

July 14, 2017

Marybeth Richardson, Hearing Officer  
Department of Environmental Protection  
312 Canco Road  
Portland, ME 04103

Hearing Officer Richardson:

Enclosed please find the Post-Hearing Brief and Proposed Findings of Fact and Order, submitted on behalf of the Maine Turnpike Authority (“MTA”).

Thank you for your time and consideration. Please do not hesitate to contact me with questions or concerns

Sincerely,



Joanna B. Tourangeau

STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

IN THE MATTER OF

MAINE TURNPIKE AUTHORITY  
YORK TOLL PLAZA  
YORK, YORK COUNTY, MAINE  
L-27241-TG-A-N  
L-27275-TP-A-N

) APPLICATION FOR NATURAL  
) RESOURCES PROTECTION ACT PERMIT,  
) WATER QUALITY CERTIFICATION, AND  
) NOTICE OF INTENT UNDER THE  
) SITE LOCATION GENERAL PERMIT

**APPLICANT'S POST HEARING BRIEF**

Pursuant to Section 23 of Chapter 3 of the Maine Department of Environmental Protection's ("Department") rules, Applicant submits this post hearing brief and attached proposed findings of fact (*see* Tab 1).

**SUMMARY**

The record is clear. The Maine Turnpike Authority's ("MTA") notice of intent to obtain coverage under the State of Maine Department of Environmental Protection Site Location of Development Act General Permit for the Maine Turnpike Authority ("General Permit") and permit application under the Natural Resource Protection Act ("NRPA") meet each and all of the applicable permitting standards. The only evidence submitted by Intervenors focused on whether All Electronic Tolling ("AET") is a practicable alternative to the MTAs proposed Open Road Tolling ("ORT") plaza at Mile 8.8 (the "Project"). However, the record clearly establishes that AET does not meet the definition of practicable because AET is not feasible upon consideration of cost, existing alternative technology (ORT) and logistics given the overall purpose of the Project. Having established this, MTA has met its burden of proof and the record supports issuance of a NRPA approval and authorization under the General Permit.

## BACKGROUND

The MTA filed an application in October of 2016 for a new ORT plaza at mile 8.8 of the Maine Turnpike (“Turnpike”) in York, Maine and seeking a Natural Resources Protection Act permit pursuant to 38 M.R.S. §§480-A – 480-JJ and filing a Notice of Intent to Comply with the General Permit pursuant to the Site Location of Development Act, 38 M.R.S. §§ 481-90 (“MTA Application”). The Department accepted the MTA Application as complete on November 9, 2016. On December 2, 2016, the Department determined that a public hearing would be held on the MTA Application. Both the Town of York and Think Again submitted petitions to intervene that were granted by the Department without objection by the MTA.

Both intervenors presented a single argument in opposition to the MTA Application: that AET is a practicable alternative to ORT. Subsequently, the two intervenors were consolidated by the Department into one Intervenor. Accordingly, the Second Procedural Order specified that:

[t]he hearing will focus on the ...[NRPA]... permit application that was submitted by MTA to the Department. The hearing is not a forum for the discussion of all issues related to the MTA project, but is limited to the licensing criteria which are relevant to the NRPA permit application. [...] Testimony that is not related to the licensing criteria for MTA’s NRPA permit application will not be permitted.

Second Procedural Order at ¶ 13. Consistent with the motions to intervene and pre-filed testimony, Intervenor’s opposition at the public hearing Intervenor focused solely on the viability of AET as a practicable alternative to ORT under NRPA. There was no significant evidence or testimony submitted regarding other NRPA criteria or regarding any General Permit standards. As such, discussion herein is limited solely to that issue while the attached proposed findings of fact and conclusions of law addresses MTA compliance with the full universe of applicable approval standards.

## ANALYSIS

The Project has minimal impacts to the environment, the MTA has provided for compensation for those minimal impacts which vastly exceeds any applicable requirements, and MTA has demonstrated that AET is not a practicable alternative to ORT.

### **1. The MTA Application entails minimal impacts to the environment.**

Although there has been Project opposition within the Town of York, the record documents that careful design and siting in close collaboration with the United States Army Corps of Engineers (“ACOE”), the Maine Department of Inland Fisheries and Wildlife (“MDIFW”), and the Department has resulted in a Project that the ACOE found will have “only minimal individual or cumulative environmental impacts.” Letter from Frank Del Giudice of the ACOE to Sara Zografos of the MTA regarding File Number NAE-2007-01211 (attached hereto at Tab 2).

Natural resource impacts associated with the MTA Application include 1.46 acres of total wetland impact, consisting of primarily isolated forested wetlands along the fringe of the existing Turnpike. Of this total there are no direct impacts to significant vernal pools, 1.41 acres of impact to buffers of vernal pools, and 24 linear feet of perennial stream impacts. There are no impacts to any federally listed Threatened and Endangered species but there will be minor impacts, to 0.13 acres, of the habitat of two state Threatened and Endangered animal species: spotted turtle (*Clemmys guttata*) and eastern ribbon snake (*Thamnophis sauritus*).

### **2. The MTA has provided compensation for all impacts to the environment.**

The MTA volunteered a compensation package for these minimal impacts that vastly exceeds any applicable requirements. The MTA will be required to pay an In Lieu Fee of \$281,649.01 to the Department. The MTA also entered into a Memorandum of Agreement with the MDIFW and Maine Natural Areas Program whereby the MTA will fund wildlife passage at a nearby, MDIFW selected location, and implement a conservation easement on 22 acres of the Morrison parcel to protect a

significant vernal pool. Other use of this property, such as for residential development, will thereby be eliminated. Protection of this parcel from development allows for significant retention of wetland area, function and values and greatly exceeds any compensation requirements imposed under NRPA.

3. **AET is not a practicable alternative to ORT.**

The MTA has spent millions of dollars analyzing how and where to prudently implement highway speed tolling on the Turnpike. HNTB, a recognized national expert on tolling, first analyzed the issue. In response to concerns from the Town of York, the MTA hired another recognized expert – CDM Smith – to take a fresh look at the ORT vs. AET question. This fresh look resulted in CDM Smith’s 2014 report, a detailed MTA staff recommendation in favor of ORT, and, ultimately, the MTA Board decision to implement ORT at mile 8.8.

In 2015, the ACOE complimented the MTA on the “thoroughness” of its consideration of AET. Since that time, the MTA has produced even more information for its application and its pre-filed direct and rebuttal testimony for the hearing. The MTA and its consultants spent months assembling comprehensive documentation regarding its alternatives analysis with a specific focus on ORT versus AET. *See* MTA NRPA Application Sections 1.1 through 2.4 consisting of 55 pages and the 22 Appendices supporting these sections (Appendix 1A through Appendix 2L consisting of 384± pages).

After the Department granted the request for a public hearing, the MTA has spent many more staff weeks and tens of thousands of dollars more in direct consultant costs for CDM Smith, HNTB and Jacobs to prepare the hearing materials which readdressed the AET versus ORT question. These materials include 20 pages of direct pre-filed testimony and 26 supporting Exhibits. Further, the materials include 25 pages of pre-filed rebuttal testimony, and 4 more Exhibits. Most recently, the MTA engaged its experts to again provide updated information relevant to the AET practicability question.

In all, the MTA has submitted an estimated 600 pages of material to support its decision to utilize ORT at mile 8.8. All of this evidence is the kind of evidence upon which reasonable persons are

accustomed to rely in the conduct of the serious affair of tolling as required by the Maine Administrative Procedure Act, 5 MRSA §9057(2) (“reliable evidence”)<sup>1</sup>. The MTA decision selecting ORT at mile 8.8 as the best alternative was based on extensive reliable evidence from multiple expert firms. This decision was financially prudent, consistent with good tolling practice nationally, and was made by the entity with the experience, obligation and authority to make it.

In short, the MTA took seriously its obligation to consider the practicability of AET versus ORT. Practicability is defined at Chapter 310 of the Department’s Rules as:

[a]vailable and feasible considering cost, existing technology and logistics based on the overall purpose of the Project.

06-096 C.M.R. ch. 310 3(R). The MTA has demonstrated on the record that, given the Project purpose, AET is not a practicable alternative to ORT due to its inferior financial, logistical and technological characteristics.

i. **AET does not meet the Project purpose.**

By letter dated July 24, 2015, the ACOE determined<sup>2</sup> that the basic project purpose is:

To replace the existing barrier toll plaza on the Maine Turnpike at York, Maine with highway speed electronic tolling lanes and cash (non-EZ pass) lanes to address safety deficiencies, settling/subsidence, facility deficiencies including substandard tolling equipment, existing and projected traffic volumes, and traveler impacts and expectations (“Project Purpose”).

Appendix 1A to the MTA NRPA Application. AET does not meet this Project Purpose. AET excludes any cash (non-EZ pass) lanes. By definition, therefore, AET is not practicable because its exclusion of cash lanes places it outside the Project Purpose. Despite the clarity of this outcome, the MTA spent a decade considering the other aspects of AET versus ORT in order to

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<sup>1</sup> With respect, the testimony of Jarvis, Smith and Sullivan represents their observations only, and is not reliable evidence to make tolling decisions.

<sup>2</sup> The ACOE may legitimately consider cost/economics in establishing a basic project purpose so long as the project purpose is not defined so narrowly as to make the alternatives analysis meaningless. *Sylvester v. U.S. Army Corps of Engineers*, 882 F.2d 407, 409 (9th Cir. 1989). Here, there can be no question but that the alternatives analysis was meaningful. While the MTA could have simply stopped consideration of AET upon concluding that it did not meet the Project Purpose, it did not do so. It continued with a fulsome alternatives analysis- including AET. This alternatives analysis, as discussed below, conclude that AET was not a practicable alternative to ORT independent of its failure to meet the Project Purpose and because of its significant cost and logistic constraints compared to ORT. Further, the MTA’s alternatives analysis considered a no build/reconstruction alternative and five ORT alternatives.

satisfy its Board, those with a financial and policy interest in MTA operations, and the general public that the decision to implement ORT was thorough, complete and well considered.

ii. **AET is not a practicable alternative given its significant costs in comparison to ORT.**

The costs associated with ORT are solely the capital costs associated with construction of a new toll plaza at mile 8.8- approximately 40 million dollars. Notably, the alternatives analysis revealed that the costs of renovating the current toll plaza significantly exceed the costs of a new ORT toll plaza. Consequently, selection of the ORT plaza at mile 8.8 has the benefit of avoiding those additional renovation costs. ORT presents no other financial risks- no toll increases, no impacts to bonding, no job eliminations. In fact, ORT is expected to increase traffic volumes on the Turnpike, thereby increasing toll revenues. The CDM Smith Report estimates that ORT will increase revenue – without toll increases – by about \$1 million in year one. Turnpike Exhibit B at 22 (“Because the \$0.00 surcharge had a substantial positive impact on net toll revenue [...for ORT...], the forecasts for the greater than \$0.00 surcharges [...for ORT...] were not included in this report.” “If ORT is implemented, total toll transactions are estimated to increase by 19,000 compared to the existing condition.”).

In order to thoroughly understand the financial characteristics of AET versus ORT, the MTA worked with CDM Smith in 2014 to complete a model which updated a study completed by HNTB in 2009. The CDM Smith model was designed to predict, based on 2013 data, what toll increase would be required in order to achieve financial parity between AET and ORT over a ten year period given the greater capital costs associated with ORT. Turnpike Exhibit B at 46. Even with certain model biases in favor of AET, AET came closest to financial parity with ORT only when the toll at York was doubled. *Id.* Intervenor argued in pre-filed testimony and at the public hearing that if one moves the starting line of the model forward to 2019 or if one updates the model, that the amount of the toll increase might decrease. Hearing Transcript at 100-101 (Attorney Anderson cross examination of

Quinlin regarding decreasing surcharge over time.) However, the model shows that AET would require a toll increase in order to be comparable to ORT – the only argument Intervenor presents is the amount of that toll increase. *Id.* In short, what the model demonstrates is that the additional capital costs associated with ORT could be amortized over ten years (instead of the usual thirty) without any toll increase while implementation of AET would require a toll increase. Turnpike Exhibit B at ES-3. The need to increase tolls upon implementation of AET is driven by the uncollectability of cash transactions. ORT does not have this problem- it includes cash lanes.

The need to increase tolls upon implementation of AET has broad consequences to the MTA. MTA revenue is pledged- meaning that potential losses of cash revenue would trigger an obligation to disclose, the need to redesign the toll system to allow for proper billing of customers based on their entry and departure points, a new traffic and revenue analysis, a downgrade of the MTA bond rating, higher future borrowing costs, and possibly a scaling back of capital projects in the MTA's 30-year plan. MTA NRPA Application 1.15-1.16; Pre-filed Testimony of Douglas Davidson at 4-5; Hearing Transcript at 90-91 (Lavallee discussing AET financial impacts). Implementation of ORT entails none of these costs.

iii. **AET is not a practicable alternative to ORT given its greater logistic challenges.**

ORT at York will integrate seamlessly with existing technology at all existing tolls on the Turnpike and will result in increased traffic on the Turnpike. Implementation of AET, on the other hand, would require redesign of the entire MTA toll plaza network and toll collection mechanisms and would divert traffic away from the Turnpike. The additional logistical challenges associated with AET make it impracticable in comparison to ORT.

As Mr. Lavallee documented in detail in his Pre-Filed Rebuttal Testimony, even a much smaller toll increase of \$1.00 resulted in significant diversion of traffic from the toll highway in New Hampshire.



*See* Lavallee Pre-Filed Rebuttal Testimony at 7-23(4). There is no dispute on the record that implementation of AET will cause diversion of traffic from the Turnpike to other routes. *See* Hearing Transcript at 216-17 (Sullivan Testimony that increased tolling would result in diversion of traffic from the Turnpike to adjacent roads). There is also no dispute on the record that, as Executive Director Mills testified at the public hearing, the MTA has observed diversion of traffic from adjacent roads to the Turnpike at locations where it has already implemented ORT. *See* Hearing Transcript at 20-21 (Mills Testimony that ORT brings traffic to Turnpike).


ORT technology integrates with both the existing barrier plazas and other ORT plazas on the Turnpike. ORT technology has the added benefit that its core highway speed lanes utilize the exact same technology as AET- meaning that, in the future, should it become practicable to implement AET, the MTA could do so without having to do anything but change signage and terminate or modify operation of the side cash lanes. Hearing Transcript at 61 (Mills testimony that AET and ORT technology is identical except that ORT adds cash lanes on the side). AET, on the other hand, would not allow the MTA to seamlessly account for violators versus non-payment events or tolling differentials based on point of entry and departure. *See* Pre-filed Testimony of Douglas Davidson at 2-5; Hearing Transcript at 19 (Mills testimony regarding proliferation of billing errors with AET); 182-85 (Davidson testimony regarding reconciliation of errors, tracking violators and inability to match trips with AET unless entire Turnpike is converted to AET). Further, implementation of AET would require transition of the current cash tolling system to a toll by mail system including reconfiguration of the entire back office operation of the MTA.

## CONCLUSION

The MTA carefully, deliberately, and extensively considered AET and ORT. AET does not meet the Project Purpose. AET requires a toll increase and entails other financial risks which significantly impact the MTA's financial condition. AET at York would not integrate seamlessly with

ORT and barrier plazas which currently exist on the Turnpike or with the current toll collection mechanisms for the Turnpike and would divert traffic from the Turnpike making it logistically inferior to AET. As such, the record supports the conclusion that AET is not a practicable alternative to ORT. Given that this is the sole issue raised by Intervenor and addressed at the public hearing, the record supports the Department conclusion that the Project meets all applicable Department permitting standards and that the General Permit and NRPA permits should issue.

Dated: July 14, 2017



Joanna Brown Tourangeau  
Drummond Woodsum  
84 Marginal Way, Suite 600  
Portland, ME 04101  
207-772-1941

Attorney for Maine Turnpike Authority



REPLY TO  
ATTENTION OF

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

Regulatory Division  
CENAE-RDC  
File Number: NAE-2007-01211

Sara Zografos  
Maine Turnpike Authority  
2360 Congress Street  
Portland, Maine 04102

Dear Ms. Zografos:

We have reviewed your application to fill approximately 58,086 s.f. of freshwater wetlands adjacent to the Maine Turnpike at York, Maine in order to construct a replacement for the existing deteriorated and deficient York Toll Plaza.

Based on the information you have provided, we have determined that the proposed activity, which includes a discharge of dredged or fill material into waters of the United States, including wetlands, will have only minimal individual or cumulative environmental impacts. Furthermore, we have determined that the proposed replacement facility represents the least environmentally damaging practicable alternative. Therefore, this work is authorized as a Category 2 activity under the enclosed Federal permit known as the Maine General Permit (GP). This work must be performed in accordance with the terms and conditions of the GP and also in compliance with any additional special condition(s).

You are responsible for complying with all of the GP's requirements. Please review the enclosed GP carefully, in particular the GP conditions beginning on Page 5, to familiarize yourself with its contents. You should ensure that whoever does the work fully understands the requirements and that a copy of the GP and this authorization letter are at the project site throughout the time the work is underway.

This authorization does not obviate the need to obtain other Federal, state, or local authorizations required by law, as listed on Page 3 of the GP. Performing work not specifically authorized by this determination or failing to comply with any special condition(s) provided above or all the terms and conditions of the GP may subject you to the enforcement provisions of our regulations.

This authorization becomes valid only after the Maine Department of Environmental Protection (DEP) issues or waives Water Quality Certification (WQC) as required under Section 401 of the Clean Water Act. In the event the DEP denies the 401 WQC, this determination becomes null and void. The address of the DEP regional office for your area is provided on Appendix D of the attached GP.

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


This authorization expires on October 13, 2020. You must commence or have under contract to commence the work authorized herein by October 13, 2020 and complete the work by October 13, 2021. If you do not, you must contact this office to determine the need for further authorization before beginning or continuing the activity. We recommend you contact us *before* this permit expires to discuss a time extension or permit reissuance.

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

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey).

Please contact Jay Clement, of my staff, at our Manchester, Maine Project Office at (207) 623-8367 if you have any questions.

Sincerely,

  
Frank Del Giudice  
Chief, Permits & Enforcement Branch  
Regulatory Division

Enclosures



REPLY TO  
ATTENTION OF

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

MAINE GENERAL PERMIT (GP)  
AUTHORIZATION LETTER AND SCREENING SUMMARY

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

CORPS PERMIT # NAE-2007-01211  
CORPS PGP ID# 16-517  
STATE ID# NRPA

DESCRIPTION OF WORK:

Fill approximately 58,086 s.f. of freshwater wetlands adjacent to the Maine Turnpike, in the vicinity of Mile 8.8, at York, Maine in order to construct a replacement for the existing deteriorated and deficient York Toll Plaza. This work is shown on the attached plans entitled "PROJECT LOCATION MAP OF SOUTHERN MAINE TOLL PLAZA" in one sheet dated "3/18/2016", "YORK TOLL PLAZA" in two sheets dated "06/17/16", "YORK TOLL PLAZA" in 16 sheets revised "01/11/17", and "I-95 CROSS SECTIONS" in 38 sheets dated "08/16".

LAT/LONG COORDINATES : 43 179284° N -70.649289° W USGS QUAD: YORK HARBOR, ME

I. CORPS DETERMINATION:

Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. Your work is therefore authorized by the U.S. Army Corps of Engineers under the enclosed Federal Permit, the Maine General Permit (GP). Accordingly, we do not plan to take any further action on this project.

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

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

Condition 37 of the GP (page 16) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2020. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2021.

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

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

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

APPLICATION TYPE: PBR: \_\_\_\_\_, TIER 1: \_\_\_\_\_, TIER 2: \_\_\_\_\_, TIER 3: X, LUPC: \_\_\_\_\_, DMR LEASE: \_\_\_\_\_, NA: \_\_\_\_\_

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 11/10/16 LEVEL OF REVIEW: CATEGORY 1: \_\_\_\_\_ CATEGORY 2: X

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

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

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

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at <http://per2.nwp.usace.army.mil/survey.html>

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

*FRANK J. DEL GIUDICE* 5-18-2017  
FRANK J. DEL GIUDICE DATE  
CHIEF, PERMITS & ENFORCEMENT BRANCH  
REGULATORY DIVISION



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

**PLEASE NOTE THE FOLLOWING GENERAL CONDITIONS FOR  
DEPARTMENT OF THE ARMY  
GENERAL PERMIT  
NO. NAE-2007-01211**

1. This authorization requires you to 1) notify us before beginning work so we may inspect the project, and 2) submit a Compliance Certification Form. You must complete and return the enclosed Work Start Notification Form(s) to this office at least two weeks before the anticipated starting date. You must complete and return the enclosed Compliance Certification Form within one month following the completion of the authorized work and any required mitigation (but not mitigation monitoring, which requires separate submittals).
2. The permittee shall assure that a copy of this permit is at the work site whenever work is being performed and that all personnel performing work at the site of the work authorized by this permit are fully aware of the terms and conditions of the permit. This permit, including its drawings and any appendices and other attachments, shall be made a part of any and all contracts and sub-contracts for work which affects areas of Corps of Engineers' jurisdiction at the site of the work authorized by this permit. This shall be done by including the entire permit in the specifications for the work. If the permit is issued after construction specifications but before receipt of bids or quotes, the entire permit shall be included as an addendum to the specifications. The term "entire permit" includes permit amendments. Although the permittee may assign various aspects of the work to different contractors or sub-contractors, all contractors and sub-contractors shall be obligated by contract to comply with all environmental protection provisions of the entire permit, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps of Engineers jurisdiction.
3. Adequate sedimentation and erosion control devices, such as geotextile silt fences or other devices capable of filtering the fines involved, shall be installed and properly maintained to minimize impacts during construction. These devices must be removed upon completion of work and stabilization of disturbed areas. The sediment collected by these devices must also be removed and placed upland, in a manner that will prevent its later erosion and transport to a waterway or wetland.
4. All exposed soils resulting from the construction will be promptly seeded and mulched in order to achieve vegetative stabilization.
5. Mitigation shall consist of payment of \$281,649.01 to the Natural Resource Mitigation Fund. The completed ILF Project Data Worksheet which must be mailed with a cashiers check or bank draft, made out to "Treasurer, State of Maine", with the permit number noted on the check. The check and worksheet should be mailed to: ME DEP, Attn: ILF Program Administrator, State House Station 17, Augusta, ME 04333. **This authorization is not valid until the permittee provides the Corps with a copy of the check, with the permit number noted on the check.** The ILF amount is only valid for a period of one year from the date on the authorization letter. After that time, the project would need to be reevaluated and a new amount determined.

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

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

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

Project name: Maine Turnpike Authority; York Toll Plaza Replacement

Applicant (s): Maine Turnpike Authority

DEP Permit #: L-27241-TG-A-N

Corps Permit #: NAE-2007-01211

ILF Contribution Amount \$281,649.01

*[Note: Please attach a copy of the check]*

Project address: Maine Turnpike; York, Maine

Biophysical region: Southern Maine; Gulf of Maine Coastal Lowland Subsection

Size of total impact subject to compensation: 58,086 s.f. (1.33 acres)

Resources Impacted: Refer to attached table

DEP Project manager: Green

Corps Project manager: Clement

## Corps ILF Processing Procedure:

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

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

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

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

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

## Resource(s) Impacted:

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

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

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

<b>Resource type</b> (list all that apply)	<b>Functions (for wetland impacts)</b> (list all that apply, by resource type)	<b>Type of Impact</b> (by resource type)	<b>Sq Feet Impacted</b> (by resource type)
PFO1	WH, FF, STR, NR, GWR	Filling	54,022
PFO/SVP	WH, FF, STR, NR, GWR, PE	Filling	4,064
<b>Total square feet impacted</b>			58,086



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

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

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

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Corps Permit #: NAE-2007-01211

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

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

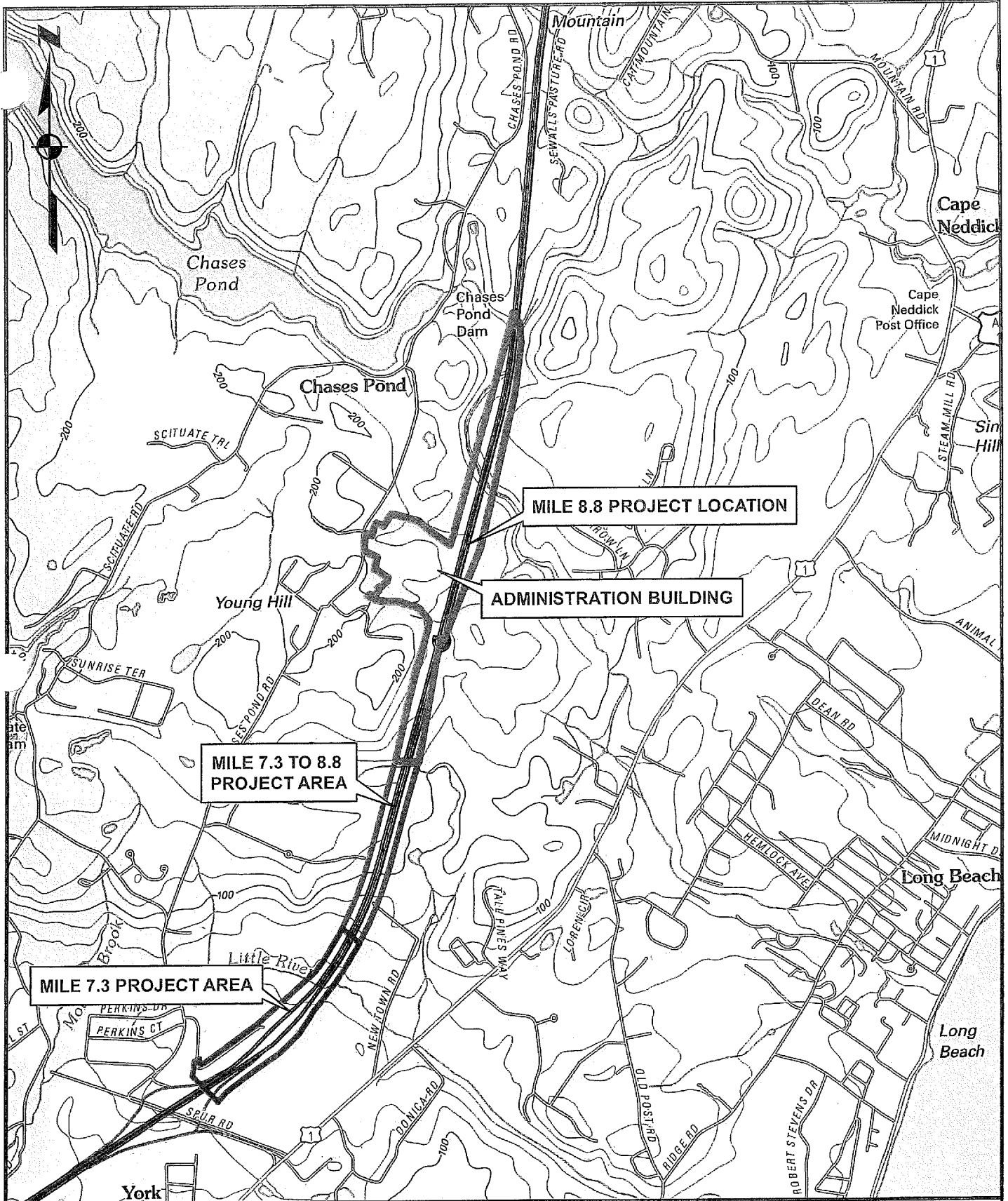
## Resource(s) Impacted:

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

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

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

<b>Resource type</b> (list all that apply)	<b>Functions (for wetland impacts)</b> (list all that apply, by resource type)	<b>Type of Impact</b> (by resource type)	<b>Sq Feet Impacted</b> (by resource type)
PFO1	WH, FF, STR, NR, GWR	Filling	54,022
PFO/SVP	WH, FF, STR, NR, GWR, PE	Filling	4,064
<b>Total square feet impacted</b>			58,086



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Tel. 207-200-2100

250 Goddard Rd. - Suite B  
Lewiston, ME 04240  
Tel. 207-783-5656

**PROJECT LOCATION MAP  
OF SOUTHERN MAINE TOLL PLAZA**



SCALE: 1" = 2,000'

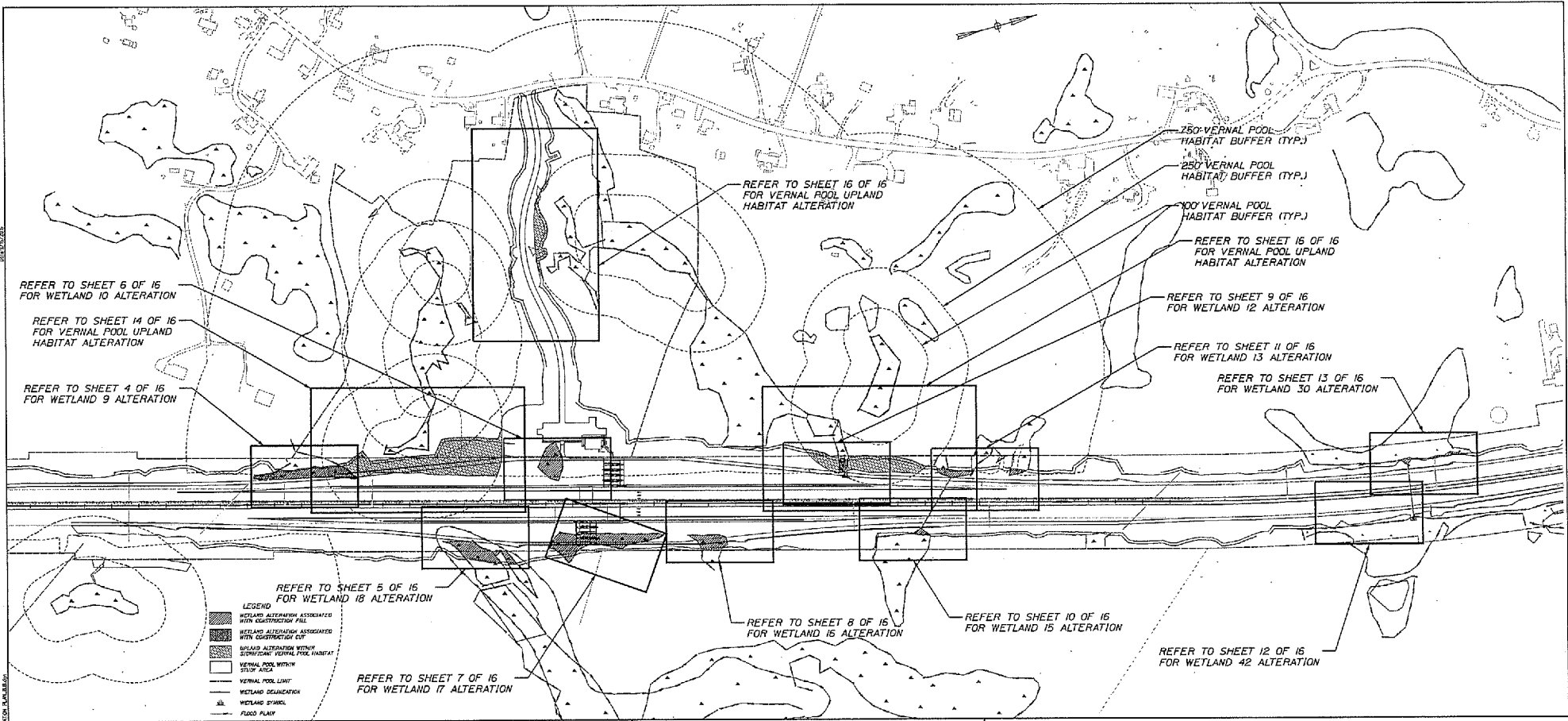
DATE: 3/18/2016

LOCATION:

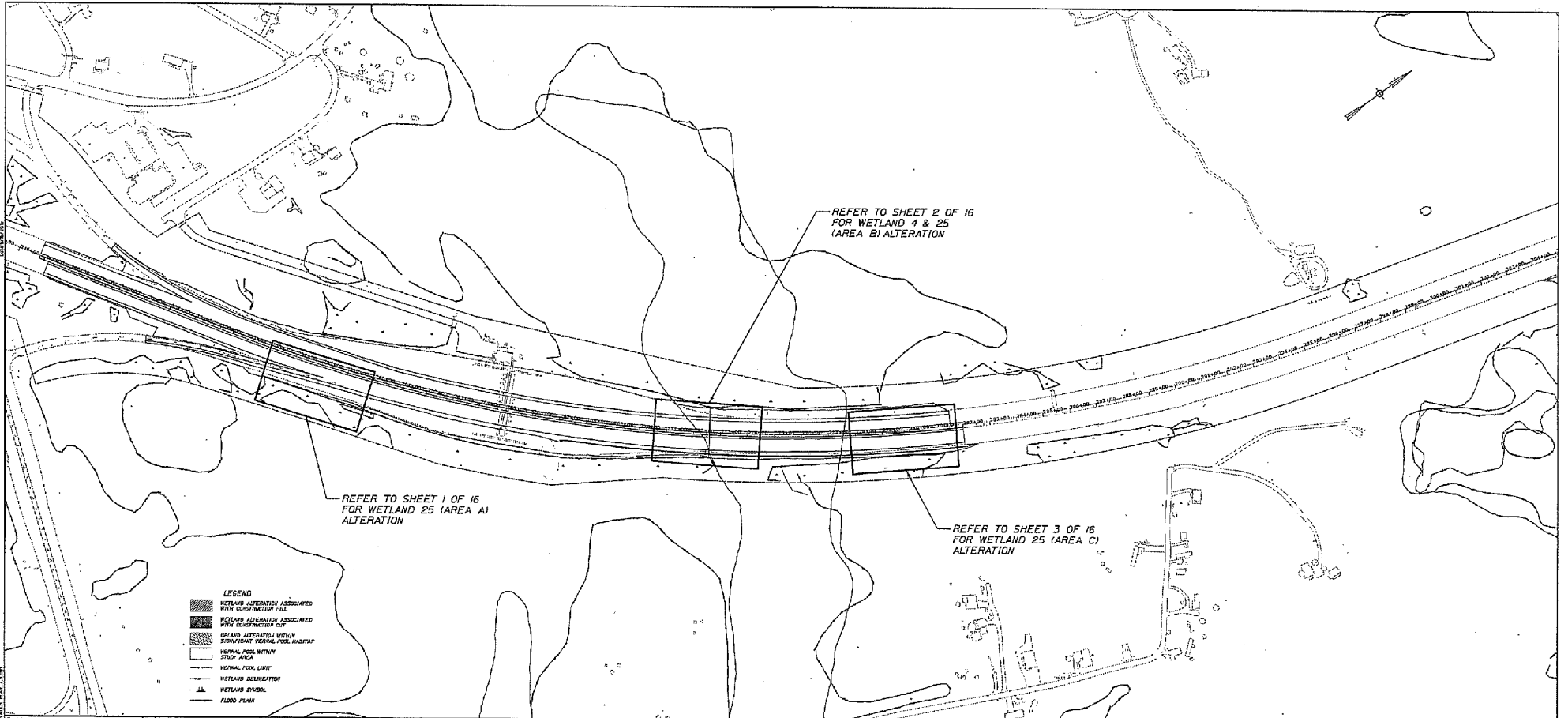
MILE MARKER 8.8  
YORK, MAINE

INFORMATION:

2011 USGS QUADRANGLE  
(YORK HARBOR, MAINE)



Scale: 1" = 100' (0, 100, 200) Scale of Feet		Designed by <b>SEBAGO</b> TECHNICAL SERVICES 75 JOHN ROBERTS ROAD, SUITE 1A SOUTH PORTLAND, ME 04106 TEL: 1007-200-2100		THE GOLD STAR MEMORIAL HIGHWAY YORK TOLL PLAZA WETLAND ALTERATION/COMPENSATION PLAN		CONTRACT: 2007-09 SHEET NUMBER: 0-1 10F1	
No. 1 ADDRESS: SURMITAL PROJECT: SURMITAL	By Date 01/15/07 02/17/07	PROJECT MANAGER: S. SANDER, P.E. PROJECT ENGINEER: S. SANDER, P.E. DRAWN BY: S. SANDER CHECKED BY: S. SANDER	PROJECT MANAGER: S. SANDER, P.E. PROJECT ENGINEER: S. SANDER, P.E. DRAWN BY: S. SANDER CHECKED BY: S. SANDER	YORK TOLL PLAZA WETLAND ALTERATION/COMPENSATION PLAN		CONTRACT: 2007-09 SHEET NUMBER: 0-1 10F1	



**LEGEND**

	WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL
	WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL
	WETLAND ALTERATION WITH SIGNIFICANT WOODLAND POOL HABITAT
	WETLAND POOL WITHIN STUDY AREA
	WETLAND POOL LIMIT
	WETLAND DELINEATION
	WETLAND SYMBOL
	FLOOD PLAIN

Scale	0	100	200
Feet			
Scale of Plan			

Designed by:		<b>SEBAGO</b>	
		S E B A G O	
		www.sebago.com	
1	PROGRESS SUBMITTA	DATE	08/27/18
2	PROGRESS SUBMITTA	DATE	07/27/18
CONSULTANT PROJECT MANAGER: S. SLAVEN, PE			
Designer	DATE	Checked	DATE
SL	08/27/18	SL	08/27/18
Drawn	DATE	Checked	DATE
SL	08/27/18	SL	08/27/18

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 75 JOHN ROBERTS ROAD,  
 SUITE 10  
 SOUTH PORTLAND, ME 04106  
 TEL: (207) 868-2800

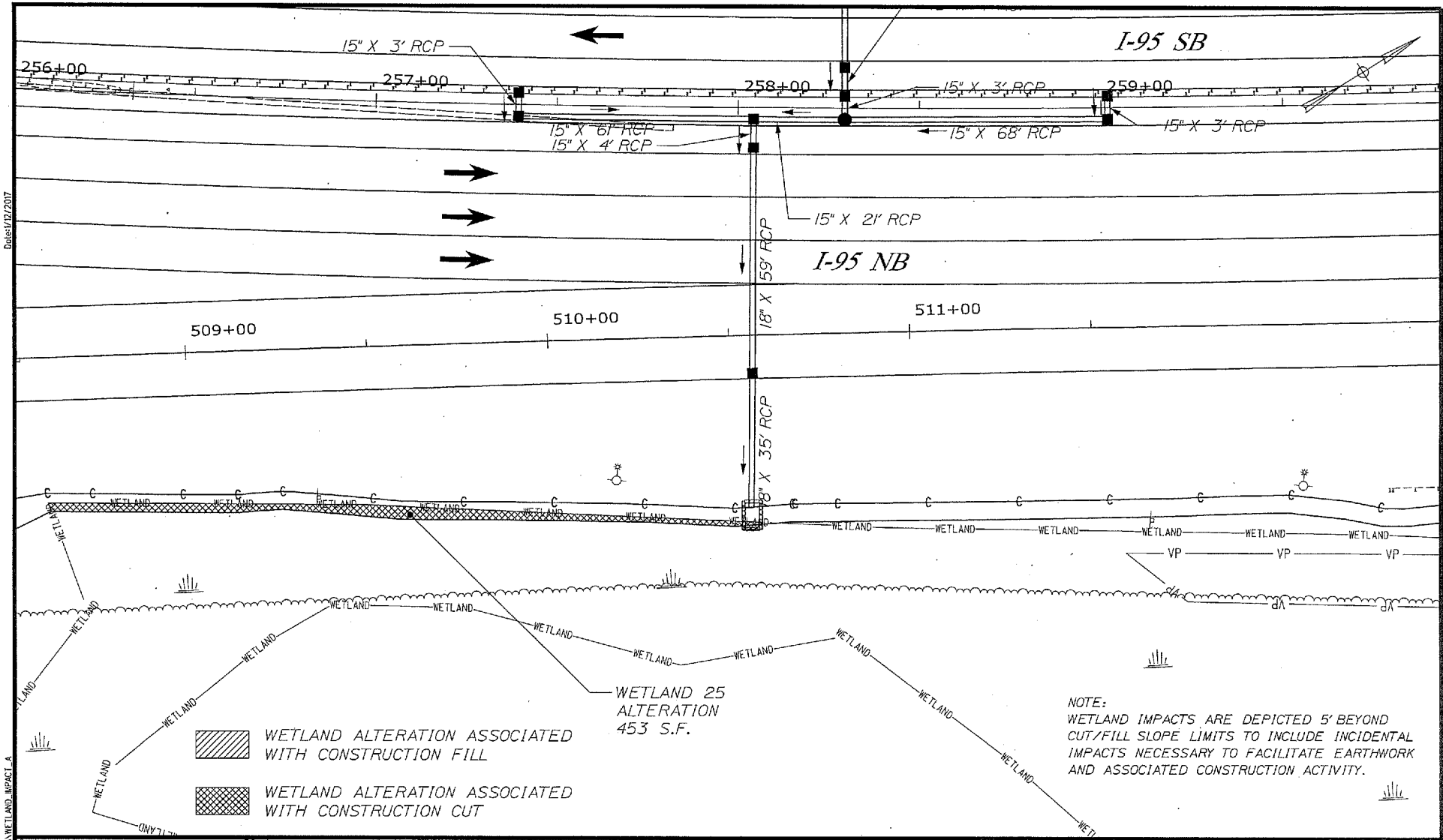


**THE GOLD STAR  
 MEMORIAL HIGHWAY**

YORK TOLL PLAZA  
 WETLAND ALTERATION/COMPENSATION PLAN

CONTRACT: 2017-09  
 SHEET NUMBER: 04  
 107 1

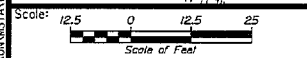
Date: 1/12/2017



WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL  
 WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT

WETLAND 25 ALTERATION 453 S.F.

NOTE:  
WETLAND IMPACTS ARE DEPICTED 5' BEYOND CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL IMPACTS NECESSARY TO FACILITATE EARTHWORK AND ASSOCIATED CONSTRUCTION ACTIVITY.



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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	QAMI	06/20/16
2	MISCELLANEOUS REVISIONS	QAMI	09/01/16
3	UPDATED MAPS	QAMI	09/16/16
4	REV. PER USAGE COMMENTS	QAMI	01/11/17

Designed	By	Date	Checked	By	Date
DLR	DLR	1/11/17	QAMI	QAMI	1/11/17
Drawn	DB	1/11/17	In Charge of	---	---

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SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100



THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

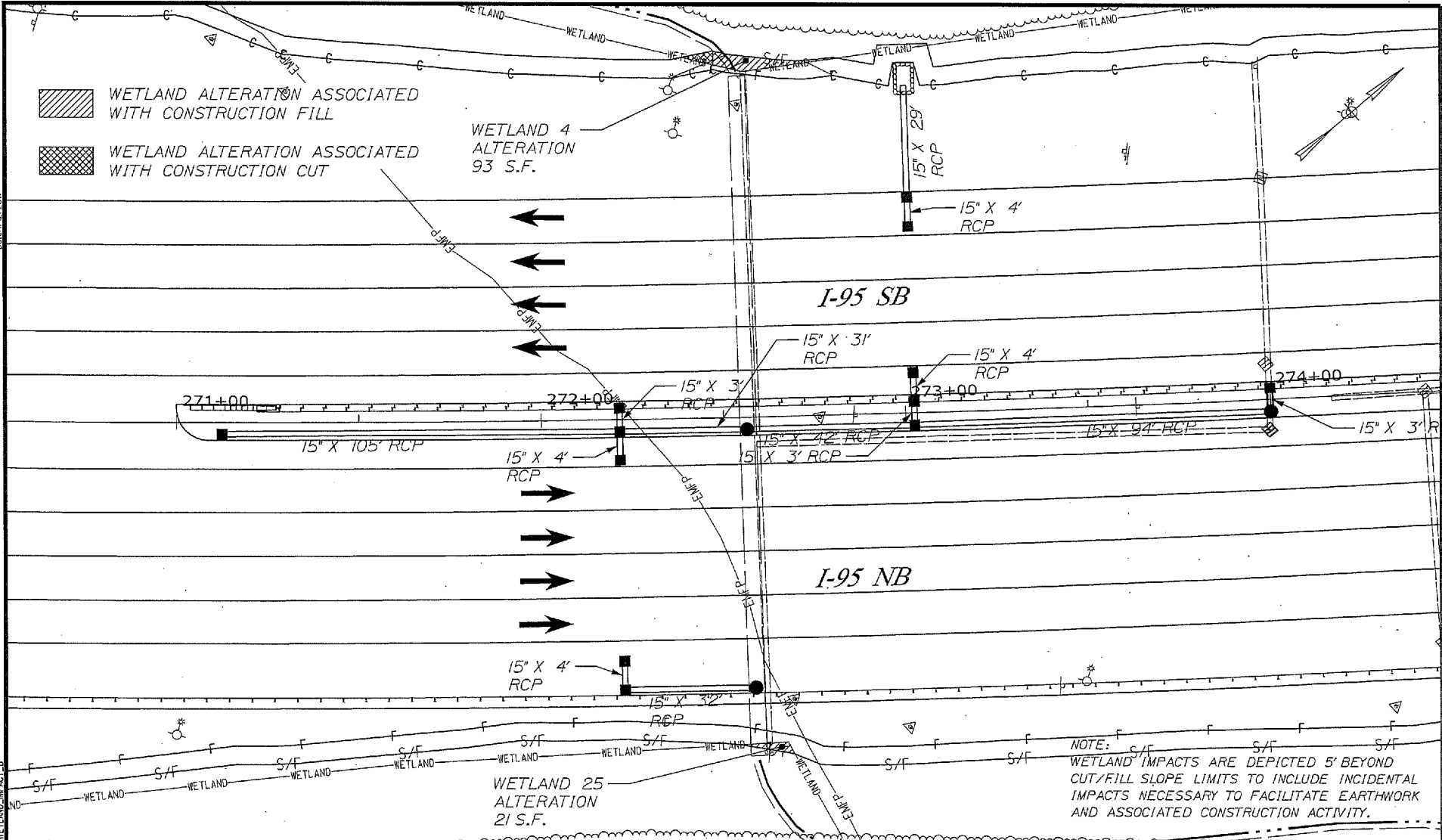
YORK TOLL PLAZA  
WETLAND 25 ALTERATION

SHEET NUMBER: WA-A  
1 OF 16

CONTRACT: 2017.09

Filename: NEWBID\AUSTIN\WETLAND\_IMPACT\_A

Date: 1/19/2017  
Filename: ...NEWBORN JUST WETLAND IMPACT.B



Scale: 12.5 0 12.5 25  
Scale of Feet

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USAGE COMMENTS	OAM	01/11/17

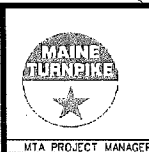
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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	DLR 1/11/17	Checked	OAM 1/11/17
Drawn	DR 1/11/17	In Charge of	---

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75 JOHN ROBERTS ROAD,  
SUITE 1A  
SOUTH PORTLAND, ME 04108  
TEL (207) 200-2100



THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

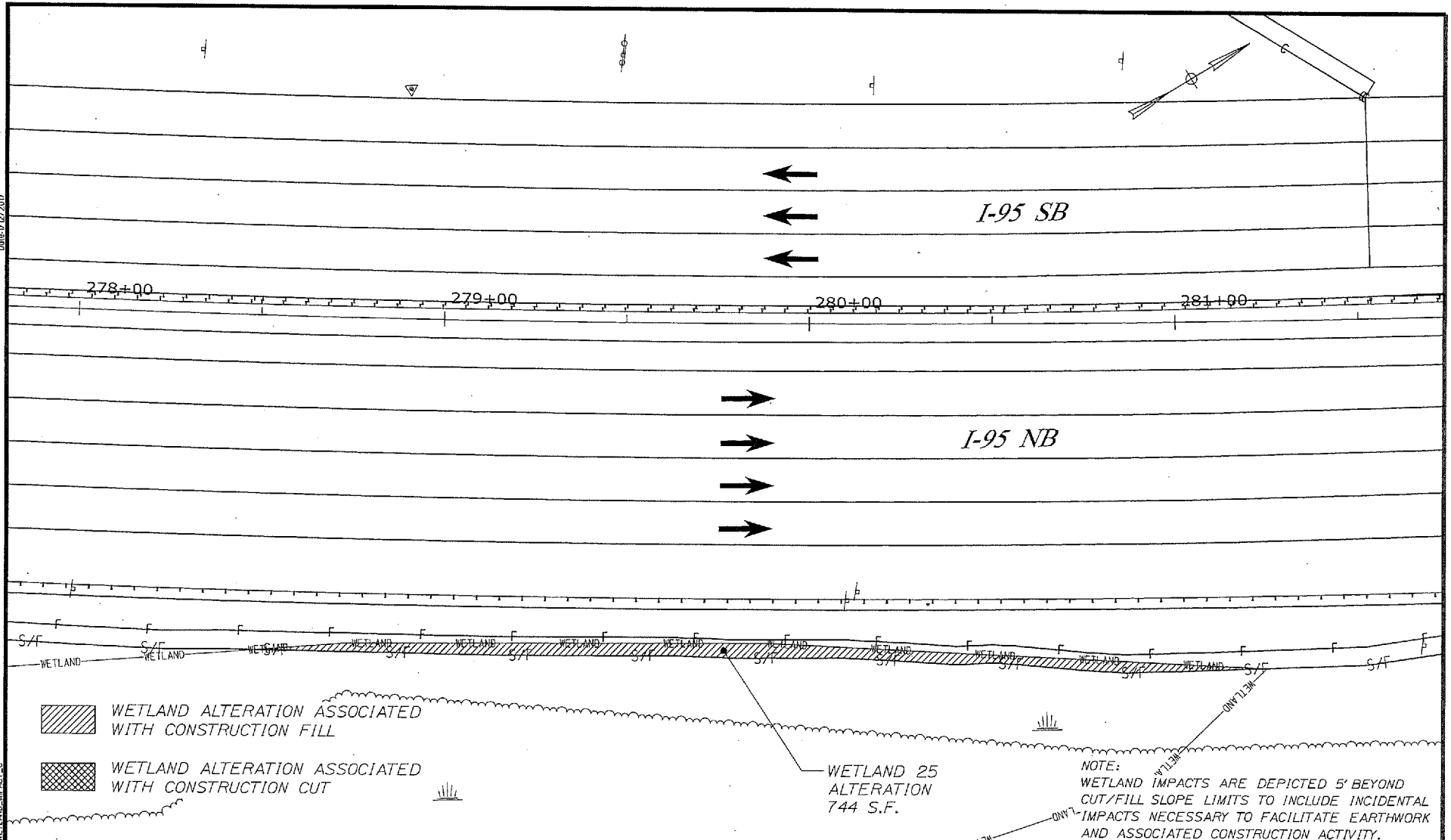
YORK TOLL PLAZA  
WETLAND 4 & 25 ALTERATION

NOTE: S/F WETLAND IMPACTS ARE DEPICTED 5' BEYOND CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL IMPACTS NECESSARY TO FACILITATE EARTHWORK AND ASSOCIATED CONSTRUCTION ACTIVITY.

SHEET NUMBER: WA-B  
CONTRACT: 2017.09  
2 OF 16

Date: 12/2/2017

Filename: \\NEWBORN\DATA\WETLAND\_IMPACT\_C



Scale: 12.5 0 12.5 25  
Scale of Feet

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USAGE COMMENTS	OAM	01/11/17

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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date		
Designed	DLR	1/11/17	Checked	OAM	1/11/17
Drawn	DR	1/11/17	In Charge of	---	--/--

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SUITE 1A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA

WETLAND 25 ALTERATION

CONTRACT: 2017.09

SHEET NUMBER: WA-C

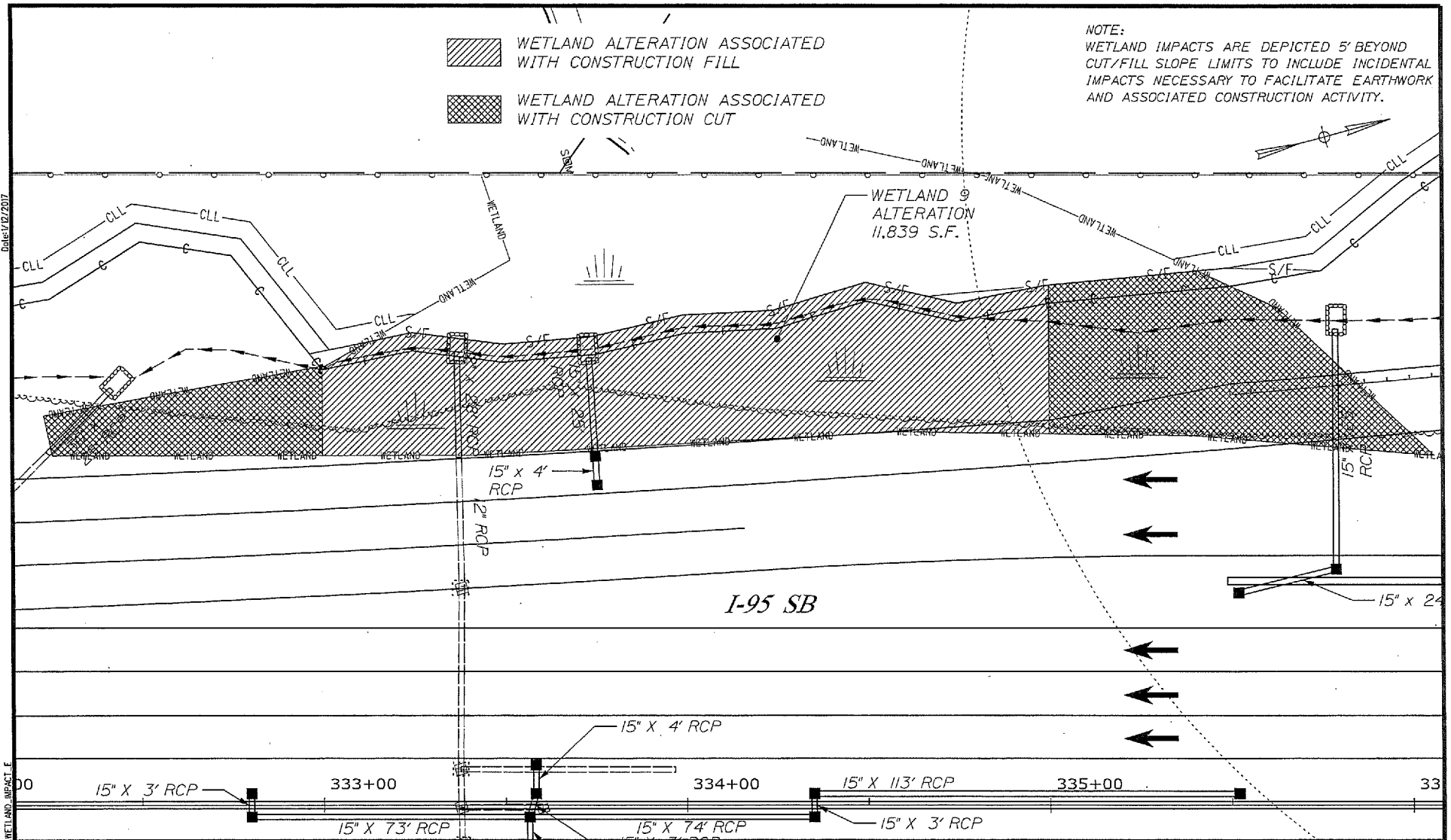
3 OF 16



 WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL

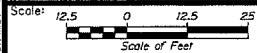
 WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT

NOTE:  
WETLAND IMPACTS ARE DEPICTED 5' BEYOND CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL IMPACTS NECESSARY TO FACILITATE EARTHWORK AND ASSOCIATED CONSTRUCTION ACTIVITY.



Date: 11/02/2017

Filename: \\SEBAGO\NET\WETLAND\_IMPACT\_E



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THE GOLD STAR  
MEMORIAL HIGHWAY

YORK TOLL PLAZA

WETLAND 9 ALTERATION

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

By	Date	By	Date
Designed OAM	1/11/17	Checked OAM	1/11/17
Drawn RLM	1/11/17	In Charge of	---

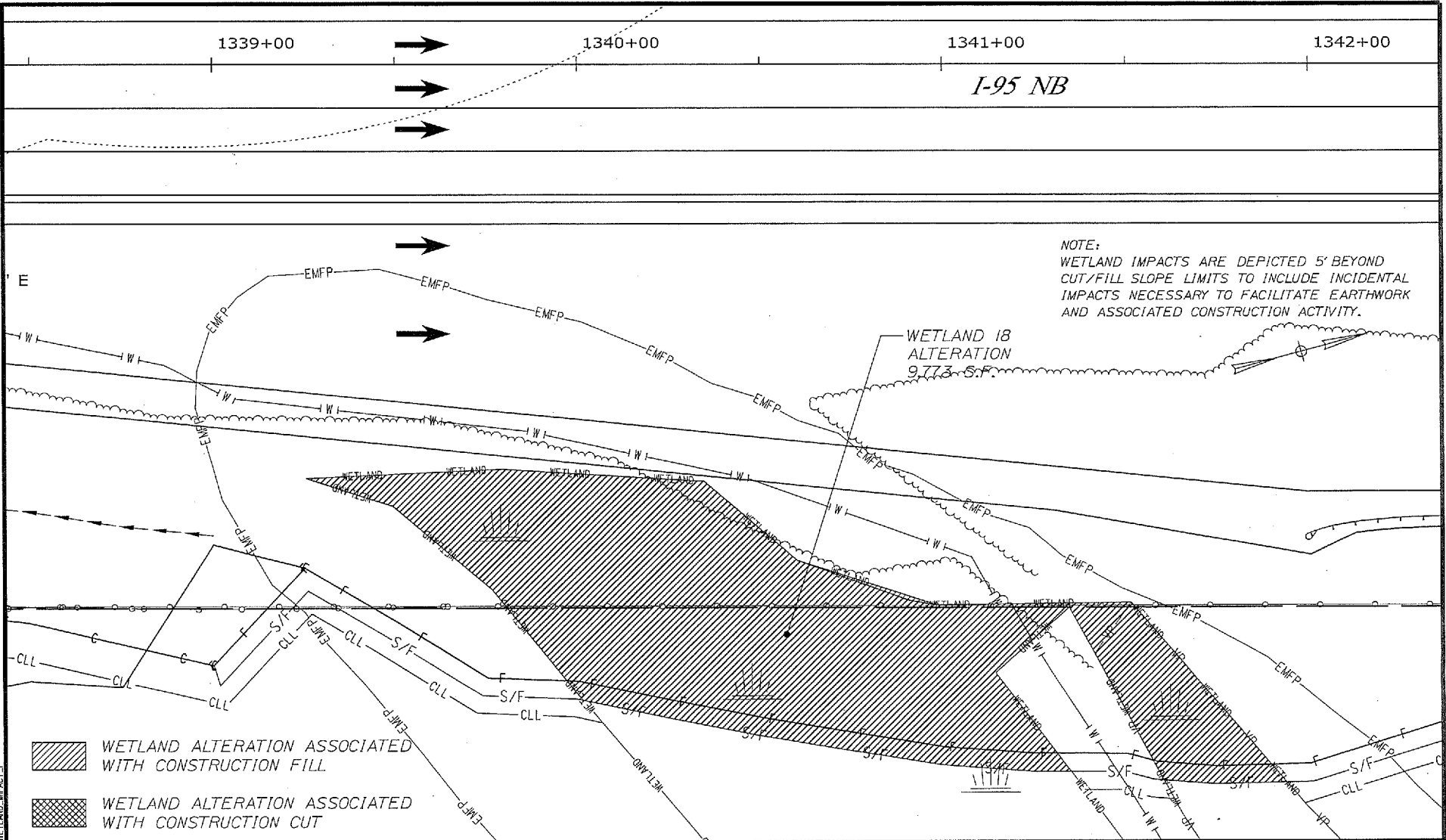
MTA PROJECT MANAGER: R. NORWOOD

CONTRACT: 2017.09


SHEET NUMBER: WA-E


4 OF 16

Date: 01/22/2017  
 Filename: NEWBURNSTOWN.WETLAND IMPACT.F



NOTE:  
 WETLAND IMPACTS ARE DEPICTED 5' BEYOND CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL IMPACTS NECESSARY TO FACILITATE EARTHWORK AND ASSOCIATED CONSTRUCTION ACTIVITY.

 WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL

 WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT

Scale: 12.5 0 12.5 25  
 Scale of Feet

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	08/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17


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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	OAM 1/11/17	Checked	OAM 1/11/17
Drawn	RLM 1/11/17	In Charge of	---

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**THE GOLD STAR MEMORIAL HIGHWAY**

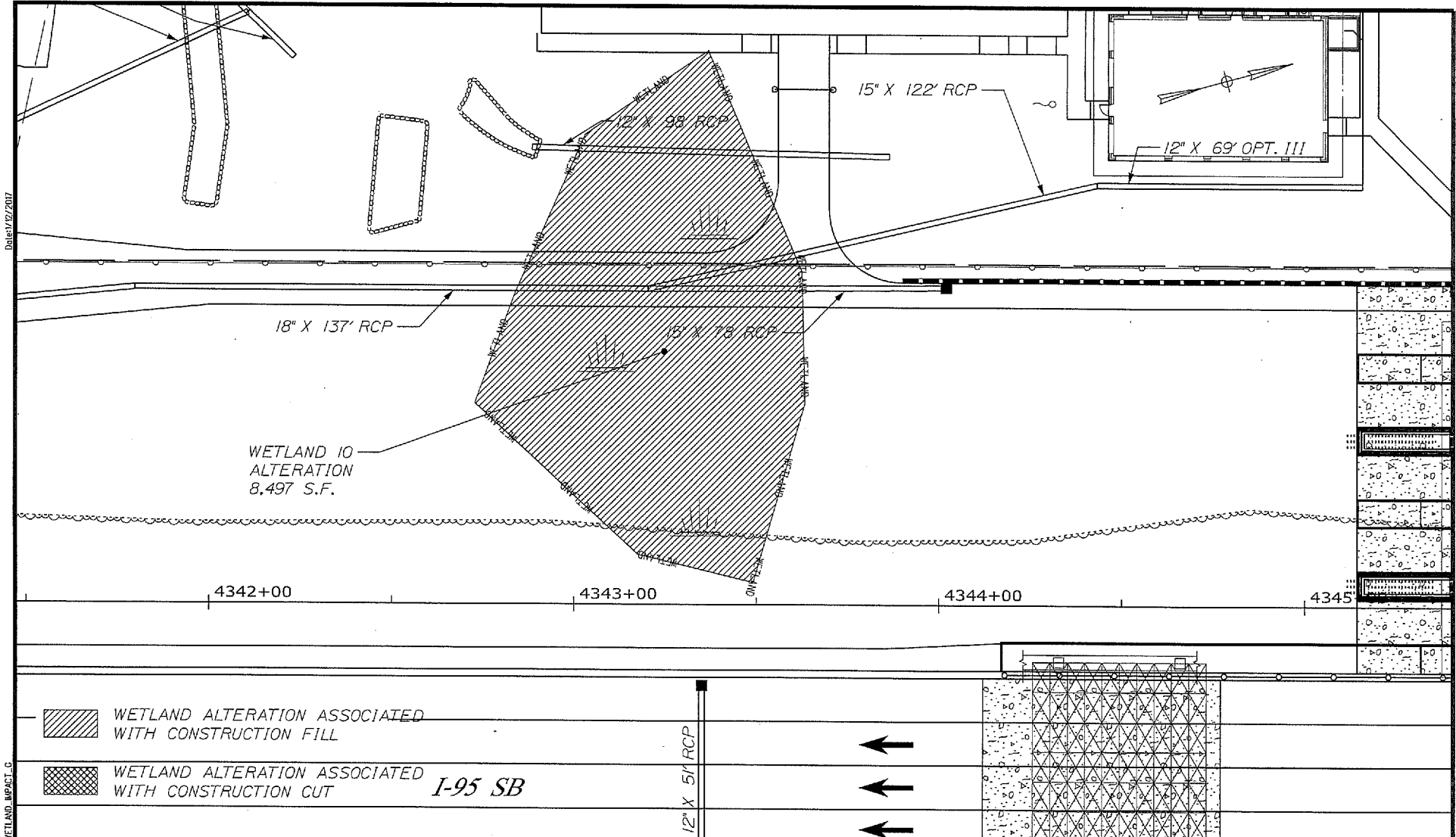
MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
 WETLAND 18 ALTERATION

SHEET NUMBER: WA-F  
 5 OF 16

CONTRACT: 2017.09

Date: 12/2/2017



WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL

WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT I-95 SB

Scale: 1/2.5" = 25'

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/18/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

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By	Date	By	Date
Designed	OAM 1/11/17	Checked	OAM 1/11/17
Drawn	R.M. 1/11/17	In Charge of	---

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THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: B. NDRWOOD

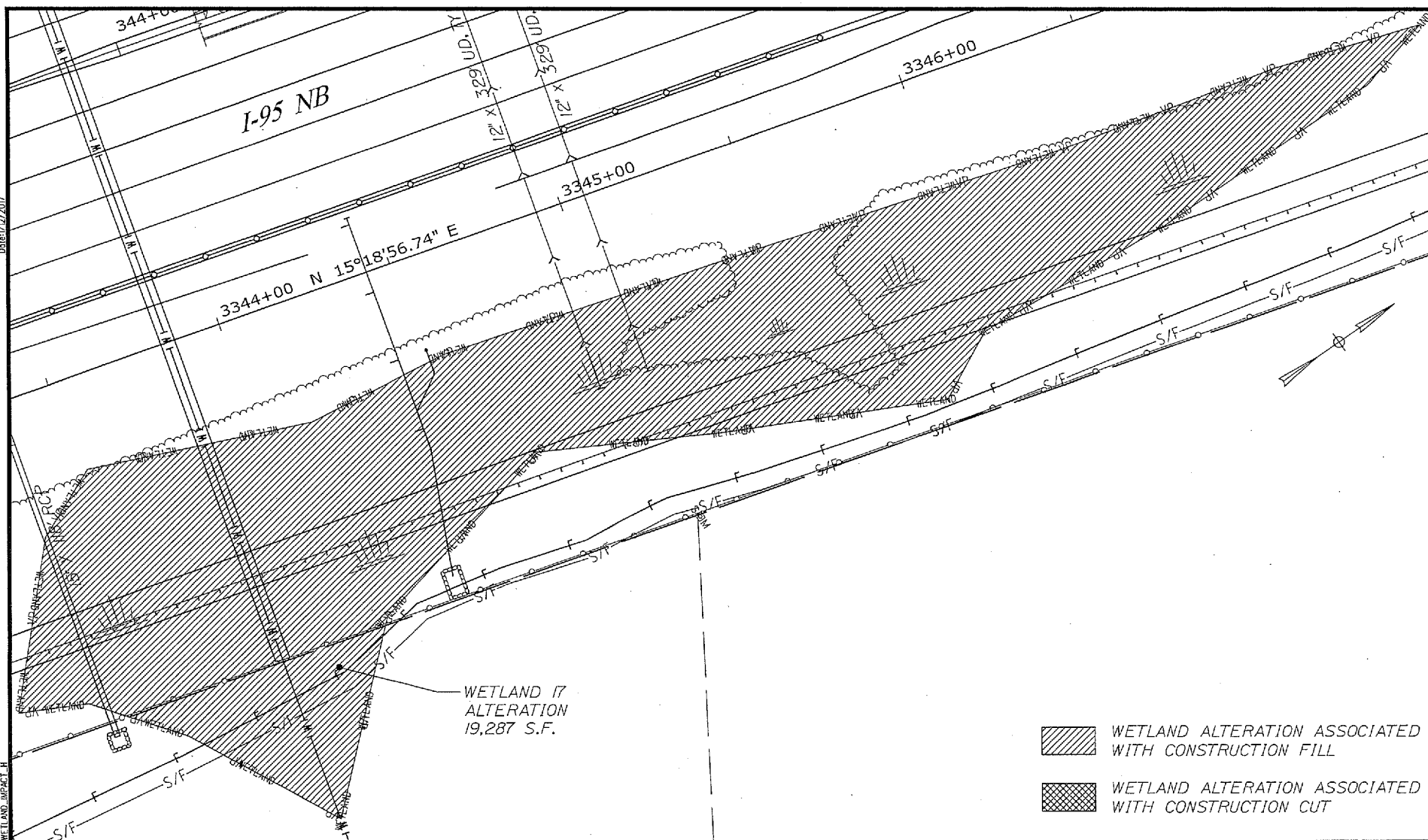
YORK TOLL PLAZA  
WETLAND 10 ALTERATION



SHEET NUMBER: WA-G  
CONTRACT: 2017.09  
5 OF 15

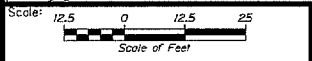
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Date: 1/12/2017

Filename: \\SEBAGO\JSTAN\WETLAND\_IMPACT\_H



-  WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL
-  WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT



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No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	OAM 1/11/17	Checked	OAM 1/11/17
Drawn	RLM 1/11/17	In Charge of	---

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SOUTH PORTLAND, ME 04106  
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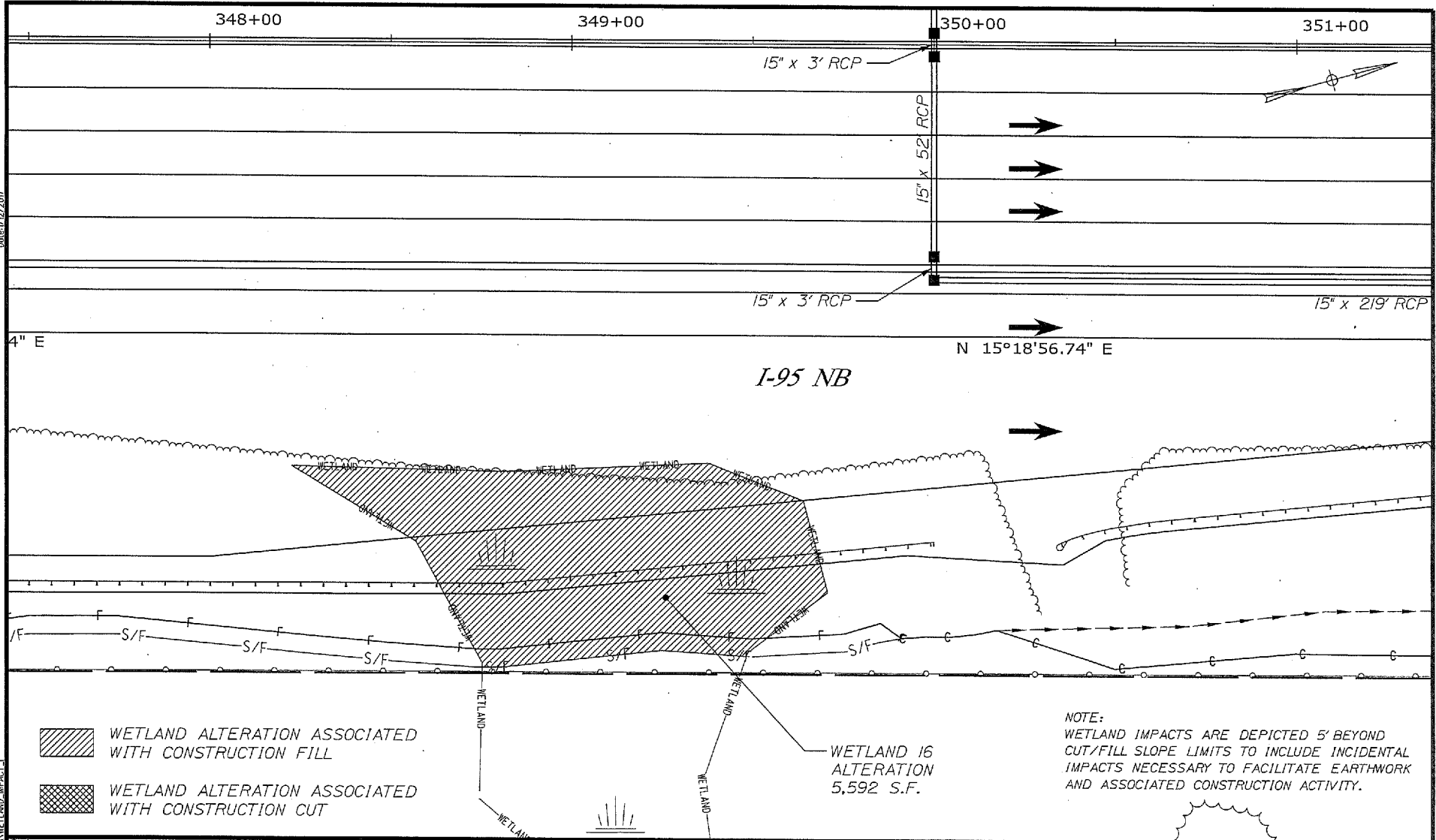
**THE GOLD STAR  
MEMORIAL HIGHWAY**


MTA PROJECT MANAGER: R. NORWOOD


YORK TOLL PLAZA  
WETLAND 17 ALTERATION

SHEET NUMBER: WA-H  
CONTRACT: 2017.09  
7 OF 16

Date: 1/22/2017

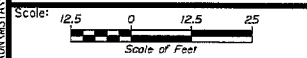


 WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL

 WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT

WETLAND 16 ALTERATION  
5,592 S.F.

NOTE:  
WETLAND IMPACTS ARE DEPICTED 5' BEYOND CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL IMPACTS NECESSARY TO FACILITATE EARTHWORK AND ASSOCIATED CONSTRUCTION ACTIVITY.



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No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	08/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USAGE COMMENTS	OAM	01/11/17

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	OAM 1/11/17	Checked	OAM 1/11/17
Drawn	RLM 1/11/17	In Charge of	---

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SOUTH PORTLAND, ME 04106  
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THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: B. NORWOOD

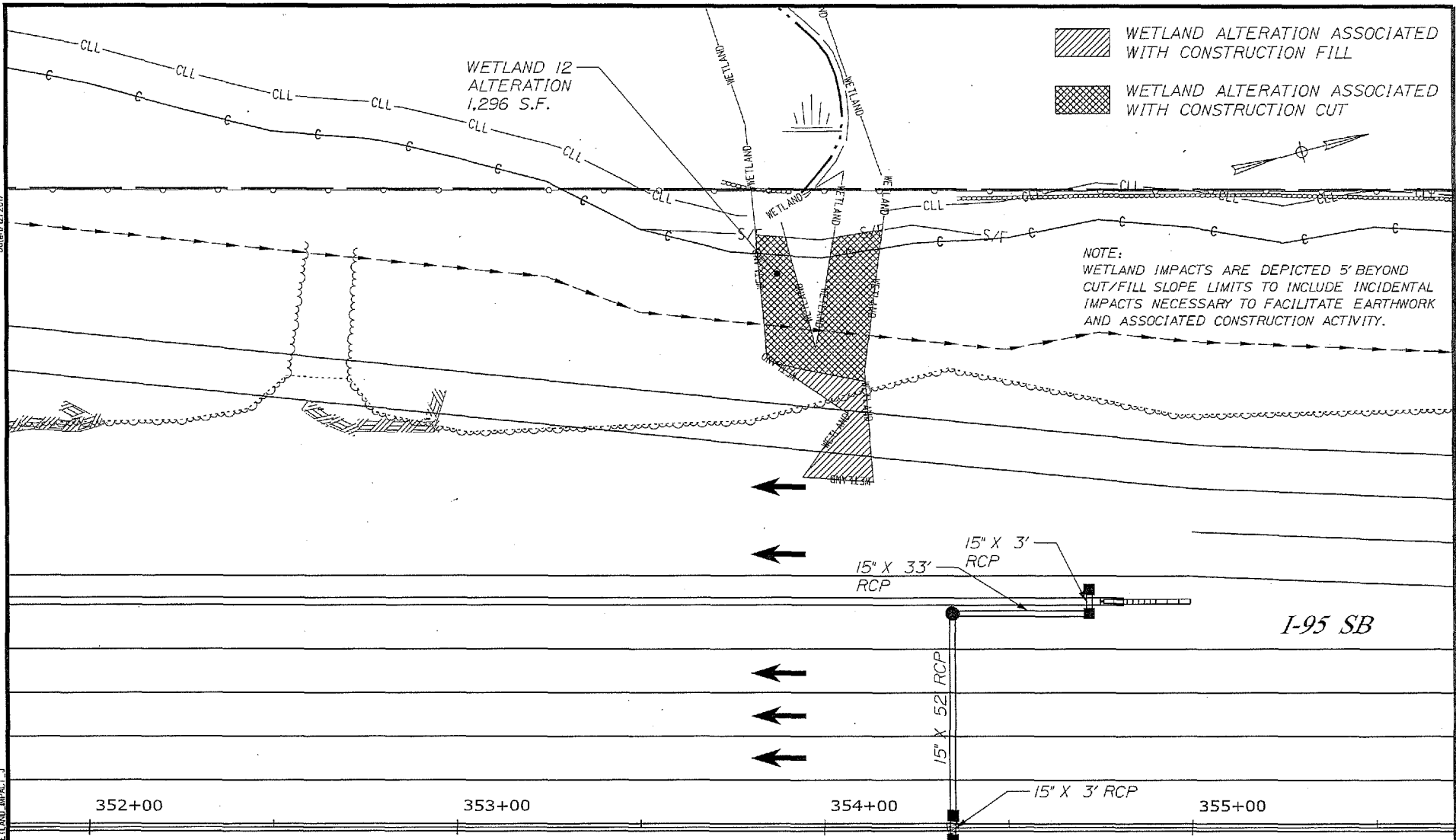
YORK TOLL PLAZA  
WETLAND 16 ALTERATION

SHEET NUMBER: WA-1  
CONTRACT: 2017.09  
8 OF 16

Filename: N:\MORNINGSTAR\WETLAND\_IMPACT.rvt

Date: 1/2/2017

Change: NEW/USACE WETLAND IMPACT



Scale: 12.5 0 12.5 25  
Scale of Feet

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	DAM	06/20/16
2	MISCELLANEOUS REVISIONS	DAM	09/01/16
3	UPDATED MAPS	DAM	09/16/16
4	REV. PER USACE COMMENTS	DAM	01/11/17

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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

Designed	By	Date	Checked	By	Date
DAM	R.M.	1/11/17	DAM	---	1/11/17
Drawn	R.M.	1/11/17	In Charge of	---	--/--

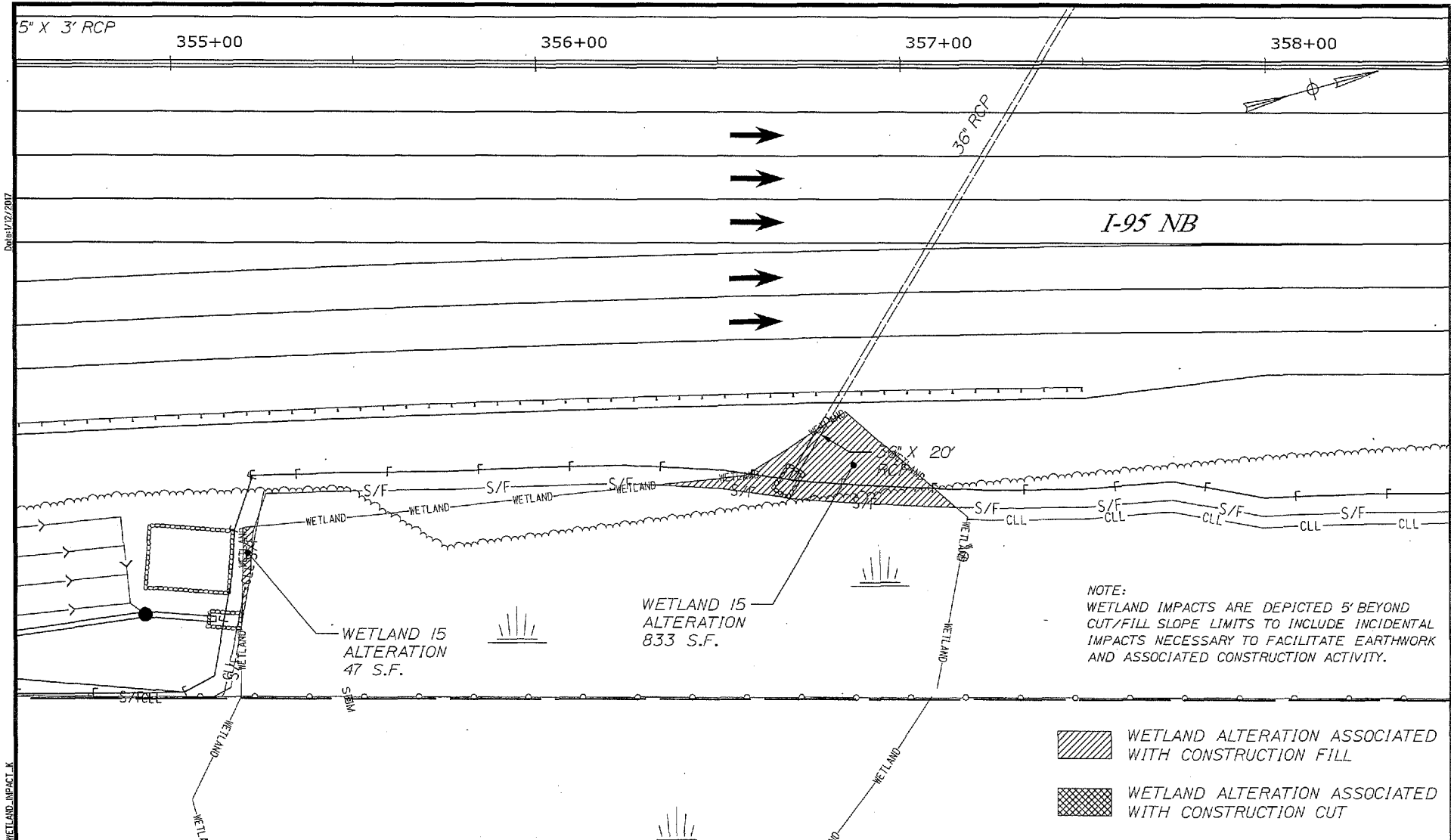
SEBAGO TECHNICS  
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SUITE 1A  
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TEL (207) 200-2100

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
 WETLAND 12 ALTERATION

SHEET NUMBER: WA-J  
 CONTRACT: 2017.09      9 OF 16



NOTE:  
 WETLAND IMPACTS ARE DEPICTED 5' BEYOND CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL IMPACTS NECESSARY TO FACILITATE EARTHWORK AND ASSOCIATED CONSTRUCTION ACTIVITY.

- WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL
- WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT

Scale: 12.5 0 12.5 25  
 Scale of Feet

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	08/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	OAM 1/11/17	Checked	OAM 1/11/17
Drawn	BLM 1/11/17	In Charge of	---

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 SOUTH PORTLAND, ME 04106  
 TEL (207) 200-2100

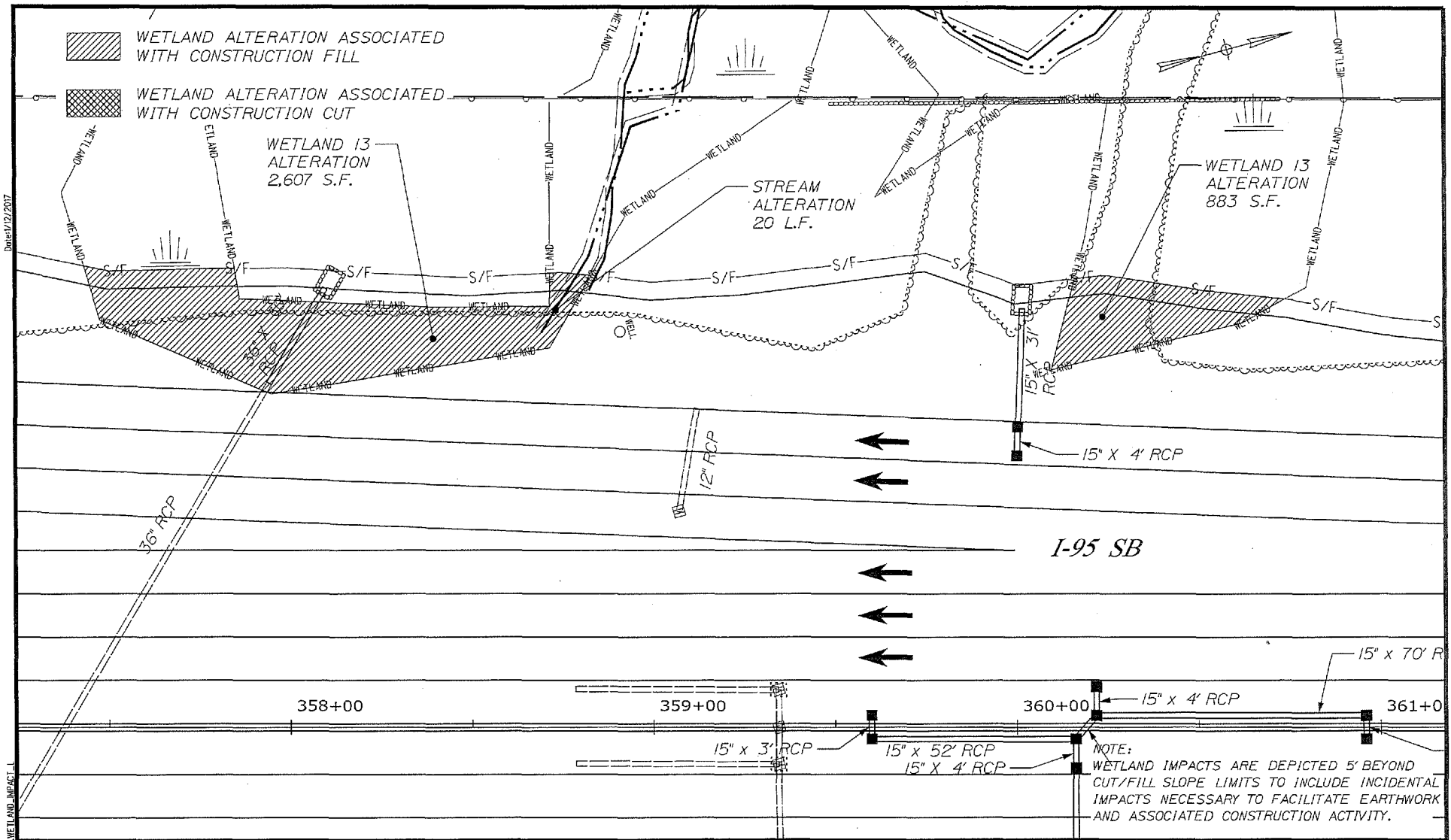
THE GOLD STAR  
 MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
 WETLAND 15 ALTERATION

SHEET NUMBER: WA-K  
 CONTRACT: 2017.09  
 10 OF 16

Date: 1/17/2017  
 Filename: \\ENVIRON\DATA\WETLAND\_IMPACT\_K



Date: 1/12/2017

Filename: \\ENVIRON\DATA\WETLAND\_IMPACT.L

Scale: 1/2.5 0 12.5 25  
Scale of Feet

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USAGE COMMENTS	OAM	01/11/17

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CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

Designed	By	Date	Checked	By	Date
OAM	OAM	1/11/17	OAM	OAM	1/11/17
Drawn	R.M.	1/11/17	In Charge of	---	---

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 1A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**MAINE TURNPIKE**

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
WETLAND 13 ALTERATION

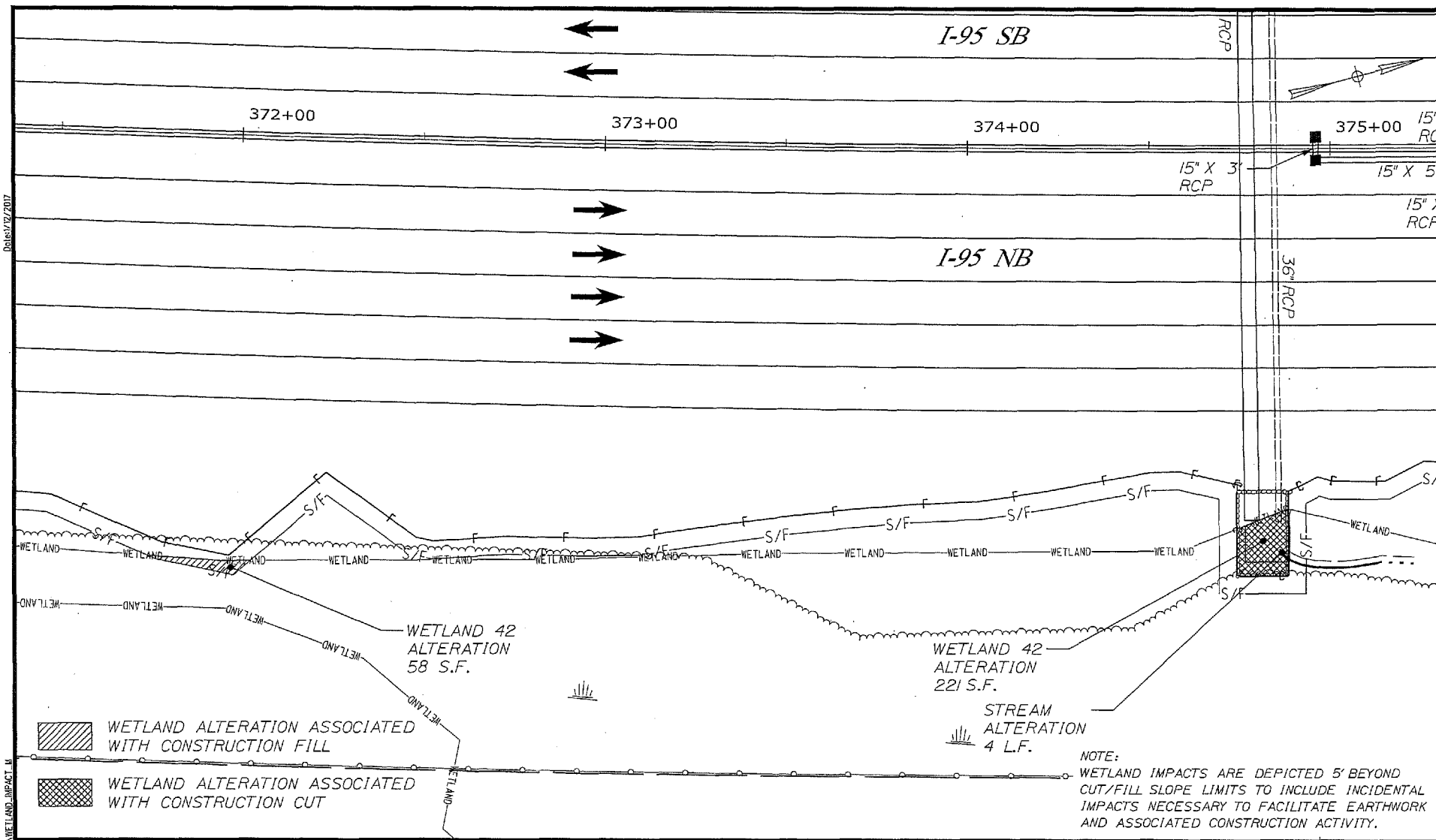
NOTE:  
WETLAND IMPACTS ARE DEPICTED 5' BEYOND  
CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL  
IMPACTS NECESSARY TO FACILITATE EARTHWORK  
AND ASSOCIATED CONSTRUCTION ACTIVITY.

