MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2027.09

ROADSIDE CLEARING

The bid opening date is November 5, 2026 at 11:00 A.M.

The following changes are made to the Proposal and Specifications. Refer to the Questions section for additional information.

PROPOSAL

The following change is hereby incorporated into the project Proposal:

Remove pages P-1 through P-4 and replace with the attached Proposal pages P-1 through P-4.

SPECIFICATIONS

The following changes are hereby incorporated into the project Specifications:

- Section 105.8.2 – Delete paragraph 5 in its entirety.

APPENDIX A

Incorporate the attached Appendix A into the Contract Documents.

QUESTIONS

The following are questions that have been submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: The cover and contract identify Contract 2027.09, but the proposal page P-1 displays Contract 2026.15. Will a corrected proposal form be issued in Addendum 1? Which exact form should bidders execute?

Answer: Proposal pages P-1 through P-4 are reissued with this Addendum. Bidders shall execute the attach Proposal form.

Question 2: The special provisions refer to compensation under Item 659.10 Mobilization for certain planning obligations, yet the published schedule of items appears to contain only seven bid items without Mobilization. Should these costs be included in the seven bid prices, and if so how should bidders allocate them?

Answer: See changes to Specifications above.

Question 3: For the notice's requirement to demonstrate completed work of similar size and scope, should references/qualification evidence accompany the sealed bid, or only be provided upon request? Is there a preferred format?

Answer: References and qualifications shall be submitted to the Authority upon request. There is no preferred format.

Question 4: MTA's specifications describe Authority-provided lane/shoulder closures. Are bidders required to provide any additional traffic-control personnel, equipment, or certifications beyond the contract's stated responsibilities?

Answer: No.

Question 5: For the designated CECCO, how should bidders obtain approval for training considered equivalent to DEP Certified Contractor credentials, and when must that person's credentials be submitted?

Answer: Bidders shall submit with their bids the qualifications of the CECCO. Qualifications shall be reviewed prior to contract award.

ATTACHMENTS

- Addendum No. 1 (3 pages)
- Proposal (4 pages)
- Appendix A (22 pages)

Notes: The above items and attached items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is 29 pages.

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and emailing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at ncarll@maineturnpike.com . Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-3 of the Proposal (attached).

_____
Business Name

_____
Print Name and Title

_____
Signature

_____
Date

Very truly yours,

MAINE TURNPIKEAUTHORITY

_____
Nathaniel Carll
Purchasing Department Maine Turnpike Authority

MAINE TURNPIKE AUTHORITY

PROPOSAL

ROADSIDE CLEARING

TO MAINE TURNPIKE AUTHORITY:

The clearing work consists of clearing trees and other growth, grinding of stumpage, and removal of all forest debris generated during clearing operations or preexisting, on all Locations as described herein, and all other work incidental thereto in accordance with the Plans and Specifications.

The General Limits of work are as follows:

Location 1 — 10.3 miles of northbound rights of way commencing at Mile 6.9 (Sta. 245+00) in the and extending Northerly to Mile 17.2 (Sta. 781+00).

Location 2 — 7.0 miles of northbound rights of way commencing at Mile 14.0 (Sta. 612+00) and continuing southerly to Mile 7.0 (Sta. 245+00).

This Work will be done under a Contract known as Contract 2027.09 Roadside Clearing 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:

SCHEDULE OF BID PRICES
CONTRACT NO. 2027.09
ROADSIDE CLEARING

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
201.11	Clearing	Acre	19.6				
201.23	Removing Single Tree	Each	60				
613.319	Erosion Control Blanket	Square Yard	500				
619.1202	Temporary Mulch and Seeding Method #2	Lump Sum	1				
656.50	Baled Hay, in place	Each	100				
656.632	30-Inch Temporary Silt Fence	Linear Foot	500				
661.10	Toll Stipend	Lump Sum	1				
					TOTAL:		

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.

