

Updated 11/05/14

STATE PROJECT

BIDDING INSTRUCTIONS

FOR ALL PROJECTS:

1. Use pen and ink to complete all paper Bids.
2. As a minimum, the following must be received prior to the time of Bid opening:

For a Paper Bid:

- a) a copy of the Notice to Contractors, b) the completed Acknowledgement of Bid Amendments form, c) the completed Schedule of Items, d) two copies of the completed and signed Contract Offer, Agreement & Award form, e) a Bid Guaranty, (if required), and f) any other certifications or Bid requirements listed in the Bid Documents as due by Bid opening.

For an Electronic Bid:

- a) a completed Bid using Expedite® software and submitted via the Bid Express™ web-based service, b) an electronic Bid Guaranty (if required) or a faxed copy of a Bid Bond (with original to be delivered within 72 hours), and c) any other Certifications or Bid requirements listed in the Bid Documents as due by Bid opening.
3. Include prices for all items in the Schedule of Items (excluding non-selected alternates).
4. Bid Guaranty acceptable forms are:
 - a) a properly completed and signed Bid Bond on the Department's prescribed form (or on a form that does not contain any significant variations from the Department's form as determined by the Department) for 5% of the Bid Amount or
 - b) an Official Bank Check, Cashier's Check, Certified Check, U.S. Postal Money Order or Negotiable Certificate of Deposit in the amount stated in the Notice to Contractors or
 - c) an electronic bid bond submitted with an electronic bid.
5. If a paper Bid is to be sent, "FedEx First Overnight" delivery is suggested as the package is delivered directly to the DOT Headquarters Building located at 16 Child Street in Augusta. Other means, such as U.S. Postal Service's Express Mail has proven not to be reliable.

IN ADDITION, FOR FEDERAL AID PROJECTS:

6. Complete the DBE Proposed Utilization form, and submit with your bid. If you are submitting your bid electronically, you must FAX the form to (207) 624-3431. This is a curable defect.

*If you need further information regarding Bid preparation, call the DOT
Contracts Section at (207) 624-3410.*

*For complete bidding requirements, refer to Section 102 of the Maine Department
of Transportation, Standard Specifications, November 2014 Edition.*

NOTICE

The Maine Department of Transportation is attempting to improve the way Bid Amendments/Addendums are handled, and allow for an electronic downloading of bid packages from our website, while continuing to maintain an optional plan holders list.

Prospective bidders, subcontractors or suppliers who wish to download a copy of the bid package and receive a courtesy notification of project specific bid amendments must fill out the on-line plan holder registration form and provide an email address to the MDOT Contracts mailbox at: MDOT.contracts@maine.gov. Each bid package will require a separate request.

Additionally, interested parties will be responsible for reviewing and retrieving the Bid Amendments from our web site, and acknowledging receipt and incorporating those Bid Amendments in their bids using the Acknowledgement of Bid Amendment Form.

The downloading of bid packages from the MDOT website is not the same as providing an electronic bid to the Department. Electronic bids must be submitted via <http://www.BIDX.com>. For information on electronic bidding contact Patrick Corum at patrick.corum@maine.gov , Rebecca Snowden at rebecca.snowden@maine.gov or Diane Barnes at diane.barnes@maine.gov.

NOTICE

For security and other reasons, all Bid Packages which are mailed, shall be provided in double (one envelope inside the other) envelopes. The *Inner Envelope* shall have the following information provided on it:

Bid Enclosed - Do Not Open

PIN:

Town:

Date of Bid Opening:

Name of Contractor with mailing address and telephone number:

In Addition to the usual address information, the *Outer Envelope* should have written or typed on it:

Double Envelope: Bid Enclosed

PIN:

Town:

Date of Bid Opening:

Name of Contractor:

This should not be much of a change for those of you who use Federal Express or similar services.

Hand-carried Bids may be in one envelope as before, and should be marked with the following information:

Bid Enclosed: Do Not Open

PIN:

Town:

Name of Contractor:

October 16, 2001

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
Bid Guaranty-Bid Bond Form

KNOW ALL MEN BY THESE PRESENTS THAT _____

_____ of the City/Town of _____ and State of _____

as Principal, and _____ as Surety, a

Corporation duly organized under the laws of the State of _____ and having a usual place of

Business in _____ and hereby held and firmly bound unto the Treasurer of

the State of Maine in the sum of _____ for payment which Principal and Surety bind

themselves, their heirs, executors, administrators, successors and assigns, jointly and severally.

The condition of this obligation is that the Principal has submitted to the Maine Department of

Transportation, hereafter Department, a certain bid, attached hereto and incorporated as a

part herein, to enter into a written contract for the construction of _____

_____ and if the Department shall accept said bid

and the Principal shall execute and deliver a contract in the form attached hereto (properly

completed in accordance with said bid) and shall furnish bonds for this faithful performance of

said contract, and for the payment of all persons performing labor or furnishing material in

connection therewith, and shall in all other respects perform the agreement created by the

acceptance of said bid, then this obligation shall be null and void; otherwise it shall remain in full

force, and effect.

Signed and sealed this _____ day of _____ 20_____

WITNESS:

WITNESS

PRINCIPAL:

By _____

By: _____

By: _____

SURETY:

By _____

By: _____

Name of Local Agency: _____

NOTICE

Bidders:

Please use the attached “Request for Information” form when submitting questions concerning specific Contracts that have been advertised for Bid, include additional numbered pages as required. RFI’s may be faxed to 207-624-3431, submitted electronically through the Departments web page of advertised projects by selecting the RFI tab on the project details page or via e-mail to RFI-Contracts.MDOT@maine.gov.

These are the only allowable mechanisms for answering Project specific questions. Maine DOT will not be bound to any answers to Project specific questions received during the Bidding phase through other processes.

When submitting RFIs by Email please follow the same guidelines as stated on the “Request for Information” form and include the word “RFI” along with the Project name and Identification number in the subject line.

Vendor Registration

Prospective Bidders must register as a vendor with the Department of Administrative & Financial Services if the vendor is awarded a contract. Vendors will not be able to receive payment without first being registered. Vendors/Contractors will find information and register through the following link –

<http://www.maine.gov/purchases/venbid/index.shtml>

**STATE OF MAINE DEPARTMENT OF TRANSPORTATION
NOTICE TO CONTRACTORS**

Sealed Bids addressed to the Maine Department of Transportation, Augusta, Maine 04333 and endorsed on the wrapper "Bids for **Highway Reconstruction & 1 1/4" Overlay** in the towns of **Erveburg - Bridgton**" will be received from contractors at the Reception Desk, Maine DOT Building, Capitol Street, Augusta, Maine, until 11:00 o'clock A.M. (prevailing time) on May 13, 2015 and at that time and place publicly opened and read. Bids will be accepted from all bidders. The lowest responsive bidder must have completed, or successfully complete, a (Highway Construction prequalification), or project specific prequalification to be considered for the award of this contract. **We now accept electronic bids for those bid packages posted on the bidx.com website. Electronic bids do not have to be accompanied by paper bids. Please note: the Department will accept a facsimile of the bid bond; however, the original bid bond must then be received at the MDOT Contract Section within 72 hours of the bid opening. Until further notice, dual bids (one paper, one electronic) will be accepted, with the paper copy taking precedence.**

Description: WINS. 019109.00/ 20281.00

Location: In Oxford and Cumberland Counties, WIN. 19109.00 is located on US. Rte.302 beginning 0.1 mi. west of Stanley Hill Rd. and extends easterly 5.14 miles. WIN. 20281.00 is located on US. Rte.302 beginning 0.1 mi. west of Sweeden Rd. and extends 3.98 miles.

Outline of Work: Highway Reconstruction and 1 1/4" Overlay and other incidental work.

For general information regarding Bidding and Contracting procedures, contact George Maccougall at (207) 624-3410. Our webpage at <http://www.maine.gov/mdot/contractors/> contains a copy of the Schedule of Items, Plan Holders List, written portions of bid amendments, drawings, bid results and an electronic form for RFI submittal. For Project-specific information fax all questions to **Project Manager** Ernie Martin at (207) 624-3431, use electronic RFI form or email questions to RFI-Contracts.MDOT@maine.gov, project name and identification number should be in the subject line. Questions received after 12:00 noon of Monday prior to bid date will not be answered. Bidders shall not contact any other Departmental staff for clarification of Contract provisions, and the Department will not be responsible for any interpretations so obtained. TTY users call Maine Relay 711.

Plans, specifications and bid forms may be seen at the Maine DOT Building in Augusta, Maine. They may be purchased from the Department between the hours of 8:00 a.m. to 4:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn.: Mailroom, 16 State House Station, Augusta, Maine 04333-0016. They also may be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Full size plans \$428.00 (\$443.00 by mail). Half size plans \$214.00 (\$220.00 by mail), Bid Book \$10 (\$13 by mail), Single Sheets \$2, payment in advance, all non-refundable.

Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of \$190,000.00 payable to Treasurer, State of Maine as a Bid guarantee. A Contract Performance Surety Bond and a Contract Payment Surety Bond, each in the amount of 100 percent of the Contract price, will be required of the successful Bidder.

This Contract is subject to all applicable State Laws.

All work shall be governed by "State of Maine, Department of Transportation, Standard Specifications, November 2014 Edition", price \$10 [\$15 by mail], and Standard Details, November 2014 Edition, price \$10 [\$15 by mail]. They also may be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Standard Detail updates can be found at <http://www.maine.gov/mdot/contractors/publications/>.

The right is hereby reserved to the Maine DOT to reject any or all bids.

Augusta, Maine
April 22, 2015




JOYCE NOEL TAYLOR P. E.
CHIEF ENGINEER

NOTICE TO CONTRACTORS - PREFERRED EMPLOYEES

Sec. 1303. Public Works; minimum wage

In the employment of laborers in the construction of public works, including state highways, by the State or by persons contracting for the construction, preference must first be given to citizens of the State who are qualified to perform the work to which the employment relates and, if they can not be obtained in sufficient numbers, then to citizens of the United States. Every contract for public works construction must contain a provision for employing citizens of this State or the United States. The hourly wage and benefit rate paid to laborers employed in the construction of public works, including state highways, may not be less than the fair minimum rate as determined in accordance with section 1308. Any contractor who knowingly and willfully violates this section is subject to a fine of not less than \$250 per employee violation. Each day that any contractor employs a laborer at less than the wage and benefit minimum stipulated in this section constitutes a separate violation of this section. [1997, c. 757, §1 (amd).]

SPECIAL PROVISION 102.7.3
ACKNOWLEDGMENT OF BID AMENDMENTS

With this form, the Bidder acknowledges its responsibility to check for all Amendments to the Bid Package. For each Project under Advertisement, Amendments are located at <http://www.maine.gov/mdot/contractors/> . It is the responsibility of the Bidder to determine if there are Amendments to the Project, to download them, to incorporate them into their Bid Package, and to reference the Amendment number and the date on the form below. The Maine DOT will not post Bid Amendments any later than noon the day before Bid opening without individually notifying all the planholders.

Amendment Number	Date

The Contractor, for itself, its successors and assigns, hereby acknowledges that it has received all of the above referenced Amendments to the Bid Package.

CONTRACTOR

Date

Signature of authorized representative

(Name and Title Printed)

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 019109.00

Project(s): 019109.00, 020281.00

SECTION: 1 PROJECT ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	201.11 CLEARING	19.000 AC	_____	 _____	_____	 _____
0020	201.23 REMOVING SINGLE TREE TOP ONLY	52.000 EA	_____	 _____	_____	 _____
0030	201.24 REMOVING STUMP	52.000 EA	_____	 _____	_____	 _____
0040	202.08 REMOVING BUILDING NO.: 1 @ STA. 390+50 LT.	LUMP SUM	LUMP SUM		_____	 _____
0050	202.08 REMOVING BUILDING NO.: 2 @ STA. 442+25 LT.	LUMP SUM	LUMP SUM		_____	 _____
0060	202.15 REMOVING MANHOLE OR CATCH BASIN	7.000 EA	_____	 _____	_____	 _____
0070	202.202 REMOVING PAVEMENT SURFACE	880.000 SY	_____	 _____	_____	 _____
0080	202.203 PAVEMENT BUTT JOINTS	1,590.000 SY	_____	 _____	_____	 _____
0090	203.20 COMMON EXCAVATION	131,100.000 CY	_____	 _____	_____	 _____
0100	203.21 ROCK EXCAVATION	3,350.000 CY	_____	 _____	_____	 _____
0110	203.2312 HEALTH AND SAFETY PLAN	LUMP SUM	LUMP SUM		_____	 _____
0120	203.2333 DISPOSAL OF SPECIAL EXCAVATION	5.000 T	_____	 _____	_____	 _____

Maine Department of Transportation

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0130	203.25 GRANULAR BORROW	14,700.000 CY	_____	 _____	_____	 _____
0140	203.33 SPECIAL FILL	220.000 CY	_____	 _____	_____	 _____
0150	203.35 CRUSHED STONE FILL	50.000 CY	_____	 _____	_____	 _____
0160	206.061 STRUCTURAL EARTH EXCAVATION - DRAINAGE AND MINOR STRUCTURES, BELOW GRADE	50.000 CY	_____	 _____	_____	 _____
0170	206.07 STRUCTURAL ROCK EXCAVATION - DRAINAGE AND MINOR STRUCTURES	15.000 CY	_____	 _____	_____	 _____
0180	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	73,000.000 CY	_____	 _____	_____	 _____
0190	403.2072 19 MM ASPHALT RICH BASE MIXTURE	12,300.000 T	_____	 _____	_____	 _____
0200	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	9,010.000 T	_____	 _____	_____	 _____
0210	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	700.000 T	_____	 _____	_____	 _____
0220	403.210 HOT MIX ASPHALT 9.5 MM	6,900.000 T	_____	 _____	_____	 _____
0230	403.211 HOT MIX ASPHALT (SHIMMING)	3,700.000 T	_____	 _____	_____	 _____

Maine Department of Transportation

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0240	403.213 HOT MIX ASPHALT 12.5 MM BASE	9,970.000 T	_____	 _____	_____	 _____
0250	409.15 BITUMINOUS TACK COAT - APPLIED	9,600.000 G	_____	 _____	_____	 _____
0260	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	270.000 CY	_____	 _____	_____	 _____
0270	508.13 SHEET WATERPROOFING MEMBRANE	LUMP SUM	LUMP SUM		_____	 _____
0280	511.07 COFFERDAM: UPSTREAM @ STA. 321+50	LUMP SUM	LUMP SUM		_____	 _____
0290	511.07 COFFERDAM: DOWNSTREAM @ STA. 321+50	LUMP SUM	LUMP SUM		_____	 _____
0300	511.07 COFFERDAM: UPSTREAM @ STA. 521+49	LUMP SUM	LUMP SUM		_____	 _____
0310	511.07 COFFERDAM: DOWNSTREAM @ STA.521+49	LUMP SUM	LUMP SUM		_____	 _____
0320	512.09 STONE FOR WEIRS	4.000 CY	_____	 _____	_____	 _____
0330	515.20 PROTECTIVE COATING FOR CONCRETE SURFACES	450.000 SY	_____	 _____	_____	 _____
0340	524.301 TEMPORARY STRUCTURAL SUPPORT STAGE 1 @ 321+50	LUMP SUM	LUMP SUM		_____	 _____

Maine Department of Transportation

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0350	524.301 TEMPORARY STRUCTURAL SUPPORT STAGE 2 @ STA. 321+50	LUMP SUM	LUMP	SUM	_____	_____
0360	524.301 TEMPORARY STRUCTURAL SUPPORT STAGE 1 @ STA. 521+49	LUMP SUM	LUMP	SUM	_____	_____
0370	524.301 TEMPORARY STRUCTURAL SUPPORT STAGE 2 @ STA. 521+49	LUMP SUM	LUMP	SUM	_____	_____
0380	526.301 TEMPORARY CONCRETE BARRIER TYPE I	LUMP SUM	LUMP	SUM	_____	_____
0390	527.34 WORK ZONE CRASH CUSHIONS	4.000 UN	_____	_____	_____	_____
0400	534.71 PRECAST CONCRETE BOX CULVERT	LUMP SUM	LUMP	SUM	_____	_____
0410	534.71 PRECAST CONCRETE BOX CULVERT @ STA. 521+49	LUMP SUM	LUMP	SUM	_____	_____
0420	603.16 15 INCH CULVERT PIPE OPTION I	1,298.000 LF	_____	_____	_____	_____
0430	603.17 18 INCH CULVERT PIPE OPTION I	230.000 LF	_____	_____	_____	_____
0440	603.175 18 INCH REINFORCED CONCRETE PIPE CLASS III	510.000 LF	_____	_____	_____	_____
0450	603.179 18 INCH CULVERT PIPE OPTION III	562.000 LF	_____	_____	_____	_____

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			Dollars	Cents	Dollars	Cents
0460	603.195 24 INCH REINFORCED CONCRETE PIPE CLASS III	156.000 LF	_____	 _____	_____	 _____
0470	603.205 30 INCH REINFORCED CONCRETE PIPE CLASS III	88.000 LF	_____	 _____	_____	 _____
0480	603.215 36 INCH REINFORCED CONCRETE PIPE CLASS III	88.000 LF	_____	 _____	_____	 _____
0490	603.222 42" TYPE D TRIPLE WALL POLYPROPYLENE PIPE	165.000 LF	_____	 _____	_____	 _____
0500	603.252 60" TYPE D TRIPLE WALL POLYPROPYLENE PIPE	97.000 LF	_____	 _____	_____	 _____
0510	604.092 CATCH BASIN TYPE B1-C	8.000 EA	_____	 _____	_____	 _____
0520	604.15 MANHOLE	1.000 EA	_____	 _____	_____	 _____
0530	604.248 CATCH BASIN TYPE F6	1.000 EA	_____	 _____	_____	 _____
0540	605.09 6 INCH UNDERDRAIN TYPE B	8,559.000 LF	_____	 _____	_____	 _____
0550	605.10 6 INCH UNDERDRAIN OUTLET	579.000 LF	_____	 _____	_____	 _____
0560	605.11 12 INCH UNDERDRAIN TYPE C	114.000 LF	_____	 _____	_____	 _____
0570	605.13 18 INCH UNDERDRAIN TYPE C	545.000 LF	_____	 _____	_____	 _____

Maine Department of Transportation

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0580	606.14 GUARDRAIL, NU-GUARD-31, SINGLE RAIL	3,888.000 LF	_____	 _____	_____	 _____
0590	606.1721 BRIDGE TRANSITION - TYPE 1	10.000 EA	_____	 _____	_____	 _____
0600	606.178 GUARDRAIL BEAM	138.000 LF	_____	 _____	_____	 _____
0610	606.23 GUARDRAIL TYPE 3C - SINGLE RAIL	2,638.000 LF	_____	 _____	_____	 _____
0620	606.231 GUARDRAIL TYPE 3C - 15 FOOT RADIUS AND LESS	99.000 LF	_____	 _____	_____	 _____
0630	606.232 GUARDRAIL TYPE 3C - OVER 15 FOOT RADIUS	190.000 LF	_____	 _____	_____	 _____
0640	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	10.000 EA	_____	 _____	_____	 _____
0650	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	70.000 EA	_____	 _____	_____	 _____
0660	606.356 UNDERDRAIN DELINEATOR POST	61.000 EA	_____	 _____	_____	 _____
0670	606.47 SINGLE WOOD POST	54.000 EA	_____	 _____	_____	 _____
0680	606.48 SINGLE GALVANIZED STEEL POST	4.000 EA	_____	 _____	_____	 _____
0690	606.51 MULTIPLE MAILBOX SUPPORT	1.000 EA	_____	 _____	_____	 _____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0700	606.754 WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL	2.000 EA	_____	 _____	_____	 _____
0710	606.79 GUARDRAIL 350 FLARED TERMINAL	26.000 EA	_____	 _____	_____	 _____
0720	606.81 TANGENT GUARDRAIL TERMINAL - ENERGY ABSORBING	1.000 EA	_____	 _____	_____	 _____
0730	609.31 CURB TYPE 3	7,137.000 LF	_____	 _____	_____	 _____
0740	610.08 PLAIN RIPRAP	980.000 CY	_____	 _____	_____	 _____
0750	610.16 HEAVY RIPRAP	100.000 CY	_____	 _____	_____	 _____
0760	610.18 STONE DITCH PROTECTION	1,020.000 CY	_____	 _____	_____	 _____
0770	613.319 EROSION CONTROL BLANKET	40,260.000 SY	_____	 _____	_____	 _____
0780	615.07 LOAM	9,870.000 CY	_____	 _____	_____	 _____
0790	618.13 SEEDING METHOD NUMBER 1	120.000 UN	_____	 _____	_____	 _____
0800	618.14 SEEDING METHOD NUMBER 2	1,030.000 UN	_____	 _____	_____	 _____
0810	618.141 SEEDING METHOD NUMBER 3	480.000 UN	_____	 _____	_____	 _____
0820	619.12 MULCH	1,650.000 UN	_____	 _____	_____	 _____

Maine Department of Transportation

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0830	620.58 EROSION CONTROL GEOTEXTILE	4,700.000 SY	_____	 _____	_____	 _____
0840	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	151,420.000 LF	_____	 _____	_____	 _____
0850	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	730.000 SF	_____	 _____	_____	 _____
0860	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	233,240.000 LF	_____	 _____	_____	 _____
0870	629.05 HAND LABOR, STRAIGHT TIME	210.000 HR	_____	 _____	_____	 _____
0880	631.10 AIR COMPRESSOR (INCLUDING OPERATOR)	50.000 HR	_____	 _____	_____	 _____
0890	631.11 AIR TOOL (INCLUDING OPERATOR)	50.000 HR	_____	 _____	_____	 _____
0900	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	130.000 HR	_____	 _____	_____	 _____
0910	631.14 GRADER (INCLUDING OPERATOR)	20.000 HR	_____	 _____	_____	 _____
0920	631.15 ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	20.000 HR	_____	 _____	_____	 _____
0930	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	180.000 HR	_____	 _____	_____	 _____

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0940	631.22 FRONT END LOADER (INCLUDING OPERATOR)	50.000 HR	_____	 _____	_____	 _____
0950	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	6.000 HR	_____	 _____	_____	 _____
0960	639.18 FIELD OFFICE TYPE A	1.000 EA	_____	 _____	_____	 _____
0970	643.72 TEMPORARY TRAFFIC SIGNAL W @ 321+50	LUMP SUM		LUMP SUM	_____	 _____
0980	643.72 TEMPORARY TRAFFIC SIGNAL W @ 521+50	LUMP SUM		LUMP SUM	_____	 _____
0990	643.86 TRAFFIC SIGNAL LOOP DETECTORS	4.000 EA	_____	 _____	_____	 _____
1000	643.87 WEIGH-IN-MOTION SYSTEM	1.000 EA	_____	 _____	_____	 _____
1010	645.291 ROADSIDE GUIDE SIGNS TYPE II	15.000 SF	_____	 _____	_____	 _____
1020	645.292 REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS TYPE II	514.000 SF	_____	 _____	_____	 _____
1030	652.30 FLASHING ARROW BOARD	2.000 EA	_____	 _____	_____	 _____
1040	652.33 DRUM	230.000 EA	_____	 _____	_____	 _____
1050	652.34 CONE	550.000 EA	_____	 _____	_____	 _____

Maine Department of Transportation

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
1060	652.35 CONSTRUCTION SIGNS	1,652.000 SF	_____	 _____	_____	 _____
1070	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	424.000 CD	_____	 _____	_____	 _____
1080	652.38 FLAGGER	18,200.000 HR	_____	 _____	_____	 _____
1090	652.381 TRAFFIC OFFICER	300.000 HR	_____	 _____	_____	 _____
1100	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EA	_____	 _____	_____	 _____
1110	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		 LUMP SUM	_____	 _____
1120	658.20 ACRYLIC LATEX COLOR FINISH, GREEN	3.000 SY	_____	 _____	_____	 _____
1130	659.10 MOBILIZATION	LUMP SUM		 LUMP SUM	_____	 _____
1140	801.141 4" PVC SANITARY SEWER (SDR-35)	20.000 LF	_____	 _____	_____	 _____
1150	801.16 6 INCH PVC SANITARY SEWER (SDR-35)	12.000 LF	_____	 _____	_____	 _____
Section: 1			Total:		_____	 _____
			Total Bid:		_____	 _____

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of _____, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No's. **19109.00/ 20281.00** for **Highway Reconstruction and 1 1/4" Overlay** in the towns of **Fryeburg and Bridgton**, Counties of **Oxford and Cumberland**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **June 16, 2017**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

\$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

PINS. 19109.00/ 20281.00 - Highway Reconstruction and 1 ¼" Overlay in the towns of Fryeburg/ Bridgton.

State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Fifth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in

any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.
IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David Bernhardt, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of _____, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No's. **19109.00/ 20281.00** for **Highway Reconstruction and 1 1/4" Overlay** in the towns of **Fryeburg and Bridgton**, Counties of **Oxford and Cumberland**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **June 16, 2017**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

\$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

PINS. 19109.00/ 20281.00 - Highway Reconstruction and 1 ¼" Overlay in the towns of Fryeburg/ Bridgton.

State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Fifth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in

any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.
IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David Bernhardt, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and (Name of the firm bidding the job) a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at (address of the firm bidding the job)

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. 1224.00, for the Hot Mix Asphalt Overlay in the town/city of South Nowhere, County of Washington, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before November 15, 2006. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is (Place bid here in alphabetical form such as One Hundred and Two dollars and 10 cents)
\$ (repeat bid here in numerical terms, such as \$102.10) Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition, Supplemental Specifications, Special Provisions, Contract Agreement, and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications November 2014 Edition (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

PIN 1234.00 South Nowhere, Hot Mix Asphalt Overlay,

State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan with their bid.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

Date

(Witness Sign Here)
Witness

(Sign Here)
(Signature of Legally Authorized Representative of the Contractor)

(Print Name Here)
(Name and Title Printed)

CONTRACTOR

G. Award.

Your offer is hereby accepted. documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David Bernhardt, Commissioner

(Witness)

BOND # _____

CONTRACT PERFORMANCE BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____
_____ in the State of _____, as principal,
and.....
a corporation duly organized under the laws of the State of and having a
usual place of business
as Surety, are held and firmly bound unto the Treasurer of the State of Maine in the sum
of _____ and 00/100 Dollars (\$ _____),
to be paid said Treasurer of the State of Maine or his successors in office, for which
payment well and truly to be made, Principal and Surety bind themselves, their heirs,
executors and administrators, successors and assigns, jointly and severally by these
presents.

The condition of this obligation is such that if the Principal designated as Contractor in
the Contract to construct Project Number _____ in the Municipality of
_____ promptly and faithfully performs the Contract, then this
obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the State
of Maine.

Signed and sealed this day of, 20.....

WITNESSES:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly

Print Name Legibly

SURETY:

Signature

.....

Print Name Legibly

Print Name Legibly

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

.....
.....
.....

ADDRESS
.....
.....

TELEPHONE.....

.....

BOND # _____

CONTRACT PAYMENT BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____
_____ **in the State of** _____, as principal,
and.....
a corporation duly organized under the laws of the State of and having a
usual place of business in
as Surety, are held and firmly bound unto the Treasurer of the State of Maine for the use
and benefit of claimants as herein below defined, in the sum of
_____ **and 00/100 Dollars (\$** _____ **)**
for the payment whereof Principal and Surety bind themselves, their heirs, executors and
administrators, successors and assigns, jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in
the Contract to construct Project Number _____ in the Municipality of
_____ promptly satisfies all claims and demands incurred for all
labor and material, used or required by him in connection with the work contemplated by
said Contract, and fully reimburses the obligee for all outlay and expense which the
obligee may incur in making good any default of said Principal, then this obligation shall
be null and void; otherwise it shall remain in full force and effect.

A claimant is defined as one having a direct contract with the Principal or with a
Subcontractor of the Principal for labor, material or both, used or reasonably required for
use in the performance of the contract.

Signed and sealed this day of, 20

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly

Print Name Legibly

SURETY:

Signature.....

.....

Print Name Legibly

Print Name Legibly

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

.....

ADDRESS

.....

.....

TELEPHONE

.....

**THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE
CONSTRUCTION SITE**

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

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

Title of Project -----Highway Reconstruction Region 1 WIN 19109.00

Location of Project --Fryeburg-Bridgton, Cumberland and Oxford Counties

2015 Fair Minimum Wage Rates

• **Highway & Earthwork Cumberland & Oxford Counties**

Occupation Title	Minimum			Occupation Title	Minimum		
	Wage	Benefit	Total		Wage	Benefit	Total
Asphalt Raker	\$16.00	\$0.48	\$16.48	Ironworker - Reinforcing	\$20.00	\$1.23	\$21.23
Backhoe Loader Operator	\$19.50	\$0.71	\$20.21	Ironworker - Structural	\$22.65	\$6.06	\$28.71
Bricklayer	\$23.24	\$1.80	\$25.04	Laborers (Incl. Helpers & Tenders)	\$12.50	\$0.71	\$13.21
Bulldozer Operator	\$18.40	\$3.11	\$21.51	Laborer - Skilled	\$15.50	\$3.60	\$19.10
Carpenter	\$19.00	\$1.75	\$20.75	Line Erector - Power/Cable Splicer	\$27.42	\$8.05	\$35.47
Carpenter - Rough	\$24.00	\$1.90	\$25.90	Loader Operator - Front-End	\$17.00	\$2.68	\$19.68
Cement Mason/Finisher	\$16.81	\$0.74	\$17.55	Mechanic- Maintenance	\$18.00	\$3.08	\$21.08
Concrete Pump Operator	\$19.00	\$3.35	\$22.35	Painter	\$16.75	\$3.50	\$20.25
Crane Operator =>15 Tons)	\$24.00	\$4.81	\$28.81	Paver Operator	\$19.88	\$1.57	\$21.45
Crusher Plant Operator	\$18.00	\$2.85	\$20.85	Pipelayer	\$15.16	\$1.84	\$17.00
Diver	\$23.00	\$8.25	\$31.25	Pump Installer	\$22.00	\$2.70	\$24.70
Driller - Rock	\$17.50	\$4.86	\$22.36	Reclaimer Operator	\$20.75	\$10.84	\$31.59
Earth Auger Operator	\$22.50	\$8.14	\$30.64	Rigger	\$20.00	\$3.18	\$23.18
Electrician - Licensed	\$27.77	\$13.76	\$41.53	Roller Operator - Pavement	\$17.00	\$1.02	\$18.02
Electrician Helper/Cable Puller (Licensed)	\$16.39	\$3.23	\$19.62	Screed/Wheelman	\$17.00	\$4.32	\$21.32
Excavator Operator	\$18.38	\$2.36	\$20.74	Stone Mason	\$17.00	\$0.00	\$17.00
Fence Setter	\$11.00	\$0.00	\$11.00	Truck Driver - Light	\$17.00	\$1.46	\$18.46
Flagger	\$9.00	\$0.00	\$9.00	Truck Driver - Medium	\$15.38	\$0.48	\$15.86
Grader/Scraper Operator	\$20.00	\$4.90	\$24.90	Truck Driver - Heavy	\$15.00	\$1.70	\$16.70
Highway Worker/Guardrail Installer	\$16.80	\$3.56	\$20.36	Truck Driver - Tractor Trailer	\$15.00	\$0.53	\$15.53
Hot Top Plant Operator	\$20.75	\$10.84	\$31.59	Truck Driver - Mixer (Cement)	\$14.60	\$0.68	\$15.28

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

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

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at \$50,000 or more and any subcontractors to such a contractor.

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

Determination No: HI-078-2015
Filing Date: April 8, 2015
Expiration Date: 12-31-2015

A true copy
Attest: 
Pamela Megathlin
Director
Bureau of Labor Standards

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

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

Title of Project -----Overlay Region 1 Bridgton WIN 20281.00

Location of Project -Bridgton, Oxford County

**2015 Fair Minimum Wage Rates
 Highway & Earthwork Oxford County**

Occupation Title	Minimum			Occupation Title	Minimum		
	Wage	Benefit	Total		Wage	Benefit	Total
Asphalt Raker	\$16.00	\$0.48	\$16.48	Ironworker - Reinforcing	\$20.00	\$1.23	\$21.23
Backhoe Loader Operator	\$19.50	\$0.71	\$20.21	Ironworker - Structural	\$22.65	\$6.06	\$28.71
Bricklayer	\$23.24	\$1.80	\$25.04	Laborers (Incl.Helpers & Tenders)	\$12.50	\$0.91	\$13.41
Bulldozer Operator	\$18.83	\$3.23	\$22.06	Laborer - Skilled	\$15.50	\$4.01	\$19.51
Carpenter	\$19.00	\$1.75	\$20.75	Line Erector - Power/Cable Splicer	\$27.42	\$8.05	\$35.47
Carpenter - Rough	\$24.00	\$1.90	\$25.90	Loader Operator - Front-End	\$17.00	\$2.62	\$19.62
Cement Mason/Finisher	\$16.81	\$0.74	\$17.55	Mechanic- Maintenance	\$18.50	\$2.47	\$20.97
Concrete Pump Operator	\$19.00	\$3.35	\$22.35	Painter	\$16.75	\$3.50	\$20.25
Crane Operator =>15 Tons)	\$24.00	\$4.81	\$28.81	Paver Operator	\$20.00	\$1.57	\$21.57
Crusher Plant Operator	\$18.78	\$2.85	\$21.63	Pipelayer	\$15.16	\$1.73	\$16.89
Diver	\$23.00	\$8.25	\$31.25	Pump Installer	\$22.00	\$2.70	\$24.70
Driller - Rock	\$17.50	\$4.86	\$22.36	Reclaimer Operator	\$20.75	\$10.84	\$31.59
Earth Auger Operator	\$22.50	\$8.14	\$30.64	Rigger	\$20.00	\$3.18	\$23.18
Electrician - Licensed	\$27.77	\$13.76	\$41.53	Roller Operator - Pavement	\$17.00	\$1.17	\$18.17
Electrician Helper/Cable Puller (Licensed)	\$16.39	\$3.23	\$19.62	Screed/Wheelman	\$17.00	\$4.32	\$21.32
Excavator Operator	\$18.38	\$2.47	\$20.85	Stone Mason	\$17.00	\$0.00	\$17.00
Fence Setter	\$11.00	\$0.00	\$11.00	Truck Driver - Light	\$17.00	\$1.46	\$18.46
Flagger	\$9.00	\$0.00	\$9.00	Truck Driver - Medium	\$17.00	\$0.30	\$17.30
Grader/Scraper Operator	\$20.00	\$4.77	\$24.77	Truck Driver - Heavy	\$15.00	\$1.88	\$16.88
Highway Worker/Guardrail Installer	\$16.80	\$3.56	\$20.36	Truck Driver - Tractor Trailer	\$16.00	\$0.57	\$16.57
Hot Top Plant Operator	\$20.75	\$10.84	\$31.59	Truck Driver - Mixer (Cement)	\$13.79	\$3.62	\$17.41

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

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

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at \$50,000 or more and any subcontractors to such a contractor.

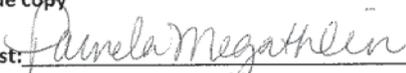
Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates with the Secretary of State.