COB/ONTRACT: 2017.09

SHEET NUMBER: WA-L  
11 OF 16



Date: 12/2/2017



Scale: 1/2.5" = 25'

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

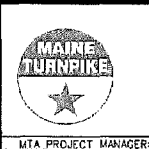
Designed by:

**SEBAGO**  
TECHNICS  
WWW.SEAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	DLR 1/11/17	Checked	---
Drawn	DLR 1/11/17	In Charge of	---

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 1A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

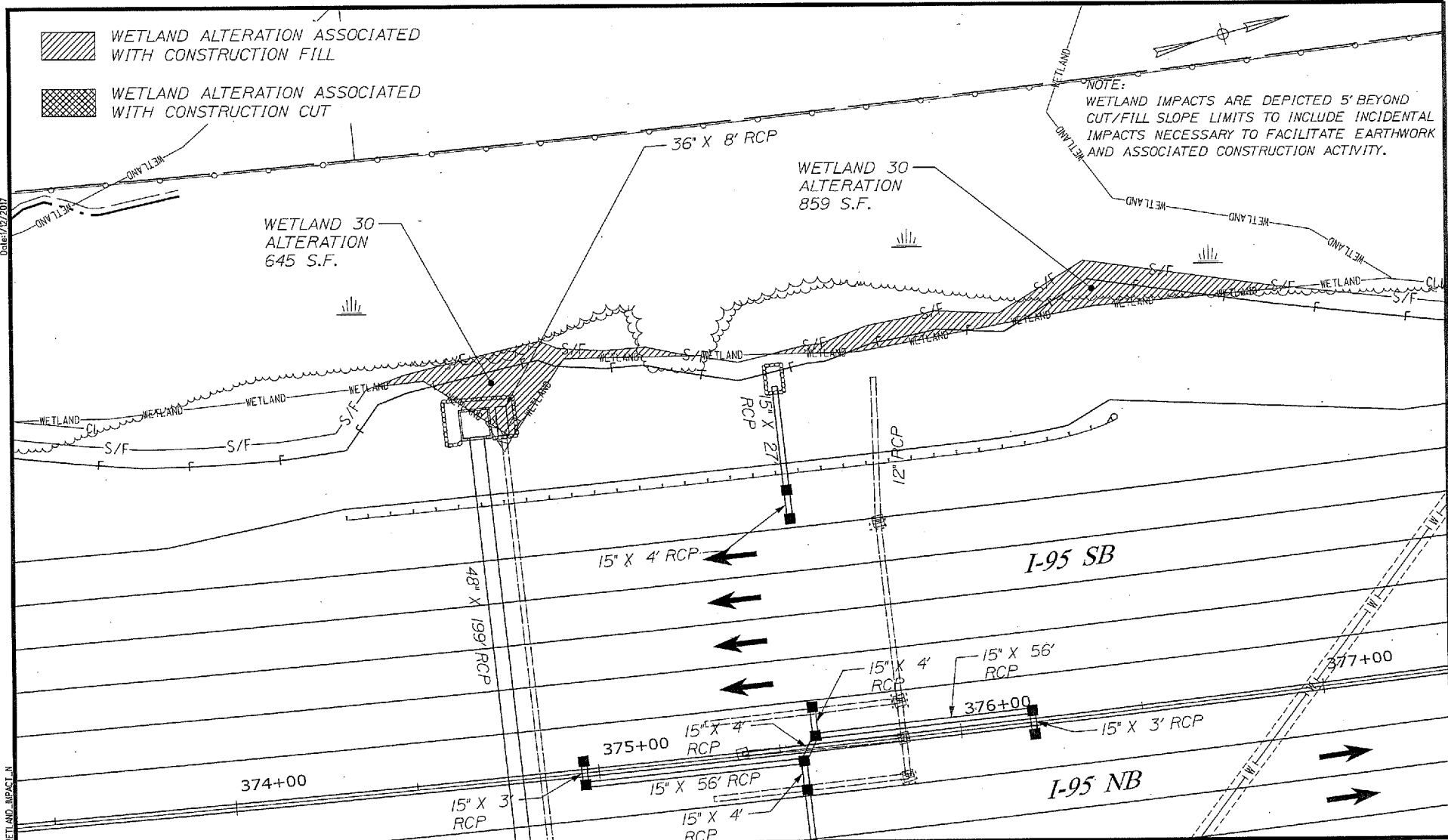


**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
WETLAND 42 ALTERATION

SHEET NUMBER: WA-M  
CONTRACT: 2017.09  
12 OF 16



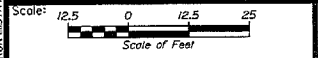
NOTE:  
WETLAND IMPACTS ARE DEPICTED 5' BEYOND CUT/FILL SLOPE LIMITS TO INCLUDE INCIDENTAL IMPACTS NECESSARY TO FACILITATE EARTHWORK AND ASSOCIATED CONSTRUCTION ACTIVITY.

WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION FILL

WETLAND ALTERATION ASSOCIATED WITH CONSTRUCTION CUT

WETLAND 30 ALTERATION 645 S.F.

WETLAND 30 ALTERATION 859 S.F.



Designed by:

**SEBAGO**  
TECHNICS  
WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

Designed	By	Date	Checked	By	Date
OAM	OAM	1/11/17	OAM	OAM	1/11/17
Drawn	RLM	1/11/17	In Charge of	---	--7--

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 1A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
WETLAND 30 ALTERATION

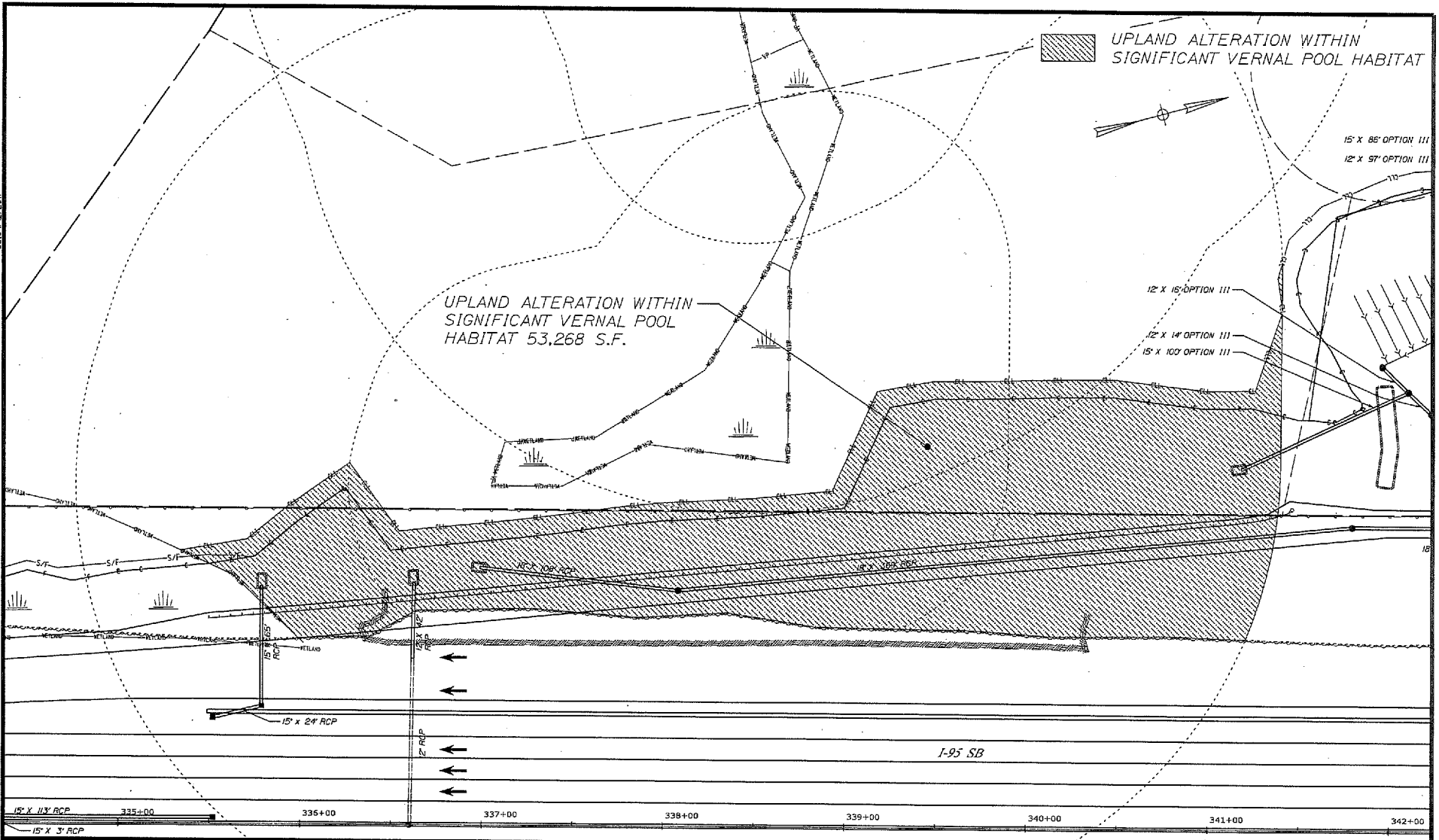
SHEET NUMBER: WA-N  
CONTRACT: 2017.09  
13 OF 16

Date: 12/27/2017

Filename: \\MEMPHIS\STAVELAND\_IMPACT.dwg

Date: 1/27/2017

Filename: \\MSLAW\LAND\_IMPACT\_0.dwg



No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USAGE COMMENTS	OAM	01/11/17

Designed by:

**SEBAGO TECHNICS**  
 WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

By	Date	By	Date
Designed	OAM 1/11/17	Checked	OAM 1/11/17
Drawn	RLM 1/11/17	In Charge of	---

SEBAGO TECHNICS  
 75 JOHN ROBERTS ROAD,  
 SUITE 1A  
 SOUTH PORTLAND, ME 04106  
 TEL (207) 200-2100

**MAINE TURNPIKE**

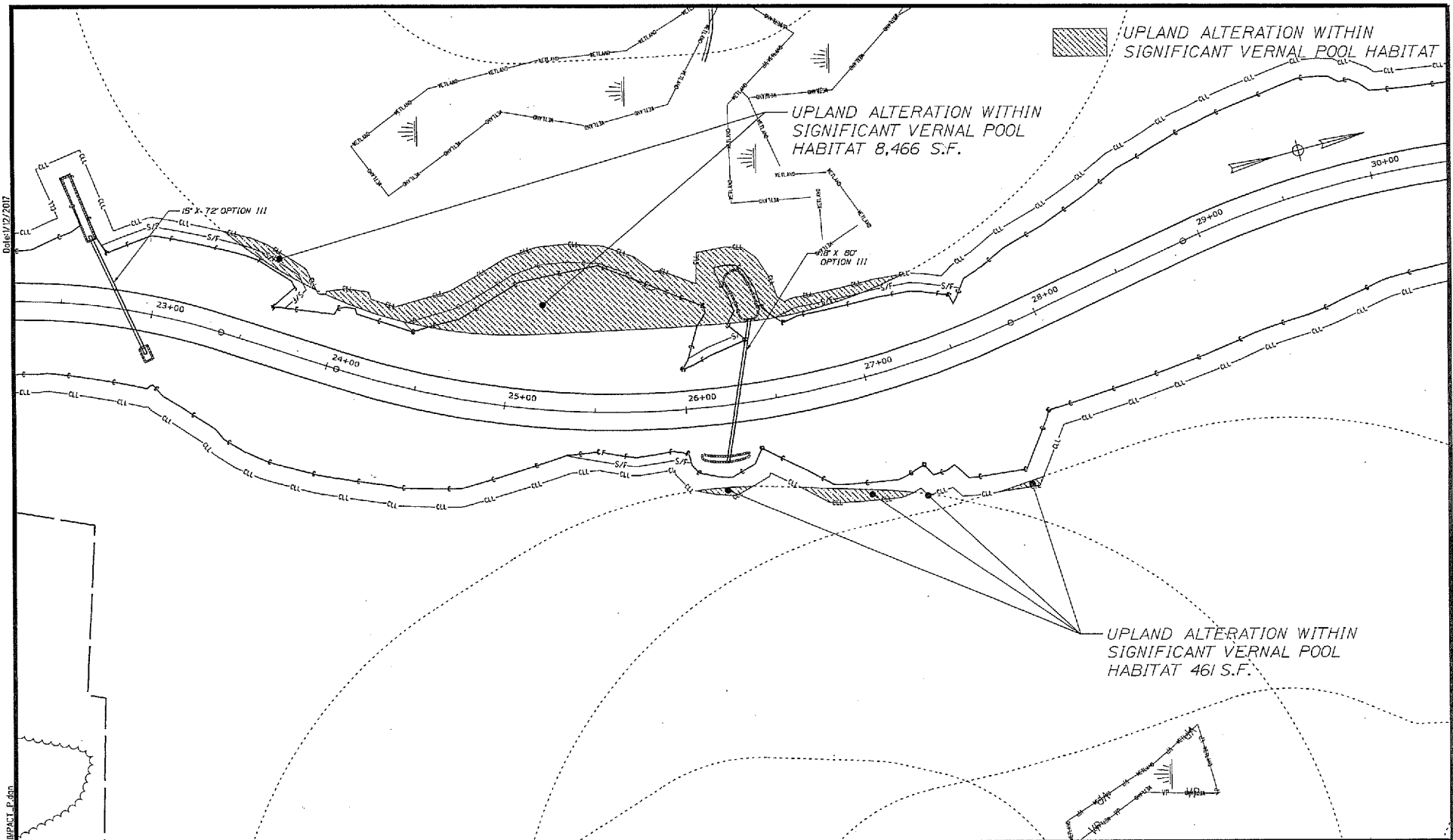
**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
 VERNAL POOL - 54 UPLAND  
 HABITAT ALTERATION

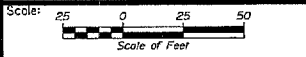
SHEET NUMBER: WA-0  
 14 OF 16

CONTRACT: 2017.09



Date: 12/07/2017

Filename: \\MSTA\WELLAND\_IMPACT\_16.dwg



No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

Designed by:

**SEBAGO**  
TECHNICS  
WWW.SEBAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

Designed	By	Date	Checked	By	Date
OAM	OAM	1/11/17	OAM	OAM	1/11/17
Own	RLM	1/11/17	In Charge of	---	--/--

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 1A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**THE GOLD STAR  
MEMORIAL HIGHWAY**

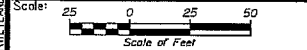
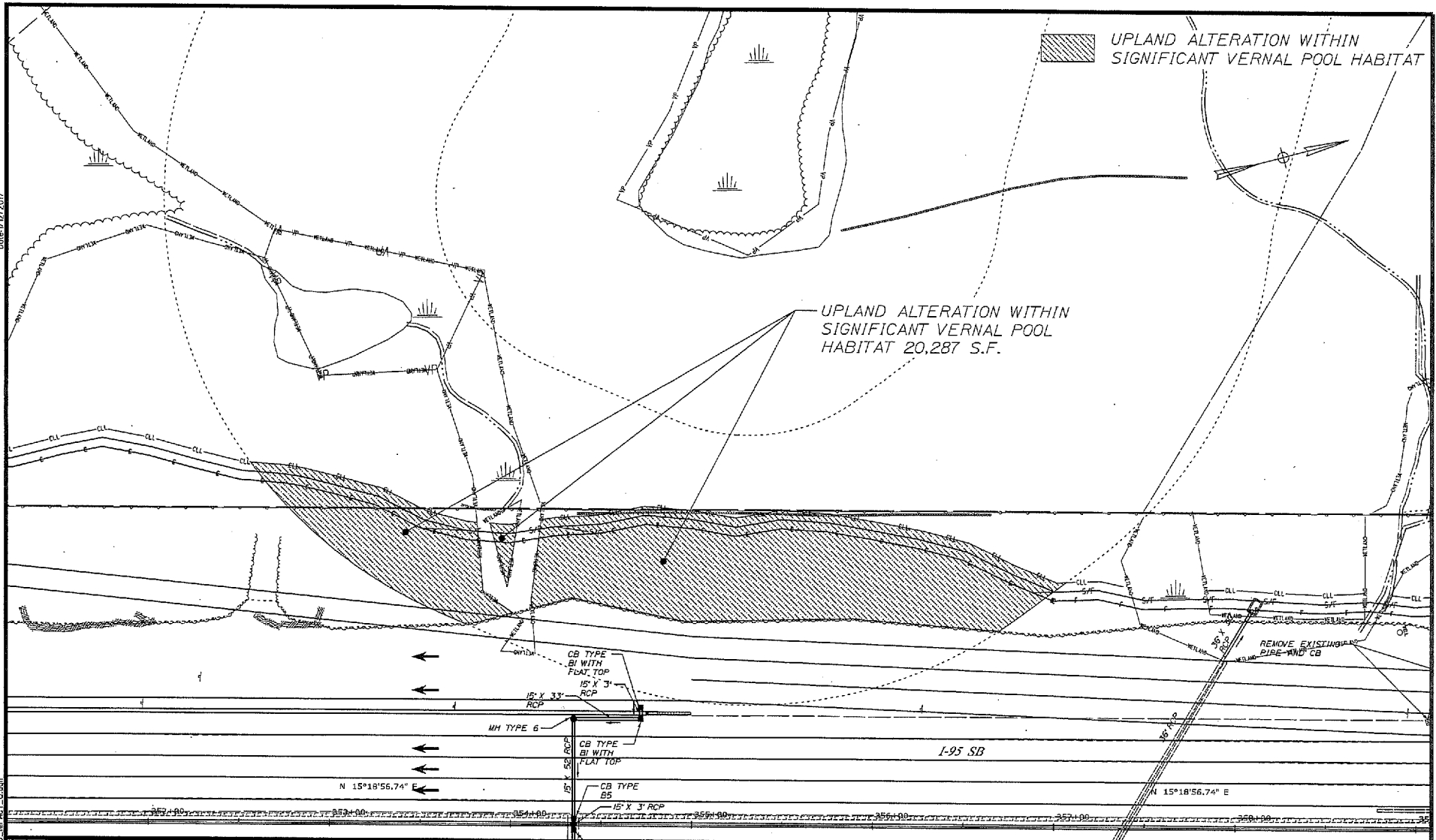
MTA PROJECT MANAGER: R. NORWOOD

**YORK TOLL PLAZA**

VERNAL POOL - 54 AND 56  
UPLAND HABITAT ALTERATION

SHEET NUMBER: WA-P  
CONTRACT: 2017.09  
15 OF 16

Date: 1/17/2017



Designed by:

**SEBAGO TECHNICS**  
WWW.SEAGOTECHNICS.COM

CONSULTANT PROJECT MANAGER: S. SAWYER, P.E.

No.	Revision	By	Date
1	PROGRESS SUBMITTAL	OAM	06/20/16
2	MISCELLANEOUS REVISIONS	OAM	09/01/16
3	UPDATED MAPS	OAM	09/16/16
4	REV. PER USACE COMMENTS	OAM	01/11/17

By	Date	By	Date
Designed OAM	1/11/17	Checked OAM	1/11/17
Drawn RLM	1/11/17	In Charge of	---

SEBAGO TECHNICS  
75 JOHN ROBERTS ROAD,  
SUITE 1A  
SOUTH PORTLAND, ME 04106  
TEL (207) 200-2100

**THE GOLD STAR MEMORIAL HIGHWAY**

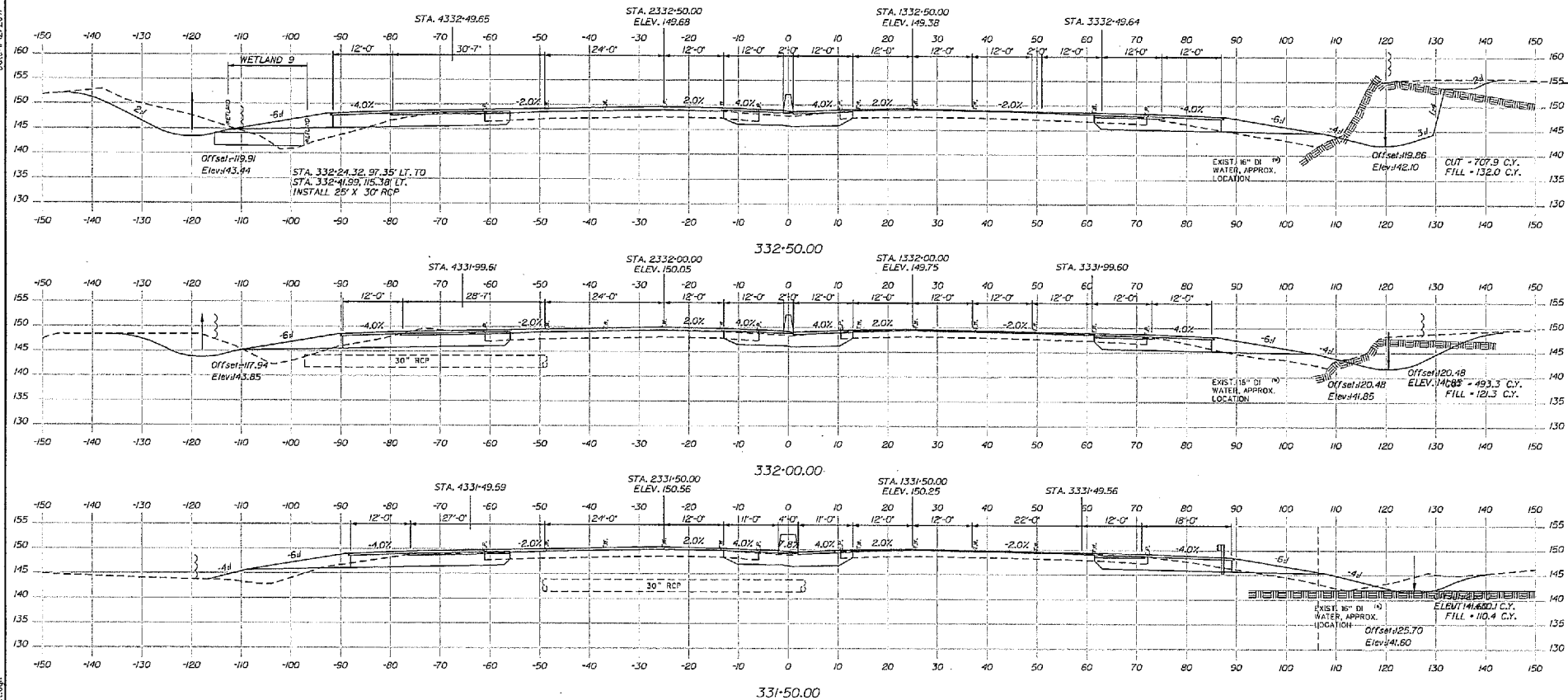
MTA PROJECT MANAGER: R. NORWOOD

YORK TOLL PLAZA  
VERNAL POOL - 13 UPLAND  
HABITAT ALTERATION

SHEET NUMBER: WA-Q  
CONTRACT: 2017.09  
16 OF 16

Filename: VSTANWEL AND IMPACT\_0.dwg

Date: 12/12/2017



Scale: Horiz. 25' Vert. 5'

Scale of Feet 3' Scale of Feet 10'

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJMANAGERS

By	Date	By	Date
Designed	AMS 08/16	Checked	CSM 08/16
Drawn	SMG 08/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL: (617) 242-9222  
 FAX: (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

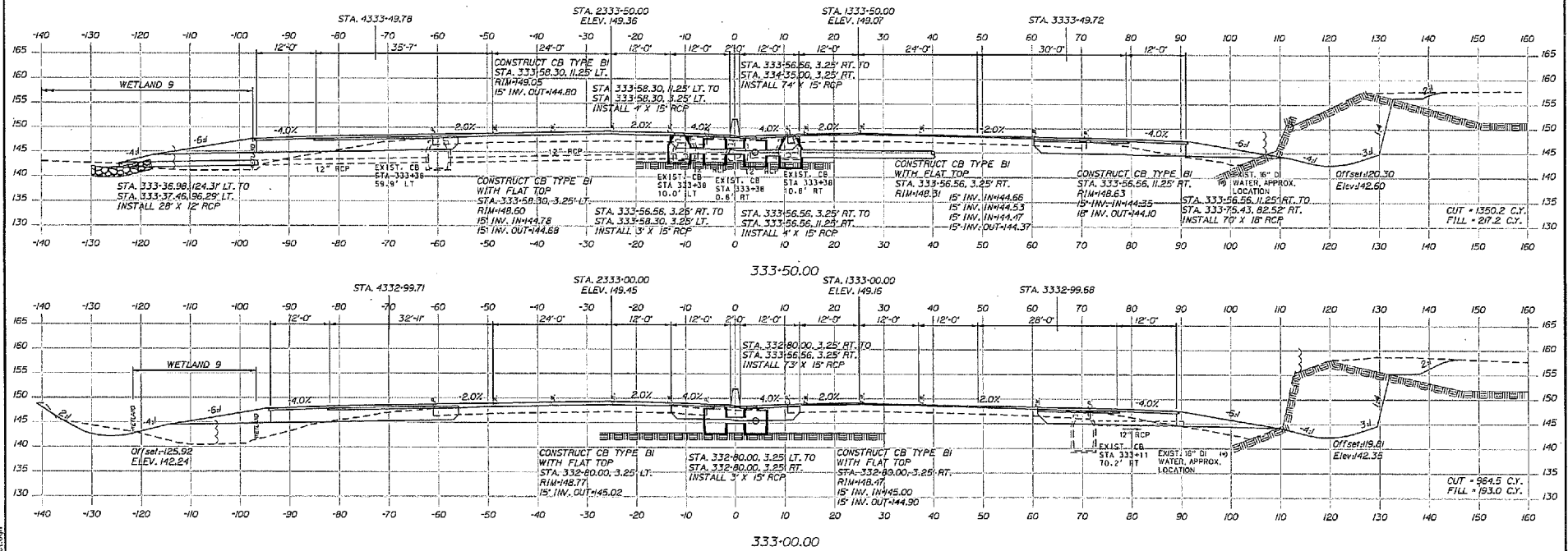
I-95 CROSS SECTIONS  
 STA. 331+50 TO STA. 332+50

SHEET NUMBER: XS-44  
 SPSET6 OF

Filename: ...MSTA\DRN\plan-sec1.dgn

Date: 1/12/2017

Filename: \\MSTA\DR\pfr-esect.dgn



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: SPROJMANAGERS

By	Date	By	Date
Designed	AMS 06/16	Checked	CSM 06/16
Drawn	SMG 06/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

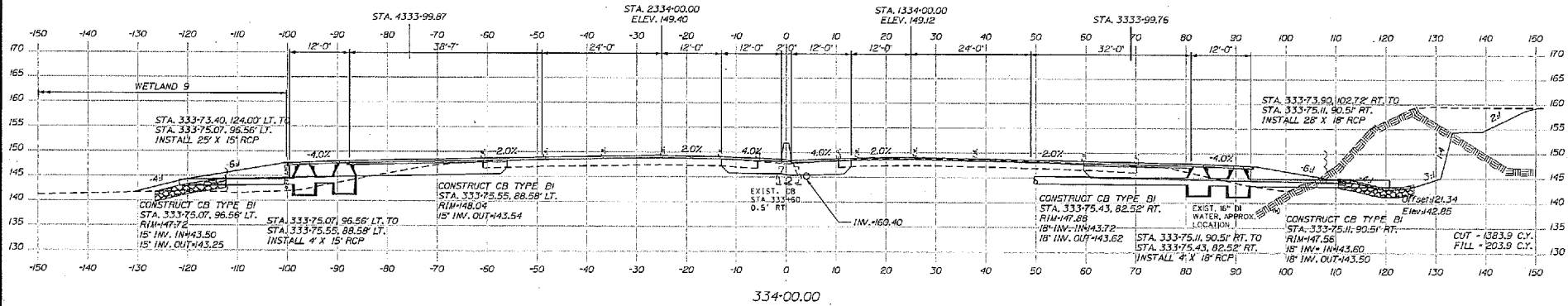
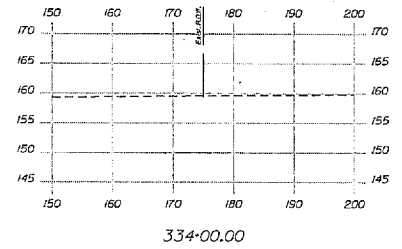
MTA PROJECT MANAGER: R. NORWOOD

1-95 CROSS SECTIONS  
 STA. 333+00 TO STA. 333+50

SHEET NUMBER: XS-45  
 SHEETS OF: 5

CONTRACT: WIN

Date: 11/12/2017



Scale:

No.	Revision	By	Date

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: \$PROJMANAGERS

By	Date	Checked	By	Date
Designed	AMS 06/16	Checked	CSM 06/16	
Drawn	SMG 06/16	In Charge of	---	--/--