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)

APPENDIX A

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: York

Project Address: Mile Marker 7 to 13.85 northbound side of Turnpike

Tax Map/Lot #: N/A. No tax parcel ID. MTA right of way. - N/A. No tax parcel ID. MTA right of way.

Permit Number: PBR_ID-0102463

Accepted Date: 10/15/2026

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 Roadside Vegetation Maintenance, Mile Markers 7 to 13.85, York

The project is comprised of woody vegetation maintenance and cutting within the Maine Turnpike right-of-way between Mile Markers 7 and 13.85 in York. The vegetation maintenance is needed for continued safe operation of the Maine Turnpike. Portions of the vegetation maintenance are located within areas protected under the Natural Resources Protection Act. The project is fully described in the Detailed Project Description and associated Attachments.

Sincerely,

Robert Denegre
Environmental Specialist III
Bureau of Land Resources

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PRESQUE ISLE, MAINE 04769
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Website: www.maine.gov/dep

September 28, 2026

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

Submitted Via MELS Online Application System

Re: Maine Turnpike Authority Contract 2027.09
Roadside Vegetation Maintenance, York

Maine DEP Staff,

Maine Turnpike Authority (MTA) plans to complete vegetation maintenance along the southbound and northbound sides of the Maine Turnpike in York during the months of December 2026 – March 2027, and December 2027 – March 2028. MTA is filing this Permit by Rule (PBR) #11 Notification with the Maine Department of Environmental Protection (Maine DEP) as notice of approximately 1.54 acres of tree, shrub, and sapling removal within wetlands, and additional woody vegetation removal in uplands within 75 feet of watercourses between approximate Turnpike mile markers (MM) 7 and 13.85 in York. MTA is filing separate PBR #11 notifications for components of the project located in Wells and Ogunquit. Accompanying this cover letter are a project locus map, aerial photo-based maps of delineated resources and clearing limits within the project area, and consultation records with the Maine Department of Inland Fisheries and Wildlife (IF&W).

Project Description

The project includes removal of woody vegetation including saplings and shrubs, hazard trees, dead trees, trees that shade the Turnpike and contribute to ice hazards on the road in winter, and forested areas where trees have matured since the Turnpike widening was completed in York County in the early 2000's and now need to be maintained within the Turnpike right-of-way (ROW) between mile markers 7 and 13.85 in York. In some of the wetland and riparian areas the woody vegetation removal may meet Natural Resources Protection Act exemptions for maintenance and repair (Title 38, Chapter 3, §§ 480-Q(2)) or public works (Title 38, Chapter 3, §§ 480-Q(9)), but all proposed clearing areas (maintenance and new clearing) are shown on the attached plans and are included in MTA's wetland acreage calculations.

The proposed vegetation maintenance will be located within MTA's ROW, and the typical clearing limits will extend from the Turnpike ROW centerline in the highway median up to 135 feet laterally from the ROW centerline on the southbound and northbound sides of the Turnpike. Most of this area is already occupied by existing highway infrastructure and adjacent mowed areas. In the vicinity of certain abutting buildings, such as residences, the clearing limits will be reduced to 120 feet laterally from the ROW centerline as shown on the plans provided in Attachment B.

Proposed Environmental Protection Measures

On behalf of MTA, Stantec completed wetland, vernal pool, and waterbody delineations during the spring of 2025 and 2026 within the project area. Wetland, waterbody, and vernal pool boundaries have been added to the project plans to refine the project scope and facilitate implementation of environmental protection BMPs during the clearing work. MTA has submitted Stantec's vernal pool survey information to the IF&W, and based on IF&W's review of the data Maine DEP provided determinations regarding the delineated vernal pools in the project area on August 6, 2025. MTA also met with IF&W on March 2, 2026 to discuss the project, which was followed by an MTA-IF&W field review of the project area on June 8, 2026 and subsequent project development consultation with IF&W regarding occurrences of rare, threatened, or endangered species, significant wildlife habitats, and wildlife or fishery resources of concern within the project area. MTA has incorporated IF&W's recommendations into the proposed work scope where consistent with the project's safety objectives and has provided consultation records in Attachment C of this Permit by Rule Notification.