Determination No: HI-079-2015

Filing Date: April 9, 2015

Expiration Date: 12-31-2015

A true copy

Attest: 
 Pamela D Megathlin
 Director
 Bureau of Labor Standards

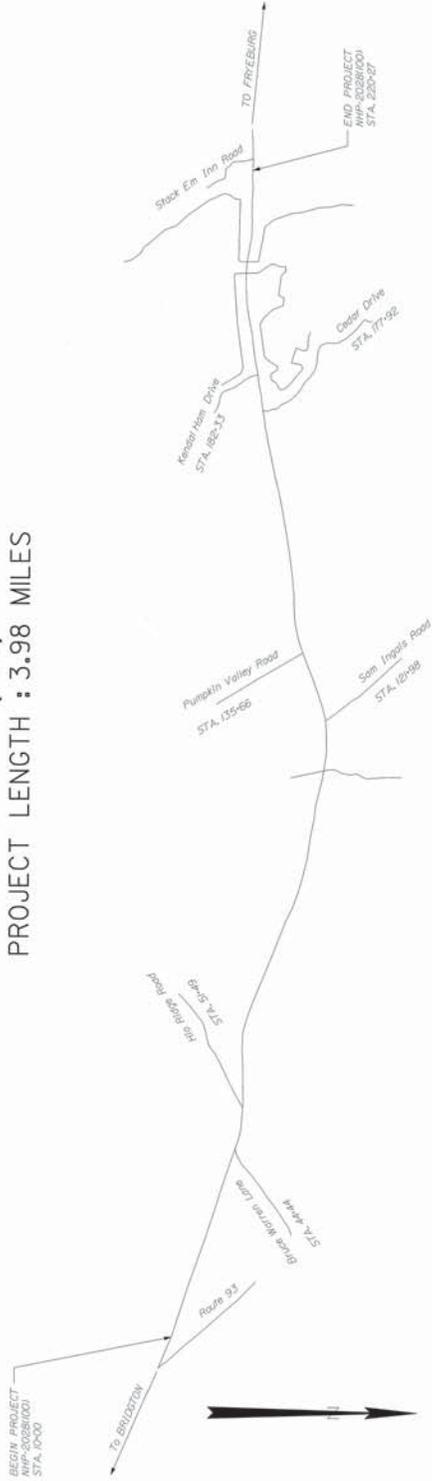
BLS 424HI (R2015) (Highway & Earthwork Oxford)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



BRIDGTON
CUMBERLAND COUNTY
ROUTE 302

NHP-2028(100)
PROJECT LENGTH : 3.98 MILES



TRAFFIC DATA

Current (2015) AADT	4740
Future (2027) AADT	5310
DHV - % of AADT	12
Design Hour Volume	637
% Heavy Trucks (AADT)	10
% Heavy Trucks (DHV)	6
Directional Distribution (DHV)	53
18 kip Equivalent P 2.5	305
Design Speed (mph)	50
Functional Class: Other Princ Arterial	1
Highway Priority:	1

PROJECT LOCATION:	Beginning 0.10 mile west of intersection of Sweden Road and extending westerly on Route 302 for 3.98 miles to 0.05 mile east of the intersection of Stackem Inn Road
PROGRAM AREA:	Highway Program
SCOPE OF WORK:	11/4" Overlay

PROJECT INFORMATION	PROGRAM HIGHWAY PROGRAM	PROJECT MANAGER EMORY LOVELL	DESIGNER MARC SMITH	CONSULTANT P.E. NUMBER 15022	DATE 4/16/14
CONTRACTOR	PROJECT RESIDENT	PROJECT COMPLETION DATE	DATE 4-17-15		
BRIDGTON ROUTE 302 TITLE SHEET SHEET NUMBER 1 OF 1					
STATE OF MAINE DEPARTMENT OF TRANSPORTATION APPROVED COMMISSIONER CHIEF ENGINEER DATE 4-17-15					

PROJECT STATIONING

<u>Left Side</u>	<u>Station</u>	<u>Right Side</u>
	152+82	Pole 66/39
	144+11	Pole 62/43
Pumpkin Valley Road	135+66	
Pole 52/50	130+23	
	121+98	Sam Ingals Road
Pole 49/56	121+33	
Pole 43/62	110+37	
Pole 39	101+69	
Pole 35/70	91+23	
Pole 31/74	81+50	
Pole 28/77	73+94	
Pole 8/23	61+28	
Hio Ridge Road	51+49	
Pole 86	51+18	
	44+44	Bruce Warren Lane
	41+76	Pole 92s/13s
Pole 8/10	32+17	
Pole 6	19+46	
	10+40	Pole 3s
Start Project	10+00	Start Project

PROJECT STATIONING

End Project	220+27	End Project
	218+06	Pole 7s
	213+48	Pole 96/9
	203+57	Pole 14/71
	191+95	Pole 85/20
Kendal Ham Drive	182+33	
	181+10	Pole 79/26
	177+92	Cedar Drive
	172+92	Pole 74/31
	163+49	Pole 70/35

Left Fog		Left Center	Station	Right Center		Right Fog
Solid	End	Dash	220+56	Dash	End	Solid
		Solid	214+47			
			212+40	Dash		
		Dash	210+67			
			206+82	Solid		
		Solid	202+57	Dash		
			194+52	Solid		
Solid		Dash	185+12	Dash		
Gap	Kendal Ham Drive		Gap			
Solid		Dash	184+82	Dash		
		Dash	179+91	Dash		Solid
			Gap	Cedar Drive		

Left Fog	Left Center	Station	Right Center	Right Fog
	Solid	179+73	Dash	
		179+43		Solid
	Solid	175+01		
		172+95	Dash	
		166+79	Solid	
	Dash	148+57		
	Solid	140+30	Dash	
Solid	Dash	136+52	Solid	
Gap	Pumpkin Valley Road	Gap		
Solid	Dash	136+18	Solid	
		131+30	Solid	
	Dash	130+50		
		123+87		Solid
	Solid	123+54	Dash	
		Gap	Sam Ingals Road	Gap
	Solid	122+92	Solid	Solid
	Solid	118+91		
	Dash	114+36		
		112+30	Solid	
	Solid	110+53		
		107+22	Dash	

Left Fog	Left Center	Station	Right Center	Right Fog
		103+10	Solid	
	Dash	99+17		
	Solid	92+68		
		91+38	Dash	
		78+42	Solid	
	Dash	74+89		
		66+68	Dash	
	Solid	61+92		
	Dash	56+22		
Solid		52+74		
	Solid	52+58	Solid	
Gap	Hilo Ridge Road	Gap		
Solid	Solid	51+61	Solid	
		45+93		Solid
	Solid	45+45	Solid	
		Gap	Bruce Waren Lane	Gap
	Dash	44+69	Solid	Solid
		41+50	Solid	
	Dash	10+10		
Soild	Begin	Solid	10+00	Dash
			Begin	Solid

SLOPE WORKSHEET

Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %
-2.0	40+50	-1.0	1.5	61+50	-3.0	-4.0	91+00	1.5
-2.0	40+00	-1.0	0.0	61+00	-1.5	-4.0	90+50	1.0
-2.0	39+50	-1.0	-1.5	60+50	-1.5	-3.5	90+00	1.0
-2.5	39+00	-1.0	-2.0	60+00	-1.5	-3.0	89+50	0.0
						-3.0	89+00	-1.5
-2.5	35+50	-1.0	-2.0	58+00	-1.5	-2.0	88+50	-1.5
-2.5	35+00	-1.5	-2.0	57+50	-2.0	-2.0	88+00	-1.5
						-2.0	87+50	-1.5
-2.5	33+50	-1.5	-2.0	56+00	-2.0	-1.5	87+00	-1.0
-1.0	33+00	-1.5	-2.0	55+50	-1.0			
-1.0	32+50	-2.5	-2.0	55+00	0.0	-1.5	78+00	-1.0
			-2.0	54+50	1.0	-2.0	77+50	-1.0
-1.0	29+50	-2.5	-3.0	54+00	2.0			
-2.0	29+00	-2.5	-3.5	53+50	2.5	-2.0	72+50	-1.0
			-4.0	53+00	2.5	-2.0	72+00	-1.5
-2.0	23+00	-2.5	-5.0	52+50	2.5	-2.0	71+50	-2.0
-2.5	22+50	-2.5	-5.5	52+00	2.5	-0.5	71+00	-3.0
-2.5	22+00	-2.5	-5.5	51+50	2.5	1.0	70+50	-3.5
-2.5	21+50	-3.0	-6.0	51+00	2.5	2.0	70+00	-4.5
			-6.0	50+50	2.0	3.5	69+50	-4.5
-2.5	15+50	-3.0	-6.0	50+00	1.5	3.5	69+00	-5.0
-2.5	15+00	-2.5				4.0	68+50	-5.0
-2.5	14+50	-2.5	-6.0	47+00	1.5	4.0	68+00	-5.0
-3.0	14+00	-2.5	-5.5	46+50	1.0	4.0	67+50	-5.5
-3.0	13+50	-2.5	-5.0	46+00	1.0	3.5	67+00	-5.0
-3.0	13+00	-2.5	-4.5	45+50	0.0			
-3.0	12+50	-1.0	-4.0	45+00	0.0	3.5	64+50	-5.0
-3.5	12+00	0.0	-3.5	44+50	0.0	3.0	64+00	-5.0
-3.5	11+50	0.0	-2.5	44+00	-1.5	3.0	63+50	-5.0
-4.0	11+00	1.5	-2.0	43+50	-2.0	3.0	63+00	-4.5
-4.0	10+50	1.5				3.0	62+50	-4.0
-5.0	10+00	2.0	-2.0	41+00	-2.0	2.5	62+00	-3.5

SLOPE WORKSHEET

Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %
-3.0	115+50	-1.0	3.0	137+50	-4.5	-2.0	180+50	-2.0
-3.0	115+00	-2.0	3.0	137+00	-4.0	-2.0	180+00	-1.5
-2.5	114+50	-2.0	3.0	136+50	-3.5	-2.0	179+50	-1.5
			2.5	136+00	-3.0	-2.0	179+00	-1.0
-2.5	112+50	-2.0	1.5	135+50	-2.0			
-2.0	112+00	-2.0	1.0	135+00	-1.5	-2.0	172+00	-1.0
-2.0	111+50	-2.0	-0.5	134+50	-1.5	-2.0	171+50	-2.0
-2.0	111+00	-2.0	-2.0	134+00	-1.5			
-2.0	110+50	-2.5	-2.5	133+50	-1.5	-2.0	169+00	-2.0
			-2.5	133+00	-1.5	-2.0	168+50	-3.0
-2.0	107+50	-2.5	-3.0	132+50	-1.5			
-2.0	107+00	-2.0				-2.0	156+00	-3.0
			-3.0	130+50	-1.5	-1.5	155+50	-3.0
-2.0	105+00	-2.0	-3.0	130+00	-1.0			
-2.0	104+50	-1.5	-3.0	129+50	-1.0	-1.5	151+50	-3.0
-2.0	104+00	-1.0	-3.0	129+00	-0.5	-1.0	151+00	-3.0
-2.0	103+50	-0.5	-3.0	128+50	0.5			
			-3.0	128+00	1.0	-1.0	149+00	-3.0
-2.0	102+00	-0.5	-3.5	127+50	1.5	-1.5	148+50	-2.5
-2.5	101+50	-0.5	-3.5	127+00	2.5	-2.0	148+00	-2.5
-2.5	101+00	-0.5	-5.0	126+50	3.5			
-2.5	100+50	0.0	-5.0	126+00	3.5	-2.0	145+00	-2.5
-3.0	100+00	0.5	-5.0	125+50	3.5	-1.5	144+50	-2.5
-3.0	99+50	1.0	-5.5	125+00	4.0	-1.5	144+00	-2.5
-3.0	99+00	1.5				-1.0	143+50	-2.5
-3.0	98+50	2.5	-5.5	121+50	4.0	0.5	143+00	-3.5
-3.0	98+00	2.5	-6.0	121+00	4.0	2.0	142+50	-3.5
-4.0	97+50	2.5				2.5	142+00	-4.0
			-6.0	117+50	4.0	3.0	141+50	-4.0
-4.0	92+50	2.5	-5.5	117+00	3.5			
-4.0	92+00	2.0	-5.0	116+50	2.0	3.0	139+50	-4.0
-4.0	91+50	1.5	-4.0	116+00	0.5	3.0	139+00	-4.5

SLOPE WORKSHEET

Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %
2.5	205+00	-3.5						
3.0	204+50	-3.5						
3.0	202+50	-3.5						
3.0	202+00	-4.0						
3.0	201+50	-4.0	1.0	220+50	-3.0			
2.5	201+00	-4.0	1.0	220+00	-2.5			
			0.5	219+50	-2.5			
2.5	199+50	-4.0	0.5	219+00	-2.5			
2.5	199+00	-3.5	0.0	218+50	-2.5			
2.0	198+50	-3.0	-0.5	218+00	-2.5			
1.5	198+00	-3.0	-1.0	217+50	-2.5			
1.0	197+50	-2.5	-2.5	217+00	-1.0			
0.0	197+00	-2.5	-2.5	216+50	0.0			
-0.5	196+50	-2.5	-3.0	216+00	1.5			
-1.0	196+00	-2.0	-4.0	215+50	2.0			
			-4.0	215+00	2.5			
-1.0	193+00	-2.0	-4.0	214+50	3.0			
-1.5	192+50	-2.5	-4.5	214+00	3.0			
			-4.5	213+50	3.5			
-1.5	190+50	-2.5	-4.0	213+00	4.0			
-1.5	190+00	-3.0						
			-4.0	211+00	4.0			
-1.5	187+50	-3.0	-4.0	210+50	3.0			
-1.5	187+00	-2.5	-3.5	210+00	2.0			
			-3.5	209+50	0.5			
-1.5	183+50	-2.5	-2.5	209+00	-0.5			
-2.0	183+00	-2.5	-2.0	208+50	-1.0			
-2.0	182+50	-2.5	-0.5	208+00	-2.0			
-2.0	182+00	-2.5	0.5	207+50	-3.0			
-2.0	181+50	-2.0	2.0	207+00	-3.5			
-2.0	181+00	-2.0	2.5	206+50	-3.5			

CONSTRUCTION NOTES

202.202 REMOVING PAVEMENT SURFACE

<u>Station</u>	<u>To</u>	<u>Station</u>
200+05		201+71

202.203 PAVEMENT BUTT JOINTS

<u>Description</u>	<u>Station</u>
Begin Project	10+00

<u>Description</u>	<u>Quantity</u>
Paved Drives	12
Sideroads	6

203.20 COMMON EXCAVATION

For Shoulder Reconstruction

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
10+00		11+50	LT
14+00		16+50	LT
15+00		18+00	RT
24+50		33+25	LT
42+00		50+00	LT
45+00		49+65	RT
61+80		67+50	RT
115+50		130+00	LT
143+50		156+50	RT
169+60		170+90	LT
211+21		214+70	LT
212+00		217+85	RT

203.35 CRUSHED STONE 3/4-INCH

To be used in place of 411.10 Untreated Aggregate Surface Course in driveways with crushed stone

<u>Description</u>	<u>Quantity</u>
Gravel Drives	20

CONSTRUCTION NOTES

304.10 AGGREGATE SUBBASE COURSE - GRAVEL

For Shoulder Reconstruction

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
10+00		11+50	LT
14+00		16+50	LT
15+00		18+00	RT
24+50		33+25	LT
42+00		50+00	LT
45+00		49+65	RT
61+80		67+50	RT
115+50		130+00	LT
143+50		156+50	RT
169+60		170+90	LT
211+21		214+70	LT
212+00		217+85	RT

411.10 UNTREATED AGGREGATE SURFACE COURSE, TRUCK MEASURE

<u>Description</u>	<u>Quantity</u>
Gravel Drives	29
Gravel Commercial Drives	13

606.14 GUARDRAIL, NU-GUARD-31, SINGLE RAIL

Guardrail, Stations 185+75 to 209+39 LT/RT shall be NUCOR NU-GUARD-31, without offset blocks.

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
185+74		200+36	LT
187+12		194+00	RT
198+09		199+47	RT
200+25		200+37	RT
201+39		209+27	LT
201+39		209+39	RT

CONSTRUCTION NOTES

606.1721 BRIDGE TRANSITION - TYPE I

<u>Station</u>	<u>Quantity</u>	<u>Side</u>
200+55	1	LT
200+55	1	RT
201+21	1	LT
201+21	1	RT

606.178 GUARDRAIL BEAM

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
98+03		98+28	LT
98+57		98+69	RT
114+72		114+84	LT
125+35		125+60	RT
135+13		135+63	RT
159+19		159+31	RT

606.231 GUARDRAIL TYPE 3C - 15 FT (4.5 M) RADIUS AND LESS

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
200+20		200+25	RT

606.232 GUARDRAIL TYPE 3C - OVER 15 FT (4.5 M) RADIUS

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
186+91		187+12	RT
194+00		194+15	RT
197+94		198+09	RT
199+47		199+92	RT

CONSTRUCTION NOTES

606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL

<u>Station</u>	<u>Quantity</u>	<u>Side</u>
186+97	1	RT
194+15	1	RT
197+94	1	RT
200+00	1	RT
200+20	1	RT

606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER

<u>Station</u>	<u>Quantity</u>	<u>Side</u>
34+65	2	RT
39+77	2	RT
69+01	2	LT
72+13	2	LT
82+12	2	RT
86+12	2	RT
104+62	2	RT
115+21	2	LT
127+60	2	RT
132+76	2	RT
142+40	2	LT
145+52	2	LT
158+17	2	LT
161+79	2	LT
185+24	2	LT
187+12	1	RT
194+00	1	RT
198+09	1	RT
199+47	1	RT
200+25	2	RT
209+65	2	LT
209+77	2	RT
215+80	2	LT

CONSTRUCTION NOTES

606.48 SINGLE GALVANIZED STEEL POST

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Quantity</u>	<u>Side</u>
135+32		135+44	3	RT
159+19			1	RT

606.754 WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL

<u>Station</u>	<u>Side</u>
206+95	LT
209+77	RT

606.79 GUARDRAIL 350 FLARED TERMINAL

<u>Station</u>	<u>Side</u>
34+65	RT
39+77	RT
69+01	LT
72+13	LT
82+12	RT
86+12	RT
104+62	RT
115+21	LT
127+60	RT
132+76	RT
142+40	LT
145+52	LT
158+17	LT
161+79	LT
209+65	LT
209+77	RT
215+80	LT

CONSTRUCTION NOTES

606.81 TANGENT GUARDRAIL TERMINAL - ENERGY ABSORBING

<u>Station</u>	<u>Side</u>
185+24	RT

609.31 CURB TYPE 3

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
92+25		94+30	LT
105+40		107+40	RT
136+65		138+00	RT

613.319 EROSION CONTROL BLANKET

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
45+00		48+00	LT
50+00		51+15	LT
61+30		62+15	RT
67+60		69+75	RT
119+00		121+40	LT
147+00		154+00	RT

615.07 LOAM

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
92+25		94+30	LT
105+40		107+40	RT
136+65		138+00	RT

618.13 SEEDING METHOD NUMBER 1

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
92+25		94+30	LT
105+40		107+40	RT
136+65		138+00	RT

CONSTRUCTION NOTES

627.733 4 INCH WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE

Final striping will not commence until 10 days have elapsed from the completion of surface pavement and must be completed within 20 days of the completion of surface pavement. Unless otherwise directed, failure to comply will result in a Traffic Control Violation.

Once construction is complete, Maintenance of Traffic Control Devices will not be paid while waiting to final stripe.

Once construction is complete, Liquidated Damages will not be charged while waiting to final stripe

627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW

Temporary center lines shall be painted on all matched pavement within one week.

Temporary edge lines shall be painted on all pavement layers within four weeks.

All temporary lines shall be painted prior to final striping.

Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers.

TOMs must be used on all pavement layers until temporary paint is applied.

TOMs will be removed before final striping.

TOM removal will be addressed in the Traffic Control Plan.

Only painted temporary line will be paid under this item. TOMs will be considered Incidental to the contract.

CONSTRUCTION NOTES

631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)
631.172 TRUCK - LARGE (INCLUDING OPERATOR)

To do ditching and inslope at the following locations and as directed by Resident

Inslope

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
10+00		19+00	RT
11+10		18+90	LT
23+20		28+15	LT
28+90		30+90	LT
40+30		43+70	RT
48+00		49+60	LT
69+75		72+00	RT
123+50		131+00	LT
154+00		157+40	RT

Ditching

<u>Station</u>	<u>To</u>	<u>Station</u>	<u>Side</u>
45+00		48+00	LT
50+00		51+15	LT
61+30		62+15	RT
67+60		69+75	RT
119+00		121+40	LT
147+00		154+00	RT

652.35 CONSTRUCTION SIGNS

Two Road Work Next 4 Miles signs are required as part of this project.

GENERAL NOTES

- 1) All joints between existing and proposed hot bituminous pavement shall be butted. Payment shall be made under Item 202.203 Pavement Butt Joint.
- 2) Construct butt joints at all paved drives and entrances.
- 3) A temporary ramp shall be constructed with HMA at the ends of the roadway section paved or milled each day. The use of millings or RAP will not allowed, but cold patch may be temporarily utilized until HMA plants are open for the season.

For Interstate Highways or roadways with speed limits exceeding 50 mph, temporary ramps shall be constructed with one foot of length for every 1/8" of transition depth on the leading end, and one foot of length for every 1/4" of transition depth on the trailing end.

For all other roadways with speed limits less than 50 mph, temporary ramps shall be constructed with one foot of length for every 1/4" of transition depth on the leading and the trailing end.

Materials, placement, maintenance, and removal shall be incidental to contract items.

- 4) The Contractor shall place suitable existing or other material acceptable to the Resident on all pavement edges to allow a drop off no greater than the surface pavement thickness. The material shall be graded to match existing in-slope or as directed by the Resident before surface is placed. The contractor will be paid under appropriate equipment rental items. Borrow is not authorized until all acceptable waste material has been utilized. Seed and Mulch will be paid for at the contract unit price.
- 5) Driveway fill side slopes shall be the same as the non-guardrail fill slopes unless otherwise noted on the plans.
- 6) All waste material not used on the project shall be disposed of in acceptable waste areas and reviewed by the Resident. Grading, seeding, and mulching of waste areas shall be considered incidental.
- 7) Required ditch protection shown on the plans or in the Construction Notes is for estimating purposes only. The actual type and location of ditch protection as determined by the Resident.
- 8) A 3' paved lip shall be placed at all gravel entrances unless otherwise noted in the plans or directed by the Resident.

GENERAL NOTES

- 9) Any necessary cleaning of existing pavement prior to paving (or milling) shall be incidental to the related paving (or milling) items.
- 10) All existing paved shoulders and widenings to be resurfaced as directed by the Resident.
- 11) Shoulder shim shall taper to 0 inches prior to face of existing curb and guardrail.
- 12) When super elevation exceeds the slope of the low side shoulder, the shoulder pavement will have same slope as traveled way.
- 13) Guardrail end treatments shall be installed concurrently with the placement of each section of beam guardrail.
- 14) Holes created by Guardrail removal will be filled and compacted with approved materials as directed by the Resident. Payment to be considered incidental to the guardrail items.
- 15) Any guardrail removed and not reused shall become the property of the Contractor. Removal and disposal shall be considered incidental to the guardrail items.
- 16) Connections for proposed guardrail to existing guardrail will be considered incidental to Item 606.
- 17) Backing up bituminous curb is incidental to the curb items. If directed, loam or dirty borrow will be paid for separately. In areas where new bituminous curb is designated to replace existing, the removal of the old bituminous curb shall be incidental to the new curb.
- 18) Unless otherwise noted Seeding Method No. 1 shall be utilized on all lawns and developed areas; Seeding Method No. 2 shall be utilized on all non-guardrail slopes. Seeding Method No. 3 shall be utilized on all guardrail fill slopes. On long non-guardrail backslopes, Seeding Method No. 3 may be used instead of Method No. 2 if noted or directed by the Resident.
- 19) The contractor will be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable each day. Payment will be made under appropriate rental items.
- 20) Any damage to the slopes caused by the contractor's equipment, personnel, or operation shall be repaired to the satisfaction of the Resident. All work, equipment, and materials required to make repairs shall be at the contractor's expense.

GENERAL NOTES

- 21) No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.
- 22) "Undetermined Locations" shall be determined by the Resident.
- 23) Stations referenced are approximate.
- 24) All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion & Sedimentation Control, February, 2008.
- 25) The contractor will place appropriately marked stakes at the following locations on the project: striping pattern changes, cross-slope changes, and every 500' for stationing. The contractor will paint every full station (100') on the existing roadway and will transfer the painted stationing through all intermediate lifts (not surface). Appropriately sized striping pattern changes will be painted on surface. Stationing control must be placed before work can commence. Cross-slope and striping change controls must be placed before paving can commence.

SPECIAL PROVISIONS
SECTION 104
Utilities

UTILITY COORDINATION

The contractor has primary responsibility for coordinating their work with utilities after contract award. The contractor shall communicate directly with the utilities regarding any utility work necessary to maintain the contractor’s schedule and prevent project construction delays. The contractor shall notify the resident of any issues. The Contractor shall plan and conduct his work accordingly.

MEETING

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications is required.

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities have been notified and will be furnished a project specification.

Overview:

Utility/Railroad	Aerial	Underground
Central Maine Power	X	
Time Warner Cable	X	
Fairpoint NE	X	X
Fairpoint Classic	X	X

Temporary utility adjustments are **not** anticipated. If temporary relocation becomes necessary, the Contractor shall be responsible for the cost (if any) such moves and sufficient time.

In all cases, the utilities shall be notified, by the Contractor, well in advance (three weeks) before work in any area is to commence.

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Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility.

All utility crossings over highways will need not less than 18 feet vertical clearance over existing ground in cut or over finished grade in fill, during construction of this project.

Any times and dates mentioned or days required are estimates only and are dependent upon favorable weather, working conditions, and freedom from emergencies. The Contractor shall have no claim against the Department if they are exceeded.

Unless otherwise specified, any underground utility facilities shown on the project plans represent approximate locations gathered from available information. The Department cannot certify the level of accuracy of this data or if there are other underground that may be discontinued. The Contractor shall have no claim against the Department or Utility if delays occur if this information is incomplete. Underground facilities indicated on the topographic sheets (plan views) have been collected from historical records and/or on-site designations provided by the respective utility companies. Underground facilities indicated on the cross-sections have been carried over from the plan view data and may also include further approximations of the elevations (depths) based upon straight-line interpolation from the nearest manholes, gate valves, or test pits.

The Contractor shall plan and schedule his work in such a manner that the utilities that are located on this project will not be harmed, damaged or impacted in anyway. The Contractor shall make contact with the Utility directly when utility work is needed. The Contractor and Utility will coordinate their work plans in an effort not to interfere with each other's progress or the completion of the project.

AERIAL

The following list is the proposed aerial utility adjustments that are anticipated as part of this project. If the old poles are not removed prior to paving the contractor shall have no claim against the department. All above ground utility locations (hydrants, poles, guys, etc.) will be reviewed for compliance with the Department's Above Ground Pole Policy following the completion of the paving operation. Any above ground utility locations not meeting the Department's Above Ground Pole Policy will require relocation to the proper offset.

CMP plans to relocate approximately 180 +/- poles as part of this project. The pole list and estimated times for setting and transferring is noted below. These pole locations may vary by a foot or two depending on possible conflicts.

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The **Contractor** will provide an initial layout (stakes/nails) of the pole locations based on the pole list that is in the project proposal/specification book (below). The Utility will then place their own stakes and minor alignment changes may be needed. Once staked the poles should be checked by the Contractors GPS for any possible conflicts with curb or drainage. The **Contractor** is then responsible for maintaining and or replacing the pole location stakes/nails until the poles are set by the respective utilities. The **Contractor** shall employ or retain competent Engineering and/or surveying personnel to fulfill these responsibilities. The **Contractor** must notify the **Department** of any errors or inconsistencies regarding the data and layout provided by the utilities.

Clearing and tree removal which is a part of this contract in areas where utilities are involved must be completed by the Contractor before the utilities can relocate their facilities. Any tree removal or tree trimming must be done by a licensed arborist. The arborist is responsible for overseeing the work and must abide by all applicable OSHA standards including but not limited to those involving working within 10-20 feet of electrical hazards.

Cuts & Fills for setting approximately 120 of the 180 total utility poles must be accomplished by the contractor before the utility can start. The Contractor must coordinate with the utilities any cuts, fills and provide accesses that are required for the completion of their work in this section. This work must be completed as soon as possible after pre-construction meeting. Cross sections should be used by the contractor to determine those cuts and fills.

Utility Poles Relocation and Wire Installation can be handled in different ways depending on the Contractors construction plan.

Central Maine Power can start their poles set and transfers on either side of the project. If they start on the Fryeburg side they will have to continue toward Bridgton until complete. This process would be the same if asked to start on the Bridgton side of projects. **CMP** will work with the Contractor as much as possible so not to have rework. The contact for CMP is Skip McKay at 626-9445.

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Time Warner Cable has wires on all poles on the project. **TWC** will transfer their cables after **CMP** has vacated the pole. **TWC** should be encouraged to start prior to **CMP**'s total completion as long as traffic control can be maintained as stated in the special provisions. **TWC** management is split at the Town line and it may be possible for **TWC** to work from both ends of the project toward the Town Line of Bridgton-Fryeburg. The contact for **Time Warner Cable** is Pete Deteso at 318-6542.

Fairpoint New England has cables on the poles from the end of the project, near Moose Pond, to the Bridgton-Fryeburg Town Line they will need to transfer after **TWC** has completed their work. **Fairpoint NE** should also be encouraged to start their work prior to **TWC** total completion if traffic control can be maintained. The contact for **Fairpoint NE** is Marty Pease at 797-1119.

Fairpoint Classic has ariel wires on the poles from the beginning of the job to the Bridgton-Fryeburg TL. They will also relocate their wires after **TWC** has transferred. **Fairpoint Classic** also has underground fiber that needs to be relocated on the poles for the entire length of the project. The Contractor should be aware that all **Fairpoint Classic** wires and fiber must be on the poles and cut over before any underground cables can be abandoned. The Contact for **Fairpoint Classic** is Morris Leathers at 342-4280.

Special note to Contractor: With a large number of working days needed to complete the overhead pole relocations, and with the existing underground communication cables needing to stay operational until new lines are installed on poles, the Contractor must communicate frequently with the above ground utilities. The Contractor must encourage, and allow in the work zone, several utility crews at one time. It is necessary that more than one utility is on the project to insure a timely completion of their work. Assistance may be given by the Department if all communication efforts fail between Contractor and Utility.

Some utility poles may have service drops that will need to be relocated. The Contractor will need to provide hand labor or machines to assist the utility with the underground conduit relocation. This work will be directed by the Resident and be paid under the hand labor item or equipment rental.

The Contractor shall not excavate around any pole, guy anchor or street light to a depth that compromises the stability of the pole. **CMP** owns the poles and will need to be contacted if a pole needs to be held for drainage reasons.

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It is the intent of the department to have an on-site utility meeting after award, led by the Utility Coordinator, to review the conditions and Contractor's construction methods to development an action plan to accurately determine how utilities should proceed to do their work. The Contractor will need to work closely with the above ground utilities to accomplish their work. The Contractor shall visit the site prior to bid, to determine clearances from the power lines with proposed lifting devices or cranes. No power shutdowns are planned for this work.

Utility	Pole Set Days	Trans. Wires/ Cables	Remove Poles	Estimated Working Days per Phase
CMP	25	100	10	135
Time Warner Cable		30		30
Fairpoint NE		60		60
Fairpoint Classic		60		60

CMP Pole #	Existing Station	Right or Left	Existing Offset from C.L. (ft).	New Station	Right or Left	New Offset from C.L. (ft)	Cut/Fill (-/+)
	312 + 55.	R	27.5				
	315 + 10.	R	34.0				
	317 + 47.	R	36.0				
606	319 + 17.	R	35.0	Existing	R	37.0	+0.4'
605S				320 + 63.	L	23.0	+3.6'
605	320 + 77.	R	52.0	Existing	R	37.0	
604 1/2				322 + 69.5	R	40.0	+0.9'
604	324 + 04.5	R	20.0	324 + 61.	R	37.0	+1.2'
603	327 + 49.5	R	22.0	326 + 81.	R	37.0	
602 1/2				329 + 01.	R	37.0	
602	331 + 05.	R	20.0	331 + 21.	R	37.0	
601 1/2				333 + 41.5	R	37.0	
601	334 + 67.	R	23.5	335 + 61.	R	37.0	+0.2'
600	337 + 99.	R	23.0	337 + 80.	R	37.0	
599 1/2				340 + 00.	R	37.0	+1.0'
599	341 + 12.	R	20.0	342 + 20.	R	37.0	
598	344 + 30.	R	20.0	344 + 39.5	R	37.0	
597 1/2				346 + 59.5	R	37.0	
597	347 + 73.	R	18.0	348 + 75.5	R	37.0	+1.0'

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596	350 + 89.	R	20.0	350 + 91.	R	37.0	+0.4'
595 1/2				353 + 12.	R	37.0	+1.8'
595	354 + 09.	R	20.0	354 + 61.5	L	37.0	+3.0
594	357 + 45.5	R	24.0	356 + 81.5	L	37.0	-0.4'
593 1/2				358 + 96.	L	37.0	-10.6'
593	360 + 61.5	L	26.0	361 + 10.5	L	37.0	-5.5'
592 1/2				363 + 25.	L	37.0	-3.0'
592	364 + 20.	R	22.5	364 + 55.	R	37.0	-1.2'
591	367 + 73.	R	28.0	366 + 76.	R	37.0	
	367 + 75.	R	24.0				
590 1/2	369 + 33.	R	29.0	368 + 98.5	R	37.0	-0.9'
590	371 + 15.	R	38.5				
	371 + 18.5	R	26.0				
589 1/2	372 + 69.5	R	28.5	373 + 39.5	R	37.0	
589	374 + 65.5	R	25.0	375 + 63.	R	37.0	
588	377 + 83.	L	22.0	377 + 85.5	R	37.0	-0.5'
587 1/2				379 + 46.	R	37.0	-2.9'
587	381 + 04.	L	20.5	380 + 88.	L	37.0	-1.0'
586 1/2				382 + 93.5	L	37.0	
586	384 + 28.5	R	18.0	384 + 84.	L	37.0	
585	387 + 92.	R	22.5	386 + 76.	L	37.0	
584 1/2				388 + 66.5	L	37.0	
584	390 + 78.	L	22.5	390 + 67.5	L	37.0	
583.1	391 + 53.5	R	62.5				
583	392 + 55.	L	19.0	392 + 72.	L	37.0	
582	394 + 19.	L	23.0	394 + 25.	R	37.0	
?	394 + 25.	R	97.5				
581 1/2				395 + 74.	R	37.0	
581	397 + 22.	R	48.5	397 + 24.	R	31.0	
580	399 + 48.	R	22.0	399 + 20.5	R	31.0	
579S	400 + 94.	L	25.0	400 + 91.5	L	30.0	+0.4'
579	401 + 15.5	R	24.0	401 + 19.	R	31.0	-0.9'
578	402 + 75.	R	22.5	403 + 16.	R	37.0	-1.5'
577 1/2				405 + 20.	R	37.0	-0.2'
577	406 + 06.5	R	23.5	407 + 24.	R	37.0	
576	409 + 32.5	R	22.5	409 + 28.	R	37.0	
575 1/2				411 + 32.	R	37.0	
575	412 + 58.5	R	22.0	413 + 36.	R	37.0	
574	415 + 87.	R	22.0	415 + 40.	R	37.0	
573 1/2				417 + 44.	R	37.0	-0.3'
573	418 + 82.5	L	26.0	418 + 75.	L	37.0	-2.4'
572 1/2				420 + 95.	L	37.0	-6.3'
572	422 + 09.	L	25.5	423 + 15.	L	37.0	

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572S	422 + 14.	R	24.5	Existing	R	37.0	-2.3'
571S				425 + 33.5	R	22.5	
571	424 + 86.	L	39.0	425 + 34.5	L	22.0	
571	425 + 38.	L	27.0				
570 1/2	427 + 21.	L	37.5	427 + 55.	L	30.0	-0.8'
570S	428 + 54.5	R	24.0				
570	428 + 65.5	L	29.5	429 + 75.	L	37.0	
569	431 + 96.	L	32.5	Existing	L	37.0	
568	434 + 18.	L	28.5	Existing	L	37.0	-0.3'
567	435 + 23.	L	22.5	435 + 51.	L	37.0	+1.3'
566 1/2				436 + 85.	L	37.0	+1.8'
566	438 + 12.5	R	41.0	Existing	R	37.0	-5.6'
566.1	438 + 18.	L	37.0				-0.8'
565 1/2				439 + 67.5	R	37.0	-6.0'
565	440 + 93.5	R	25.0	441 + 12.	R	37.0	-5.7'
565.1	441 + 35.	L	29.0	441 + 56.5	L	37.0	-1.6'
564 1/2				442 + 61.	R	37.0	-5.0'
564	444 + 14.	R	41.0	444 + 10.	R	37.0	-4.1'
564S				444 + 16.	L	37.0	-2.2'
563.1	445 + 81.	L	24.5	445 + 74.	L	37.0	
563	447 + 36.5	L	19.0	446 + 06.5	R	37.0	-3.8'
562 1/2				447 + 36.5	L	37.0	-3.2'
562	449 + 13.	L	20.5	Existing	L	37.0	-2.0'
561	450 + 88.	L	21.0	450 + 84.	L	37.0	-1.1'
560	452 + 64.	L	22.5	452 + 58.	L	37.0	-1.7'
559	454 + 38.	L	22.5	454 + 33.	L	37.0	-4.7'
559.1	454 + 68.	R	61.5				
558	456 + 12.5	L	22.5	Existing	L	37.0	-4.9'
557	457 + 73.	L	24.5	Existing	L	37.0	-3.2'
556	459 + 41.5	L	19.0	459 + 61.5	L	37.0	-2.0'
555.1				461 + 20.	R	37.0	
555	460 + 97.5	R	31.0	461 + 50.	L	37.0	-4.0'
554	462 + 85.5	R	34.0	462 + 99.	R	37.0	-3.9'
553	464 + 75.5	R	29.5	465 + 10.5	R	37.0	+1.7'
549.1	466 + 49.	R	40.5	466 + 62.5	R	40.0	
549	467 + 11.	L	28.0	466 + 46.	L	37.0	
548 1/2				468 + 01.	L	37.0	
548	469 + 59.	L	28.5	469 + 56.	L	37.0	
548S	469 + 80.	R	26.5	469 + 84.	R	37.0	-1.8'
547 1/2				471 + 10.5	L	37.0	+0.5'
547	472 + 06.	L	29.0	472 + 65.5	L	37.0	+1.3'
546	474 + 17.5	L	24.5	Existing	L	37.0	

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545	476 + 76.	L	27.0	476 + 25.5	L	37.0	+0.9'
544	479 + 30.5	L	29.0	478 + 36.	L	37.0	+3.4'
543 1/2				480 + 44.5	L	37.0	
543	481 + 89.5	L	26.0	482 + 54.5	L	37.0	
542	484 + 49.5	L	26.0	484 + 64.	L	37.0	
541	486 + 04.	L	26.0	486 + 00.	R	37.0	-7.3'
541.1				486 + 11.	L	37.0	
540	487 + 74.	L	19.5	488 + 00.	R	37.0	-4.0'
539	489 + 41.5	L	19.5	489 + 39.5	L	37.0	
538	491 + 28.	L	18.0	491 + 36.	L	37.0	+0.6'
537	492 + 88.	R	25.5	493 + 33.	L	37.0	+1.9'
536	494 + 72.	R	26.0	494 + 92.	R	37.0	-2.7'
535	497 + 21.5	R	31.0	Existing	R	37.0	-4.8'
534 1/2				499 + 35.	R	37.0	-3.7'
534 1/2S				499 + 34.5	L	37.0	+1.4'
534	500 + 36.5	R	35.0	501 + 46.	R	37.0	-2.7'
533	503 + 59.	R	33.0	503 + 57.	R	37.0	-1.9'
532 1/2				505 + 10.	R	37.0	-2.9'
532	506 + 72.5	R	29.0	506 + 63.	R	37.0	
531S				507 + 53.5	L	37.0	
531	507 + 66.	R	28.0	Existing	R	37.0	
530	508 + 38.	R	26.0	Existing	R	37.0	-2.2'
529 1/2	510 + 04.5	R	23.0	509 + 70.5	R	37.0	-8.4'
529.1	510 + 37.	L	65.0				
529	511 + 66.	R	20.5	511 + 59.	R	37.0	-5.3'
528 1/2				512 + 90.	L	37.0	+0.5'
528	514 + 94.	R	24.0	514 + 80.	L	37.0	+0.7'
528.1				515 + 01.5	R	37.0	-5.7'
527 1/2				516 + 41.5	L	37.0	
527	518 + 02.	R	21.0	517 + 99.	L	37.0	
527.1	518 + 09.	L	26.5	517 + 83.5	R	37.0	
526	520 + 81.	L	18.0	520 + 12.	L	25.0	+0.3'
525 1/2				522 + 26.	L	27.0	+3.5'
525	523 + 79.	L	12.0	523 + 90.	L	37.0	

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524 1/2				525 + 37.	R	37.0	+1.6'
524.1				527 + 13.5	L	39.0	
524	526 + 54.5	L	15.5	527 + 14.	R	38.0	
523	529 + 54.5	L	15.5	528 + 92.	R	39.0	-1.9'
522 1/2				530 + 70.	R	40.0	+1.5'
522.1				532 + 09.5	L	39.0	
522	532 + 11.5	L	22.5	532 + 50.	R	37.0	-1.7'
521 1/2	534 + 38.5	R	28.0	534 + 30.	R	37.0	-4.1'
521	535 + 79.	R	27.5	Existing	R	37.0	-0.7'
521S	535 + 79.5	L	24.0	Existing	L	37.0	-5.2'
520	537 + 69.5	R	23.0	537 + 63.	R	37.0	
519	540 + 35.	R	19.0	539 + 84.	R	37.0	+0.3'
518	541 + 94.	R	19.5	542 + 02.5	R	37	
517	543 + 37.	R	24.5				
516	544 + 95.5	R	28	544 + 20.5	R	37	+0.5'
515	546 + 56.5	R	26.5	546 + 40.	R	37	-2.3'
514	548 + 20.	R	25	548 + 12.	R	37	-2.3'
513	549 + 87.5	R	22.5	549 + 84.5	R	37	-1.3'
512.1	551 + 47.5	L	26	551 + 45.	L	37	-5.5'
512	551 + 55.5	R	21	551 + 50.	R	37	-1.1'
511	553 + 25.	R	22	553 + 26.	R	37	
510	554 + 76.	R	27	554 + 92.	R	37	-0.4'
509 1/2				556 + 00.	L	37	+3.5'
509	557 + 32.	L	29	Existing	L	37	
508	559 + 84.	L	23.5	559 + 06.	L	37	
508	559 + 85.	L	22				
507 1/2				560 + 79.5	L	37	
507	562 + 54.5	L	24.5	Existing	L	37	
506 1/2S				564 + 08.	R	25	+1.8'
506 1/2				564 + 10.	L	25	+1.0'
506	566 + 01.5	L	24.5	565 + 66.	L	31.5	-2.6'
506S	566 + 08.	R	25.5				

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505	567 + 25.	L	29.5	Existing	L	37	
504	568 + 99.	R	36				
504S	569 + 02.	L	27.5	Existing	L	37	-3.0'
503	570 + 65.	R	32	570 + 79.	R	37	-0.3'
502	572 + 29.	R	31.5	572 + 59.	R	37	-1.2'
501	574 + 24.5	R	32.5	574 + 41.	R	37	-0.4'
1	576 + 25.	R	27	576 + 24.	R	37	-0.9'
2	577 + 85.	R	32	577 + 89.	R	37	-2.8'
3	579 + 33.	R	32	579 + 54.	R	37	-2.0'
4	581 + 18.	R	3	581 + 19.	R	37	-2.8'
5.1	581 + 90.	L	24	582 + 29.5	L	37	
5	582 + 93.	R	26.5	Existing	R	37	-2.4'
6	584 + 47.5	R	27	584 + 44.	R	37	-0.6'
6S	584 + 69.	L	27	584 + 74.	L	37	+0.3'
7S	585 + 57.5	L	29	585 + 55.	L	37	-0.5'
7	585 + 74.5	R	26	585 + 78.5	R	37	
8	588 + 10.	L	28				
Ciliberto Way							
1	495 + 18.5	L	99.5				
Keene Lane							
1	60 + 07.	R	14.0	60 + 82.	R	20.0	-1.0'
Hemlock Bridge Rd.							
1	37 + 08.5	R	23.0	36 + 74.5	R	22.0	
2	35 + 91.	R	18.5	Existing	R	21.0	

SUBSURFACE

All underground **Utilities**, in cooperation with **DOT** designers have tried to eliminate any conflict to new drainage, road profile and curbing during design. The **Contractor** is urged dig a

Town: Fryeburg-Bridgton
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test pit to be paid by equipment rental , in advance, to determine if a conflict exist and a field re-design is necessary. Contractor should complete these conflict checks before ordering drainage materials especially pre-cast. It is the intent of the department to make field changes, as much as possible, so not to impact existing utilities. The Contractor should expect some delays when in these areas and extra time should be allowed. No additional time or money will be granted for redesign.