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

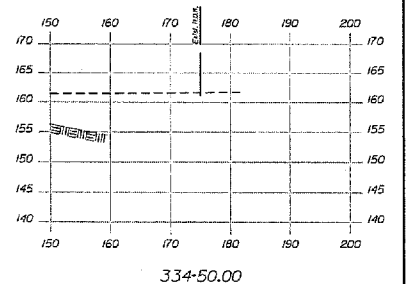
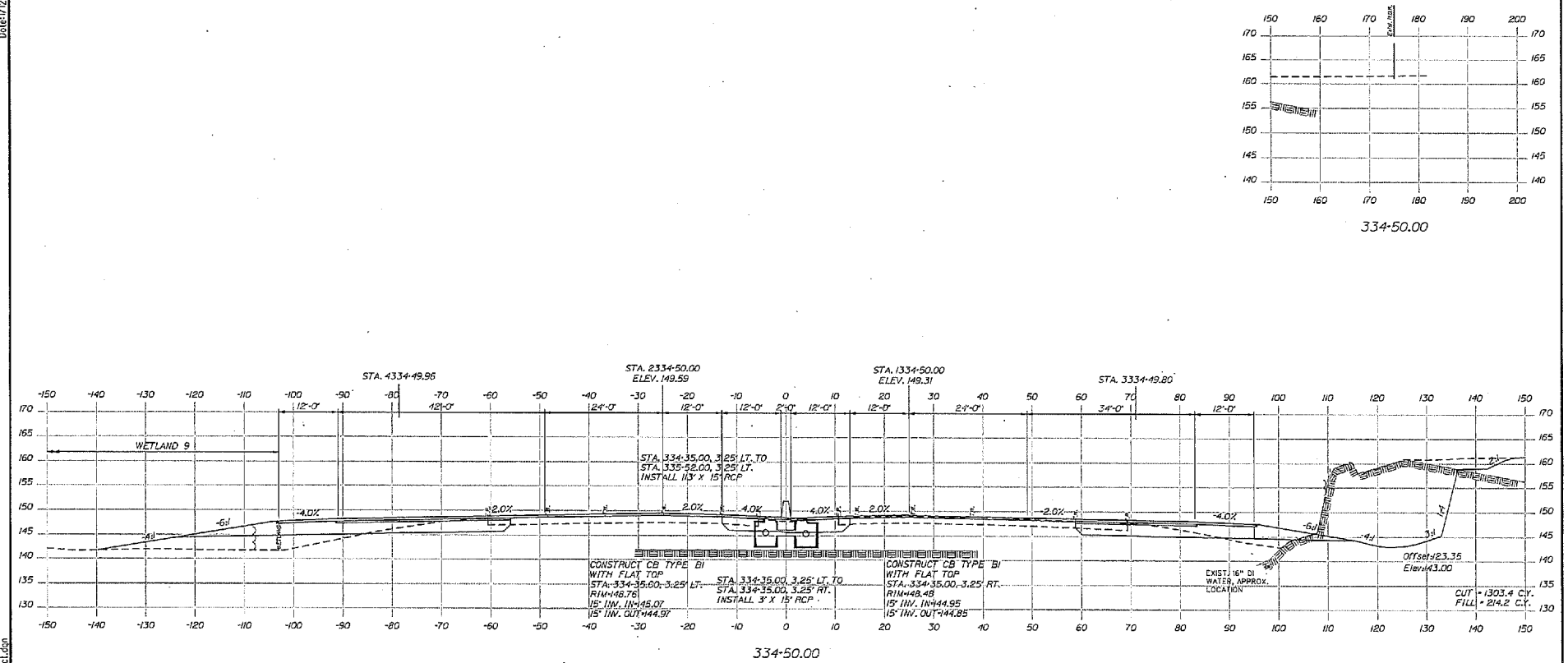
**I-95 CROSS SECTIONS  
 STA. 334+00**

SHEET NUMBER: XS-46  
 SPSETS OF

Filename: ...MST\ADMIN\plan-xsect.dgn



Date: 7/12/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: 4PROJMANAGERS

By	Date	Checked	Date
Designed AMS	06/16	Checked CSM	06/16
Drawn SMG	06/16	In Charge of ---	---/---/---

JACOBS ENGINEERING GROUP  
 34 1/2 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

1-95 CROSS SECTIONS  
 STA. 334+50

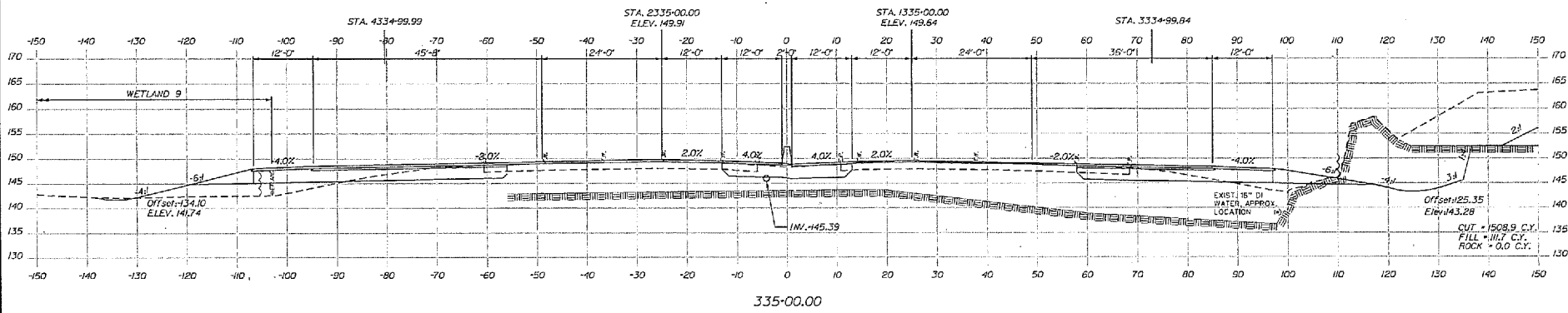
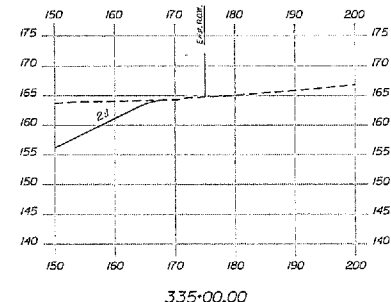
SHEET NUMBER: XS-47  
 SPSETS OF

CONTRACT: WIN

Filename: ... \MTA\DRIP\plan-sheets.dwg

Date: 12/20/17

Filename: ... \MST\AD\B\Plan\plan-ss1.dgn



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: PROJ.MANAGER#			
By	Date	Checked	By
AMS	06/16	CSM	06/16
SMG	06/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 335+00

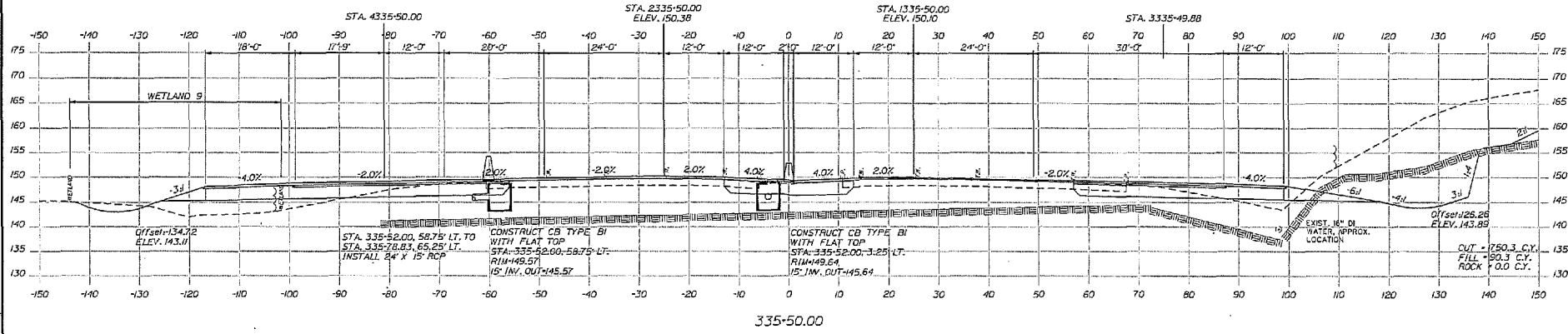
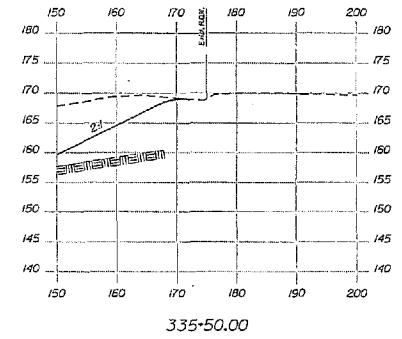
CONTRACT: WJN

SHEET NUMBER: XS-48

\$PSETS OF

Date: 1/17/2017

Filename: ...MS1A\1\DIR\Plan-essct.dgn



Scale:

No.	Revision	By	Date

Designed by:  
**JACOBS**  
 CONSULTANT PROJECT MANAGER: **SPROJMANAGERS**

By	Date	By	Date
AMS	06/16	CSM	06/16
SMG	06/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

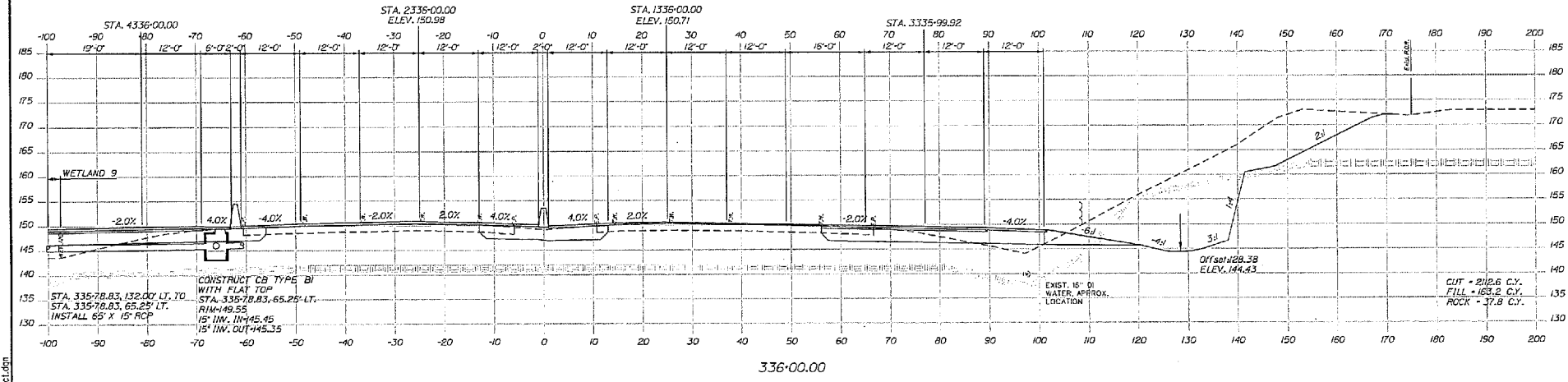
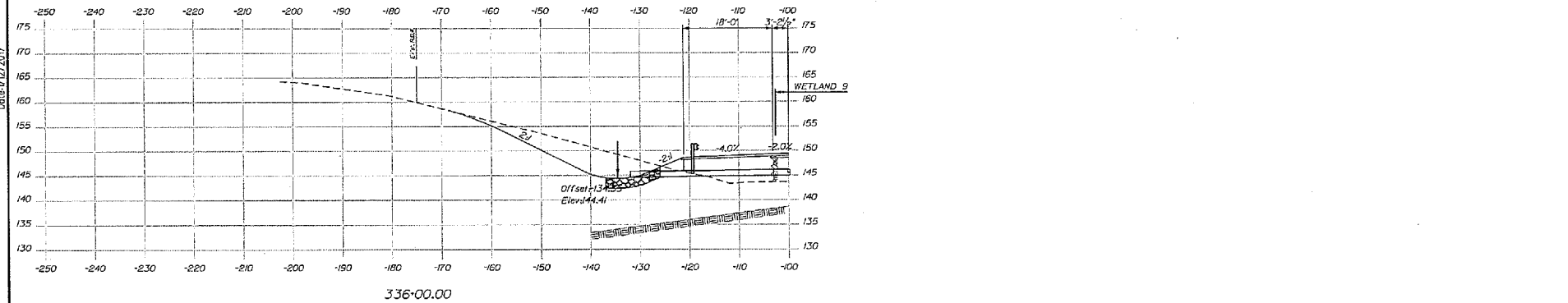
MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 335+50

CONTRACT: WIN

SHEET NUMBER: XS-49  
 8PSETS OF

Date: 12/12/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJMANAGER\$

By	Date	Checked	By	Date
AMS	08/16		CSM	08/16
Drewn	SMC	08/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

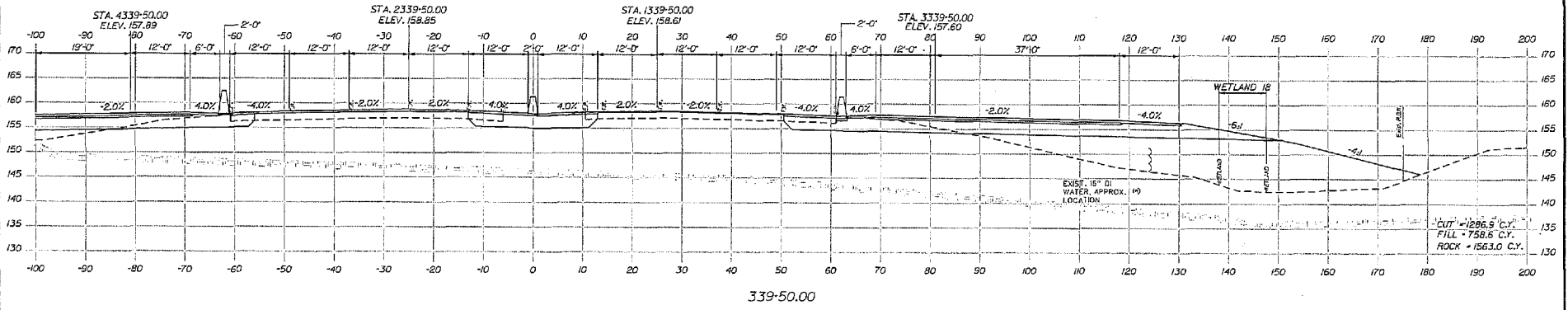
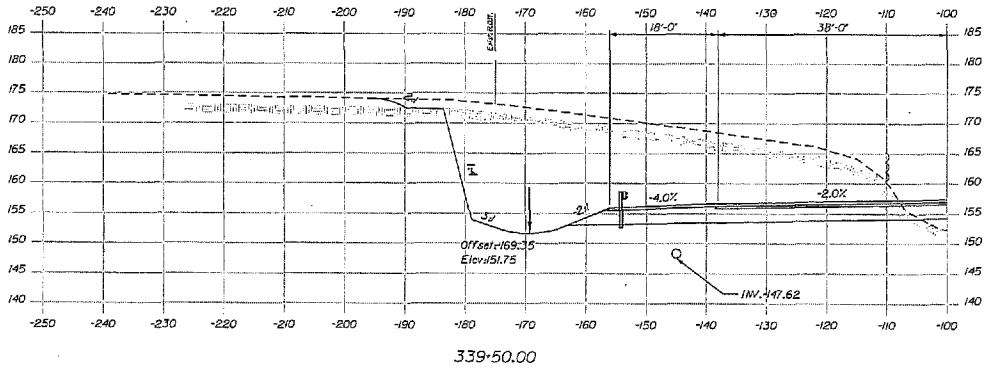
**I-95 CROSS SECTIONS  
 STA. 336+00**

CONTRACT: WIN

SHEET NUMBER: XS-47  
 SPSETS OF

Filename: ...MSTA\DrawPlan-sssect.dgn

Date: 12/2/2017



Filename: \\MSTANOR\proj\esset\egm

Scale:

No.	Revision	By	Date

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: #PROJMANAGER#

By	Date	By	Date
Designed AMS	08/16	Checked CSM	08/16
Drawn SMG	08/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 345 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

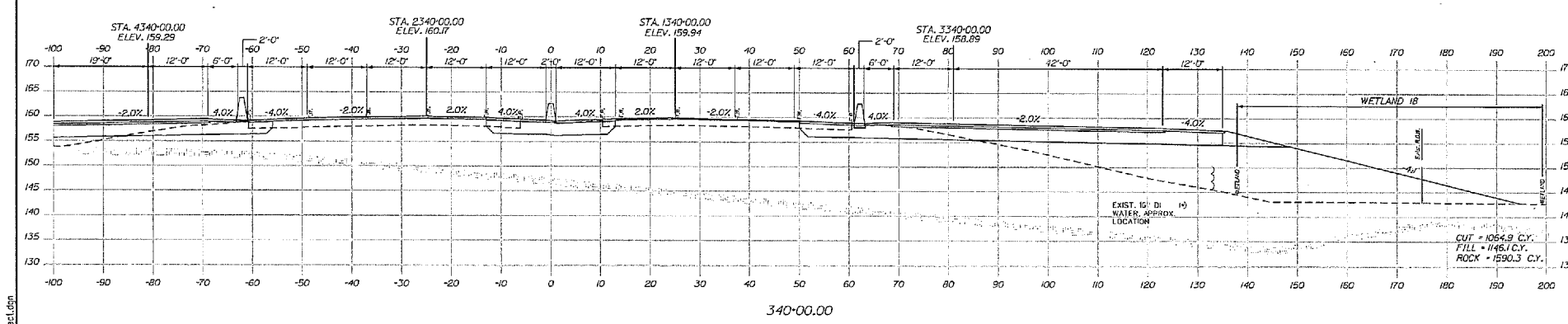
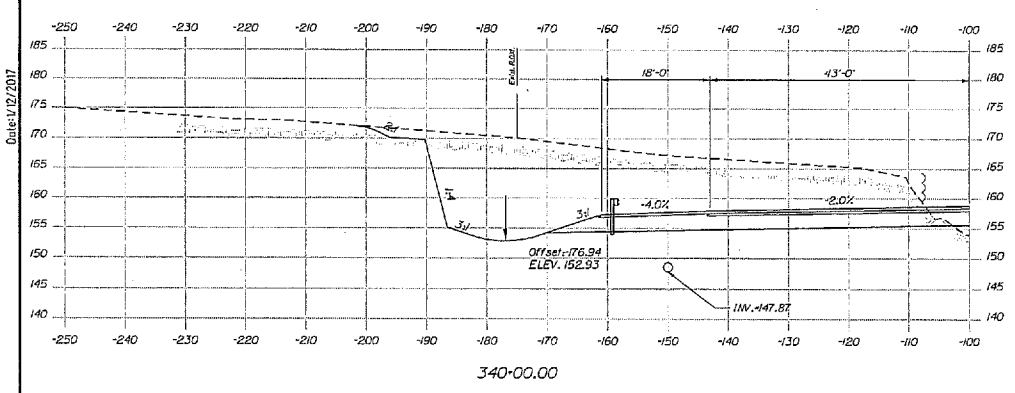
MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 339+50

SHEET NUMBER: XS-54  
 SPSETS OF

CONTRACT: WIN

Date: 12/12/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJMANAGERS

By	Date	By	Date
Designed	AMS 08/16	Checked	CSM 08/16
Drawn	SMG 08/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

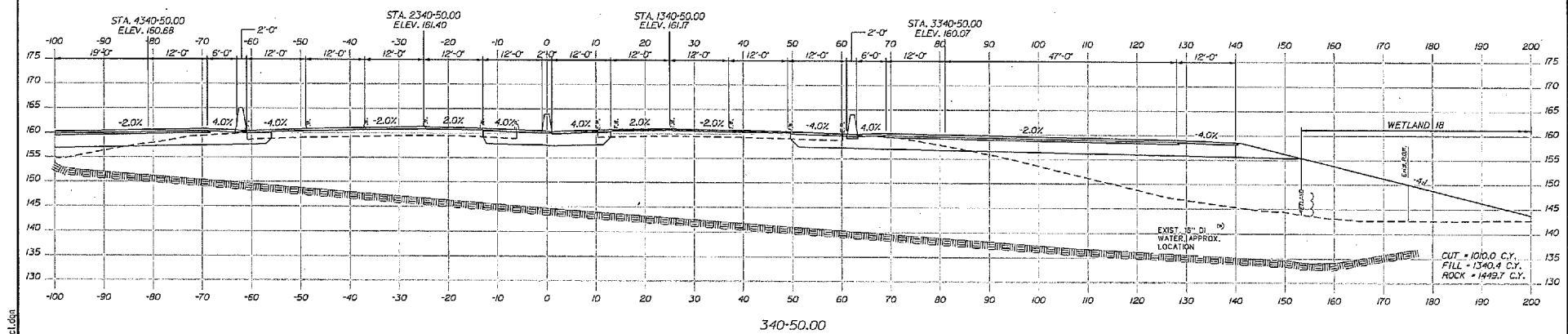
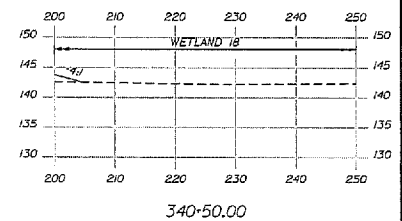
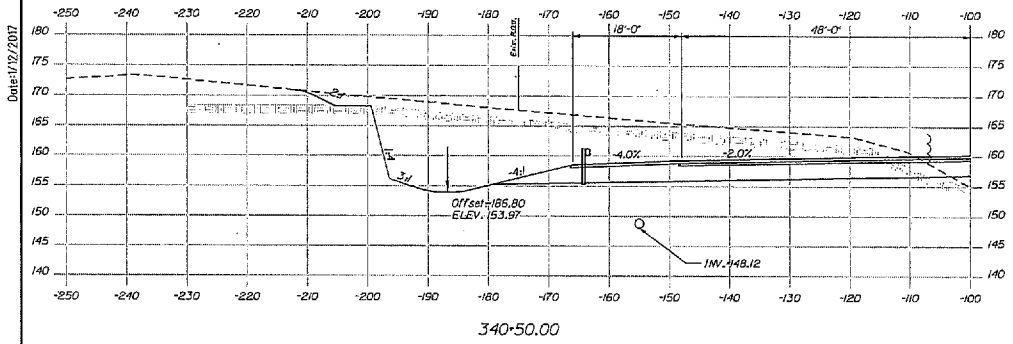
MTA PROJECT MANAGER: R. NORWOOD

**1-95 CROSS SECTIONS  
 STA. 340+00**

SHEET NUMBER: XS-55  
 SPSETS OF

Filename: ...MSTA\ORR\10m-rsxc1.dgn

Date: 11/2/2007



Scale: Scale of Feet

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJMANAGERS\$

By	Date	By	Date
Designed	AMS 08/16	Checked	CSM 08/16
Drawn	SMG 08/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

THE GOLD STAR MEMORIAL HIGHWAY

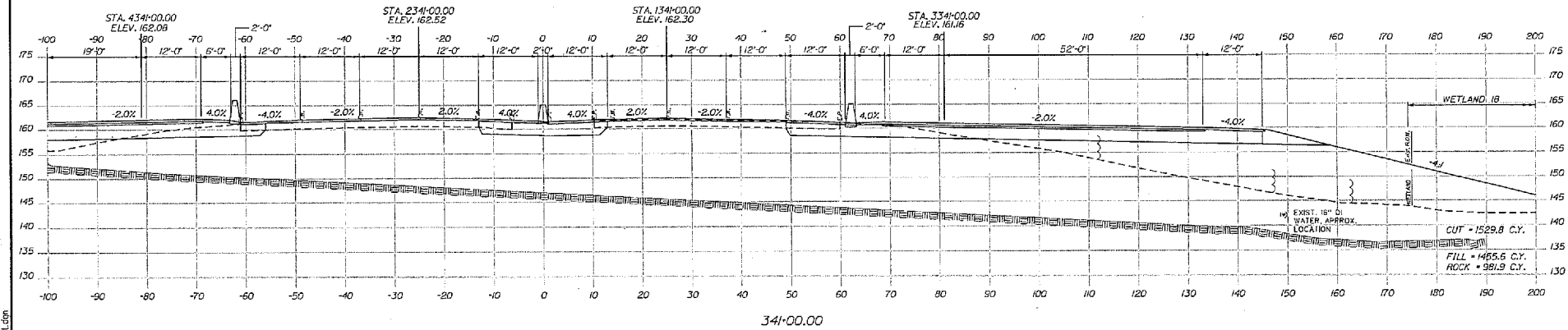
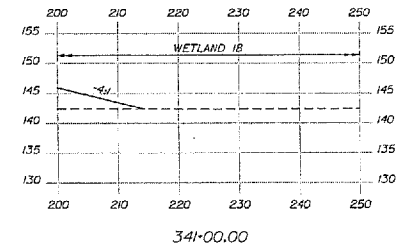
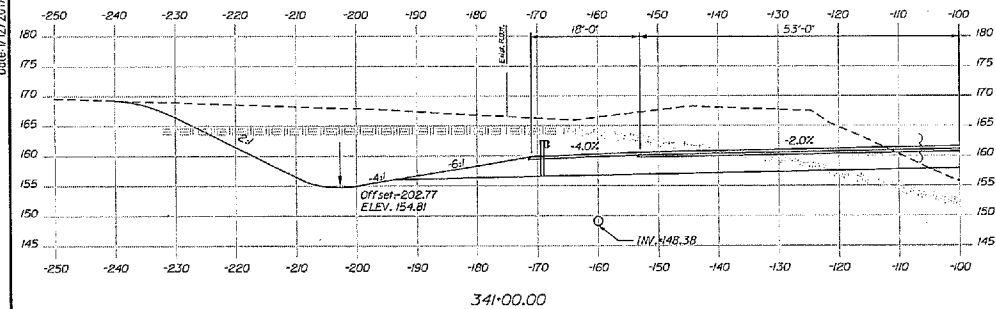
MTA PROJECT MANAGER: R. NORWOOD

1-95 CROSS SECTIONS  
 STA. 340+50

SHEET NUMBER: XS-56  
 \$PSETS OF

Filename: ...MSTA\UR\p\p-r-ssel.dgn

Date: 1/12/2017



Scale:

No.	Revision	By	Date

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: \*PROJMANAGERS

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
Drawn	ISMG	08/16	In Charge of	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-8824

THE GOLD STAR  
 MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 341+00

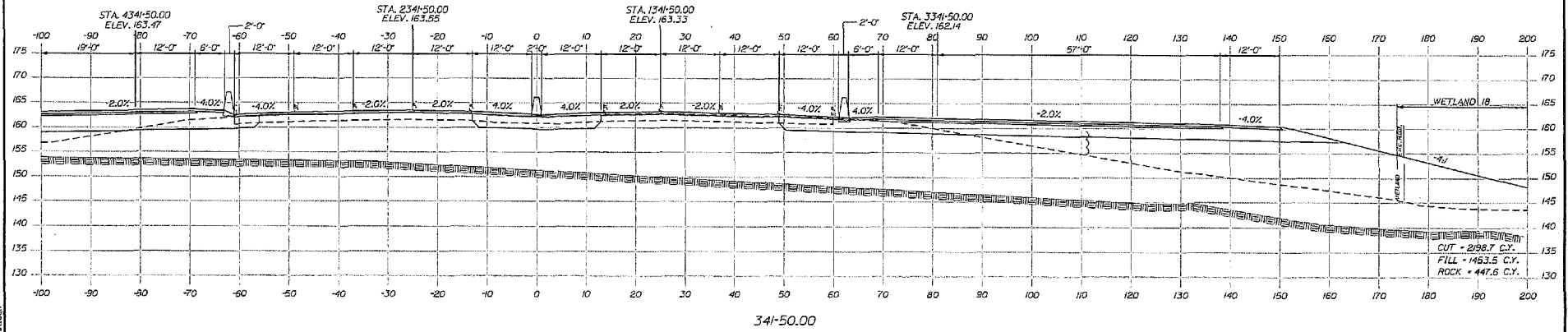
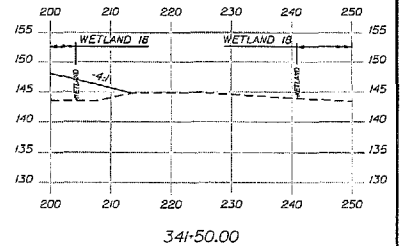
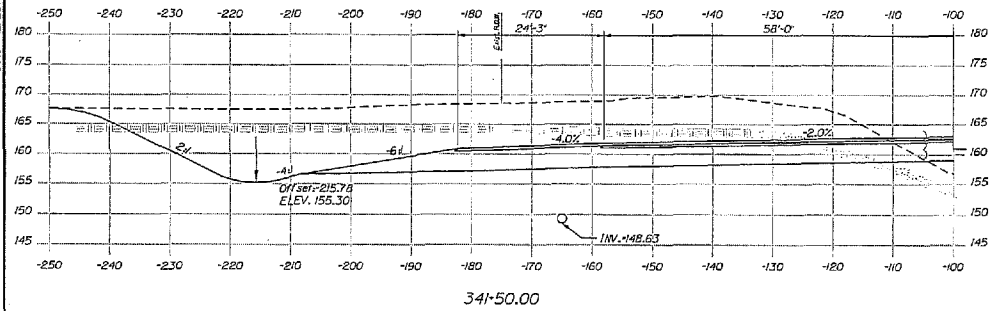
CONTRACT: WIN

SHEET NUMBER: XS-57  
 SPSETS OF

Filename: ...MSTA\DRW\ign-sscd.dwg



Date: 12/20/17



Filename: \\MSTA\DR\Plan\sect.dwg

Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJ.MANAGER\$

By	Date	By	Date
Designed AMS	08/16	Checked CSM	08/16
Drawn SMG	08/16	In charge of	

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

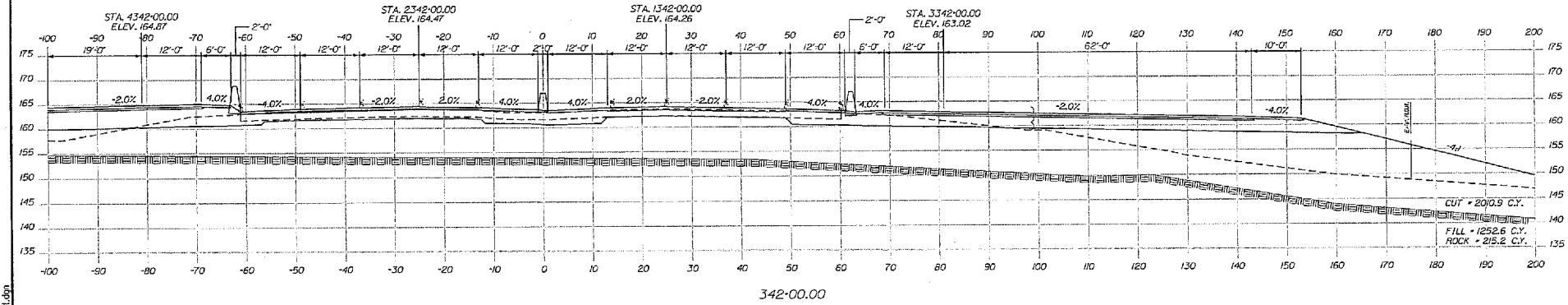
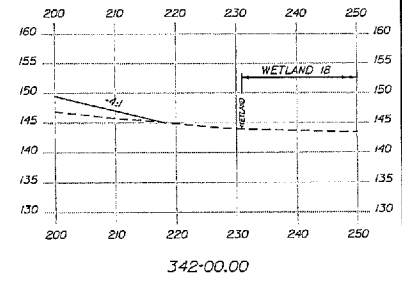
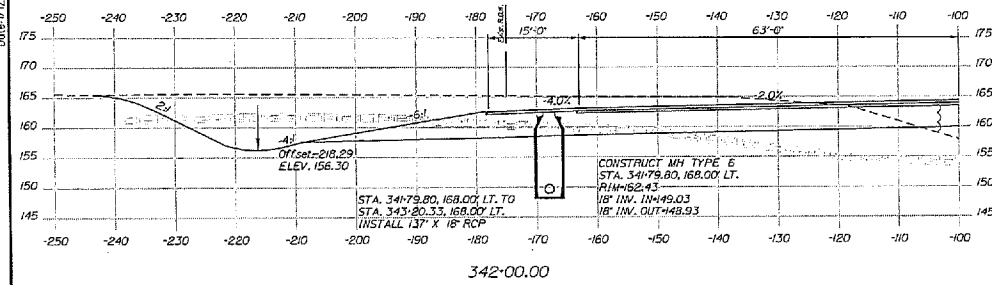
MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 341+50