The proposed vegetation maintenance is planned during the cold weather months of December to March to take advantage of potentially frozen and snow-covered ground conditions. To protect wetlands, streams, vernal pools, watercourses, and wildlife when the work is completed, a number of BMP's will be incorporated as contract requirements, including:

- Woody vegetation less than 2 inches in diameter located within wetlands and within 35 feet of streams/ watercourses will not be cut. Within 35 feet of streams/ watercourses some woody saplings and shrubs larger than 2 inches in diameter may also be left in-place as feasible based on site-specific conditions where this does not compromise the project's safety objectives.
- Use of mechanized clearing equipment within wetlands will be limited to areas where the ground is sufficiently firm, frozen, or snow covered to avoid rutting and soil disturbance. Where wetlands cannot be accessed without soil disturbance, and for all areas within 35 feet of streams, trees and saplings will be cut by hand or using 'reach in' techniques with equipment.
- Stump excavation and filling are not included in the project scope. Stumps will be ground flush to existing grade in upland areas that are able to be mowed by MTA's grass mowing equipment. Stumps will be cut or ground to within two to three inches of existing grade in wetlands, within 35 feet of streams, and in other upland areas that are not accessible by MTA mowers.
- Where upland soils are incidentally rutted by equipment MTA's contract specifications require the contractor to repair ruts, and apply mulch, grass seed, and sediment barriers as needed.
- Felled trees and woody debris, except chipped slash and stump grindings, will be removed from the ROW by MTA's contractor.
- MTA has designed the project so that tree removal within 250 feet of significant vernal pools will be limited to removal of individual hazard trees as needed, and maintenance cutting within 15 feet of an existing highway maintenance yard facility chain link fence.
- Mechanized clearing and stump grinding will be completed before April 1 when state-listed turtles that inhabit parts of southern Maine are inactive.
- MTA's contract *Special Provision Section 656 Temporary Soil Erosion and Water Pollution Control* applies to the proposed work scope and clearing contract, and requires the contractor complete work in accordance with the *MaineDOT's Best Management Practices for Erosion and Sediment Control.*
- The clearing contractor will be under the daily supervision of a Resident Engineer who reports to MTA and will be responsible for ensuring that the contractor completes the work scope in accordance with the construction contract, including the aforementioned measures.

MTA has applied these BMPs to prior contracted clearing projects, and they have proven successful for protecting natural resources during execution of the clearing work. No loss of wetland functions or values is anticipated as a result of the project, because the project does not include wetland fill or loss of wetland acreage. Wetland impacts will be limited to conversion of forested or scrub-shrub cover to emergent/ scrub-shrub cover, and which over time is anticipated to transition back to scrub-shrub, sapling, or forested cover in most areas as stump grinding will not occur in the wetlands and MTA does not plan to routinely mow these areas. This temporal shift in cover type will be dispersed across approximately 6.85 linear miles in York with many of the individual areas of impact comprising a narrow band of the overall area of a specific wetland. Wetland functions and values will persist, with shifts in some functions such as wildlife habitat transitioning from habitat for species that utilize forested settings to species that utilize emergent wetland or shrub settings. A 35' buffer of small diameter woody vegetation will also be left on each side of watercourses with additional larger diameter woody vegetation as feasible and consistent with the project's safety objectives to allow for a 70-foot-wide shrub-sapling thicket along watercourses.

If you have any questions about MTA's proposed project or require additional information to complete review of MTA's Permit by Rule #11 Notification, please contact me at sdonohue@maineturnpike.com or 207-482-8275.

