	5-3	4-7	1-6	#4	5-7	5-0	4-8	6-3	2-8	3-7
36	4.33	56	2.58	3-8	6-6	8-7	5-5	2-3	4-5	6-0	5-9	5-0	1-6	#4	6-2	5-9	5-4	7-1	2-10	4-3
42	5.99	149	3.11	4-3	7-1	9-9	6-7	2-5	5-4	6-9	6-6	5-6	1-9	#6	6-9	6-11	6-5	9-3	4-0	5-3
48	7.28	163	3.48	4-10	7-8	10-7	7-4	2-6	6-0	7-3	7-0	5-11	1-9	#6	7-4	7-8	7-1	10-1	4-2	5-11
54	8.78	179	3.89	5-5	8-3	11-6	8-2	2-7	6-9	7-9	7-6	6-3	1-9	#6	7-11	8-6	7-10	10-11	4-3	6-8
60	10.35	194	4.29	6-0	8-10	12-5	8-11	2-8	7-4	8-3	8-0	6-7	1-9	#6	8-6	9-3	8-8	11-9	4-4	7-5
66	12.10	210	4.70	6-7	9-5	13-3	9-8	2-9	8-0	8-9	8-6	7-0	1-9	#6	9-1	10-0	9-5	12-8	4-7	8-1
72	14.14	222	5.16	7'-2"	10'-0"	14'-3"	10'-6"	2'-10"	8'-8"	9'-3"	9'-0"	7'-4"	1'-9"	#6	9'-8"	10'-10"	9'-9"	13'-5"	4'-8"	8'-9"

NHDOT STANDARD PLANS

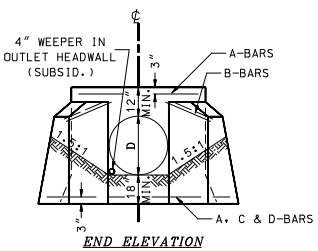
CONCRETE HEADWALLS WITH 45° WINGS FOR R.C. PIPE *P.C.-7*

REV. DATE	
06-16-2010	

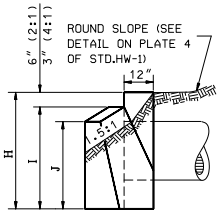
PLATE 2
STANDARD HW-2



HALF PLAN OF BOTTOM STEEL *HALF PLAN OF TOP STEEL*



END ELEVATION



SIDE ELEVATION

NOTE:
ALL LIKE BARS IN EACH HEADWALL ARE THE SAME SIZE. EACH STD. HEADER HAS 4 A, B & C-BARS, AND 2 D-BARS. 2:1 SLOPE

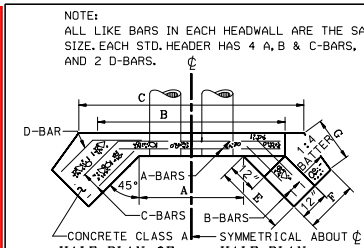
DIAMETER D INCHES	QUANTITIES PER HEADER			DIMENSIONS										REINFORCING STEEL						
	CONC. CU. YD.	STEEL LB.	EXC. FOR 1' DEPTH CU. YD.	A	B	C	E	F	G	H	I	J		SIZE	LENGTH A BARS	LENGTH B BARS	LENGTH C BARS	LENGTH D BARS	D-BARS c	D-BARS d
24	1.50	32	1.36	2'-3"	5'-1"	6'-0"	2'-5"	1'-11"	1'-9"	4'-6"	4'-0"	3'-6"		#4	4'-9"	2'-7"	2'-5"	3'-11"	2'-4"	1'-7"
30	2.01	37	1.63	2-9	5-7	6-10	3-0	1-11	2-3	5-0	4-6	3-10		#4	5-3	3-3	3-1	4-7	2-7	2-0
36	2.62	42	1.88	3-3	6-1	7-8	3-7	2-0	2-9	5-6	5-0	4-1		#4	5-9	3-10	3-6	5-2	2-8	2-6
42	3.31	47	2.18	3-9	6-7	8-6	4-2	2-1	3-3	6-0	5-6	4-4		#4	6-3	4-5	4-1	5-10	2-10	3-0
48	4.11	123	2.42	4-4	7-2	9-5	4-10	2-2	3-9	6-6	6-0	4-8		#6	6-10	5-1	4-8	7-8	4-0	3-8
60	5.98	146	3.04	5-4	8-2	11-0	6-0	2-4	4-8	7-6	7-0	5-3		#6	7-10	6-3	5-8	8-11	4-6	4-5
72	8.33	171	3.69	6'-5"	9'-3"	12'-9"	7'-3"	2'-5"	5'-8"	8'-6"	8'-0"	5'-10"		#6	8'-11"	7'-6"	6'-9"	10'-4"	4'-10"	5'-6"
4:1 SLOPE																				
24	1.93	37	1.60	2'-3"	5'-1"	6'-2"	3'-2"	2'-0"	2'-6"	4'-6"	4'-3"	3'-10"		#4	4'-9"	3'-6"	3'-2"	4'-10"	2'-7"	2'-3"
30	2.62	44	1.93	2-9	5-7	7-0	3-11	2-1	3-2	5-0	4-9	4-3		#4	5-3	4-3	3-10	5-9	2-10	2-11
36	3.44	50	2.25	3-3	6-1	7-10	4-8	2-2	3-10	5-6	5-3	4-7		#4	5-9	5-1	4-7	6-5	2-10	3-7
42	4.39	56	2.60	3-9	6-7	8-8	5-6	2-3	4-5	6-0	5-9	5-0		#4	6-3	5-10	5-3	7-4	3-0	4-4
48	5.49	144	2.96	4-4	7-2	9-7	6-3	2-4	5-1	6-6	6-3	5-4		#6	6-10	6-6	6-0	9-2	4-1	5-1
60	8.10	172	3.70	5-4	8-2	11-3	7-9	2-6	6-5	7-6	7-3	6-1		#6	7-10	8-0	7-6	10-8	4-3	6-5
72	11.36	202	4.51	6'-5"	9'-3"	13'-0"	9'-4"	2'-8"	7'-8"	8'-6"	8'-3"	6'-9"		#6	8'-11"	9'-6"	9'-1"	12'-3"	4'-6"	7'-9"

NHDOT STANDARD PLANS

CONCRETE HEADWALLS WITH 45° WINGS FOR PIPES OTHER THAN R.C. *P.C.-5*

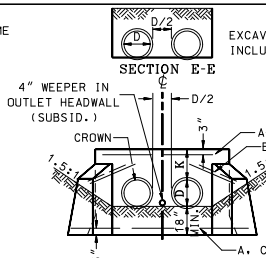
REV. DATE	
06-16-2010	

PLATE 3
STANDARD HW-2

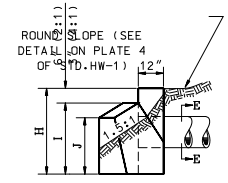


HALF PLAN OF BOTTOM STEEL *HALF PLAN OF TOP STEEL*

NOTE:
ALL LIKE BARS IN EACH HEADWALL ARE THE SAME SIZE. EACH STD. HEADER HAS 4 A, B & C-BARS, AND 2 D-BARS.



END ELEVATION



SIDE ELEVATION

2:1 SLOPE

DIA. D INCHES	QUANTITIES PER HEADER			DIMENSIONS											REINFORCING STEEL						
	CONC. CU. YD.	STEEL LB.	EXC. FOR 1' DEPTH CU. YD.	A	B	C	E	F	G	H	I	J	K	D/2	SIZE	LENGTH A BARS	LENGTH B BARS	LENGTH C BARS	LENGTH D BARS	D-BARS c	D-BARS d
24	2.44	46	1.96	6'-0"	8'-10"	10'-0"	3'-0"	1'-11"	2'-3"	5'-0"	4'-6"	3'-10"	1'-6"	1'-0"	#4	8'-6"	3'-2"	3'-0"	4'-8"	2'-5"	2'-3"
30	3.18	53	2.28	7-5	10-3	11-9	3-7	2-0	2-9	5-6	5-0	4-1	1-6	1-3	#4	9-11	3-9	3-7	5-3	2-6	2-9
36	3.99	61	2.69	8-10	11-8	13-7	4-2	2-1	3-3	6-0	5-6	4-4	1-6	1-6	#4	11-4	4-3	4-1	5-10	2-8	3-2
42	5.43	161	3.22	10-3	13-1	15-6	5-1	2-2	4-0	6-9	6-3	4-10	1-9	1-9	#6	12-9	5-3	4-11	7-10	3-10	4-0
48	6.53	180	3.64	11-8	14-6	17-3	5-9	2-3	4-6	7-3	6-9	5-1	1-9	2-0	#6	14-2	5-11	5-7	8-5	3-10	4-7
54	7.76	197	4.00	13-1	15-11	19-1	6-4	2-4	5-0	7-9	7-3	5-4	1-9	2-3	#6	15-7	6-7	6-1	9-2	4-1	5-1
60	9.10	214	4.45	14-6	17-4	20-10	6-11	2-5	5-6	8-3	7-9	5-8	1-9	2-6	#6	17-0	7-1	6-8	9-9	4-1	5-8
66	10.56	232	4.84	15-11	18-9	22-5	7-6	2-6	6-0	8-9	8-3	5-11	1-9	2-9	#6	18-5	7-8	7-3	10-5	4-2	6-3
72	12.28	249	5.25	17'-4"	20'-2"	24'-2"	8'-2"	2'-7"	6'-6"	9'-3"	8'-9"	6'-3"	1'-9"	3'-0"	#6	19'-10"	8'-3"	7'-10"	11'-0"	4'-3"	6'-9"
4:1 SLOPE																					
24	3.05	53	2.29	6'-0"	8'-10"	10'-0"	3'-11"	2'-1"	3'-2"	5'-0"	4'-9"	4'-3"	1'-6"	1'-0"	#4	8'-6"	4'-3"	4'-0"	5'-6"	2'-6"	3'-0"
30	3.92	61	2.70	7-5	10-3	11-9	4-8	2-2	3-9	5-6	5-3	4-7	1-6	1-3	#4	9-11	5-0	4-8	6-3	2-8	3-7
36	5.09	70	3.15	8-10	11-8	13-7	5-5	2-3	4-5	6-0	5-9	5-0	1-6	1-6	#4	11-4	5-9	5-4	7-1	2-10	4-3
42	6.97	185	3.78	10-3	13-1	15-6	6-7	2-5	5-4	6-9	6-6	5-6	1-9	1-9	#6	12-9	6-11	6-5	9-3	4-0	5-3
48	8.44	204	4.24	11-8	14-6	17-3	7-4	2-6	6-0	7-3	7-0	5-11	1-9	2-0	#6	14-2	7-8	7-1	10-1	4-2	5-11
54	10.13	225	4.74	13-1	15-11	19-1	8-2	2-7	6-9	7-9	7-6	6-3	1-9	2-3	#6	15-7	8-6	7-10	10-11	4-3	6-8
60	11.90	245	5.23	14-6	17-4	20-10	8-11	2-8	7-4	8-3	8-0	6-7	1-9	2-6	#6	17-0	9-3	8-8	11-9	4-4	7-5
66	13.87	264	5.75	15-11	18-9	22-5	9-8	2-9	8-0	8-9	8-6	7-0	1-9	2-9	#6	18-5	10-0	9-5	12-8	4-7	8-1
72	16.13	283	6.29	17'-4"	20'-2"	24'-2"	10'-6"	2'-10"	8'-8"	9'-3"	9'-0"	7'-4"	1'-9"	3'-0"	#6	19'-10"	10'-10"	9'-9"	13'-5"	4'-8"	8'-9"

NHDOT STANDARD PLANS

CONCRETE HEADWALLS WITH 45° WINGS FOR TWIN R.C. PIPE *P.C.-9*

REV. DATE	
06-16-2010	

PLATE 4
STANDARD HW-2

STANDARD NO. HW-2

REVISION DATE
07-13-2001
06-16-2010

*.DGN FILE NAME
HW-2

STANDARD PLANS

New Hampshire DOT Department of Transportation

STANDARD NO. HW-2

SPECIAL PROVISION

SECTION 602

PIPE LINING

(Plastic Pipe)

602.01 Description

At the Long Creek Culvert (MM 45.90) and the Unnamed Stream Culvert (MM 91.30) , the work shall consist of supply and inserting a new pipe into the existing culvert and constructing seals at the ends of the new pipe and filling the voids between the new and existing culvert pipe with grout in accordance with the plans and specifications. The Contractor shall utilize the following new pipe to be inserted into the existing pipe:

1. A DuroMaxx steel reinforced polyethylene pipe or approved equal polyethylene pipe that meets this Special Provision under Materials and Pipe Design.

2. Total length shall be as detailed in the plans. The Contractor shall verify the length of the existing pipe prior to submitting fabrication drawings.

602.02 Materials

The culvert pipe liner shall conform to the following: DuroMaxx Steel Reinforced Polyethylene Pipe as provided by Contech Engineered Solutions LLC or approved equal.

The pipe shall be designed as a stand-alone direct burial pipe. The pipe shall be able to support the earth and live load by itself with no additional capacity from the existing pipe or the annular space grout.

Linear Material – Steel Reinforced Polyethylene Pipe

1. Steel reinforced polyethylene pipe and fittings shall meet the material requirements in the AASHTO M335 and MP-40.

602.021 Material Properties

Virgin high-density polyethylene stress-rated resins are used to manufacture DuroMaxx pipe and complimentary fabricated fittings. Resins shall conform to the minimum requirements of cell classification 345464C as defined and described in the latest version of ASTM D3350 “Standard Specification for Polyethylene Plastics Pipe and Fittings Materials”.

602.022 Joint Performance

Pipe lengths shall be joined on site using coupling bands, bell & spigots or welded couplers especially designed for DuroMaxx pipe. Joints shall meet one of the performance levels as required and specified:

- Soil Tight Joints (30" – 120") shall be plain ended DuroMaxx pipe with Aluminized Type 2 (or optional Polymeric coated) CMP coupling bands and elastomeric gaskets (see Standard Drawings 1012802).

- High Performance (HP) Joints (30" – 72") shall be gasketed, bell and spigot joints where both the bell and spigot are reinforced with steel that is fully encased in stress-rated high density polyethylene (meeting the requirements set forth in the above Material Properties paragraph) and that have been laboratory tested to 10.8 psi in accordance with ASTM D3212 "Standard Specification for Joints for Drain and Sewer Plastic Pipes Using Flexible Elastomeric Seals" (see Standard Drawing 1012804).

- Welded Joints (36" – 120") shall utilize plain ended DuroMaxx pipe welded together utilizing exclusive pressure testable extrusion welded (WC) couplers. Field welding to be performed by DVS or AWS certified HDPE welding technician with a minimum of two years HDPE pipe welding experiences.

602.023 Fittings

Only those fittings supplied by or recommended by the manufacturer shall be used. Resins shall conform to the minimum requirements of cell classification 345464C as defined and described in the latest version of ASTM D3350 "Standard Specification for Polyethylene Plastics Pipe and Fittings Materials".

602.03 Execution

Installation shall be in accordance with ASTM D2321 "Practice for Underground Installation of Thermoplastic Pipe for Sewers and Other Gravity-Flow Applications" along with product-specific recommendations contained in Contech Installation Guidelines for DuroMaxx pipe, available from local Contech representatives or from www.conteches.com.

Handle and assemble all elements of the structure in accordance with the manufacturer's instructions, except as modified herein, on the plans or as directed by the Resident.

The Contractor shall dewater, inspect, and clean the existing culvert. The Contractor shall provide strutting and bracing to insure the stability of the existing culvert during this operation.

The Contractor may push or pull or use a combination of both to get the new pipe sections into place. When pushing is used, the jacking force must be uniformly distributed around the perimeter of the liner pipe to avoid the possibility of damaging the pipe due to a concentrated jacking load. The Contractor shall utilize skids in the existing culvert, to facilitate placement of the pipe sections. The displacement between adjacent pipe ends shall not exceed 1/2 in.

The pipe sections shall be braced against the existing culvert so that the new pipe shall remain in place during grouting operations. The Contractor is responsible for assuring that the pipe does not "Float" during the grouting operation. The Contractor shall place the liner pipe so that it is as closer as possible to the bottom of the existing pipe while maintaining a minimum of 1 in. of grout between the new and existing culverts. Bracing material shall not significantly impede grout flow into the annular space between the culverts.

602.031 Work Plan

The Contractor shall submit a detailed work plan that addresses the following areas:

A. Assessment and Inspection
    1. Host Pipe Cleaning (if required)
    2. Video Inspection (if required)
B. Sizing and Cleaning (See Section 603.032.A)
    1. Verification of host pipe length, internal dimensions, and adequate clearance
    2. Removal of debris, obstructions, sharp edges, and other hindrances to insertion
C. Methodology, Staging, and Job Prep
    1. Water control (coffer dams, bypass pumping) as needed
    2. Erosion Control, as required
    3. Determination of Push/Pull or combination
    4. Coordination of access, storage, and staging areas (See Section 603.032.B)
D. Staging and Site Prep
    1. Installation of Blocking and Rails as needed
    2. Installation of Grout and Vent Tubes
    3. Liner Connection Areas
E. Pipe Installation (See Section 603.032.C)
F. Bulkhead Installation (See Section 603.032.D.1)
G. Grouting of Annular Space (See Section 502)
H. Post Installation Acceptance
    1. Video Inspection (if required)
    2. Testing (if required)
    3. Waste removal, cleanup, and restoration

602.032 Construction

A. Cleaning
    1. The existing culvert pipe shall be cleaned by whatever means necessary to remove all obstructions that would prevent insertion of the liner pipe into the host pipe as approved by the engineer. This work will not be paid for directly but shall be considered subsidiary to this item.
B. Pipe Stockpiling and Handling –
    1. Pipe and fittings shall be stockpiled in a safe manner at each staging area or pit location, in accordance with the manufacturer's recommendations.
    2. The stockpiling shall be arranged to cause a minimum of interference to pedestrians and stored outside the safety clear zone of vehicular traffic.
    3. When handling liner pipe, the installer shall take all precautions necessary to avoid damaging the pipe. Pipe with cuts greater than 10% of the wall thickness shall be evaluated for acceptance or repair by the owner/engineer.
C. Installation
    1. The installer must be pre-approved by the pipe manufacturer and a letter of this pre-approval must be submitted from the manufacturer to the installer at the time of bid.

2. A Manufacturer's Rep must be on site at critical stages of the liner installation and grouting application. In cases where the installer has 2000' of documented prior experience with culvert relining, the manufacturer can elect to waive this requirement.
3. Liner pipe shall be inserted and installed in accordance with manufacturer's recommendations. Slip liner pipe grade shall be maintained parallel to grade of host pipe. Unless conditions warrant otherwise, female ends should face upstream and male ends should face downstream.

D. Grouting – See Special Provision 502

602.04 Method of Measurement

Plastic Pipe satisfactorily placed and accepted will not be measured. The cost shall be incidental to the related Culvert Lining Pay Item.

602.05 Basis of Payment

All costs for the plastic pipe will not be paid for directly, but will be considered incidental to the related Culvert Lining Pay Item.

SPECIAL PROVISION

SECTION 610

STONE FILL, RIPRAP, STONE BLANKET, AND STONE DITCH PROECTION

(Void-Filled Riprap)

610.01 Description

This work shall consist of furnishing and placing Void-Filled Riprap to construct an armored streambed, as part of constructing a nature-like stream channel.

610.02 Materials

Void-Filled Riprap shall conform to the following requirements:

Plain Riprap - shall be stone meeting the requirements of Section 703.26 - Plain and Hand Laid Riprap.

Crushed Stone 5-inch – shall be a well graded mix of crushed stone with a maximum size of 5 inches and a minimum size of 3/4 inches.

Aggregate – shall be aggregate meeting the requirements of Section 703.06 - Type C aggregate for base, Type D aggregate for subbase gravel

Special Fill – shall be a mix of rounded cobbles, gravel, and sand consistent with natural stream channel bed material meeting the requirements of Special Fill (Special Provision 203.33). Where applicable, suitable material excavated on-site within the limits of the stream channel in accordance with Special Provision Section 203, Excavation and Embankment - Dredge Materials, may be used in the Void-Filled Riprap mixtures with the approval of the Resident.

Mix proportions: Void-Filled Riprap shall be pre-mixed in the proportions listed in the following table:

Bottom Course (First Lift)		
Stone:	**Void-fill material:**	
Plain Riprap	Crushed Stone 5-inch	Aggregate
3 parts	1 part	1 part
Top Course (Second Lift)		
Stone:	**Void-fill material:**	
Plain Riprap	Special Fill (203.33)	
3 parts	2 parts	

The mix proportions and materials listed in the table are approximate and may be adjusted by the Resident to obtain a mix that maintains contact between the larger stones for stability and has sufficient material to chink and fill the voids in the riprap. Void-Filled Riprap shall conform to the requirements at the time it is placed.

Inspection - The Contractor shall identify the source and proposed materials for inspection at least 10 working days prior to the start of stream channel and riprap embankment construction. The grading of the stone for Void-Filled Riprap shall be determined by the Resident by visual inspection in accordance with the Standard Specifications, Section 610.032.d Inspection.

610.03 Construction Requirements

Mix and place Void-Filled Riprap in the areas specified on the plans and as follows:

1. Void-Filled Riprap shall be placed in two lifts, the bottom (first) lift consisting entirely of angular stone and crushed stone and the top (second) lift consisting of a mix of plain riprap and Special Fill. The first lift shall be placed before placement the top course of Stream Channel Rock Features (Boulder Weirs).

2. Void-Filled Riprap shall be thoroughly pre-mixed and placed in a manner that minimizes segregation. After initial placement, areas that consist primarily of void-fill material shall be remixed with the larger stone as necessary.

3. Place Void-Filled Riprap in two lifts not to exceed 12 inches unless otherwise approved by the Resident. All stones shall be securely interlocked and tamped into place such that contact between the stones is maintained, with void-fill material between and below the larger stones. Larger stones should extend to, and may protrude above, the average surface but shall be well embedded in the mix. The contact between the larger stones should be similar to riprap that is placed without filling the voids.

4. Void-Filled Riprap shall be thoroughly washed-in with water immediately after placement of each layer. After the initial washing-in, place and spread additional void-fill material on the surface and wash-in until the remaining voids are filled prior to placing the next layer.

5. After settlement and washing-in, the minimum height of the Void-Filled Riprap shall be as shown on the plans. Placement of areas of only void-fill material to achieve the full height or thickness will not be allowed.

6. Prior to cofferdam removal and exposure to natural flow conditions the Void-Filled Riprap shall be at the specified height and thickness, thoroughly wetted with voids filled, and reviewed and approved by the Resident.

Method of Measurement

Void-Filled Riprap will not be measured separately but shall be incidental to the Culvert Lining Pay Item(s).

610.04 Basis of Payment

Payment for Void-Filled Riprap will not be made directly but will be considered incidental to the Culvert Lining Pay Item(s).

SPECIAL PROVISION

SECTION 610

STONE FILL, RIPRAP, STONE BLANKET, AND STONE DITCH PROTECTION

(Streambed Rock Features)

610.01 Description

This work shall consist of furnishing and placing Streambed Rock Features to construct rock weirs ("Boulder Weirs" or "Rock Riffle Crests") as part of constructing a nature-like stream channel with habitat features.

610.02 Materials

Material for Streambed Rock Features ("Boulder Weirs" or "Rock Riffle Crests") shall consist of hard, sound, durable rock that will not disintegrate by exposure to water or weather. Rock may be obtained by screening oversized rock from earth borrow pits or as fieldstone. A limited quantity may be available onsite; priority should be to re-use on-site rocks. Exposed faces of "Boulder Weirs" or "Rock Riffle Crests" shall be rounded to sub-rounded and shall be similar in appearance to rock found in natural stream channels. Buried Rock may be angular to sub-rounded. Material from blasting or crushing operations will not be allowed unless approved by the Resident. Large stone and rock that is harvested and set aside during excavation may be suitable for use in Stream Rock Features. Final determination shall be made by the Resident.

Streambed Rock Features shall consist of individual boulders. The minimum boulder stone size shall have an average dimension of 18 inches, the maximum stone size shall have an average dimension of 30 inches, and at least 50 percent of the stones by volume shall have an average dimension greater than 24 inches. The maximum allowable length to thickness ratio will be 2:1. Streambed Rock Features will be inspected for conformance with these requirements in accordance with Standard Specifications Subsection 610.032.d, Inspection.

610.03 Construction Requirements

Boulder Weirs (Rock Riffle Crests)

1. Place Boulder Weir stones prior to placing Special Fill (203.33) streambed material.

2. Place individual stones in a continuous band laterally across the width of the channel. The line of stones shall be placed to form an arch shape as shown on the plans, so that stones along the sides of the channel support stones in the middle of the channel.

3. The crest of each boulder weir shall be at the elevations shown on the plans.

4. Backfill voids below and between individual stones with Special Fill. Firmly embed stones in the streambed sub-base as shown. Seal voids by washing in filler material until water ponds on the surface.

610.04 Method of Measurement

Streambed Rock Features will not be measured separately for payment but shall be incidental to the Culvert Lining Pay Item(s).

610.05 Basis of Payment

All costs for Streambed Rock Features, including but not limited to, design, construction, maintenance, and inspection will not be paid for directly, but will be considered incidental to the Culvert Lining Pay Item(s).

SPECIAL PROVISION

SECTION 613

EROSION CONTROL BLANKET

613.01 Description

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

613.02 Materials

The following sentences are added:

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

Mulch shall meet the requirements of Section 619.

The following Subsection is added:

613.041 Maintenance and Acceptance

See Section 618.10 for maintenance and acceptance of seeding.

613.042 Mulch

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

613.08 Method of Measurement

Erosion control blanket will not be measured separately for payment but shall be incidental to the related Special Detour, Construction Access Way Pay Item(s).

613.09 Basis of Payment

All costs for erosion control blanket will not be paid for directly, but will be considered incidental to the related Special Detour, Construction Access Way Pay Item(s).

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".

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

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

619.03 General

The first paragraph is deleted and replaced with the following:

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

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

619.08 Method of Measurement

Mulch will not be measured separately for payment but shall be incidental to the related Special Detour, Construction Access Way Pay Item(s).

619.09 Basis of Payment

All costs for mulch will not be paid for directly, but will be considered incidental to the related Special Detour, Construction Access Way Pay Item(s).

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

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

652.1 Description

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

Traffic control devices include signs, signals, lighting devices, markings, barricades, channelizing, and hand signaling devices, portable light towers, truck mounted impact attenuators, portable rumble strips, portable speed trailers, sequential warning lights, traffic officers, and flaggers.