Fairpoint Classic has existing underground fiber from Mountain Road (end of project) to the Bridgton-Fryeburg Town Line that they will be abandoning after they install new on poles. Contractor can either remove or leave in place when cut over. **Fairpoint Classic** will work with the contractor to locate the existing cables so construction can continue during new fiber construction. The Contractor should be advised that excavating will be slow in the area of these **Fairpoint Classic** lines. No additional time of money will be granted for these delays. Any damage to the buried cable caused by the Contractor during construction shall be repaired at the contractor's expense.

Fairpoint Classic also has cables and fiber existing underground in the project from the Bridgton-Fryeburg Town Line to the beginning of the project with the exception of the area where ledge is expected. (station 354+00 to 375+00) Similar to above, these lines will be replaced with ariel lines on poles. **Fairpoint Classic** will work with the contractor to locate the existing cables so construction can continue during new fiber construction. The Contractor should be advised that excavating will be slow in the area of these **Fairpoint Classic** lines. No additional time of money will be granted for these delays. Any damage to the buried cable caused by the Contractor during construction shall be repaired at the contractor's expense. The Contact for **Fairpoint Classic** is Morris Leathers at 342-4280.

UTILITY SIGNING

The Contractor shall make sure any utility working within the construction limits of this project, shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

SAFE PRACTICES AROUND UTILITY FACILITIES

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The Contractor shall be responsible for complying with M.R.S.A. Title 35-A, Chapter 7-A Sections 751 -761 Overhead High-Voltage Line Safety Act. Prior to commencing any work that may come within ten (10) feet of any distribution electrical line or twenty (20) feet of transmission; the Contractor shall notify the aerial utilities as per section 757 of the above act.

DIG SAFE

The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine “Dig Safe” System. The contractor is also reminded that all utilities on the project may not be members of Dig Safe.

MAINTAINING UTILITY LOCATION MARKINGS

The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

<u>Utility Contacts</u>	<u>Coordinator</u>	<u>Phone</u>
Central Maine Power Co.	Skip McKay	626-9445
Time Warner Cable	Pete Deteso	318-6542
Fairpoint NE	Marty Pease	797-1119
Fairpoint Classic	Morris Leathers	342-4280

SPECIAL PROVISIONS
SECTION 104
Utilities

UTILITY COORDINATION

The contractor has primary responsibility for coordinating their work with utilities after contract award. The contractor shall communicate directly with the utilities regarding any utility work necessary to maintain the contractor’s schedule and prevent project construction delays. The contractor shall notify the resident of any issues. The Contractor shall plan and conduct his work accordingly.

MEETING

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications is required.

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities have been notified and will be furnished a project specification.

Overview:

Utility/Railroad	Aboveground	Underground
Central Maine Power	X	
Time Warner Cable	X	
Fair Point	X	
Bridgton Water District		X
Fairpoint Classic		X

Town: **Bridgton**
Road Name: **Route 302**
Project: **WIN 20281.00**
Fed Project: **NHP-2028(100)**
Date: **March 13, 2015**

Unless otherwise specified, any underground utility facilities shown on the project plans represent approximate locations gathered from available information. The Department cannot certify the level of accuracy of this data. Underground facilities indicated on the topographic sheets (plan views) have been collected from historical records and/or on-site designations provided by the respective utility companies. Underground facilities indicated on the cross-sections have been carried over from the plan view data and may also include further approximations of the elevations (depths) based upon straight-line interpolation from the nearest manholes, gate valves, or test pits.

Any times and dates mentioned are estimates only and are dependent upon favorable weather, working conditions, and freedom from emergencies. The Contractor shall have no claim against the Department if they are exceeded.

Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility.

The Contractor shall not excavate around any pole, guy anchor or street light to a depth that compromises the stability of the pole.

AERIAL

No Aerial Utility adjustments are anticipated as part of this project. All above ground utility locations (hydrants, poles, guys, etc.) will be reviewed for compliance with the Department's Above Ground Pole Policy following the completion of the paving operation. Any above ground utility locations not meeting the Department's Above Ground Pole Policy will require relocation to the proper offset.

The Contractor shall not excavate around any pole, guy anchor or street light to a depth that compromises the stability of the pole. CMP will hold the poles if needed for underdrain work. The contact for CMP is Skip McKay at 626-9445.

Town: **Bridgton**
Road Name: **Route 302**
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Several utilities have aerial wires crossings over Route 302. These locations are at random locations. These wires do not appear to be issue given the project scope. No relocation or involvement of any kind is anticipated by the aerial utilities as part of the work but the contractor should inspect these locations, prior to bid, and be aware of these lines when preparing their bid and using machines that are over legal heights.

CMP has major high volt power line that crosses the project. The contractor is once again advised to use caution when working in that area with over height machines.

SUBSURFACE

The **Bridgton Water District** maintains a small water system for the Bridgton. This water system is just off the project at the east end. If the project is extended and water gates are encountered and need to be adjusted the **Bridgton Water District** (or their contractor) will inspect, loosen and repair any or all water gates prior to surface paving. Once loosened, and prior to finish paving, the **Contractor** shall check boxes for mobility and report any issues to the District. **The Contractor shall raise all gates during all paving operations with Bridgton Water District oversight. The payment for this work will be considered incidental to the paving item.** The **Bridgton Water District** needs 5 working days before shim to loosen and inspect their gates. The **Contractor** will notify the **District** at least 5 days prior to shim and 48 hours prior to final paving for oversight purposes. The contact for the **Bridgton Water District** is David Brill at 647-2881.

Faipoint Classic has underground cable in the shoulder of Route 302 between Route 93 and the end of the project. The scope of the project does not appear to impact these cables and will be identified during the dig-safe process. Once marked the Contractor should contact **Faipoint Classic** if cables are in any shoulder rebuild areas. **Faipoint Classic** will attempt, to the best of their ability, to advise the contractor if hand shoveling may be needed. If hand shoveling is required in some areas, and the Contractor can demonstrate loss of production, the Resident can authorize additional time and possibly compensation. It is not the intent of the Department to have **Faipoint Classic** relocate. Any damage to the buried cable caused by the Contractor during construction shall be repaired at the contractor's expense. The contact for **Faipoint Classic** is Brian Kennision at 642-7205.

UTILITY SIGNING

Town: **Bridgton**
Road Name: **Route 302**
Project: **WIN 20281.00**
Fed Project: **NHP-2028(100)**
Date: **March 13, 2015**

The Contractor shall make sure any utility working within the construction limits of this project, shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

SAFE PRACTICES AROUND UTILITY FACILITIES

The Contractor shall be responsible for complying with M.R.S.A. Title 35-A, Chapter 7-A Sections 751 -761 Overhead High-Voltage Line Safety Act. Prior to commencing any work that may come within ten (10) feet of any aerial electrical line; the Contractor shall notify the aerial utilities as per section 757 of the above act.

DIG SAFE

The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine “Dig Safe” System. The contractor is also reminded that all utilities on the project may not be members of Dig Safe.

MAINTAINING UTILITY LOCATION MARKINGS

The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

The following utilities are known to be located on this project:

<u>Utility Companies</u>	<u>Utility Contact</u>	<u>Phone</u>
Central Maine Power Co.	Skip McKay	626-9445
Fair Point Communications	Marty Pease	797-1119
Time Warner Cable	Jamie Rogers	253-2271
Bridgton Water District	David Brill	647-2881
Fairpoint Classic	Morris Leathers	342-4280

SPECIAL PROVISION
SECTION 104
General Rights and Responsibilities
(Reserve Limits)

For WIN 019109.00

Approximate Stations 378+75 +/- to Station 379+30 +/- Rt., Parcel number 11, 2 Posts and Sign are reserved until after July 1, 2015 and shall not be disturbed unless prior released by the Department.

Approximate Stations 389+25 +/- to Station 390+70 +/- Lt., Parcel number 15 the entire parcel is reserved until after August 1, 2015 and shall not be disturbed unless prior released by the Department.

Approximate Station 407+20 Lt, Parcel number 24, Sign is reserved until after July 1, 2015 and shall not be disturbed unless prior released by the Department.

Approximate Station 455+60 Rt, Parcel number 44, Sign is reserved until after July 1, 2015 and shall not be disturbed unless prior released by the Department.

Approximate Stations 532+50 to 533+70 Rt., Parcel number 79, Sign is reserved until after July 1, 2015 and shall not be disturbed unless prior released by the Department.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE of WORK

The Contractor shall conduct operations in such a manner that the maximum length of lane closures shall be 1500 feet. The contractor shall, at a minimum maintain one 12 foot lane of alternating one way traffic.

Two- way traffic shall be maintained whenever possible.

Access must be maintained at all times for residents and businesses.

Shoulder work: Gravel will be graded flush with pavement at the end of each day. No drop off will be permitted. Binder pavement of shoulders will be placed prior to surface mainline pavement.

When placing surface pavement, lanes will be matched daily including shoulders.

Cross trenches will be maintained with temporary pavement daily. Payment shall be incidental to the contract.

Special attention will be given to dust control. The contractor will control dust as directed. Labor and material shall be incidental to item 656.75.

Bridgeton
NHP-2028(100)
20281.00
Route 302
January 26, 2015

SPECIAL PROVISION
SECTION 105
General Scope of Work
(Limitations of Operations)

- 1) Only one paving operation will be allowed at one time unless otherwise approved by the Resident.

SPECIAL PROVISION
SECTION 105
General Scope of Work
(Environmental Requirements)

In-Water work consists of any activity conducted below the normal high water mark of a river, stream, brook, lake, pond or “Coastal Wetland” areas that are subject to tidal action during the highest tide level for the year which an activity is proposed as identified in the tide tables published by the National Ocean Service.

<http://www.oceanservice.noaa.gov/> For the full definition of “Coastal Wetlands”, please refer to 38 MRSA 480-B(2)

I. In-Water Work shall not be allowed between the dates of October 2 and June 30.

(In-Water work is allowed from July 1 to October 1)

II. In-Water work window applies to the following water bodies at the following station #'s:

1. Unnamed stream at Sta. 321+50 (approximate)
2. Sawyer Brook at Sta. 521+30 (approximate)
2. Unnamed stream at Sta. 540+60 (approximate)

III. Special Conditions:

1. Special conditions of the Army Corps of Engineers (ACOE) Category II permit (#NAE-2015-232) apply (see permit and conditions in contract documents).

IV. Approvals:

1. Temporary Soil Erosion and Water Pollution Control Plan
2. Permitted Resource Impacts (square feet), see ACOE permit for locations:

Wetland:

Permanent: 14,758

Secondary: 22,536 (clearing in PFO)

Stream:

Permanent: 3,776

Temporary: 637

V. All activities are prohibited (including placement and removal of cofferdams unless otherwise permitted by Regulatory Agencies) below the normal high water mark if outside the prescribed in-water work window, except for the following:

1. Work within a cofferdam constructed according to MaineDOT’s Standard Specifications and in adherence with the contractors approved “Soil Erosion and Water Pollution Control Plan”.

VI. No work is allowed that completely blocks a river, stream, or brook without providing downstream flow.

NOTE: Regulatory Review and Approval is required to modify the existing In-Water work window. Requests for work window extensions must be submitted to the MaineDOT Environmental Office. Approval of request for work window extensions is not guaranteed and may result in delays in construction schedule that are the sole responsibility of the contractor.

SPECIAL PROVISION 105
CONSTRUCTION AREA

A Construction Area located in the **Towns of Fryeburg/ Bridgton** has been established by the Maine Department of Transportation (MDOT) in accordance with provisions of 29-A § 2382 Maine Revised Statutes Annotated (MRSA).

- (a) (US. Rte.302) The section of highway under construction beginning at Sta. 314+61.26 and ending at Sta. 585+25.00 of the construction centerline plus approaches.

Per 29-A § 2382 (7) MRSA, the MDOT may “*issue permits for stated periods of time for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:*

- A. Must be procured from the municipal officers for a construction area within that municipality;*
- B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:*

- (1) Withholding by the agency contracting the work of final payment under contract; or*
- (2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.*

The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;

- C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and*

- D. For construction areas, carries no fee and does not come within the scope of this section.”*

The Municipal Officers for the **Towns of Fryeburg/ Bridgton** agreed that an Overlimit Permit will be issued to the Contractor for the purpose of using loads and equipment on municipal ways in excess of the limits as specified in 29-A MRSA, on the municipal ways as described in the “Construction Area”.

As noted above, a bond may be required by the municipality, the exact amount of said bond to be determined prior to use of any municipal way. The MDOT will assist in determining the bond amount if requested by the municipality.

The maximum speed limits for trucks on any town way will be 25 mph (40 km per hour) unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

SPECIAL PROVISION 105
OVERLIMIT PERMITS

Title 29-A § 2382 MRSA Overlimit Movement Permits.

1. Overlimit movement permits issued by State. The Secretary of State, acting under guidelines and advice of the Commissioner of Transportation, may grant permits to move nondivisible objects having a length, width, height or weight greater than specified in this Title over a way or bridge maintained by the Department of Transportation

2. Permit fee. The Secretary of State, with the advice of the Commissioner of Transportation, may set the fee for single trip permits, at not less than \$6, nor more than \$30, based on weight, height, length and width. The Secretary of State may, by rule, implement fees that have been set by the Commissioner of Transportation for multiple trip, long-term overweight movement permits. Rules established pursuant to this section are routine technical rules pursuant to Title 5, chapter 375, subchapter II-A.

3. County and municipal permits. A county commissioner or municipal officer may grant a permit, for a reasonable fee, for travel over a way or bridge maintained by that county or municipality

4. Permits for weight. A vehicle granted a permit for excess weight must first be registered for the maximum gross vehicle weight allowed for that vehicle.

5. Special mobile equipment. The Secretary of State may grant a permit, for no more than one year, to move pneumatic-tire equipment under its own power, including Class A and Class B special mobile equipment, over ways and bridges maintained by the Department of Transportation. The fee for that permit is \$15 for each 30-day period.

6. Scope of permit. A permit is limited to the particular vehicle or object to be moved, the trailer or semitrailer hauling the overlimit object and particular ways and bridges.

7. Construction permits. A permit for a stated period of time may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:

A. Must be procured from the municipal officers for a construction area within that municipality;

B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:

(1) Withholding by the agency contracting the work of final payment under contract; or

(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.

The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;

C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and

D. For construction areas, carries no fee and does not come within the scope of this section.

8. Gross vehicle weight permits. The following may grant permits to operate a vehicle having a gross vehicle weight exceeding the prescribed limit:

A. The Secretary of State, with the consent of the Department of Transportation, for state and state aid highways and bridges within city or compact village limits;

B. Municipal officers, for all other ways and bridges within that city and compact village limits; and

C. The county commissioners, for county roads and bridges located in unorganized territory.

9. Pilot vehicles. The following restrictions apply to pilot vehicles.

A. Pilot vehicles required by a permit must be equipped with warning lights and signs as required by the Secretary of State with the advice of the Department of Transportation.

B. Warning lights may be operated and lettering on the signs may be visible on a pilot vehicle only while it is escorting a vehicle with a permit on a public way.

With the advice of the Commissioner of Transportation and the Chief of the State Police, the Secretary of State shall establish rules for the operation of pilot vehicles.

9-A. Police escort. A person may not operate a single vehicle or a combination of vehicles of 125 feet or more in length or 16 feet or more in width on a public way unless the vehicle or combination of vehicles is accompanied by a police escort. The Secretary of State, with the advice of the Commissioner of Transportation, may require a police escort for vehicles of lesser dimensions.

A. The Bureau of State Police shall establish a fee for state police escorts to defray the costs of providing a police escort. A county sheriff or municipal police department may establish a fee to defray the costs of providing police escorts.

B. The Bureau of State Police shall provide a police escort if a request is made by a permittee. A county sheriff or municipal police department may refuse a permittee's request for a police escort.

C. A vehicle or combination of vehicles for which a police escort is required must be accompanied by a state police escort when operating on the interstate highway system.

10. Taxes paid. A permit for a mobile home may not be granted unless the applicant provides reasonable assurance that all property taxes, sewage disposal charges and drain and sewer assessments applicable to the mobile home, including those for the current tax year, have been paid or that the mobile home is exempt from those taxes. A municipality may waive the requirement that those taxes be paid before the issuance of a permit if the mobile home is to be moved from one location in the municipality to another location in the same municipality for purposes not related to the sale of the mobile home.

11. Violation. A person who moves an object over the public way in violation of this section commits a traffic infraction.

Section History:

PL 1993, Ch. 683, §A2 (NEW).

PL 1993, Ch. 683, §B5 (AFF).

PL 1997, Ch. 144, §1,2 (AMD).

PL 1999, Ch. 117, §2 (AMD).

PL 1999, Ch. 125, §1 (AMD).

PL 1999, Ch. 580, §13 (AMD).

PL 2001, Ch. 671, §30 (AMD).

PL 2003, Ch. 166, §13 (AMD).

PL 2003, Ch. 452, §Q73,74 (AMD).

PL 2003, Ch. 452, §X2 (AFF).

Special Provision
Section 107
Prosecution and Progress
(Contract Time)

The contractor will be allowed to commence work on this project as long as all applicable plans as required under this contract have been submitted, approved and pre-construction meeting held.

The completion date for WIN. 19109.00 is June 16, 2017.

All work schedule changes must be submitted for approval to the Department a minimum of 48 hours prior to the requested change.

Once operations commence, for every weekday not worked, the Contractor will be charged supplemental liquidated damages per Section 107.7.2 of the Standard Specifications; excluding days lost to inclement weather, holidays, and approved absences.

The completion date for WIN. 20281.00 is November 12, 2016. The Contractor will be charged supplemental liquidated damages in the amount of nine hundred dollars (\$900.00) per calendar day per Section 107.7.2 of the Standard Specifications for every calendar day work is not complete beyond November 12, 2016.

The contractor shall cease all operations and have all travel lanes open to traffic and the roadway in safe operating condition as directed on the following dates:

**July 3, 2015 by noon and not commence again until July 6, 2015 (4th of July.)
September 4, 2015 by noon and not commence again until September 8, 2015 (Labor Day.)
October 4, 2015 and not commence again until October 12, 2015 (Fryeburg Fair.)**

May 27, 2016 by noon and not commence again until May 31, 2016 (Memorial Day.)

July 1, 2016 by noon and not commence again until July 5, 2016 (4th of July.)

September 2, 2016 by noon and not commence again until September 6, 2016 (Labor Day.)

October 3, 2016 and not commence again until October 10, 2016 (Fryeburg Fair.)

May 26, 2017 by noon and not commence again until May 30, 2017 (Memorial Day.)

Absences must be requested at least 72 hours in advance and are subject to Departmental approval based on existing roadway conditions, paving deadlines, adherences to schedule, traffic restrictions, detours, etc. the Contractor must assure that the roadway surface and signage are maintained for safe passage of the traveling public during any approved absences. The Contract Completion Date will not be modified due to approved absences.

SPECIAL PROVISION
SECTION 202
REMOVAL OF STRUCTURES AND OBSTRUCTIONS

Under Section 202.02 of the Standard Specifications, ownership of buildings and all equipment, fixtures, and materials therein shall be interpreted as meaning all equipment, fixtures, and materials that are recognized as real property. Any items that are recognized as personal property are excepted and are reserved to the owner. If the bidder is in doubt as to whether any item not listed is real or personal property, they shall request a determination of the matter prior to date on which bids are to be received.

The following list of items is to be reserved to the property owners and/or occupants of Buildings No. 1 and 2: No Reservations

Buildings to be removed under Section 202 - Removing Structures and Obstructions of the contract will be made available to the Contractor as follows: Immediately

Failure by the Maine State Department of Transportation to meet dates of availability may entitle the Contractor to time extension if requested by the Contractor, in writing, such request indicating delays in construction, if any, caused by changes in availability dates.

With the "Notice to Proceed", or when a building becomes available to the Contractor, the Department will designate whether rodent control measures are required or not.

The Contractor shall not remove a building until the Contractor has certified it to be free of rodents. Should rodent control measures be required, the Contractor shall procure the extermination services as soon as possible. The cost of extermination services until the building is found to be rodent free will be paid for under Section 109.3.7.5 – Force Account.

This building may or may not contain asbestos. Prior to any demolition of building(s) the Contractor will conduct an asbestos survey on the building(s) to determine if any asbestos exists. The survey will be conducted by a DEP certified Asbestos Inspector. No separate payment will be made for the survey and it shall be considered incidental. The survey results will be communicated with the Resident. If no asbestos is discovered, the demolition process may proceed. If asbestos is found, the Contractor will employ a DEP certified Asbestos Abatement Contractor for its' removal and disposal. The Department will bear all expenses incurred in the abatement of any asbestos containing material as detailed in Standard Specification 109.7.5 – Force Account. Any questions can be directed to the Office of Legal Service (624-3020).

Each building shall be removed promptly after certification that it is free of rodents. All subsequent inspection costs and extermination services necessary to assure that the building is rodent free at time of removal will be at the expense of the Contractor.

SPECIAL PROVISION
SECTION 203
EXCAVATION AND EMBANKMENT
(Dredge Materials)

Description: Dredge Material (See MaineDOT Standard Specifications § 101.2) is regulated as a Special Waste. This material can be reused with a Beneficial Use Permit issued by the Maine Department of Environmental Protection (MDEP). Further, the Beneficial Use of Dredge Material from Class A, Class AA and Class SA water bodies is exempt from Beneficial Use Permits. Work associated with the Route 302 Box Culvert Replacements in Bridgeton will occur in a Class A water body; therefore, the Beneficial Use of Dredge Material from this initiative is exempt from Beneficial Use Permits.

CONSTRUCTION REQUIREMENTS

Management: The contractor shall ensure that all Dredge Material excavated from the Route 302 Box Culvert Replacements in Bridgeton is Beneficially Used in the area(s) specified by MaineDOT.

Method of Measurement: Dredge Material will be measured by the cubic yard of material removed.

Basis of Payment: Payment for the Beneficial Use of Dredge Material will be incidental to the Contract Pay Items.

Payment shall be full compensation for excavation, dewatering, managing, transporting, and placement of the Dredge Materials.

**SPECIAL PROVISION
SECTION 203
EXCAVATION AND EMBANKMENT
(CONTAMINATED SOIL AND GROUNDWATER MANAGEMENT)**

General. The work under this specification, shall be performed in conformance with all the procedures and requirements described herein for the following activities: contaminated soil handling, reuse, temporary stockpiling, transportation, storage and disposal and, contaminated water handling, storage, treatment and disposal. This specification also addresses contaminated soil location, identification, and classification. The intent of this specification is to ensure that any contaminated soil and/or water encountered during construction will be managed in a manner that protects worker health and safety, public welfare and the environment.

Environmental Site Conditions. The Maine Department of Transportation's Office of Safety and Compliance (MaineDOT's-OSC.) has conducted a series of assessments related to the Bridgton Route 302 Highway Improvement Project. An initial Phase I Environmental Assessment for the project area was completed to obtain a general understanding of the environmental conditions along the project corridor. Data garnered from this assessment was used to design a Modified, Phase II Contamination Assessment for the project. The primary focus of the assessments was to evaluate the type and extent of subsurface contamination along the project corridor. The Phase I Assessment included a review of relevant Maine Department of Environmental Protection's (MDEP's) and Environmental Protection Agency's (EPA's) databases and field reconnaissance of the project area. As part of the Phase II investigation, borings were advanced along the project's length for investigative purposes. During the advancement of these borings, one area with impacted soil was identified. A photo-ionization detector (PID) was used to test soil grab samples from select explorations for volatile organic compound (VOC) concentrations indicative of petroleum products. (See *Identified Areas Of Contamination* below). Select samples for laboratory testing were also taken to further aid in evaluating subsurface conditions. The results of these investigations are available for review from the Hydrogeologist at MaineDOT's -OSC in Augusta (207-624-3004).

Identified Area of Contamination. MaineDOT's-OSC investigation identified one area of soil contamination associated with the Route 302 highway improvement project in Bridgton, Maine. For reference, the area is designated as "**Area A**". The location of **Area A** is defined as along Route 302, roughly between MaineDOT stations 515+75 to roughly 517+25, right of center in the vicinity of the Little Mountain Variety Store.

Within **Area A**, foil-bag field samples screened with a photo-ionization detector (PID) ranged from below detection limit (BDL) to 1300 ppm gasoline equivalents. Laboratory results of sample E-2 taken from a depth of approximately 5.0 feet below ground surface (BGS) indicates the presence of the following Extractable Petroleum Hydrocarbons (EPH); C9-C18 Aliphatic hydrocarbons at 120 parts per million (ppm), C11-C22 Aromatic Hydrocarbons at 230 ppm, C19-C36 Aliphatic Compounds at 110 ppm, and Naphthalene at 6.8 ppm. For Volatile Petroleum Hydrocarbons (VPH) the following were detected; C5-C8 Aliphatic Hydrocarbons at 1600 ppm, C9-C12 Aliphatic Hydrocarbons at 840ppm, C9-C10 Aromatic Hydrocarbons at 1600 ppm, Toluene at 6 ppm, Ethylbenzene at 12 ppm, M,p-Xylenes at 60 ppm, o-Xylenes at 13 ppm, and naphthalene at 6.6 ppm. The following volatile organic compounds (VOCs) were detected; Ethylbenzene at 14000 parts per billion (ppb), Isopropylbenzene at 6800 ppb, m, p-Xylene at 84000 ppb, Naphthalene at 6000 ppb, n-Butylbenzene at 15000 ppb, n-Propylbenzene at 33000 ppb, o-Xylene at 15000 ppb, sec-Butylbenzene at 8300 ppb, Toluene at 6100 ppb, 1,2,4-Trimethylbenzene at 200000 ppb, 1,3,5-Trimethylbenzene at 78000 ppb, and p-Isopropyltoluene at 42000 ppb. Total lead was 5.5 ppm.

Identifying and Screening Contaminated Soil and Groundwater. Within the contaminated section designated **Area A**, excavated soils will be classified by the Resident (or a MaineDOT-OSC representative) based on photo-ionization detector (PID) field screening measurements. Field screening with a PID shall be performed according to the MDEP SOP No. TS004, Compendium of Field Testing of Soil Samples for Gasoline and Fuel Oil dated October 25, 2012.

The excavated soils shall be classified as Group 1, Group 2 or Group 3.

Group 1 soils shall have PID field screening measurements indicating relative concentrations of volatile organic compounds (VOCs) less than or equal to 20 parts per million (ppm) as measured in the soil headspace.

Group 2 soils shall have PID field screening measurements indicating VOC concentrations in ppm greater than 20 ppm and less than the value indicated in Table 1 of SOP-TS004 when screened in accordance with the “Outdoor Commercial Worker/Excavation-Construction Worker” clean-up scenario. Field screening will also be done using an oleophilic dye test.

Group 3 soils shall be greater than the value indicated in Table 1 of SOP-TS004 when screened in accordance with the “Outdoor Commercial Worker/Excavation-Construction Worker” clean-up scenario. Field screening will also be done using an oleophilic dye test, or the soils are “petroleum saturated.” Analysis to determine “petroleum saturation” shall be performed according to MDEP guidance in *Procedural Guidelines for Establishing Standards for Remediation of Oil Contaminated Soil and Ground Water in Maine* (MDEP, 1/11/95).

Handling and Disposition of Soil Materials. Within **Area A** soil material excavated during construction shall be handled as follows:

Group 1 soils are not considered contaminated. Thus, special handling and disposal are not required for Group 1 soils.

Group 2 soils shall be placed back into their excavation section of origin. The Contractor shall make every attempt to side cast any Group 2 soils next to their excavation site. Upon completion of the given constructional feature, the Group 2 soils shall be placed back into the excavation. Group 2 materials not handled in this manner shall be considered Surplus Group 2 soils. Surplus Group 2 soils must be disposed of or treated at a facility licensed by the MDEP to accept petroleum contaminated special waste. The Contractor is responsible for all additional testing required by the receiving facility. The Contractor is solely responsible for obtaining the associated permits and approvals for the disposal or treatment of the Surplus Group 2 soils from all relevant Municipal, State, and Federal agencies at no additional cost to the State. Notification shall be given to the Resident once approval is granted for the acceptance of this material at the off site facility. No removal of Surplus Group 2 soils from the project shall occur without prior approval by the Resident. If any Surplus Group 2 soils cannot be transported to the pre-approved, properly licensed facility within 8 hours of their excavation, they must be placed in a Temporary Secure Stockpile Area somewhere within the project limits (See Temporary Secured Stockpile Area below).

Group 3 soils shall not be excavated without prior approval by the Resident. The Contractor shall arrange and undertake disposal of all Group 3 soils at a landfill or treatment facility licensed to accept petroleum contaminated special waste. The Contractor is responsible for all additional testing required by the receiving facility. Group 3 soils that cannot be disposed of within 8 hours of excavation shall be stored in a Temporary Secured Stockpile area. If the Contractor proposes other disposal or treatment options, the Contractor is solely responsible for obtaining the associated permits and approvals from all relevant Municipal, State, and Federal agencies at no additional cost to the State.

The Resident is responsible for signing any manifests or bills of lading required to transport and dispose of contaminated soil. The Resident will send all manifests and bill of ladings to the MaineDOT-OSC, Station 16, Augusta, Maine 04333.

Trench and Underdrain/Stormdrain Design in Contaminated Sections. In **Area A** solid Option III, non-perforated pipe shall be used instead of perforated underdrain pipe to help prevent the infiltration and transportation of potentially contaminated groundwater within the underdrain/stormdrain system. The Contractor shall backfill around the pipe in this section with uncontaminated material. Backfilling of the trench shall be in accordance with Section 206.03. All stones larger than 3 inches, frozen

lumps, dry chunks of clay or any other objectionable matter shall be removed before backfilling.

Seepage control dikes (SCD) shall be installed roughly every 60 feet along the stormwater pipe trench.

The SCDs shall consist of a mineral clay material with a liquid limit of equal to or greater than 24 and a natural moisture content of at least 20 percent. The clay should be placed in dry excavations in 6 inch maximum, thick lifts and compacted to 90% of the maximum dry unit weight as determined by AASHTO T99 (Standard Proctor). The SCDs shall be 5 feet long, be in intimate contact with the trench floor, trench walls and circumference of the pipe and extend up to the bottom of the road base. The excavated existing road base or similar material may be placed on top of the SCDs. The Contractor shall take care to ensure that no voids or uncompacted soil is left beside or beneath the Option III culvert pipe.

Secured Stockpile Area. Direct transport of Surplus Group 2 or Group 3 soils to a pre-approved management facility is recommended. However, should the Contractor temporarily store any Surplus Group 2 or Group 3 soils at the site for more than 8 hours following excavation, they must be placed into a properly constructed Temporary Secured Stockpile Area. The Temporary Secured Stockpile Area must be constructed as defined herein and must be approved by the Resident prior to its use.

Should the Contractor utilize a Temporary Secured Stockpile Area, they shall install a continuous 0.3 meter high compacted soil berm around the Secured Stockpile. The Secured Stockpile shall be placed on a liner of 20-mil polyethylene and securely covered with 20-mil polyethylene. The polyethylene liner and cover shall be placed over the soil berm and be installed to ensure that precipitation water drains directly to the outside of the berm perimeter while leachate from the contaminated soil is retained within the stockpile. The Secured Stockpile and soil berm shall be enclosed within a perimeter of concrete Jersey barriers or wooden barricades. The area within the Jersey barriers (or wooden barricades) shall be identified as a "restricted area" to prevent unauthorized access to the contaminated soils.

Secured Stockpile Area - Materials.

- A. Polyethylene. Polyethylene used for liner in the Secured Stockpile Area shall have a minimum of 20-mil thickness and shall meet the requirements of ASTM D3020.
- B. Common Borrow. Fill used in the construction of the Temporary Secured Stockpile Area soil berm shall consist of Common Borrow and meet the requirements of Section 703.18

C. Concrete Barriers or Wooden Barricades. Concrete barriers or Wooden Barricades to form the sides of the Temporary Secured Stockpile Area shall meet the requirements of Section 526 or 652.05.

Health and Safety/Right-to-Know. Contractors and subcontractors are required to notify their workers of the history of the site and contamination that may be present and to be alert for evidence of contaminated soil and groundwater. The Contractor shall notify the Resident at **least three business days** prior to commencing any excavation in **Area A**.

The Contractor shall prepare a site specific Health and Safety Plan (HASP) for its workers and subcontractors who may work in the contaminated areas of the site. A Qualified Health and Safety Professional shall complete the HASP. The Qualified Health and Safety Professional will be an expert in field implementation of the following federal regulations:

29 CFR 1910.120 or 29 CFR 1926.65	Hazardous Waste Operations and Emergency Response
29 CFR 1910.134	Respiratory Protection
29 CFR 1926.650	Subpart D - Excavations
29 CFR 1926.651	General Requirements
29 CFR 1926.652	Requirements for Protective Systems

MaineDOT is voluntarily ameliorating the contamination in **Area A**. The remedial efforts defined herein have been reviewed and approved by MDEP. Given that this is a voluntary clean up effort approved by a regulatory agency, the OSHA requirements as defined in 29 CFR 1910.120 apply. These requirements mandate that workers and any subcontractors working in the contaminated areas shall comply with all OSHA regulations for Hazardous Waste Operations and Emergency Response including a 40 hour initial hazardous waste operations certification [OSHA 1910.120(e)], annual 8 hour refresher course within the last 12 months and medical surveillance [OSHA 1910.120(f)] within the last 12 months.

The contractor shall designate a person to provide direct on-site supervision of the work in the contaminated areas. This person shall have the training under OSHA 1910.120 (e) as above and in addition be qualified as a construction Competent Person. It is the responsibility of the Competent Person to make those inspections necessary to identify situations that could result in hazardous conditions (e.g., possible cave-ins, indications of failure of protective systems, hazardous atmospheres, or other hazardous conditions), and then to insure that corrective measures are taken.

Submittals. The Contractor shall submit a site specific Health and Safety Plan (HASP) to the Resident at least two weeks in advance of any excavation work on the project. The Contractor shall not proceed with work until MaineDOT has reviewed the plan and notified the Contractor that it is acceptable.

Health and Safety Monitoring. Within the contaminated areas of the project, the Contractor's designated on-site person shall monitor the worker breathing zone for those constituents specified in the Contractor's HASP. The Contractor shall provide all required health and safety monitoring equipment.

Dewatering. Groundwater may be encountered and its removal necessary to complete work within **Area A**. If encountered, it will be treated as "contaminated" water. The Contractor shall inform the Resident before any dewatering commences. The "contaminated" water shall be pumped into a temporary holding tank(s). The Contractor will be responsible for the procurement of any holding tank(s). Any testing, treatment and/or disposal of the stored, petroleum-contaminated water shall be undertaken by the Contractor in accordance with applicable Federal, State and local regulatory requirements.

On-Site Water Storage Tanks - Materials. If dewatering within the identified contaminated area becomes necessary the holding tanks used for temporary storage of contaminated water pumped from excavations shall be contamination free and have a minimum capacity of 2,000 gallons.

Dust Control. The Contractor shall employ dust control measures to minimize the creation of airborne dust during the construction process in potentially contaminated areas. As a minimum, standard dust control techniques shall be employed where heavy equipment and the public will be traveling. These may include techniques such as watering-down the site or spreading hygroscopic salts.

Unanticipated Contamination. If the Contractor encounters previously undiscovered contamination or potentially hazardous conditions related to contamination, the Contractor shall immediately suspend work and secure the area. The Contractor will then notify the Resident immediately. These potentially hazardous conditions include, but are not limited to, buried containers, drums, tanks, "oil saturated soils", strong odors, or the presence of petroleum sufficient to cause a sheen on the groundwater. The area of potential hazard shall be secured to minimize health risks to workers and the public and to prevent a release of contaminants into the environment. The source of any suspected contamination shall be evaluated by the Resident (or MaineDOT's- OSC representative). As appropriate, the Resident will notify the Maine Department of Environmental

Protection's Response Services Unit in Portland and MaineDOT's -OSC. The Bridgton Fire Department must also be notified prior to removal of buried storage tanks and associated piping. The Contractor will evaluate the impact of the hazard on construction, amend the HASP if necessary, and with the Resident's approval, recommence work in accordance with the procedures of this Special Provision.

Method of Measurement. There will be no measurement for identification and environmental screening of contaminated soil material (this will be done by the Resident or MaineDOT-OSC representative).

Measurement for the development of a Health and Safety Plan (HASP) and providing health and safety equipment and personnel shall be by lump sum.

Measurement of the off site treatment or disposal of Surplus Group 2 and all Group 3 soils will be by the Ton of Special Excavation.

There will be no measurement for construction of a Temporary Secured Stockpile Area. Construction of a Temporary Secured Stockpile Area, if necessary, is considered incidental to project construction. There will be no measurement for hauling Surplus Group 2 material or Group 3 soils to the Temporary Secure Stockpile area or placement and removal of Surplus Group 2 or Group 3 soils in or out of the Temporary Secure Stockpile area. All hauling and any subsequent management/placement of contaminated soils are considered incidental to project construction.

There will be no measurement for additional laboratory testing of contaminated soil that is required by the landfill or treatment facility. Testing is incidental to the disposal of Special Excavation.

Measurement for the following items shall be according to Subsection 109:04 ("Change Order"/Force Account): any necessary contaminated water holding tank(s) and treatment or disposal of any contaminated groundwater.

Basis of Payment. There will be no payment for the identification and environmental screening of contaminated soil material (this will be done by the Resident or MaineDOT-OSC representative).

Payment for the development of a Health and Safety Plan (HASP) and providing health and safety equipment and personnel shall be by the lump sum

Payment for off site disposal or treatment of contaminated Surplus Group 2 and all Group 3 soils at a MDEP licensed facility shall be by the Ton of Special Excavation.