Sincerely,

Maine Turnpike Authority

Sean Donohue

Sean Donohue, LSS, NHCWS, LSE
Permitting Coordinator/ Environmental Liaison

cc: Brian Taddeo, MTA

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: Ogunquit

Project Address: Southbound Side of Maine Turnpike Mile Marker 13.85 to 15.2

Tax Map/Lot #: N/A. No tax parcel ID. MTA right of way. - N/A. No tax parcel ID. MTA right of way.

Permit Number: PBR_ID-0102462

Accepted Date: 10/15/2026

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:

Roadside Vegetation Maintenance, Mile Markers 13.85 to 15.2, Ogunquit

The project is comprised of woody vegetation maintenance and cutting along both sides of the Maine Turnpike between Mile Markers 13.85 and 15.2 in Ogunquit. The vegetation maintenance is needed for continued safe operation of the Maine Turnpike. Portions of the the vegetation maintenance are located within areas protected under the Natural Resources Protection Act. The project is described in the attached Detailed Project Description.

Sincerely,

Robert Denegre
Environmental Specialist III
Bureau of Land Resources

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Website: www.maine.gov/dep

September 28, 2026

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

Submitted Via MELS Online Application System

Re: Maine Turnpike Authority Contract 2027.09
Roadside Vegetation Maintenance, Ogunquit

Maine DEP Staff,

Maine Turnpike Authority (MTA) plans to complete vegetation maintenance along the southbound and northbound sides of the Maine Turnpike in Ogunquit during the months of December 2026 – March 2027, and December 2027 – March 2028. MTA is filing this Permit by Rule (PBR) #11 Notification with the Maine Department of Environmental Protection (Maine DEP) as notice of approximately 0.55 acres of tree, shrub, and sapling removal within wetlands, and additional woody vegetation removal in uplands within 75 feet of watercourses located between approximate Turnpike mile markers (MM) 13.85 and 14 on the northbound side and mile markers 13.85 and 15.2 on the southbound side in Ogunquit. MTA is filing a separate PBR #11 notification for components of the project located in Wells and York. Accompanying this cover letter are a project locus map, aerial photo-based maps of delineated resources and clearing limits within the project area, and consultation records with the Maine Department of Inland Fisheries and Wildlife (IF&W).

Project Description

The project includes removal of woody vegetation including saplings and shrubs, hazard trees, dead trees, trees that shade the Turnpike and contribute to ice hazards on the road in winter, and forested areas where trees have matured since the Turnpike widening was completed in York County in the early 2000's and now need to be maintained within the Turnpike right-of-way (ROW) between mile markers 13.85 and 15.2 in Ogunquit. In some of the wetland and riparian areas the woody vegetation removal may meet Natural Resources Protection Act exemptions for maintenance and repair (Title 38, Chapter 3, §§ 480-Q(2)) or public works (Title 38, Chapter 3, §§ 480-Q(9)), but all proposed clearing areas (maintenance and new clearing) are shown on the attached plans and are included in MTA's wetland acreage calculations.

The proposed vegetation maintenance will be located within MTA's ROW, and the typical clearing limits will extend from the Turnpike ROW centerline in the highway median up to 135 feet laterally from the ROW centerline on the southbound and northbound sides of the Turnpike. Most of this area is already occupied by existing highway infrastructure and adjacent mowed areas. In the vicinity of certain abutting buildings, such as residences, the clearing limits will be reduced to 120 feet laterally from the ROW centerline as shown on the plans provided in Attachment B.

Proposed Environmental Protection Measures

On behalf of MTA, Stantec completed wetland, vernal pool, and waterbody delineations during the spring of 2025 and 2026 within the project area. Wetland, waterbody, and vernal pool boundaries have been added to the project plans to refine the project scope and facilitate implementation of environmental protection BMPs during the clearing work. MTA has submitted Stantec's vernal pool survey information to the IF&W, and based on MDIFW's review of the data Maine DEP provided determinations regarding the delineated vernal pools in the project area on August 6, 2025. MTA also met with IF&W on March 2, 2026 to discuss the project, which was followed by an MTA-IF&W field review of the project area on June 8, 2026 and subsequent project development consultation with IF&W regarding occurrences of rare, threatened, or endangered species, significant wildlife habitats, and wildlife or fishery resources of concern within the project area. MTA has incorporated IF&W's recommendations into the proposed work scope where consistent with the project's safety objectives and has provided consultation records in Attachment C of this Permit by Rule Notification.