652.2 Materials

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

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

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

652.2.2 Signs

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

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

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

652.2.3 Flashing Arrow Board

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

Flashing Arrow Boards units shall meet requirements of the current Manual on Uniform Traffic Control Devices (MUTCD) for Type "C" panels as described in Section 6L.06 – Arrow Boards. Flashing Arrow Boards shall have matrix of a minimum of 15 low-glare, sealed beam, Par 46 elements capable of either flashing or sequential displays as well as the various operating modes as described in the MUTCD, Chapter 6L. If a Flashing Arrow Board consisting of a bulb matrix is used, each element should be recess-mounted or equipped with an upper hood of not less than 180 degrees. The color presented by the elements shall be yellow.

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

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

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

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

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

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

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

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

652.2.4 Other Devices

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

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

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

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

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

Paddles must conform to one of the following patterns:

A. Two white or red lights (colors shall be all white or all red), one centered vertically above and one centered vertically below the STOP legend; and/or two white or yellow lights (colors shall be all white or all yellow), one centered vertically above and one centered vertically below the SLOW legend.

B. Two white or red lights (colors shall be all white or all red), one centered horizontally on each side of the STOP legend; and/or two white or yellow lights (colors shall be all white or all yellow), one centered horizontally on each side of the SLOW legend.

C. One white or red light centered below the STOP legend; and/or one white or yellow light centered below the SLOW legend.

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

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

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

Type I barricades shall be 2 feet minimum, 8 feet maximum in length with an 8 inch wide rail mounted 3 feet minimum above the ground. Type II barricades shall be 2 feet in length with two 8 inch wide rails, and the top rail shall be mounted 3 feet minimum above the roadway. Type III barricades shall be 8 feet in length with three 8 inch wide rails, and the top rail shall be mounted 5 feet minimum above the roadway. The cross members of all barricades shall be of ½ or ⅝ inch thick plywood or other lightweight rigid material such as plastic, fiberglass or fiber wood as approved by the Resident. The predominant color for supports and other barricade components shall be white, except that unpainted galvanized metal or aluminum components may be used.

652.2.5 Portable Changeable Message Sign

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

Features to the Ver-Mac PCMS shall include:

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

The Contractor shall complete and/or provide the following:

- Submit a catalog cut shop drawing to the Resident of all proposed equipment for review and approval.
- Establish and pay for a data cellular account so that PCMS may be remotely programmed and operated from the MTA Communications' Center.

- Provide to the Authority technical support from the PCMS manufacturer that may be necessary to integrate the PCMS into the MTA software platform (Vanguard Software by Daktronics).

- Provide the manufacturer's software necessary to change the PCMS messages remotely from the MTA Communications' Center and the Resident's computer if necessary or requested.

- Provide training on the operation of the PCMS to the Resident and the MTA Communications' Center representative.

- Make all PCMS on the Project work site available to the MTA for any/all emergency situations as defined by the MTA. This shall include the preemption of any messages running at the time of need as approved by the MTA and the Resident.

The Contractor shall also:

- Furnish, operate, relocate and maintain the PCMS as approved or requested by the Resident.

- Be responsible for the day-to-day programming and operation of the PCMS for Project purposes.

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

652.2.6 Truck Mounted Attenuator

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

- Truck and attached attenuator shall conform to the NCHRP Report 350, Test Level 3 criteria or MASH if manufactured after 2019.
- Amberstrobe lights with 360-degree visibility.
- An arrow light bar fixed to the vehicle.
- The attenuator shall be mounted to a vehicle with a minimum weight of 24,000 lbs. unless otherwise specified.

Installation: **The TMA shall be located in the closed lane adjacent to active traffic; for double lane closures, only the outer closed lane requires the TMA**. If a buffer zone is required the TMA shall not be located in the buffer zone. The shadow vehicle shall have its front wheels turned away from the work area and from traffic, have parking brake set, and be put in park if an automatic transmission; or if a manual transmission it shall have its front wheels turned away from the work area and from traffic, have parking brake set and should be placed in gear and shut off if possible while still maintaining warning lights. If length of time

or weather are a concern for the battery since the warning lights must be maintained the engine should be started and run periodically for battery recharging. No other vehicles or equipment shall park in front of the shadow vehicle or within the buffer space behind the shadow vehicle. For placement details, reference the Manual on Uniform Traffic Control Devices (MUTCD).

A Truck Mounted Attenuator **shall** be utilized in all lane closures, and shoulder closures, where workers are not protected by other positive means (i.e., closures that do not include temporary concrete barrier). If work is being completed behind guardrail a TMA shall be required for all work that is being completed within the deflection zone of the guardrail (minimum of four feet behind the guardrail post).

The placement and positioning of the vehicle shall be in accordance with the Manual on Uniform Traffic Control Devices and the manufacturer's recommendation. TMAs used on the Turnpike mainline shall have a minimum weight of 24,000 lbs and shall provide a 200 foot shadow distance from vehicles or the work zone. **For lane and shoulder closures in excess of 3,000 feet containing multiple work zones a TMA shall be used at each work zone.**

If a Truck Mounted Attenuator is not used as described above, then it will be considered a Traffic Control Plan violation and result in a reduction of payment as outlined in Section 652.

652.2.7 Sequential Flashing Warning Lights

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

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

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

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

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

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

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

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

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

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

652.2.8 Automated Trailer Mounted Speed Sign

The Contract will furnish, operate, and maintain Automated Trailer Mounted Speed Limit Sign(s) for project use. The automated speed sign shall be required when there is a Work Zone Speed Limit in place. The Contractor shall furnish, operate, and maintain the Automated Trailer Mounted Radar Speed Limit Signs during the project operations

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

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

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

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

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

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

Each unit shall be equipped with two mono-directional flashing lights, placed in accordance with the MUTCD, with amber lenses and reflectors, which are visible through a range of 120 degrees when viewed facing the sign. The lights shall be a minimum of **8-inch diameter**, either LED, halogen, or incandescent lamps, and shall be visible for a minimum distance of one mile under daylight conditions and shall have a minimum flash rate of 40 flashes per minute. An

"On" indicator light shall be mounted on the back of the signs, which is visible for at least 500 feet to provide confirmation that the flashing lights are operating.

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

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

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

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

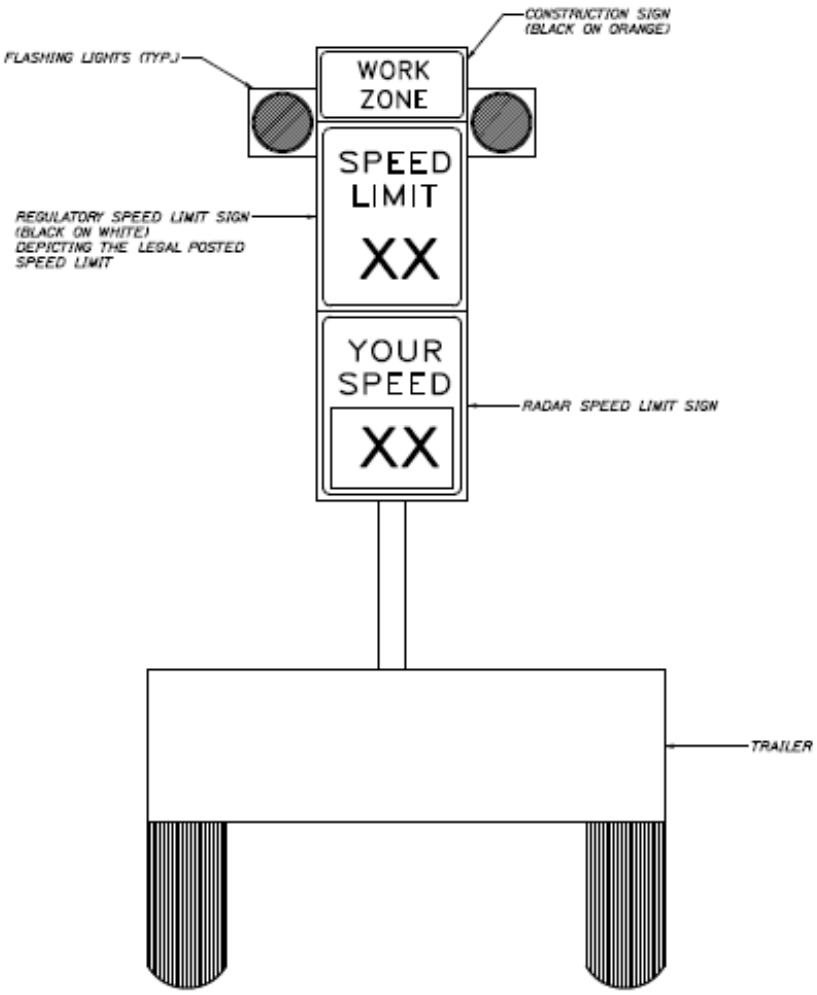
The Automated Trailer Mounted Radar Speed Limit Sign may be placed as shown on the plans, or may replace the posted regulatory speed limit signs, or may be placed at a location within the closed lane that has a reduced speed limit.

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

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

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

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



Date: 2/13/2018

Filename: Trailer Mounted Speed Limit.dgn

MAINE TURNPIKE

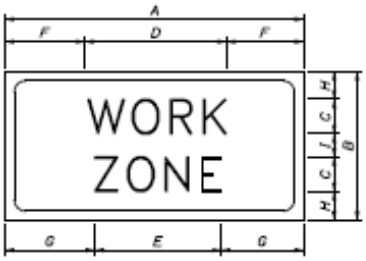
HNTB

FEBRUARY 2018

AUTOMATED TRAILER MOUNTED
SPEED LIMIT SIGN

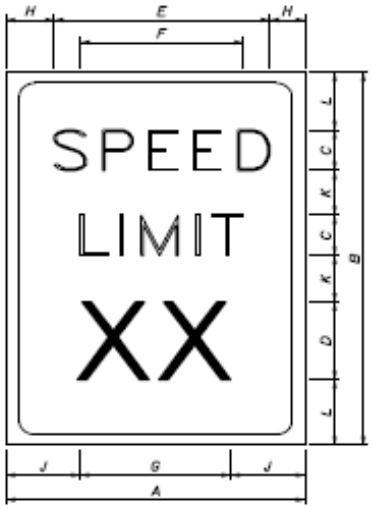
1OF 2

Date: 2/13/2018



SIGN #1

1.25" BORDER, 0.75" INDENT,
BLACK ON ORANGE, 8B GRADE PLYWOOD SIGN



SIGN #2

1.25" BORDER, 0.75" INDENT,
BLACK ON WHITE, 8B GRADE PLYWOOD SIGN

	DIMENSIONS (INCHES) / LETTER FONTS											
	A	B	C	D	E	F	G	H	I	J	K	L
#1	48	20	5D	18 1/8	16 5/8	14 1/8	15 5/8	4	2	N/A	N/A	N/A
#2	48	60	8E	16E	38 1/4	29 1/4	29 1/2	4 1/8	9 3/8	9 1/4	8	6

Filename: Trailer Mounted Speed Limit.dgn

MAINE TURNPIKE

HNTB

FEBRUARY 2018

TRAILER MOUNTED CONSTRUCTION ZONE
SPEED LIMIT SIGN

2 OF 2

652.2.9 Temporary Portable Rumble Strips

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

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

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

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

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

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

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

Maintain rumble strips as follows:

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

Repair or replace damaged rumble strips immediately.

652.3.1 Responsibility of the Authority

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

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

652.3.2 Responsibility of the Contractor

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

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

652.3.3 Submittal of Traffic Control Plan

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

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

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

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

5. Typical examples and applications

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

b. Proposed revisions to the construction phasing or sequencing that reasonably minimizes traffic impacts.

c. A written narrative and/or plan explaining how traffic and pedestrians will be moved through the Project Limits, including transitions during the change from one phase of construction to the next, as applicable.

d. Temporary traffic control treatments at all intersections with roads, rail crossings, businesses, parking lots, pedestrian ways, bike paths, trails, residences, garages, farms, and other access points, as applicable.

e. A list of all Contractor or Subcontractor certified flaggers to be used on the Project, together with the number of flaggers which will be used for each type of operation that flagging is needed. If the Contractor is using a flagging Subcontractor, then the name and address of the Subcontractor may be provided instead of a list of flaggers.

f. A procedure for notifying the Resident of the need to change the traffic control plan or the need to remove a lane restriction.

g. A description of any special detours including provisions for constructing, maintaining, signing, and removing the detour or detours, including all temporary bridges and accessory features and complete restoration of the impacted land.

h. The maximum length of requested contiguous lane closure. The Contractor shall not close excessive lengths of traffic lane to avoid moving traffic control devices.

i. The proposed temporary roadway surface conditions and treatments. The Contractor shall provide an adequate roadway surface at all times; taking into account traffic speed, volume, and duration.

j. The coordination of appropriate temporary items (drainage, concrete barriers, barrier end treatments, impact attenuators, and traffic signals) with the TCP.

k. The plan for unexpected nighttime work, the contractor shall provide a list of emergency nighttime lighting equipment and safety personnel available on-site or have the ability to have them on site within an hour of the time of need.

l. The plan for meeting any project specific requirements contained in special provision 105 and/or 107, and/or Section 656

m. The lighting plan if night work is anticipated.

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

652.3.4 General

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

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

Vehicles parked on the shoulder shall be located so all portions of the vehicle(s) are a minimum of one foot from the traveled way. No operation shall be conducted on or near the traveled lanes or shoulders without first setting up the proper lane closure and traffic control devices. These precautions shall be maintained at all times while this Work is being performed. The Contractor shall keep all paved areas of the highway as clear as possible at all times. No materials shall be stored on any paved area of the highway or within 30 feet of the traveled way (unless protected by concrete barriers and specifically approved by the Resident). Private vehicles owned by Contractor's employees shall be parked close together in a group no closer than 30 feet from the traveled way in pre-approved areas.

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

The Contractor shall maintain existing guardrails and/or barriers until removal is necessary for construction. The Contractor shall use a temporary barrier or appropriate

channelizing devices, as approved by the Resident, while the guardrails and/or barriers are absent. Permanent guardrails and barriers shall be installed as soon as possible to minimize risk to the public.

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

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

Maine Turnpike Traffic Control Requirements

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

General

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

Unless otherwise specified in the contract documents the minimum main line width for a single travel lane shall be 14 ft and minimum ramp widths of 16 ft which must be maintained at all times, from ½ hour before sunrise and ½ hour after sunset as indicated on the Sunrise/Sunset Table at: http://www.sunrisesunset.com/usa/Maine.asp . If the Project town is not listed, the closest town on the list will be used as agreed at the Preconstruction Meeting.

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

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

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

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

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

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

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

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

Where space is available pavement striping for all tapers shall create a minimum buffer of 250 feet to the point where the temporary concrete barrier taper ends and becomes parallel to the travelway. Temporary concrete barrier shall be tapered at a minimum 8:1 unless space is available and then it should be tapered at 15:1 or 100 feet whichever is longest.

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

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

Temporary Mainline Lane Closures

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

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

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

- Milling and Paving Operations
- Bridge work
- Drainage Installation and/or Adjustment
- Clear Zone Improvements
- Pavement Markings Layout and Placement

- **Work directly over traffic within six feet of a travel lane as measured from the painted pavement marking line or traffic control device will require a lane closure. This work includes but is not limited to the following:**

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

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

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

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

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

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

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

Temporary Mainline Shoulder Closures

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

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

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

Equipment Moves

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

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

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

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

Request for Complete Stoppage of Traffic

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

During the erection or removal of overhead structures or signs traffic shall be stopped and may be held for periods of up to 25 minutes during these operations. Before the roadway is reopened, all materials shall be secured so they will not endanger traffic passing underneath. The Contractor will reimburse the Authority at the rate of $2,500.00 per five-minute period for each roadway not reopened (northbound and southbound), in excess of the 25-minute limit. Total penalty shall be deducted from the next pay estimate.

Blasting of Ledge, The maximum time for which traffic may be stopped at any single time shall be six (6) minutes. This duration shall be measured as the time between the time that the last car passes the Resident, until the time the Resident determines that all travel lanes are cleared of blast debris. The Contractor shall reduce the size of the blast, change the design and method of the blast, use more mats, or otherwise alter the blasting so that the traffic is not stopped for more than six minutes. If, due to the throw of rock onto the highway or other blasting related

activities, traffic is stopped for more than six minutes, the Contractor shall pay a penalty of $1,000.00 per minute for every minute traffic is stopped in excess of the six-minute limit. The penalty shall be measured separately on the northbound and southbound roadway (or eastbound and westbound roadway). Total penalties will be deducted from the next pay estimate. Whenever the volume of traffic is excessive such that a six-minute interruption would cause objectionable congestion, in the opinion of the Authority, the hours during which blasting may occur may be further restricted. A detailed blasting plan shall be submitted as required in Supplemental Specific or Special Provision Sections 105 or 107.

652.3.5 Installation of Traffic Control Devices

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

Portable signs shall be erected on temporary sign supports approved crashworthy devices so that the bottom of the sign is either 1) 12 inches or 2) greater than 5 feet above the traveled way. The bottom of all regulatory signs and ramp exit signs shall be a minimum of 5 feet above the traveled way. The contractor is responsible for maintaining the temporary sign structures so that the sign face remains in a vertical position. Temporary signs supports shall not be used for signs that will remain in place at a single location for more than one month.

No signs on easels shall be placed on 4 foot shoulders with guardrail, signs required at these location shall be placed on taller easels on the median side of the guardrail.

Post-mounted signs shall be erected so the bottom of the sign is no less than 5 feet above the traveled way, and 7 feet above the traveled way in business, commercial, and residential areas. Post-mounted signs must be erected so that the sign face is in a true vertical position. All signs shall be placed so that they are not obstructed in any manner and immediately modified to ensure proper visibility if obstructed.

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

The Resident will verify the exact locations of the construction signs in the field. Construction signs behind guardrail shall be mounted high enough to be visible to traffic. Vertical panel markers shall be mounted with the top at least 4 feet above the traveled way.

Drums placed along the Turnpike mainline shall have a minimum of one drum weight. Drums that will remain in the same location for more than three days shall have double drum weights. (i.e. a minimum of 40 lbs of drum tire rings). Drums shall not be weighted on the top. Drain holes shall be provided to prevent water from accumulating in the drums During winter periods, drums shall be placed on the grass shoulder or removed from the roadway so winter maintenance operations will not be impacted. This requires the placement of drums behind the median guardrail. Drums shall not be placed on snowbanks.

The Contractor shall operate and maintain the flashing arrow board unit and for dependable service during the life of the contract. The units shall remain in continuous night and

day service at locations designated until the Resident designates a new location or discontinuance of service.

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

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

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

Work Zone Speed Limits

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

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

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

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

Lane Closure Installation and Removal Procedure

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

1. The sign package shall be erected starting with the first sign and proceeding to the start of the taper. The sign crew shall erect signs with the vehicle within the outside shoulder.

2. Position the arrow board with the proper arrow at the beginning of the taper; and,

3. When arrow board is in place, continue with the drums/cones to secure the work area.

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

Trucking Plan

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

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

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

652.3.6 Traffic Control

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

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

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

Pavement markings shall be altered as required to conform to the existing traffic flow pattern. Repainting of pavement marking lines, if required to maintain the effectiveness of the line, shall be considered **incidental to the** maintenance of traffic control devices, no separate payment will be made. Inappropriate pavement markings shall be removed whenever traffic is rerouted, and temporary construction pavement markings shall be placed. Removal of non-applicable markings

and **initial** placement of temporary construction pavement markings will be paid for under the appropriate Contract items. Traffic changes shall not be made unless there is sufficient time, equipment, materials, and personnel available to complete the change properly before the end of the workday. This provision will not be required when traffic is rerouted for brief periods and the route can be clearly defined by channelizing devices, or flaggers, or both.

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

652.4 Flaggers

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

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

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

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

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

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

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

652.41 Traffic Officers

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

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

652.5.1 Rumble Strip Crossing

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

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

652.6.1 Daylight Work Times

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

652.6.2 Night work

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

The lighting facilities shall be capable of providing light of sufficient intensity to permit good workmanship, safety, and proper inspection at all times. The lighting shall be cut off and arranged on stanchions at a height that will provide perimeter lighting for each piece of equipment

and will not interfere with traffic, including commercial vehicles, approaching the work site from either direction.

The Contractor shall have available portable floodlights for special areas.

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

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

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

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

Night Work lighting requirements:

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

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

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

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

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

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

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

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

652.6.3 Traffic Coordinator and Personnel

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

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

a. Developing, in conjunction with the Resident and Project superintendent, a traffic control program for the days' work activities which will facilitate traffic in a safe and efficient manner.

b. Ensure that all traffic control implements (signs, arrow boards, barrels, etc.) are on-site so the traffic program can be implemented effectively.

c. Ensure a safe and effective setup or take-down of all signing implements to least impact the traveling motorist; and,

d. Working knowledge of construction signing/traffic control requirements in conformance with the latest issued Manual on Uniform Traffic Control Devices.

e. The Contractor shall supplement the traffic control plan with a daily plan, which includes schedules for utilizing traffic coordinators and flaggers. This plan shall be submitted daily and agreed upon cooperatively with the Resident.

652.7 Method of Measurement

Signs, signs supplied by the Authority, panel markers, flashing arrow boards, portable-changeable message signs, flashing and steady burn lights, barricades, drums, and cones will not be measured separately for payment but shall be incidental to the related Maintenance of Traffic Control Devices pay item. Barricades, cones, and drums will not be measured separately for payment but shall be incidental to the related Maintenance of Traffic Control Devices pay item. No additional payment will be made for devices that require replacement due to poor condition or inadequate retroreflectivity.

Flaggers or traffic officers used during the Contract, for the convenience of the Contractor, will not be measured separately for payment, but shall be incidental to the various pay items. This includes use of Flaggers for the delivery of materials and equipment to the project or other Flagger use that is for the Contractor's convenience, as determined by the Resident Engineer.

The Authority will make payment for the State Police officers and vehicles directly to the State Police when utilized for mainline traffic control activities. State Police escorts, if required

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

Maintenance of traffic control devices, per location, will be measured as one lump sum per work zone location, as indicated in the plans and specifications, for all authorized and installed traffic control devices.

The vehicle mounted arrow board, mounted on trucks used for installation and removal of lane closures, will not be measured separately for payment, but shall be incidental to the associated Maintenance of Traffic Control Devices item.

The traffic coordinator(s) will not be measured separately for payment but shall be incidental to Items 652.3611, 652.3612 or 652.3613.

Portable light towers, lighting on equipment and lighting plan will not be measured separately for payment but shall be incidental to the associated Maintenance of Traffic Control Devices item..

Truck mounted impact attenuators will not be measured separately for payment but shall be incidental to the related Maintenance of Traffic Control Devices item.

Sequential Flashing Warning Lights will not be measured separately for payment, but shall be incidental to the related Maintenance of Traffic Control Devices item. Payment shall include all materials and labor to install, maintain and remove all Sequential Flashing Warning Lights.

Automated Trailer Mounted Speed Limit Sign will not be measured for payment but shall be incidental to the Maintenance of Traffic Control Devices item. Payment shall include the Trailer, Radar Speed Limit Sign, flashing beacon amber lights, regulatory speed limit sign, fuel, necessary maintenance, and all checking of Radar Speed Limit Signs by manufacturer and all project moves including the transporting and delivery of the unit.

Temporary portable rumble strips will not be measured for payment but shall be incidental to the associated Maintenance of Traffic Control Devices item.

652.8 Basis of Payment

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

Failure by the contractor to follow the Contracts 652 Supplemental Specifications, Special Provisions and Standard Specification and/or the Manual on Uniform Traffic Control Devices (MUTCD) and/or the Contractors own Traffic Control Plan, or failure to correct a violation, will result in a violation letter and result in a reduction in payment as shown in the schedule below.

The Resident or any other representative of the Authority reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Authority shall not be held responsible for any delay in the work due to any suspension under this item. Any reduction in payment under this Special Provision will be in addition to forfeiting payment of maintenance of traffic control devices for that day.

Amount of Penalty Damages per Violation		
1st	2nd	3rd & Subsequent
$500	$1,000	$2,500

652.8.1 Maintenance of Traffic Control Devices

Maintenance of Traffic Control Devices will be paid at the contract unit price per calendar day or lump sum price, as indicated in the plans and specifications. Such payment will be full compensation for all signs, panel markers, flashing arrow boards, barricades, flashing and steady burn lights, sequential flashing warning lights, cones, drums, truck mounted attenuators, automated trailer mounted speed limit signs, vehicle mounted arrow boards and signs, the traffic coordinator, portable light towers, lighting plans, and other lighting on equipment, temporary portable rumble strips, portable changeable message signs, and for all days that the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost, or stolen; and for cleaning, maintaining, and removing all devices used for traffic control, including installing, replacing and removing temporary pavement marking lines.

The contract price for each Maintenance of Traffic Control Devices pay item shall be full compensation for all days for such maintenance, encompassing the area surrounding the locations identified in the pay item, regardless of whether or not the work areas or projects are geographically separated or combined.

652.8.2 Other Items

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

Flaggers will be incidental to the associated Maintenance of Traffic Control Devices item. Flaggers shall include hiring, transporting, equipping, supervising, and the payment of flaggers and all overhead and incidentals necessary to complete the work.

The accepted quantities of traffic officer hours will be paid for by the Authority. This price shall be full compensation for supplying uniformed officers with police cruisers, and all incidentals necessary to complete the work, including transportation, equipment, and supervision.

Temporary pavement marking lines and pavement marking removal shall be incidental to the associated Maintenance of Traffic Control Devices item.

Temporary concrete barriers and work zone crash cushions shall be incidental to the associated Maintenance of Traffic Control Devices item.

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

The accepted quantity of Portable Changeable Message Signs will not be paid for separately but shall be incidental to the related Maintenance of Traffic Control Devices pay item. This price shall be full compensation for furnishing, relocating, maintaining and removing the PCMS. The price also includes all costs associated with setting-up and paying for a data cellular account, technical support, training and any costs associated with the GPS location device.

For a PCMS that fails to operate when required, the Contractor will be given 24-hours to repair or replace the PCMS. For periods longer than 24-hours, payment will be reduced based on the pro-rated time that the PCMS is out of service.

The accepted quantity of temporary portable rumble strips will not be paid but will be considered incidental to the Maintenance of Traffic Control Devices item. This item includes providing, relocating, maintaining or replacing, and removing temporary portable rumble strips. If the pay item is not included in the contract quantities, then the Authority does not anticipate the use of this item on the contract. If contractor wishes to utilize temporary portable rumble strips and the item is not in the contract, then the contractor may propose use of them to the Authority for consideration.

Payment will be made under:

Pay Item		Pay Unit
652.3611	Maintenance of Traffic Control Devices (Long Creek Culvert MM 45.90)	Lump Sum
652.3612	Maintenance of Traffic Control Devices (Unnamed Stream Culvert MM 57.10)	Lump Sum
652.3613	Maintenance of Traffic Control Devices (Unnamed Stream Culvert MM 91.30)	Lump Sum

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Specification describes the specific project maintenance of traffic requirements for this Project.