CONTRACT: WJN

SHEET NUMBER: XS-58  
 \$PSET\$ OF

Date: 1/12/2017



Scale: 1" = 20'

No.	Revision	By	Date


Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: \$PROJMANAGERS

By	Date	Checked	By	Date
AMS	08/16	CSM	OB	16
Drawn	SMG	OB	16	In Charge of

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824



THE GOLD STAR  
 MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 342+00

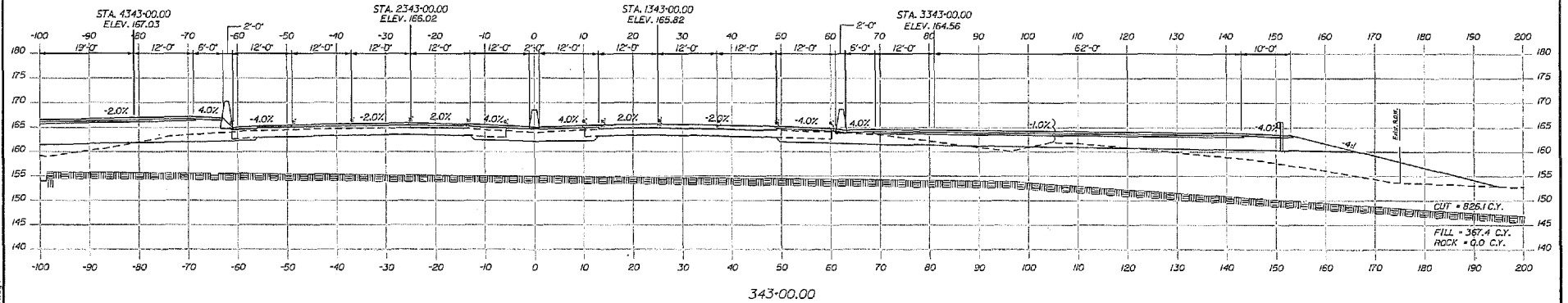
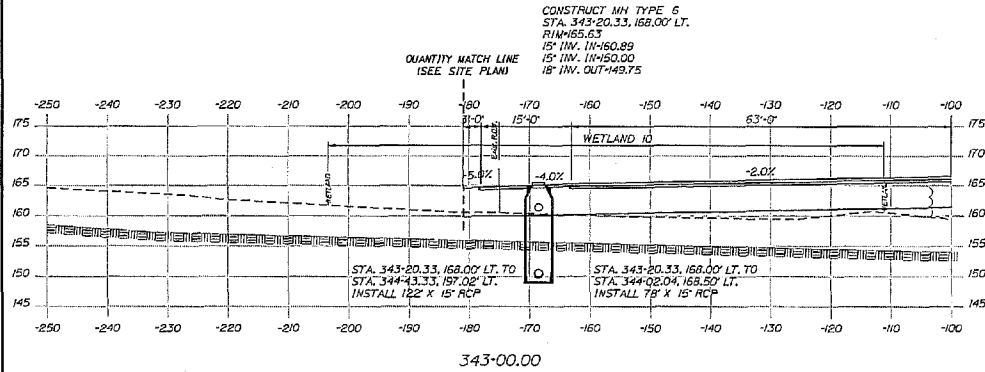
SHEET NUMBER: XS-59  
 SPSET&OF

CONTRACT: WIN

Filename: ...MST\A\DR\Plan-xsec1.dwg

Date: 1/12/2017

Filename: MSTA\BRI\Plan\sect.dwg



Scale:

No.	Revision	By	Date

Designed by:  
**JACOBS**

CONSULTANT PROJECT MANAGER: sPROJMANAGERS

Designed	By	Date	Checked	By	Date
AWS	AMS	08/16	CSM	CSM	08/16
Brown	SMG	08/16	In Charge of	---	---

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

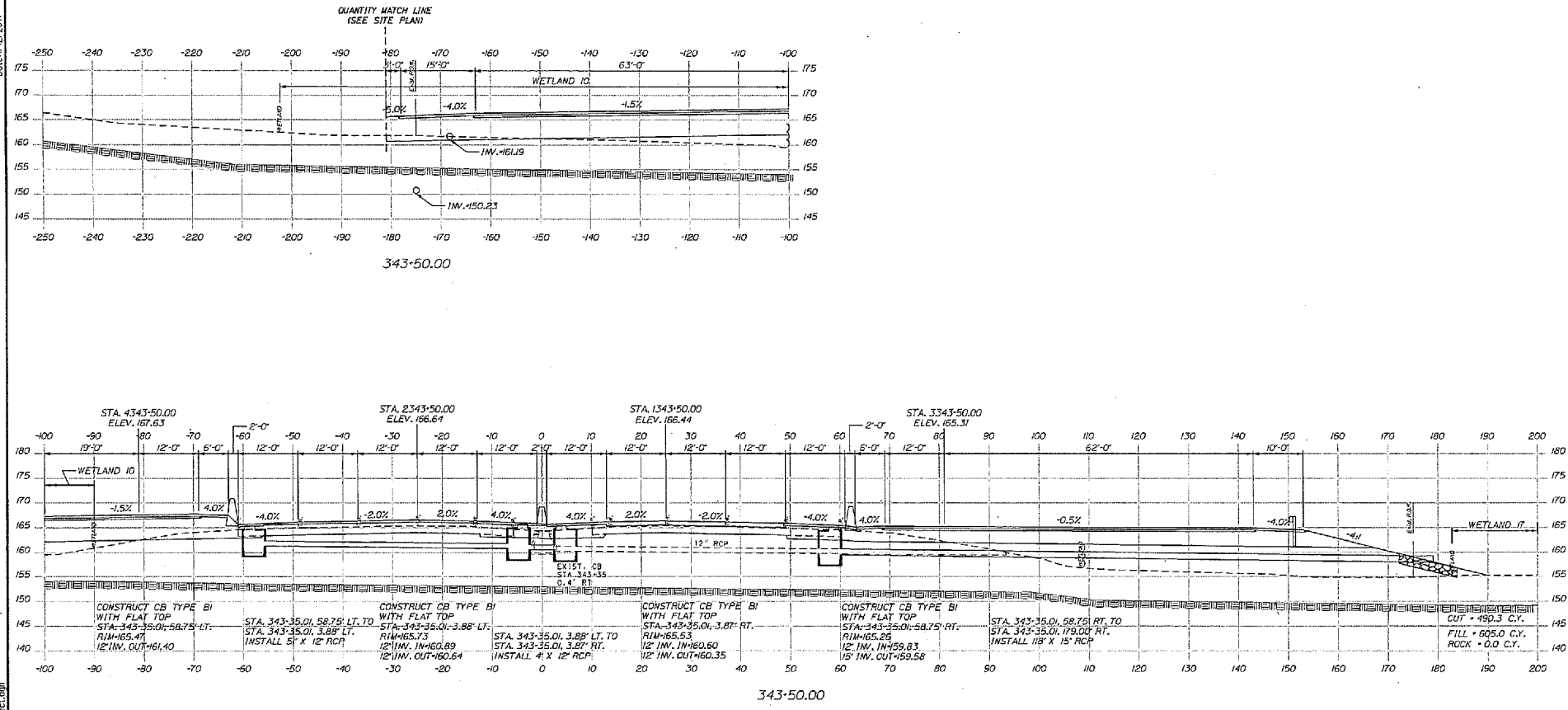
MTA PROJECT MANAGER: R. NORWOOD

**1-95 CROSS SECTIONS  
 STA. 343+00**

SHEET NUMBER: XS-61  
 SPSETS OF

CONTRACT: WIN

Date: 11/2/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: APROJMANAGERS

Designed	By	Date	Checked	By	Date
	AKS	08/16		CSM	08/16
	SMG	08/16	In Charge of		

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TEL (617) 242-9222  
FAX (617) 242-9824

**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

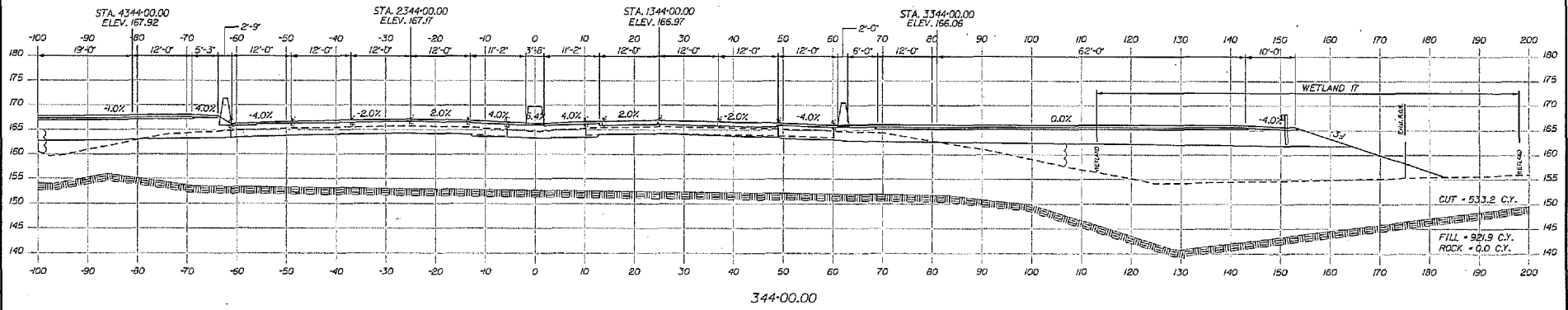
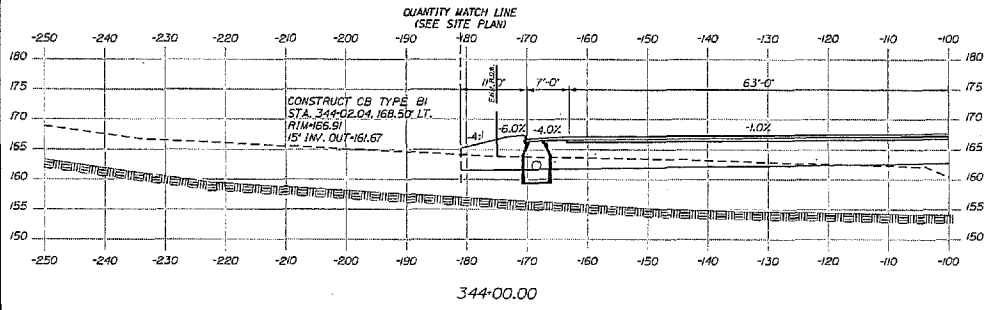
I-95 CROSS SECTIONS  
STA. 343+50

SHEET NUMBER: XS-62  
SPSETS OF

CONTRACT: WIN

Filename: ... \MSTA\DR\Plan-xsect.dgn

Date: 1/12/2017



Filename: ... \MTA\OR\Proj\res.ctb

Scale:

No.	Revision	By	Date

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: #PROJ.MANAGER#

By	Date	By	Date
Designed: AMS	08/16	Checked: CSM	08/16
Drawn: SMG	08/16	In Charge of: ---	---/---/---

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
STA. 344+00

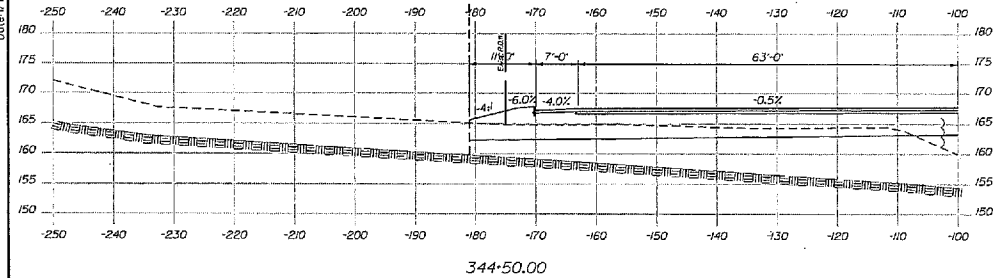
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SPSET# OF

CONTRACT: WIN

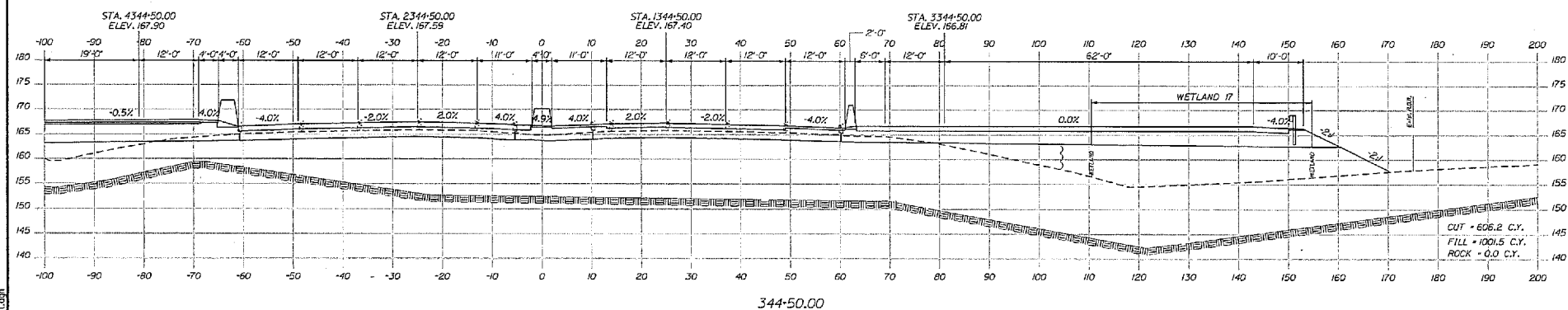
Date: 11/12/2017

Filename: ... \MSTA\DRR\Plan\_xsecL.dgn

QUANTITY MATCH LINE  
(SEE SITE PLAN)



344+50.00



344+50.00

Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: PROJ.MANAGERS

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
Drawn	SMG	In Charge of	---	---/---

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FAX (617) 242-9824

THE GOLD STAR  
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

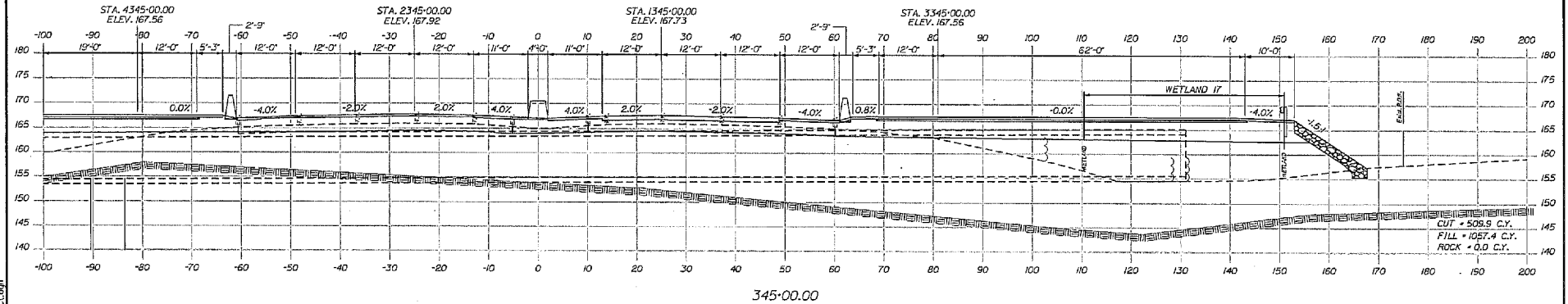
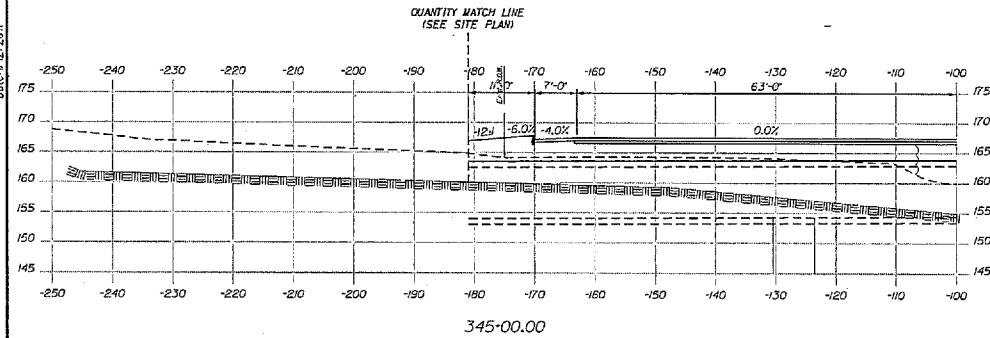
I-95 CROSS SECTIONS  
STA. 344+50

CONTRACT: WIN

SHEET NUMBER: XS-64  
SPSETS OF

Date: 12/12/2017

Filename: ...MSTA\A\08\plan-resect.dgn



Scale: Scale of Feet

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: #PROJ.MANAGERS

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
SMG	08/16	In Charge of	---	---

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 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

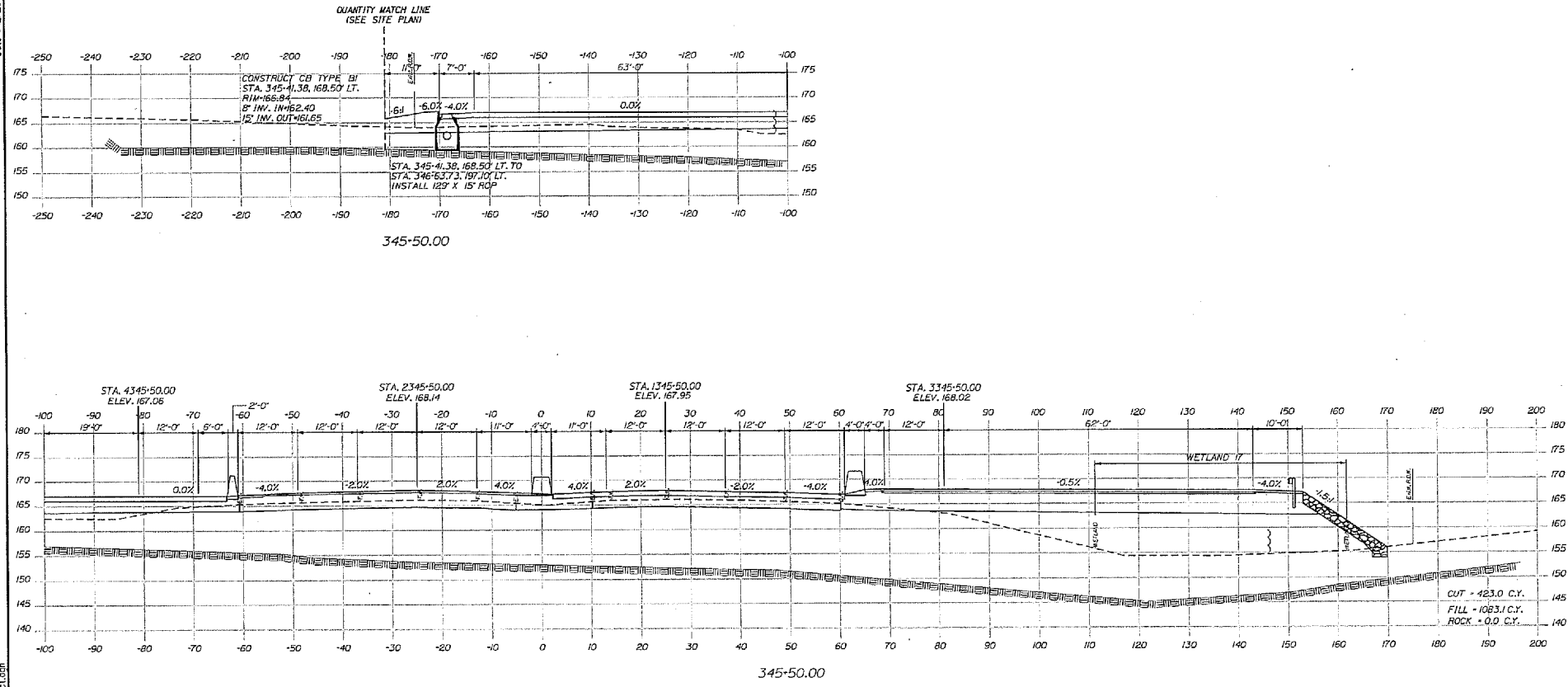
MTA PROJECT MANAGER: R. NORWOOD

9-95 CROSS SECTIONS  
 STA. 345+00

SHEET NUMBER: XS-65  
 SPSETS OF

CONTRACT: WIN

Date: 7/2/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: #PROJMANAGER#

By	Date	Checked	By	Date
AMS	05/16		CSM	08/16
Drawn	SMG	08/16	In Charge of	---

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 FAX (617) 242-9824

**THE GOLD STAR MEMORIAL HIGHWAY**

UTA PROJECT MANAGER: R. NORWOOD

**1-95 CROSS SECTIONS  
 STA. 345+50**

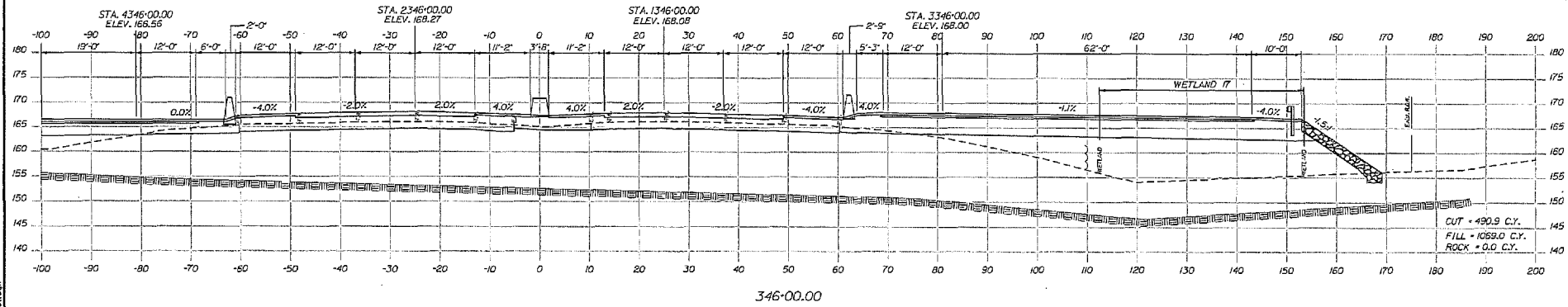
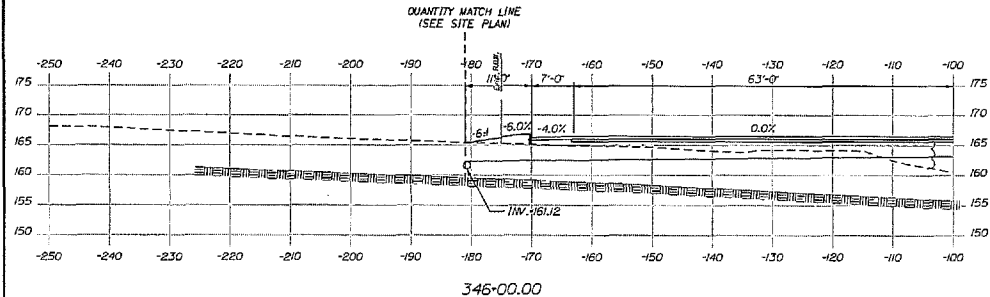
CONTRACT: WIN

SHEET NUMBER: XS-66  
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Filename: \\NISTA\DR\Plan-xsect.dgn



Date: 12/2017



Filename: \\MSTA\BWP\p101-1052.ctb

Scale: Scale of Feet

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: **SPROJMANAGERS**

By	Date	By	Date
Designed	AMS 08/16	Checked	CSM 08/16
Drawn	SMG 08/16	In Charge of	---

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 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

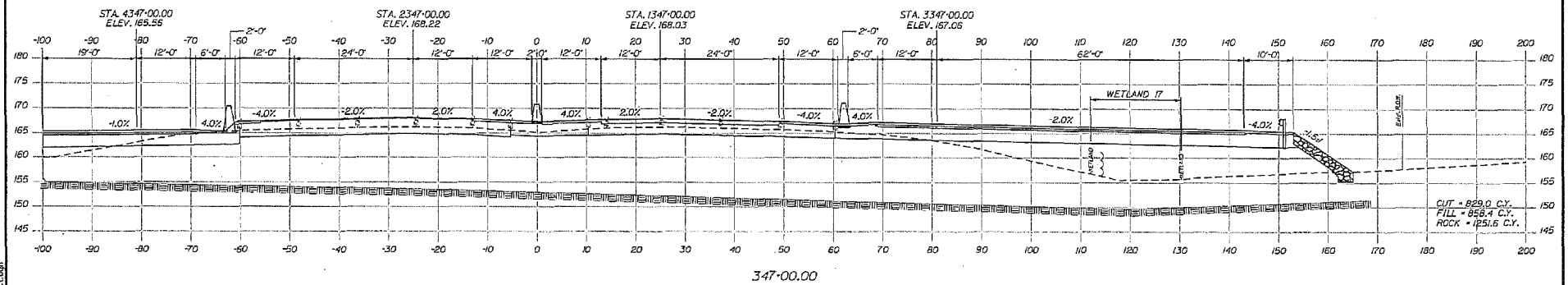
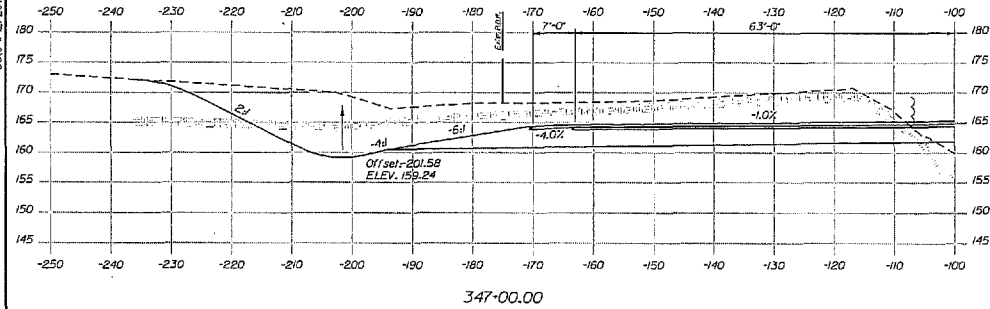
1-95 CROSS SECTIONS  
 STA. 346+00

SHEET NUMBER: XS-67  
 10 SETS OF

CONTRACT: WIN



Date: 12/12/2017



Filename: ... \MST\A08\fig-ssct.dgn

Scale: Scale of Feet

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: SPROJMANAGERS

By	Date	By	Date
Designed AMS	08/16	Checked CSM	08/16
Drawn SMS	08/16	In Charge of	---

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 FAX (617) 242-9824

THE GOLD STAR  
 MEMORIAL HIGHWAY

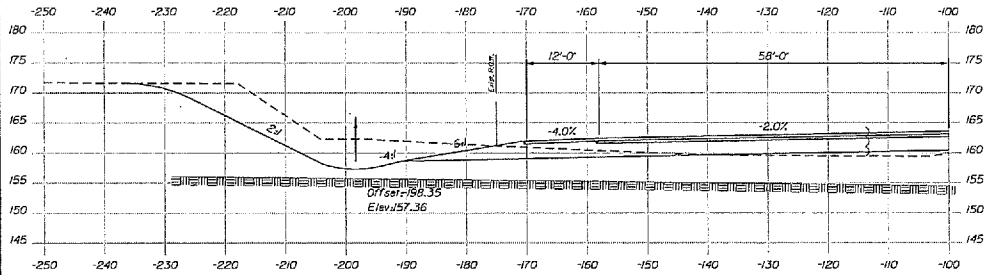
MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 347+00

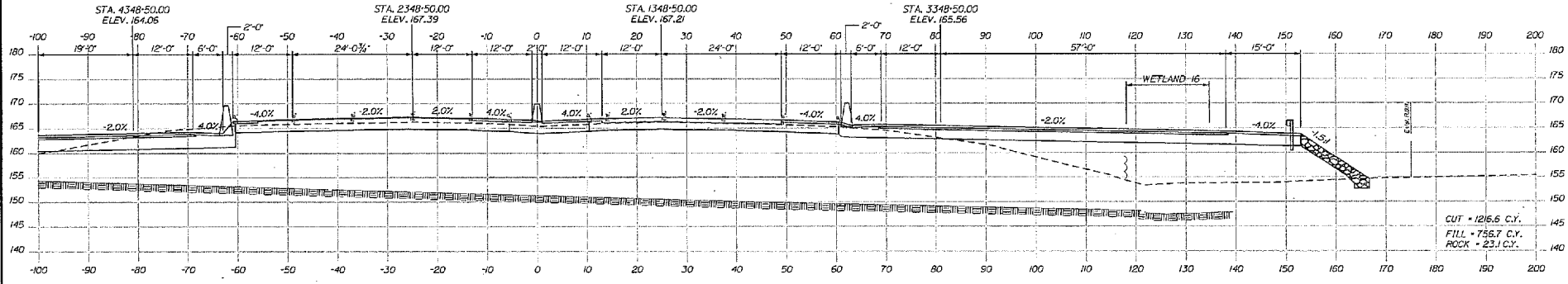
SHEET NUMBER: XS-69  
 SPSET 8 OF

CONTRACT: WIN

Date: 1/2/2017



348+50.00



348+50.00

Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: PROJMANAGER

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
Drawn	SMC	In Charge of	---	---/---/---