There will be no payment for the construction of the Temporary Secured Stockpile Area or hauling/management/placement of contaminated soils to the

Temporary Secured Stockpile Area. The Temporary Secured Stockpile Area shall be considered incidental to project construction.

Payment for the following items shall be according to Subsection 109:04 (“Change Order”/Force Account): any necessary contaminated water holding tank(s) and treatment or disposal of any contaminated groundwater.

Pay Item		Pay Unit
203.2312	Health and Safety Plan (HASP)	L.S.
203.2333	Disposal/Treatment of Special Excavation	Ton

SPECIAL PROVISION
SECTION 203.33
Special Fill
(In-Culvert Fill - Work)

Description

This work shall consist of furnishing and placing a combination of site-excavated dredge material, other site-excavated material, and special backfill material inside a culvert to create a natural stream bottom as shown on the contract plans, as described herein, or as directed by the Resident. Site-excavated dredge material and other site-excavated material are collectively referred to as site-excavated materials.

Materials

Except as provided under “Construction” below, backfill material used to construct streambeds within culverts shall consist of sub-angular hard durable rock and well-graded granular material conforming to the following gradation table. This material is hereafter referred to as special fill.

US Customary Sieve Designation	Percent by Weight Passing Square Mesh Sieves
18 inch	100
12 inch	90 – 95
6 inch	60 – 70
2½ inch	35 – 45
3/8 inch	20 – 30
No. 10	10 – 20

The Contractor shall identify the source of the special fill for approval by the Resident at least 10 working days prior to delivery of the material to the site. Upon request, the Contractor shall provide the Resident with a representative sample of that part passing the 6 inch screen for verification and approval prior to use. The rock portion (retained on and above the 6 inch screen) may be evaluated by visual inspection.

Construction

For 2-foot total backfill thickness: After the culvert is installed and inspected, backfill material shall be placed in the culvert as shown on the plans or as directed by the Resident. The backfill shall be placed in the culvert in two courses, each approximately 1-foot thick. In order to minimize segregation, backfill material shall not be dropped from a distance greater than 3 feet.

After placement of each course, the course shall be sealed by washing with water to force finer sediments into the voids in the bed material. If, after washing-in, voids and gaps remain

in the top course, granular material shall be washed into the course such that voids and gaps are filled and the surface is sealed. With approval from the Resident, site-excavated dredge material and/or other site-excavated material shall be used for washing-in. If site-excavated materials are unsuitable or unavailable, Granular Borrow meeting the specifications for Material for Underwater Backfill, Section 703.19, shall be used for sealing.

The first (bottom) course shall utilize, firstly, site-excavated dredge material and, secondly, other site-excavated material, to the greatest extent possible, subject to approval by the Resident. The Department may elect to sample the site-excavated materials to verify suitability for use as culvert backfill. In the event that the site-excavated materials are deemed unsuitable, or if there are insufficient quantities to complete the first course, then the remaining backfill shall consist of special fill as specified in the gradation table above.

The second (top) course shall consist entirely of special fill as described in the gradation table above; site-excavated materials shall not be used in the second course, except for purposes of sealing. The top course shall be shaped to the required grade as on the plans, or as directed. It is permissible for rock to protrude above the finished and sealed backfill surface. Final constructed backfill depth shall meet the specified thickness after washing-in.

The Contractor shall create a shallow low-flow channel in the top course of the culvert backfill. The channel shall be 4-inches to 6-inches deep and 4-feet wide. The channel shall follow a meandering path, according to plans or direction from the Resident.

For 1-foot total backfill thickness: construct as above, but the 1-foot thickness shall consist entirely of special fill as defined in the gradation table above and constructed according to the instructions for the top course.

The Contractor shall be careful not to damage the culvert during installation of the in-culvert fill material. Any damage to the culvert shall be paid for by the Contractor.

The Contractor shall use the same method and materials for sealing and washing-in stated in this Special Provision to seal and fill the void spaces of the in-stream portion of the riprap aprons.

Method of Measurement

Payment for placing site-excavated materials, special fill, and granular borrow shall be measured in place by the cubic yard.

Basis of Payment

All work associated with placing site-excavated materials, special fill, and granular borrow to form the in-culvert streambed shall be paid for at the contract unit price per cubic yard.

Payments will be made under:

Pay Item

203.33 Special Fill

Pay Unit

Cubic Yard

SPECIAL PROVISION
SECTION 401 - HOT MIX ASPHALT PAVEMENT

The Standard Specification 401 – Hot Mix Asphalt Pavement, has been modified with the following revisions. All sections not revised by this Supplemental Specification shall be as outlined in Section 401 of the Standard Specifications.

401.18 Quality Control Method A, B & C The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The QCP shall meet the requirements of Section 106.6 - Acceptance and this Section. The Contractor shall not begin paving operations until the Department approves the QCP in writing.

The Contractor shall cease paving operations whenever one of the following occurs on a lot in progress:

- a. Method A: The Pay Factor for VMA, Voids @ N_d , Percent PGAB, composite gradation, VFB, fines to effective binder or density using all Acceptance or all Quality Control tests for the current lot is less than 0.85. No ceasing of paving operations shall be required for fines to effective binder if the mean test value is equal to the LSL or USL and $s = 0$.
- b. Method B: The Pay Factor for VMA, Voids @ N_d , Percent PGAB, composite gradation, VFB, fines to effective binder or density using all Acceptance or all Quality Control tests for the current lot is less than 0.90. No ceasing of paving operations shall be required for fines to effective binder if the mean test value is equal to the LSL or USL and $s = 0$.
- c. Method C: The Pay Factor for Percent PGAB, percent passing the nominal maximum sieve, percent passing 2.36 mm sieve, percent passing 0.300 mm sieve, percent passing 0.075 mm sieve or density using all Acceptance or all available Quality Control tests for the current lot is less than 0.85. No ceasing of paving operations shall be required for percent passing the nominal maximum sieve, percent passing 2.36 mm sieve, percent passing 0.300 mm sieve, or percent passing 0.075 mm sieve if the mean test value is equal to the LSL or USL and $s = 0$.
- d. The Coarse Aggregate Angularity or Fine Aggregate Angularity value falls below the requirements of Table 3: Aggregate Consensus Properties Criteria in Section 703.07 for the design traffic level.
- e. Each of the first 2 control tests for a Method A or B lot fall outside the upper or lower limits for VMA, Voids @ N_d , or Percent PGAB; or under Method C, each of the first 2 control tests for the lot fall outside the upper or lower limits for the nominal maximum, 2.36 mm, 0.300 mm or 0.075 mm sieves, or percent PGAB.
- f. The Flat and Elongated Particles value exceeds 10% by ASTM D4791.
- g. There is any visible damage to the aggregate due to over-densification other than on variable depth shim courses.
- h. The Contractor fails to follow the approved QCP.

401.203 Method C Lot Size will be the entire production per JMF for the project, or if so agreed at the Pre-paving Conference, equal lots of up to 4500 tons, with unanticipated over-runs of up to 1500 ton rolled into the last lot. Sublot sizes shall be 750 ton for mixture properties, 500 ton for base or binder densities and 250 ton for surface densities. The minimum number of sublots for mixture properties shall be 4, and the minimum number of sublots for density shall be five.

TABLE 7: METHOD C ACCEPTANCE LIMITS

Property	USL and LSL
Passing 4.75 mm and larger sieves	Target +/-7%
Passing 2.36 mm to 1.18 mm sieves	Target +/-5%
Passing 0.60 mm	Target +/-4%
Passing 0.30 mm to 0.075 mm sieve	Target +/-2%
PGAB Content	Target +/-0.4%
% TMD (In place density)	95.0% +/- 2.5%

Pay Adjustment Method C

The Department will use density, Performance Graded Asphalt Binder content, and the percent passing the nominal maximum, 2.36 mm, 0.300 mm and 0.075 mm sieves for the type of HMA represented in the JMF. If the PGAB content falls below 0.80, then the PGAB pay factor shall be 0.55.

Density: For mixes having a density requirement, the Department will determine a pay factor using Table 7: Method C Acceptance Limits:

$$PA = (\text{density PF} - 1.0)(Q)(P) \times 0.50$$

PGAB Content and Gradation The Department will determine a pay factor using Table 7: Method C Acceptance Limits. The Department will calculate the price adjustment for Mixture Properties as follows:

$$PA = (\% \text{ Passing Nom. Max PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 2.36 mm PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.30 mm PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.075 mm PF} - 1.0)(Q)(P) \times 0.10 + (\text{PGAB PF} - 1.0)(Q)(P) \times 0.25$$

SPECIAL PROVISION
SECTION 401
HOT MIX ASPHALT PAVEMENT

401 HOT MIX ASPHALT LONGITUDINAL JOINT DENSITY

401.30 Description The Department will measure the pavement density of longitudinal joints constructed between adjoining travel lanes. Core samples shall be tested according to AASHTO T-166. The Department will randomly determine core locations. The Contractor shall cut 6 in diameter cores at no additional cost to the Department by the end of the working day following the day the pavement is placed, and immediately give them to the Department. The cores will be placed in a transport container provided by the Department and transported by the Contractor to the designated MaineDOT Lab as directed by the Department. Pre-testing of the acceptance cores will not be allowed. At the time of sampling, the Contractor and the Department shall mutually determine if a core is damaged. If it is determined that the core(s) is damaged, the Contractor shall cut new core(s) at the same offset and within 3 ft of the initial sample. At the time the core is cut, the Contractor and the Department will mutually determine if saw cutting of the core is needed, and will mark the core at the point where sawing is needed. The core may be saw cut by the Contractor in the Department's presence onsite, or in a MaineDOT Lab by the Department, without disturbing the layer being tested to remove lower layers of Hot Mix Asphalt Pavement, gravel, or RAP. No recuts are allowed at a test location after the core has been tested.

Cores shall be taken directly over the construction joint. Should the notched wedge joint device be used, the cores shall be cut directly over the center of the taper portion of the wedge (approximately centered 3" from the visible joint).

As part of the project specific QCP, the Contractor shall include details as to methods of construction, rolling and compaction efforts, and action plan to adjust methods or equipment should the Quality level fall below 50 percent within limits. The Contractor shall be required to measure the joint density at randomly selected locations with a minimum frequency of one measurement per 750 linear feet. The Contractor shall have the option to cut calibration/verification cores at a rate not to exceed 1 per day.

If the Quality level for density falls below 50 percent within limits, the Contractor shall make corrective action to the longitudinal joint construction method before proceeding with the Lot, or before starting a new Lot. In cases where the corrective action can be shown to immediately increase density, such as with informational cores or density gauge readings, the Contractor may elect to resume production once the corrective action methods are established. Additional QC testing shall be performed to verify the effectiveness of the corrective action. Should the Quality Level for density remain at or fall below 50 percent within limits, then the Contractor shall be required to make further adjustments to the construction method. The Department will consider corrective action acceptable if the density pay factor increases based on verification samples or acceptance samples.

401.31 Acceptance This method utilizes Quality Level Analysis and pay factor specifications as described in Section 106. For Hot Mix Asphalt Pavement designated for acceptance under Quality Assurance provisions, the Department will sample once per subplot on a statistically random basis, test, and evaluate in accordance with the following Acceptance Criteria:

Lot size will be the entire length of longitudinal joint for the given HMA layer for the project, or equal Lots of a size agreed upon at the Pre-paving conference. The maximum subplot size shall be 1500 linear feet of longitudinal joint for density and the minimum number of sublots for any Lot shall be five. The Lot will be divided up into sublots of equal length. There shall be a separate Lot for each lift of HMA pavement, and Lots shall not be comprised of results from more than one HMA layer.

The Department will determine a pay factor using acceptance limits from Table 1.

TABLE 1: LONGITUDNAL JOINT DENSITY ACCEPTANCE LIMITS

PROPERTY	LSL
% TMD (In-place density)*	91.0

* The Theoretical Maximum Density will be determined from the average of the Gmm values used to determine the percent compaction of the nearest acceptance cores on either side of the Centerline Joint Core from each adjacent mat.

The Department will calculate the Pay Adjustment for Centerline Joint Density as follows:

$$\text{PA} = (\text{joint density PF} - 1.0)(Q)(P) \times 0.40$$

Where

$$\begin{aligned} \text{PA} &= \text{Pay Adjustment} \\ Q &= \text{Quantity of traveled way pavement represented by PF in tons} \\ P &= \text{Contract price per ton} \\ \text{PF} &= \text{Pay Factor} \end{aligned}$$

If the joint density Pay Factor is less than 0.88, the Pay Adjustment shall be:

$$\text{PA} = (-0.05)(Q)(P)$$

SPECIAL PROVISION
DIVISION 401
HOT MIX ASPHALT PAVEMENTS
(Asphalt Rich Base Mixture)

The Special Provision 400 – Pavements; Section 401 – Hot Mix Asphalt Pavements ; the following subsections have been modified with the following :

Description The Contractor shall furnish and place one or more courses of Asphalt Rich Base Hot Mix Asphalt (ARBHMA) on an approved base in accordance with the contract documents and in reasonably close conformity with the lines, grades, thickness, and typical cross sections shown on the plans or established by the Resident. The Department will accept this work under Quality Assurance provisions, in accordance with these specifications and the requirements of Section 106 – Quality, the provisions of AASHTO M 323 except where otherwise noted in sections 401 and 703 of these specifications, and the Maine DOT Policies and Procedures for HMA Sampling and Testing.

MATERIALS

401.02 Materials This section has been modified with the following revision:

The Asphalt Rich Base HMA shall be designed for an Air Void Target of 2.5 % at 50 Gyration.

401.03 Composition of Mixtures This section has been modified with the following revision:

The Asphalt Rich Base HMA shall meet the following design criteria.

DESIGN CRITERIA

Gradation	PGAB Targets
9.5mm mixture	7.0 %
12.5mm mixture	6.5 %
19.0mm mixture	6.0 %

The mixture shall meet the gradation requirements of a current MaineDOT approved 9.5mm, 12.5mm, or 19.0mm 50 Gyration JMF, as required by the contract, and the minimum PGAB content noted above. The Acceptance Limit targets for gradation will be as specified on the JMF.

401.201 Method A Lot Size will be the entire production per JMF for the project, or if so agreed at the Pre-paving Conference, equal lots of up to 4050 Mg [4500 tons], with unanticipated over-runs of up to 1350 Mg [1500 ton] rolled into the last lot. Sublot sizes shall be 675 Mg [750 ton] for mixture properties, 450 Mg [500 ton] for base or binder densities and 225 Mg [250 ton] for surface densities. The minimum number of sublots for mixture properties shall be 4, and the minimum number of sublots for density shall be five.

TABLE 5: METHOD A ACCEPTANCE LIMITS

Property	USL and LSL
Passing 4.75 mm and larger sieves	Target +/-7%
Passing 2.36 mm to 1.18 mm sieves	Target +/-4%
Passing 0.60 mm	Target +/-3%
Passing 0.30 mm to 0.075 mm sieve	Target +/-2%
PGAB Content	Target +/-0.4%
Air Voids	2.5% +/-1.5%
Fines to Effective Binder	0.4 to 1.2
Voids in the Mineral Aggregate	LSL Only from Table 1
Voids Filled with Binder	72 – 87.0 *
% TMD (In place density)	96.0% +/- 2.5%

* A production tolerance of 4.0% will apply for the USL.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
403.2102 – 9.5mm Asphalt Rich Base HMA	Ton
403.2132 – 12.5mm Asphalt Rich Base HMA	Ton
403.2072 – 19.0mm Asphalt Rich Base HMA	Ton

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>6" HMA Overlay Areas</u>					
<u>U.S. Route 302</u>					
<u>Mainline Travelway, & Full-Depth Shoulders (As Indicated)</u>					
Wearing	12.5 mm	403.208	1 ½"	1	1,5,7,20,22,26
Intermediate	12.5 mm	403.213	1 ½"	1	1,4,7,15,20,26
Base	19.0 mm	403.2072	3"	1	1,4,7,15
<u>4" HMA Overlay Areas</u>					
<u>Approach Roads</u>					
<u>Mainline Travelway & Shoulders</u>					
Wearing	12.5 mm	403.208	1 ½"	1	1,5,7
Base	12.5 mm	403.213	2 ½"	1	1,4,7
<u>3" HMA Overlay Areas</u>					
<u>U.S. Route 302</u>					
<u>Shoulders (As Indicated)</u>					
Wearing	12.5 mm	403.208	1 ½"	1	1,5,7
Base	12.5 mm	403.213	1 ½"	1	1,4,7
<u>Drives, Islands, Misc.</u>					
Wearing	9.5 mm	403.209	2" - 3"	2/more	2,3,10,11,14

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 64-28** grading.
2. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
3. The design traffic level for mix placed shall be <0.3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
5. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**.
7. Section 106.6 Acceptance, (1) Method A.
10. Section 106.6 Acceptance, (2) Method D.
11. The combined aggregate gradation required for this item shall be classified as a 9.5mm "**fine graded**" mixture, (using the Primary Control Sieve control point) as defined in 703.09.

14. The combined aggregate gradation required for this item shall be classified as a 9.5mm Thin Lift Mixture (TLM) mixture, using the Aggregate Gradation Control Points as defined in 703.09.
15. The base and intermediate layers of HMA (3" of 403.2072 & 1 ½" of 403.213) shall be completed before winter suspension. Any surface or base HMA placed after the seasonal limitations shall be considered temporary and removed and replaced the following construction season. The Department will not be responsible for costs or time related to the removal or replacement of temporary pavement.
20. The Contractor may place the specified HMA pavement course, not to exceed 2" inch compacted depth, over the full single travel lane width, for each production day. If this option is utilized the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day. The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall be amended to include this option and the additional requirements. All signs and traffic control devices will conform to Section 719.01, and Section 652, and will be installed prior to the work, at a maximum spacing of 0.50 mile for the entire length of effected roadway section. On roadways with two-way traffic, the Contractor will be required to place the specified course over the full width of the mainline traveled way being paved prior to opening the sections to weekend or holiday traffic. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, will be considered incidental to the appropriate 652 items.
22. The final pavement surface shall be evaluated for smoothness in accordance with the most current 400 Special Provision section 402 – Pavement Smoothness. Acceptance limits shall be as outlined under the Level II classification.
26. Centerline joint density testing shall be applied to the specified HMA layer. See Special Provision 401 – Hot Mix Asphalt Longitudinal Joint Density for project specifics.

Tack Coat

A tack coat of emulsified asphalt, RS-1, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.025 gal/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and the surface course, at a rate not to exceed 0.025 gal/yd². Tack used between layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>1 1/4" HMA Overlay Areas</u>					
<u>Mainline Travelway & Shoulders (As Indicated)</u>					
Wearing	9.5 mm	403.210	1 1/4"	1	1,4,7,20
Shim	9.5 mm	403.211	variable	1/more	1,2,4,7,11,14,20
<u>2" HMA Overlay Areas</u>					
<u>Shoulder Rehab Areas</u>					
Base	12.5 mm	403.213	2"	1	1,2,4,10,17
<u>Drives, Misc.</u>					
Wearing	9.5 mm	403.209	2"	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 64-28** grading.
2. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
3. The design traffic level for mix placed shall be <0.3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
7. Section 106.6 Acceptance, (1) Method A.
10. Section 106.6 Acceptance, (2) Method D.
11. The combined aggregate gradation required for this item shall be classified as a 9.5mm "**fine graded**" mixture, (using the Primary Control Sieve control point) as defined in 703.09.
14. The combined aggregate gradation required for this item shall be classified as a 9.5mm Thin Lift Mixture (TLM) mixture, using the Aggregate Gradation Control Points as defined in 703.09.
17. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, **12 ton** pneumatic, and a **10 ton** finish roller for roadway work. A daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and number of roller passes, shall be recorded and signed by the QCT and presented to the Department's representative by the end of the working day.

20. The Contractor may place the specified HMA pavement course, not to exceed 2 inch compacted depth, over the full single travel lane width, for each production day. If this option is utilized the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day. The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard. Additional centerline delineation such as double RPM application or temporary painted line shall be required for centerline depths exceeding $\frac{3}{4}$ inch. Pavement layers $\frac{3}{4}$ inch or less shall require single RPM application placed on the newly placed pavement as a minimum. The Traffic Control Plan shall be amended to include this option and the additional requirements. All signs and traffic control devices will conform to Section 719.01, and Section 652, and will be installed prior to the work, at a maximum spacing of 0.50 mile for the entire length of effected roadway section. On roadways with two-way traffic, the Contractor will be required to place the specified course over the full width of the mainline traveled way being paved prior to opening the sections to weekend or holiday traffic. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, will be considered incidental to the appropriate 652 items.

Tack Coat

A tack coat of emulsified asphalt, RS-1, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.025 gal/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.025 gal/yd². Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 511
Coffer Dam

511.01 Description This work shall consist of the complete design, construction, maintenance and removal of cofferdams and other related work, including dewatering and inspection, required to allow for the excavation of foundation units, to permit and protect the construction of bridge or other structural units and to protect adjacent Roadways, embankments or other structural units, in accordance with the Contract.

511.02 Materials As specified in the cofferdam Working Drawings.

511.03 Cofferdam Construction

A. Working Drawings The Contractor shall submit Working Drawings, showing the materials to be used and the proposed method of construction of cofferdams to the Department. Construction shall not start on cofferdams until such Working Drawings have been submitted. Any review of or comment on, or any lack of review of or comment on, these Working Drawings by the Department shall not result in any liability upon the Department and it shall not relieve the Contractor of the responsibility for the satisfactory functioning of the cofferdam.

B. Construction Construct cofferdams in conformance with the submitted Working Drawings. Cofferdams shall, in general, be carried below the elevation of the bottom of footings to adequate depths to ensure stability and adequate heights to seal off water. Cofferdams shall be braced to withstand pressure without buckling, secured in place to prevent tipping or movement and be as watertight as necessary for the safe and proper construction of the substructure Work inside them. With the exception of construction of a concrete foundation seal placed under water, the interior dimensions of cofferdams shall provide sufficient clearance for the construction and inspection of forms and to permit pumping outside of forms. The Contractor shall be responsible for the righting and resetting of cofferdams that have tilted or moved laterally, as required for construction.

During the placing and curing of seal concrete, maintain the water level inside the cofferdam at the same level as the water outside the cofferdam, to prevent flow through the concrete.

No timber or bracing shall be used in cofferdams in such a way as to remain in the substructure Work.

Cofferdams shall be constructed to protect fresh concrete against damage from the sudden rising of the water body, to prevent damage by erosion and to prevent damage to adjacent Roadways, embankments or other structural units.

Unless otherwise noted, cofferdams, including all sheeting and bracing involved, shall be removed after the completion of the substructure Work in a manner that prevents disturbance or injury to the finished Work.

Cofferdams shall be constructed, dewatered and removed in accordance with the requirements of Section 656 - Temporary Soil Erosion and Water Pollution Control and related Special Provisions.

C. Inspection of Seal Cofferdams Seal cofferdam excavations shall initially be inspected and approved by the Contractor.

For each seal cofferdam excavation, the Contractor shall submit a written procedure to the Resident for sediment/overburden removal and excavation inspection. For cofferdams where seal concrete is to be placed on bedrock, the inspection procedure shall describe the Contractor's final cleaning and inspection process for attaining cleanliness of each cofferdam excavation. For cofferdams where seal concrete is not excavated to bedrock, the procedure shall describe the Contractor's final cleaning and inspection process for attaining the bottom of seal elevation shown on the Plans.

The Contractor shall notify the Resident at least 48 hours prior to when each seal cofferdam excavation will be ready for final inspection by the Department. The Contractor shall allow adequate time for each occurrence of cofferdam excavation inspection by the Department. The Contractor shall provide and maintain access and equipment, such as steel probes, for the Resident and/or the Department's Dive Team to independently inspect each cofferdam excavation.

No seal concrete placement shall begin until the Department has approved the cofferdam excavation.

511.04 Pumping Pumping from the interior of any cofferdam shall be done in such a manner as to prevent any current of water that would carry away or segregate the concrete.

Pumping to dewater a sealed cofferdam shall not commence until the seal concrete has set sufficiently to withstand the hydrostatic pressure and meets the following minimum curing time, after the completion of the installation of the seal concrete:

1. When the temperature of the water body outside the cofferdam is greater than 40°F, a minimum of 5 days.
2. When the temperature of the water body outside the cofferdam is less than 40°F, a minimum of 7 days.

Procedures for the removal of all water and materials from cofferdams shall be described in the Soil Erosion and Water Pollution Control Plan as required in Section 656 Temporary Soil Erosion and Water Pollution Control and related Special Provisions.

511.05 Method of Measurement Cofferdams will be measured as one lump sum unit, as indicated on the Plans or called for in the Contract.

511.06 Basis of Payment The accepted quantity of cofferdam will be paid for at the Contract lump sum price for the respective cofferdam items, which price shall be full compensation for design, construction, maintenance, inspection and removal.

When required, the elevation of the bottom of the footing of any substructure unit may be lowered, without change in the price to be paid for cofferdams. However, if the average elevation of more than 25% of the area of the excavation is more than 3 feet below the elevation shown on the Plans, and if requested by the Contractor, then the additional costs incurred that are included in the cofferdam Pay Item will be paid for in accordance with Section 109.7 - Equitable Adjustments to Compensation. The Contractor shall immediately notify the Department when these additional costs commence. Failure of the Contractor to provide this notification will result in undocumented additional work that will be non-reimbursable. The Department will evaluate this additional work to determine an appropriate time extension, if warranted.

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

All costs for related temporary soil erosion and water pollution controls, including inspection and maintenance, will not be paid for directly, but will be considered incidental to the cofferdam Pay Item(s).

All costs associated with preparation of Working Drawings, design calculations, written procedure for sediment/overburden removal and excavation inspection, and the inspection of the seal cofferdam excavation shall be considered incidental to the cofferdam Pay Item(s). There shall be no additional payment for repeated inspection by the Department of the same cofferdam excavation.

All costs for cofferdams and related temporary soil erosion and water pollution controls, including inspection and maintenance, will be considered incidental to related Pay Items, when a specific Pay Item for cofferdams is not included in the Contract.

Seal concrete will be evaluated under Section 502.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
511.07 Cofferdam	Lump Sum

**SPECIAL PROVISION
SECTION 512
STONE FOR WEIRS**

Description

This work shall consist of placing hard, durable rock to construct the top layer of the relocated stream channel weirs.

Materials

Stone for Weirs shall consist of sound durable rock which will not disintegrate by exposure to water or weather. Either field stone or bank run may be used, similar to native material in the existing stream, but the source shall be pre-approved by the Resident or his/her designee. No un-hewn quarry stone or round boulders or cobbles will be allowed; on-site sources are preferred. Angular (blasted ledge) is not acceptable. The gradation shall conform to Standard Specification Section 703.24, Stone for French Drains.

Because of environmental permit compliance issues, any deviation from the details described in the plans and specifications for the relocated stream channel construction shall be pre-approved through qualified Maine DOT Environmental staff prior to construction.

Construction Requirements

- 1) All activities shall be done in compliance with Standard Specification 656, Temporary Soil Erosion and Water Pollution Control and described in the Contractor's plan.
- 2) Weirs shall be constructed in the dry with Item 203.33 Special Fill in the stream channel upstream of the proposed box culvert at Station 521+50 as shown in the Sawyer Brook Relocation plan sheet.
- 3) Stone for weirs shall be placed on top of the special fill used to construct the weirs. Placement may be made by machine or hand. Materials shall be compacted to the approximate density of the surrounding undisturbed material as directed by the Resident.

4) No material shall be dropped from a distance greater than three feet in order to minimize segregation.

Method of Measurement

Stone for Weirs will be measured in place by the cubic yard (CY).

Basis of Payment

The accepted quantity of Stone for Weirs will be paid for at the contract unit price per cubic yard and shall include all materials, labor and equipment necessary to complete the construction of the weirs as shown on the plans and as directed. Costs of all required excavation and placement of special fill shall be paid separately.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
512.09 Stone for Weirs	Cubic Yard

MJD

SPECIAL PROVISION

SECTION 524

Temporary Structural Support
(Roadway Support During Staged Construction)

524.01 Description

The following sentence is added:

This work shall consist of designing, fabricating, erecting, maintaining and dismantling a temporary structural support wall(s) for the purpose of supporting the partially excavated roadway during staged construction.

524.03 Design

The following sentence is added:

The design for the Temporary Structural support shall be submitted to the Resident at least 3 weeks prior to construction.

Basis of Payment

The Temporary Structural support will be paid for at the Contract unit price one Lump Sum which shall be full compensation for all materials, equipment, labor, and incidentals necessary for the design, erection, maintenance, dismantling and removal of such support in accordance with these specifications.

Payments will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
524.301 Temporary Structural Support – Sta. 321+50 - Stage 1	LS
524.301 Temporary Structural Support – Sta. 321+50 - Stage 2	LS
524.301 Temporary Structural Support – Sta. 521+49 - Stage 1	LS
524.301 Temporary Structural Support – Sta. 521+49 - Stage 2	LS

MJD

SPECIAL PROVISION
SECTION 603
PIPE CULVERTS AND STORM DRAINS
Polypropylene Culvert Pipe

Description

This specification covers the requirements and methods of tests for 30 through 60-inch diameter corrugated polypropylene (PP) pipe, couplings, and fittings for use in gravity-flow storm drainage applications. Corrugated PP pipe shall conform to the requirements of AASHTO M 330, Type “D” (triple wall), and shall be allowed for use as culvert pipe Option III.

Pipe Requirements

The smooth inner liner shall be fused to the outer corrugated shell at all internal corrugation crowns.

The inner wall minimum thicknesses of Type “D” pipe shall meet the requirements of AASHTO M 330.

Inspection and deflection testing of PP pipe will be done in accordance with Standard Specifications Section 603.0311. Refer to Table 1 for minimum mandrel diameters.

Nominal Pipe Diameter (in)	Minimum Mandrel Diameter (in)
12	11.23
15	14.04
18	16.84
24	22.46
30	28.07
36	33.69
42	39.30
48	44.92
60	56.15

Table 1

Manufacturers of PP pipe must participate in, and maintain compliance with, AASHTO's National Transportation Product Evaluation Program (www.ntpep.org) which audits producers of Polypropylene Pipe for conformance with the AASHTO M 330 Specification and the Standard Practice for NTPEP Evaluation of Polypropylene Pipe.

Fittings

Fittings shall conform to AASHTO M 330, for the respective diameters. Only fittings supplied or recommended by the pipe manufacturer should be used.

Couplings shall be corrugated to match the pipe corrugations and shall provide sufficient longitudinal strength to preserve pipe alignment and prevent separation at the joints. Couplings shall be bell and spigot or split collar. Split couplings shall engage at least two full corrugations on each pipe section.

Test Methods

A minimum of two samples shall be obtained in the field for stiffness testing, in accordance with ASTM D 2412 and AASHTO M 330, Section 9, by MaineDOT's Central Laboratory.

All pipe shall be clearly marked according to AASHTO M 330, Section 11.

Installation

Excavation, bedding, joining, and backfilling shall be in accordance with MaineDOT's Standard Specifications, Section 603 - Pipe Culverts and Storm Drains.

Method of Measurement

Culvert and storm drain pipe of the different types and sizes will be measured by the length in linear feet along the invert, laid as directed, complete in place, and accepted. Pipe laid in excess of the authorized length will not be included.

Basis of Payment

The accepted quantities of pipe for culverts and storm drains will be paid for at the contract unit price per linear foot, for the types and sizes specified, complete in place.

No payment will be made for pipe ordered without written approval of the Resident when such pipe is not required to be installed for completion of the work.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
603.222	42 in Type D Triple Wall Polypropylene Pipe	LF
603.252	60 in Type D Triple Wall Polypropylene Pipe	LF

SPECIAL PROVISION
SECTION 603
PIPE CULVERTS AND STORM DRAINS

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

<u>Pay Item</u>	<u>Pay Unit</u>
603.175 18" RCP Class III	LF
603.195 24" RCP Class III	LF
603.205 30" RCP Class III	LF
603.215 36" RCP Class III	LF

SPECIAL PROVISION
SECTION 606
TANGENT GUARDRAIL TERMINAL
(ENERGY ABSORBING)

Description: This work shall consist of furnishing and installing an energy absorbing tangent guardrail terminals for W-beam guardrail in accordance with these specifications at locations shown on the Plans or as directed by the Resident.

Materials: The terminal shall be in compliance with NCHRP 350 Test Level 3 and meet Federal Highway Administration eligibility requirements for reimbursement under the Federal-aid highway program. The system selected shall be one that is currently listed on MaineDOT's Qualified Products List of Terminals for W-Beam Guardrail Systems – Tangent Terminals (Energy Absorbing).

Installation: A set of installation drawings shall be submitted to the Resident for the system installed. The system shall be installed according to the manufacturer's installation drawings and recommendations.

Method of Measurement: Terminals shall be measured by each unit, complete, in place, and accepted.

Basis of Payment: The accepted quantity of terminals shall be paid for at the contract unit price, such payment being full compensation for all labor, materials, equipment, and incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>		<u>Unit</u>
606.81	Tangent Guardrail Terminal – Energy Absorbing	Each

SPECIAL PROVISION
SECTION 606
GUARDRAIL

This section is amended by the addition of the following:

Description:

Nu-Guard-31 guardrail shall consist of furnishing and installing a Nu-Guard-31 guardrail system as shown on plans. Work shall be completed according to manufacturer's details and specifications.

Nu-Guard-31 shall be installed at a 31 inch height, with a 6' - 3" post spacing.

Method of Measurement:

Nu-Guard-31 guardrail will be measured by the linear foot, from center to center of the end Nu-Guard posts and will include all rail, posts, and hardware within the limits shown.

Basis of Payment:

The accepted quantity of Nu-Guard-31 will be paid for at the contract unit price complete in place, including a set of installation instructions provided to the Resident prior to installation.

Payment will be made under:

Pay Item		Pay Unit
606.14	Guardrail, Nu-Guard-31, Single Rail	Linear Foot

SPECIAL PROVISION
Temporary Traffic Signal
Item 643

The contractor shall install and maintain temporary traffic signals for the entire time one way, alternating traffic is used for the installation of the box culvert at Station 321+50 (Temporary Signal 1) and the box culvert located at Station 521+50 (Temporary Signal 2).

Temporary Signal 1

Signal heads shall be located at Station 321+00 and 322+00 and shall be mounted on a temporary structure supplied by the contractor and approved by the Construction Engineer. Two heads shall face traffic on each approach. All signal heads shall have 12 inch red, yellow and green circular LED indications with 5 inch back plates.

Stop bar detection shall be provided on each approach. The Contractor shall determine the method of detection with the Construction Engineer's approval.

The Contractor shall program the signal controller with the following phasing and timing (in seconds):

	Phase 1	Phase 2
Min Green	3	3
Extension	3	3
Max Green	40	40
Yellow Cl.	3	3
All Red	7	7
Recall	none	none

Phase 1 – US 302 eastbound
Phase 2 – US 302 westbound

The clearance time calculation was based on a vehicle speed of 10 mph for 100 feet for US Route 302.

Temporary Signal 2

Signal heads to be located at Station 520+50 and 522+50 and shall be mounted on a temporary structure supplied by the contractor and approved by the Construction Engineer. Two heads shall face traffic on each approach. All signal heads shall have 12 inch red, yellow and green circular LED indications with 5 inch back plates.

Stop bar detection shall be provided on each approach. The Contractor shall determine the method of detection with the Construction Engineer's approval.

The contractor shall program the signal controller with the following phasing and timing (in seconds):

	Phase 1	Phase 2
Min Green	3	3
Extension	3	3
Max Green	40	40
Yellow Cl.	3	3
All Red	10	10
Recall	none	none

Phase 1 – US 302 eastbound
Phase 2 – US 302 westbound

The clearance time calculation was based on a vehicle speed of 15 mph for 200 feet for Route US 302.

Two-way traffic shall be maintained at both box culvert locations during the duration of the Fryeburg Fair scheduled for October 4, 2015 through October 11, 2015 and October 2, 2016 through October 9, 2016.

643.18 Method of Measurement

As per STATE OF MAINE, Department of Transportation, Standard Specifications, Revision of November 2014 with the following revision.

Replace the third paragraph with the following:

Each stop bar detection system installed, connected to appropriate phases in the controller cabinet, complete and operational will be incidental to the lump sum price of the temporary traffic signal.

643.19 Basis of Payment

As per STATE OF MAINE, Department of Transportation, Standard Specifications, Revision of November 2014 with the following revisions.

Replace the fourth paragraph with the following:

The cost for each stop bar detection system shall be incidental to the lump sum price for the temporary traffic signal, which will be full compensation for materials, labor, and equipment for each detection system installed, fully operational, and removed. If loop detectors are used as the stop bar detection system, loops may be abandoned in place.

Payment will be made under:

<i>Pay item</i>	<i>Description</i>	<i>Pay Unit</i>
643.72	Temporary Traffic Signal: Station 321+50	Lump Sum
643.72	Temporary Traffic Signal: Station 521+50	Lump Sum

SPECIAL PROVISION
SECTION 643
(Weigh-In-Motion System)

Description

IN-ROAD AXLE/WIM SENSORS

The piezoelectric axle sensors must be Class I piezo Quartz axle sensors and must provide an output capable of use for the purpose of ASTM Type II weigh-in-motion data collection. Two 2 meter quartz sensors will be supplied per lane.

All sensors shall be supplied with sufficient grout and associated hardware for proper installation.

Any temperature compensation device required by the piezoelectric sensor itself must be supplied and installed at no additional cost to insure proper operation and correct data collection.

The sensor constant sensitivity repeatability shall be +/- 7%.

Working temperature range shall be -15 degrees F to 160 degrees F (-25 C to 70 C).

The sensor shall provide a consistent voltage output signal when a vehicle axle makes multiple passes over it, and shall have shielded transmission cable attached. The Shielded Transmission Cable shall be a coaxial cable.

The length of each wheel path sensor length shall be 2 meters.

Materials

Contractor will be asked to supply and install the following items under this specification:

- (1) 20 foot long, pressure treated 6 inch by 6 inch post 720.12
- (1) Unpainted aluminum M cabinet (H 51" x W 30" x D 18"), no police door required
- (2) 80 watt solar panels
- Approximately 200 feet of 1.5 inch PVC conduit 715.03
- (1) Vehicle rated junction box 626.11
- (4) Piezoelectric axle sensors per lane (2 per lane each in Fryeburg-Bridgton)
- (4) IMSA loop ducts per lane (2 per lane each in Fryeburg-Bridgton) 718.04

MaineDOT will supply and contractor will install:

- Rack mounted control unit by Electronic Control Measure (ECM)

Method of Measurement. This item shall be paid for at the contract price per each.

Method of Payment. Payment for this item shall be full compensation for furnishing **two** quartz sensors and associated hardware **per lane** as shown on the detail sheet and installation of the devices on the roadway, including any incidentals required to make the system perform as stated on the accompanying plan sheet.

**NH-1910(900)E
WIN 19109.00
Fryeburg-Bridgton
Route 302
March 3, 2015**

Pay Item

Pay Unit

643.87

Weigh-In-Motion-System

Each

WIM (Weigh-In-Motion) sites are to be installed to these dimensions

Cabinet:

Cabinet mounting post shall be installed 6 feet in the ground and drilled to the TS 350 breakaway standard

Solar panels shall be installed at 60 degrees from horizontal, facing true south

Sensor:

Lead in saw cuts to be 2 inches deep by 3/8 inch wide

Prior to installing sealant, wires to be held in bottom of saw cut by Styrofoam backer rod

Loops are to be centered in the lane, 6 feet by 6 feet with 4 turns of wire in IMSA loop duct

Loop lead in wires from controller box are to be twisted, and routed separately to each loop for each travel lane.