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

Maine Turnpike Traffic Control Requirements

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

a) Traffic Counts will be conducted by the MTA Resident to adjust the start and end times of allowable closures to provide the Contractor with maximum duration work windows.

b) Weekend work requires approval from the Authority.

c) Work zones that span multiple zone shall have the most restrictive times govern.

d) Temporary Shoulder Closures are allowed at all times.

e) Equipment Moves are allowed during low traffic periods as approved by the Authority.

f) Operations for the travel lane closures are allowed as outlined in the following tables. Turnpike Lane Closures shall be removed if construction is not ongoing. Unattended lane closures are not allowed.

Mainline 45-46 Northbound (3 Lane Section)		
	Double Lane Closures (1 Lane Open)	**Single Lane Closures (2 Lanes Open)**
Before June 22, 2026		
Sunday PM through Monday AM	8 PM to 6 AM	6 PM to 7 AM
Monday PM through Friday AM	8 PM to 6 AM	6 PM to 7 AM (Fri 1 PM)
June 22, 2026 to September 7, 2026		
Sunday PM through Monday AM	8 PM to 6 AM	6 PM to 7 AM
Monday PM through Friday AM	9 PM to 6 AM	6 PM to 7 AM (Fri 10 AM)
After September 7, 2026		
Sunday PM through Monday AM	8 PM to 6 AM	6 PM to 7 AM
Monday PM through Friday AM	9 PM to 6 AM	6 PM to 7 AM (Fri 4 PM)

Mainline MM 45-47 Southbound (3 Lane Section)		
	Double Lane Closures (1 Lane Open)	**Single Lane Closures (2 Lanes Open)**
Before June 22, 2026		
Sunday PM through Monday AM	8 PM to 6 AM	6 PM to 7 AM
Monday PM through Friday AM	8 PM to 6 AM	6 PM to 7 AM (Fri 5 PM)
June 22, 2026 to September 7, 2026		
Sunday PM through Monday AM	9 PM to 6 AM	6 PM to 7 AM
Monday PM through Friday AM	8 PM to 6 AM	6 PM to 7 AM (Fri 10 AM)
After September 7, 2026		
Sunday PM through Monday AM	7 PM to 6 AM	6 PM to 7 AM
Monday PM through Friday AM	7 PM to 6 AM	6 PM to 7 AM (Fri 4 PM)

Mainline 53-63 Northbound (2 Lane Section)	
	Single Lane Closures (1 Lane Open)
Before June 22, 2026	
Sunday PM through Monday AM	6 PM to 12 PM
Monday PM through Friday AM	7 PM to 12PM (Fri 10 AM)
June 22, 2026 to September 7, 2026	
Sunday PM through Monday AM	6 PM to 11 AM
Monday PM through Friday AM	7 PM to 11 AM (Fri 9 AM)
After September 7, 2026	
Sunday PM through Monday AM	6 PM to 1 PM
Monday PM through Friday AM	7 PM to 1 PM (Fri 11 AM)

Mainline 53-63 Southbound (2 Lane Section)	
	Single Lane Closures (1 Lane Open)
Before June 22, 2026	
Sunday PM through Monday AM	6 PM to 6 AM
Monday AM through Friday AM	12 PM to 6 AM (next day)
June 22, 2026 to September 7, 2026	
Sunday PM through Monday AM	7 PM to 6 AM
Monday PM through Friday AM	6 PM to 6 AM (next day)
After September 7, 2026	
Sunday PM through Monday AM	6 PM to 6 AM
Monday PM through Friday AM	12 PM to 6 AM (next day)

Mainline 86-102 Northbound & Southbound (2 Lane Section)	
	Single Lane Closures (1 Lane Open)
2026	
Sunday PM through Friday AM	Any time

SPECIAL PROVISION

SECTION 656

TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

656.10 Basis of Payment: This section shall be amended with the addition of the following:

Payment will be made under:

Pay Item		Pay Unit
656.751	Temporary Soil Erosion and Water Pollution Control (Long Creek Culvert mm 45.90)	Lump Sum
656.752	Temporary Soil Erosion and Water Pollution Control (Unnamed Stream Culvert MM 57.10)	Lump Sum
656.753	Temporary Soil Erosion and Water Pollution Control (Unnamed Stream Culvert MM 91.30)	Lump Sum

SPECIAL PROVISION

SECTION 661

TOLL STIPEND

661.01 Description:

When this item is listed as a Pay Item in the bid, it shall consist of the tolls accrued by the Contractor during the execution of the Contract.

All vehicles, other than those of the project superintendent and supporting traffic control staff that have been issued cards or transponders as described in Special Provision 105.5.1, shall be required to pay all applicable tolls. This includes Contractor employees, subcontractors, equipment delivery, and material delivery.

661.02 Basis of Payment:

Payment for this item will be made in equal monthly installments based on the anticipated duration of the project shown on the original schedule submitted by the Contractor.

The total sum of payments under this item shall not exceed the original Contract amount bid regardless of the fact that the Contractor may shut down their work on the Project or move equipment away from the Project and then back again. All actual tolls incurred by the Contractor shall be incidental to the item and shall include Contractor employees, subcontractors, equipment delivery, material delivery and all other construction-related traffic except as defined above.

Payment will be made under:

Pay Item		Pay Unit
661.10	Toll Stipend	Lump Sum

SPECIAL PROVISION

SECTION 719

SIGNING MATERIAL

Section 719.01 Reflective Sheeting

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

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

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

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

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

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

All Pedestrian Signs shall be fluorescent yellow-green.

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

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

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

719.02 Letters, Numerals, Symbols, and Borders

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

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

Direct Applied

Direct reflectorized applied letters, numerals, symbols and borders shall consist of cut out sheeting that shall meet at a minimum the requirements for ASTM 4956 – Type XI (Prismatic)

sheeting. The sheeting material used for the direct applied legend shall be the same type as used for the background.

Digitally Printed

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

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

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

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

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

General

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

APPENDIX A

MM 45.9 Environmental Permits

Section 11 - Maine DEP State Transportation Facilities Permit by Rule #11 Performance Standards and Conditions

Army Corps of Engineers General Permit Authorization and Performance Standards and Conditions

MTA - Long Creek Culvert	**PBR_ID-0101342 v1.0** MTA - Long Creek Culvert Repair	**PBR Approval** Land - Land Licensing	Martha Harris martha.harris@maine.gov (207) 450-4562	10/23/2025	10/23/2025	10/23/2027	In Effect	⋮

11. State transportation facilities

A. Applicability

(1) This section applies to the maintenance, repair, reconstruction, rehabilitation, replacement or minor construction of a State Transportation Facility carried out by, or under the authority of, the Maine Department of Transportation (MaineDOT) or the Maine Turnpike Authority, including any testing or preconstruction engineering, and associated technical support services.

(2) This section does not apply to an activity within a coastal sand dune system.

NOTE: The construction of a transportation facility other than roads and associated facilities may be subject to the Storm Water Management Law, 38 M.R.S.A. Section 420-D.

B. Standards

(1) Photographs of the area to be altered by the activity must be taken before work on the site begins. The photographs must be kept on file and be made available at the request of the DEP.

(2) The activity must be reviewed by the Department of Inland Fisheries and Wildlife and the Department of Marine Resources, as applicable. The applicant must coordinate with the reviewing agencies and incorporate any recommendations from those agencies into the performance of the activity.

(3) All construction activities undertaken must be detailed in a site-specific Soil Erosion and Water Pollution Control Plan and conducted in accordance with MaineDOT's Best Management Practices for Erosion and Sediment Control, dated January 2000, and Standard Specifications, dated December 2002.

(4) Alignment changes may not exceed a distance of 200 feet between the old and new center lines in any natural resource.

(5) The activity may not alter more than 300 feet of shoreline (both shores added together) within a mile stretch of any river, stream or brook, including any bridge width or length of culvert.

(6) The activity may not alter more than 150 feet of shoreline (both shores added together) within a mile stretch of any outstanding river segment identified in 38 M.R.S.A. 480-P, including any bridge width or length of culvert.

(7) The activity must minimize wetland intrusion. The activity is exempt from the provisions of Chapter 310, the Wetland and Waterbodies Protection Rules, if the activity alters less than 15,000 square feet of natural resources per mile of roadway (centerline measurement) provided that the following impacts are not exceeded within the 15,000 square foot area:

(a) 1,000 square feet of coastal wetland consisting of salt tolerant vegetation or shellfish habitat; or

(b) 5,000 square feet of coastal wetland not containing salt tolerant vegetation or shellfish habitat; or

(c) 1,000 square feet of a great pond.

All other activities must be performed in compliance with all sections of Chapter 310, the Wetland Protection Rules, except 310.2(C), 5(A), 9(A), 9(B) and 9(C).

(8) The activity may not permanently block any fish passage in any watercourse containing fish. The applicant must coordinate with the reviewing agencies listed in paragraph 2 above to improve fish passage and incorporate any recommendations from those agencies into the performance of the activity.

NOTE: For guidance on meeting the design objectives for fish passage, including peak flow, maximum velocity, mining depth and gradient, see the MaineDOT Waterbody and Wildlife Crossing Policy and Design Guide (July 2008), developed in conjunction with state and federal resource and regulatory agencies.

(9) Rocks may not be removed from below the normal high water line of any coastal wetland, freshwater wetland, great pond, river, stream or brook except to the minimum extent necessary for completion of work within the limits of construction.

(10) If work is performed in a river, stream or brook that is less than three feet deep at the time and location of the activity, the applicant must isolate the work area from the resource and divert stream flows around the work area, maintaining downstream flows while work is in progress.

(11) Wheeled or tracked equipment may not operate in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may cross streams on rock, gravel or ledge bottom. If avoiding the operation of wheeled or tracked equipment in the water is not possible, the applicant must explain the need to operate in the water. Approval from the DEP to operate in the water must be in writing, and any recommendations from the DEP must be incorporated into the performance of the activity.

(12) All wheeled or tracked equipment that must travel or work in a vegetated wetland area must travel and work on mats or platforms.

(13) Any debris or excavated material must be stockpiled either outside the wetland or on mats or platforms. Erosion and sediment control best management practices must be used, where necessary, to prevent sedimentation. Any debris generated during the activity must be prevented from washing downstream and must be removed from the wetland or water body. Disposal of debris must be in conformance with the Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Section 1301 *et seq.*

(14) Work below the normal high water line of a great pond, river, stream or brook must be done at low water except for emergency work or work agreed to by the resource agencies listed in paragraph 2 above.

(15) Perimeter controls must be installed before the work starts. Disturbance of natural resources beyond the construction limits shown on the plans is not allowed under this rule.

NOTE: Guidance on the location of construction limits can be obtained from the on site Construction Manager.

(16) The use of untreated lumber is preferred. Lumber pressure treated with chromated copper arsenate (CCA) may be used only if necessary and only if use is allowed under federal law and not prohibited from sale under 38 M.R.S.A. 1682, and provided it is cured on dry land in a manner that exposes all surfaces to the air for a period of at least 21 days prior to construction. Wood treated with creosote or pentachlorophenol may not be used where it will contact water.

(17) A temporary road for equipment access must be constructed of crushed stone, blasted ledge, or similar materials that will not cause sedimentation or restrict fish passage. Such roads must be completely removed at the completion of the activity. In addition, any such temporary roads which are in rivers, streams or brooks, must allow for a passage of stormwater flows associated with a 10-year storm.

(18) Non-native species may not be planted in restored areas.

(19) Disposal of debris must be in conformance with Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Sections 1301 *et seq*.

(20) Disturbance of vegetation must be avoided, if possible. Where vegetation is disturbed outside of the area covered by any road or structure construction, it must be reestablished immediately upon completion of the activity and must be maintained.

(21) A vegetated area at least 25 feet wide must be established and maintained between any new stormwater outfall structure and the high water line of any open water body. A velocity reducing structure must be constructed at the outlet of the stormwater outfall that will create sheet flow of stormwater, and prevent erosion of soil within the vegetated buffer. If the 25 foot vegetated buffer is not practicable, the applicant must explain the reason for a lesser setback in writing. Approval from the DEP must be in writing and any recommendations must be incorporated into the activity.

C. Definitions. The following terms, as used in this chapter, have the following meanings, unless the context indicates otherwise:

(1) **Diversion**. The rerouting of a river, stream or brook around a construction site and then back to the downstream channel.

(2) **Fill**. a. (verb) To put into or upon, supply to, or allow to enter a water body or wetland any earth, rock, gravel, sand, silt, clay, peat, or debris; b. (noun) Material, other than structures, placed in or immediately adjacent to a wetland or water body.

(3) **Floodplain wetlands**. Freshwater wetlands that are inundated with flood water during a 100-year flood event based on flood insurance maps produced by the Federal Emergency Agency or other site specific information.

(4) **Riprap**. Heavy, irregularly shaped rocks that are fit into place, without mortar, on a slope as defined in the MaineDOT Standard Specifications, dated December 2002.

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

February 2, 2026

Regulatory Division
Maine Section
NAE-2025-02286

Mr. Sean Donohue
Maine Turnpike Authority
2360 Congress St.
Portland, ME 04102
Via Email: sdonohue@maineturnpike.com

Dear Mr. Sean Donohue,

This letter is in response to the application you submitted to the U.S. Army Corps of Engineers (USACE), New England District for a Department of the Army general permit verification. We have assigned this project file number NAE-2025-02286, which you should reference in all correspondence with this office.

The project includes slip-lining an existing 78-inch-diameter by 177-foot-long concrete pipe with a 72-IN Duromaxx liner pipe within Long Creek beneath Interstate-95 in South Portland, Maine. The applicant also proposes to discharge permanent fill material consisting of void filled rip rap into approximately 328 square feet (SF) below the ordinary high-water mark (OHWM) of Long Creek to maintain water levels within the structure for aquatic organism passage. The applicant proposes to discharge temporary fill material into approximately 464 SF of area below the OHWM for the purpose of construction access and cofferdams. Additional construction access through adjacent freshwater wetlands will result in the permanent discharge of fill material into approximately 1,669 SF of wetland area, as well as the temporary discharge of fill material into approximately 726 SF of wetland area. The project is located at Maine Turnpike Mile Marker 45.9 in South Portland, ME at Latitude 43.6429 and Longitude -70.3335 in Cumberland County, Maine. The work is shown on plans titled “MTA PROJECT NO. 2025.07”, on a total of 4 sheets, and dated “March 20, 2025”.

Based on the information you have provided, we verify that the activity is authorized under the Maine General Permit 14-Linear Transportation Projects of the October 31, 2030, Federal Permit known as the Maine General Permits (GPs). If the extent of the project area and/or nature of the authorized impacts to waters are modified, a revised application must be submitted to this office for written approval before work is initiated. You can find a copy of these permits at:

https://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/

Any deviation from the terms and conditions of the permit, or your submitted plans, may subject the permittee to the enforcement provisions of our regulations. Therefore, in the event changes to this project are contemplated, it is recommended you coordinate with this office prior to proceeding with the work. This office must approve any changes before you undertake them. You must perform this work in compliance with the terms and conditions of the GPs listed above, and also in compliance with the following special conditions:

Project Specific Special Conditions:

1. All tree clearing shall occur outside of the Summer Occupancy Period for the Northern Long Eared Bat (October 1-April 14) in a given year so as to minimize impacts to federally listed species.

2. Should the proposed project not be complete at the time of listing for any proposed species on the Official Species List, the applicant shall notify the USACE at such time so the USACE can reinitiate Section 7 consultations with USFWS.

3. All in water work shall occur in-the-dry behind cofferdams within the approved in-water-work-window (June 1-September 30) in a given year so as to minimize impacts to the aquatic environment.

4. Following project construction, the permittee shall monitor water depths within the structure at least once between July 15-September 30 of a given year. Monitoring shall occur annually but not exceed a period of 5 years. Should water levels fall below the minimum 6" depth, maintenance of the riffle structure is required to restore the minimum depth. A simplified report detailing the findings of the inspections and any maintenance work conducted shall be provided to the Corps within 6 months of the initial monitoring event.

This verification is valid until October 31, 2030. You must commence or be under contract to commence the work authorized herein by October 31, 2030 and complete the work by October 31, 2031. If not, you must contact this office to determine the need for further authorization before beginning or continuing the activity. It is recommended that you contact this office before this authorization expires to discuss if permit reissuance is a possibility.

This GP verification and any associated authorizations does not preclude the necessity to obtain any other federal, state, or local permits, licenses, and/or certifications, which may be required.

This agency continually strives to improve our customer service. To better serve you, please complete the Customer Service Survey located at: https://regulatory.ops.usace.army.mil/customer-service-survey/.

If you have any questions related to this verification or have issues accessing documents referenced in this letter, please contact Melody Wilson, Project Manager at (978) 318-8674, or by email at Jeremy.s.lessard@usace.army.mil.

Sincerely,

Peter D. Olmstead
Chief, Maine Section
Regulatory Division

Enclosures:
Project Plans
General Permit

CC:
Mr. Sean Hale (Agent), Vanasse Hangen Brustlin, Inc., shale@vhb.com

Work-Start Notification Form

File Number: NAE-2025-02286 State: Maine County: Cumberland

Permittee: Mr. Sean Donohue
Date Verification Issued: 12/29/2025
Project Manager: Jeremy Lessard

At least two weeks prior to commencing the activity authorized by this permit, sign this certification and return it to the following address:

US ARMY CORPS OF ENGINEERS
New England District
Attn: Melody Wilson Melody Wilson
442 Civic Center Drive
Augusta, Maine 04330
or
Jeremy.s.lessard@usace.army.mil
(978) 318-8674

Please note that your permitted activity is subject to a compliance inspection by a U. S. Army Corps of Engineers (USACE) representative. Failure to comply with any terms or conditions of this authorization may result in the USACE suspending, modifying or revoking the authorization and/or issuing a Class I administrative penalty, or initiating other appropriate legal action.

The people (e.g. contractor) listed below will do the work, and they understand the permit's conditions and limitations.

Contractor Name/Contractor Firm: _____
Business Address: _____
_____
Contractor Phone and Email: _____

Proposed Construction Dates: Start: _____ **Finish:** _____

_____ _____
Signature of Permittee **Date**

U.S. Army Corps of Engineers (USACE)

CERTIFICATION OF COMPLIANCE WITH DEPARTMENT OF THE ARMY PERMIT

For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act; the proponent agency is CECW-COR.

Form Approved - OMB No. 0710-0003 Expires 2027-10-31

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0003, is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PURPOSE: This form is used by recipients of U.S. Army Corps of Engineer Regulatory permits to certify compliance with the permit terms and conditions.

Your permitted activity is subject to a compliance inspection by a U.S. Army Corps of Engineers representative. If you fail to comply with this permit, you are subject to permit suspension, modification, or revocation.

Upon completion of the activity authorized by this permit and any mitigation required by the permit, sign this certification and return it to the U.S. Army Corps of Engineers, New England District, Regulatory Office.

The certification can be submitted by email at jeremy.s.lessard @usace.army.mil or by mail at the below address:

U.S. Army Corps of Engineers
New England District Office
Street Address: 696 Virginia Road
City: Concord State: Massachusetts Zip Code: New England District Office

COMPLETED BY THE CORPS

Corps Action Number: NAE-2025-02286

Permit Type: General Permit

General Permit Number and Name (*if applicable*): 14-Linear Transportation Projects

Name of Permittee: Mr. Sean Donohue

Project Name: Long Creek Slipline

Project Location (*physical address*): MTA Mile Marker 45.9 in South Portland, ME at Latitude 43.6429 and Longitude -70.3335

PERMITTEE'S CERTIFICATION

Date Work Started: _____

Date Work Completed: _____

Enclose photographs showing the completed project (*if available*).

I _____ hereby certify that the work authorized by the above referenced permit has been completed in accordance with all of the permit terms and conditions, and that any required compensatory mitigation has been completed in accordance with the permit conditions.

Name	Date	Signature

Date:9/11/2025

MAINE TURNPIKE SB

MAINE TURNPIKE BASELINE

MAINE TURNPIKE NB

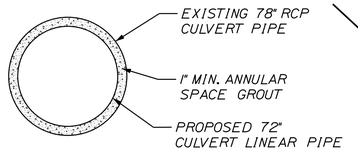
CURVE DATA #1
PI = 12+02.82
D = 28°38'52.4"
Δ = 14°00'55.8" Lt.
R = 200.00'
L = 48.92'
T = 24.58'
E = 1.51'

97'
102'
50'
PC = STA. 11+78.23
PT = STA. 12+27.16
POB = STA. 10+00.00
PI = STA. 10+85.30
POE = STA. 14+21.46
10+00
11+00
12+00
13+00
14+00
14+21
2+00
3+00
N29°12'31.92"E
N41°37'14.55"E
N27°30'18.78"E
40'
20'
32 LF TEMPORARY PIPE
8' WIDE GRAVEL ACCESS WAY
WORKING AREA (GRAVEL)
5+64
5+00
4+00

CURVE DATA #1
PI = 10+85.30
Δ = 12°18'42.6" Rt.

PLACE BOULDERS IN STREAM CHANNEL AS NEEDED TO MAINTAIN FISH PASSAGE WATER DEPTH AT SLIPLINE INLET. BOULDER PLACEMENT TO BE DETERMINED IN FIELD BY ENGINEER

N/F
VEREIT REAL ESTATE L.P.
DULUTH HOLDINGS INC.



CULVERT SLIPING TYPICAL SECTION
NOT TO SCALE

Filename: ...\001_Plan_NB_LongCreek.dgn

Scale: 25 0 25 50
1" = 25' - 0"

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: M. Bowe

	By	Date		By	Date
Designed	SRP	3/20/25	Checked	ECF	3/20/25
Drawn	BRT	3/20/25	In Charge of	MEB	3/20/25

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

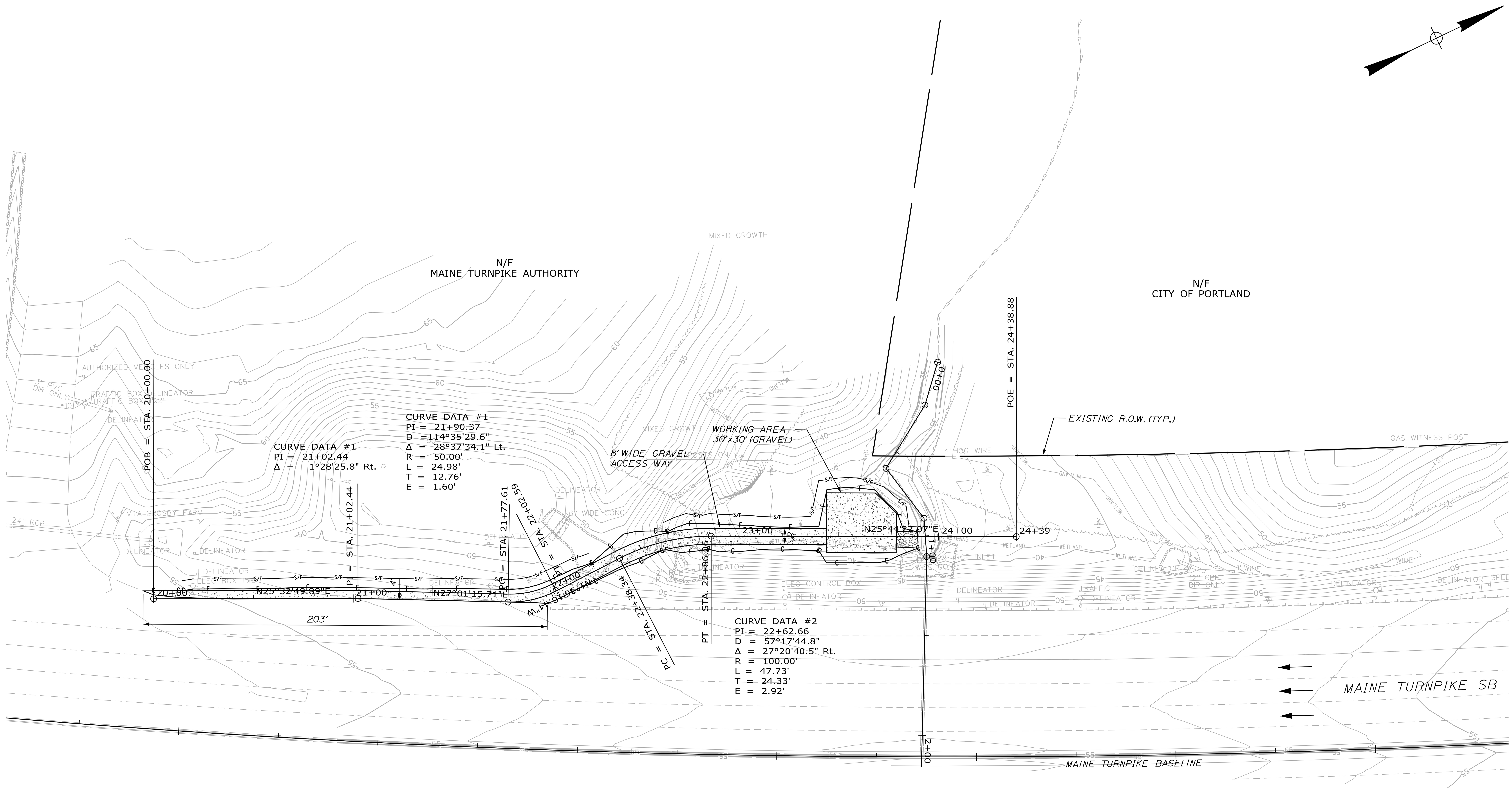
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Kristi Van Ooyen, PE

MTA PROJECT NO. 2025.07
CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
GENERAL PLAN - NORTHBOUND

VHB: 55813.00
CONTRACT: 2025.07

SHEET NUMBER:
1 OF 6


N/F
MAINE TURNPIKE AUTHORITY
N/F
CITY OF PORTLAND
POB = STA. 20+00.00
PI = STA. 21+02.44
PC = STA. 21+77.61
PT = STA. 22+02.59
PC = STA. 22+38.34
PT = STA. 22+86.96
POE = STA. 24+38.88
CURVE DATA #1
PI = 21+02.44
Δ = 1°28'25.8" Rt.
CURVE DATA #1
PI = 21+90.37
D = 114°35'29.6"
Δ = 28°37'34.1" Lt.
R = 50.00'
L = 24.98'
T = 12.76'
E = 1.60'
CURVE DATA #2
PI = 22+62.66
D = 57°17'44.8"
Δ = 27°20'40.5" Rt.
R = 100.00'
L = 47.73'
T = 24.33'
E = 2.92'
8' WIDE GRAVEL ACCESS WAY
WORKING AREA 30'x30' (GRAVEL)
EXISTING R.O.W. (TYP.)
N25°32'49.89"E
N27°01'15.71"E
N25°44'22.07"E
203'
20+00
21+00
22+00
23+00
24+00
24+39
MIXED GROWTH
MAINE TURNPIKE SB
MAINE TURNPIKE BASELINE
GAS WITNESS POST
24" RCP
ELEC CONTROL BOX
DELINEATOR
AUTHORIZED VEHICLES ONLY
MTA CROSBY FARM

Scale: 1" = 25' - 0"			
No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: M. Bowe