The proposed vegetation maintenance is planned during the cold weather months of December to March to take advantage of potentially frozen and snow-covered ground conditions. To protect wetlands, streams, vernal pools, watercourses, and wildlife when the work is completed, a number of BMP's will be incorporated as contract requirements, including:

- Woody vegetation less than 2 inches in diameter located within wetlands and within 35 feet of streams/ watercourses will not be cut. Within 35 feet of streams/ watercourses some woody saplings and shrubs larger than 2 inches in diameter will also be left in-place as feasible based on site-specific conditions where this does not compromise the project's safety objectives.
- Use of mechanized clearing equipment within wetlands will be limited to areas where the ground is sufficiently firm, frozen, or snow covered to avoid rutting and soil disturbance. Where wetlands cannot be accessed without soil disturbance, and for all areas within 35 feet of streams, trees and saplings will be cut by hand or using 'reach in' techniques with equipment.
- Stump excavation and filling are not included in the project scope. Stumps will be ground flush to existing grade in upland areas that are able to be mowed by MTA's grass mowing equipment. Stumps will be cut or ground to within two to three inches of existing grade in wetlands, within 35 feet of streams, and in other upland areas that are not accessible by MTA mowers.
- Where upland soils are incidentally rutted by equipment MTA's contract specifications require the contractor to repair ruts, and apply mulch, grass seed, and sediment barriers as needed.
- Felled trees and woody debris, except chipped slash and stump grindings, will be removed from the ROW by MTA's contractor.
- Mechanized clearing and stump grinding will be completed before April 1 when state-listed turtles that inhabit parts of southern Maine are inactive.
- MTA's contract *Special Provision Section 656 Temporary Soil Erosion and Water Pollution Control* applies to the proposed work scope and clearing contract, and requires the contractor complete work in accordance with the *MaineDOT's Best Management Practices for Erosion and Sediment Control.*
- The clearing contractor will be under the daily supervision of a Resident Engineer who reports to MTA and will be responsible for ensuring that the contractor completes the work scope in accordance with the construction contract, including the aforementioned measures.

MTA has applied these BMPs to prior contracted clearing projects, and they have proven successful for protecting natural resources during execution of the clearing work. No loss of wetland functions or values is anticipated as a result of the project, because the project does not include wetland fill or loss of

wetland acreage. Wetland impacts will be limited to conversion of forested or scrub-shrub cover to emergent/ scrub-shrub cover, and which over time is anticipated to transition back to scrub-shrub, sapling, or forested cover in most areas as stump grinding will not occur in the wetlands and MTA does not plan to routinely mow these areas. This temporal shift in cover type will be dispersed across approximately 1.35 linear miles in Ogunquit with many of the individual areas of impact comprising a narrow band of the overall area of a specific wetland. Wetland functions and values will persist, with shifts in some functions such as wildlife habitat transitioning from habitat for species that utilize forested settings to species that utilize emergent wetland or shrub settings. A 35' buffer of small diameter woody vegetation will also be left on each side of watercourses with additional larger diameter woody vegetation as feasible and consistent with the project's safety objectives to allow for a 70-foot-wide shrub-sapling thicket along watercourses.

If you have any questions about MTA's proposed project or require additional information to complete review of MTA's Permit by Rule #11 Notification, please contact me at sdonohue@maineturnpike.com or 207-482-8275.