Sensor wires will not be routed with loop wires. Sensor wires will also be separated from other sensor wires. This will minimize damage to sensor wires when one set needs replacement and another does not.

Trailing edge of loop to trailing edge of loop to be 12 feet

Sensors to be located 13 inches downstream of trailing edge of loop.

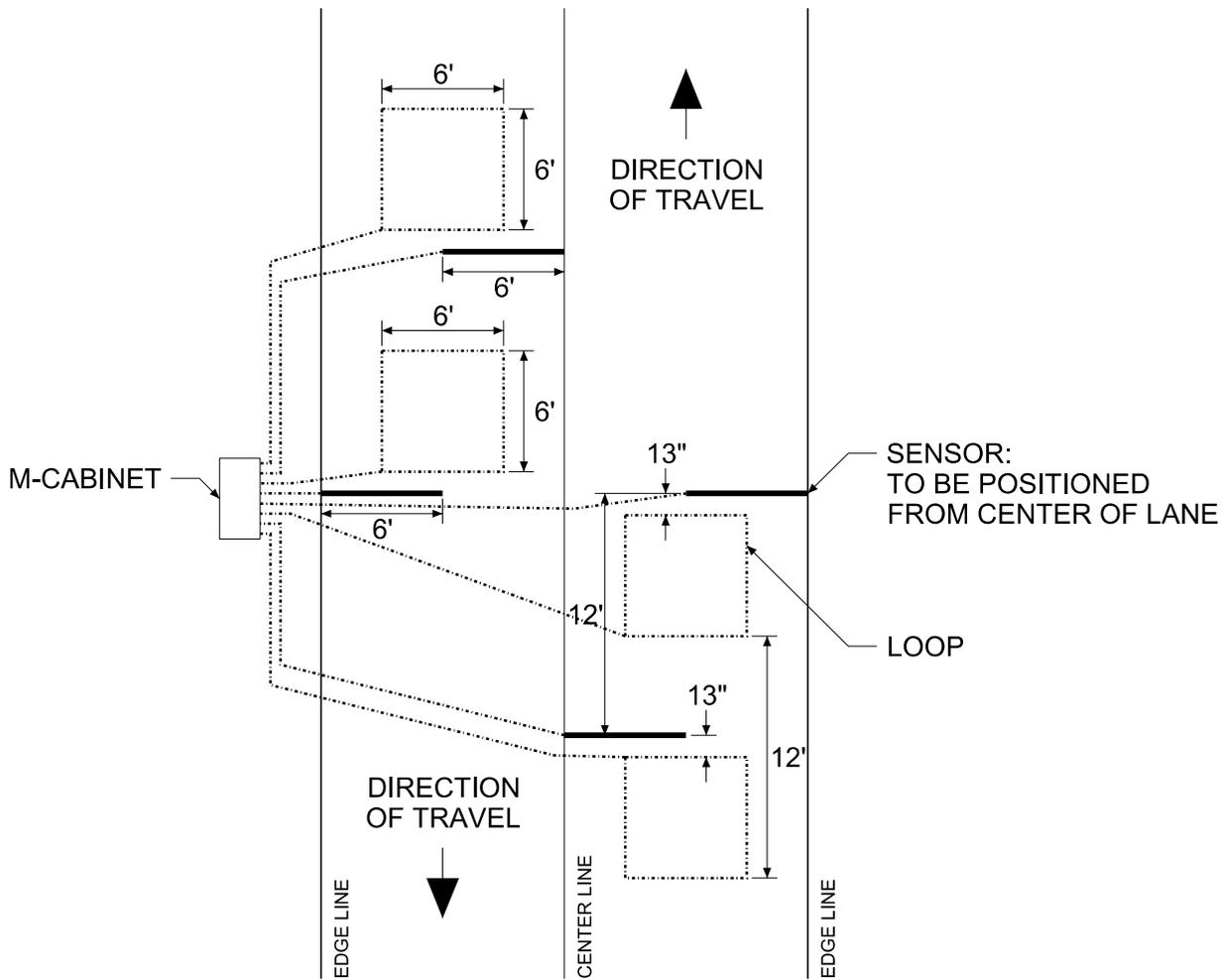
After sensor grout hardens, the grout/ sensor surface will be ground to be level with pavement

Furthest Sensor/ loop leadin's will not pass in front of nearest sensor array

Leading edge to leading edge of sensor to be 12 feet

Center line sensor must be located in advance of shoulder sensor according to travel direction

MaineDOT staff to mark location during construction. Call Ron Cote, MaineDOT WIM Program Coordinator prior to installation. He can be reached via e-mail at ron.cote@maine.gov or via phone at (207) - 446-2305.



	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	WEIGH IN MOTION
	TWO WAY HIGHWAY

A. DEGRACE
DETAILER 03/03/2015
WIN 19109.00

FRYEBURG-BRIDGTON ROUTE 302
DETAIL

SHEET NUMBER
1
OF 1

SPECIAL PROVISION
SECTION 643
TRAFFIC SIGNALS

Under 643.023 Design and Fabrication, add the following to the end of the first paragraph:

Cantilevered signal support structures with mast arms shall be classified as Fatigue Category III with Fatigue Importance Factors (I_f) of 0.59 for Natural Wind Gusts and 0.68 for Truck-Induced Gusts unless specified otherwise on the contract plans.

If Category II is specified on the contract plans, the Fatigue Importance Factors (I_f) shall be 0.80 for Natural Wind Gusts and 0.84 for Truck-Induced Gusts. If Category I is specified on the contract plans, the Fatigue Importance Factors (I_f) shall be 1.0 for Natural Wind Gusts and 1.0 for Truck-Induced Gusts.

Designing for fatigue induced by Galloping or Vortex Shedding is not required for traffic signal structures with mast or bracket arms.

643.09 Service Connection, add the following after the last paragraph:

“All meter mounting devices shall be installed so that the meters will be upright (plumb). They shall be installed with the top of the meter not less than 1.2 M [48 in] nor more than 1.5 M [60 in] from the floor to the final grade. Exceptions to this height requirement will be made where special permission has been given to install group or modular metering, overall metering enclosures, or pole-mounted meters. Level grade shall be maintained for a minimum of 1.0 M [3 ft] in front of the meter enclosure to provide a safe working space. In order to meet this requirement on uneven terrain, as an option, the Contractor may install a pressure-treated wood platform.

For any non-residential (industrial or commercial) self-contained meter socket the bypass requirements are single phase, 100 or 150 amp, single handle lever operated.

The Contractor shall meet all requirements and regulations of Utility Companies when installing equipment on their poles and for the service connection. It is the responsibility of the Contractor to contact the appropriate Utility to determine their specific requirements.”

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

Approaches Approach signing shall include the following signs as a minimum. Field conditions may warrant the use of additional signs as determined by the Resident.

- Road work Next x Miles
- Road work 500 Feet
- End Road Work

Work Area At each work site, signs and channelizing devices shall be used as directed by the Resident. Signs include:

- Road Work xxxx ¹
- One Lane Road Ahead
- Flagger Sign

Other typical signs include:

- Be Prepared to Stop
- Low Shoulder
- Bump
- Pavement Ends

The above lists of Approach signs and Work Area signs are representative of the contract Requirements. Other sign legends may be required.

The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 800 m [2,500 ft] at each work area. To encourage quality paving in warm-weather conditions, the length can be extended to 4,000 ft depending on the traffic impacts. Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1.6 km [1 mile] of two way operation.

Temporary Centerline A temporary centerline shall be placed each day on all new pavement to be used by traffic. The temporary centerline, when specified of reflectorized traffic paint, shall conform to the standard marking patterns used for permanent markings.

Failure to apply a temporary centerline daily will result in a Traffic Control Violation and suspension of paving operations until temporary markers are applied to all previously placed pavement.

¹ “Road Work Ahead” to be used in mobile operations and “Road Work xx ft” to be used in stationary operations as directed by the Resident.

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SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC
(Traffic Officers)

Description. This work shall consist of furnishing uniformed police officer(s) in the following situations:

- 1.) As directed by the Resident

General

The Contractor shall make requests for uniformed police officers a minimum of 48 hours in advance.

Method of Measurement. Traffic Officers will be measured for payment by the number of hours measured to the nearest ¼ hour.

Basis of Payment. The accepted quantity of Traffic Officers will be paid for at the contract unit price per hour with no additional payment for overtime. The contract unit price will be full compensation for transporting, equipping, supervising and the payment of traffic officers and police cruisers, and for all incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
652.381	Traffic Officers	Hour

SPECIAL PROVISION
SECTION 801
SANITARY SEWER

Description This work shall consist of constructing cellar drain inspection standpipes, in accordance with these specifications and in reasonably close conformity with the lines and grades shown on the plans and as directed by the resident in the field.

Materials Meet Sections:

Sewer Line Bedding and Initial Backfilling Stone	703.02 for class AA
PVC Pipes & Fittings (100 mm [4 in])	ASTM D3034 (SDR 35)

Construction Requirements

Excavation Trenches shall be excavated in accordance with the requirements of Section 206 - Structural Excavation and wide enough to allow joining the pipe and compacting the bedding and backfill material under and around the pipe. Unless otherwise designated, trench walls shall be as nearly vertical as possible and the trench width no greater than necessary for installation of the pipe.

Bedding The inspection standpipe and pipe line shall be bedded in original material.

Laying The Contractor shall not install nor backfill cellar drain inspection standpipes between December 15th and April 1st without written permission. Installing shall begin at the downhill end of the cellar drain line. Bell or groove ends shall be placed facing uphill.

Joining The pipe ends shall be thoroughly cleaned before the joint is made. Joints shall be made in accordance with the manufacturer's recommended procedures.

Backfilling After the inspection standpipe and pipe are installed, it will be inspected before any backfill material is placed. All pipe found to be out of alignment, unduly settled or damaged to the extent that full performance is impaired, shall be taken up and re-laid or replaced. One bag of concrete mix shall be installed around the foot of the standpipe, placement as per manufacturer's recommendations.

Trenches shall be backfilled in accordance with Section 206.03 and as follows. The backfill shall be original excavation in 300 mm [12 in] maximum lifts and shall be thoroughly compacted with power tampers or vibratory compactors or other approved equipment or combination of equipment.

Method of Measurement PVC pipe will be measured by the length in meter [foot] along the invert, horizontally and vertically, including fittings and caps, laid as directed, complete

in place, and accepted. Pipe laid in excess of the authorized length will not be included. Pipe installed inside a manhole will not be measured for payment.

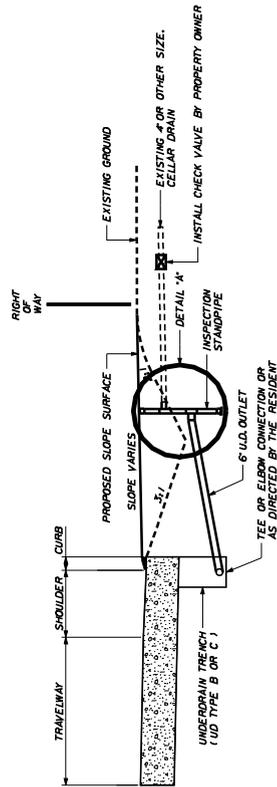
Basis of Payment The accepted quantities of pipe will be paid for at the contract unit price per meter [linear foot], for the types and sizes specified, complete in place and shall be full compensation for all labor, materials, equipment, excavation, dewatering, bedding, furnishing and installing pipe, removal and disposal of existing pipes, connecting to manholes, connecting to existing cellar drain, concrete footing, backfill, compacting, cleaning, testing, maintaining existing flows, and all other incidental required.

No payment will be made for pipe ordered without written approval of the Resident when such pipe is not required to be installed for completion of the work.

Payment will be made under:

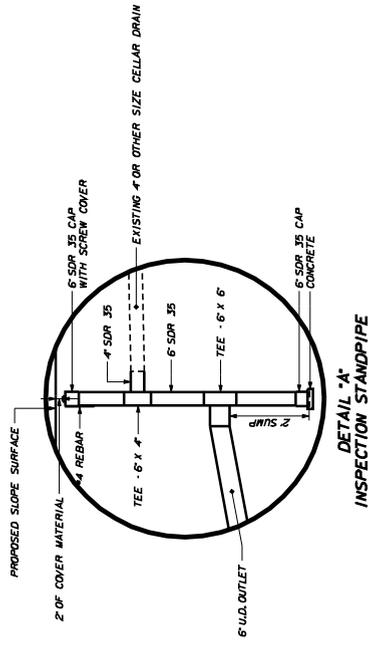
<u>Pay Item</u>		<u>Pay Unit</u>
801.141	100 mm [4 in] PVC Sanitary Sewer (SDR-35)	meter [Linear Foot]
801.16	150 mm [6 in] PVC Sanitary Sewer (SDR-35)	meter [Linear Foot]

CELLAR DRAIN CONNECTION DETAIL: UNDERDRAIN SECTION

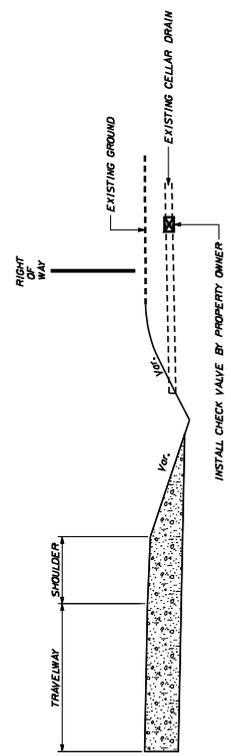


NOTES

1. PAYMENT FOR CONNECTION FROM THE INSPECTION STANDPIPE TO THE PROPOSED UNDERDRAIN SYSTEM SHALL BE A 100mm UNDERDRAIN OUTLET, ITEM NO. 605.0, OR AS DIRECTED BY THE RESIDENT.
2. INSPECTION STANDPIPE SHALL HAVE A SOLID COVER AND BE INSTALLED WITHIN THE STATE'S RIGHT OF WAY.
3. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY MAY BE INSTALLED. CHECK VALVE SHOULD BE INSTALLED AT THE UPSTREAM SIDE OF THE INSPECTION STANDPIPE. INSTALLATION OF THE REBAR AND THE CONCRETE FOOTING SHALL BE INCIDENTAL TO THE PROPERTY OWNER.
4. PAYMENT FOR CONNECTION OF THE EXISTING CELLAR DRAIN TO THE INSPECTION STANDPIPE SHALL BE INCIDENTAL TO THE ITEM NO. 605.0 OR BOUG.
5. THE STATION LOCATIONS MAY BE CHANGED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE RESIDENT.
6. A 3" LENGTH OF #4 REBAR SHALL BE PLACED ADJACENT TO STANDPIPE AND FLUSH WITH CAP. INSTALLATION OF THE REBAR AND THE CONCRETE FOOTING SHALL BE INCIDENTAL TO ITEM NO. 605.0 OR BOUG.
7. INVERTS AND SLOPES OF PIPES SHALL BE INSTALLED AS DIRECTED BY THE RESIDENT IN THE FIELD.



CELLAR DRAIN CONNECTION DETAIL: DITCH SECTION



NOTES

1. A CHECK VALVE TO PREVENT BACK FLOW TO PROPERTY MAY BE INSTALLED. CHECK VALVE SHOULD BE INSTALLED AT THE UPSTREAM SIDE OF THE INSPECTION STANDPIPE. INSTALLATION OF THE REBAR AND THE CONCRETE FOOTING SHALL BE INCIDENTAL TO THE PROPERTY OWNER.
2. PAYMENT FOR CONNECTION FROM EXISTING CELLAR DRAIN TO DRAINAGE DITCH SHALL BE 100mm UNDERDRAIN OUTLET PIPE, ITEM NO. 605.0, OR AS DIRECTED BY THE RESIDENT.
3. THE STATION LOCATIONS MAY BE CHANGED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE RESIDENT.
4. INVERTS AND SLOPES OF PIPES SHALL BE INSTALLED AS DIRECTED BY THE RESIDENT IN THE FIELD.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CELLAR DRAIN DETAIL

NOT TO SCALE

PROJECT NO. 11-000

PLANS	PROJECT DESIGN ENGINEER
BY	J. WARDER
DESIGN-DATE	11/15/2010
REVISED	
FIELD CHECKS	

STANDARD DETAIL UPDATES

Standard Details and Standard Detail updates are available at:
<http://maine.gov/mdot/contractors/publications/standarddetail/>

<u>Detail #</u>	<u>Description</u>	<u>Revision Date</u>
501(02)	Pipe Pile Splice	3/05/2015
501(03)	H – Pile Splice	3/05/2015

SUPPLEMENTAL SPECIFICATION
(Corrections, Additions, & Revisions to Standard Specifications - November 2014)

SECTION 101
CONTRACT INTERPRETATION

101.2 Definitions

Page 1-5 – Remove the definition of Bridge in its entirety and replace with:

“Bridge A structure that is erected over a depression or an obstruction, such as water, a highway or a railway, and has an opening measured along the centerline of the Roadway of more than 20 feet between: The faces of abutments; spring line of arches; extreme ends of openings of box culverts, pipes or pipe arches; or the extreme ends of openings for multiple box culverts, pipes or pipe arches.”

Page 1-12 – Remove the definition of Large Culvert in its entirety and replace with:

“Large Culvert Any structure not defined as a Culvert or Bridge that provides a drainage or non-drainage opening under the Roadway or Approaches to the Roadway, with an opening that is 5 feet but less than 10 feet.”

Remove the definition of Minor Span in its entirety and replace with:

“Minor Span Same definition as Bridge, except having an opening of between 10 feet and 20 feet, inclusive.”

SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES

104.5.5 Prompt Payment of Subcontractors Add the following paragraph to this subsection:

C. Payment Tracking Federal Projects On federally funded projects, the prime contractor, subcontractors and lower-tier subcontractors will track and confirm the delivery and receipt of all payments through the Elation System. They will be responsible for entering all payments to all sub and lower tier contractors. MaineDOT will run a query monthly to ensure that contractors are complying and generate an e-mail to contractors who have not responded to confirm receipt of MaineDOT payment or contractor payment to lower tier subcontractors.

SECTION 105
GENERAL SCOPE OF WORK

105.4.5 Special Detours Remove this subsection in its entirety and replace with:

“105.4.5 Maintenance of Existing Structures When a new Bridge or Minor Span is being installed on a new alignment and the existing structure is to remain in service, the Department will maintain the existing structure and the portions of the roadway required for maintaining traffic until such time that the new structure is opened to traffic and the existing structure is taken out of service. A similar situation exists when a new Bridge or Minor Span is being installed on the same alignment as the existing structure, requiring a temporary detour to be installed by the Contractor per Section 510, Special Detours,

prior to removal of the existing structure. In this case, the Department will maintain the existing structure and the portions of the existing roadway required for maintaining traffic until such time that either the temporary detour is opened to traffic or the Contractor begins any work on the existing structure, including, but not limited to, repairs, modifications, moving, demolition or removal. In either case, once the new structure or temporary detour is opened to traffic, or the Contractor begins any work on the existing structure, the Contractor shall be solely responsible for all maintenance of the existing structure and the portions of the existing approaches that lie outside the new roadway or the temporary detour, respectively. This specification is not intended to supersede Standard Specification Section 104.3.11, Responsibility for Property of Others.”

105.6.2.4 Department Verification Add the following to the end of the first sentence: **“or other approved method, such as reference staking, to allow the Department to independently verify the accuracy of the work, as approved by the Department.”**

SECTION 109 **CHANGES**

109.5.1 Definitions - Types of Delays In Paragraph ‘A’ delete “Equitable Adjustment” and replace with “adjustment of time”.

APPENDIX A TO DIVISION 100

Remove Section D in its entirety as this is now covered in Section 105.10 EQUAL OPPORTUNITY AND CIVIL RIGHTS.

SECTION 203 **EXCAVATION AND EMBANKMENT**

203.02 Materials

At the bottom of page 2-12, add as the first item in the list:

Crushed Stone, ¾ inch 703.13

203.042 Rock Excavation and Blasting

On page 2-16, add the word “**No**” to the third sentence in Section 5 Submittals, Subsection V, 1 so that it reads:

“No blasting products will be allowed on the job site if the date codes are missing.”

SECTION 304
AGGREGATE BASE AND SUBBASE COURSE

304.02 Aggregate

Remove the sentence “Aggregate for base and subbase courses shall be material meeting the aggregate type requirements specified in the following table” in its entirety and the table that follows it with headings of ‘Material’ and ‘Aggregate Type’.

304.02 – Aggregate Add the following sentence before the sentence starting with “When designated on the plans...”: **“Aggregate Base Course – Type C will be capped with 2” of millings or Untreated Aggregate Surface Course – Type B. Payment for this material will be made under 304.16”**

SECTION 307
FULL DEPTH RECYCLED PAVEMENT

Remove this Section in its entirety and replace with:

SECTION 307
FULL DEPTH RECYCLING
(UNTREATED OR TREATED WITH EMULSIFIED ASPHALT STABILIZER)

307.01 Description This work shall consist of pulverizing a portion of the existing roadway structure into a homogenous mass, adding an emulsified asphalt stabilizer (if required) to the depth of the pulverized material specified in the contract, placing and compacting this material to the lines, grades, and dimensions shown on the plans or established by the Resident.

MATERIALS

307.02 Pulverized Material Pulverized material shall consist of the existing asphalt pavement layers and one inch or more as specified of the underlying gravel, pulverized and blended into a homogenous mass. Pulverized material will be processed to 100% passing a 2 inch square mesh sieve.

307.021 New Aggregate and Additional Recycled Material New aggregate, if required by the contract, shall meet the requirements of Subsection 703.10 - Aggregate for Untreated Surface Course and Leveling Course, Type A. Aggregate Subbase Course Gravel Type D processed to 100 percent passing a 2 inch square mesh sieve and meeting the requirements of 703.06 – Aggregate for Base and Subbase may be used in areas requiring depths greater than 2 inches. New aggregate, will be measured and paid for under the appropriate item.

Recycled material, if required, shall consist of salvaged asphalt material from the project or from off-site stockpiles that has been processed before use to 100 percent passing a 2 inch square mesh sieve. Recycled material shall be conditionally accepted at the source

by the Resident. It shall be free of winter sand, granular fill, construction debris, or other materials not generally considered asphalt pavement.

Recycled material generated and salvaged from the project shall be used within the roadway limits to the extent it is available as described in 307.09. No additional payment will be made for material salvaged from the project.

Recycled material supplied from off-site stockpiles shall be paid for as described in the contract, or by contract modification.

307.022 Emulsified Asphalt Stabilizer. If required, the emulsified asphalt stabilizer shall be grade MS-2, MS-4, SS-1, or CSS-1 meeting the requirements of Subsection 702.04 Emulsified Asphalt.

307.023 Water Water shall be clean and free from deleterious concentrations of acids, alkalis, salts or other organic or chemical substances.

307.024 Portland Cement If required, Portland Cement shall be Type I or II meeting the requirements of AASHTO M85.

307.025 Hydrated Lime If required, Hydrated Lime shall meet the requirements of AASHTO M216.

EQUIPMENT

307.03 Pulverizer The pulverizer shall be a self-propelled machine, specifically manufactured for full-depth recycling work and capable of reducing the required existing materials to a size that will pass a 2 inch square mesh sieve. The machine shall be equipped with standard automatic depth controls and must maintain a consistent cutting depth and width. The machine also shall be equipped with a gauge to show depth of material being processed.

307.04 Liquid Mixer Unit or Distributor. If treatment of the recycled layer with emulsified asphalt is required by the contract, a liquid mixing unit or distributor shall be used to introduce the emulsified asphalt stabilizer into the pulverized material. The mixing unit shall contain a liquid distribution and mixing system which has been specifically manufactured for full-depth recycling work, capable of mixing the pulverized material with an evenly metered distribution of emulsified asphalt into a homogeneous mixture, to the depth and width required.

The mixing unit shall be designed, equipped, maintained, and operated so that emulsified asphalt stabilizer at constant temperature may be applied uniformly on variable widths of pulverized material up to 6 feet at readily determined and controlled rates from 0.01 to 1.06 gal/yd² with uniform pressure and with an allowable variation from any specified rate not to exceed 0.01 gal/ yd². Mixing units shall include a tachometer, pressure gages, and accurate volume measuring devices or a calibrated tank and a thermometer for measuring temperatures of tank contents.

307.041 Cement or Lime Spreader If required by the contract, spreading of the Portland Cement or Hydrated Lime shall be done with a spreader truck designed to spread dry particulate (such as Portland Cement or Lime) or other approved means to insure a uniform distribution across the roadway and minimize fugitive dust. Pneumatic application, including through a slotted pipe, will not be permitted. Other systems that have been developed include fog systems, vacuum systems, etc. Slurry applications may also be accepted. The Department reserves the right to accept or reject the method of spreading cement. The Contractor shall provide a method for verifying that the correct amount of cement is being applied.

307.05 Placement Equipment Placement of the Full Depth recycled material to the required slope and grade shall be done with an approved highway grader or by another method approved by the Resident.

307.06 Rollers The full depth recycled material shall be rolled with a vibratory pad foot roller, a vibratory steel drum soil compactor and a pneumatic tire roller. The pad foot roller drum shall have a minimum of 112 tamping feet 3 inches in height, a minimum contact area per foot of 17 inch², and a minimum width of 84 inches. The vibratory steel drum roller shall have a minimum 84 inch width single drum. The pneumatic tire roller shall meet the requirements of Section 401.10 and the minimum allowable tire pressure shall be 85 psi.

MIX DESIGN

If treatment of the recycled layer with emulsified asphalt is required by the contract, the Department will supply a mix design for the emulsified asphalt stabilized material based on test results from pavement and soil analysis taken to the design depth. The Department will provide the following information prior to construction:

1. Percent of emulsified asphalt to be used.
2. Quantity of lime or cement to be added.
3. Optimum moisture content for proper compaction.
4. Additional aggregate (if required).

After a test strip has been completed or as the work progresses, it may be necessary for the Resident to make necessary adjustments to the mix design. Changes to compensation will be in accordance with the Mix Design Special Provision.

CONSTRUCTION REQUIREMENTS

307.06 Pulverizing The entire depth of existing pavement shall be pulverized together with 1 inch or more of the underlying gravel into a homogenous mass. All pulverizing shall be done with equipment that will provide a homogenous mass of pulverized material, processed in-place, which will pass a 2 inch square mesh sieve.

307.07 Weather Limitations Full depth recycled work shall be performed when;

- A. Recycling operations will be allowed between May 15th and September 15th inclusive in Zone 1 - Areas north of US Route 2 from Gilead to Bangor and north of Route 9 from Bangor to Calais.
- B. The atmospheric temperature, as determined by an approved thermometer placed in the shade at the recycling location, is 50°F and rising.
- C. When there is no standing water on the surface.
- D. During generally dry conditions, or when weather conditions are such that proper pulverizing, mixing, grading, finishing and curing can be obtained using proper procedures, and when compaction can be accomplished as determined by the Resident.
- E. When the surface is not frozen and when overnight temperatures are expected to be above 32°F.
- F. Wind conditions are such that the spreading of lime or cement on the roadway ahead of the recycling machine will not adversely affect the operation.

307.08 Surface Tolerance The complete surface of the Full Depth Recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of $\frac{3}{8}$ inch.

307.09 Full Depth Recycling Procedure New aggregate or recycled material meeting the requirements of Section 307.021 - New Aggregate and Additional Recycled Material, shall be added as necessary to restore cross-slope and/or grade before pulverizing. Locations will be shown on the plans or described in the construction notes. The Resident may add other locations while construction of the project is in progress. The Contractor will use recycled material to the extent it is available, in lieu of new aggregate. The material shall then be pulverized, processed, and blended into a homogeneous mass passing a 2 inch square mesh sieve. Material found not pulverized down to a 2 inch size will be required to be reprocessed by the recycler with successive passes until approved by the Resident.

Should the Contractor be required to add new aggregate or recycled material to restore cross-slope and/or grade after the initial pulverizing process, those areas will require re-processing to blend into a homogenous mass passing a 2 in square mesh sieve.

Sufficient water shall be added during the recycling process to maintain optimum moisture for compaction.

The resultant material from the initial pulverizing processes shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade. The completed surface of the full depth recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of $\frac{3}{8}$ inch. Areas not meeting this tolerance will be repaired as described in Section 307.091. The initial pulverizing process density requirements will be the same as Section 307.101 unless otherwise directed by the Resident.

Additives, if required, shall be introduced following completion of the initial pulverizing and blending process. Emulsified asphalt stabilizer shall be incorporated into the top of

the processed material as specified in section 307.04 to the depth specified in the contract by use of the liquid mixer unit or a distributor, at the rate specified in the mix design. The emulsified asphalt shall then be uniformly blended into a homogeneous mass until an apparent uniform distribution has occurred. The rate of application may be adjusted as necessary by the Resident. Cement or lime shall be introduced as described in section 307.041. The resultant material shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade.

After final compaction, the roadway surface shall be treated with a light application of water, and rolled with pneumatic-tired rollers to create a close-knit texture. The finished layer shall be free from:

- A. Surface laminations.
- B. Segregation of fine and coarse aggregate.
- C. Corrugations, centerline differential, potholes, or any other defects that may adversely affect the performance of the layer, or any layers to be placed upon it.

The Contractor shall protect and maintain the recycled layer until a lift of pavement is applied. Any damage or defects in the layer shall be repaired immediately. An even and uniform surface shall be maintained. The recycled surface shall be swept prior to hot mix asphalt overlay placement.

307.091 Repairs Repairs and maintenance of the recycled layers, resulting from damage caused by traffic, weather or environmental conditions, or resulting from damage caused by the Contractor's operations or equipment, shall be completed at no additional cost to the Department.

For recycled layers stabilized with emulsified asphalt, low areas will be repaired using a hot mix asphalt shim. Areas up to 1 inch high can be repaired by milling or shimming with hot mix asphalt. Areas greater than 1 inch high will be repaired using a hot mix asphalt shim. All repair work will be done with the Resident's approval at the Contractor's expense.

TESTING REQUIREMENTS

307.10 Quality Control The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The QCP shall meet the requirements of Section 106.4 - Quality Control and this Section. The Contractor shall not begin recycling operations until the Department approves the QCP in writing.

Prior to performing any recycling process, the Department and the Contractor shall hold a Pre-recycle conference to discuss the recycling schedule, type and amount of equipment

to be used, sequence of operations, and traffic control. A copy of the QC random numbers to be used on the project shall be provided to the Resident. All field supervisors including the responsible onsite recycling process supervisor shall attend this meeting.

The QCP shall address any items that affect the quality of the Recycling Process including, but not limited to, the following:

- A. Sources for all materials, including New Aggregate and Additional Recycled Material.
- B. Make and type of rollers including weight, weight per inch of steel wheels, and average contact pressure for pneumatic tired rollers.
- C. Testing Plan.
- D. Recycling operations including recycling speed, methods to ensure that segregation is minimized, grading and compacting operations.
- E. Methods for protecting the finished product from damage and procedures for any necessary corrective action.
- F. Method of grade checks.
- G. Examples of Quality Control forms.
- H. Name, responsibilities, and qualifications of the Responsible onsite Recycling Supervisor experienced and knowledgeable with the process.
- I. A note that all testing will be done in accordance with AASHTO and MDOT/ACM procedures.

The Project Superintendent shall be named in the QCP, and the responsibilities for successful implementation of the QCP shall be outlined.

The Contractor shall sample, test, and evaluate the full depth reclamation process in accordance with the following minimum frequencies:

MINIMUM QUALITY CONTROL FREQUENCIES

Test or Action	Frequency	Test Method
Density	1 per 1000 feet / lane	AASHTO T 310
Air Temperature	4 per day at even intervals	
Surface Temperature	At the beginning and end of each days operation	
Yield of all materials (Daily yield, yield since last test, and total project yield.)	1 per 1000 ft/lane	

The Department may view any QC test and request a QC test at any time. The Contractor shall submit all QC test reports and summaries in writing, signed by the appropriate technician, to the Department’s onsite representative by 1:00 P.M. on the next working day, except when otherwise noted in the QCP due to local restrictions. The Contractor shall make all test results, including randomly sampled densities, available to the Department onsite.

The Contractor shall cease recycling operations whenever one of the following occurs:

- A. The Contractor fails to follow the approved QCP.**
- B. The Contractor fails to achieve 98 percent density after corrective action has been taken.**
- C. The finished product is visually defective, as determined by the Resident.**
- D. The computed yield differs from the mix design by 10 percent or more.**

Recycling operations shall not resume until the Department approves the corrective action to be taken.

307.101 Test Strip The contractor shall assemble all items of equipment for the recycling operation on the first day of the recycling work. The Contractor shall construct a test strip for the project at a location approved by the Resident. The Responsible onsite Recycling Supervisor will work with Department personnel to determine the suitability of the mixed material, moisture control within the mixed material, and compaction and surface finish. The test strip section is required to:

- A. Demonstrate that the equipment and processes can produce recycled layers to meet the requirements specified in these special provisions.**
- B. Determine the effect on the gradation of the recycled material by varying the forward speed of the recycling machine and the rotation rate of the milling drum.**
- C. Determine the optimum moisture necessary to achieve proper compaction of the recycled layer.**
- D. Determine the sequence and manner of rolling necessary to obtain the compaction requirements and establish a target density. The Contractor and the Department will both conduct testing with their respective gauges at this time.**

The test strip shall be at least 300 feet in length of a full lane-width (or a half-road width). Full recycling production will not start until a passing test strip has been accomplished. If a test strip fails to meet the requirements of this specification, the Contractor will be required to repair or replace the test strip to the satisfaction of the Resident. Any repairs, replacement, or duplication of the test strip will be at the Contractor's expense.

After the test strip has been pulverized, and the roadway brought to proper shape, the Contractor shall add water until it is determined that optimum moisture has been obtained. The test strip shall then be rolled using the specified compaction equipment as directed until the density readings show an increase in dry density of less than 1 pcf for the final four roller passes of each roller. The Contractor and Department will each determine a target density using their respective gauges by performing several additional density tests and averaging them. The average of these tests will be used as the target density of the recycled material for QC and Acceptance purposes.

Following completion of the test strip, compaction of the material shall continue until a density of not less than 98 percent of the test strip target density has been achieved for the full width and depth of the layer. During the construction and compaction of the Full Depth Recycled base, should three consecutive Acceptance test results for density fail to

meet a minimum of 95 percent of the target density, or exceed 102 percent of target density, a new test strip shall be constructed.

ACCEPTANCE TEST FREQUENCY

Property	Frequency	Test Method
In-place Density	1 per 2000 ft / lane	AASHTO T 310

308.102 Curing. No new pavement shall be placed on the full depth recycled pavement until curing has reduced the moisture content to 1 percent or less by total weight of the mixture, or a curing period of 4 days has elapsed, whichever comes first.

307.11 Method of Measurement Full Depth Recycled Pavement (Untreated or Treated with Emulsified Asphalt Stabilizer) will be measured by the square yard.

307.12 Basis of Payment The accepted quantity of Full Depth Recycled Asphalt Pavement (Untreated or Treated with Emulsified Asphalt Stabilizer) will be paid for at the contract unit price per square yard, complete in-place which price will be full compensation for furnishing all equipment, materials and labor for pulverizing, blending, placing, grading, compacting, and for all incidentals necessary to complete the work.

The addition of materials to restore profile grade and/or cross-slope in areas shown on the plans or described in the construction notes will be paid separately under designated pay items within the contract. No additional payment will be made for materials salvaged from the project.

Payments will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
307.331 Full Depth Recycled Pavement (Untreated) Yard	Square
307.332 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 5 in. depth Yard	Square
307.333 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 6 in. depth Yard	Square

SECTION 411
UNTREATED AGGRAGATE SURFACE COURSE

411.02 – Aggregate Add the following to the end of the first sentence: “- Type A”

SECTION 502 STRUCTURAL CONCRETE

502.05 Composition and Proportioning

Replace Table 1 with

TABLE 1

Concrete CLASS	Minimum Compressive Strength (PSI)	Permeability as indicated by Surface Resistivity (KOhm-cm)	Entrained Air (%)		Notes
			LSL	USL	
S	3,000	N/A	N/A	N/A	4,5
A	4,000	14	6.0	9.0	1,4,5
P	-----	-----	5.5	7.5	1,2,3,4
LP	5,000	17	6.0	9.0	1,4,5
Fill	3,000	N/A	6.0	9.0	4,5

In the list of information submitted by the contractor for a mix design:

Item J Replace “Target Coulomb Value.” with “Target KOhm-cm Value.”

502.1703 Acceptance Methods A and B

In the paragraph that starts with “The Department will take Acceptance...” Remove the word chloride from chloride permeability in the last sentence.

Replace the paragraph starting with “Rapid Chloride Permeability specimens...” With the following:

“Surface Resistivity specimens will be tested by the Department in accordance with AASHTO TP-95 at an age \geq 56 days. Four 4 inch x 8 inch cylinders will be cast per subplot placed. The average of three concrete specimens per subplot will constitute a test result and this average will be used to determine the permeability for pay adjustment computations.”

502.1706 Acceptance Method C

Remove in its entirety and Replace with:

502.1706 Acceptance Method C The Department will determine the acceptability of the concrete through Acceptance testing. Acceptance tests will include compressive strength, air content and permeability. Method C concrete with a failing permeability as indicated by the surface resistivity test may be tested for permeability in accordance with the Rapid Chloride Permeability Test AASHTO T-277 averaging the results from two specimens cut from the samples prepared for the surface resistivity test. Method C concrete not meeting the requirements listed in Table 1 or if the Rapid Chloride Permeability test results in values exceeding 2000 coulombs for Class LP or 2400 for Class A, shall be

removed and replaced at no cost to the Department. At the Department’s sole discretion, material not meeting requirements may be left in place and paid for at a reduced price as described in Section 502.195.

502.1707 Resolution of Disputed Acceptance Test Results

Section B

Remove “Rapid Chloride” from the section heading.
In paragraph 4 replace T-277 with TP-95

502.192 Pay Adjustment for Chloride Permeability

Remove “Chloride” from the heading and from the first sentence.

Replace the sentence that starts with “values greater than...” and replace with “values less than 10 KOhms-cm for Class A concrete or 11 KOhms-cm for Class LP concrete shall be subject to rejection and replacement, at no additional cost to the Department.”

502.194 Pay Adjustments for Compressive Strength, Chloride Permeability and Air Content, Methods A and B

Remove the word “Chloride” from the section heading and from the equation for CPF.

502.195 Pay Adjustment Method C

Table 6: Method C Pay Reductions (page 5-53)
Under “Entrained Air” for “Class Fill”, in the first line,
change from “< 4.0 (Removal)” to “< **4.5 (Removal)**”

In Table 6: Method C PAY REDUCTIONS remove the word ‘Chloride’ from ‘Chloride Permeability’.

SECTION 619
MULCH

619.07 Basis of Payment

In the list of Pay Items add “**619.12 Mulch**” with a Pay Unit of “**Unit** ”.
Change the description of 619.1201 from “Mulch” to “**Mulch – Plan Quantity**”

In the list of Pay Items add “**619.13 Bark Mulch**” with a Pay Unit of “**CY** ”.
Change the description of 619.1301 from “Bark Mulch” to “**Mulch – Plan Quantity**”

In the list of Pay Items add “**619.14 Erosion Control Mix**” with a Pay Unit of “**CY** ”.
Change the description of 619.1401 from “Erosion Control Mix” to “**Mulch – Plan Quantity**”

SECTION 621
LANDSCAPING

621.0002 Materials - General

In the list of items change “Organic Humus” to “**Humus**”.