	By	Date		By	Date
Designed	SRP	3/20/25	Checked	ECF	3/20/25
Drawn	BRT	3/20/25	In Charge of	MEB	3/20/25

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

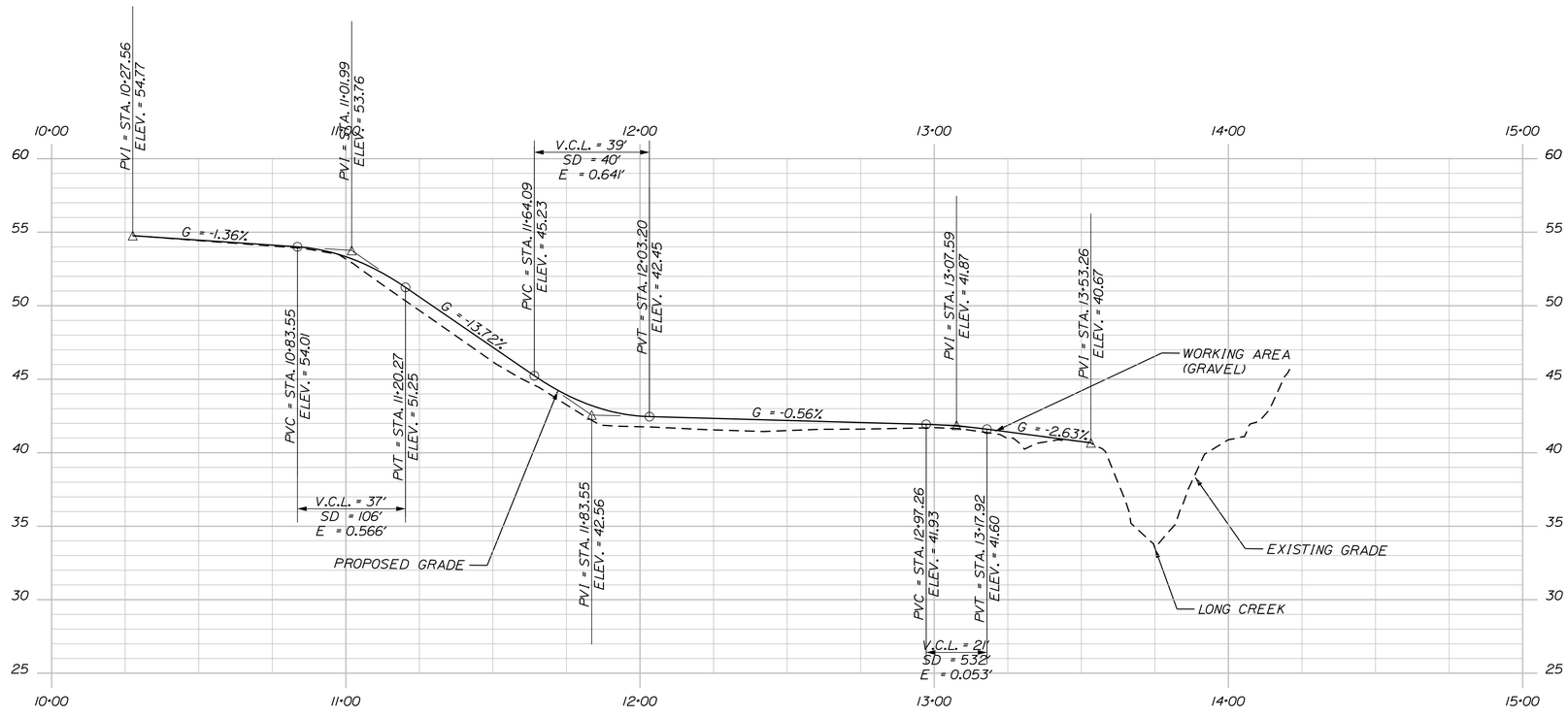
MTA PROJECT MANAGER: Kristi Van Ooyen, PE

MTA PROJECT NO. 2025.07
CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
GENERAL PLAN - SOUTHBOUND

VHB: 55813.00
CONTRACT: 2025.07
SHEET NUMBER: 2 OF 6

Date:9/11/2025
Filename: ...\002_Plan_SB_LongCreek.dgn

Date:9/11/2025



PROFILE

Filename: ...\003_Profile_NB_LongCreek.dgn

Scale:
HORIZ. 25 0 25 50
VERT. 5 0 5 10

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: M. Bowe

	By	Date		By	Date
Designed	SRP	3/20/25	Checked	ECF	3/20/25
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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

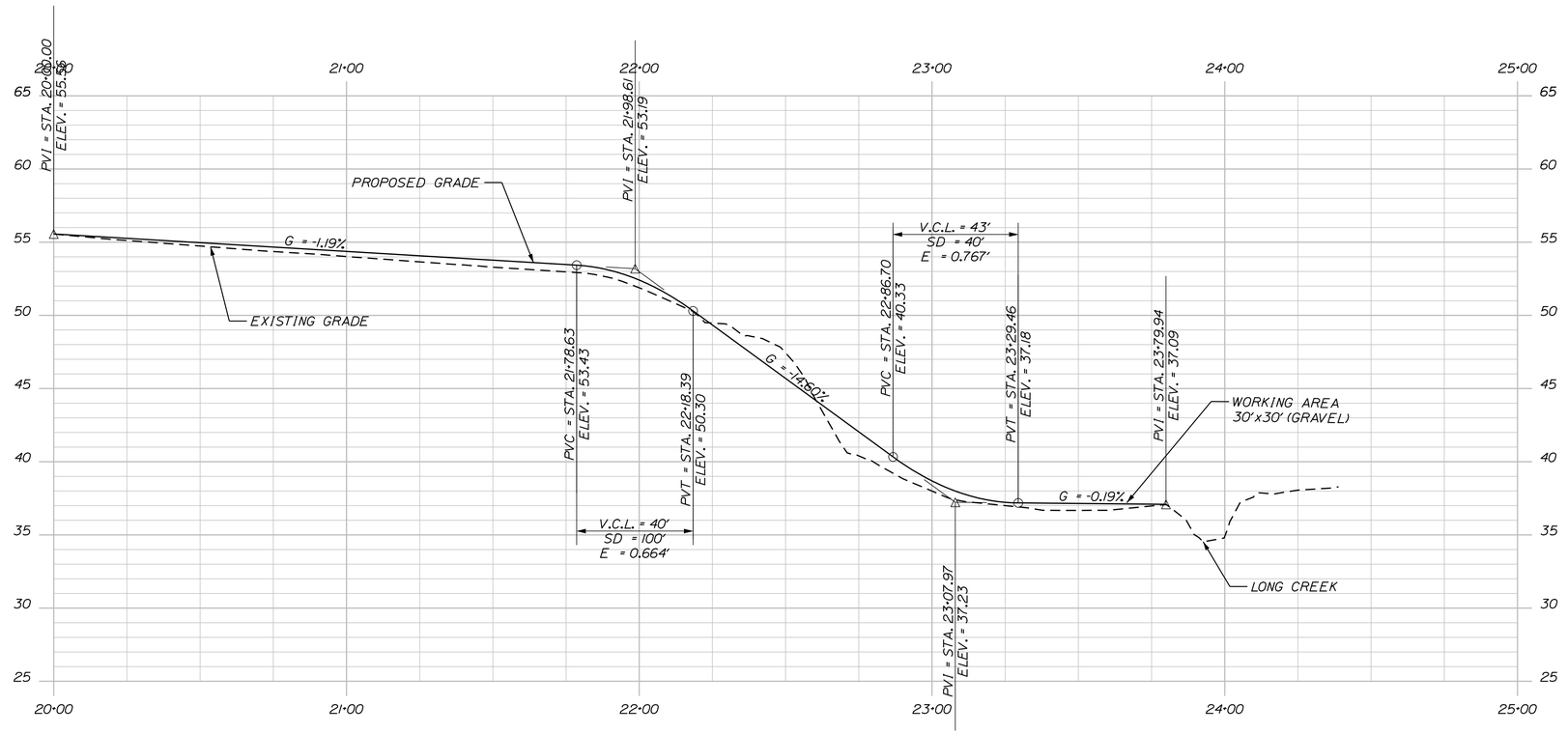
MTA PROJECT MANAGER: Kristi Van Ooyen, PE

MTA PROJECT NO. 2025.07
CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
PROFILE - NORTHBOUND

VHB: 55813.00
CONTRACT: 2025.07

SHEET NUMBER:
3 OF 6

Date:9/11/2025



PROFILE

Filename: ...\004_Profile_SB_LongCreek.dgn

Scale: HORIZ. 25 0 25 50 VERT. 5 0 5 10

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: M. Bowe

	By	Date		By	Date
Designed	SRP	3/20/25	Checked	ECF	3/20/25
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THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Kristi Van Ooyen, PE

MTA PROJECT NO. 2025.07
CULVERT REPAIRS
LONG CREEK CULVERT (MM 45.90)
PROFILE - SOUTHBOUND

VHB: 55813.00
CONTRACT: 2025.07

General Permit No.: NAE-2025-00485
Applicant: General Public, State of Maine

Effective Date: November 10, 2025
Expiration Date: October 31, 2030

Department of the Army
Regional General Permits for the State of Maine

The New England District, U.S. Army Corps of Engineers announces the thirty-seven (37) state-wide Department of Army Regional General Permits known as the Maine Regional General Permits (ME RGPs) with a modified Water Quality Certification (WQC) and Coastal Zone Management (CZM) consistency determination. This ME RGP document reflects updates resulting from a subsequent modification of the October 10, 2025 Maine general WQC and CZM consistency determination.

The ME RGPs are issued for activities subject to Corps jurisdiction in waters of the U.S., including wetlands; and navigable waters within the State of Maine and adjacent ocean waters to the seaward limit of the outer continental shelf. The Maine RGPs (hereafter referred to as the ME RGP or RGP) are issued in accordance with Corps regulations at 33 CFR 320 – 332 [see 33 CFR 325.5(c)(1)].

RGPs numbered “1-60” were developed to closely match the current 2021 Nationwide Permits (NWPs) and the upcoming 2026 NWPs. The next NWPs are proposed to be reissued in March 2026 and are proposed to be used in New England District (NAE), including the Maine Section. To ensure General Permit coverage, between October (expiration of existing Maine Regional General Permits NAE-2019-02771) to March (when the NWPs will be issued), the below RGPs will be used. Each RGP has been numbered to coincide with the current NWPs for ease of transition. Please note, once the 2026 NWPs are issued, New England District may phase in some or all the NWPs. The RGPs that have letters (A-C) will likely be proposed as New England District RGPs (post March 2026) as these activities are not covered under any proposed NWPs. If the new NWPs and/ or RGPs are proposed to be used in New England District, the NWPs will be public noticed in accordance with 33 CFR 330.5.

Tammy R. Turley November 10, 2025

Tammy R. Turley Date
Chief, Regulatory Division
New England District
U.S. Army Corps of Engineers

SECTION I. STATUTORY AUTHORITIES AND REGULATED ACTIVITIES

1. Federal Authorities

   a. **Section 10 of the Rivers and Harbors Act of 1899** (see 33 CFR Part 322). The Corps regulates any *structure* in, over, or under any *navigable waters of the United States* (as defined in 33 CFR 329), and *work* such as excavating or dredging from or depositing of material in such waters, or the accomplishment of any other work affecting the course, location, condition, or capacity of such waters.

   b. **Section 404 of the Clean Water Act** (see 33 CFR Part 323). The Corps regulates the discharge of *dredged material* or *fill material* and certain discharges associated with excavation into *waters of the United States* (as defined in 33 CFR 328), including wetlands. Exemptions of Section 404 can be found at 33 CFR Part 323.4.

2. State Approvals

   Applicants are responsible for applying for and obtaining any required state or local government agency approvals, such as those required by Maine Department of Environmental Protection, Maine Land Use Planning Commission, and Maine Department of Marine Resources; as well as those required by the City, Town, or County the project is located within. In many cases activities requiring Corps authorization will also require approval from these government agencies. However, Federal and state jurisdiction as well as review criteria will differ in some cases. State and Local permits may be required for specific projects regardless of Corps jurisdiction.

   When state or local approvals or statutorily required reviews are also required, those approvals should be obtained prior to commencing work under Corps jurisdiction. Refer to the document titled "*Agency & Partners Contact Directory*", which can be found on the Corps website at: https://www.nae.usace.army.mil/missions/regulatory/state-general-permits/maine-general-permit/.

SECTION II. RGP PROCEDURES

To qualify under these RGPs, the design, construction, maintenance, and use associated with each proposed activity shall meet the terms and eligibility criteria listed in Section III of the RGPs and all applicable general conditions (GCs) in Section IV. For activities authorized by RGPs which do not require submission of a pre-construction notification, (i.e. non-notifying) prior to commencement of the activity, the proponent (i.e., the person and/or the entity performing the work) is responsible for ensuring the activity meets the terms of the applicable RGP, any applicable GCs, and applicable State Water Quality Certification (WQC) and Coastal Zone Management (CZM) Act consistency conditions found on Corps website at: https://www.nae.usace.army.mil/missions/regulatory/state-general-permits/maine-general-permit/. Below are the general conditions for the WQC and CZM. WQC and CZM specific conditions are within the RGP in Section III. Applicants should first review the RGPs to determine if a project is eligible for verification under one or more of the RGPs within this document. A Pre-Construction Notification (PCN) is required if a waiver is required by any RGP. Activities that do not meet criteria of these RGPs will require an Individual Permit (IP). Refer to the document titled *"Local Procedures For Submission of a Complete PCN or Application"* for guidance on the permitting process, which can be found on the Corps webpage at: https://www.nae.usace.army.mil/missions/regulatory/. (*This is a pending document and will be published on our website when completed.*)

Maine Department of Environmental Protection (MEDEP) & Land Use Planning Commission (LUPC) issued WQC with conditions and the Maine Coastal Program (MCP) concurred to the CZM with conditions for projects located within the boundaries of the State of Maine for the following GPs: 1, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, 17, 20, 27, 29, 33, 38, 39, 41, 42, 43, 46, 48, 51, 52 ,53, 55, 54, 57, 58, 60, A, B & C. WQC was issued and CZM concurrence was given for the above listed GPs so long as the project proponent follows the below general conditions:

1. Projects that would result in any direct, permanent salt marsh (tidal wetlands) loss must be reviewed individually for WQC and CZM unless mitigation is required.
2. When operating equipment or otherwise undertaking construction activities in aquatic resources, the project proponent shall:
    - Include in the project plan/design drawings the locations of:
        - the project site with all waters, including wetlands, clearly demarcated;
        - staging areas;
        - construction access points; and
        - disturbance limits.
    - Clean all equipment prior to the equipment arriving on the project site.
    - Have containment booms and/or absorbent material available onsite prior to the commencement of work. In the case of spills, the project proponent shall immediately employ containment booms and/or absorbent material to prevent discharges from reaching waters of the United States.
    - Prior to entering any waters of the United States, inspect all equipment for oil, gas, diesel, anti-freeze, hydraulic fluid, and other petroleum leaks. If the project proponent detects a leak from any equipment, they shall immediately remove the equipment from waters of the U.S.; and within 24 hours of detection of a leak, the project proponent shall repair the equipment in a staging area or move it offsite.
    - Clean all contaminated areas within 8 hours of spill detection and remove contaminated soil from the site within 24 hours or contain it in enclosed containers until it is removed from the site.
3. Project proponents must identify whether a proposed project would occur within an S1 or S2 natural community identified by the Maine Natural Areas Program (MNAP) and coordinate with MNAP to address any potential concerns and discuss mitigation as appropriate. Project proponents can use MNAP online resources to learn more about how each natural community is characterized here: https://www.maine.gov/dacf/mnap/features/commsheets.htm.Project proponents may also contact MNAP directly for questions and coordination here: maine.nap@maine.gov.
4. Project proponents must identify whether a proposed project would occur within an Essential Habitat, as listed in 09-137 C.M.R. ch. 8, or Significant Wildlife Habitat, as defined in 38 M.R.S. § 480-B(10), and coordinate with IFW to address any potential concerns and discuss mitigation as appropriate. Project proponents may contact DIFW directly for questions and coordination here: IFWEnvironmentalReview@maine.gov.

Environmental Protection Agency (EPA) issued WQC with general conditions for projects located within the boundaries of an Indian Reservation and Acadia National Park for the following GPs: 3, 7, 12, 13, 14, 15, 18, 33, 38, 39, 41, 51, 52, 54, 57, 58, 60, A, B, and C. WQC was issued for the above listed GPs so long as the project proponent follows the below general conditions:

1. Prior to construction, the project proponent shall develop a plan that:
    - Includes time stamped photo-documentation of the baseline conditions (*i.e.*, 50 feet upstream of the project area, within the project area, and 100 feet downstream of the project area).
    - Identifies on a site map:
        - Project site with all waters of the U.S. demarcated. Identify all locations where the project will cross jurisdictional waterbodies and identify the ordinary high-water mark and/or wetland boundaries; the planned work area where wetlands/aquatic resources will be removed, disturbed, and/or protected; buffer zones; and areas to be restored/reclaimed, as well as site access points and other approved work areas. Staging areas and stockpiling of materials and equipment, including locations for containment booms and/or absorbent materials, and/or hazardous materials. Stockpiles (*e.g.*, sediment, soil, or other construction materials) shall be stored at least 50 feet from where it may enter waters of the U.S.
        - Construction access points.
        - Disturbance limits.
        - Locations where site dredging and placement of dredged material activities will occur.
        - Locations where hazardous materials are stored. Identify where containment booms and/or absorbent materials are located for corrective action if needed. Hazardous materials shall be stored in leak-proof containers with appropriate secondary containment measures (*e.g.*, spill berms, dikes, spill containment pallets, absorbent materials). Any silt/sediment fencing.
        - Photo-reference sites. The project proponent shall indicate the directional view and location where photos were taken on the site map.
    - Includes a description of how the site will be restored to pre-construction conditions, including stream hydrology and stability/or aquatic resource composition and diversity of native species to be used. Non-native and invasive species shall not be used for restoration activities.
    - Includes the following as applicable:
        - <u>Cofferdams, temporary berms, pilings, and/or dikes:</u> Describe installation and maintenance practices for any cofferdams, temporary berms, pilings, and/or dikes.
        - <u>Dredging:</u> Describe how contaminated materials will be managed (*e.g.*, sediment testing data and information to identify whether sediments are clean or contaminated), if included in the project dredged area. Describe methods for minimizing dredging impacts (*i.e.*, sedimentation resuspension) in the water column.

    - Erosion control: Identify the types and locations of sediment and erosion control features that shall be used onsite, including sediment control fences, haybales, heavy mud mats, and/or other structures. Biodegradable blankets and/or loose-weave mesh shall be used for erosion control matting. Dewatering: Describe methods for dewatering, including the equipment that would be used to conduct the dewatering activities. Identify the locations and timing, including length of time the area is to be dewatered. Explain removal method of the temporary structures and/or fill and what measures will be taken to minimize downstream turbidity and adaptive management measures that will be taken and employed to prevent the draining of waters of U.S., including wetlands.
    - Ditching: Explain trenching and material placement techniques and stabilization methods to be employed, as well as timing. In wetlands, the top 6 to 12 inches of the trench shall be backfilled with topsoil from the trench, unless other techniques are approved. Include activity timing needs for ditching and stabilization.
- Submit the plan to EPA Region 1 at R1CWA401@epa.gov.

During construction, the project proponent shall:

- Visually inspect construction activities daily.
- Prevent sediment, debris, silt, sand, cement, concrete, oil or petroleum, organic materials, or other construction debris or wastes from entering waters of the U.S.
- Maintain documentation onsite that all equipment was cleaned of dirt, mud and other materials prior to arriving on the project site.
- Inspect all equipment daily and prior to entering any waters of the U.S. for oil, gas, diesel, anti-freeze, hydraulic fluid, and other petroleum leaks. If the project proponent detects a leak from any equipment, they shall immediately remove the equipment from waters of the U.S.; and within 24 hours of detection of a leak, repair the equipment in a staging area or move it offsite.
- Limit vegetation clearing and disturbance to waters.
- Limit restoration of the channel bed to pre-existing contours and conditions.
- Photo-document any failures or increased turbidity due to construction activities. Within 24 hours of observing a failure or marked increase in turbidity associated with construction, the project proponent shall remedy and implement any additional adaptive management measures to stabilize the activity and prevent further unauthorized discharges into waters of the U.S. The project proponent shall photo-document the failure (*i.e.*, 50 feet upstream of failure, at the incident site, and at least 100 feet downstream of the failure) and the adaptive management measures taken immediately following implementation. The project proponent shall take photos at the same location and direction as the photos in the plan.
    - Within 48 hours of observing any failure, the project proponent shall provide EPA Region 1 with the above mentioned photo-documentation, and descriptions of all observed failures and remedies.
    - Within three weeks of observing a failure, the project proponent shall provide EPA Region 1 with a description of the impacts and effectiveness of the adaptive management measures.

- Carry out as applicable:
    - Erosion control: Inspect sediment and erosion control measures daily during project implementation and within 12 hours of precipitation events. After construction is complete, stabilization purposes.
    - Dewatering: Assess all dewatering measures within 24 hours after a storm event.

Post construction, the project proponent shall as applicable:

- Submit a copy of the as-builts and a post dredged and disposal report within 45 days of each dredging or disposal event to EPA Region 1 at R1CWA401@epa.gov. The project proponent shall include the following items in the post-dredged and disposal report:
    - Dredging and disposal dates.
    - Updated site map displaying the disposal location(s).
    - Dredging and disposal volumes.
    - Water quality monitoring data.
    - Post-dredged bathymetry.
    - Updated site maps displaying any new ditches, spoil piles, widths and depths.

SECTION III. MAINE REGIONAL GENERAL PERMITS

Applicants shall review all Sections of the RGPs prior to utilizing them or submitting a pre-construction notification to the Corps to confirm that the activity, as proposed, complies with all terms and conditions of the 2025 ME RGPs.

Regional General Permits

1. Aids to Navigation
3. Maintenance
4. Fish and Wildlife Harvesting, Enhancement, and Attraction Devices and Activities
5. Scientific Measurement Devices
6. Survey Activities
7. Outfall Structures and Associated Intake Structures
11. Temporary Recreational Structures
12. Oil or Natural Gas Pipeline Activities
13. Bank Stabilization
14. Linear Transportation Projects
15. U.S. Coast Guard Approved Bridges
17. Hydropower Projects
18. Minor Discharges
19. Minor Dredging
20. Response Operations for Oil or Hazardous Substances
27. Aquatic Ecosystem Restoration, Enhancement, and Establishment Activities
29. Residential Developments
33. Temporary Construction, Access, and Dewatering
38. Cleanup of Hazardous and Toxic Waste
39. Commercial and Institutional Developments
41. Reshaping Existing Drainage and Irrigation Ditches
42. Recreational Facilities
43. Stormwater Management Facilities
45. Repair of Uplands Damaged by Discrete Events
46. Discharges in Ditches
48. Commercial Shellfish Mariculture Activities
51. Land-Based Renewable Energy Generation Facilities
52. Water-Based Renewable Energy Generation Pilot Projects
53. Removal of Low-Head Dams
54. Living Shorelines
55. Seaweed Mariculture Activities
57. Electric Utility Line and Telecommunications Activities
58. Utility Line Activities for Water and Other Substances
60. Activities to Improve Passage of Fish and Other Aquatic Organisms

A. Boat Ramps

B. Dredging, Disposal of Dredged Material, Beach Nourishment, Rock Relocation, Rock & Debris Removal, and Recreational Beach Grading & Raking

C. Structures and Moorings in Navigable Waters of The U.S.

RGP 14. Linear Transportation Projects (Authority: Sections 10 and 404):

Activities required for crossings of waters of the United States associated with the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, driveways, airport runways, and taxiways) in waters of the United States. For linear transportation projects in non-tidal waters, the discharge of dredged or fill material cannot cause the loss of greater than 1/2-acre of waters of the United States. For linear transportation projects in tidal waters, the discharge of dredged or fill material cannot cause the loss of greater than 1/3-acre of waters of the United States. Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project; such modifications must be in the immediate vicinity of the project.

This RGP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to construct the linear transportation project. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. Temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

This RGP cannot be used to authorize non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars.

Pre-construction notification required if:

(1) The loss of waters of the United States exceeds 1/10-acre; or

(2) There is a discharge of dredged or fill material in a special aquatic site, including wetlands.

Note 1: For linear transportation projects crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of RGP authorization. Linear transportation projects must comply with 33 CFR 330.6(d).

Note 2: Some discharges of dredged or fill material for the construction of farm roads or forest roads, or temporary roads for moving mining equipment, may qualify for an exemption under Section 404(f) of the Clean Water Act (see 33 CFR 323.4).

Note 3: For RGP 14 activities that require pre-construction notification, the PCN must include any other RGP(s), regional general permit(s), or individual permit(s) used or intended to be

used to authorize any part of the proposed project or any related activity, including other separate and distant crossings that require Department of the Army authorization but do not require pre-construction notification (see paragraph (b)(4) of general condition 32). The district engineer will evaluate the PCN in accordance with Section V, "District Engineer's Decision." The district engineer may require mitigation to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see general condition 23).

Note 4: A joint pre-application consultation with the Corps and State Resource Agencies is strongly advised for all activities that involve new or replacement tidal crossings.

Note 5: Activities conducted under GPs involving the replacement or installation of new tidal crossings should comply with the State of Maine's CoastWise Approach. See state website for additional information: https://www.maine.gov/dmr/sites/maine.gov.dmr/files/inline-files/CoastWiseManualJuly2023_updated.pdf

Section 401 Water Quality Certification (WQC):

- MEDEP and LUPC granted WQC with general conditions and RGP-specific conditions for projects located within the boundaries of the State of Maine. See Section II above for general conditions.

RGP-specific conditions:

- To the greatest extent practicable, culvert installation must not disturb the stream's natural structure and work in the stream must be minimized.
- The culvert must follow the course and grade of the stream channel to the greatest extent possible.
- Culverts shall be sized to prevent perching and pooling.
- For projects in non-tidal waters, WQC and CZM are only authorized for the discharge of dredged or fill material up to 1/2-acre loss of waters of the U.S. cumulatively across hydrologically connected wetlands or waterbodies.
- For projects in tidal waters, the discharge of dredged or fill material cannot exceed 1/3-acre loss of waters of the United States cumulatively across hydrologically connected wetlands or waterbodies.

- EPA granted WQC with general conditions for projects located within the boundaries of an Indian Reservation and Acadia National Park. See Section II above for general conditions.

Coastal Zone Management (CZM) Act Consistency Determination:

The MCP concurred with general and RGP-specific conditions with the Corps federal consistency determination for areas that are from the inland boundary of coastal municipalities or unorganized townships or plantations that contain tidal waters seaward to the outer limit of the State's territorial ownership, three nautical miles from the baseline from which the territorial sea is measured. See Section II above for general conditions and see MEDEP and LUPC WQC RGP-specific conditions above.