Sincerely,
Maine Turnpike Authority

Sean Donohue

Sean Donohue, LSS, NHCWS, LSE
Permitting Coordinator/ Environmental Liaison

cc: Brian Taddeo, MTA

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: Ogunquit

Project Address: Maine Turnpike Right-of-Way, Northbound Side, Mile Marker 14 - 15.2

Tax Map/Lot #: Not Applicable - Highway Right Of Way - Not Applicable - Highway Right of Way

Permit Number: PBR_ID-0101322

Accepted Date: 12/4/2025

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:

Roadside Vegetation Maintenance, Ogunquit, Mile Marker 14 to 15.2 Northbound

Beginning in December 2025 Maine Turnpike Authority (MTA) plans to complete vegetation maintenance along the northbound side of the Maine Turnpike in Ogunquit. MTA is filing this Permit by Rule (PBR) #11 Notification with the Maine Department of Environmental Protection (Maine DEP) as notice of approximately 1.03 acres of woody vegetation removal within wetlands, and additional woody vegetation removal in uplands within 75 feet of watercourses located between approximate Turnpike mile markers (MM) 14 and 15.2 in Ogunquit.

Project Accepted

Ensure all relevant and required Chapter 305 standards are followed.

Sincerely,

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John Maleri

Bureau of Land Resources

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Website: www.maine.gov/dep

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: Wells

Project Address: Mile Marker 15.2 - 19

Tax Map/Lot #: N/A. Maine Turnpike Authority right-of-way. - N/A. Maine Turnpike Authority right-of-way.

Permit Number: PBR_ID-0102461

Accepted Date: 10/15/2026

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:

Roadside Vegetation Maintenance - Mile Markers 15.2 to 19 Southbound, Wells

The project is comprised of woody vegetation maintenance and cutting along the southbound side of the Maine Turnpike between Mile Markers 15.2 and 19 in Wells. The vegetation maintenance is needed for continued safe operation of the Maine Turnpike. Portions of the the vegetation maintenance are located within areas protected under the Natural Resources Protection Act. The project is described in the attached Detailed Project Description.

Sincerely,

Robert Denegre
Environmental Specialist III
Bureau of Land Resources

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September 24, 2026

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

Submitted Via MELS Online Application System

Re: Maine Turnpike Authority Contract 2027.09
Roadside Vegetation Maintenance, Wells

Maine DEP Staff,

Maine Turnpike Authority (MTA) plans to complete vegetation maintenance along the southbound side of the Maine Turnpike in Wells during the months of December 2026 – March 2027, and December 2027 – March 2028. MTA is filing this Permit by Rule (PBR) #11 Notification with the Maine Department of Environmental Protection (Maine DEP) as notice of woody vegetation maintenance and cutting in approximately 1.27 acres of wetlands, and additional woody vegetation cutting in uplands within 75 feet of watercourses located between approximate Turnpike mile markers (MM) 15.2 and 19 along the southbound side of the Turnpike in Wells. MTA is filing a separate PBR #11 notification for components of the vegetation maintenance work scope located in Ogunquit and York. Accompanying this cover letter are a project locus map, aerial photo-based maps of delineated resources and cutting limits within the project area, and consultation records with the Maine Department of Inland Fisheries and Wildlife (IF&W).

Project Description

The project includes removal of woody vegetation including saplings and shrubs, hazard trees, dead trees, trees that shade the Turnpike and contribute to ice hazards on the road in winter, and forested areas where trees have matured since the Turnpike widening was completed in York County in the early 2000's and now need to be maintained between mile markers 15.2 and 19 in Wells. In some of the wetland and riparian areas the woody vegetation removal may meet Natural Resources Protection Act exemptions for maintenance and repair (Title 38, Chapter 3, §§ 480-Q(2)) or public works (Title 38, Chapter 3, §§ 480-Q(9)), but all proposed clearing areas (maintenance and new clearing) are shown on the attached plans and are included in MTA's wetland acreage calculations.