621.0019 Plant Pits and Beds

c Class A Planting

In the third paragraph beginning with “ The plant pit...” change “½ inch” to “**1 inch**”

SECTION 626
**FOUNDATIONS, CONDUIT AND JUNCTION BOXES FOR HIGHWAY
SIGNING, LIGHTING AND SIGNALS**

626.034 Concrete Foundations

On Page 6-85, add the following paragraph before the paragraph beginning with “Drilled shafts shall not be...”.

No foundation design will be required for 18- and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. A foundation design prepared by a Professional Engineer licensed in accordance with the laws of the State of Maine will be required for all other foundations. Precast foundations will be permitted for 18 and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. Where precast foundations are permitted flowable concrete fill shall be used as backfill in the annular space, and placed from the bottom up. Construction of precast foundations shall conform to the Standard Details and all requirements of Section 712.061 except that the concrete shall have a minimum permeability of 17 kOhm-cm and the use of calcium nitrite will not be required.

On Page 6-86, add the following to the paragraph beginning with “Concrete for drilled shafts...” so that it reads as follows:

“...The Contractor shall provide temporary dewatering of excavations for foundations such that concrete is placed in the dry. Concrete for drilled shafts shall be placed in accordance with Section 503.10 as temporary casing is withdrawn to prevent debris from contaminating the foundation and to ensure concrete is cast against the surrounding soil. Concrete for drilled shafts and spread footings shall be Class A in accordance with Section 502 - Structural Concrete. Precast foundations will not be permitted except as specified above in this Section. Backfill for spread footing foundations shall be Gravel Borrow meeting the requirements of Section 703.20 - Gravel Borrow....”

SECTION 652
MAINTENANCE OF TRAFFIC

652.3 Submittal of Traffic Control Plan On page **6-148**, note **f**, in the last sentence change the 105.2.2 to 105.2.3 so that the last sentence reads, “**For a related provision, see Section 105.2.3 – Project Specific Emergency Planning.**”.

SECTION 660
ON-THE-JOB TRAINING

660.06 Method of Measurement

Remove the first sentence in its entirety and replace with “**The OJT item will be measured by the number of OJT hours by a trainee who has successfully completed an approved training program.**”

660.07 Basis of payment to the Contractor

Remove the last word in the first sentence so that the first sentence reads “The OJT shall be paid for once successfully completed at the contract unit price per **hour.**”

Payment will be made under

Change the Pay Item from “660.22” to “**660.21**” and change the Pay Unit from “Each” to “**Hour**”.

SECTION 677

On page 6 - 203 change “636.041” to “677.041”

SECTION 703
AGGREGATES

703.0201 Alkali Silica Reactive Aggregates

Remove this section in its entirety and replace with the following:

703.0201 Alkali Silica Reactive Aggregates. All coarse and fine aggregates proposed for use in concrete shall be tested for Alkali Silica Reactivity (ASR) potential under AASHTO T 303 (ASTM C 1260), Accelerated Detection of Potentially Deleterious Expansion of Mortar Bars Due to Alkali-Silica Reaction, prior to being accepted for use. Acceptance will be based on testing performed by an accredited independent lab submitted to the Department. Aggregate submittals will be required on a 5-year cycle, unless the source or character of the aggregate in question has changed within 5 years from the last test date.

As per AASHTO T 303 (ASTM C 1260): Use of a particular coarse or fine aggregate will be allowed with no restrictions when the mortar bars made with this aggregate expand less than or equal to 0.10 percent at 30 days from casting. Use of a particular coarse or fine aggregate will be classified as potentially reactive when the mortar bars made with this aggregate expand greater than 0.10 percent at 30 days from casting. Use of this aggregate will only be allowed with the use of cement-pozzolan blends and/or chemical admixtures that result in mortar bar expansion of less than 0.10 percent at 30 days from casting as tested under ASTM C 1567.

Acceptable pozzolans and chemical admixtures that may be used when an aggregate is classified as potentially reactive include, but are not limited to the following:

Class F Coal Fly Ash meeting the requirements of AASHTO M 295.

Ground Granulated Blast Furnace Slag (Grade 100 or 120) meeting the requirements of AASHTO M 302.

Densified Silica Fume meeting the requirements of AASHTO M 307.

Lithium based admixtures

Metakaolin

Pozzolans or chemical admixtures required to offset the effects of potentially reactive aggregates will be incorporated into the concrete at no additional cost to the Department.

703.06 Aggregate for Base and Subbase

Remove the first two paragraphs in their entirety and replace with these:

“The following shall apply to Sections (a.) and (c.) below. The material shall have a Micro-Deval value of 25.0 or less as determined by AASHTO T 327. If the Micro-Deval value exceeds 25.0, the Washington State Degradation DOT Test Method T113, Method of Test for Determination of Degradation Value (January 2009 version) shall be performed, except that the test shall be performed on the portion of the sample that passes the 1/2 in sieve and is retained on the No. 10 sieve. If the material has a Washington Degradation value of less than 15, the material shall be rejected.

The material used in Section (b.) below shall have a Micro-Deval value of 25.0 or less as determined by AASHTO T 327. If the Micro-Deval value exceeds 25.0 the material may be used if it does not exceed 25 percent loss on AASHTO T 96, Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine. “

703.33 Stone Ballast

In the third paragraph, remove the words “less than” before 2.60 and add the words “**or greater**” after 2.60.

SECTION 717
ROADSIDE IMPROVEMENT MATERIAL

717.02 Agricultural Ground Limestone

In the table after the third paragraph which starts with “Liquid lime...” change the Specification for Nitrogen (N) from “15.5 percent of which 1% is from ammoniac nitrogen and 14.5 /5 is from Nitrate Nitrogen” to read “**15.5 % of which 1% is from Ammoniacal Nitrogen and 14.5 % is from Nitrate Nitrogen**”



Environmental Summary Sheet

Pin: 19109.00
Town: Fryeburg-Bridgton
CPD Team Leader: Colin Greenan
ENV Field Contact: Mike Clark
NEPA Complete: 11/5/14

Date Submitted: 4/10/15

Section 106
SHPO Concurrence - no adverse effect
Section 106 Resources: East Fryeburg Historic District, Station's 393+89 to 403+28L , 397+80 to 398+84R

Section 4(f) and 6(f)
Section 4(f)
Review Complete, Temporary Occupancy Letter was sent for temporary construction rights property within the Historic District
Section 6(f)
Not Applicable

Maine Department of Inland Fisheries and Wildlife Essential Habitat
Not Applicable **Timing Window:** Not Applicable

Section 7
Formal Consultation
Species of Concern: Northern long-eared bat

Comments/References: No jeopardy. FHWA submitted request for formal conference with USFWS for summer clearing on 2/20/15 (LAA)

Maine Department of Conservation/Public Lands, Submerged Land Lease
Not Applicable

Maine Land Use Planning Commission

**Applicable Standards and Permits are included with the contract*

Maine Department of Environmental Protection
Permit by Rule (PBR)
**Applicable Standards and Permits are included with the contract*

Army Corps of Engineers, Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.
Category 2
-Work Start Notification Form and Compliance Certification Form must be completed by ENV Field Contact and/or Resident and submitted to ACOE with copy to David Gardner and Colin Greenan
-In-water work window July 1 – October 1

**Applicable Standards and Permits are included with the contract*

Stormwater Review
N/A

<input checked="" type="checkbox"/> Special Provisions Required		
Special Provision 105-Timing of Work Restriction	N/A <input type="checkbox"/>	Applicable <input checked="" type="checkbox"/>
Standard Specification 656 (November 2014)	N/A <input type="checkbox"/>	Applicable <input checked="" type="checkbox"/>
Special Provision 656-Minor Soil Disturbance	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 203-Dredge Spec	N/A <input type="checkbox"/>	Applicable <input checked="" type="checkbox"/>
General Note for Hazardous Waste	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 203-Hazardous Waste	N/A <input type="checkbox"/>	Applicable <input checked="" type="checkbox"/>
Special Provision 105.9	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>

**All permits and approvals based on plans/scope as of: 2/3/15*



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

OFFICE OF ENVIRONMENTAL SERVICES
MAINE DEPT. OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333

CORPS PERMIT # NAE-2015-00232
CORPS PGP ID# 15-071
STATE ID# PBR

DESCRIPTION OF WORK:

Place temporary and permanent fill below the ordinary high water line of two unnamed streams and Sawyer Brook and in adjacent freshwater wetlands between Bridgton and Fryeburg, Maine in order to reconstruct a 5.19 mile section of Route 302. The work will consist of repaving, minor horizontal and vertical alignment changes, culvert replacements, and drainage improvements. The project will result in approximately 3,776 s.f. of permanent and 637 s.f. of temporary stream bed impact; 22,536 s.f. of secondary clearing in wetlands;
Project Description Continued on Page 2

LAT/LONG COORDINATES : 44.0320882° N -70.8979936° W USGS QUAD FRYEBURG, ME

I. CORPS DETERMINATION:

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

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

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

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

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

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

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

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

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 2/6/15 LEVEL OF REVIEW: CATEGORY 1: _____ CATEGORY 2: X

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

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

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

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

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

Jay L. Clement 4/8/15
FOR FRANK J. DEL GIUDICE DATE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION



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

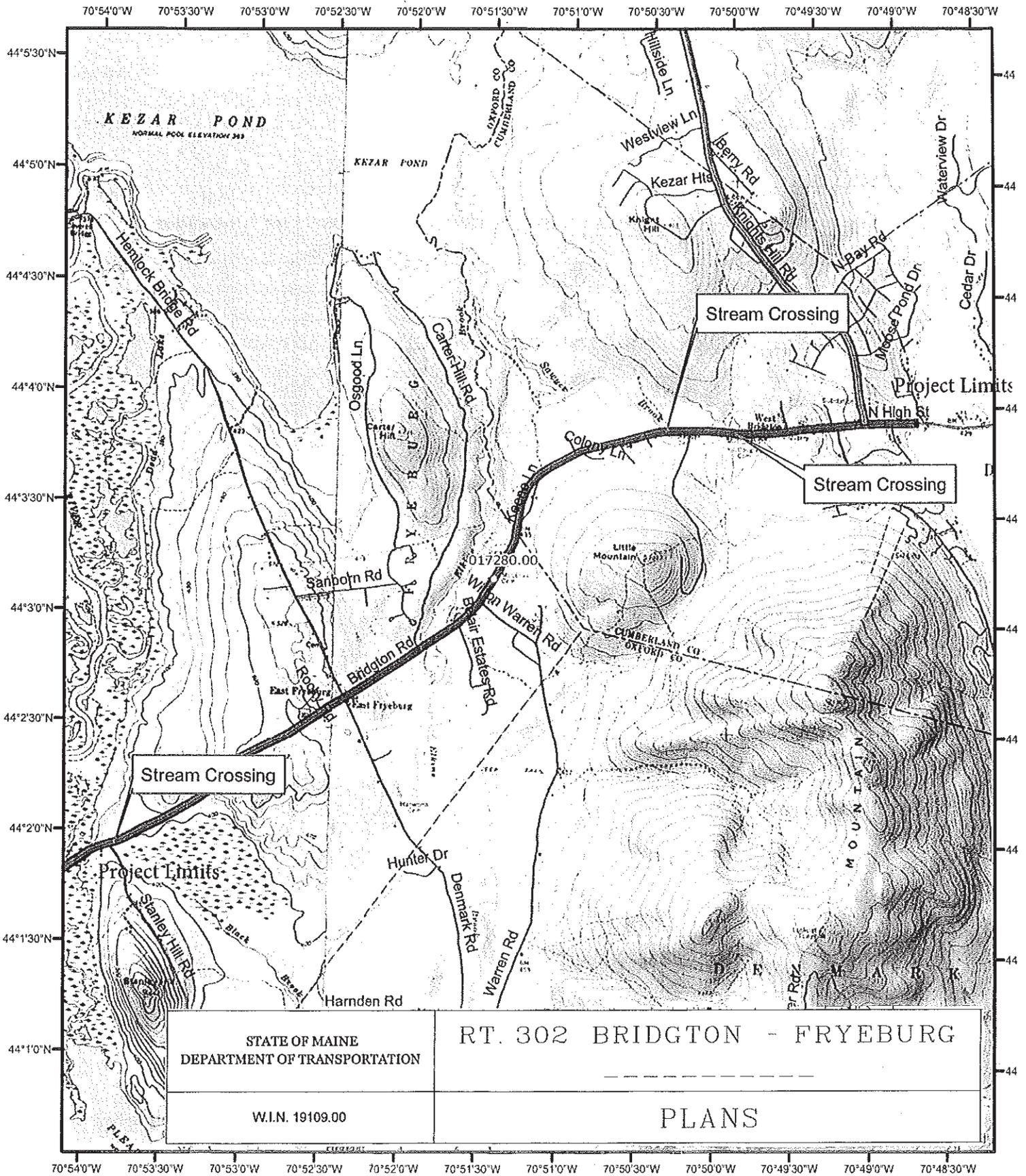
Project Description Continued from Page 1

and 14,728 s.f. of permanent wetland impact. This work is shown on the attached plans entitled "RT. 302 BRIDGTON - FRYEBURG" in 28 sheets undated and "FRYEBURG AND BRIDGTON, US ROUTE 302" in five sheets undated.

DOT WIN: 19109.00

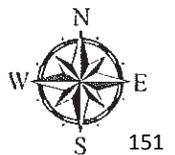
**PLEASE NOTE THE FOLLOWING GENERAL CONDITIONS FOR
DEPARTMENT OF THE ARMY
GENERAL PERMIT
NO. NAE-2015-00232**

1. The permittee shall assure that a copy of this permit is at the work site whenever work is being performed and that all personnel performing work at the site of the work authorized by this permit are fully aware of the terms and conditions of the permit. This permit, including its drawings and any appendices and other attachments, shall be made a part of any and all contracts and sub-contracts for work which affects areas of Corps of Engineers' jurisdiction at the site of the work authorized by this permit. This shall be done by including the entire permit in the specifications for the work. If the permit is issued after construction specifications but before receipt of bids or quotes, the entire permit shall be included as an addendum to the specifications. The term "entire permit" includes permit amendments. Although the permittee may assign various aspects of the work to different contractors or sub-contractors, all contractors and sub-contractors shall be obligated by contract to comply with all environmental protection provisions of the entire permit, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps of Engineers jurisdiction.
2. This authorization requires you to 1) notify us before beginning work so we may inspect the project, and 2) submit a Compliance Certification Form. You must complete and return the enclosed Work Start Notification Form(s) to this office at least two weeks before the anticipated starting date. You must complete and return the enclosed Compliance Certification Form within one month following the completion of the authorized work and any required mitigation (but not mitigation monitoring, which requires separate submittals).
3. Adequate sedimentation and erosion control devices, such as geotextile silt fences or other devices capable of filtering the fines involved, shall be installed and properly maintained to minimize impacts during construction. These devices must be removed upon completion of work and stabilization of disturbed areas. The sediment collected by these devices must also be removed and placed upland, in a manner that will prevent its later erosion and transport to a waterway or wetland.
4. All exposed soils resulting from the construction will be promptly seeded and mulched in order to achieve vegetative stabilization.
5. All areas of temporary fill shall be restored to their original contour and character upon completion of the project.
6. All in water work shall be conducted between July 1 and October 1 in order to minimize potential impacts to fisheries and local water quality.
7. New or replacement culverts shall be installed as specified in the Department of the Army Maine General Permit General Requirements listed on page 12-15, conditions 22 & 23.

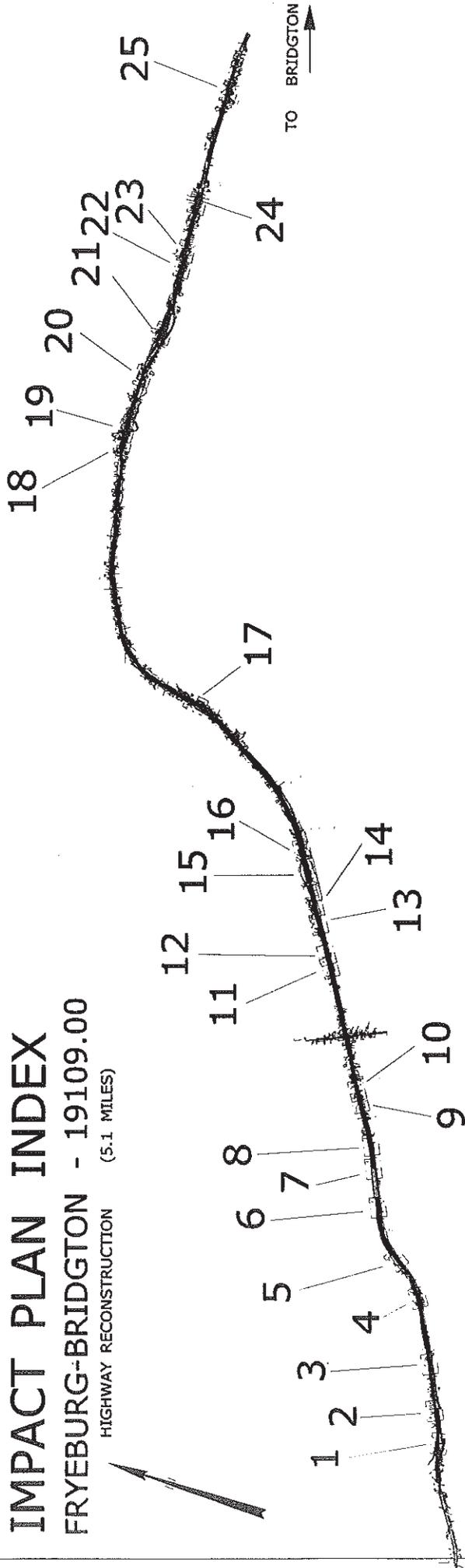


0 550,100 2,200 3,300 4,400
Feet

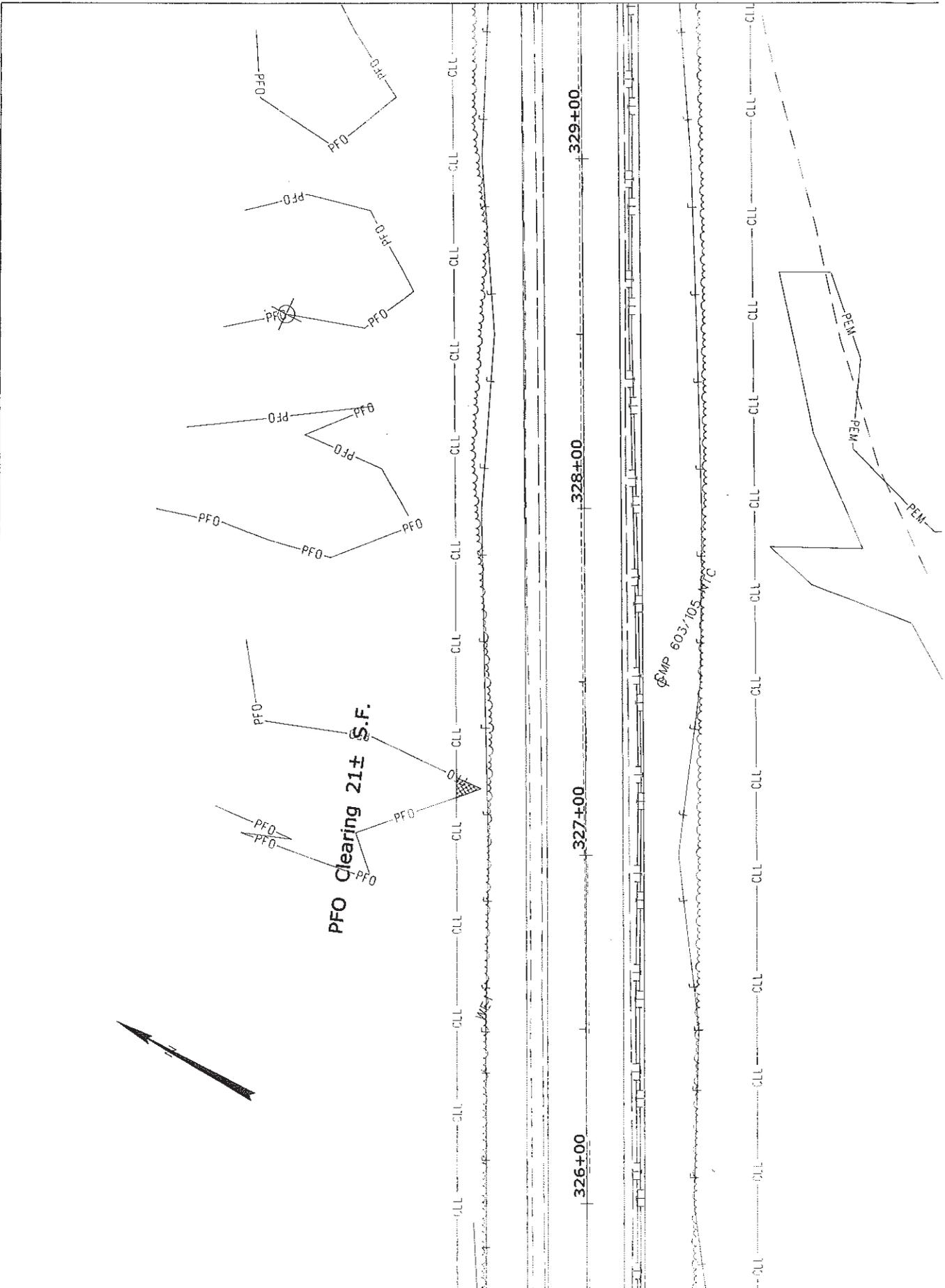
MDOT WIN 19109.00
Fryeburg Route 302 View Streams



IMPACT PLAN INDEX
FRYEBURG-BRIDGTON - 19109.00
 HIGHWAY RECONSTRUCTION (5.1 MILES)



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	RT. 302 BRIDGTON - FRYEBURG -----
W.I.N. 19109.00	PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

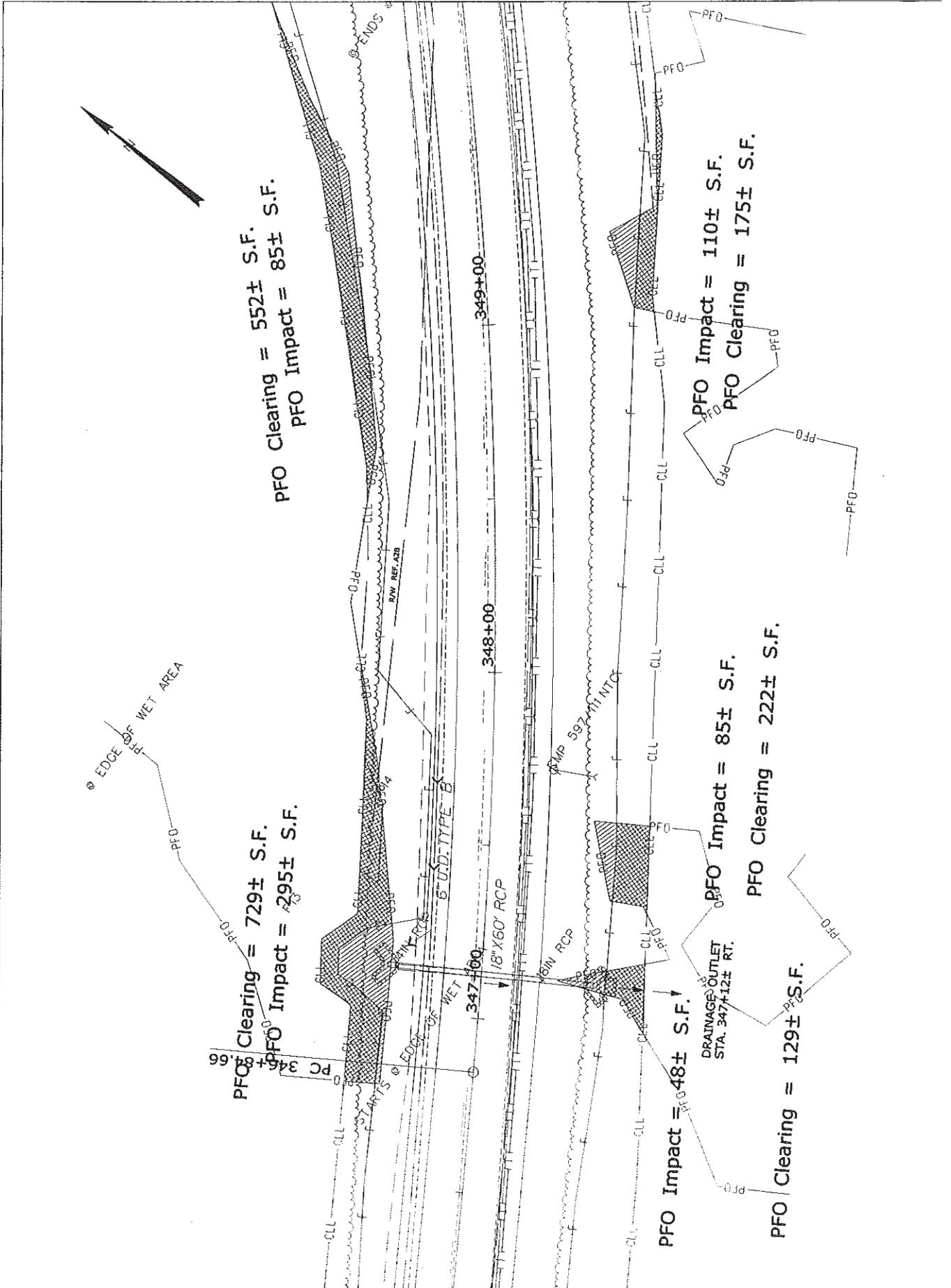
RT. 302 BRIDGTON - FRYEBURG

SHEET NUMB
153

W.I.N. 19109.00

PLANS

0515



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RT. 302 BRIDGTON - FRYEBURG

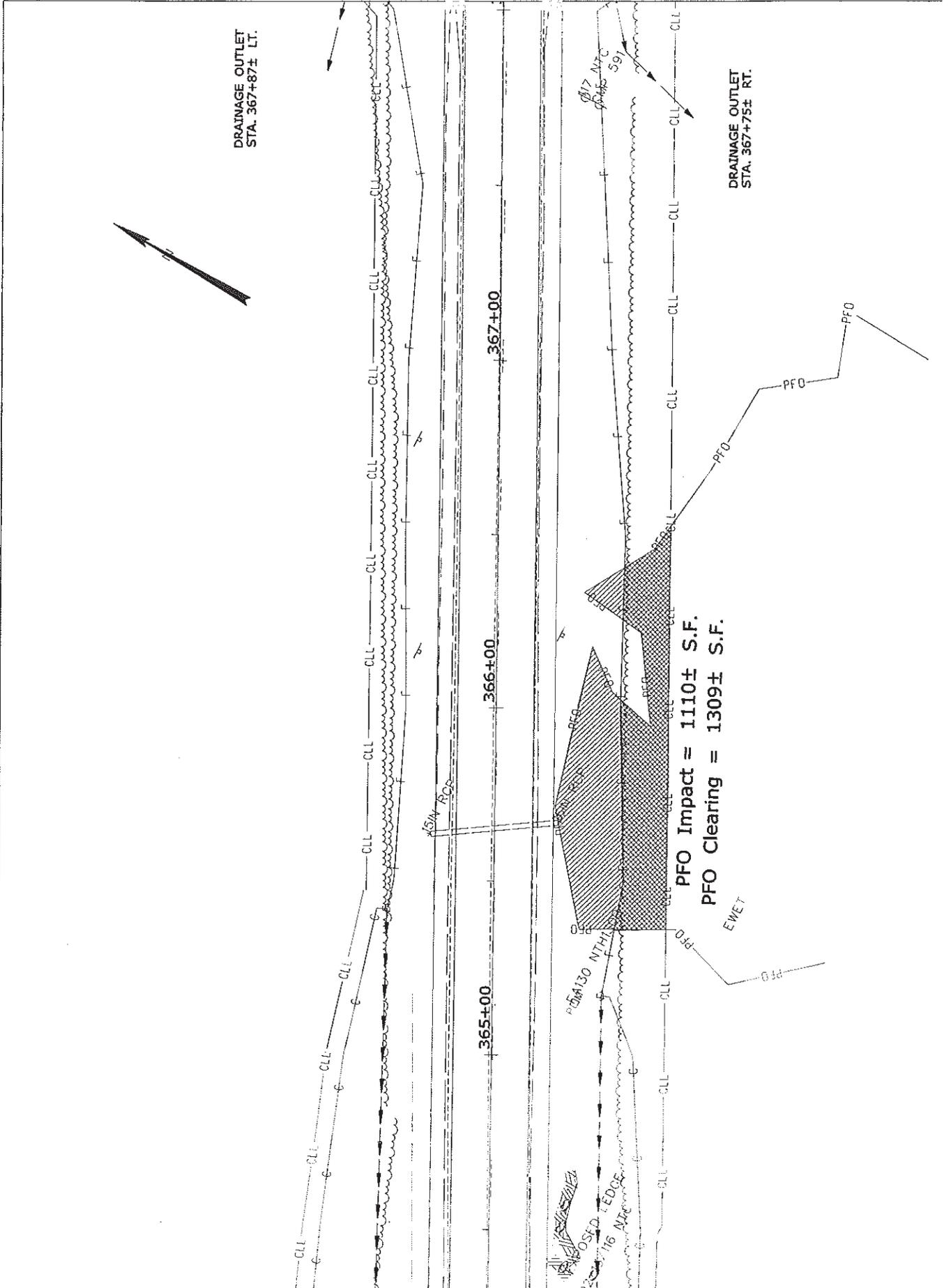
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PLANS

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0525



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DEPARTMENT OF TRANSPORTATION

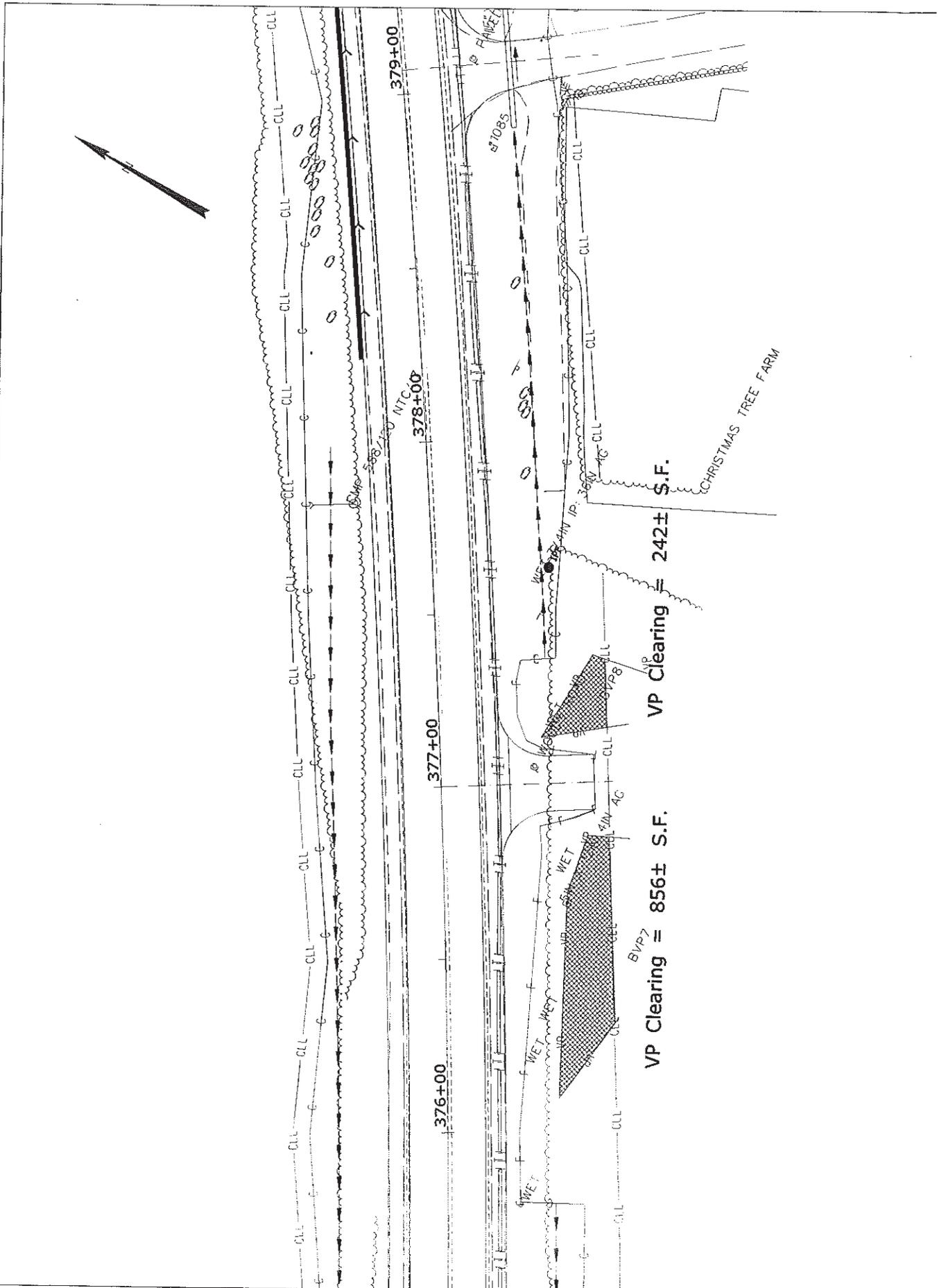
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PLANS

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

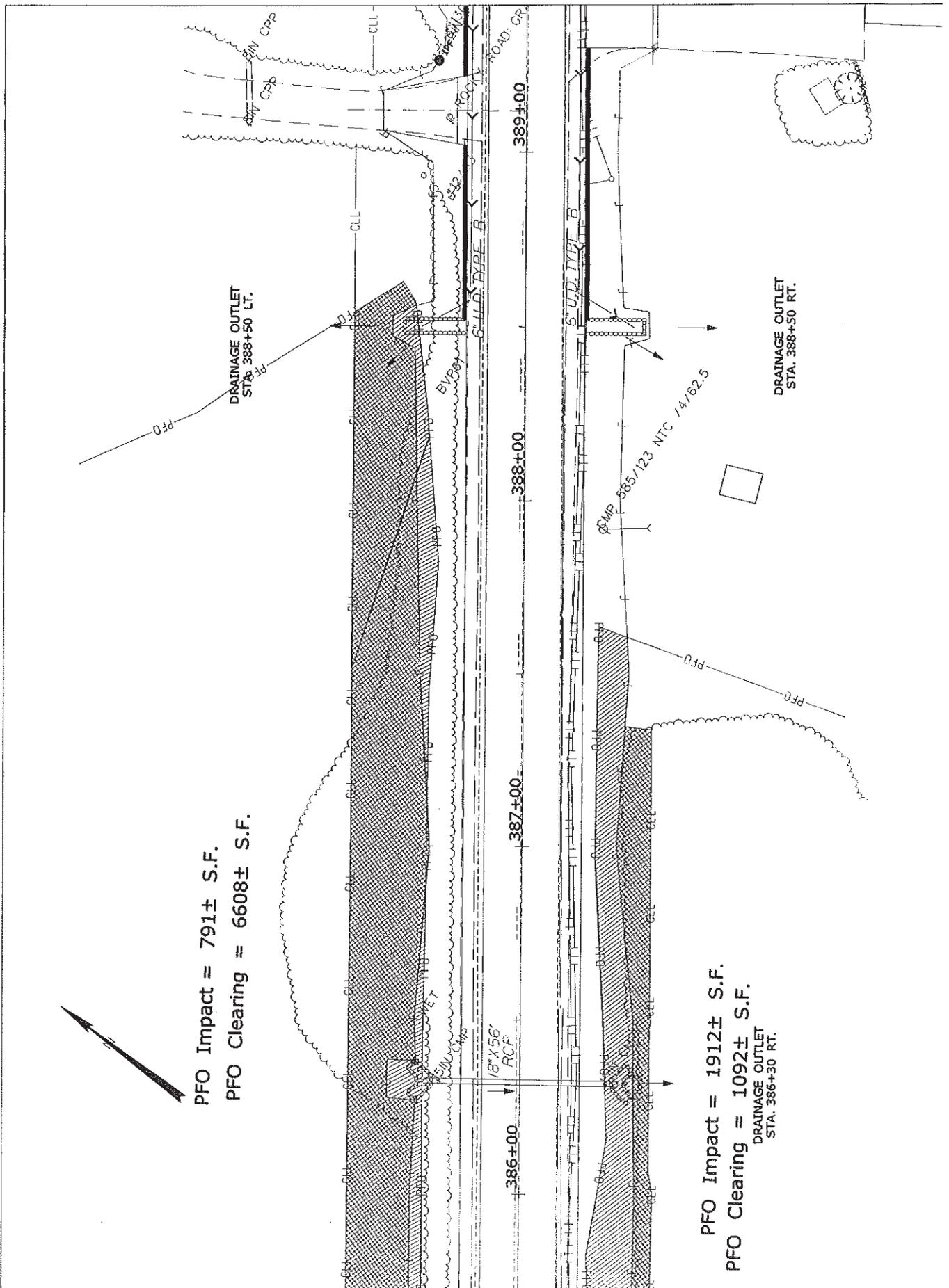
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PLANS