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

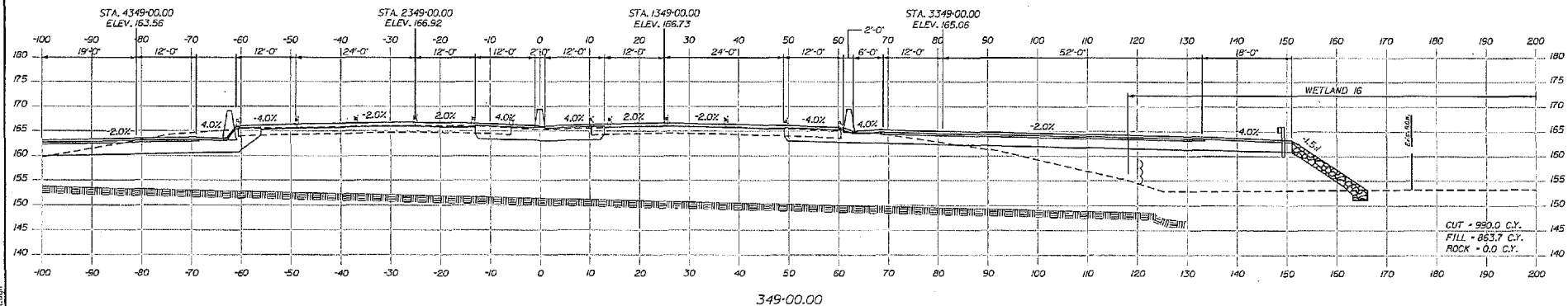
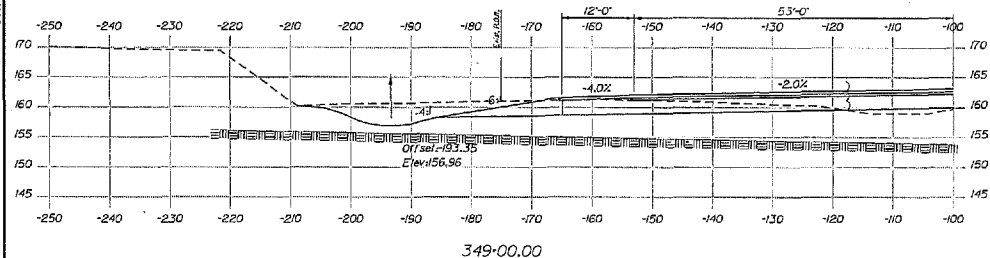
I-95 CROSS SECTIONS  
 STA. 348+50

SHEET NUMBER: XS-72  
 SPSETS OF

CONTRACT: WIN

Filename: ... \MSTA DRR\Plan-ssect.dgn

Date: 1/12/2017



Filename: \\MSTA\WORK\proj-base1.dgn

Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: SPROJMANAGER

By	Date	By	Date
Designed AMS	08/16	Checked CSM	08/16
Drawn SMG	08/16	In Charge of	---

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**THE GOLD STAR  
 MEMORIAL HIGHWAY**

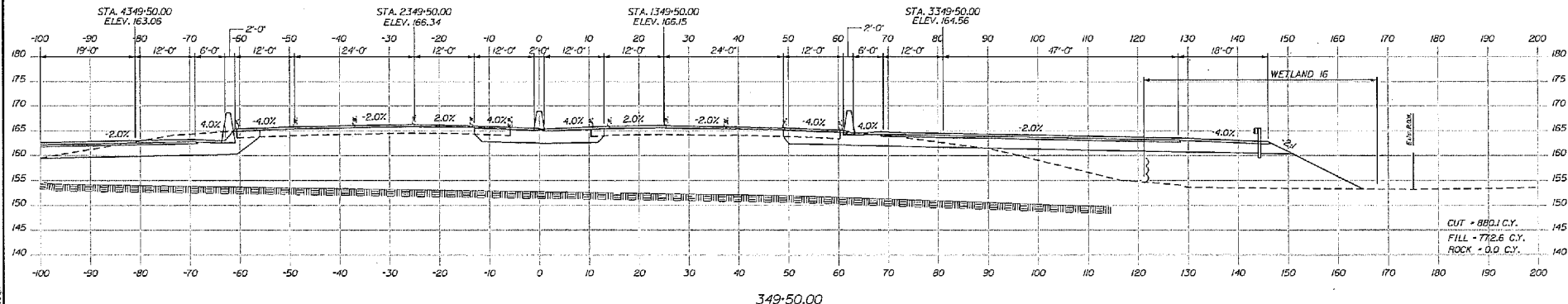
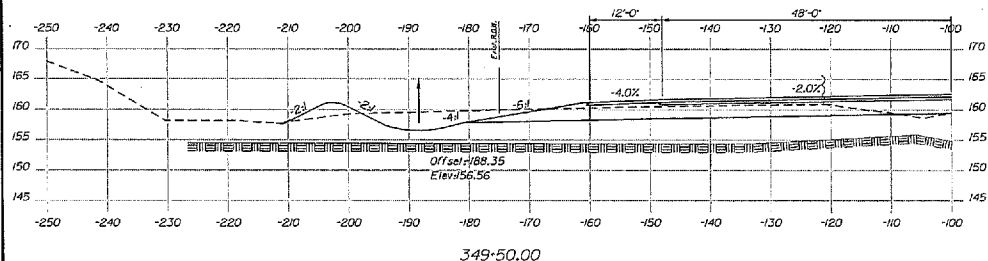
MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 349+00

CONTRACT: WIN

SHEET NUMBER: XS-73  
 #PSETS OF

Date: 11/2/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: #PROJMANAGERS

By	Date	By	Date
Designed AMS	08/16	Checked CSM	08/16
Drawn SMG	08/16	In Charge of	---

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 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

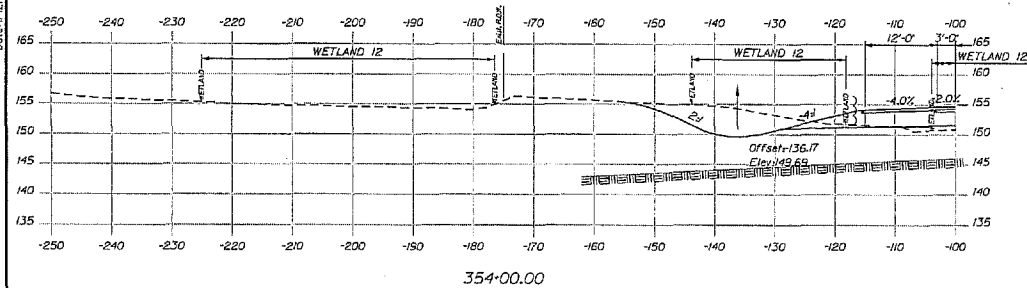
1-95 CROSS SECTIONS  
 STA. 349+50

SHEET NUMBER: XS-74  
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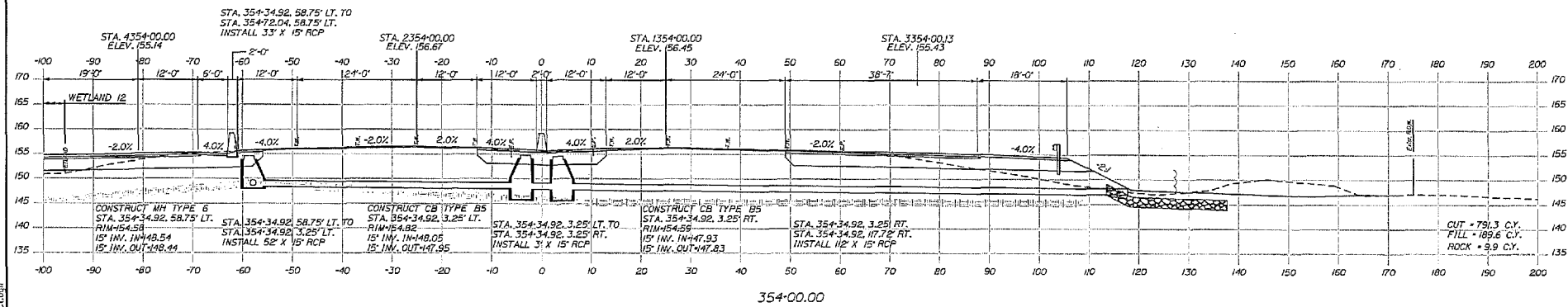
CONTRACT: WIN

Filename: ...MSTANDARDS\plan-sssect.dwg

Date: 1/12/2017



354+00.00



354+00.00

Filename: ... \MSTA\DRP\fig-rsstd.dgn

Scale:

No.	Revision	By	Date

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: SPROJMANAGER

By	Date	By	Date
Designed	AMS 08/16	Checked	CSM 08/16
Drawn	SMG 08/16	In Charge of	---

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 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

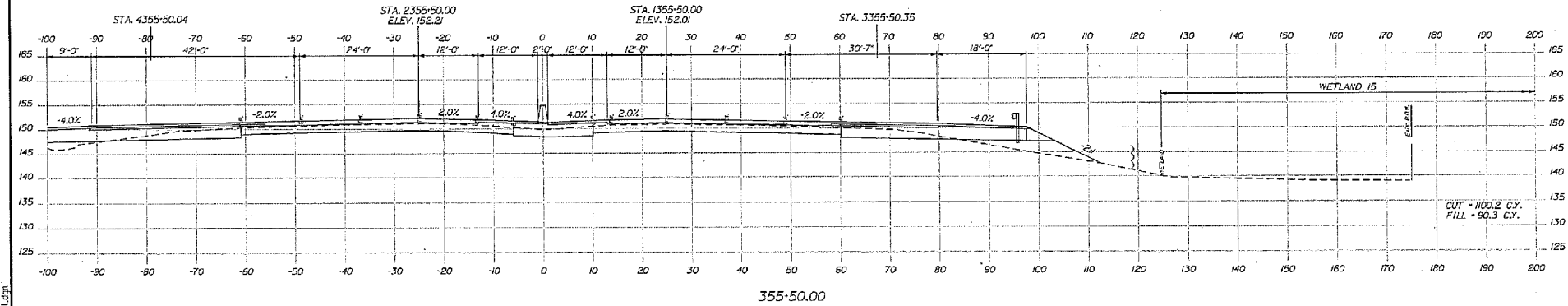
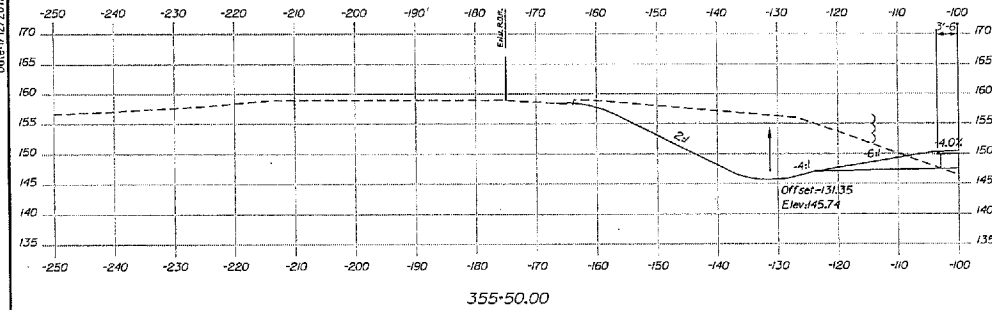
MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 354+00

SHEET NUMBER: XS-B3  
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CONTRACT: WIN

Date: 11/2/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJMANAGER\$

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
Drawn	SMG	In Charge of	---	--/--

JACOBS ENGINEERING GROUP  
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**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**1-95 CROSS SECTIONS  
 STA. 355+50**

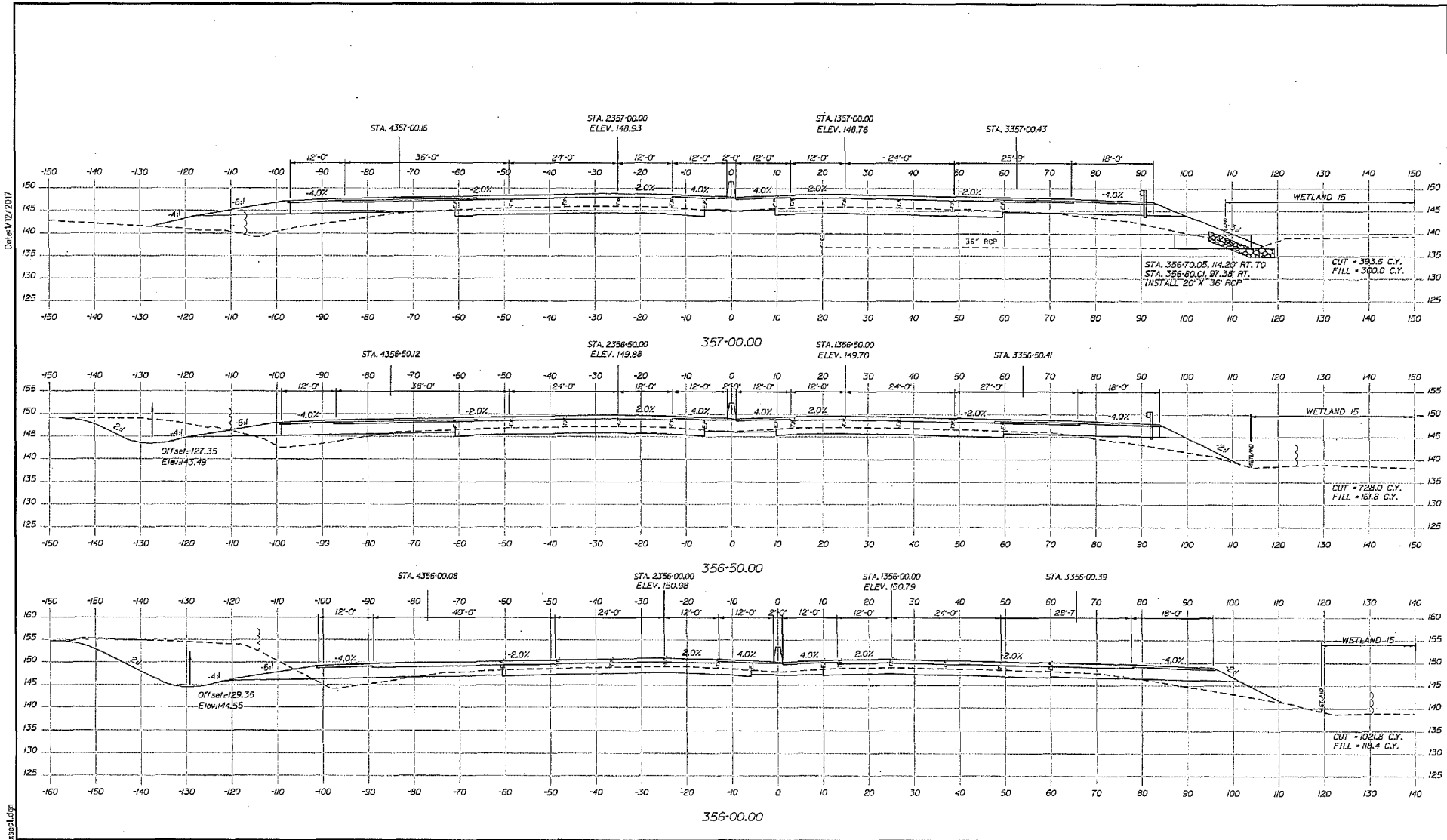
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CONTRACT: WIN

Filename: ... \MSTA\URN\Plan-sssect.dgn



Date: 12/2/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: **PRC/MANAGER**

By	Date	By	Date
Designed: AMS	08/15	Checked: CSM	08/15
Drawn: SMG	08/15	In Charge of: ---	--/--

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

1-95 CROSS SECTIONS  
 STA. 356+00 TO STA. 357+00

SHEET NUMBER: XS-B7

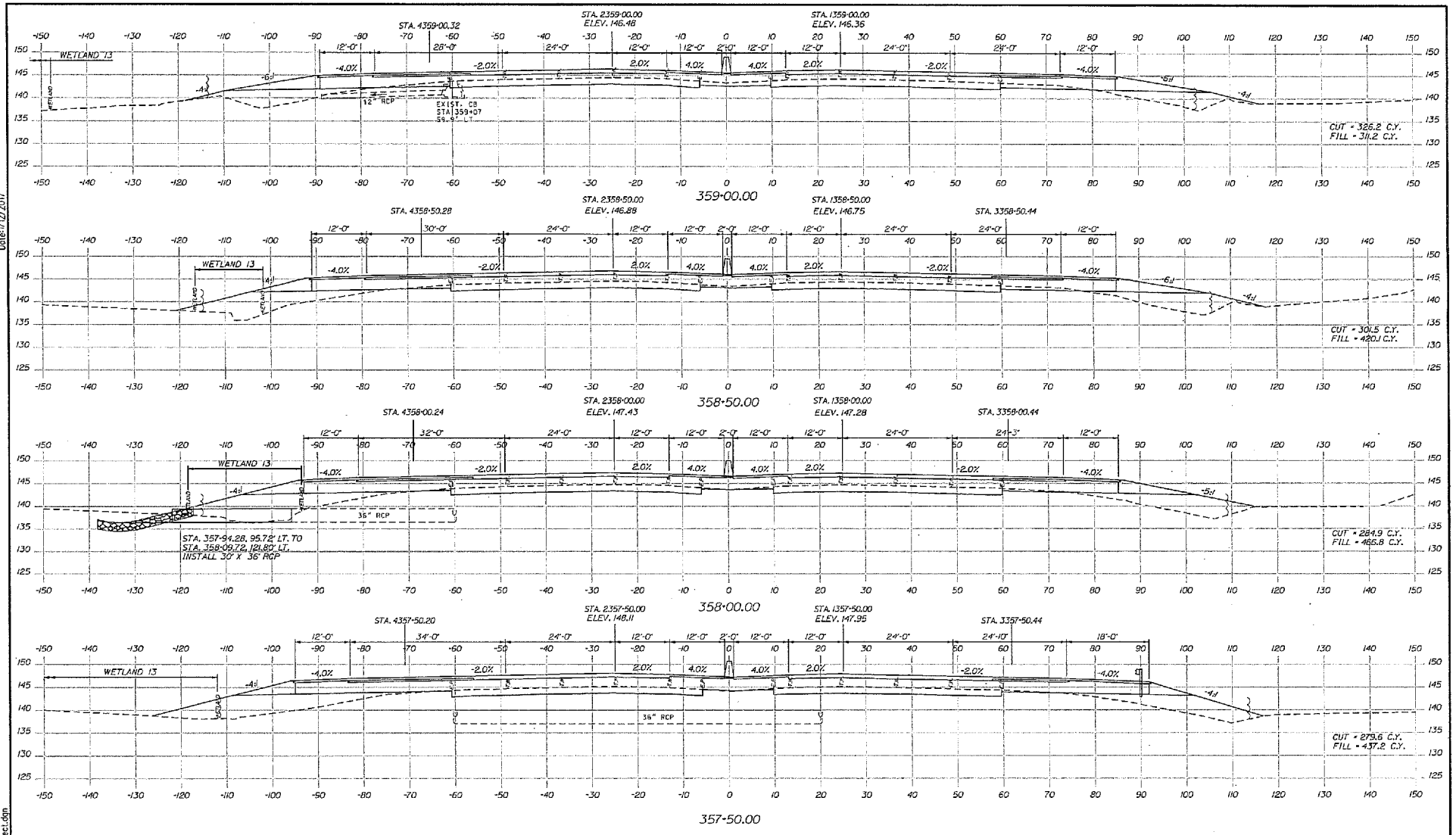
CONTRACT: WIN

#SETS OF

Filename: \\MSTAD\DR\Plan-esset.dgn

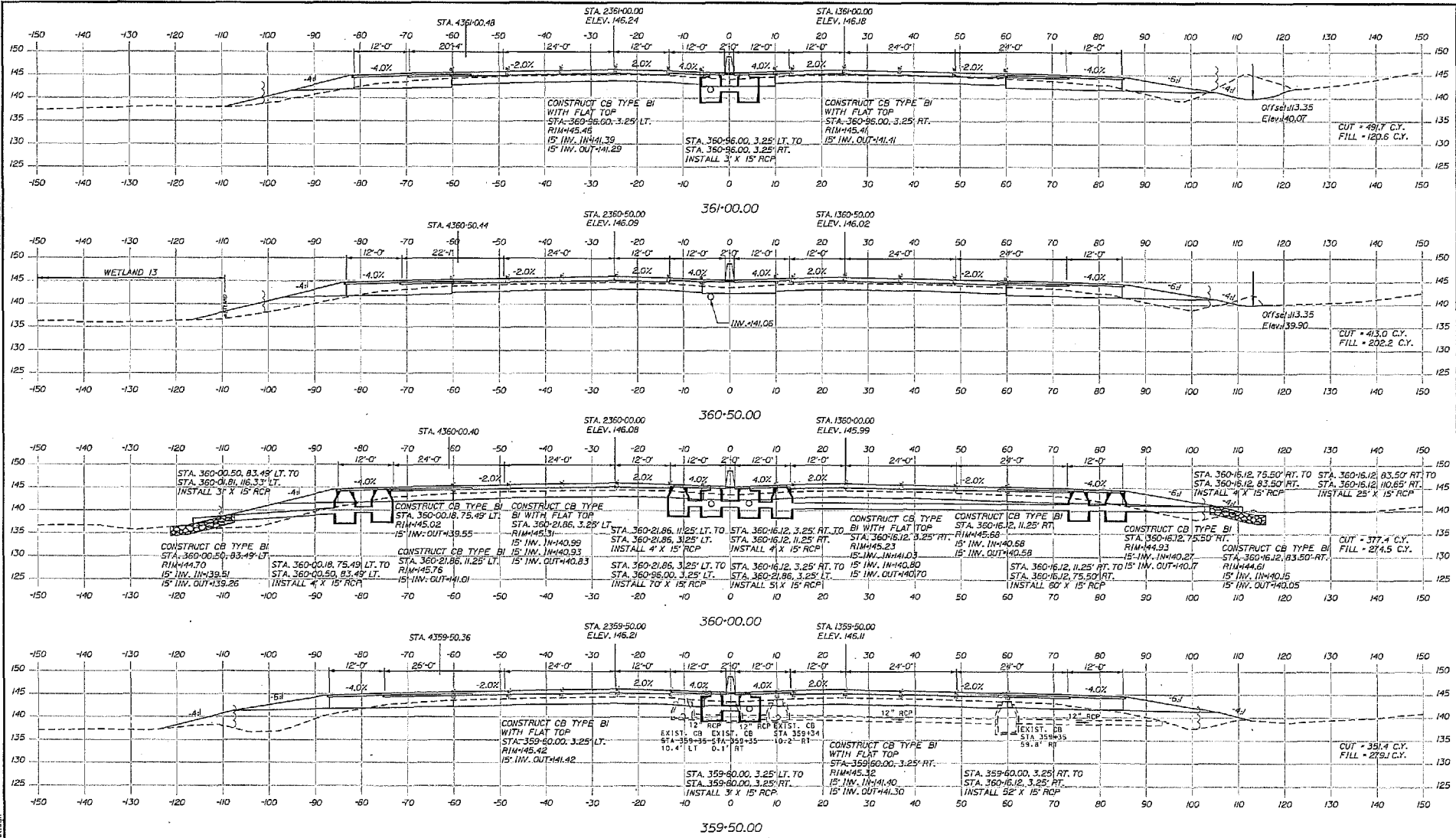
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Filename: MUSTA\A\DR\Plan-ssct.dwg



Scale:		Designed by:																	
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		No.	Revision	By	Date														
<p>MAINE TURNPIKE</p> <p><b>THE GOLD STAR MEMORIAL HIGHWAY</b></p> <p>MTA PROJECT MANAGER: R. NORWOOD</p>																			
<table border="1"> <thead> <tr> <th colspan="4">CONSULTANT PROJECT MANAGER: #PROJ.MANAGERS</th> </tr> <tr> <th>By</th> <th>Date</th> <th>Checked</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>AMS</td> <td>08/16</td> <td>CSM</td> <td>08/15</td> </tr> <tr> <td>SMG</td> <td>08/16</td> <td>---</td> <td>---</td> </tr> </tbody> </table>		CONSULTANT PROJECT MANAGER: #PROJ.MANAGERS				By	Date	Checked	Date	AMS	08/16	CSM	08/15	SMG	08/16	---	---	<p>1-95 CROSS SECTIONS STA. 357+50 TO STA. 359+00</p> <p>SHEET NUMBER: XS-B8</p>	
CONSULTANT PROJECT MANAGER: #PROJ.MANAGERS																			
By	Date	Checked	Date																
AMS	08/16	CSM	08/15																
SMG	08/16	---	---																
		CONTRACT: WIN																	
		S#SETS OF																	

Date: 1/12/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: **PROJMANAGERS**

By	Date	By	Date	
AMS	08/16	Checked	CSM	08/16
Brown	08/16	In Charge of	---	---

JACOBS ENGINEERING GROUP  
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**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 359+50 TO STA. 361+00

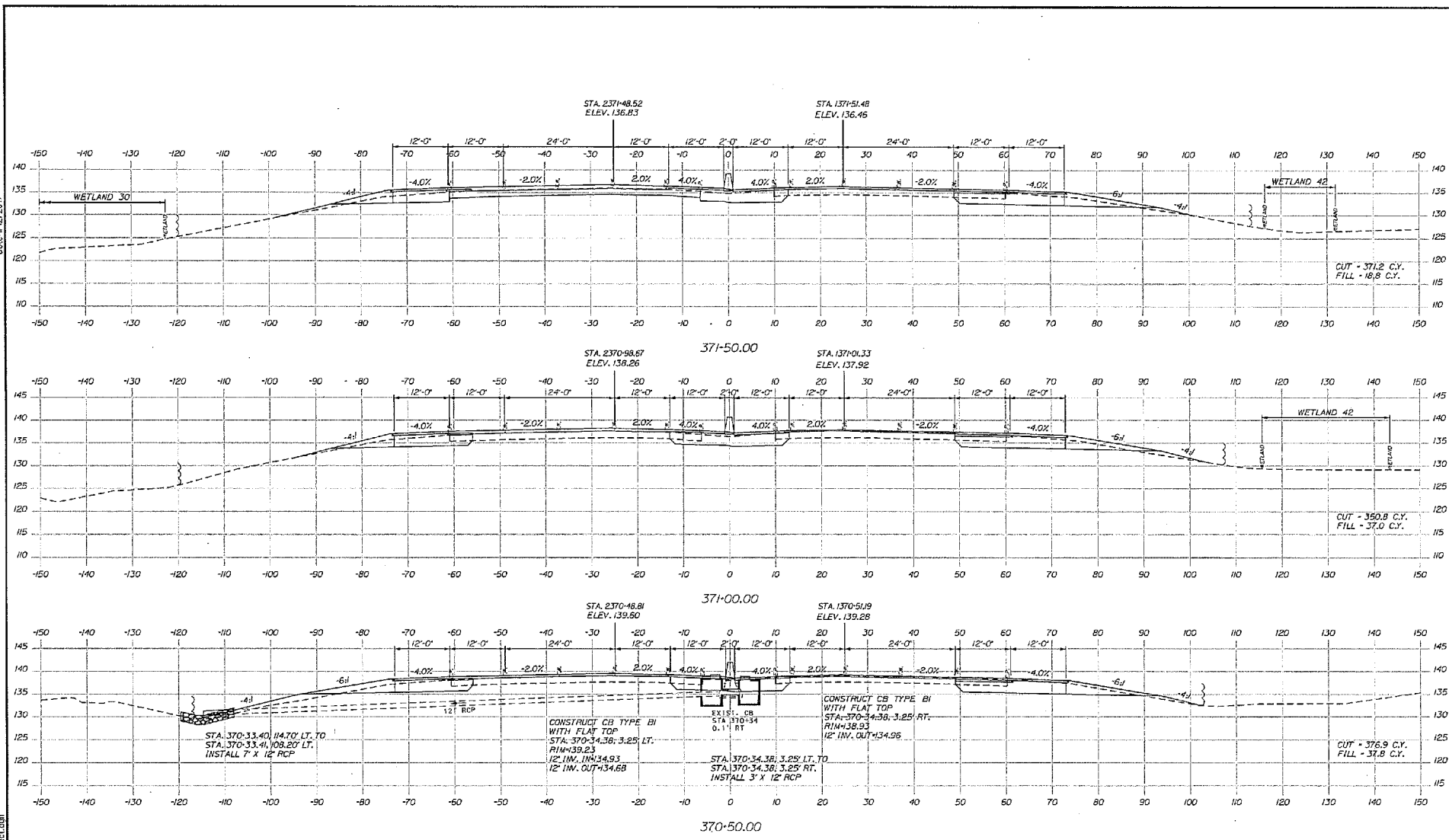
CONTRACT: WIN

SHEET NUMBER: XS-89

#PSETS OF

Filename: ...MSTA\DRM\plan-reset.dgn

Date: 11/2/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: *APRO/MANAGERS*

Designed	By	Date	Checked	By	Date
AMS	AMS	08/15	GSM	GSM	08/16
Drawn	SMG	08/15	In Charge of	---	---/---

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**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 370+50 TO STA. 371+50