The proposed vegetation maintenance will be located within MTA's existing right-of-way (ROW), and the typical clearing limits will extend from the Turnpike ROW centerline in the highway median up to 135 feet laterally from the ROW centerline on the southbound and northbound sides of the Turnpike. Most of this area is already occupied by existing highway infrastructure and adjacent mowed areas. In the vicinity of certain abutting buildings, such as residences, the clearing limits will be reduced to 120 feet laterally from the ROW centerline as shown on the plans provided in the Attachment.

Proposed Environmental Protection Measures

On behalf of MTA, Stantec completed wetland, vernal pool, and waterbody delineations during the spring of 2026 within the project area. Wetland, waterbody, and vernal pool boundaries have been added to the project plans to refine the project scope and facilitate implementation of environmental protection best management practices (BMPs) during the clearing work. Stantec has submitted vernal pool survey information to IF&W, and based on IF&W's review of the data Maine DEP provided determinations regarding the delineated vernal pools on August 3, 2026. MTA also met with IF&W on March 2, 2026 to discuss the project, which was followed by an MTA-IF&W field review of the project area on June 8, 2026 and subsequent project development consultation with IF&W regarding occurrences of rare, threatened, or endangered species, significant wildlife habitats, and wildlife or fishery resources of concern within the project area. MTA has incorporated IF&W's recommendations into the proposed work scope where consistent with the project's safety objectives and has provided consultation records in Attachment C of this Permit by Rule Notification.

The proposed vegetation maintenance is planned during the cold weather months of December to March to take advantage of potentially frozen and snow-covered ground conditions. To protect wetlands, streams, vernal pools, watercourses, and wildlife when the work is completed, a number of BMP's will be incorporated as contract requirements, including:

- Woody vegetation less than 2 inches in diameter located within wetlands and within 35 feet of streams/ watercourses will not be cut. Within 35 feet of streams/ watercourses some woody saplings and shrubs larger than 2 inches in diameter will be left in-place as feasible based on site-specific conditions where this does not compromise the project's safety objectives.
- Use of mechanized clearing equipment within wetlands will be limited to areas where the ground is sufficiently firm, frozen, or snow covered to avoid rutting and soil disturbance. Where wetlands cannot be accessed without soil disturbance, and for all areas within 35 feet of streams, trees and saplings will be cut by hand or using 'reach in' techniques with equipment.
- Stump excavation and filling are not included in the project scope. Stumps will be ground flush to existing grade in upland areas that are able to be mowed by MTA's grass mowing equipment. Stumps will be cut or ground to within two to three inches of existing grade in wetlands, within 35 feet of streams, and in other upland areas that are not accessible by MTA mowers.
- Where upland soils are incidentally rutted by equipment MTA's contract specifications require the contractor to repair ruts, and apply mulch, grass seed, and sediment barriers as needed.
- Felled trees and woody debris, except chipped slash and stump grindings, will be removed from the ROW by MTA's contractor.
- MTA has designed the project so that tree removal within 250 feet of a significant vernal pool will be limited to removal of individual hazard trees as needed, and maintenance cutting on existing bridge fill slopes and along the edge of an existing emergency vehicle access way.
- Mechanized clearing and stump grinding will be completed before April 1 when state-listed turtles that inhabit parts of southern Maine are inactive.
- MTA's contract *Special Provision Section 656 Temporary Soil Erosion and Water Pollution Control* applies to the proposed work scope and clearing contract, and requires the contractor complete work in accordance with the *MaineDOT's Best Management Practices for Erosion and Sediment Control.*
- The clearing contractor will be under the daily supervision of a Resident Engineer who reports to MTA and will be responsible for ensuring that the contractor completes the work scope in accordance with the construction contract, including the aforementioned measures.