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RT. 302 BRIDGTON - FRYEBURG

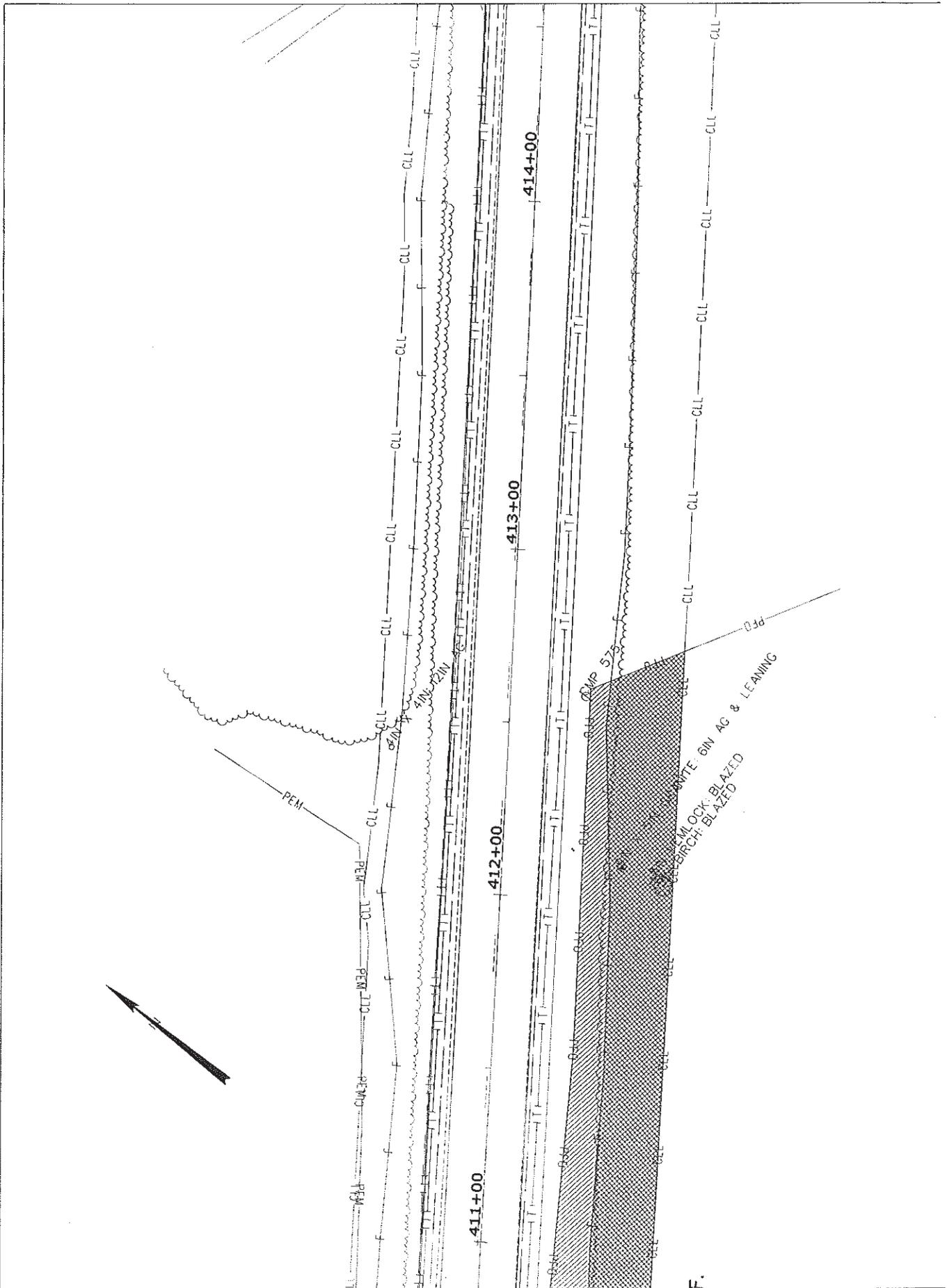
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PLANS

0525



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RT. 302 BRIDGTON - FRYEBURG

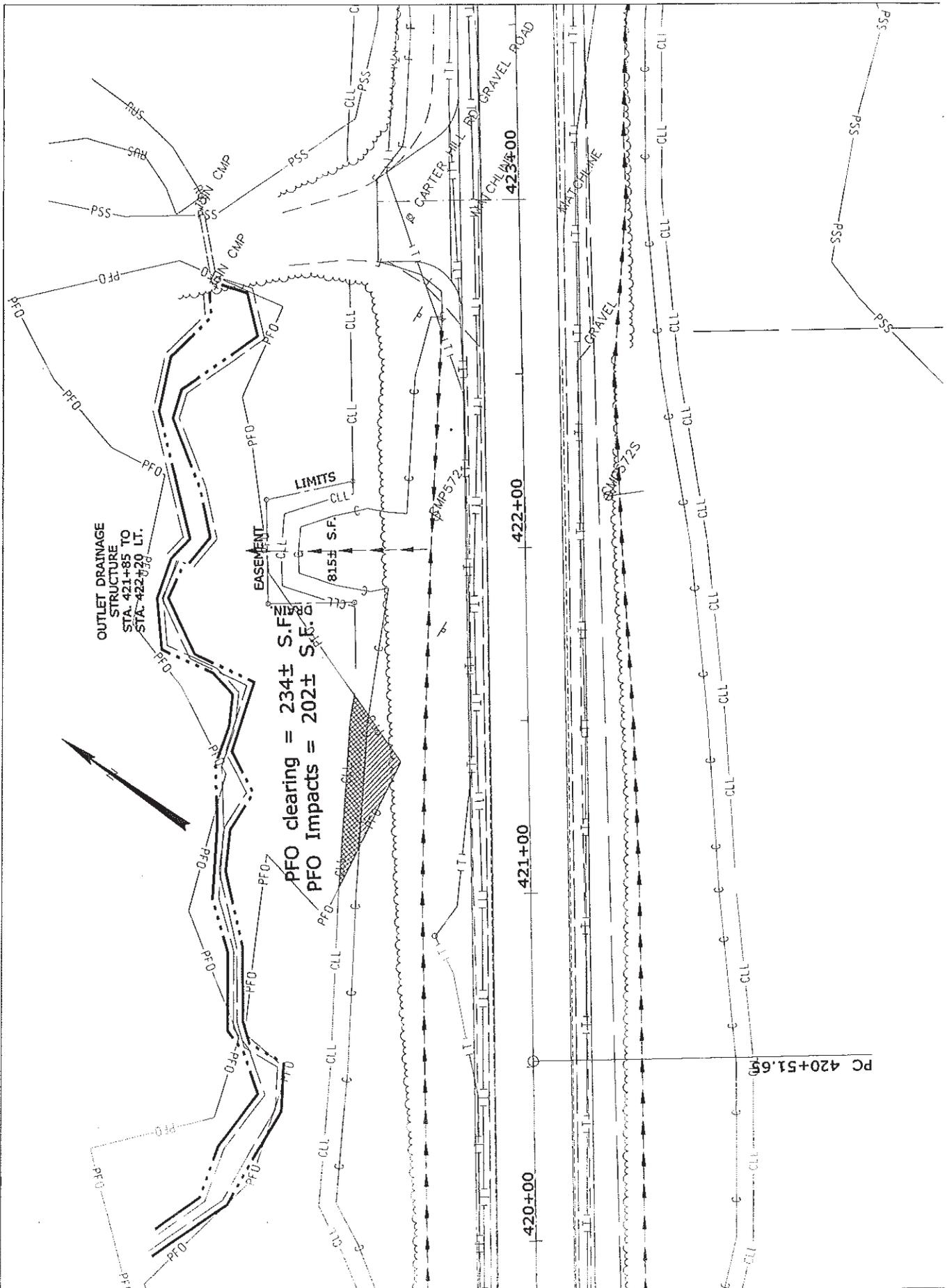
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PLANS

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RT. 302 BRIDGTON - FRYEBURG

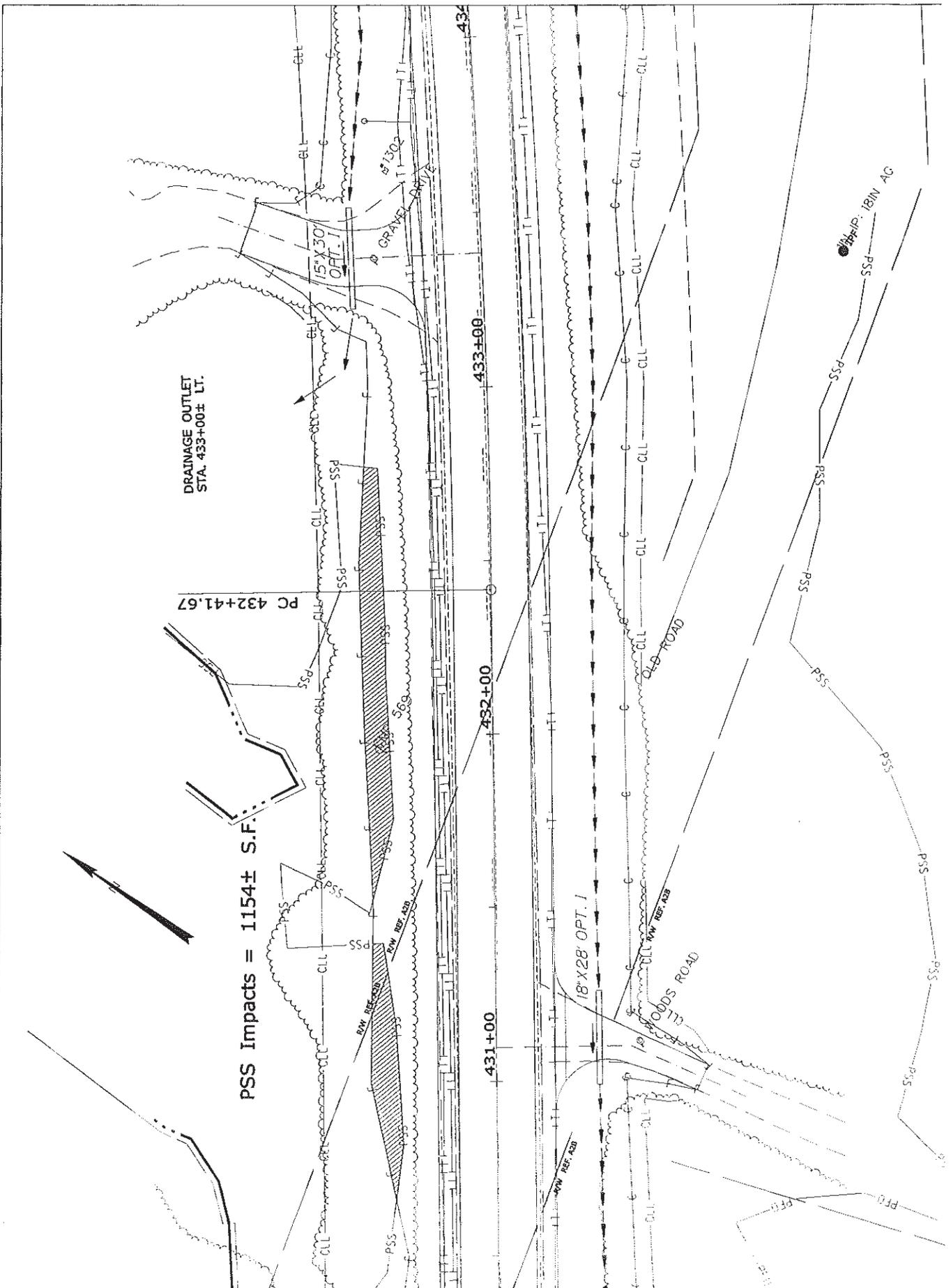
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W.I.N. 19109.00

PLANS

1594

0525



DRAINAGE OUTLET
STA. 433+00± LT.

PSS Impacts = 1154± S.F.

PC 432+41.67

431+00

432+00

433+00

434

18'X28' OPT. 1

FOODS ROAD

OLD ROAD

IBIN AG

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

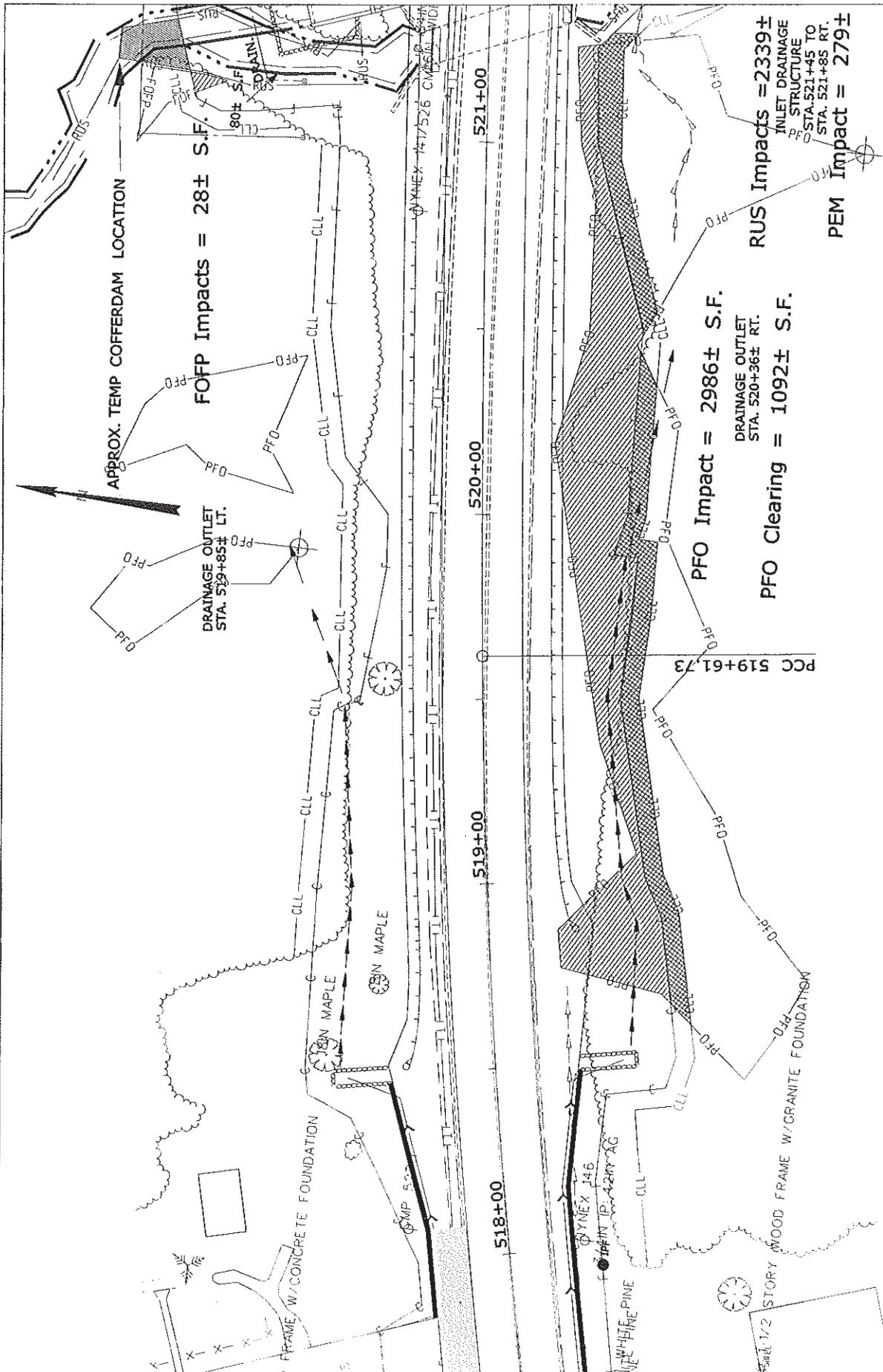
RT. 302 BRIDGTON - FRYEBURG

SHEET NUMB

160

W.I.N. 19109.00

PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

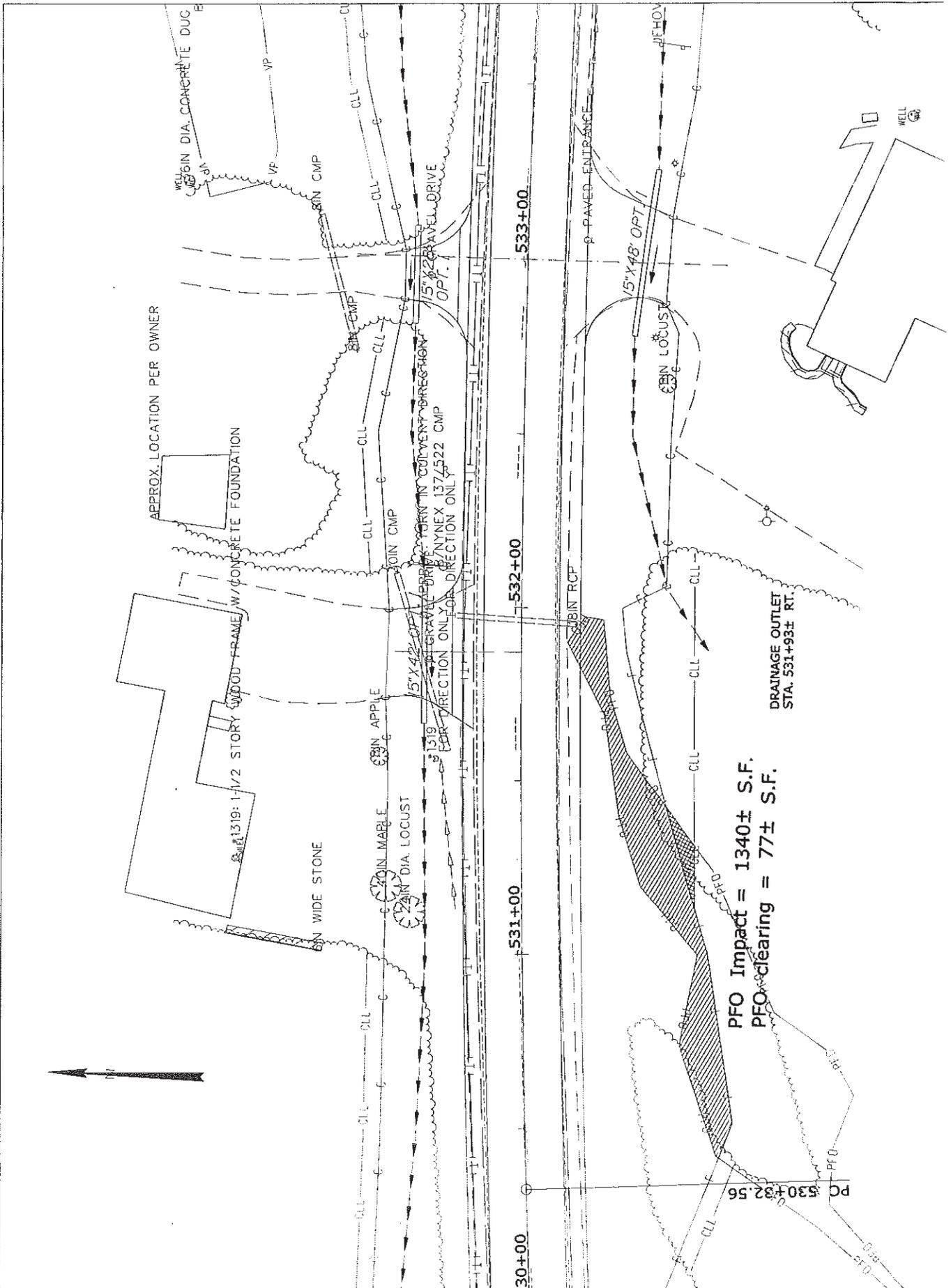
RT. 302 BRIDGTON - FRYEBURG

SHEET NUMB

1618

W.I.N. 19109.00

PLANS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RT. 302 BRIDGTON - FRYEBURG

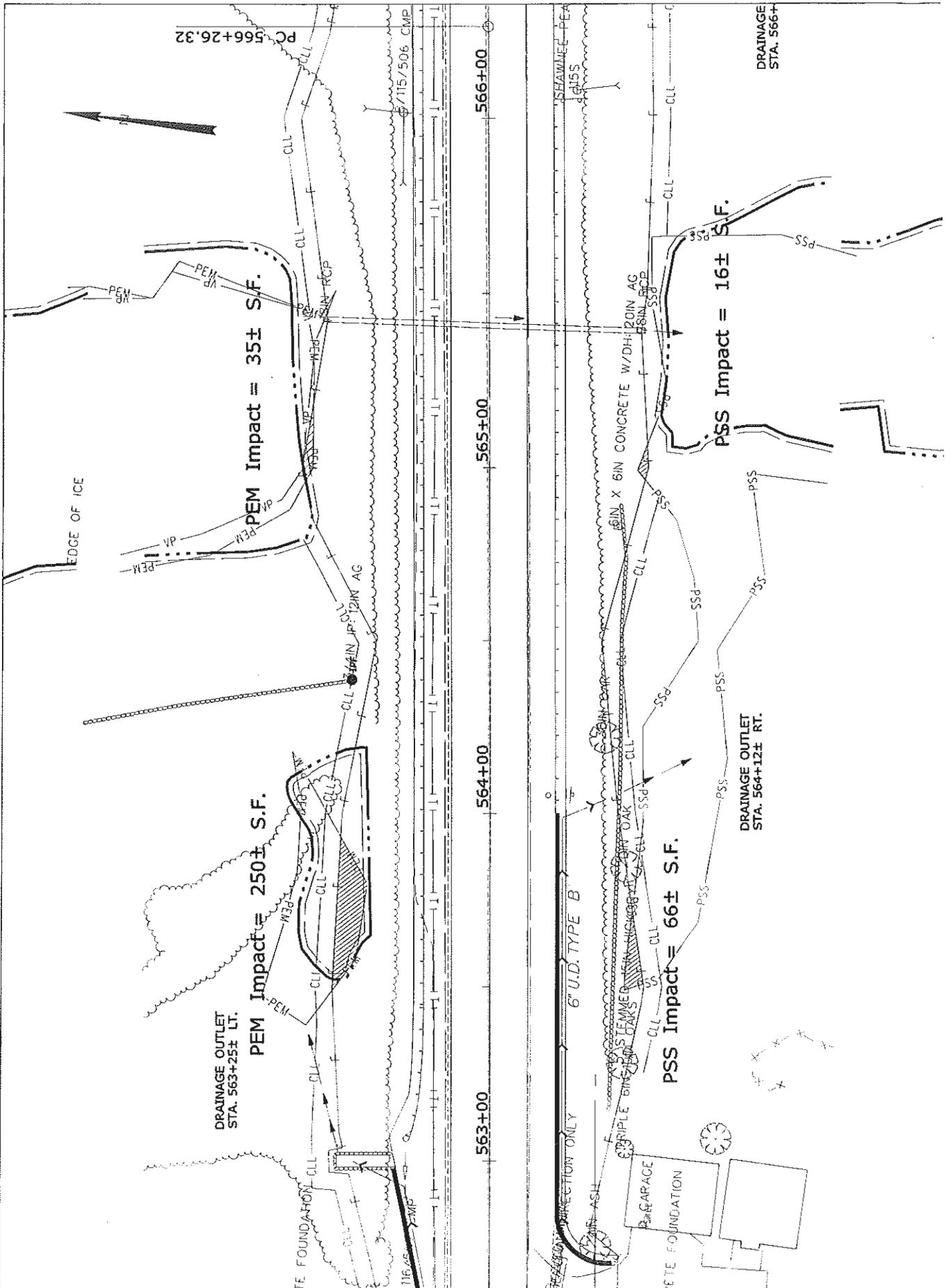
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W.I.N. 19109.00

PLANS

162

0526



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RT. 302 BRIDGTON - FRYEBURG

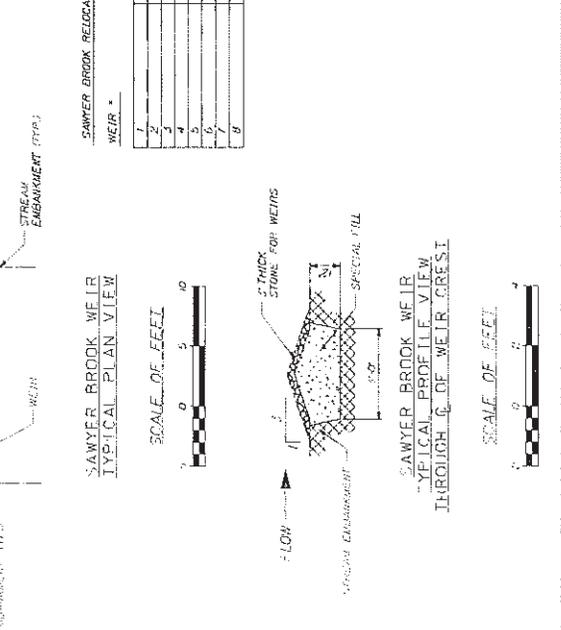
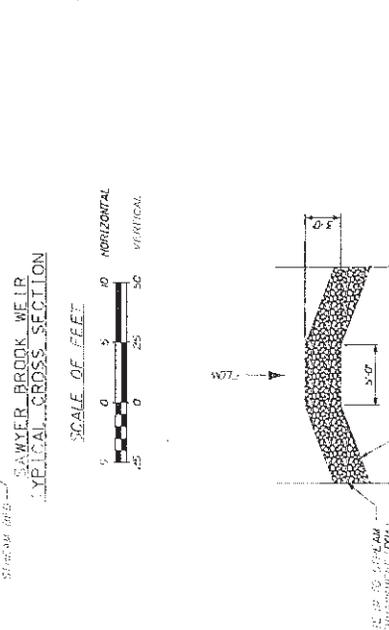
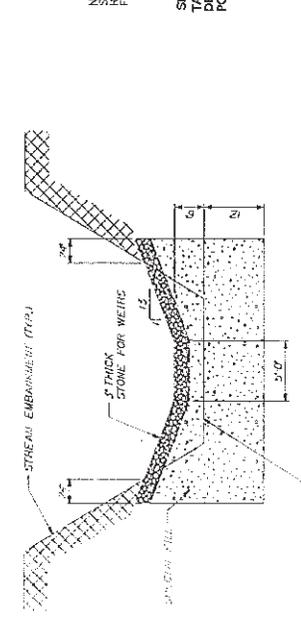
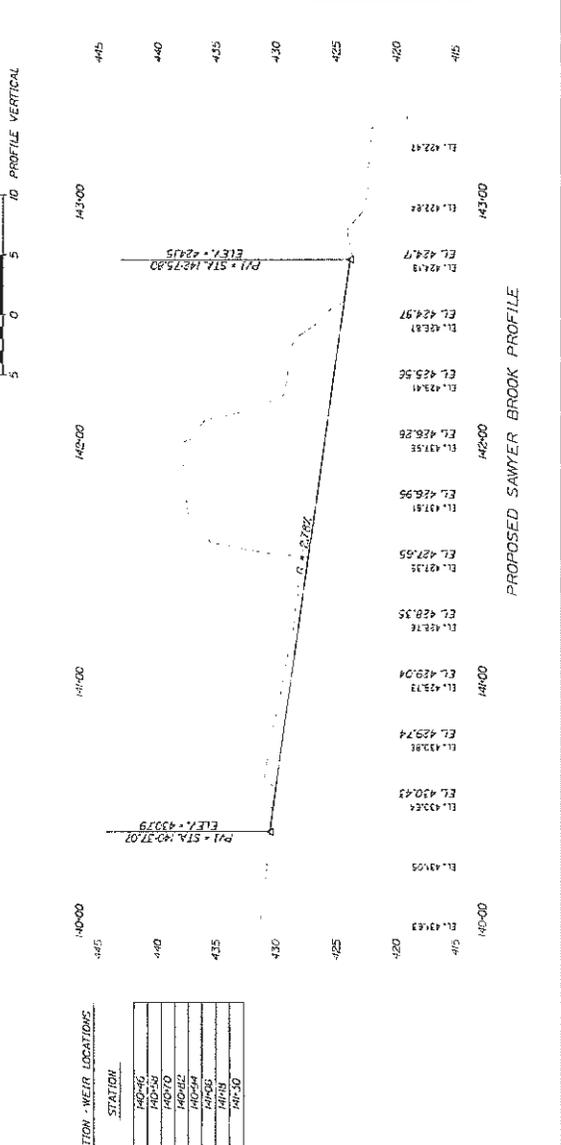
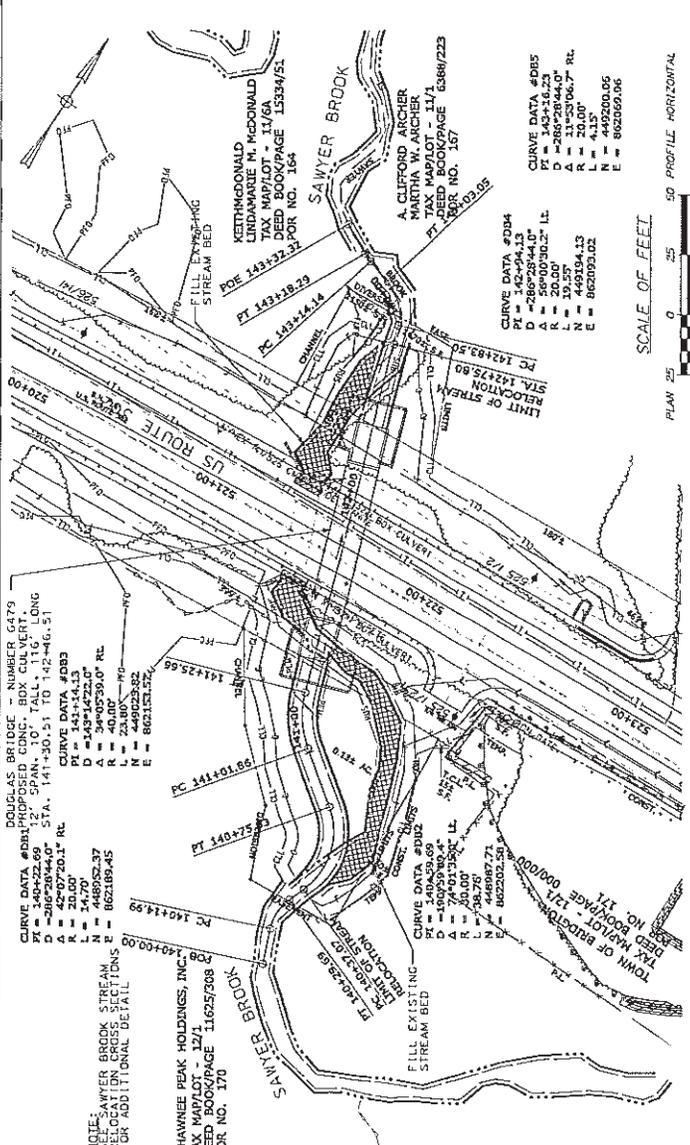
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W.I.N. 19109.00

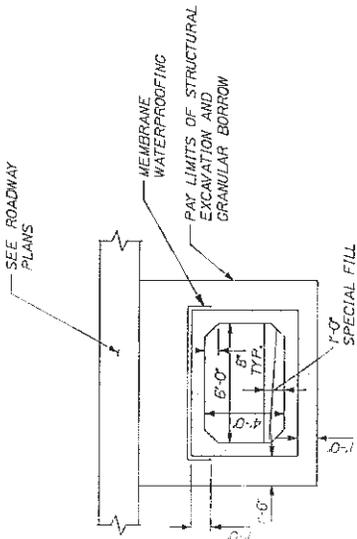
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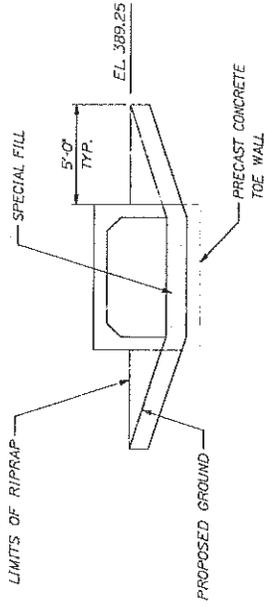
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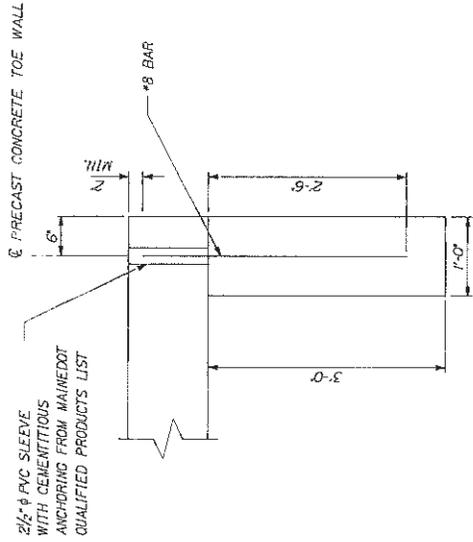
Box Culvert - Sta. 321+50



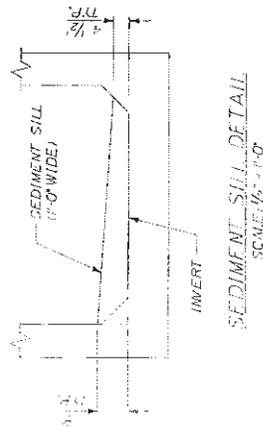
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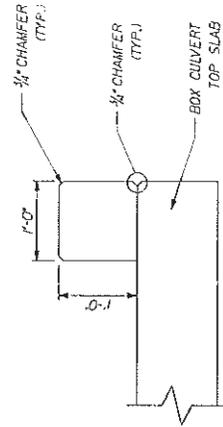
BOX CULVERT END ELEVATION
SCALE: 1/4" = 1'-0"



PRECAST CONCRETE TOE WALL DETAIL
SCALE: 1" = 1'-0"



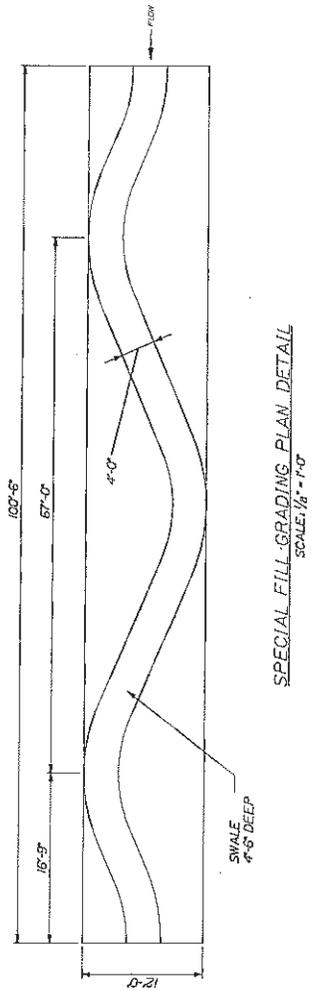
SEDIMENT SILL DETAIL
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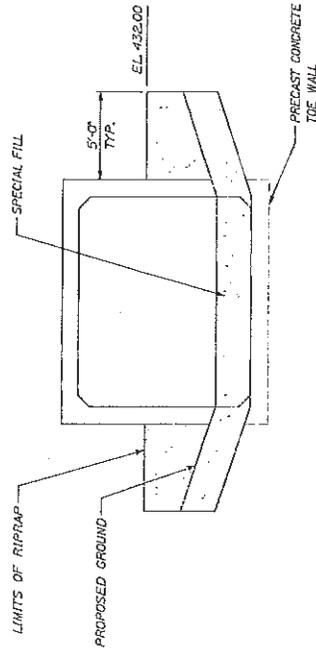
PRECAST CONCRETE HEADWALL DETAIL
SCALE: 1" = 1'-0"

FRYEBURG AND BRIDGTON
US ROUTE 302

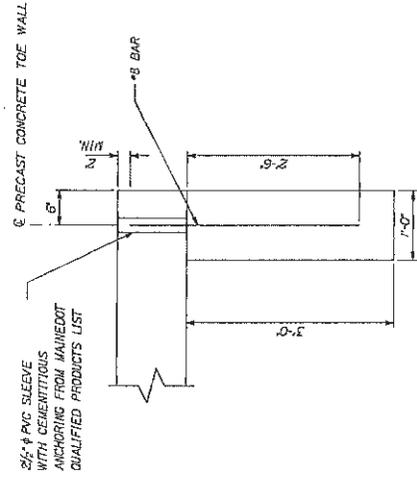
Box Culvert - Sta. 521+00



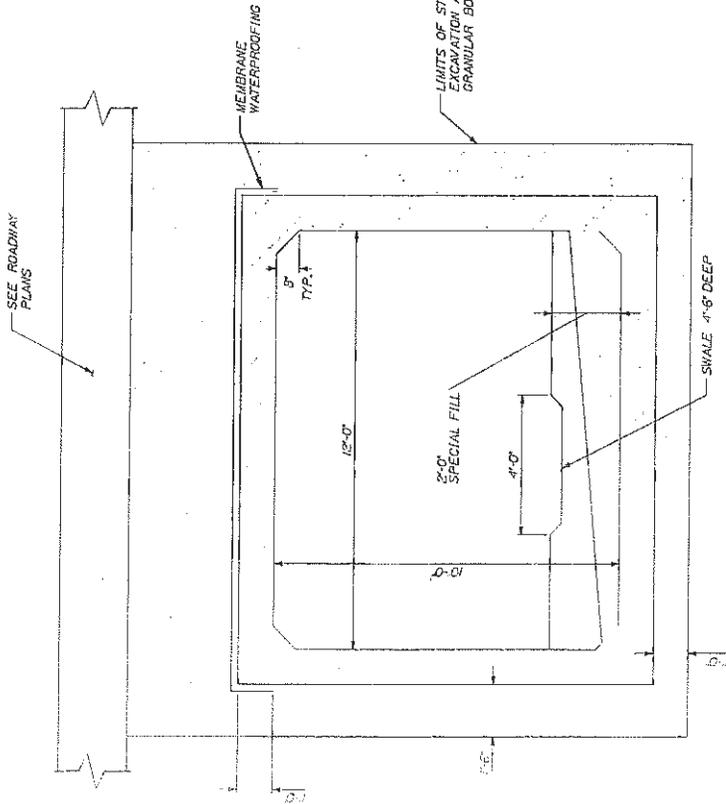
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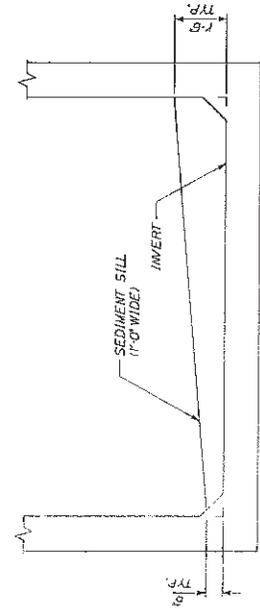
BOX CULVERT END ELEVATION
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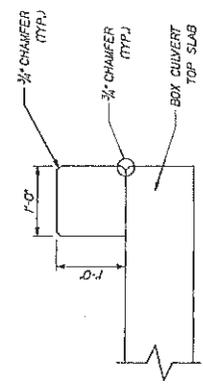
PRECAST CONCRETE TOE WALL DETAIL
SCALE: 1" = 1'-0"



BOX CULVERT SECTION
SCALE: 1/2" = 1'-0"



SEDIMENT SILL DETAIL
SCALE: 1/2" = 1'-0"



PRECAST CONCRETE HEADWALL DETAIL
SCALE: 1" = 1'-0"

FRYEBURG AND BRIDGTON
US ROUTE 302



**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-2015-00232 was issued to the Maine Dept. of Transportation on April 7, 2015. This work is located in unnamed streams and Sawyer Brook and in adjacent freshwater wetlands between Bridgton and Fryeburg, Maine. The permit authorized the permittee to place temporary and permanent fill in order to reconstruct a 5.19 mile section of Route 302. The work will consist of repaving, minor horizontal and vertical alignment changes, culvert replacements, and drainage improvements. The project will result in approximately 3,776 s.f. of permanent and 637 s.f. of temporary stream bed impact; 22,536 s.f. of secondary clearing in wetlands; and 14,728 s.f. of permanent wetland impact.

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:** _____

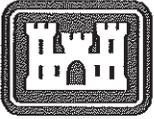
Printed Name: _____ **Title:** _____

Date Permit Issued: _____ **Date Permit Expires:** _____

FOR USE BY THE CORPS OF ENGINEERS

PM: Clement **Submittals Required:** No

Inspection Recommendation: Inspect as convenient



**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-2015-00232

Project Manager Clement

Name of Permittee: Maine Dept. of Transportation

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

**DEPARTMENT OF THE ARMY
GENERAL PERMIT
STATE OF MAINE**

The New England District of the U.S. Army Corps of Engineers (Corps) hereby issues this General Permit (GP) for activities in waters of the United States (U.S.) that have no more than minimal individual, secondary, and cumulative adverse effects on the aquatic environment in waters of the U.S. within the boundaries of and off the coast of the State of Maine.

I. GENERAL CRITERIA

In order for activities to qualify for this GP, they must meet the GP's terms and eligibility criteria (Pages 1 – 4), general conditions (GC) (Pages 5 – 18), and Appendix A - Definition of Categories.