SECTION IV: General Conditions

To qualify for RGP authorization, the prospective permittee must comply with the following general conditions (GCs), as applicable. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an RGP.

1. Navigation
2. Aquatic Life Movements
3. Spawning Areas
4. Migratory Bird Breeding Areas
5. Shellfish Beds
6. Suitable Material
7. Water Supply Intakes
8. Adverse Effects From Impoundments
9. Management of Water Flows
10. Fills Within 100-Year Floodplains.
11. Equipment.
12. Soil Erosion and Sediment Controls.
13. Removal of Temporary Structures and Fills.
14. Proper Maintenance
15. Single and Complete Project
16. Wild and Scenic Rivers
17. Tribal Rights.
18. Federal Threatened and Endangered Species
19. Migratory Birds and Bald and Golden Eagles
20. Historic Properties
21. Discovery of Previously Unknown Remains and Artifacts
22. Designated Critical Resource Waters
23. Mitigation
24. Safety of Impoundment Structures
25. Water Quality
26. Coastal Zone Management
27. Regional and Case-By-Case Conditions
28. Use of Multiple Regional General Permits
29. Transfer of General Permit Verifications
30. Compliance Certification
31. Activities Affecting Structures or Works Built by the United States
32. Pre-Construction Notification
33. PCN Summary Table
34. Essential Fish Habitat
35. Invasive Species
36. General Permit Documentation On-Site
37. Abandonment
38. Expiration of Regional General Permits

1. Navigation.

(a) No activity may cause more than a minimal adverse effect on navigation.

(b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

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

(d) Aquaculture:

Navigation Risk Assessment (NRA), Aids to Navigation (AtoN), and Charting:

i. Coordination with the USCG can be completed by contacting via email: D01-SMB-SecNNE-Waterways@uscg.mil.

The applicant shall provide the following information to facilitate completion of the NRA: applicant name/company affiliation, license/lease type (commercial, research, shellfish, kelp, new or modified), nautical chart, detailed drawing with dimensions, time of year, potential lighting/marking, types/materials of structures in water, planned anchoring, cultivation techniques (number of weekly/monthly visits, vessel tending/type), and any other significant information.

If the applicant receives a medium- or high-risk assessment, they shall coordinate with the Corps and apply safety risk mitigations. The USCG will refer the project to the Corps unless the Corps makes the determination that it may proceed.

Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense. For required permitting, the applicant shall contact USCG First District Private Aid Program Manager through D01-SMB-D01PrivateAtoN@uscg.mil. Only actual AtoNs are permitted; floats, balls, markers, mooring balls and ‘highflier flags’ are not considered Aids to Navigation (AtoN). See: http://www.usharbormaster.com.

Applicants shall notify NOAA’s National Ocean Service (NOS) Nautical Data Branch Office of Coast Survey to initiate chart and Coast Pilot corrections. See:

https://nauticalcharts.noaa.gov/. Applicants must also notify NOAA on removal. See Note 2 below.
ii. For marine safety information during construction or other significant periods, applicants may use the First District's Marine Safety Information form and email to: D01-SMB-LNM@uscg.mil.

Note 1: If a PCN is required, applicants shall include documentation of all required coordination with their PCN.

Note 2: For nautical chart and coast pilot updates, activities owners should use the status report form at https://nauticalcharts.noaa.gov/charts/docs/charts-updates/USACE+Permit+Status+Report.pdf. For aquaculture activities owners should use: https://nauticalcharts.noaa.gov/charts/docs/charts-updates/Artificial+Reef+Aquaculture+Status+Report.pdf to notify the Office of Coast Survey of the project completion. The form should be emailed to ocs.ndb@noaa.gov and should include a copy of as-built drawings.

Note 3: There shall be no unreasonable interference with navigation by the existence or use of any activity authorized by any RGP, and no attempt shall be made by a permittee to prevent the full and free use by the public of all navigable waters at or adjacent to any activity authorized by any RGP.

2. Aquatic Life Movements.

No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

Note: Compliance with this condition may be achieved by ensuring that during in-stream work, the low flow channel/thalweg remains unobstructed during periods of low flow, except when it is necessary to perform the authorized work. Additionally, for work in tidal waters, in-stream controls should be installed in such a manner that do not obstruct fish passage.

3. Spawning Areas.

Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

4. **Migratory Bird Breeding Areas.**

   Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

5. **Shellfish Beds.**
   No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by RGPs 4, 48, 55 or is a shellfish seeding or habitat restoration activity authorized by RGP 27.

   Note: Contact the Maine Department of Marine Resource (ME DMR) for further conservation measures if a proposed activity would result in excess turbidity (i.e., dredging) and is located within 100 feet of ME DMR shellfish areas. Reference materials can be found at: https://dmr-maine.opendata.arcgis.com/datasets/mainedmr-molluscan-shellfish-2010/explore?location=43.733484%2C-69.767928%2C10.43 and https://mgs-maine.opendata.arcgis.com/datasets/maine-coastal-marine-geologic-environments/explore.

6. **Suitable Material.**
   No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

7. **Water Supply Intakes.**

   No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent stabilization.

8. **Adverse Effects From Impoundments.**

   If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

   Note: Permanent wetland crossings shall be constructed in such a manner as to prevent excessive ponding or drying on either side of the authorized crossing after completion of the work. Measures shall be taken to maintain the existing hydrology. Such measures may include road cross drains such as culverts that are appropriately sized and placed at intervals to maintain the existing hydrology of the contiguous wetland.

9. **Management of Water Flows.**

   To the maximum extent practicable, the preconstruction course, condition, capacity, and location of open waters must be maintained for each activity, including stream

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

10. Fills Within 100-Year Floodplains.

The activity must comply with applicable FEMA approved state or local floodplain management requirements.

11. Equipment.

Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

If mats are used to minimize soil disturbance, the affected areas must be returned to pre-construction elevations, and revegetated as appropriate. In circumstances where the use of mats has caused significant soil compaction efforts using techniques (e.g., soil reaeration techniques) to break up the compaction should be employed to return the soil to a pre-construction state prior to returning to pre-construction elevations.

Note 1: Compliance with this condition may be achieved through the implementation of best management practices outline in NAE's "*Construction Mat BMPs*" document available at: https://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/.

Note 2: Compliance with this condition may be achieved by ensuring that construction equipment such as barges in tidal waters always provide clearance above the substrate to avoid impacts to SAS during all tides.

Note 3: Compliance with this condition may be achieved by ensuring that construction equipment that would cross or access streams utilizes temporary bridges, spans, construction mats, culverts, or cofferdams to minimize disturbance to the waterway.

12. Soil Erosion and Sediment Controls.

Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

Note: Compliance with this condition may be achieved by ensuring that all discharge points back into waters of the U.S., including wetlands use appropriate energy dissipaters and erosion and sedimentation control BMPs. Controls that are biodegradable can be left in place but should be removed if not biodegradable. Temporary controls should be removed upon completion of work, but not before all exposed soil and other fills and any work waterward of the OHWM are permanently stabilized. Once permanently stabilized, temporary controls should be removed as soon as possible. Sediment and debris collected by these controls should be removed and placed at an upland location and in a manner that will prevent its later erosion into a waterway or wetland.

13. Removal of Temporary Structures and Fills.

Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. The affected areas must be revegetated, as appropriate.

Note: Compliance with this general condition may be achieved through the use of underlying temporary fills with geotextile fabric which may help to facilitate the restoration to pre-construction elevations.

14. Proper Maintenance.

Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable RGP general conditions, as well as any activity-specific conditions added by the district engineer to an RGP authorization.

Note: Derelict, degraded or abandoned piles and sheet piles in navigable waters of the U.S., except for those inside existing work footprints for piers, must be completely removed, cut and/or driven to three feet below the substrate to prevent interference with navigation. Existing creosote piles that are affected by project activities shall be completely removed if practicable. In areas of fine-grained substrates, piles must be removed by the direct, vibratory or clamshell pull method to minimize sedimentation and turbidity impacts and prevent interference with navigation from cut piles. Removed piles shall be disposed of in an upland location landward of MHW or OHW and not in wetlands, tidal wetlands, their substrate, or mudflats.

15. Single and Complete Project.

The activity must be a single and complete project. The same RGP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers.

(a) No RGP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible

inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed RGP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the pre-construction notification with the Federal agency with direct management responsibility for that river. Permittees shall not begin the RGP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed RGP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: http://www.rivers.gov/.

Note: See also: General Condition 33(c), Additional PCN Requirement (Wild and Scenic Rivers).

17. Tribal Rights.

No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

18. Federal Threatened and Endangered Species.

(a) No activity is authorized under any RGP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any RGP which "may affect" a listed species or critical habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity on listed species or critical habitat has been completed. See 50 CFR 402.02 for the definition of "effects of the action" for the purposes of ESA section 7 consultation.

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has

been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

Note: Federal agencies should refer to "*Multiple Federal Agency & Lead Federal Agency Best Practices"* when a Corps permit is required, which can be found on the Corps webpage at: www.nae.usace.army.mil/Missions/Regulatory/. (*This is a pending document and will be published on our website when completed.*)

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat or critical habitat proposed for such designation, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation), the pre-construction notification must include the name(s) of the endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or that utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. The district engineer will determine whether the proposed activity "may affect" or will have "no effect" to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps' determination within 45 days of receipt of a complete pre-construction notification. For activities where the non-Federal applicant has identified listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have "no effect" on listed species (or species proposed for listing or designated critical habitat (or critical habitat proposed for such designation), or until ESA section 7 consultation or conference has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(d) As a result of formal or informal consultation or conference with the FWS or NMFS the district engineer may add species-specific permit conditions to the RGPs.

(e) Authorization of an activity by an RGP does not authorize the "take" of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with "incidental take" provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word "harm" in the definition of "take" means an act which actually kills or injures wildlife. Such an act may include significant habitat

modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed RGP activity, the non-federal permittee should provide a copy of that ESA section 10(a)(1)(B) permit with the pre-construction notification required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed RGP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed RGP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district engineer does not need to conduct a separate ESA section 7 consultation for the proposed RGP activity. The district engineer will notify the non-federal applicant within 45 days of receipt of a complete preconstruction notification whether the ESA section 10(a)(1)(B) permit covers the proposed RGP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their web pages at http://www.fws.gov/ or http://www.fws.gov/ipac and http://www.nmfs.noaa.gov/pr/species/esa/ respectively.

19. Migratory Birds and Bald and Golden Eagles.

The permittee is responsible for ensuring that an action authorized by an RGP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects to migratory birds or eagles, including whether "incidental take" permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

20. Historic Properties.

(a) No activity is authorized under any RGP which may have the potential to cause effects on properties listed, or eligible for listing, in the National Register of Historic Places until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)(1)). If pre-construction notification is required for the proposed RGP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that

the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

Note: Federal agencies should refer to "*Multiple Federal Agency & Lead Federal Agency Best Practices"* when a Corps permit is required, which can be found on the Corps webpage at: www.nae.usace.army.mil/Missions/Regulatory/. (*This is a pending document and will be published on our website when completed.*)

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the RGP activity might have the potential to cause effects on any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed RGP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts commensurate with potential impacts, which may include background research, consultation, oral history interviews, sample field investigation, and/or field survey. Based on the information submitted in the pre-construction notification and these identification efforts, the district engineer shall determine whether the proposed RGP activity has the potential to cause effects on historic properties. Section 106 consultation is not required when the district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: no historic properties affected, no adverse effect, or adverse effect.

(d) Where the non-Federal applicant has identified historic properties on which the proposed RGP activity might have the potential to cause effects and has so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects on historic properties or that NHPA section 106 consultation has been completed. For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the

non-Federal applicant that he or she cannot begin the activity until section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(e) Prospective permittees should be aware that section 110k of the NHPA (54 U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

Note: To comply with GC 20 above, the *State Historic Preservation Office & Tribal Scoping Request* template should be submitted to the Maine Historic Preservation Commission and the Federally Recognized Tribes and included in the PCN submission to the Corps, which can be found on the Corps website. Also, the document titled "*Best Practices for Historic Properties & Cultural Resources"* is also found on the Corps website at: https://www.nae.usace.army.mil/Missions/Regulatory/. (*The above documents are pending and will be published on our website when completed. Please continue to notify the MHPC and THPOs through current practices.*)

21. Discovery of Previously Unknown Remains and Artifacts.

Permittees that discover any previously unknown historic, cultural or archaeological remains and artifacts while accomplishing the activity authorized by an RGP, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

22. Designated Critical Resource Waters.

Critical resource waters include, NOAA managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district

engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by RGPs 7, 12, 17, 29, 39, 42, 43, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For RGPs 3, 13, 15, 18, 19, 27, 33, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these RGPs only after she or he determines that the impacts to the critical resource waters will be no more than minimal.

23. Mitigation.

The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10 -acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-

by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, because streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for RGP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas involves planting vegetation, only native species should be planted. The width of the required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the RGPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the pre-construction notification is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the RGP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal agency holds an easement, the district engineer will coordinate with that federal agency to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If in-lieu fee program credits are the proposed option, the mitigation plan needs to address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the RGP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the RGPs. For example, if an RGP has an acreage limit of ½-acre, it cannot be used to authorize any RGP activity resulting in the loss of greater than ½ -acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an RGP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the RGPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the RGP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may

be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

Note 1: In addition to the requirements of GC 23 above - *Mitigation*, compensatory mitigation requirements for unavoidable impacts to waters of the U.S. will be evaluated in accordance with the current *New England District Compensatory Mitigation Standard Operating Procedures* (April 26, 2024) and any superseding versions thereof (https://www.nae.usace.army.mil/Missions/Regulatory/Mitigation/).

Note 2: Applicants are encouraged to utilize the Regulatory In-lieu Fee and Bank Information Tracking System (RIBITS) in order to determine which in-lieu fee programs and/or mitigation banks have a sufficient amount of appropriate and available credits which they may propose to use to offset their proposed activity's unavoidable impacts to waters of the U.S., including wetlands. RIBITS is available at: https://ribits.ops.usace.army.mil/ords/f?p=107:2:::::.

24. Safety of Impoundment Structures.

To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality.

(a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an RGP with CWA section 401, a CWA section 401 water quality certification for the proposed activity which may result in any discharge from a point source into waters of the United States must be obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by the certifying authority for the issuance of the RGP, then the permittee must obtain a water quality certification or waiver for the proposed activity which may result in any discharge from a point source into waters of the United States in order for the activity to be authorized by an RGP.

(b) If the RGP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an RGP with CWA section 401, the proposed activity which may result in any discharge from a point source into waters of the United States is not authorized by an RGP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge into waters of the United States, the permittee must submit a copy of the certification to the district engineer. The discharge into waters of the United States is not authorized by an RGP until the district engineer has notified the permittee that the water quality

certification requirement has been satisfied (i.e., by the issuance of a water quality certification or a waiver and completion of the Section 401(a)(2) process).

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

Note 1: For information concerning how to apply to EPA for a Water Quality Certification for activities located within a Indian Reservation and Acadia National Park, please see: https://www.epa.gov/cwa-401/resources-when-epa-acts-certifying-authority-under-section-401 and/or contact: R1CWA401@epa.gov.

Note 2: For information concerning how to apply to LUPC or MEDEP for a Water Quality Certification, please see: https://www.maine.gov/dep/water/wd/wqc/.

26. Coastal Zone Management.

In coastal states where an RGP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an RGP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

Note 1: If an individual state coastal zone management consistency concurrence is required, applicants should submit a determination of consistency (see 15 CFR 930 Subpart C) or a consistency determination to the state (see 15 CFR 930 subpart D) at the same time as the PCN is submitted to the Corps, or shortly thereafter.

Note 2: For information concerning how to apply to the Maine Office of Community Affairs for a coastal zone management consistency certification, please see: https://www.maine.gov/dmr/programs/maine-coastal-program/federal-consistency-review.

27. Regional and Case-By-Case Conditions.

The activity must comply with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Regional General Permits.

The use of more than one RGP for a single and complete project is authorized, subject to the following restrictions:

(a) The total acreage loss of waters of the United States for a single and complete project cannot exceed the acreage limit of the RGP with the highest specified acreage limit when multiple RGPs are used to authorize an activity.

(b) If only one of the RGPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States for that single and complete project cannot exceed that specified acreage limit. For example, if a road crossing over tidal waters is constructed under RGP 14 (which has an acreage limit of 1/3 acre in tidal waters), with associated bank stabilization authorized by RGP 13 (which does not have a specified acreage limit), the maximum acreage loss of waters of the United States for the total project cannot exceed 1⁄3-acre.

(c) If two or more of the RGPs used to authorize the single and complete project have specified acreage limits, the acreage loss of waters of the United States authorized by each of those RGPs cannot exceed the specified acreage limits of each of those RGPs. For example, if a commercial development is constructed under RGP 39 (which as a 1/2-acre limit), and the single and complete project includes the filling of a ditch authorized by RGP 46 (which has a 1-acre limit), the maximum acreage loss of waters of the United States for the construction of the commercial development under RGP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States caused by the combination of the RGP 39 and RGP 46 activities cannot exceed 1 acre.

29. Transfer of General Permit Verifications.

If the permittee sells the property associated with a regional general permit verification, the permittee may transfer the regional general permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the regional general permit verification must be attached to the letter, and the letter must contain the following statement and signature:

"When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this regional general permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below."

_____ _____
(Transferee)

_____
(Date)

30. Compliance Certification.

Each permittee who receives an RGP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The successful completion of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the RGP verification letter. The certification document will include:

(a) A statement that the authorized activity was done in accordance with the RGP authorization, including any general, regional, or activity-specific conditions;

(b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and

(c) The signature of the permittee certifying the completion of the activity and mitigation. The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States.

If an RGP activity also requires review by, or permission from, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an RGP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written RGP verification.

Note: Refer to the New England District's Section 408 Program webpage that can be found at: https://www.nae.usace.army.mil/Missions/Section-408/. See also: Regional Condition 33(b), Additional PCN Requirement (Federal Projects).

32. Pre-Construction Notification.

(a) Timing. Where required by the terms of the RGP, the prospective permittee must notify the district engineer by submitting a preconstruction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information

necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the RGP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee cannot begin the activity until receiving written notification from the Corps that there is "no effect" on listed species or "no potential to cause effects" on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. If the proposed activity requires a written waiver to exceed specified limits of an RGP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee's right to proceed under the RGP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) Contents of Pre-Construction Notification: The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific RGP or RGP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity's purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the RGP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental

effects caused by the proposed activity; and any other RGP(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require preconstruction notification, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an RGP but do not require PCNs). This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non PCN RGP activities into RGP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the RGP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of waters, wetlands, and other special aquatic sites on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate. For RGP 27 activities that require PCNs because of other general conditions or regional conditions imposed by division engineers, see Note 2 of that RGP;

Note: To comply with the above GC 32(5), the following methodologies should be utilized:

(a) Wetlands should be delineated in accordance with the Corps Wetlands Delineation Manual and the most recent Northcentral/Northeast Regional Supplement. Wetland delineation and jurisdiction information can be found at: www.nae.usace.army.mil/missions/regulatory/jurisdiction-and-wetlands and https://www.usace.army.mil/Media/Announcements/Article/4262089/1-august-2025-us-army-corps-of-engineers-enhances-aquatic-resource-delineation/.
(b) Refer to the “Best Practices for Jurisdictional Determinations and Wetland Delineations,” which can be found on the Corps webpage at:

https://www.nae.usace.army.mil/missions/regulatory/. (*This is a pending document and will be published on our website when completed.*)

(c) The ordinary high water mark should be delineated (on both sides) when streams, rivers, non-tidal open waters are present on the project site. Ordinary high water mark guidance can be found in RGL 05-05 (https://usace.contentdm.oclc.org/utils/getfile/collection/p16021coll9/id/1253). For complex, atypical, or problematic sites see: https://www.erdc.usace.army.mil/Media/Fact-Sheets/Fact-Sheet-Article-View/Article/486085/ordinary-high-water-mark-ohwm-research-development-and-training/.

(d) Vegetated shallows should be delineated when present on the project site. Vegetated shallow survey guidance and maps can be found on the Corps webpage at: https://www.nae.usace.army.mil/Missions/Regulatory/Jurisdiction-and-Wetlands/.

(e) All Essential Fish Habitat should be delineated when present on the project site. EFH survey guidance can be found in the current EFH programmatic, which can be found on the Corps webpage at https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/.

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the compensatory mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For RGP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the RGP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For RGP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the "study river" (see general condition 16); and

(10) For an RGP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the preconstruction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

Note: Refer to the "*Best Practices for 408 Procedures",* which can be found on the Corps webpage at: https://www.nae.usace.army.mil/missions/regulatory/state-general-permits/maine-general-permit/.

(c) Form of Pre-Construction Notification: The regional general permit pre-construction notification form (Form ENG 4342) should be used for RGP PCNs. A letter containing the required information may also be used. All PCN forms shall be submitted to the Maine Project Office via email:cenae-r-me@usace.army.mil.

(d) Agency Coordination:

(1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity's compliance with the terms and conditions of the RGPs and the need for mitigation to reduce the activity's adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for:

(i) all RGP activities that require preconstruction notification and result in the loss of greater than 1/2-acre of waters of the United States;

(ii) RGP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and

(iii) RGP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters.

(iv) All activities that require a waiver.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). These agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district

engineer will fully consider agency comments received within the specified time frame concerning the proposed activity's compliance with the terms and conditions of the RGPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered.

(4) In cases where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants will submit necessary documents and files to the Corps electronically via email at cenae-r-me@usace.army.mil or using the RRS at https://rrs.usace.army.mil/rrs

(6) The USACE will require additional information not listed here be provided with the PCN if necessary for compliance with other federal laws.

33. PCN Summary Table.

The following activities may require a PCN regardless of the terms of the applicable RGP. Please read the applicable GC to determine if a PCN is required.

Exceedance of loss thresholds within streams, non-tidal and tidal wetlands, tidal submerged aquatic vegetation, mudflats, and intertidal areas	See GC 33 - a
Located within or the vicinity of a Federal Project	See GC 33 - b
Located within or the vicinity of a Wild and Scenic River	See GC 33 - c
Involving discharges of temporary fill material	See GC 33 - d
Located within Vernal Pools	See GC 33 - e
Involving slip lining	See GC 33 - f
Activities within Time-of-Year Restrictions	See GC 33 - g
Located within the Saint John and Saint Croix River basins (Maine)	See GC 33 - h
Authorized by RGP 48, Commercial Shellfish Mariculture Activities and within the State of Maine > 5 acres	See GC 33 – i
Additional aquatic resource protection - activities within Important Rare Resources	See GC 33 - j
Involving stream crossings	See GC 33 - k

(a) Additional PCN Requirement (Specific Resources):

A PCN is required for any proposed activities which would result in the loss of waters of the United States[3] that exceed the listed thresholds to the following aquatic resources if not already required by the RGP.

Aquatic Resource:	**Threshold:**
Non-tidal Wetlands	4,356 square feet (0.1 acre)
Tidal and Non-Tidal Stream	200 linear feet or 0.03 acre (whichever is less)
Tidal Wetland	500 square feet
Tidal Submerged Aquatic Vegetation (SAV)	25 square feet
Mudflat	1,000 square feet
Intertidal	1,000 square feet

(b) Additional PCN Requirement (Federal Projects):

A PCN is required for any proposed activities which would involve the temporary or permanent occupation of, or alteration of, a federal project (including, but not limited to, a levee, dike, floodwall, channel, anchorage, breakwater, seawall, bulkhead, jetty, wharf, pier, or other work built or maintained but not necessarily owned by the United States). This includes all structures and work in, over, or under a Corps' federal navigation project (FNP) or in the FNP's buffer zone. The buffer zone is an area that extends from the horizontal limits of the FNP to a distance three times the FNP's authorized depth.

The activity may also require review and approval by the Corps pursuant to 33 USC 408 (Section 408 Permission). The applicant may reach out to the points of contact listed here: https://www.nae.usace.army.mil/Missions/Section-408/ and consult the National Channel Framework mapper: https://experience.arcgis.com/experience/b413139f18c046009ebcf62abea941dd/page/Map/. For activities which require a Section 408 permission, verification under a RGP will not be issued prior to the decision the Section 408 permission requires. Any structure or work constructed in an FNP, or its buffer zone shall be subject to removal at the owner's expense prior to any future Corps dredging or hydrographic surveys.

Applicants should contact the Corps Real Estate Division (https://www.nae.usace.army.mil/Missions/Real-Estate-Division/) at (978) 318-8585 for work that would occur on or would potentially affect a Corps property (or properties) and/or Corps-controlled easements. Work may not commence on Corps properties and/or Corps-controlled easements until they have received any required Corps real estate documents demonstrating site-specific permission to perform work.

A PCN is not required if an applicant has previously obtained a Section 408 permission for their proposed activities, or a determination from the Corps that a Section 408

[3] See Section VI – Definitions and Acronyms for loss of Waters of the United States.

permission is not required for their proposed activities, and the proposed activities qualify for a non-notifying RGP.

(c) Additional PCN Requirement (Wild and Scenic Rivers):

A PCN is required under GC 16, Wild and Scenic Rivers, and for: 1) any proposed activities which would be located in and within 0.25 mile up or downstream of a Wild and Scenic River (WSR) segment, or in tributaries within 0.25 mile of a WSR segment; 2) any proposed activities which would be located in wetlands within 0.25 mile of a WSR segment; and 3) any proposed activities that have the potential to alter free-flowing characteristics in a WSR segment. Applicants should utilize http://www.rivers.gov/ for the most up-to-date WSR designations.

Note: Applicants may coordinate with the Federal agency that has direct management responsibility of the WSR segment or tributary their proposed activity would be within 0.25 mile of prior to submitting a PCN to the Corps. If that Federal agency determines that the proposed activity would not adversely affect the subject WSR, a PCN is not required to be submitted.

(d) Additional PCN Requirement (Temporary Fills):

A PCN is required for any proposed activities that would involve the discharge of temporary fill (33 CFR 323.2(e) and (f)) greater than 1/10-acre to be left in place in non-tidal wetlands for more than one growing season. The growing season is generally defined as April 1 to September 30 (See the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region* for more information about determining growing season. https://www.nae.usace.army.mil/Missions/Regulatory/Jurisdiction-and-Wetlands/Wetland-Delineation-Manual/).

Note 1: The Corps will decide on a case-by-case basis, after evaluating site-specific and activity-specific circumstances whether temporary construction mats proposed for use are considered as temporary fill.

Note 2: For linear projects, crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of RGP authorization (33 CFR 330.2(i)). Therefore, each crossing of a water of the U.S., including wetlands could have up to 0.1 acre of temporary fill without requiring the submittal of a PCN.

(e) Additional PCN Requirement (Vernal pools):

A PCN is required for any proposed discharges of dredged or fill material within a vernal pool depression which has been determined to be a water of the U.S. For information

on vernal pools, please visit:
https://www.nae.usace.army.mil/Missions/Regulatory/Vernal-Pools/

Note: Please note that the state may regulate additional vernal pools that the Corps does not.