MTA has applied these BMPs to prior contracted clearing projects, and they have proven successful for protecting natural resources during execution of the clearing work. No loss of wetland functions or values is anticipated as a result of the project, because the project does not include wetland fill or loss of wetland acreage. Wetland impacts will be limited to conversion of forested or scrub-shrub cover to emergent/ scrub-shrub cover, which over time is anticipated to transition back to scrub-shrub, sapling, or forested cover in most areas as stump grinding will not occur in the wetlands and MTA does not plan to routinely mow these areas. This temporal shift in cover type will be dispersed across approximately 3.8 linear miles in Wells with many of the individual areas of impact comprising a narrow band of the overall area of a specific wetland. Wetland functions and values will persist, with shifts in some functions such as wildlife habitat transitioning from habitat for species that utilize forested settings to species that utilize emergent wetland or shrub settings. A 35' buffer of small diameter woody vegetation will also be left on each side of watercourses with additional larger diameter woody vegetation as feasible and consistent with the project's safety objectives to allow for a 70-foot-wide shrub-sapling thicket along watercourses.

If you have any questions about MTA's proposed project or require additional information to complete review of MTA's Permit by Rule #11 Notification, please contact me at sdonohue@maineturnpike.com or 207-482-8275.

Sincerely,

Maine Turnpike Authority

Sean Donohue

Sean Donohue, LSS, NHCWS, LSE
Permitting Coordinator/ Environmental Liaison

cc: Brian Taddeo, MTA

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: Wells

Project Address: Maine Turnpike, Northbound Side, Mile Marker 15.2 to 19

Tax Map/Lot #: No tax map ID, Maine Turnpike right-of-way - No tax lot ID, Maine Turnpike right-of-way

Permit Number: PBR_ID-0101323

Accepted Date: 12/4/2025

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:

Roadside Vegetation Maintenance, Northbound Mile Markers 15.2 to 19, Wells

Beginning in December 2025 Maine Turnpike Authority (MTA) plans to complete vegetation maintenance along the northbound side of the Maine Turnpike in Wells. MTA is filing this Permit by Rule (PBR) #11 Notification with the Maine Department of Environmental Protection (Maine DEP) as notice of approximately 1.38 acres of woody vegetation removal within wetlands, and additional woody vegetation removal in uplands within 75 feet of watercourses located between approximate Turnpike mile markers (MM) 15.2 and 19 in Wells.

Project Accepted

Please ensure all relevant and required standards from Chapter 305 are followed.

Sincerely,

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John Maleri

Bureau of Land Resources

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Chapter 305: NATURAL RESOURCES PROTECTION ACT

PERMIT BY RULE

Section 11:

State Transportation Facilities

NOTE: *This Section-by Section version of Permit By Rule is re-formatted to increase usability and includes additional guidance, annotations, and addendum. The entire rule, as published, is available below.*

Link to Permit By Rule Section 1 (Introductions & Compliance Info)

Official Chapter 305 Rule (all sections):
https://www.maine.gov/sos/rulemaking/agency-rules/department-environmental-protection-rules

AMENDED:
May 25, 2005 – filing 2005-174 December 5, 2006 – filing 2006-496
February 25, 2008 – Section 20 only, filing 2008-88
July 15, 2009 – filing 2009-339
July 30, 2011 – Section 16 only, filing 2011-211 (Final adoption, major substantive)
June 8, 2012 – filing 2012-146 (Final adoption, major substantive)
December 27, 2022 – Section 16-A only, filing 2022-256
December 9, 2023 - Section 16 only, filing 2023-231 (Final adoption, major substantive)
June 17, 2025 – filing 2025-129

NRPA Permit By Rule Section 11

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. 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 February 2008, and Standard Specifications, dated March 2020.

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.

B. STANDARDS (CONT.)

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;
(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 Wetlands and Waterbodies 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 section 11(B)(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. Section 1301 *et seq.*

B. STANDARDS (CONT.)

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. §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 must not be used where the wood will come in contact with water. Sawdust or other lumber waste materials may not be stored or placed in such a manner that pollutants may be discharged into the resource.

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. 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 March 2020.