SHEET NUMBER: XS-96

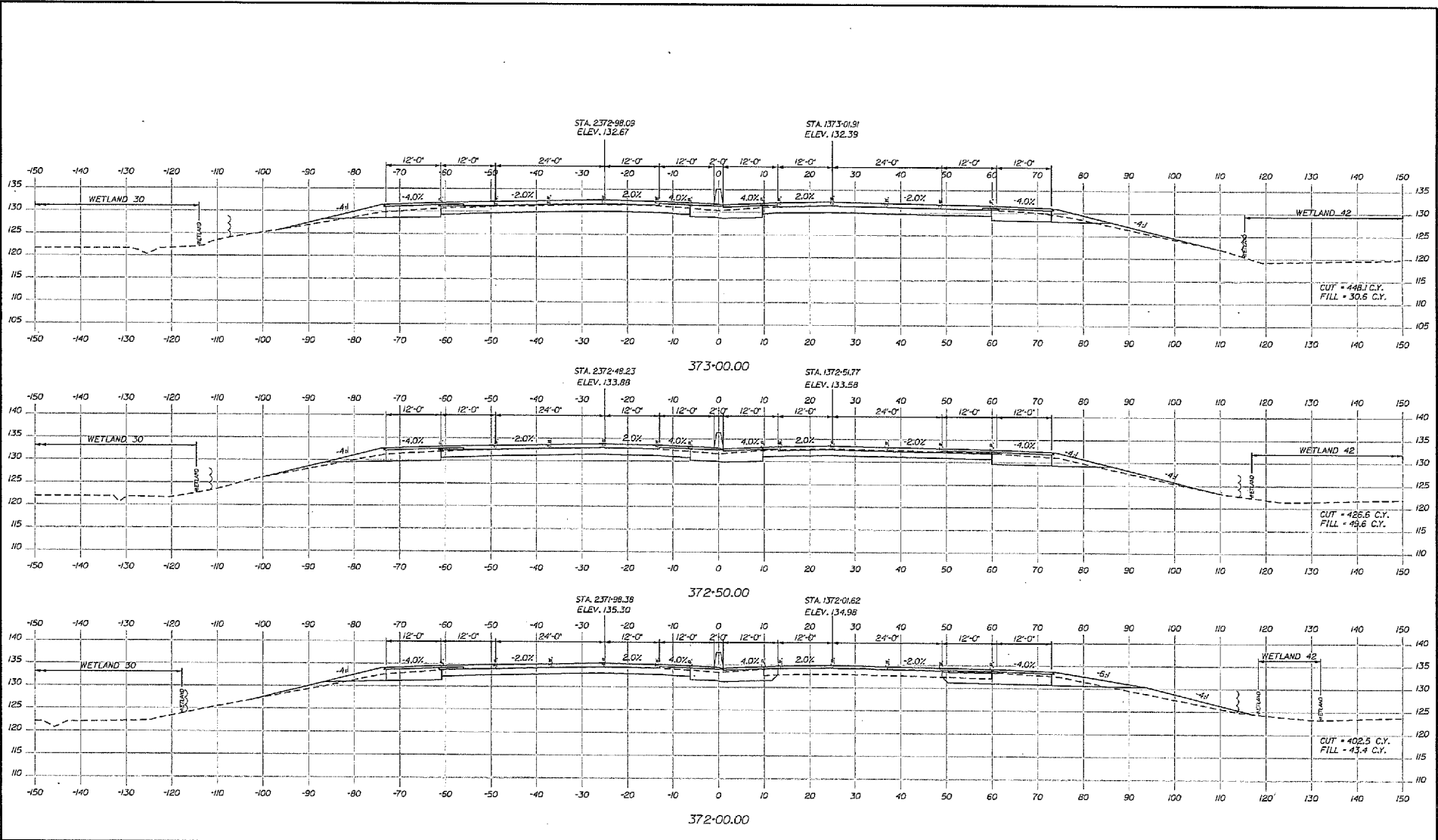
CONTRACT: WIN

SPSETS OF

Filename: ... \MTA\DRN\plan-ssct.dgn

Date: 1/12/2017

Filename: ...MST\A\DR\Plan-reset.dgn



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: #PROJMANAGERS

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
SMS	08/16	In Charge of	---	--/--

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 FAX (617) 242-9824

**THE GOLD STAR  
 MEMORIAL HIGHWAY**

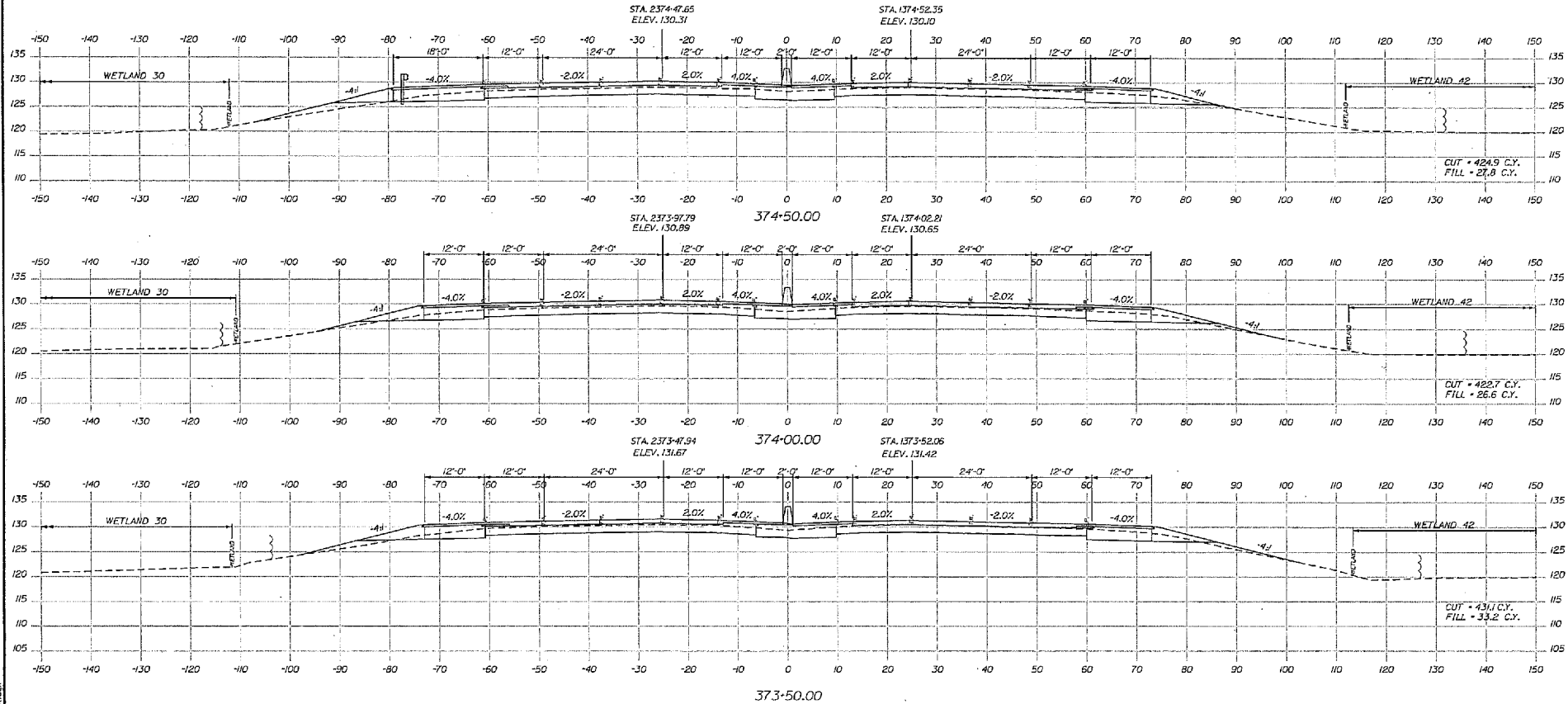
MTA PROJECT MANAGER: R. NORWOOD

1-95 CROSS SECTIONS  
 STA. 372+00 TO STA. 373+00

CONTRACT: WIN

SHEET NUMBER: XS-97  
 6/SETS OF

Date: 7/19/2017



Scale: 1" = 20'

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: **PROJMANAGER**

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
SMC	08/16	In Charge of	---	--/--

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**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

**I-95 CROSS SECTIONS**  
**STA. 373+50 TO STA. 374+50**

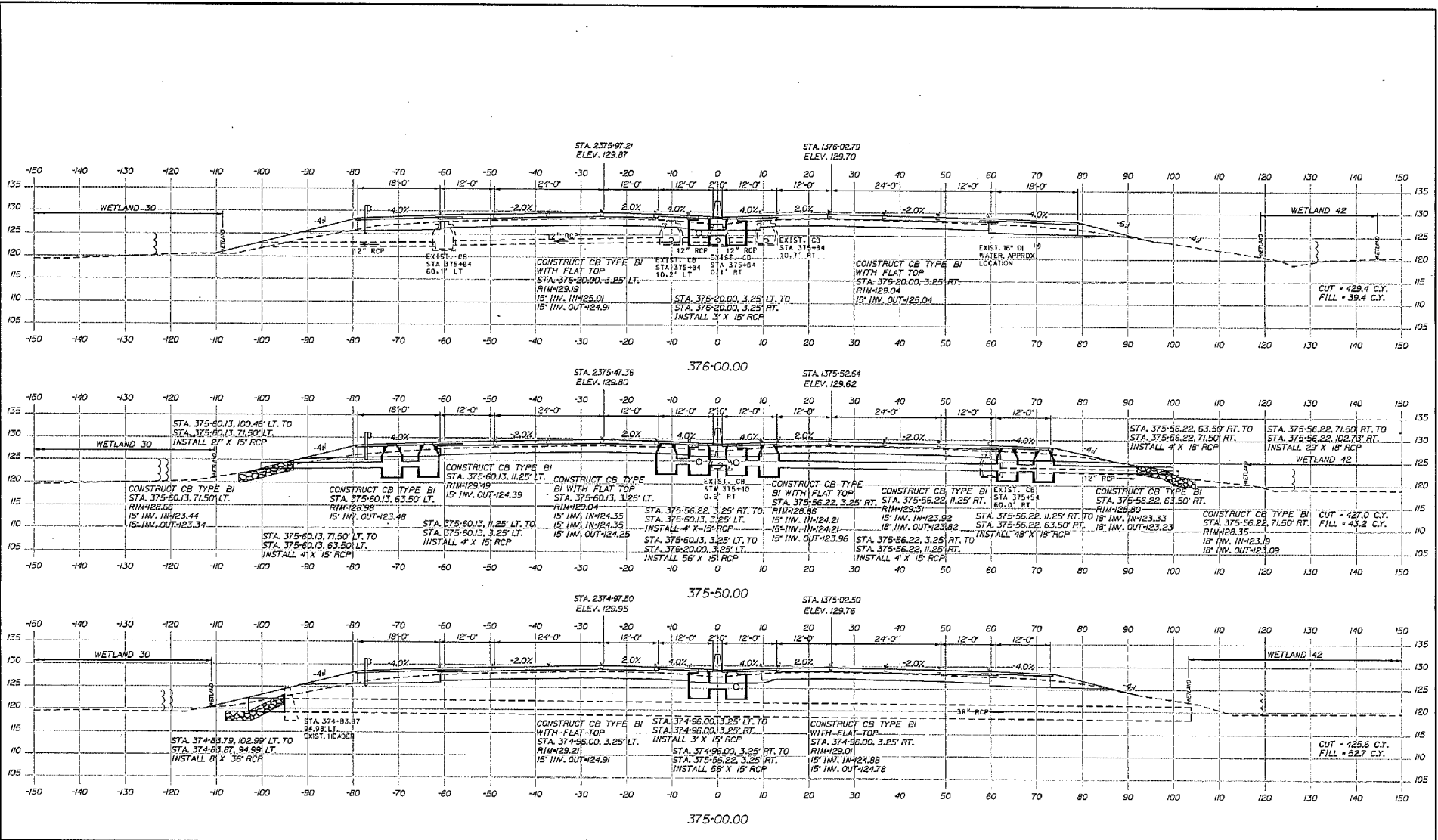
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SHEET NUMBER: XS-98  
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Filename: ...MSTA\DR\Plan-section.dwg

Date: 12/12/2017

Filename: \\MSTA\DR\Plan-resect.dgn



Scale: 1" = 20'

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJMANAGER\$

By	Date	By	Date	
AMS	08/16	Checked	CSM	08/16
SMG	08/16	In Charge of	---	--/--

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NDRWOOD

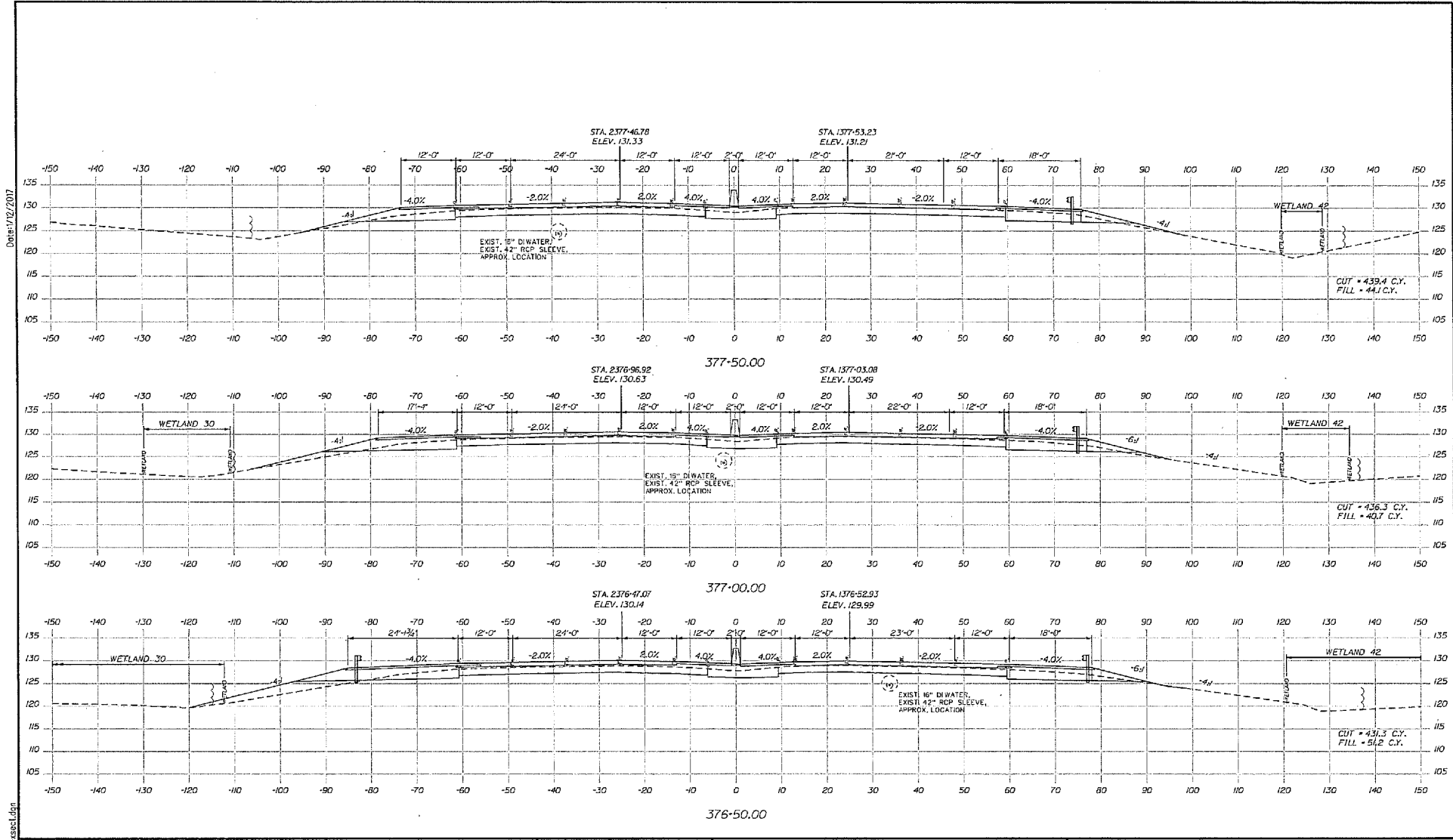
1-95 CROSS SECTIONS  
 STA. 375+00 TO STA. 376+00

CONTRACT: WIN

SHEET NUMBER: XS-89

\$PSETS OF

Date: 11/2/2017



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: PROJMANAGERS

By	Date	Checked	By	Date
AMS	08/16	CSM	CSM	08/16
Drawn	SMG	In Charge of	---	---/--

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
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**THE GOLD STAR  
 MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 376+50 TO STA. 377+50

SHEET NUMBER: XS-100

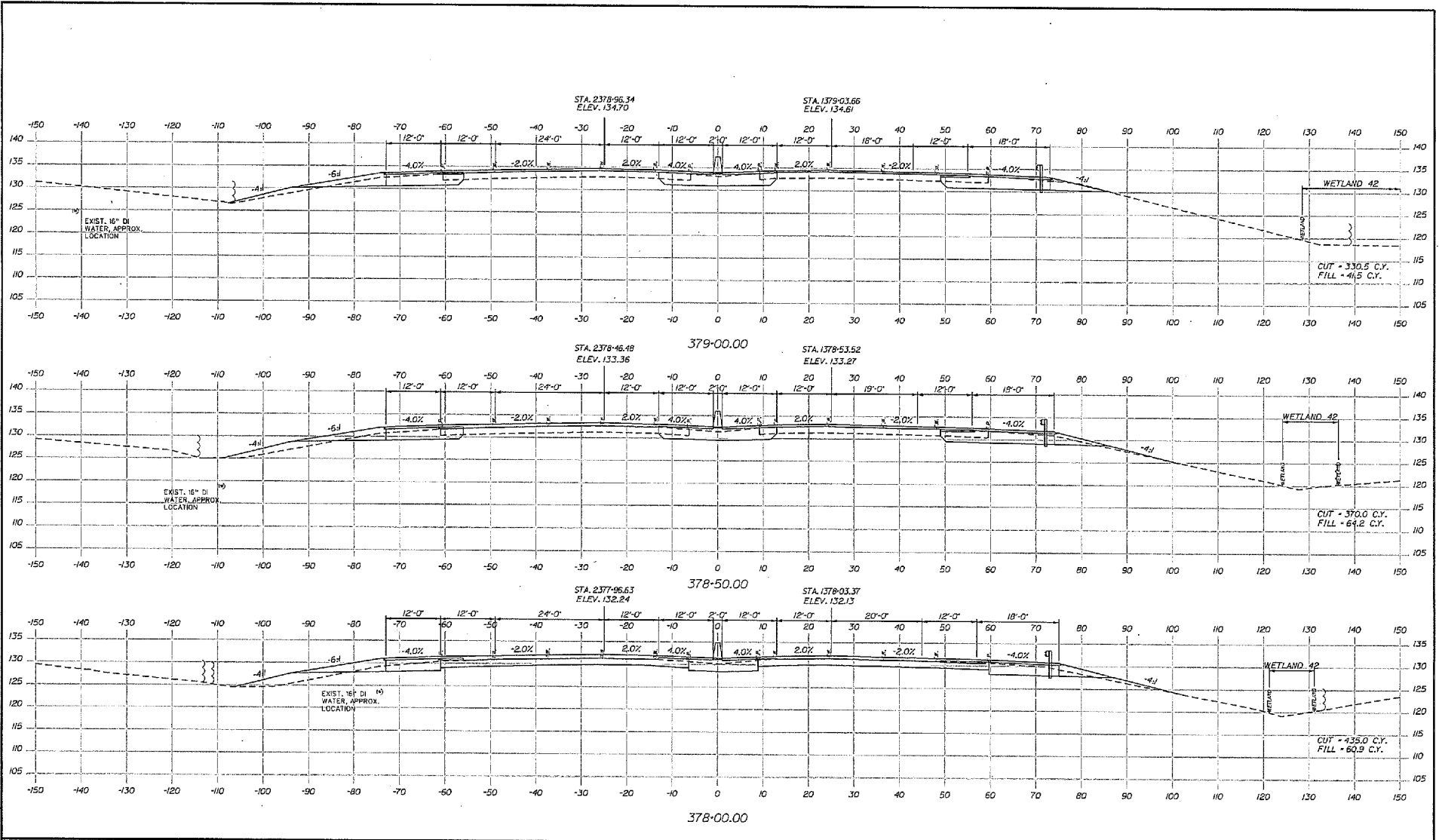
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Date: 1/12/2017

Filename: \\MSTAD\ORP\plan-sssect.dgn



Scale:

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: \$PROJMANAGER\$

Designed	By	Date	Checked	By	Date
Green	AMIS	08/16	CSM	CSM	08/16
	SMG	08/16	In Charge of	---	--/--

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

THE GOLD STAR MEMORIAL HIGHWAY

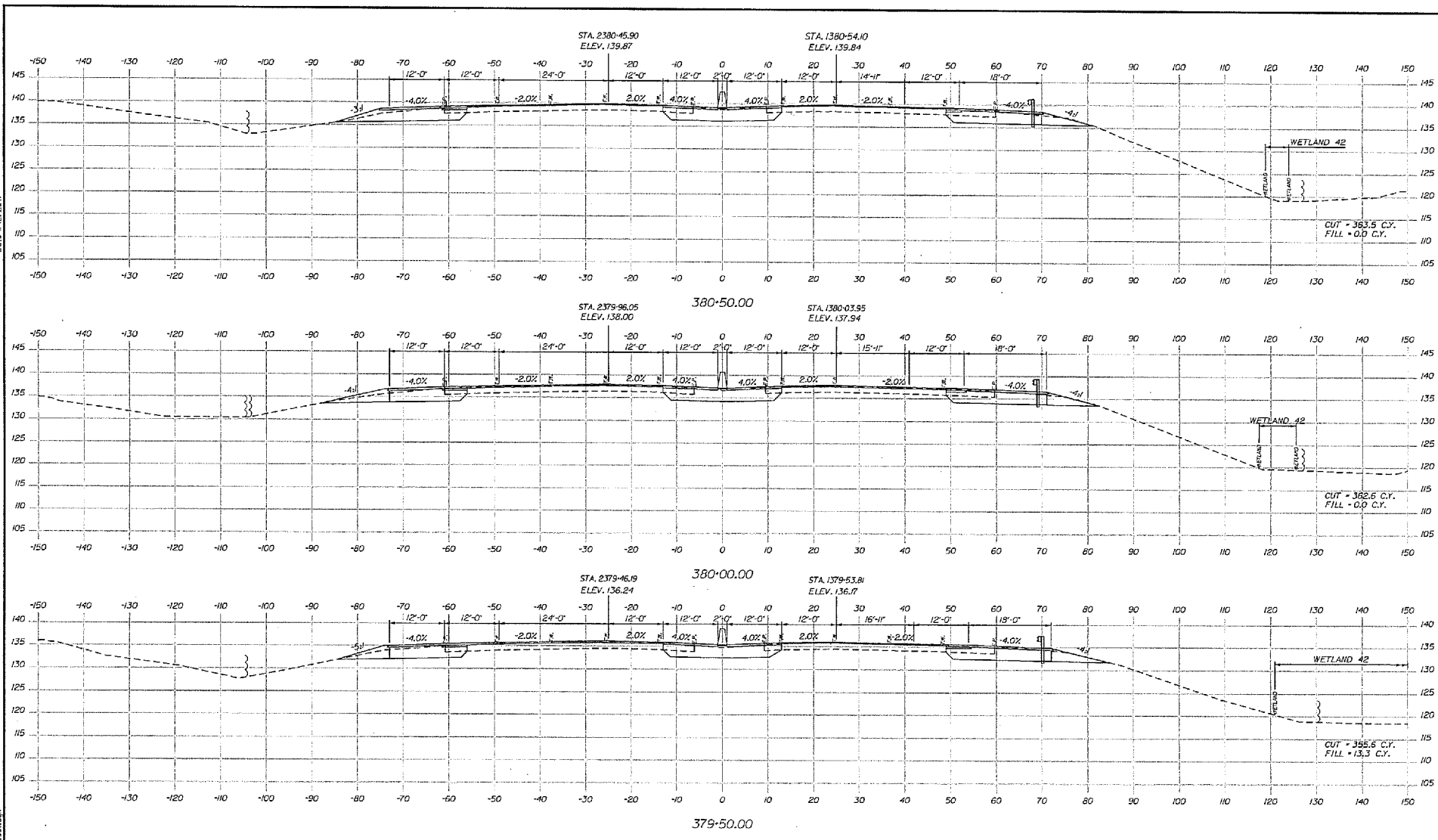
MTA PROJECT MANAGER: R. NORWOOD

I-95 CROSS SECTIONS  
 STA. 378+00 TO STA. 379+00

SHEET NUMBER: XS-101  
 \$PSETS OF

CONTRACT: WIN

Date: 7/12/2017



Scale:

No.	Revision	By	Date

Designed by:

# JACOBS

CONSULTANT PROJECT MANAGER: \$PROJ.MANAGER\$

By	Date	Checked	By	Date
Designed	AMS 08/16	Checked	CSM 08/16	
Drawn	SMG 08/16	In Charge of	---	--/--

JACOBS ENGINEERING GROUP  
 343 CONGRESS STREET  
 BOSTON, MA 02210  
 TEL (617) 242-9222  
 FAX (617) 242-9824

THE GOLD STAR  
 MEMORIAL HIGHWAY

MTA PROJECT MANAGER: R. NORWOOD

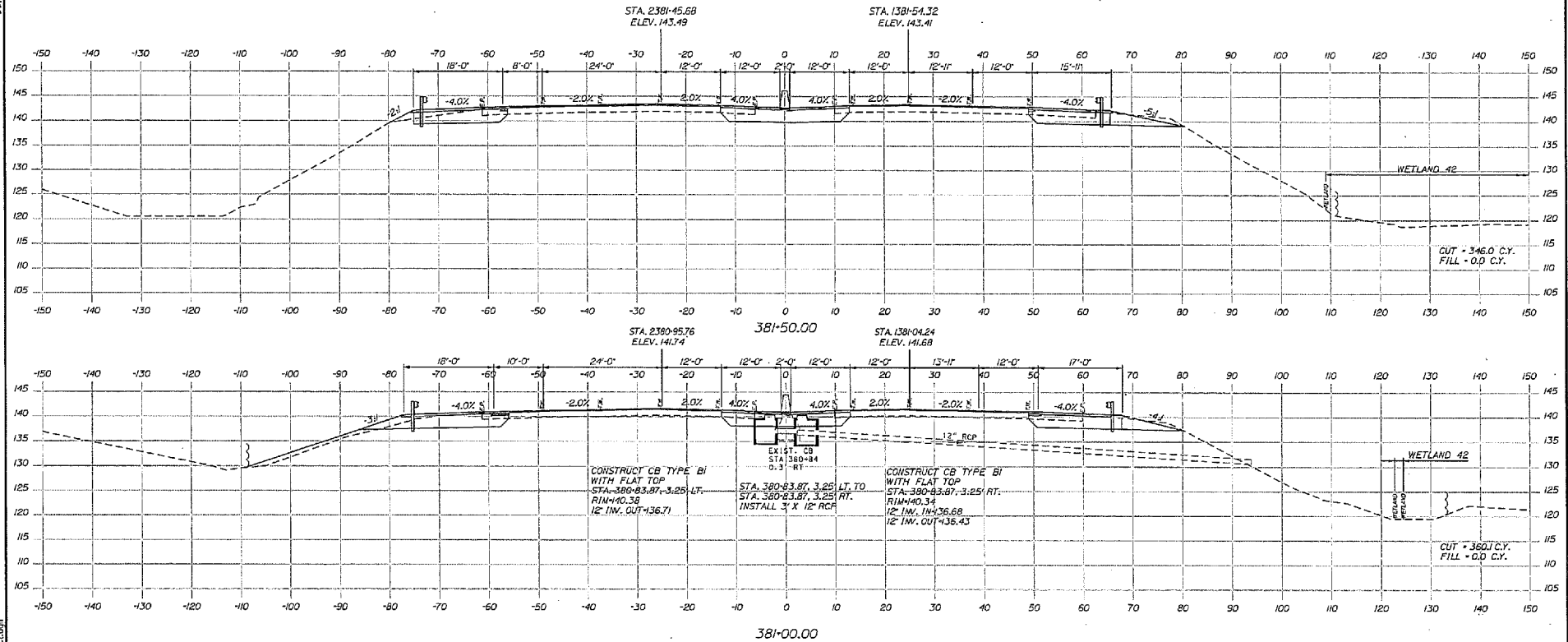
I-95 CROSS SECTIONS  
 STA. 379+50 TO STA. 380+50

CONTRACT: WIN

SHEET NUMBER: XS-102  
 \$PSETS OF

Filename: \\MST\AUR\W\proj\sect1.dwg

Date: 1/12/2017



Scale: 1" = 20'

No.	Revision	By	Date

Designed by:

**JACOBS**

CONSULTANT PROJECT MANAGER: SPROJMANAGERS

By	Date	By	Date
AMS	08/16	Checked	CSM
Drawn	SMG	08/16	In Charge of

JACOBS ENGINEERING GROUP  
343 CONGRESS STREET  
BOSTON, MA 02210  
TEL (617) 242-9222  
FAX (617) 242-9824

**MAINE TURNPIKE**

**THE GOLD STAR MEMORIAL HIGHWAY**

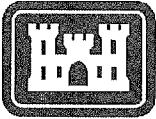
MTA PROJECT MANAGER: R. NORWOOD

1-95 CROSS SECTIONS  
STA. 381+00 TO STA. 381+50

SHEET NUMBER: XS-103  
SPSETS OF

CONTRACT: WIN

Filename: \\MST\AOR\figs\sect.dgn



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

(Minimum Notice: Permittee must sign and return notification  
within one month of the completion of work.)

### COMPLIANCE CERTIFICATION FORM

**Permit Number:** NAE-2007-01211

**Project Manager** Clement

**Name of Permittee:** Maine Turnpike Authority

**Permit Issuance Date:** \_\_\_\_\_

Please sign this certification and return it to the following address upon completion of the activity and any mitigation required by the permit. You must submit this after the mitigation is complete, but not the mitigation monitoring, which requires separate submittals.

\*\*\*\*\*  
\* MAIL TO: U.S. Army Corps of Engineers, New England District \*  
\* Permits and Enforcement Branch C \*  
\* Regulatory Division \*  
\* 696 Virginia Road \*  
\* Concord, Massachusetts 01742-2751 \*  
\*\*\*\*\*

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

**I hereby certify that the work authorized by the above referenced permit was completed in accordance with the terms and conditions of the above referenced permit, and any required mitigation was completed in accordance with the permit conditions.**

\_\_\_\_\_  
Signature of Permittee

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date of Work Completion

( ) \_\_\_\_\_  
Telephone Number

( ) \_\_\_\_\_  
Telephone Number



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

**GENERAL PERMIT  
WORK-START NOTIFICATION FORM**  
(Minimum Notice: Two weeks before work begins)

\*\*\*\*\*  
 \* MAIL TO: U.S. Army Corps of Engineers, New England District \*  
 \* Permits and Enforcement Branch \*  
 \* Regulatory Division \*  
 \* 696 Virginia Road \*  
 \* Concord, Massachusetts 01742-2751 \*  
 \*\*\*\*\*

Corps of Engineers Permit No. NAE-2007-01211 was issued to the Maine Turnpike Authority on . This work is located in wetlands adjacent to the Maine Turnpike, in the vicinity of Mile 8.8, at York, Maine. The permit authorized the permittee to fill approximately 58,086 s.f. of freshwater wetlands in order to construct a replacement for the existing deteriorated and deficient York Toll Plaza.

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

**PLEASE PRINT OR TYPE**

**Name of Person/Firm:** \_\_\_\_\_

**Business Address:** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Telephone Numbers:** ( ) \_\_\_\_\_ ( ) \_\_\_\_\_

**Proposed Work Dates:**     **Start:** \_\_\_\_\_     **Finish:** \_\_\_\_\_

**Permittee/Agent Signature:** \_\_\_\_\_     **Date:** \_\_\_\_\_

**Printed Name:** \_\_\_\_\_     **Title:** \_\_\_\_\_

**Date Permit Issued:** \_\_\_\_\_     **Date Permit Expires:** \_\_\_\_\_

\*\*\*\*\*

**FOR USE BY THE CORPS OF ENGINEERS**

**PM:** Clement     **Submittals Required:** Yes

**Inspection Recommendation:** Inspect as convenient

\_\_\_\_\_  
 \_\_\_\_\_