(f) Additional PCN Requirement (Slip-Lining):

A PCN is required for any proposed activity which involves slip-lining a stream crossing that is not currently meeting the stream crossing BMPs found in GC 33(k) below (e.g., slip-lining and invert-lining).

(g) Additional PCN Requirement (In Water Work Time-of-Year Windows and Restrictions):

In-water work (including physical alterations) within non-tidal and tidal waters, shall be conducted during the following time-of-year (TOY) work windows (see below table). Approval to work outside the TOY work windows must be obtained from the Maine Department of Inland Fisheries and Wildlife (IFW) using the form located at: https://www.maine.gov/dep/land/permits/pbr/index.html for work in non-tidal waters or from the Maine Department of Marine Resources (DMR): https://www.maine.gov/dep/land/permits/pbr/index.html for work in tidal waters. If in-water work cannot be completed during the TOY work window or approval to work outside the TOY work window from IFW or DMR is not obtained, then the project requires a PCN and written verification removing the below requirements. If a PCN is required, due to RGP thresholds and/or other general and/or regional conditions, then the state's approval for working outside the TOY restriction shall be submitted with the PCN.

	TOY Work Restriction	TOY Work Window
Non-tidal Waters	Oct. 2 to Jul. 14	Jul. 15 to Oct 1.
Tidal Waters	Apr. 16 to Nov. 14	Nov. 15 to Apr. 15

Any proposed activity located in waters of the U.S. (excluding wetlands) shall be completed entirely "in-the-dry" or be isolated from active flows/the water column using temporary measures (i.e., cofferdams, sandbags, flume pipes, etc.) to the maximum extent practicable. The term "in-the-dry" means work that is done under dry conditions, e.g., work behind cofferdams or when the stream or tide is waterward of the work.

(h) Additional PCN Requirement (Saint John and Saint Croix River basins):

A PCN is required for any proposed work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission. In addition, a PCN is required if any temporary or permanent use, obstruction, or diversion of international boundary waters could affect the natural flow or levels of waters on the Canadian side

of the boundary; or if any construction or maintenance of remedial works, protective works, dams, or other obstructions in waters downstream from boundary waters could raise the natural level of water on the Canadian side of the boundary.

(i) Additional PCN Requirement (RGP 48, Commercial Shellfish Mariculture Activities):

A PCN is required for any activities proposed under RGP 48 which would install gear for a commercial shellfish operation within a site greater than 5 acres in size.

(j) Additional PCN Requirement (Important or Rare Resources):

A PCN is required if a discharge of dredged or fill material is proposed within any of the following aquatic resources or resource types identified as specifically important or rare within the State of Maine that warrant additional protections:

1. Lakes and tributaries that support arctic char and lake whitefish; or
2. Bogs and fens

(k) Additional PCN Requirement (Activities that do not meet the Stream Crossing BMPs):

A PCN is required for any proposed stream crossing activities that cannot comply with the below “Stream Crossing Best Management Practices (BMPs)” unless the district engineer provides the applicant written verification removing the below requirements.

1. The width of the crossing shall be greater than or equal to 1.2 times the bank full width.
2. The crossing shall be embedded greater than or equal to 2 feet and/or at least 25 percent of the conveyance’s height.
3. The crossing shall be constructed with a natural bottom substrate, as applicable.
4. The crossing shall match the gradient (i.e., slope) of the natural stream channel profile.
5. The crossing shall meet an openness ratio of greater than 0.82 feet.

For proposed stream crossings that cannot implement the above BMPs, the applicant should first coordinate with the appropriate state office to obtain required or recommended alternate stream crossing BMPs, prior to submitting a PCN to the Corps. If a stream crossing is designed to meet the standards required or recommended by the appropriate state agency for which the proposed activity is located within, those standards can serve in-lieu of these BMPs and submittal of a PCN is not required.

Note: Below are links to the stream crossing standards/guidelines for Maine that have published such standards/guidelines. Applicants are highly encouraged to contact their state for additional information regarding those requirements and/or recommendations, as state requirements may be more stringent than the above listed BMPs.

Maine Interagency Stream Crossing Guidelines: (https://www.nae.usace.army.mil/Missions/Regulatory/) - (*This is a pending document and will be published on our website when completed.*)

CoastWise: (https://www.maine.gov/dmr/sites/maine.gov.dmr/files/inline-files/CoastWiseManualJuly2023_updated.pdf)

34. Essential Fish Habitat (EFH):

Essential Fish Habitat (EFH) is defined as those waters and substrates necessary to fish for spawning, breeding, feeding or growth to maturity (16 U.S.C. 1802).
The following GPs have been determined to result in no more than minimal adverse effects, provided the permittee complies with all terms and conditions of the RGP as applicable to the activity, including all activity thresholds and activity-specific Conservation Recommendations (CRs) identified in the current EFH and Fish and Wildlife Coordination Act (FWCA) Programmatic Consultation (https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/).
For non-Federal applicants whose proposed activities would be located within EFH and that do not require a PCN per the language of the RGP or per any other general or regional condition (i.e., non-notifying), the applicant shall review the current EFH and FWCA Programmatic Consultation (https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/) to ensure their proposed activity complies with all applicable CRs.

a. A PCN is required for any proposed project which would exceed the activity thresholds that are included within the current EFH and FWCA Programmatic Consultation. Any proposed project that exceeds an activity threshold requires preliminary coordination/project-specific consultation.

b. For all activities which do not exceed the activity-based thresholds included within the current EFH and FWCA Programmatic Consultation, the project proponent shall implement the activity-specific applicable CRs. If the applicable CRs cannot be implemented, a PCN must be submitted to the Corps, and work may not commence until the Corps verifies the project under the applicable RGP(s).

Federal applicants should follow their own procedures for compliance with the Magnuson-Stevens Fishery Conservation and Management Act and Fish and Wildlife Coordination Act.

Note 1: For activities proposed for authorization by an RGP that requires the submittal of a PCN, applicants are encouraged to review the current EFH and FWCA Programmatic

Consultation and design their proposed activities with the activity-based thresholds and incorporate applicable CRs.

Note 2: Applicants can utilize the NMFS EFH mapper to determine if their proposed activities are located within EFH: https://www.habitat.noaa.gov/apps/efhmapper/. Applicants can also utilize the current EFH and FWCA Programmatic Consultation (https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/) for guidance on non-tidal waterbodies with diadromous fish.

35. **Invasive Species:**
The introduction, spread, or the increased risk of invasion of invasive plant or animal species on the project site, into new or disturbed areas, or into areas adjacent to the project site caused by the site work shall be prevented. Native, non-invasive vegetation must be used for revegetation unless otherwise authorized by the Corps, and shall not contain any species listed in Appendix K ("Invasive and Other Unacceptable Plant Species") of the current *New England District Compensatory Mitigation Standard Operating Procedures* and any superseding versions thereof (https://www.nae.usace.army.mil/Missions/Regulatory/Mitigation/). Information about how to avoid the spread of invasive species can be found at: https://www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species.

36. **General Permit Documentation On-Site:**
The permittee shall ensure that a copy of their verification letter (for notifying GPs only) and applicable RGP with all applicable GCs are at the worksite whenever work is being performed, and that all personnel performing work are fully aware of its terms and conditions.

37. **Abandonment:**
If the permittee decides to abandon the activity authorized by a RGP, unless such abandonment is merely the transfer of property to another party, the permittee may be required to restore the area to the satisfaction of the Corps.

38. **Expiration of Regional General Permits:**
If an RGP is not modified or reissued within five years of its effective date, it automatically expires and becomes null and void. Activities which have commenced (i.e, are under construction) or are under contract to commence in reliance upon an RGP will remain authorized provided the activity is completed within twelve months of the date of an RGP's expiration, modification, or revocation, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization. Activities completed under the authorization of an RGP which was in effect at the time the activity was completed continue to be authorized by that RGP.

Section V: District Engineer's Decision

1. In reviewing the pre-construction notification for the proposed activity, the district engineer will determine whether the activity authorized by the Maine General Permit will result in more than minimal individual or cumulative adverse environmental effects or maybe contrary to the public interest. If a project proponent requests authorization by a specific General Permit, the district engineer should issue the General Permit verification for that activity if it meets the terms and conditions of that General Permit, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the single and complete crossings of waters of the United States that require pre-construction notifications to determine whether they individually satisfy the terms and conditions of the RGP(s), as well as the cumulative effects caused by all of the crossings of waters of the United States authorized by a RGP. If an applicant requests a waiver of an applicable limit, the district engineer will only grant the waiver upon a written determination that the RGP activity will result in only minimal individual and cumulative adverse environmental effects.

2. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the RGP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by a RGP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also consider site specific factors, such as the environmental setting in the vicinity of the RGP activity, the type of resource that will be affected by the RGP activity, the functions provided by the aquatic resources that will be affected by the RGP activity, the degree or magnitude to which the aquatic resources perform those functions, the extent that aquatic resource functions will be lost as a result of the RGP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add activity-specific conditions to the RGP authorization to address site-specific environmental concerns.

3. If the proposed RGP activity includes a loss of waters greater than the thresholds outlined in the New England Compensatory Mitigation Guidance, the prospective permittee should submit a mitigation proposal with the pre-construction notification. Applicants may also propose compensatory mitigation for RGP activities with smaller impacts, or for impacts to other types of waters. However, compensatory mitigation shall not be required for activities authorized by RGP 27 because those activities must result in net increases in aquatic resource functions and services (see the text of RGP 27). The district engineer will consider any proposed compensatory mitigation or other

mitigation measures the applicant has included in the proposal when determining whether the net adverse environmental effects of the proposed RGP activity are no more than minimal. The compensatory mitigation proposal may be either conceptual or detailed. If the district engineer determines that the proposed activity complies with the terms and conditions of the RGP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the RGP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the pre-construction notification, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan and determine whether the proposed mitigation would ensure that the RGP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the RGP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the RGP activity can proceed under the terms and conditions of the RGP, including any activity-specific conditions added to the RGP authorization by the district engineer.

4. If the district engineer determines that the adverse environmental effects of the proposed RGP activity are more than minimal, then the district engineer will notify the applicant either:
(a) that the activity does not qualify for authorization under the RGP and instruct the applicant on the procedures to seek authorization under an individual permit;

(b) that the activity is authorized under the RGP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or

(c) that the activity is authorized under the RGP with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day pre-construction notification review period (unless additional time is required to comply with general conditions 16, 18, 20, and/or 31), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not

practicable or not necessary to ensure timely completion of the required compensatory mitigation.

Further Information:

1. District engineers have authority to determine if an activity complies with the terms and conditions of an RGP.

2. RGPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.

3. RGPs do not grant any property rights or exclusive privileges.

4. RGPs do not authorize any injury to the property or rights of others.

5. RGPs do not authorize interference with any existing or proposed Federal project (see general condition 31).

SECTION VI: Definitions and Acronyms

Best management practices (BMPs): Policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development. BMPs are categorized as structural or non-structural.

Compensatory mitigation: The restoration (re-establishment or rehabilitation), establishment (creation), enhancement, and/or in certain circumstances preservation of aquatic resources for the purposes of offsetting unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

Currently serviceable: Useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.

Direct effects: Effects that are caused by the activity and occur at the same time and place.

Discharge: The term “discharge” means any discharge of dredged or fill material into waters of the United States.

Ecological reference: A model used to plan and design an aquatic ecosystem restoration, enhancement, or establishment activity under RGP 27. An ecological reference may be based on: (1) the structure, functions, and dynamics of an aquatic ecosystem type or a riparian area type that currently exists in the region; (2) the structure, functions, and dynamics of an aquatic ecosystem type or riparian area type that existed in the region in the past; and/or (3) indigenous and local ecological knowledge that apply to the aquatic ecosystem type or riparian area type (i.e., a cultural ecosystem). Cultural ecosystems are ecosystems that have developed under the joint influence of natural processes and human management activities (e.g., fire stewardship). An ecological reference takes into account the range of variation of the aquatic habitat type or riparian area type in the region.

Enhancement: The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

Establishment (creation): The manipulation of the physical, chemical, or biological characteristics present to develop an aquatic resource that did not previously exist at an upland site. Establishment results in a gain in aquatic resource area.

High Tide Line: The line of intersection of the land with the water’s surface at the maximum height reached by a rising tide. The high tide line may be determined, in the

absence of actual data, by a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm.

Historic Property: Any prehistoric or historic district, site (including archaeological site), building, structure, or other object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 CFR part 60).

Independent utility: A test to determine what constitutes a single and complete nonlinear project in the Corps Regulatory Program. A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

Indirect effects: Effects that are caused by the activity and are later in time or farther removed in distance, but are still reasonably foreseeable.

Loss of waters of the United States: Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity. The loss of stream bed includes the acres of stream bed that are permanently adversely affected by filling or excavation because of the regulated activity. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The acreage of loss of waters of the United States is a threshold measurement of the impact to jurisdictional waters or wetlands for determining whether a project may qualify for an RGP; it is not a net threshold that is calculated after considering compensatory mitigation that may be used to offset losses of aquatic functions and services. Waters of the United States temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are not included in the measurement of loss of waters of the United States. Impacts resulting from activities that do not require Department of the Army authorization, such as activities eligible for exemptions under section 404(f) of the Clean Water Act, are not considered when calculating the loss of waters of the United States.

Nature-based solutions: Actions to protect, sustainably manage, and restore natural or modified ecosystems, that address societal challenges effectively and adaptively, simultaneously providing human well-being and biodiversity benefits.

Navigable waters: Waters subject to section 10 of the Rivers and Harbors Act of 1899. These waters are defined at 33 CFR part 329. Non-tidal wetland: A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters.

Non-tidal wetland: A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters. Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

Open water: For purposes of the RGPs, an open water is any area that in a year with normal patterns of precipitation has water flowing or standing above ground to the extent that an ordinary high water mark can be determined. Aquatic vegetation within the area of flowing or standing water is either non-emergent, sparse, or absent. Vegetated shallows are considered to be open waters. Examples of “open waters” include rivers, streams, lakes, and ponds. Ordinary High Water Mark: The term ordinary high water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Perennial stream: A perennial stream has surface water flowing continuously year round during a typical year.

Practicable: Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Pre-construction notification: A request submitted by the project proponent to the Corps for confirmation that a particular activity is authorized by nationwide permit. The request may be a permit application, letter, or similar document that includes information about the proposed work and its anticipated environmental effects. Pre-construction notification may be required by the terms and conditions of a nationwide permit, or by regional conditions. A pre-construction notification may be voluntarily submitted in cases where pre-construction notification is not required and the project proponent wants confirmation that the activity is authorized by nationwide permit. Preservation: The removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms.

Preservation does not result in a gain of aquatic resource area or functions. Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former aquatic resource.

Re-establishment results in rebuilding a former aquatic resource and results in a gain in aquatic resource area and functions.

Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area.

Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

Riffle and pool complex: Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a course substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

Riparian areas: Riparian areas are lands next to streams, lakes, and estuarine-marine shorelines. Riparian areas are transitional between terrestrial and aquatic ecosystems, through which surface and subsurface hydrology connects riverine, lacustrine, estuarine, and marine waters with their adjacent wetlands, non-wetland waters, or uplands. Riparian areas provide a variety of ecological functions and services and help improve or maintain local water quality. (See general condition 23.)

Shellfish seeding: The placement of shellfish seed and/or suitable substrate to increase shellfish production. Shellfish seed consists of immature individual shellfish or individual shellfish attached to shells or shell fragments (i.e., spat on shell). Suitable substrate may consist of shellfish shells, shell fragments, or other appropriate materials placed into waters for shellfish habitat.

Single and complete linear project: A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term “single and complete project” is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the United States (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for purposes of RGP authorization. However, individual channels in a braided stream or river, or

individual arms of a large, irregularly shaped wetland or lake, etc., are not separate waterbodies, and crossings of such features cannot be considered separately.

Single and complete non-linear project: For non-linear projects, the term “single and complete project” is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. A single and complete non-linear project must have independent utility (see definition of “independent utility”). Single and complete non-linear projects may not be “piecemealed” to avoid the limits in an RGP authorization.

Special Aquatic Sites (SAS): means wetlands, mudflats, vegetated shallows, coral reefs, riffle and pool complexes, sanctuaries, and refuges as defined at 40 CFR 230.40 through 230.45 and 33 CFR 330.2.

Stormwater management: Stormwater management is the mechanism for controlling stormwater runoff for the purposes of reducing downstream erosion, water quality degradation, and flooding and mitigating the adverse effects of changes in land use on the aquatic environment. Stormwater management facilities: Stormwater management facilities are those facilities, including but not limited to, stormwater retention and detention ponds and best management practices, which retain water for a period of time to control runoff and/or improve the quality (i.e., by reducing the concentration of nutrients, sediments, hazardous substances and other pollutants) of stormwater runoff. Stream bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

Stream bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock, inorganic particles that range in size from clay to boulders. The substrate may also be comprised, in part, of organic matter, such as large or small wood fragments, leaves, algae, and other organic materials. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

Stream channelization: The manipulation of a stream’s course, condition, capacity, or location that causes more than minimal interruption of normal stream processes. A channelized jurisdictional stream remains a water of the United States.

Structure: An object that is arranged in a definite pattern of organization. Examples of structures include, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to navigation, or any other manmade obstacle or obstruction.

Tidal wetland: A tidal wetland is a jurisdictional wetland that is inundated by tidal waters. Tidal waters rise and fall in a predictable and measurable rhythm or cycle due to the

gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tide line.

Tribal lands: Any lands title to which is either: 1) held in trust by the United States for the benefit of any Indian tribe or individual; or 2) held by any Indian tribe or individual subject to restrictions by the United States against alienation.

Tribal rights: Those rights legally accruing to a tribe or tribes by virtue of inherent sovereign authority, unextinguished aboriginal title, treaty, statute, judicial decisions, executive order or agreement, and that give rise to legally enforceable remedies. Vegetated shallows:

Vegetated shallows: Vegetated shallows are special aquatic sites under the 404(b)(1) Guidelines. They are areas that are permanently inundated and under normal circumstances have rooted aquatic vegetation, such as seagrasses in marine and estuarine systems and a variety of vascular rooted plants in freshwater systems.

Waterbody: For purposes of the RGPs, a waterbody is a “water of the United States.” If a wetland is adjacent to a waterbody determined to be a water of the United States, that waterbody and any adjacent wetlands are considered together as a single aquatic unit (see 33 CFR 328.4(c)(2)).

APPENDIX B

MM 91.3 Environmental Permits

Section 11 Maine DEP State Transportation Facilities Permit by Rule # 11 Performance Standards and Conditions

Army Corps of Engineers Individual Permit Draft Permit Conditions

Individual Permit Water Quality Certification Performance Standards and Conditions

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JANET T. MILLS
GOVERNOR

MELANIE LOYZIM
COMMISSIONER

Permit-by-Rule & Notice of Intent Acceptance Notice

Applicant: MAINE TURNPIKE AUTHORITY

Town: Litchfield

Project Address: I-95 MM 91.30

Tax Map/Lot #: NA-ROW - NA-ROW

Permit Number: PBR_ID-0101345

Accepted Date: 12/9/2025

NRPA ☒ **Stormwater** ☐ **MCGP** ☐

NRPA PBR Sections – Ch. 305

☐Sec. 2 Act. Adj. to Prot. Natural Res.	☐ Sec. 9 Utility Crossing	☐ Sec. 16 Coastal Sand Dune Project
☐Sec. 3 Intake Pipes	☐ Sec. 10 Stream Crossing	☐ Sec. 16A Beach Nourishment and Restoration
☐ Sec. 4 Replacement of Structures	☒ Sec. 11 State Transport. Facilities	☐ Sec. 18 Maintenance Dredging
☐ Sec. 6 Movement of Rocks or Veg.	☐Sec. 12 Restoration Natural Areas	☐ Sec. 19 Act. Near SVP Habitat
☐ Sec. 7 Outfall Pipes	☐ Sec. 13 F&W Create/Water Quality Habitat	☐ Sec. 20 Act. Near Waterfowl/Bird
☐ Sec. 8 Shoreline Stabilization	☐ Sec. 15 Public Boat Ramps	

Project Description:

MTA - MM 91.30 Litchfield Culvert

MTA is proposing to maintain and repair an existing 60-inch diameter reinforced concrete pipe culvert that is approx. 201 feet long and conveys an Unnamed Stream from north to south beneath the I-95 corridor at mile marker 91.30 in Litchfield, ME.

Please ensure erosion control and any required local permits are in place prior to beginning work.

Sincerely,
Sara K. Johnson
Bureau of Land Resources

11. State transportation facilities

A. Applicability

(1) This section applies to the maintenance, repair, reconstruction, rehabilitation, replacement or minor construction of a State Transportation Facility carried out by, or under the authority of, the Maine Department of Transportation (MaineDOT) or the Maine Turnpike Authority, including any testing or preconstruction engineering, and associated technical support services.

(2) This section does not apply to an activity within a coastal sand dune system.

NOTE: The construction of a transportation facility other than roads and associated facilities may be subject to the Storm Water Management Law, 38 M.R.S.A. Section 420-D.

B. Standards

(1) Photographs of the area to be altered by the activity must be taken before work on the site begins. The photographs must be kept on file and be made available at the request of the DEP.

(2) The activity must be reviewed by the Department of Inland Fisheries and Wildlife and the Department of Marine Resources, as applicable. The applicant must coordinate with the reviewing agencies and incorporate any recommendations from those agencies into the performance of the activity.

(3) All construction activities undertaken must be detailed in a site-specific Soil Erosion and Water Pollution Control Plan and conducted in accordance with MaineDOT's Best Management Practices for Erosion and Sediment Control, dated January 2000, and Standard Specifications, dated December 2002.

(4) Alignment changes may not exceed a distance of 200 feet between the old and new center lines in any natural resource.

(5) The activity may not alter more than 300 feet of shoreline (both shores added together) within a mile stretch of any river, stream or brook, including any bridge width or length of culvert.

(6) The activity may not alter more than 150 feet of shoreline (both shores added together) within a mile stretch of any outstanding river segment identified in 38 M.R.S.A. 480-P, including any bridge width or length of culvert.

(7) The activity must minimize wetland intrusion. The activity is exempt from the provisions of Chapter 310, the Wetland and Waterbodies Protection Rules, if the activity alters less than 15,000 square feet of natural resources per mile of roadway (centerline measurement) provided that the following impacts are not exceeded within the 15,000 square foot area:

(a) 1,000 square feet of coastal wetland consisting of salt tolerant vegetation or shellfish habitat; or

(b) 5,000 square feet of coastal wetland not containing salt tolerant vegetation or shellfish habitat; or

(c) 1,000 square feet of a great pond.

All other activities must be performed in compliance with all sections of Chapter 310, the Wetland Protection Rules, except 310.2(C), 5(A), 9(A), 9(B) and 9(C).

(8) The activity may not permanently block any fish passage in any watercourse containing fish. The applicant must coordinate with the reviewing agencies listed in paragraph 2 above to improve fish passage and incorporate any recommendations from those agencies into the performance of the activity.

NOTE: For guidance on meeting the design objectives for fish passage, including peak flow, maximum velocity, mining depth and gradient, see the MaineDOT Waterbody and Wildlife Crossing Policy and Design Guide (July 2008), developed in conjunction with state and federal resource and regulatory agencies.

(9) Rocks may not be removed from below the normal high water line of any coastal wetland, freshwater wetland, great pond, river, stream or brook except to the minimum extent necessary for completion of work within the limits of construction.

(10) If work is performed in a river, stream or brook that is less than three feet deep at the time and location of the activity, the applicant must isolate the work area from the resource and divert stream flows around the work area, maintaining downstream flows while work is in progress.

(11) Wheeled or tracked equipment may not operate in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may cross streams on rock, gravel or ledge bottom. If avoiding the operation of wheeled or tracked equipment in the water is not possible, the applicant must explain the need to operate in the water. Approval from the DEP to operate in the water must be in writing, and any recommendations from the DEP must be incorporated into the performance of the activity.

(12) All wheeled or tracked equipment that must travel or work in a vegetated wetland area must travel and work on mats or platforms.

(13) Any debris or excavated material must be stockpiled either outside the wetland or on mats or platforms. Erosion and sediment control best management practices must be used, where necessary, to prevent sedimentation. Any debris generated during the activity must be prevented from washing downstream and must be removed from the wetland or water body. Disposal of debris must be in conformance with the Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Section 1301 *et seq.*

(14) Work below the normal high water line of a great pond, river, stream or brook must be done at low water except for emergency work or work agreed to by the resource agencies listed in paragraph 2 above.

(15) Perimeter controls must be installed before the work starts. Disturbance of natural resources beyond the construction limits shown on the plans is not allowed under this rule.

NOTE: Guidance on the location of construction limits can be obtained from the on site Construction Manager.

(16) The use of untreated lumber is preferred. Lumber pressure treated with chromated copper arsenate (CCA) may be used only if necessary and only if use is allowed under federal law and not prohibited from sale under 38 M.R.S.A. 1682, and provided it is cured on dry land in a manner that exposes all surfaces to the air for a period of at least 21 days prior to construction. Wood treated with creosote or pentachlorophenol may not be used where it will contact water.

(17) A temporary road for equipment access must be constructed of crushed stone, blasted ledge, or similar materials that will not cause sedimentation or restrict fish passage. Such roads must be completely removed at the completion of the activity. In addition, any such temporary roads which are in rivers, streams or brooks, must allow for a passage of stormwater flows associated with a 10-year storm.

(18) Non-native species may not be planted in restored areas.

(19) Disposal of debris must be in conformance with Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Sections 1301 *et seq*.

(20) Disturbance of vegetation must be avoided, if possible. Where vegetation is disturbed outside of the area covered by any road or structure construction, it must be reestablished immediately upon completion of the activity and must be maintained.

(21) A vegetated area at least 25 feet wide must be established and maintained between any new stormwater outfall structure and the high water line of any open water body. A velocity reducing structure must be constructed at the outlet of the stormwater outfall that will create sheet flow of stormwater, and prevent erosion of soil within the vegetated buffer. If the 25 foot vegetated buffer is not practicable, the applicant must explain the reason for a lesser setback in writing. Approval from the DEP must be in writing and any recommendations must be incorporated into the activity.

C. Definitions. The following terms, as used in this chapter, have the following meanings, unless the context indicates otherwise:

(1) **Diversion**. The rerouting of a river, stream or brook around a construction site and then back to the downstream channel.

(2) **Fill**. a. (verb) To put into or upon, supply to, or allow to enter a water body or wetland any earth, rock, gravel, sand, silt, clay, peat, or debris; b. (noun) Material, other than structures, placed in or immediately adjacent to a wetland or water body.

(3) **Floodplain wetlands**. Freshwater wetlands that are inundated with flood water during a 100-year flood event based on flood insurance maps produced by the Federal Emergency Agency or other site specific information.

(4) **Riprap**. Heavy, irregularly shaped rocks that are fit into place, without mortar, on a slope as defined in the MaineDOT Standard Specifications, dated December 2002.

DEPARTMENT OF THE ARMY PERMIT

Permittee: Sean Donohue
Maine Turnpike Authority (MTA)
2360 Congress St
Portland, ME 04102

Permit No: NAE-2025-02537

Issuing Office: U.S. Army Engineer District, New England

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the U.S. Army Corps of Engineers (Corps) having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description: Discharge of fill material into an unnamed tributary of Cobbosseecontee Stream underneath Interstate 95 in Litchfield, Maine. More specifically, the applicant proposes to slipline an existing 60-inch diameter by 201-foot-long concrete pipe with a 54-inch DuroMaxx liner pipe. This slipline will utilize Flexi Baffles and a series of step pools to help provide fish passage and maintain water levels within the structure for aquatic organism passage. To construct the step pools, the applicant proposes to discharge permanent fill material consisting of void-filled riprap into approximately 682 square feet (SF) of the stream below the ordinary high-water mark (OHWM). In addition, the project will require the permanent discharge of fill material into 399 SF of forested wetlands incidental to the above work from installing new headwalls. The project will also require the temporary discharge of fill material into 158 SF of stream and 907 SF of wetlands to facilitate dewatering, staging, and access. All temporary fills will be removed in their entirety, restored to preconstruction contours & elevations, and revegetated as needed using native plant species upon completion of the project.

The work described above is to be completed in accordance with the 2 attachments affixed at the end of this permit instrument.

Project Location: The project is located in an Unnamed Stream that is a tributary to the Cobbosseecontee Stream watershed. The project/review area is located at mile marker 91.30 of the I-95 in Litchfield, Kennebec County, Maine.

Approximate Central Coordinates: Latitude: 44.124990 North
Longitude: -69.992830 West

Permit Conditions

General Conditions:

1. The time limit for completing the work authorized ends on (**5 years)**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.

2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and State coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature and the mailing address of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions (Attachment 2).

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

Special Condition 1: The permittee shall complete and return the enclosed Work-Start Notification Form to this office at least two weeks prior to the anticipated construction start date.

Special Condition 2: The permittee shall complete and return the enclosed Completion Certification Form to this office at least one month following the completion of the authorized work.

Special Condition 3: All construction shall be completed in accordance with the limits of construction and construction sequences detailed on the enclosed plan drawings, titled "MTA Project NO. 2026.12 Culvert Repairs," on a total of 7 sheets, and last revised on "2/4/2026". If you change the plans or construction methods for work within or adjacent to the Unnamed Wetland, please contact us immediately to discuss modification of this authorization. USACE must approve any changes before you undertake them.

Special Condition 4: Should the proposed project not be complete at the time of listing for any proposed species on the Official Species List, the applicant shall notify the USACE at such time so the USACE can reinitiate Section 7 consultations with USFWS.

Special Condition 5: Clearing of forested vegetation >3" diameter at breast height (DBH) is limited to October 1 – April 14 of any given year. No clearing of forested vegetation >3" DBH is authorized from April 15 – September 30 of any given year to avoid direct impact to federally listed endangered species such as Northern Long-eared Bat and Tricolored Bat.

Special Condition 6: Any temporary lighting utilized during construction must face away from suitable Northern Long-eared Bat or Tricolored Bat roosting habitat during the time of year April 15 – September 30.

Special Condition 7: Your activity must not substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area. The crossing shall be designed and constructed to maintain low flows to sustain the movement of those aquatic species. The crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

Special Condition 8: Adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

Special Condition 9: In-water work (including physical alterations) within non-tidal shall be conducted during the following time-of-year (TOY) work windows (see below table). Approval to work outside the TOY work windows must be obtained from the Maine Department of Inland Fisheries and Wildlife (IFW) using the form located at:

https://www.maine.gov/dep/land/permits/pbr/index.html for work in non-tidal waters. If in-water work cannot be completed during the TOY work window or approval to work outside the TOY work window from IFW is not obtained, then you must obtain a permit modification from this office.

	TOY Work Restriction	TOY Work Window
Non-tidal Waters	Oct. 2 to July 14	July 15 to October 1.

Any proposed activity located in waters of the U.S. (excluding wetlands) shall be completed entirely “in-the-dry” or be isolated from active flows/the water column using temporary measures (i.e., cofferdams, sandbags, flume pipes, etc.) to the maximum extent practicable. The term “in-the-dry” means work that is done under dry conditions, e.g., work behind cofferdams or when the stream or tide is waterward of the work.

Special Condition 10: Should the permittee discover any previously unknown historic, cultural or archaeological resources while accomplishing the activity, they must stop work and immediately notify the district engineer of what they have found and avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

Special Condition 11: Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high-water mark, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow and behind a cofferdam.
Note: Compliance with this condition may be achieved by ensuring that all discharge points back into waters of the U.S., including wetlands use appropriate energy dissipaters and erosion and sedimentation control BMPs. Controls that are biodegradable can be left in place but should be removed if not biodegradable. Temporary controls should be removed upon completion of work, but not before all exposed soil and other fills and any work waterward of the OHWM are permanently stabilized. Once permanently stabilized, temporary controls should be removed as soon as possible. Sediment and debris collected by these controls should be removed and placed at an upland location and in a manner that will prevent its later erosion into a waterway or wetland.

Special Condition 12:
Temporary fill that is authorized herein shall adhere to the following:

- All temporary fill shall be stabilized to prevent its eroding into portions of waters of the U.S., including wetlands, where it is not authorized.
- temporary fill authorized for discharge into waters of the U.S., including wetlands, shall consist of material that minimizes impacts to water quality (e.g., sandbags, clean gravel, stone, aggregate, etc.).
- Temporary fill authorized for discharge into wetlands should be placed on geotextile fabric or other material (e.g., straw) laid on the pre-construction wetland grade where practicable to minimize impacts.
- Temporary fill shall be removed in its entirety as soon as it is no longer needed, disposed of at an upland site, and suitably contained to prevent subsequent erosion into waters of the U.S, including wetlands. To qualify for Category 1, temporary fill placed during the:
    - Growing season must be removed before the beginning of the next growing season.
    - Non-growing season may remain throughout the following growing season, but must be removed before the beginning of the next growing season.
- Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must be placed in a manner that will not be eroded by expected high flows.
- In circumstances where temporary measures have caused significant soil compaction efforts using techniques (e.g., soil reaeration techniques) to break up the compaction should be employed to return the soil to a pre-construction state prior to returning to pre-construction elevations

Special Condition 13: Compensatory mitigation shall consist of purchasing 0.0232 In-Lieu-Fee (ILF) credits from the Maine Natural Resource Conservation Fund. The current cost to purchase these credits can be found at the following Maine DEP webpage: https://www.maine.gov/dep/land/nrpa/ILF_and_NRCP/ILF/fs-in-lieu-fee.pdf. The in-lieu fee amount is subject to change yearly and the exact cost is dependent on the date of purchase. The permittee must send a cashier's check or bank draft. for this amount, as calculated on the enclosed "In Lieu Fee (ILF) Project Impact Worksheet" to: ME DEP, Attn: ILF Program Administrator, State House Station 17, Augusta, ME 04333. The "In Lieu Fee (ILF) Project Impact Worksheet" shall also be sent in with payment. The check must include the Corps file number "NAE-2025-02537" and the statement: "For ILF account only". No impacts authorized by this permit shall begin until ILF credits are purchased, and the Corps receives a copy of the letter from the Maine Department of Environmental Protection (ME DEP) to the permittee stating that the ME DEP has received the check and accepts responsibility for mitigation.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

( ) Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)

(X) Section 404 of the Clean Water Act (33 U.S.C. 1344)

( ) Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413)

( ) Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408)

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, State, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal projects.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision: This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (see 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions: General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

_____ _____

(PERMITTEE) (DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

_____ Date:_____

Peter D. Olmstead
Chief, Maine Section
Regulatory Division

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

_____ _____

(TRANSFEREE-SIGNATURE) (DATE)

_____

(NAME-PRINTED)

_____

(ADDRESS)

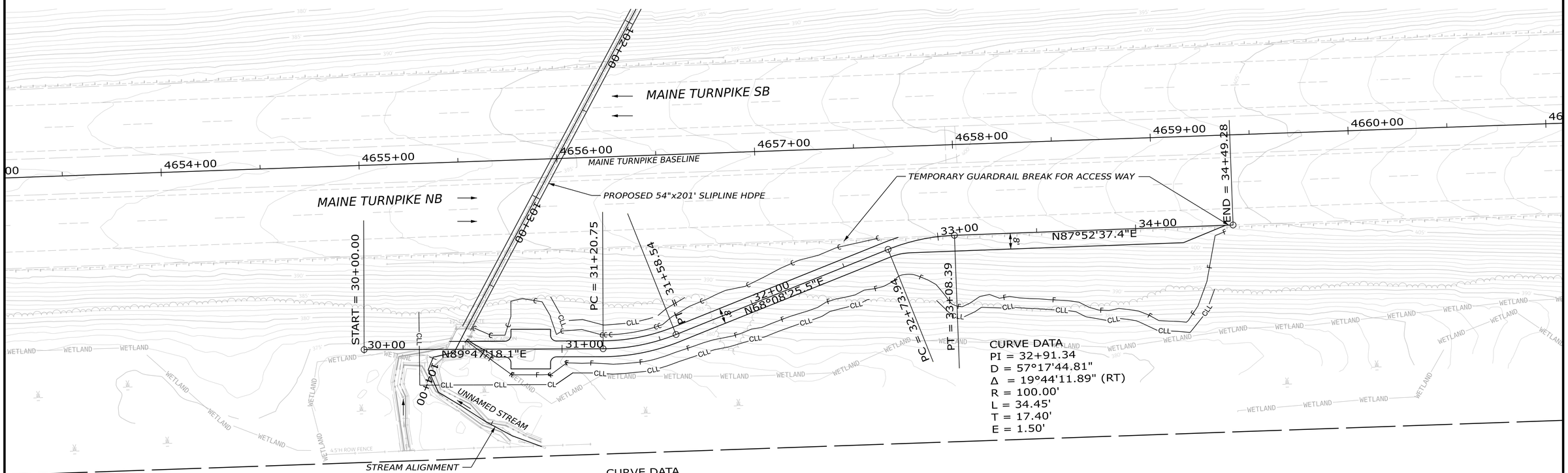
_____

(CITY, STATE, AND ZIP CODE)

Attachments to Department of the Army Permit Number NAE-2025-02537

1. PERMIT DRAWINGS: “MTA Project NO. 2026.12 Culvert Repairs” 7 pages, last revised 2/4/2026

2. WATER QUALITY CERTIFICATION: Specific Conditions of the water quality permit/certification in accordance with General Condition number 5 on page 2 of this DA permit. 2 pages dated 2/6/2026.



NOTES:

1. *GRAVEL ACCESS WAY OR WORKPAD TO REMAIN SHALL BE RESTORED BY PLACING LOAM AND SEED TO ENSURE A STABLE AND VEGETATED GROUND.*
2. *ALL CLEARING OF WOODY VEGETATION GREATER THAN 3" IN DIAMETER SHALL BE COMPLETED BEFORE APRIL 1, 2026.*

Date: 12/2/2025

Username: BTOMIC

Scale: 25 0 25 50

1" = 25'

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: ETHAN FLYNN

	By	Date		By	Date
Designed	SRP	12/2/2025	Checked	ECF	12/2/2025
Drawn	BRT	12/2/2025	In Charge of		

VANASSE HANGEN BRUSTLIN, INC.
600 Southborough Dr.
Suite 100
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: LAUREN FLEMING, PE

MTA PROJECT NO. 2026.12
CULVERT REPAIRS
UNNAMED STREAM CULVERT (MM 91.30)
GENERAL PLAN (NORTHBOUND)

VHB: 55886.00 SHEET NUMBER: 33

CONTRACT: 2026.12 33 OF 57

Filename: c:\bms\vhb-pw-01\d0264037\008B_Plan&Profile(Litchfield).dgn

NOTES:

1. *GRAVEL ACCESS WAY OR WORKPAD TO REMAIN SHALL BE RESTORED BY PLACING LOAM AND SEED TO ENSURE A STABLE AND VEGETATED GROUND.*
2. *ALL CLEARING OF WOODY VEGETATION GREATER THAN 3" IN DIAMETER SHALL BE COMPLETED BEFORE APRIL 1, 2026.*

CURVE DATA
PI = 41+24.15
D = 57°17'44.81"
Δ = 21°19'16.37" (LT)
R = 100.00'
L = 37.21'
T = 18.82'
E = 1.76'

CURVE DATA
PI = 42+86.65
D = 57°17'44.81"
Δ = 22°39'44.20" (RT)
R = 100.00'
L = 39.55'
T = 20.04'
E = 1.99'

UNNAMED STREAM
100+00

N/F
PENNI L. BARBEAU
TAX MAP/LOT: R03/5B

WETLAND
SW WET AREA
STREAM ALIGNMENT
101+00
END = 43+85.13
CLL
43+00
N89°10'56.7"E
START = 40+00.00
PC = 41+05.33
PT = 41+42.54
42+00
N66°31'12.5"E
PC = 42+66.67
PT = 43+06.16
103+09
41+00
N87°50'28.9"E
PROPOSED 54"x201' SLIPLINE HDPE
TEMPORARY GUARDRAIL BREAK FOR ACCESS WAY
MAINE TURNPIKE SB
MAINE TURNPIKE NB
MAINE TURNPIKE BASELINE
4653+00
4654+00
4655+00
4656+00
4657+00
4658+00
4659+00
4660

Date: 12/2/2025
Username: BTOMIC

Scale: 25 0 25 50
1" = 25'

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER:

	By	Date		By	Date
Designed	SRP		Checked	ECF	
Drawn	BRT		In Charge of		

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MAINE TURNPIKE

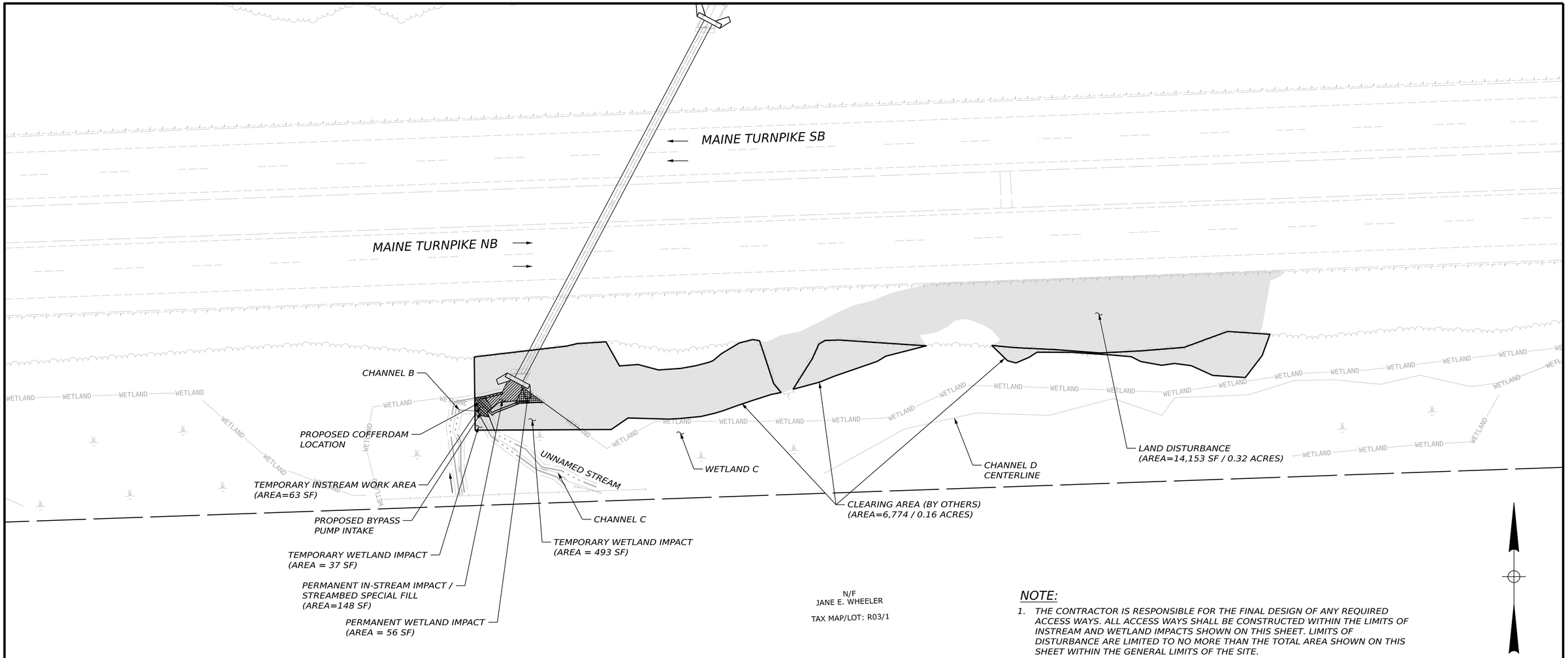
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: LAUREN FLEMING, PE

MTA PROJECT NO. 2026.12
CULVERT REPAIRS
UNNAMED STREAM CULVERT (MM 91.30)
GENERAL PLAN (SOUTHBOUND)

VHB: 55886.00 SHEET NUMBER: 34
CONTRACT: 2026.12 34 OF 57

Filename: c:\bms\vhb-pw-01\d0264037\008B_Plan&Profile(Litchfield).dgn



NOTE:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE FINAL DESIGN OF ANY REQUIRED ACCESS WAYS. ALL ACCESS WAYS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF INSTREAM AND WETLAND IMPACTS SHOWN ON THIS SHEET. LIMITS OF DISTURBANCE ARE LIMITED TO NO MORE THAN THE TOTAL AREA SHOWN ON THIS SHEET WITHIN THE GENERAL LIMITS OF THE SITE.
2. ON BOTH UPSTREAM AND DOWNSTREAM ENDS OF THE CULVERT, THE CONTRACTOR SHALL DISPOSE OF ALL DEBRIS CREATED DURING CLEARING OPERATIONS AND SHALL REMOVE ALL STUMPS REMAINING FROM TREE REMOVAL.

LEGEND:

WETLAND — WETLAND

ORDINARY HIGH WATER

CHANNEL CENTERLINE

10 LF OF TEMPORARY IN-STREAM IMPACT

20 LF OF PERMANENT IN-STREAM IMPACT

KEY

- LAND DISTURBANCE = 14,153 SF / 0.32 ACRES
- CLEARING AREA = 6,774 SF / 0.16 ACRES
- PERMANENT WETLAND IMPACT AREA = 56 SF
- TEMPORARY IN-STREAM WORK AREA = 63 SF
- PERMANENT IN-STREAM IMPACT / STREAMBED SPECIAL FILL = 148 SF
- TEMPORARY WETLAND IMPACT AREA = 530 SF

Date: 2/4/2026

Username: BTOMIC

Scale: 25 0 25 50

1" = 25'

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: ETHAN FLYNN, PE

	By	Date		By	Date
Designed	SRT	2/4/2026	Checked	ECF	2/4/2026
Drawn	BRT	2/4/2026	In Charge of		

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South Portland, ME 04106
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FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: LAUREN FLEMING, PE

MTA PROJECT NO. 2026.12
CULVERT REPAIRS
UNNAMED STREAM CULVERT (MM 91.30)
DISTURBANCE IMPACT PLAN - (NORTHBOUND)

VHB: 55886.00 SHEET NUMBER: 24

CONTRACT: 2026.12 24 OF 26

Filename: c:\bms\vhb-pw-01\d0264037\009B_Disturbance_(Litchfield).dgn

NOTE:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE FINAL DESIGN OF ANY REQUIRED ACCESS WAYS. ALL ACCESS WAYS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF INSTREAM AND WETLAND IMPACTS SHOWN ON THIS SHEET. LIMITS OF DISTURBANCE ARE LIMITED TO NO MORE THAN THE TOTAL AREA SHOWN ON THIS SHEET WITHIN THE GENERAL LIMITS OF THE SITE.

2. ON BOTH UPSTREAM AND DOWNSTREAM ENDS OF THE CULVERT, THE CONTRACTOR SHALL DISPOSE OF ALL DEBRIS CREATED DURING CLEARING OPERATIONS AND SHALL REMOVE ALL STUMPS REMAINING FROM TREE REMOVAL.

LEGEND:

WETLAND — WETLAND

ORDINARY HIGH WATER

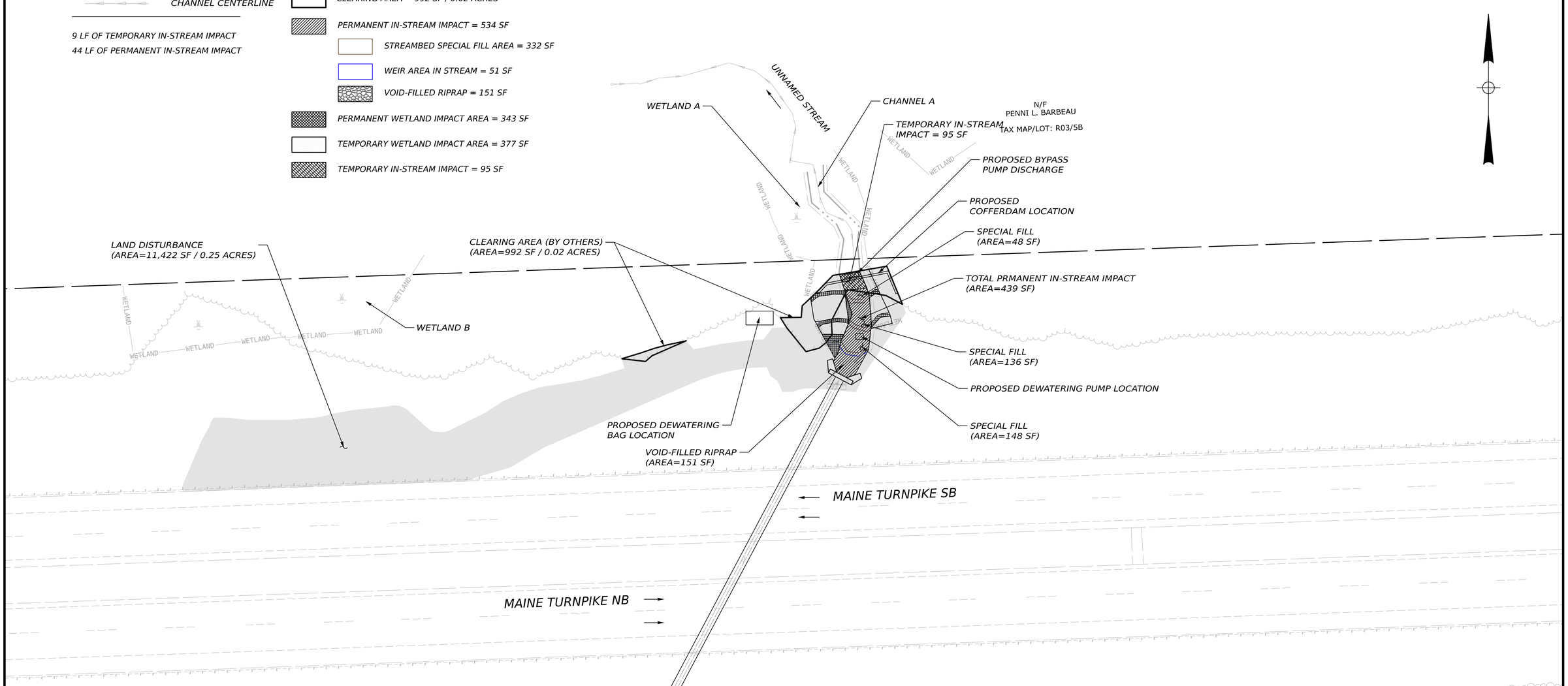
CHANNEL CENTERLINE

9 LF OF TEMPORARY IN-STREAM IMPACT

44 LF OF PERMANENT IN-STREAM IMPACT

KEY

- LAND DISTURBANCE = 11,467 SF / 0.25 ACRES
- CLEARING AREA = 992 SF / 0.02 ACRES
- PERMANENT IN-STREAM IMPACT = 534 SF
- STREAMBED SPECIAL FILL AREA = 332 SF
- WEIR AREA IN STREAM = 51 SF
- VOID-FILLED RIPRAP = 151 SF
- PERMANENT WETLAND IMPACT AREA = 343 SF
- TEMPORARY WETLAND IMPACT AREA = 377 SF
- TEMPORARY IN-STREAM IMPACT = 95 SF



Date: 2/4/2026

Username: BTOMIC

Scale: 25 0 25 50

1" = 25'

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: ETHAN FLYNN, PE

	By	Date		By	Date
Designed	SRT	2/4/2026	Checked	ECF	2/4/2026
Drawn	BRT	2/4/2026	In Charge of		

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: LAUREN FLEMING, PE

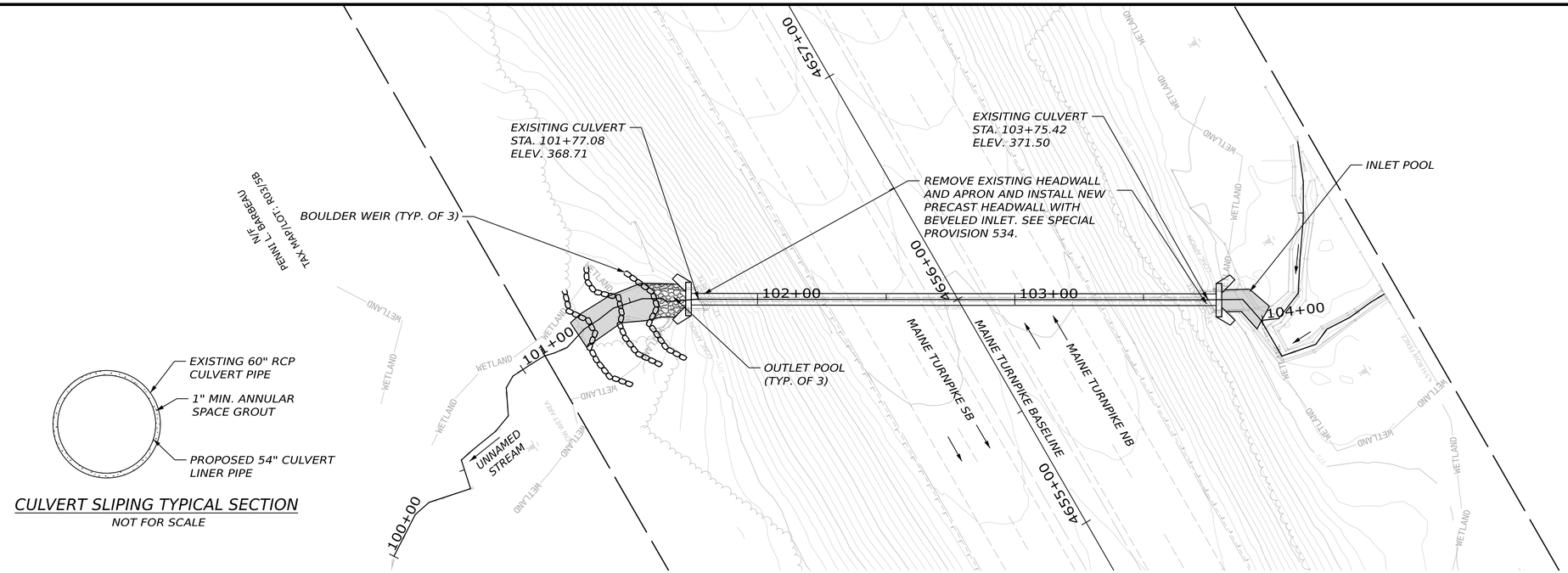
MTA PROJECT NO. 2026.12 CULVERT REPAIRS

UNNAMED STREAM CULVERT (MM 91.30) DISTURBANCE IMPACT PLAN - (SOUTHBOUND)

VHB: 55886.00 SHEET NUMBER: 25

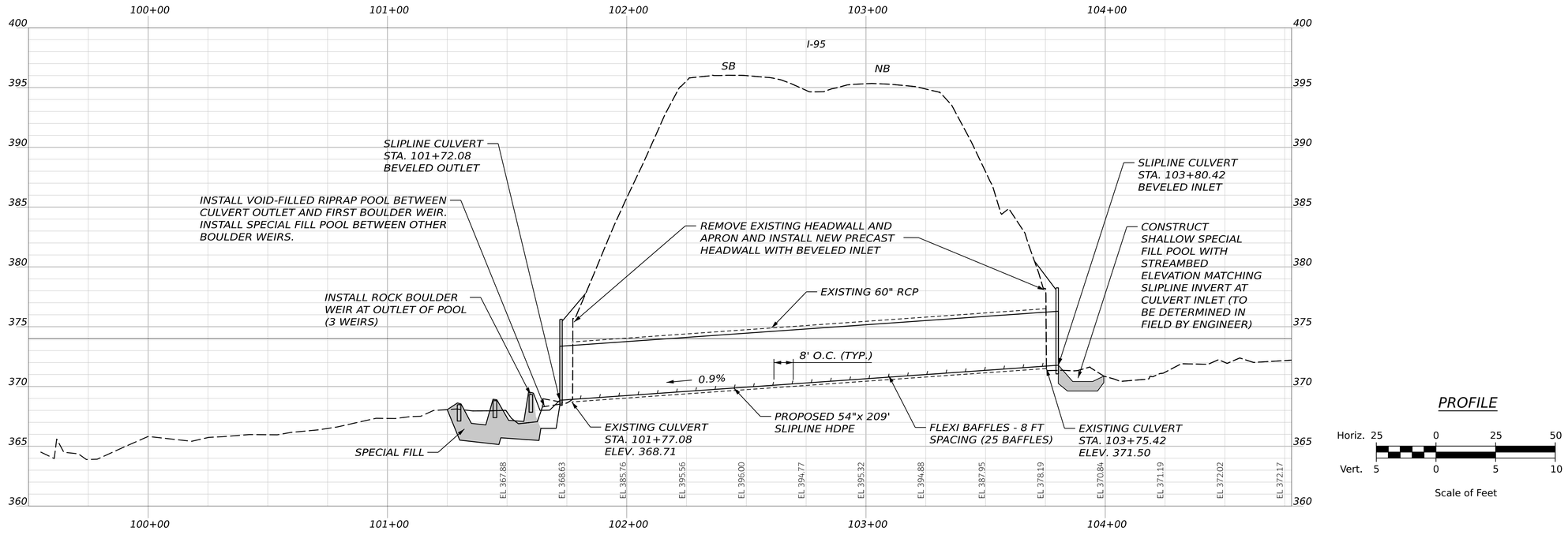
CONTRACT: 2026.12 25 OF 26

Filename: c:\bms\vhb-pw-01\d0264037\009B_Disturbance_(Litchfield).dgn



CULVERT SLIPING TYPICAL SECTION

NOT FOR SCALE



PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Date: 2/4/2026
Username: BTOMIC

Scale: 25 0 25 50
1" = 25'

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: ETHAN FLYNN, PE

	By	Date		By	Date
Designed	SRP	2/4/2026	Checked	ECF	2/4/2026
Drawn	BRT	2/4/2026	In Charge of		

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

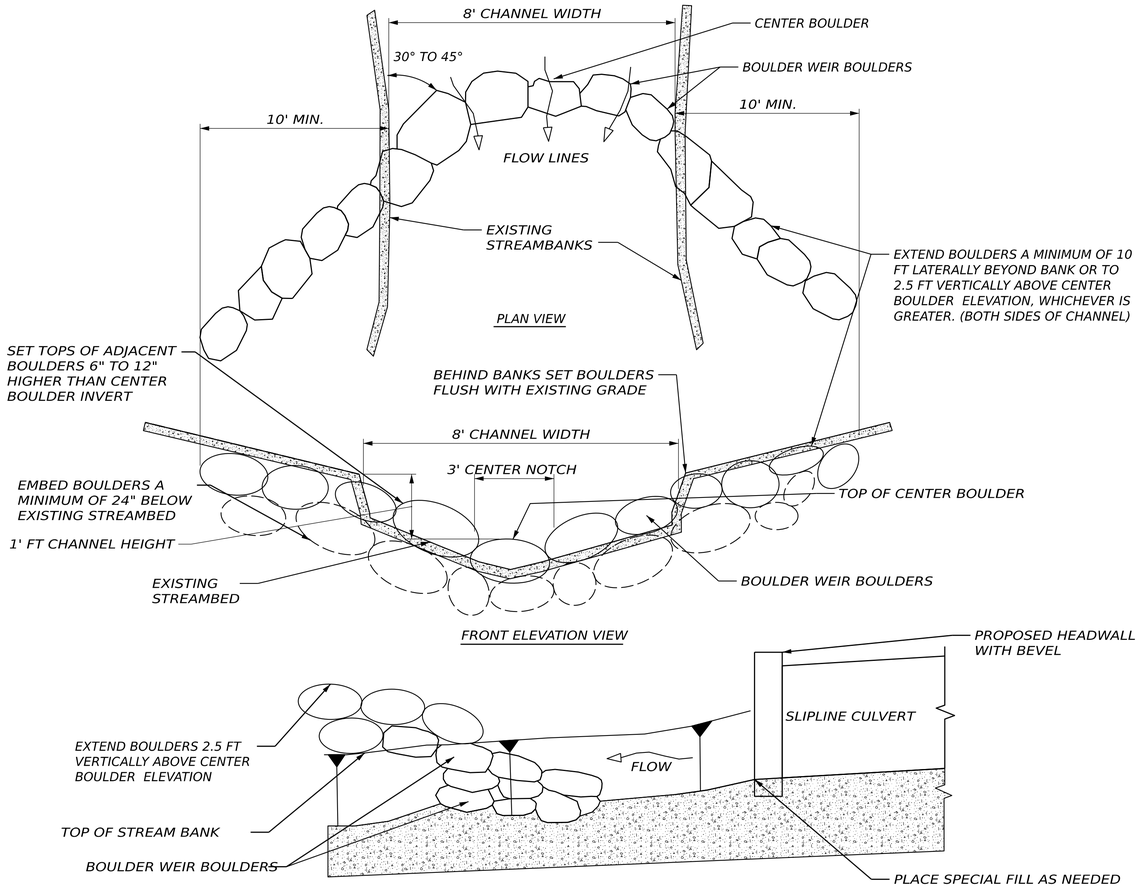
MTA PROJECT MANAGER: LAUREN FLEMING, PE

MTA PROJECT NO. 2026.12
UNNAMED STREAM CULVERT (91.30)
STREAM PLAN & PROFILE

VHB: 55886.00
CONTRACT: 2026.12

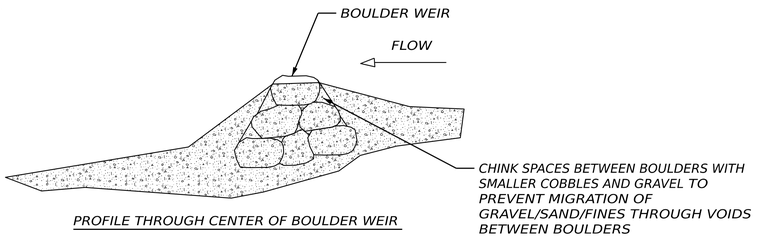
SHEET NUMBER: 26
26 OF 26

Filename: c:\bms\vhb-pw-01\d0264037\010B_Stream_Plan&Profile(Litchfield).dgn

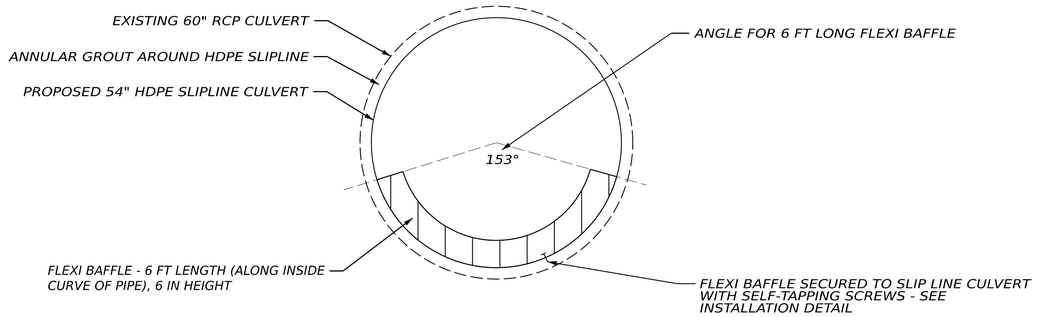


NOTES

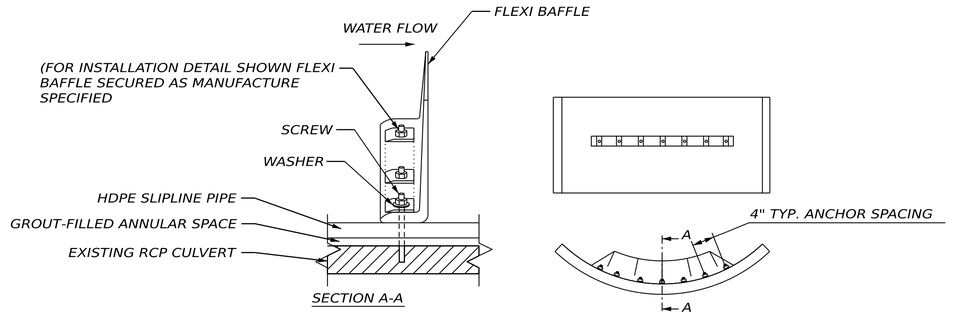
1. BOULDERS TO BE BETWEEN 27" AND 32" IN AVERAGE DIAMETER. SEE SPECIAL PROVISION 610 FOR ADDITIONAL DETAIL.
2. SET INVERT OF CENTER BOUILDERS IN FIELD SO THAT INVERT FOR TOP WEIR IS AT LEAST 3" ABOVE FINAL OUTLET INVERT OF SLIPLINE CULVERT. INVERTS FOR MIDDLE AND BOTTOM WEIRS SHOULD BE 6" TO 9" BELOW THE ELEVATION OF THE NEXT UPSTREAM WEIR. INVERT FOR TOP WEIR EXPECTED TO BE ±369.4. INVERT FOR MIDDLE WEIR EXPECTED TO BE ±368.8. INVERT FOR BOTTOM WEIR EXPECTED TO BE ±368.2. SET BOULDERS AT LEAST 6" HIGHER ON EITHER SIDE OF CENTER BOULDER. WATER DEPTH AT SLIPLINE CULVERT OUTLET SHOULD BE 6" UNDER NORMAL FLOW CONDITIONS FOR FISH PASSAGE.
3. POOLS BETWEEN BOULDER WEIRS SHOULD BE GRADED SO THAT BOTTOM OF POOL ELEVATION IS AT LEAST 1.5 FT BELOW THE CENTER BOULDER INVERT OF THE DOWNSTREAM BOULDER WEIR.



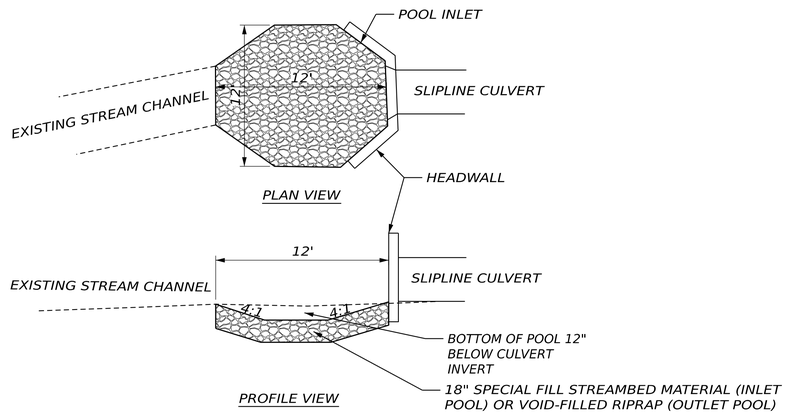
BOULDER WEIR DETAIL
(MM 91.30)



FLEXI BAFFLE CROSS-SECTION VIEW OF CULVERT DETAIL
(UNNAMED STREAM CULVERT MM 91.30)



FLEXI BAFFLE INSTALLATION DETAIL
(UNNAMED STREAM CULVERT MM 91.30)



CULVERT INLET/OUTLET POOL DETAIL

Date: 12/2/2025
Username: BTOMIC

Scale: NOT TO SCALE

No.	Revision	By	Date

Designed by: vhb

CONSULTANT PROJECT MANAGER: ETHAN FLYNN

	By	Date		By	Date
Designed	SRP	12/2/2025	Checked	ECF	12/2/2025
Drawn	BRT	12/2/2025	In Charge of		

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: LAUREN FLEMING, PE

MTA PROJECT NO. 2026.12 CULVERT REPAIRS

STREAM DETAILS

VHB: 55886.00 SHEET NUMBER: 5
CONTRACT: 2026.12 5 OF 57

Filename: c:\bms\vhb-pw-01\d0264037\006_StreamRepairs_Details.dgn

SPECIFICATIONS

CONSTRUCTION:

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, 2014 EDITION. WITH ALL REVISIONS THERETO.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD DETAILS FOR HIGHWAYS AND BRIDGES, 2020 EDITION, WITH ALL REVISIONS THERETO.

MAINE TURNPIKE AUTHORITY 2016 SUPPLEMENTAL SPECIFICATIONS, OR LATEST REVISION.

NEW MATERIALS

CONCRETE REPAIR (UNLESS NOTED OTHERWISE)	CLASS AAA - MODIFIED
ALL PRECAST ELEMENTS	CLASS "P"
REINFORCING STEEL	ASTM A615/A615M, GRADE 60

BASIC DESIGN STRESSES (NEW MATERIALS)

CONCRETE	f'c = 4,500 psi
REINFORCING STEEL	fy = 60,000 psi

TRAFFIC AND DESIGN LOADING DATA

S. PORTLAND CULVERT (MM 45.90)

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS)	UNKNOWN
AADT	81,600
DESIGN SPEED (MPH) (FOR EXISTING)	70
FUNCTIONAL CLASS	PRINCIPAL ARTERIAL INTERSTATE

CUMBERLAND CULVERT (MM 57.10)

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS)	UNKNOWN
AADT	17,810
DESIGN SPEED (MPH) (FOR EXISTING)	65
FUNCTIONAL CLASS	PRINCIPAL ARTERIAL INTERSTATE

LITCHFIELD CULVERT (MM 91.30)

DESIGN LIVE LOAD (FOR EXISTING COMPONENTS)	UNKNOWN
AADT	6,740
DESIGN SPEED (MPH) (FOR EXISTING)	65
FUNCTIONAL CLASS	PRINCIPAL ARTERIAL INTERSTATE

HYDROLOGICAL DATA

	S. PORTLAND (MM 45.90)
DRAINAGE AREA	0.71
DESIGN DISCHARGE (Q2)	37.9
DESIGN DISCHARGE (Q50)	145
CHECK DISCHARGE (Q100)	173
HEADWATER ELEVATION (Q2)	20.9
HEADWATER ELEVATION (Q50)	24.0
HEADWATER ELEVATION (Q100)	25.3
DISCHARGE VELOCITY (Q2)	6.2
DISCHARGE VELOCITY (Q50)	9.6
DISCHARGE VELOCITY (Q100)	10.3

HYDROLOGICAL DATA

	CUMBERLAND (MM 57.10)
DRAINAGE AREA	0.71
DESIGN DISCHARGE (Q2)	37.9
DESIGN DISCHARGE (Q50)	145
CHECK DISCHARGE (Q100)	173
HEADWATER ELEVATION (Q2)	20.9
HEADWATER ELEVATION (Q50)	24.0
HEADWATER ELEVATION (Q100)	25.3
DISCHARGE VELOCITY (Q2)	6.2
DISCHARGE VELOCITY (Q50)	9.6
DISCHARGE VELOCITY (Q100)	10.3

HYDROLOGICAL DATA

	LITCHFIELD (MM 91.30)
DRAINAGE AREA	0.71
DESIGN DISCHARGE (Q2)	37.9
DESIGN DISCHARGE (Q50)	145
CHECK DISCHARGE (Q100)	173
HEADWATER ELEVATION (Q2)	20.9
HEADWATER ELEVATION (Q50)	24.0
HEADWATER ELEVATION (Q100)	25.3
DISCHARGE VELOCITY (Q2)	6.2
DISCHARGE VELOCITY (Q50)	9.6
DISCHARGE VELOCITY (Q100)	10.3

GENERAL CONSTRUCTION NOTES

1. ALL WORK SHALL CONFORM TO THE 2014 MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR HIGHWAYS AND BRIDGES, EXCEPT AS MODIFIED BY THE MAINE TURNPIKE AUTHORITY'S SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISION.
2. ALL DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) 2020 STANDARD DETAILS FOR HIGHWAYS AND BRIDGES WITH ALL UPDATES AND MAINE DOT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL, LATEST REVISION UNLESS OTHERWISE NOTED IN THESE PLANS.
3. THE CONTRACTOR IS RESPONSIBLE FOR THE FINAL DESIGN OF ANY REQUIRED ACCESS WAYS. ALL ACCESS WAYS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF INSTREAM IMPACTS AND WETLAND IMPACTS SHOWN. CLEARING AND LIMITS OF DISTURBANCE ARE LIMITED TO NO MORE THAN THE TOTAL AREA SHOWN, WITHIN THE GENERAL LIMITS OF THE SITE.
4. COPIES OF THE AS-BUILT PLANS ARE POSTED ON THE MAINE TURNPIKE AUTHORITY WEB SITE AT WWW.MAINETURNPIKE.COM/PROJECTS/CONSTRUCTION-CONTRACTS. THE COMPLETENESS AND ACCURACY OF THESE PLANS IS NOT GUARANTEED. ELECTRONIC EXISTING TOPOGRAPHIC INFORMATION IS AVAILABLE UPON REQUEST.
5. CHAMFER ALL EXPOSED NEW CONCRETE EDGES ¾" UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR IS REQUIRED TO HAVE AN APPROVED CRASH WORTHY END TREATMENT ON ALL GUARDRAILS ENDS IN ALL WOK AREAS AT THE END OF EACH DAY. THE CONTRACTOR SHALL ENSURE THAT ENOUGH TIME EXISTING IN THE WORK DAY TO COMPLETE ALL MODIFICATION AND/OR INSTALLATIONS TO END TERMINALS. THE CONTRACTOR SHALL ENSURE THAT ALL PARTS AND MANPOWER ARE ON-SITE PRIOR TO UNDERTAKING ANY GUARDRAIL MODIFICATION.
7. ADDITIONAL MEASURES MAY BE PROPOSED BY THE CONTRACTOR DUE TO SITE OR WEATHER CONDITIONS. THE RESIDENT MAY DIRECT THE CONTRACTOR TO IMPLEMENT ADDITIONAL MEASURES.
8. EXISTING IN SLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT.
9. CLEARING LINES SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND SHALL BE APPROVED BY THE RESIDENT PRIOR TO ANY CLEARING TAKING PLACE.
10. EXCAVATION ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OSHA SUBPART P OF 29 CFR PART 1926.650-652 (CONSTRUCTION STANDARDS FOR EXCAVATIONS).
11. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
12. TEMPORARY STONE CHECK DAMS SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES. STONE CHECK DAMS SHALL BE SPACED APPROXIMATELY 100 FEET FOR DITCH GRADES LESS THAN 3% AND SPACED APPROXIMATELY 50 FEET FOR DITCH GRADES STEEPER THAN 5%. SEE MAINE DOT BEST MANAGEMENT PRACTICES FOR FURTHER DETAILS.

EROSION CONTROL NOTES

1. ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THESE PLANS AND THE MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES.
2. EROSION CONTROL BLANKET, SHALL BE INSTALLED ON PERMANENT 2:1 SLOPES FROM THE TOP TO TOE OF SLOPE. LOAM AND SEED SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE EROSION CONTROL BLANKET. LIMITS OF THE EROSION CONTROL BLANKET IN DITCHES SHALL BE 4' WIDE OR AS DESIGNATED BY THE RESIDENT.

UTILITIES NOTES

1. EXISTING UTILITIES ON THESE PLANS WERE COMPILED FROM EXISTING PLANS 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 AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO THE START OF THE WORK.
2. THE CONTRACTOR SHALL CONTACT ALL NON-MEMBERS THROUGH WWW.OKTODIG.COM OR AS OTHERWISE REQUIRED BY THE MAINE PUBLIC UTILITIES COMMISSION. ALL PROPOSED EXCAVATION LOCATIONS SHALL BE MARKED AT THE TIME OF NOTIFICATION. NO EXCAVATION SHALL BE PERMITTED UNTIL THE AUTHORITY HAS LOCATED AND MARKED IT'S UNDERGROUND UTILITIES. THE RESIDENT ENGINEER SHALL BE PROVIDED AN ELECTRONIC COPY OF ALL DIG SAFE TICKETS WITHIN 24 HOURS OF THEIR RELEASE FOR PROJECT NOTIFICATIONS AND 3RD PARTY UTILITY LOCATER COORDINATION.
3. THE CONTRACTOR SHALL NOTIFY THE RESIDENT 10 CALENDAR DAYS PRIOR TO SUBMITTING A UTILITY LOCATE REQUEST THROUGH DIG SAFE SO THAT THE RESIDENT CAN ARRANGE FOR MAINE TURNPIKE UNDERGROUND UTILITY LOCATION. ALL PROPOSED SIGN LOCATIONS AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME.
4. CONTRACTOR SHALL PROTECT ALL NEW AND EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION AS APPROVED BY THE UTILITY OWNERS.
5. FOLLOWING THE COMPLETION OF THE INITIAL UTILITY LOCATE THE CONTRACTOR SHALL GPS LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS AND PROVIDE A COPY OF THE DIG SAFE RECORDS TO THE AUTHORITY. THE CONTRACTOR, ACTING AS THE AUTHORITY'S THIRD PARTY LOCATOR SHALL BE RESPONSIBLE FOR REMARKING ALL MAINE TURNPIKE FACILITIES WHEN A DIG SAFE UTILITY LOCATE IS CALL FOR IN THE PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

Username: BTOMIC Date: 12/2/2025

Scale:

No.	Revision	By	Date

Designed by:

CONSULTANT PROJECT MANAGER: ETHAN FLYNN

	By	Date		By	Date
Designed	SRP	12/2/2025	Checked	ECF	12/2/2025
Drawn	BRT	12/2/2025	In Charge of		

VANASSE HANGEN BRUSTLIN, INC.
600 Southborough Dr.
Suite 100
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: LAUREN FLEMING, PE

MTA PROJECT NO. 2026.12 CULVERT REPAIRS

GENERAL NOTES

VHB: 55886.00 SHEET NUMBER: 3

CONTRACT: 2026.12 3 OF 57

Filename: c:\bms\vhb-pw-01\d0264037\003_GeneralNotes.dgn

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JANET T. MILLS
GOVERNOR

MELANIE LOYZIM
COMMISSIONER

February 5, 2026

Maine Project Office
Peter Olmstead, Chief, Maine Section
US Army Corps of Engineers
442 Civic Center Dr., Suite 350
Augusta ME 04330

RE: Water Quality Certifications, CWA Section 401
NAE-2025-02537 / PBR #101345 Maine Turnpike Authority

Dear Mr. Olmsted,

The Department of Environmental Protection hereby certifies that the Water Quality Certification issued for the above referenced project is valid and may be used irrespective of whether EPA's 2020 or 1971 regulations are applicable. The project is fully compliant with the applicable provisions of the Clean Water Act as delegated to the State of Maine by the U.S. EPA and applicable state regulations.

If you have questions, please feel free to contact me at (207) 446-1216 or Jessica.Damon@maine.gov.

Sincerely,

Jessica Damon
Licensing Director
Bureau of Land Resources

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JANET T. MILLS
GOVERNOR

MELANIE LOYZIM
COMMISSIONER

Permit-by-Rule & Notice of Intent Acceptance Notice

Applicant: MAINE TURNPIKE AUTHORITY

Town: Litchfield

Project Address: I-95 MM 91.30

Tax Map/Lot #: NA-ROW - NA-ROW

Permit Number: PBR_ID-0101345

Accepted Date: 12/9/2025

NRPA ☒ **Stormwater** ☐ **MCGP** ☐

NRPA PBR Sections – Ch. 305

☐Sec. 2 Act. Adj. to Prot. Natural Res.	☐ Sec. 9 Utility Crossing	☐ Sec. 16 Coastal Sand Dune Project
☐Sec. 3 Intake Pipes	☐ Sec. 10 Stream Crossing	☐ Sec. 16A Beach Nourishment and Restoration
☐ Sec. 4 Replacement of Structures	☒ Sec. 11 State Transport. Facilities	☐ Sec. 18 Maintenance Dredging
☐ Sec. 6 Movement of Rocks or Veg.	☐Sec. 12 Restoration Natural Areas	☐ Sec. 19 Act. Near SVP Habitat
☐ Sec. 7 Outfall Pipes	☐ Sec. 13 F&W Create/Water Quality Habitat	☐ Sec. 20 Act. Near Waterfowl/Bird
☐ Sec. 8 Shoreline Stabilization	☐ Sec. 15 Public Boat Ramps	

Project Description:

MTA - MM 91.30 Litchfield Culvert

MTA is proposing to maintain and repair an existing 60-inch diameter reinforced concrete pipe culvert that is approx. 201 feet long and conveys an Unnamed Stream from north to south beneath the I-95 corridor at mile marker 91.30 in Litchfield, ME.

Please ensure erosion control and any required local permits are in place prior to beginning work.

Sincerely,
Sara K. Johnson
Bureau of Land Resources