Under this GP, projects may qualify for the following:

- Category 1: Category 1 Notification Form required.
(Submittal of the Category 1 Notification Form at Appendix B to the Corps is required.)
- Category 2: Application required.
(Submittal of an application to the Corps is required and written approval from the Corps must be received.)

If your project is ineligible for Category 1, it may qualify for Category 2 or an Individual Permit and you must submit an application (see Page 3). The thresholds for Categories 1 and 2 are defined in Appendix A. This GP does not affect the Corps Individual Permit review process or activities exempt from Corps regulation.

II. ACTIVITIES COVERED:

- Work and structures that are located in, under or over any navigable water of the U.S.¹ that affect the course, location, condition, or capacity of such waters; or the excavating from or depositing of material in such waters. The Corps regulates this under Section 10 of the Rivers and Harbors Act of 1899);
- The discharge of dredged or fill material into waters of the U.S.². The Corps regulates this under Section 404 of the Clean Water Act (CWA).³
- The transportation of dredged material for the purpose of disposal in the ocean. The Corps regulates this under Section 103 of the Marine Protection, Research and Sanctuaries Act.

¹ Defined at 33 CFR 329 and Appendix A, Page 4.

² Defined at 33 CFR 328

³ When there is a regulated discharge of dredged or fill material into waters of the U.S., the Corps will also consider secondary impacts, which are defined at Appendix A, Endnote/Definition 2.

III. PROCEDURES:

1. State Approvals

Applicants are responsible for applying for and obtaining any of the required state or local approvals (see GC 1, Page 5). Federal and state jurisdictions may differ in some instances. State permits may be required for specific projects regardless of the general permit category.

In order for authorizations under this GP to be valid, when any of the following state approvals or statutorily-required reviews is also required, the approvals must be obtained prior to the commencement of work in Corps jurisdiction.

- Maine Department of Environmental Protection (DEP): Natural Resources Protection Act (NRPA) permit, including permit-by-rule and general permit authorizations; Site Location of Development Act permit; and Maine Waterway Development and Conservation Act permit.
- Maine Department of Conservation: Land Use Regulation Commission (LURC) permit.
- Maine Department of Marine Resources: Aquaculture Leases.
- Maine Department of Conservation, Bureau of Parks and Lands, Submerged Lands: Lease

NOTE: This GP may authorize projects that are not regulated by the State of Maine (e.g., seasonal floats or moorings).

2. Corps Authorizations

a. Category 1 (Submission of Category 1 Notification Form required)

Eligibility Criteria

Activities in Maine that:

- Are subject to Corps jurisdiction (see GC 2, Page 5),
- Meet the terms and eligibility criteria of this GP (Pages 1 - 4),
- Meet all GCs of this GP (Pages 5 – 18), and
- Meet the definition of Category 1 in Appendix A - Definition of Categories,

may proceed without application to the Corps provided:

- The Category 1 Notification Form (Appendix B) is submitted to the Corps before starting the work authorized by this GP.

Consultation with the Corps and/or outside experts may be necessary to ensure compliance with this GP's general conditions (starting on Page 5) and related federal laws such as the National Historic Preservation Act, the Endangered Species Act (ESA), and the Wild and Scenic Rivers Act. For example, experts on historic resources may include the agencies and tribes referenced in GC 8, while experts on endangered species include the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS). Project proponents are encouraged to contact the Corps with Category 1 eligibility questions.

Work that is not regulated by the State of Maine, but is subject to Corps jurisdiction, is eligible for Category 1 authorization under this GP. The Maine DEP and LURC have waived WQC for projects authorized under Categories 1 and 2 of this GP. The state has concurred with the determination that projects authorized under Categories 1 and 2 of this GP are consistent with the enforceable policies of the Maine CZM Program.

b. Category 2 (Application to and written approval from the Corps required)

Eligibility Criteria

Activities in Maine that:

- Are subject to Corps jurisdiction (see GC 2, Page 5),
- Meet the terms of this GP (Pages 1 - 4),
- Meet all GCs of this GP (Pages 5 - 18),
- Meet the definition of Category 2 in Appendix A - Definition of Categories,

require an application to and written approval from the Corps. The Corps will coordinate review of Category 2 activities with federal and state agencies, as appropriate. To be eligible and subsequently authorized, an activity must result in no more than minimal impacts to the aquatic environment as determined by the Corps based on comments from the review team and the criteria listed above. This may require project modifications involving avoidance, minimization or compensatory mitigation for unavoidable impacts to ensure the net effects of a project are minimal. Compensatory mitigation for waterway/wetland impacts may take the form of wetland preservation, restoration, enhancement, creation, and/or “in-lieu fee” for inclusion into the Natural Resources Mitigation Fund. See www.nae.usace.army.mil/reg, “Mitigation” and then “Maine” for more information.

Work that is not regulated by the State of Maine, but is subject to Corps jurisdiction, is eligible for Category 2 authorization under this GP. The Maine DEP and LURC have waived WQC for projects authorized under Categories 1 and 2 of this GP. The state has concurred with the determination that projects authorized under Categories 1 and 2 of this GP are consistent with the enforceable policies of the Maine CZM Program.

3. Applying for a Permit

All applicants for Category 2 projects must:

- a.** Apply directly to the Corps using the state application form or the Corps application form (ENG Form 4345¹), and apply directly to the state (DEP, LURC, BPL or DMR) as applicable using the appropriate state form, if the work is regulated by the Corps and the state.
- b.** Apply directly to the Corps using the Corps application form (ENG Form 4345¹) if the work is regulated by the Corps but not the state (DEP, LURC, BPL or DMR).
- c.** Provide application information (see “Information Typically Required” in Appendix C) to help ensure the application is complete and to speed project review.
- d.** Submit a copy of their application materials to the Maine Historic Preservation Commission (MHPC) and the five Indian tribes listed at Appendix D, at the same time, or before, they apply to the state (DEP or LURC) or the Corps, to be reviewed for the presence of historic, archaeological or tribal resources in the permit area that the proposed work may affect. Submittals to the DEP or Corps shall include information to indicate that this has been done (a copy of the applicant’s cover letter to MHPC and tribes or a copy of the MHPC and tribal response letters is acceptable).

¹ Located at www.nae.usace.army.mil/reg under “Forms.”

4. Review Procedures

The Corps will coordinate review of all Category 2 activities with federal and state agencies, as appropriate, to ensure that the work will result in no more than a minimal impact to the aquatic environment. Applicants are responsible for applying for the appropriate state and local approvals listed on Page 2.

Emergency Procedures: 33 CFR 325.2(e)4 states that an “emergency” is a situation which would result in an unacceptable hazard to life, a significant loss of property, or an immediate, unforeseen, and significant economic hardship if corrective action requiring a permit is not undertaken within a time period less than the normal time needed to process the application under standard procedures.” The Corps will work with all applicable agencies to expedite authorization according to established procedures in emergency situations.

Individual Permit Procedures: Proponents of work that does not meet the terms and general conditions of this GP must submit the Corps application form and the appropriate application materials to the Corps at the earliest possible date in order to expedite the Individual Permit review process. General information and application forms can be obtained at our website or by calling us (see Appendix D). Individual WQC and CZM consistency concurrence are required when applicable from the State of Maine before Corps permit issuance. The Corps encourages applicants to concurrently apply for a Corps Individual Permit and state permits.

5. Approval Process

Applicants for Category 2 activities may not proceed with work in Corps jurisdiction until written authorization is received from the Corps. If the Corps determines that the Category 2 activity is eligible for the GP, the Corps will send an authorization letter directly to the applicant. The Corps will attempt to issue a written eligibility determination within the state’s review period. If the Corps determines that the activity is not eligible under the GP or that additional information is required, the Corps will notify the applicant in writing and send a copy to the DEP or LURC. Applicants are responsible for obtaining all applicable approvals listed on Page 2 from the appropriate state and local agencies before commencing work in Corps jurisdiction.

V. GENERAL PERMIT CONDITIONS:

The following conditions apply to activities authorized under this Maine GP, unless otherwise specified, including all Category 1 (notification required) and Category 2 (application required) activities:

1. Other Permits. Authorization under this GP does not obviate the need to obtain other federal, state, or local authorizations required by law. This includes, but is not limited to, the project proponent obtaining a Flood Hazard Development Permit issued by the town, if necessary. Inquiries may be directed to the municipality or to the Maine Floodplain Management Coordinator at (207) 287-8063. See www.maine.gov/spo/flood.

2. Federal Jurisdictional Boundaries.

(a) Applicability of this GP shall be evaluated with reference to federal jurisdictional boundaries. Applicants are responsible for ensuring that the boundaries used satisfy the federal criteria defined at 33 CFR 328 “Waters of the U.S.” and 33 CFR 329 “Navigable Waters of the U.S.”

Note: Waters of the U.S. include the subcategories “navigable waters of the U.S.” and “wetlands.”

(b) For Category 1 projects, proponents are not required to delineate the waters of the U.S. that they plan to impact, but must approximate the square footage of impacts in order to determine the review category (1 or 2 or Individual Permit). For projects filling <15,000 SF of waters of the U.S. that do not qualify for Category 1 (e.g., vernal pool, secondary or endangered species impacts, etc.) and therefore require an application to the Corps, and for those filling \geq 15,000 SF, applicants shall delineate all waters of the U.S. that will be filled (direct impacts) in accordance with the Corps of Engineers Wetlands Delineation Manual and the most recent regional supplements (see Appendix E). In addition, applicants shall approximately identify all waters of the U.S. on the property and known waters adjacent to the property in order for the Corps to evaluate secondary impacts. The waters of the U.S. shall be clearly shown on the project plans submitted with the application. This includes all waters of the U.S. in areas under DEP or LURC jurisdiction regardless of whether they’re shown on LURC zoning maps.

(c) On a case-by-case basis, the Corps may modify/refine the above delineation and identification requirements for waters of the U.S.

3. Minimal Direct, Secondary and Cumulative Impacts.

(a) Projects authorized by this GP shall have no more than minimal direct, secondary and cumulative adverse environmental impacts. Category 2 applicants should provide information on secondary and cumulative impacts as stated in Appendix C. Compensatory mitigation may be required to offset unavoidable impacts (see GC 16) and to ensure that they are no more than minimal. Compensatory mitigation requirements will be determined on a case-by-case basis.

(b) Secondary impacts to waterway and/or wetland areas, (e.g., areas drained, flooded, cleared, excavated or fragmented) shall be added to the total fill area when determining whether the project qualifies for Category 1 or 2. Direct, secondary and cumulative impacts are defined at Appendix A, Endnote 2.

(c) Site clearing, grading and construction activities in the upland habitat surrounding vernal pools (“Vernal Pool Management Areas”) are secondary impacts. See GC 28 for avoidance and minimization requirements and recommendations.

4. Discretionary Authority. Notwithstanding compliance with the terms and conditions of this permit, the Corps retains discretionary authority to require Category 2 or Individual Permit review based on concerns for the aquatic environment or for any other factor of the public interest [33 CFR

320.4(a)]. This authority is invoked on a case-by-case basis whenever the Corps determines that the potential consequences of the proposal warrant a higher level of review based on the concerns stated above. This authority may be invoked for projects that may contribute to cumulative environmental impacts that are more than minimal or if there is a special resource or concern associated with a particular project that is not already covered by the remaining conditions of the GP and that warrants greater review. Whenever the Corps notifies an applicant that an Individual Permit may be required, the project is not authorized under this GP and no work may be conducted until an Individual Permit is obtained or until the Corps notifies the applicant that further review has demonstrated that the work may proceed under this GP.

5. Single and Complete Projects.

(a) This GP shall not be used to piecemeal work and shall be applied to single and complete projects¹. When determining the review category in Appendix A (Category 1 or 2) for a single and complete project, proponents must include any permanent historic fill placed since October 1995 that is associated with that project and all currently proposed temporary and permanent impact areas.

(b) A single and complete project must have independent utility¹.

(c) Unless the Corps determines the activity has independent utility¹:

i. This GP shall not be used for any activity that is part of an overall project for which an Individual Permit is required,

ii. All components of a single project and/or all planned phases of a multi-phased project (e.g., subdivisions should include all work such as roads, utilities, and lot development) shall be treated together as constituting one single and complete project¹.

(d) For linear projects, such as power lines or pipelines with multiple crossings, the single and complete project¹ is all crossings of a single water of the U.S. (i.e., single waterbody) at a specific location. For linear projects crossing a single waterbody several times at separate and distant locations, each crossing is considered a single and complete project. However, individual channels in a braided stream or river, or individual arms of a large, irregularly-shaped wetland or lake, etc., are not separate waterbodies and crossings of such features cannot be considered separately. If any crossing requires a Category 2 activity, then the entire linear project shall be reviewed as one project under Category 2.

6. Permit On-Site. For Category 2 projects, the permittee shall ensure that a copy of this GP and the accompanying authorization letter are at the work site (and the project office) authorized by this GP whenever work is being performed, and that all personnel with operation control of the site ensure that all appropriate personnel performing work are fully aware of its terms and conditions. The entire permit authorization shall be made a part of any and all contracts and sub-contracts for work that affects areas of Corps jurisdiction at the site of the work authorized by this GP. This shall be achieved by including the entire permit authorization in the specifications for work. The term “entire permit authorization” means this GP and the authorization letter (including its drawings, plans, appendices and other attachments) and also includes permit modifications. If the authorization letter is issued after the construction specifications, but before receipt of bids or quotes, the entire permit authorization shall be included as an addendum to the specifications. If the authorization letter is issued after receipt of bids or quotes, the entire permit authorization shall be included in the contract or sub-contract. 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 contained within the entire GP authorization, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps jurisdiction.

¹ Single and Complete Project and Independent Utility are defined at Appendix E.

7. St. John/St. Croix Rivers. Work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission is not eligible for Category 1 and an application to the Corps is required if any temporary or permanent use, obstruction or diversion of international boundary waters could affect the natural flow or levels of waters on the Canadian side of the line; or if any construction or maintenance of remedial works, protective works, dams, or other obstructions in waters downstream from boundary waters could raise the natural level of water on the Canadian side of the boundary.

8. Historic Properties. No activity otherwise authorized by this GP shall result in effects (as that term is defined at 36 C.F.R. § 800.16(i)) on properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties, unless and until the Corps or another federal agency has satisfied the consultation requirements of Section 106 of the National Historic Preservation Act. Work is not eligible for Category 1 and an application to the Corps is required if the activity may have the potential to cause effects to any historic properties listed, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. Work is eligible for Category 1 if a no effect or no adverse effect determination has been made for that work by another federal action agency in its Section 106 consultation with the Maine Historic Preservation Commission (MHPC) and the five federally recognized Indian tribes listed at Appendix D. Information on the location and existence of known historic resources can be obtained from the MHPC, the National Register of Historic Places, and the five tribes listed in Appendix D. Historic properties include those that are eligible for inclusion, but not necessarily listed on the National Register. If the permittee, either prior to construction or during construction of the work authorized herein, encounters a previously unidentified archaeological or other cultural resource within the area subject to Corps jurisdiction that might be eligible for listing in the National Register of Historic Places, he/she shall stop work and immediately notify the Corps and the MHPC and/or applicable tribe(s).

9. National Lands. None of the following work is eligible as a Category 1 project:

(a) Activities that impinge upon the value of any National Wildlife Refuge, National Forest, National Marine Sanctuary, National Park or any other area administered by the National Park Service, U.S. Fish and Wildlife Service (USFWS) or U.S. Forest Service.

(b) Work on Corps properties and Corps-controlled easements. Contact the Corps, Real Estate Division (978) 318-8585 to initiate reviews about both Corps holdings and permit requirements.

(c) Any proposed temporary or permanent modification or use of a federal project (including but not limited to a levee, dike, floodwall, channel, sea wall, bulkhead, jetty, wharf, pier, or other work built but not necessarily owned by the United States), which would obstruct or impair the usefulness of the federal project in any manner, and/or would involve changes to the authorized federal project's scope, purpose, and/or functioning that go beyond minor modifications required for normal operation and maintenance (requires review and approval by the Corps pursuant to 33 USC 408). Federal projects in Maine as of October 2010 are shown at Appendix F. This map may not be inclusive of all projects.

10. Endangered Species.

(a) No activity may be authorized under Category 1 of this GP which:

i. "May affect" a threatened or endangered species, a species proposed for listing as threatened or endangered, or designated or proposed critical habitat (all herein referred to as "listed species or habitat") as identified under the federal Endangered Species Act (ESA) (unless specified in a programmatic agreement with NMFS or USFWS),

- ii. Results in a “take” of any federally-listed threatened or endangered species of fish or wildlife, or
- iii. Results in any other violation of Section 9 of the ESA protecting threatened or endangered species of plants.

(b) Work in Inland Waters and Wetlands¹ and the non-tidal portions of Navigable Waters² (e.g., the Penobscot River, Kennebec River) is not eligible for Category 1 if:

- i. The project action area occurs within a watershed occupied by listed Atlantic salmon or shortnose sturgeon. Project proponents must check the site in Footnote 3 below.
- ii. In areas outside these watersheds contact the USFWS (see Appendix D, Page 1 for contact information) to check for the presence of other listed species.

(c) Work in the tidal portions of Navigable Waters may be eligible for Category 1. Reference Appendix A, II. Navigable Waters, Pages 4 – 9, and the other terms and general conditions (GC 11 is particularly relevant) of this GP to determine Category 1 eligibility. Project proponents must contact the USFWS (see Appendix D, Page 1 for contact information) to ensure that work in all tidal portions of Navigable Waters² is not in critical habitat or areas occupied by listed species other than Atlantic salmon or shortnose sturgeon.

(d) Although some work is excluded from Category 1 as stated in (b) and (c) above, work may qualify for Category 1 if a no effect determination has been made for that work by a federal action agency such as the Corps.

(e) Proponents must submit an application to the Corps if any of the activities in 10(a)-10(c) that do not qualify for Category 1 may occur and provide information on federally-listed species or habitat to allow the Corps to conduct any required consultation under Section 7 of the ESA.

(f) The Corps review may consider species listed as endangered and threatened pursuant to Maine state law.

11. Essential Fish Habitat. Any work in the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration, shall not be authorized under Category 1 of the GP and must be screened for potential impacts to EFH (see Appendix E for more information).

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

The above does not apply to the following activities which may qualify for Category 1 work:

- Exploratory drilling and borings for bridges.
- Moorings (see Appendix A, Page 6 for Category 1 thresholds and requirements)
- Structures and floats (see Appendix A, Page 7 for Category 1 thresholds and requirements)
- Other activities specified in a programmatic agreement with NMFS.

¹ See Appendix A, Page 1 for definition.

² See Appendix A, Page 4 for definition.

³ For areas considered occupied by listed Atlantic salmon and/or shortnose sturgeon in Inland Waters and Wetlands, and in Navigable Waters, see: www.nero.noaa.gov/prot_res/altsalmon/dpsmaps.html. Tidal portions of navigable waters occupied by listed Atlantic salmon are more specifically described as those waters from the Kennebec River to its mouth at Merrymeeting Bay, northeast to the Dennys River, including the Androscoggin River upstream to the Brunswick Dam, and other streams northeast of this line to the limit of their tidal reaches.

12. Wild and Scenic Rivers. Any activity that occurs in the designated main stem of, within 0.25 mile up or downstream of the designated main stem of, or in tributaries within .25 miles of the designated main stem of a National Wild and Scenic River, or in “bordering and contiguous wetlands” (see Appendix A, Endnote 1) that are adjacent to the designated main stem of a National Wild and Scenic River, or that has the potential to alter flows within a river within the National Wild and Scenic River System, is not eligible for Category 1 regardless of size of the impacts. This condition applies to both designated Wild and Scenic Rivers and rivers officially designated by Congress as study rivers for possible inclusion while such rivers are in an official study status. National Wild and Scenic Rivers System segments for Maine as of October 2010 include: Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River (length = 92 miles).

13. Federal Navigation Project. Any structure or work that extends closer to the horizontal limits of any Corps Federal Navigation Project (see Appendix F) than a distance of three times the project’s authorized depth shall be subject to removal at the owner’s expense prior to any future Corps dredging or the performance of periodic hydrographic surveys. This is applicable to Category 1 and 2. Reference Appendix A, Page 6 (Mooring) and Page 7 (Structure and Floats).

14. Navigation.

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

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

15. Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following: (a) damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes; (b) damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the U.S. in the public interest; (c) damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit; (d) design or construction deficiencies associated with the permitted work; (e) damage claims associated with any future modification, suspension, or revocation of this permit.

16. Avoidance, Minimization and Compensatory Mitigation.

Discharges of dredged or fill material into waters of the U.S., including wetlands, shall be avoided and minimized to the maximum extent practicable through consideration of alternatives. The Corps may require compensatory mitigation of unavoidable direct and secondary impacts associated with Category 2 projects on a case-by-case basis (see Appendix E).

17. Heavy Equipment in Wetlands. Operating heavy equipment other than fixed equipment (drill rigs, fixed cranes, etc.) within wetlands shall be minimized, and such equipment shall not be stored, maintained or repaired in wetlands, to the maximum extent practicable. Where construction requires heavy equipment operation in wetlands, the equipment shall either have low ground pressure

(typically <3 psi), or it shall be placed on swamp/construction/timber mats (herein referred to as “construction mats” and defined at Appendix A, Endnote 4) that are adequate to support the equipment in such a way as to minimize disturbance of wetland soil and vegetation. Construction mats are to be placed in the wetland from the upland or from equipment positioned on swamp mats if working within a wetland. Dragging construction mats into position is prohibited. Other support structures that are capable of safely supporting equipment may be used with written Corps authorization (Category 2 authorization or Individual Permit). Similarly, the permittee may request written authorization from the Corps to waive use of mats during frozen, dry or other conditions. An adequate supply of spill containment equipment shall be maintained on site.

18. Temporary Fill.

Temporary fill that qualifies for Category 1 (e.g., <15,000 SF of combined temporary and permanent fill associated with the single and complete project) or is authorized in writing under Category 2, shall adhere to the following:

- (a) All temporary fill shall be stabilized to prevent its eroding into portions of waters of the U.S., including wetlands, where it is not authorized.
- (b) Unconfined temporary fill authorized for discharge into waters of the U.S., including wetlands, shall consist of material that minimizes impacts to water quality (e.g. sandbags, clean gravel, stone, aggregate, etc.).
- (c) Temporary fill authorized for discharge into wetlands should be placed on geotextile fabric or other material (e.g., straw) laid on the pre-construction wetland grade where practicable to minimize impacts.
- (d) Temporary fill shall be removed as soon as it is no longer needed, disposed of at an upland site, and suitably contained to prevent subsequent erosion into waters of the U.S, including wetlands. To qualify for Category 1, temporary fill placed during the:
 - i. Growing season must be removed before the beginning of the next growing season.
 - ii. Non-growing season may remain throughout the following growing season, but must be removed before the beginning of the next growing season.
- (e) Waters of the U.S., including wetlands, where temporary fill was discharged shall be restored (see GC 19).
- (f) Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must be placed in a manner that will not be eroded by expected high flows (see GC 21).
- (g) Construction mats and corduroy roads (see GC 17 above) are considered as temporary fill when they are removed immediately upon work completion. The area must be restored (see GC 19).

19. Work Site Restoration.

- (a) Wetland areas where permanent disturbance is not authorized shall be restored to their original condition and elevation, which under no circumstances shall be higher than the pre-construction elevation. Original condition means careful protection and/or removal of existing soil and vegetation, and replacement back to the original location such that the original soil layering and vegetation schemes are approximately the same, unless otherwise authorized.
- (b) Upon completion of construction, all disturbed wetland areas (the disturbance of these areas must be authorized) shall be properly stabilized. Any seed mix shall contain only plant species native to New England and shall not contain any species listed in the “Invasive and Other Unacceptable Plant Species” Appendix in the “New England District Compensatory Mitigation Guidance” (see Appendix E, Paragraph 6). This list may be updated periodically.
- (c) In areas of authorized temporary disturbance, if trees are cut they shall be cut at ground level and

not uprooted in order to prevent disruption to the wetland soil structure and to allow stump sprouts to revegetate the work area, unless otherwise authorized.

20. Bank Stabilization.

(a) Projects involving construction or reconstruction/maintenance of bank stabilization structures within Corps jurisdiction shall be designed to minimize environmental effects, effects to neighboring properties, scour, etc. to the maximum extent practicable.

(b) Project proponents must design and construct bank stabilization projects using this sequential minimization process: avoidance of aquatic resource impacts, diversion of overland flow, vegetative stabilization, stone-sloped surfaces, and walls/bulkheads. Vertical walls/bulkheads shall only be used in situations where reflected wave energy can be tolerated. Refer to Appendix E for design guidance.

(c) Inland Water bank stabilization activities necessary for erosion prevention must meet all of the following criteria: (i) No material is placed in excess of the minimum needed for erosion protection; (ii) The activity is no more than 500 feet in length along the bank; (iii) The activity will not exceed an average of one cubic yard per running foot placed along the bank below the plane of the ordinary high water mark; (iv) Structures angled steeper than 1H:1V and any material other than angular or subangular stone or fiber roll revetments require at least a Category 2 review. (v) The activity does not involve discharges of dredged or fill material into special aquatic sites; (vi) No material is of the type, or is placed in any location, or in any manner, to impair surface water flow into or out of any water of the U.S.; (vii) No material is placed in a manner that will be eroded by normal or expected high flows (properly anchored trees and treetops may be used in low energy areas); and, (viii) The activity is not a stream channelization activity.

(d) Navigable Water bank stabilization activities are provided at Appendix A, Page 4.

21. Sedimentation and Erosion Control.

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

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

(c) All exposed soil and other fills shall be permanently stabilized at the earliest practicable date (see GC 19).

22. Stream Work and Crossings¹.

Notes:

(a) GC 22(a) and (b) apply to Inland Waters and Wetlands (see Appendix A, Page 1 for definition) and Navigable Waters (see Appendix A, Page 4 for definition). GC 22(c)-(l) only apply to Inland Waters and Wetlands that are streams. All new and replacement crossings in Navigable Waters require an application to the Corps and at least a Category 2 review.

(b) In-stream work in a watershed occupied by listed Atlantic salmon or shortnose sturgeon [see GC 10(b)] and some stream work such as crossings on EFH waters (see GC 11) is not eligible for Category 1.

(c) “High-Quality Stream Segments” are shown at www.maine.gov/dep/gis/datamaps and may be useful in evaluating impacts to fisheries. GIS shape files are under “Other Google Earth Interactive Maps” and PDFs by county are under “DEP GIS Maps.” See Appendix E, 8(b) for more information.

Conditions:

(a) All permanent crossings of rivers, streams, brooks, etc. (hereon referred to as “streams”) shall be suitably culverted, bridged, or otherwise designed to **i**) withstand and to prevent the restriction of high flows to qualify for Category 1, and **ii**) not obstruct the movement of or not substantially disrupt the necessary life-cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, beyond the actual duration of construction unless the activity’s primary purpose is to impound water to qualify for Category 1 or 2. (NOTE: Areas of fill and/or cofferdams must be included in total waterway/wetlands impacts to determine applicability of this GP).

(b) Any work that temporarily or permanently impacts upstream or downstream flood conditions, or permanently impacts wetlands in excess of Category 1 thresholds, must be reviewed at least under Category 2. See the documents referenced in Appendix E, 8(c) and (d) for guidance.

(c) New Stream Crossings. For new stream crossings to qualify for Category 1:

i. Must ensure compliance with GC 22(a) and GC 22(b) above.

ii. Shall be designed and constructed in accordance with the Corps General Stream Crossing Standards provided on Page 14 and the stream simulation document listed at Appendix E, 8(a).

(d) Replacement Stream Crossings. For replacement stream crossings to qualify for Category 1:

i. Must ensure compliance with GC 22(a) and GC 22(b) above.

ii. Shall be designed and constructed in accordance with the Corps General Stream Crossing Standards provided on Page 14 and the stream simulation document listed at Appendix E, 8(a).

(e) Culvert Extensions. Culvert extensions on culverts that do not meet the Corps General Stream Crossing Standards do not qualify for Category 1 and require an application to the Corps at least as a Category 2 project.

(f) Temporary Stream Crossings.

Note: The General Stream Crossing Standards don’t apply to temporary stream crossings.

i. Temporary stream crossings or cofferdams shall be used for equipment access across streams [see Appendix E, 8(e)]. Note: Areas of fill and/or cofferdams must be included in total waterway/wetlands impacts to determine the review category in Appendix A.

ii. Temporary stream crossings shall be removed within 180 days to qualify for Category 1.

iii. Temporary stream crossings that are not spans² (typically culverts) must be designed in accordance with 1-6 below to qualify for Category 1. Category 2 applications should include information demonstrating 2-6 below:

¹ This condition does not apply to non-tidal drainage systems and irrigation ditches excavated on dry land.

² For the purposes of this GP, spans are bridges, three-sided box culverts, open-bottom culverts or arches that span the stream with footings landward of bankfull width.

1. Installed and removed during the low flow period specified in GC 22(l) below.
2. Placed on geotextile fabric or other material where practicable to ensure restoration to the original grade. Soil may not be used to construct or stabilize these structures and rock must be large enough to allow for easy removal without disrupting the streambed.
3. Designed and maintained to withstand and pass high flows. Water height should be no higher than the top of the culvert's inlet. A minimum culvert diameter of two feet is required to pass debris. Culverts must be aligned to prevent bank erosion or streambed scour.
4. Equipped with energy dissipating devices installed downstream if necessary to prevent scour.
5. Designed and maintained to prevent soil from entering the waterbody.
6. Removed upon the completion of work. Impacts to the streambed or banks requires restoration to their original condition using stream simulation methods¹.

(g) Slip Lining. Work using slip lining (retrofitting an existing culvert by inserting a smaller diameter pipe), invert lining, or resulting in decreased diameter, do not qualify for Category 1, either as new work or maintenance activities.

(h) Work in Flowing Waters. To qualify for Category 1, no unconfined fill [see GC 18(b)] or excavation in flowing waters is allowed. To accomplish this:

i. Bank stabilization work below ordinary high water (OHW) shall utilize erosion controls such as inflatable cofferdams, jersey barrier, silt screen, turbidity curtain, etc. where practicable to prevent sediment input to the stream and to minimize turbidity and sedimentation impacts for sensitive life stages. Bank stabilization above OHW must utilize erosion controls.

ii. Management techniques such as temporary flume pipes, culverts, cofferdams, etc. must be used to maintain normal flows within the stream boundary's confines, or water diversions may be used immediately up and downstream of the work footprint (see Appendix A, Endnote 6) or work must be performed in the dry under no flow conditions, or under very low flow conditions following the practices in GC 22(a).

(i) Minimization. In order to make the Category 2 review process more efficient and result in a faster decision, new and replacement stream crossings should be designed using the least intrusive and environmentally damaging method following this sequential minimization process: 1) spans with no stream impacts, 2) spans with stream impacts, and 3) embedded culverts with stream simulation or low-slope design.

(j) Maintenance Requirements. The permittee shall maintain the work authorized herein in good condition and in conformance with the terms and general conditions of this permit to facilitate aquatic life passage as stated in GC 22(a). Culverts that develop "hanging" inlets or outlets, result in bed washout, or a stream that doesn't match the characteristics of the substrate in the natural stream channel such as mobility, slope, stability confinement will require maintenance or repair to comply with this GC. This does not apply to GC 22(f) above.

(k) Maintenance and Replacement Information. An existing stream crossing must be authorized and in compliance with all conditions of its authorization(s) to qualify for maintenance not subject to regulation. See Appendix A, Endnote 7. A non-serviceable crossing is not eligible for maintenance and is therefore considered as a replacement crossing [see 22(d)].

(l) Work Window. For projects that otherwise meet the terms of Category 1, in-stream construction work shall be conducted during the low flow period July 15 - October 1 in any year. Projects that are not to be conducted during that time period are ineligible for Category 1 and shall be screened pursuant to Category 2, regardless of the waterway and wetland fill and/or impact area.

(See next page for Corps General Stream Crossing Standards.)

¹ Design and construction shall be in accordance with the stream simulation document listed at Appendix E, 8(a).

Corps General Stream Crossing Standards (required for Category 1, recommended for Category 2):

(a) Culverts must be embedded:

- ≥ 2 feet for box culverts and other culverts with smooth internal walls,
- ≥ 1 foot for corrugated pipe arches
- ≥ 1 foot and at least 25 percent for corrugated round pipe culverts

(b) For new crossings, spans¹ are required to avoid or cause minimal disruption to the streambed and to meet the requirements of General Condition 22(a) and 22(b). Footings and abutments must be landward of 1.2 times bankfull width. To the greatest extent practicable, work in the stream shall be minimized, and design and construction shall allow the streambed's natural structure and integrity to remain intact. Any fill or excavation of the streambed below bankfull width other than footings, support pilings, or work specified in 22(h)ii requires Category 2 review and, unless demonstrated otherwise, stream simulation² to establish substrate and banks in the span structure and work area as specified in (d) and (e) below.

(c) For replacement crossings, spans¹ are required to meet the requirements of General Condition 22(a) and 22(b). Footings and abutments shall be landward of 1.2 times bankfull width. Unless demonstrated otherwise, stream simulation² is required to establish substrate and banks in the span structure and work area as specified in (d) and (e) below.

(d) Crossings must have a natural bottom substrate within the structure matching the characteristics of the substrate in the natural stream channel and the banks (mobility, slope, stability, confinement, grain and rock size)² at the time of construction and over time as the structure has had the opportunity to pass significant flood events. To allow terrestrial passage for wildlife and prevent undermining the footings, crossings shall have a bank on both sides of the stream matching the horizontal profile of the existing stream and banks².

(e) Crossings must be designed and constructed² with appropriate bed forms and streambed characteristics so that water depths and velocities are comparable to those found in the natural channel at a variety of flows. In order to provide appropriate water depths and velocities at a variety of flows and especially low flows, it is usually necessary to reconstruct the streambed or preserve the natural channel within the structure. Otherwise, the width of the structure needed to accommodate higher flows will create conditions that are too shallow at low flows. The grain and rock size, and arrangement of streambed materials within the structure should be in accordance with (d) above. Flows could go subsurface within the structure if only large material is used without smaller material filling the voids.

23. Wetland Crossings.

(a) All temporary and permanent crossings of wetlands shall be suitably culverted, bridged, or otherwise designed to: **i)** Withstand and prevent the restriction of high flows, **ii)** Not obstruct the movement of or not substantially disrupt the necessary life-cycle movements of those species of aquatic life indigenous to the wetland, including those species that normally migrate through the area, beyond the actual duration of construction unless the activity's primary purpose is to impound water. See Appendix E for the Maine DEP's crossing standards.

(b) To qualify for Category 1, new and replacement wetland crossings that are permanent shall be culverted, spanned or bridged in such a manner as to preserve hydraulic and ecological connectivity, at its present level, between the wetlands on either side of the road. To meet this requirement, we

¹ For the purposes of this GP, spans are bridges, three-sided box culverts, open-bottom culverts or arches that span the stream with footings landward of bankfull width.

² Design and construction shall be in accordance with the stream simulation document listed at Appendix E, 8(a).

recommend that culverts, spans or bridges be placed at least every 50 feet with an opening at least 2 feet high and 3 feet wide at ground level where practicable. Closed bottom culverts shall be embedded at least 6 inches with a natural bottom.

(c) In the case of non-compliance, the permittee shall take necessary measures to correct wetland damage due to lack of hydraulic and ecological connectivity.

(d) Any work that results in flooding, results in impacts to wetlands on either side of the wetland crossing in excess of Category 1 thresholds, or impacts wetland drainage from the upgradient side of the wetland crossing does not qualify for Category 1.

24. Discharge of Pollutants.

(a) All activities involving any discharge of pollutants into waters of the U.S., including wetlands, authorized under this GP shall be consistent with applicable water quality standards, effluent limitations, standards of performance, prohibitions, and pretreatment standards and management practices established pursuant to the Clean Water Act (CWA) (33 USC 1251), and applicable state and local laws. If applicable water quality standards, limitations, etc., are revised or modified during the term of this GP, the authorized work shall be modified to conform with these standards within six months of the effective date of such revision or modification, or within a longer period of time deemed reasonable by the Corps in consultation with the EPA. Issuance of a LURC or DEP NRPA permit confirms that state water quality standards are met.

(b) All projects authorized by this GP shall be designed, constructed and operated to minimize or eliminate the discharge of pollutants.

(c) All activities involving any discharge of pollutants into waters of the U.S., including wetlands, authorized under this GP must comply with Section 402 [33 U.S.C. 1342] of the CWA and the requirements of the National Pollutant Discharge Elimination System (40 CFR 122).

25. Spawning, Breeding and Migratory Areas. Activities and impacts such as excavations, discharges of dredged or fill material, and/or suspended sediment producing activities, in fish migratory areas, fish and shellfish spawning or nursery areas, or amphibian and migratory bird breeding areas, during spawning or breeding seasons shall be avoided and minimized to the maximum extent practicable.

26. Storage of Seasonal Structures. Coastal structures, such as pier sections and floats, that are removed from the waterway for a portion of the year (often referred to as seasonal structures) shall be stored in an upland location located above mean high water (MHW) and not in tidal wetlands or mudflats. These seasonal structures may be stored on the fixed, pile-supported portion of the structure that is seaward of MHW. This is intended to prevent structures from being stored on the marsh substrate, mudflats, or the substrate seaward of MHW. Seasonal storage of structures in navigable waters, e.g., in a protected cove on a mooring, requires Corps and local harbormaster approval.

27. Environmental Functions and Values. The permittee shall make every reasonable effort to carry out the construction or operation of the work authorized herein in a manner that maintains as much as is practicable, and minimize any adverse impacts on existing fish, wildlife, and natural environmental functions and values.

28. Protection of Vernal Pools (VPs).

(a) Impacts to VP Management Areas¹ for all VPs on, and known VPs surrounding, the project site shall be minimized to the maximum extent practicable.

(b) The following management practices must be followed for all work within the VP Management Area (750' of a VP's edge) of all VPs in order to qualify for Category 1 when there is fill placed in a water of the U.S., including wetlands:

i. Similar to the DEP's Significant Wildlife Habitat regulations²:

1. No disturbance within the VP Depression or VP Envelope (area within 100 feet of the VP Depression's edge)³;
2. Maintain a minimum of 75% of the Critical Terrestrial Habitat (area within 100-750 feet of the VP Depression's edge) as unfragmented forest with at least a partly-closed canopy of overstory trees to provide shade, deep litter and woody debris³;
3. Maintain or restore forest corridors connecting wetlands and significant vernal pools;
4. Minimize forest floor disturbance; and
5. Maintain native understory vegetation and downed woody debris.

ii. Cape Cod style-curbings or no curbing options shall be used on new roads to facilitate amphibian passage².

(c) For work not complying with the requirements in (b) above, applicants shall submit an application to the Corps for at least Category 2 review with information on directional buffers in accordance with the VP Directional Buffer Guidance document². Conservation of the unimpacted area within the VP Management Area will often be required.

(d) GC 2 requires applicants to delineate or approximately identify on the project plans all waters of the U.S., which include vernal pools. Appendix A, Page 1 lists VP Category 1 thresholds.

29. Invasive Species.

(a) The introduction, spread, or the increased risk of invasion of invasive plant or animal species on the project site, into new or disturbed areas, or areas adjacent to the project site caused by the site work is prohibited (see Appendix E, Paragraph 6).

(b) Unless otherwise directed by the Corps, all applications for Category 2 inland projects and Category 2 coastal fill projects proposing fill in Corps jurisdiction shall include an Invasive Species Control Plan (ISCP) (see Appendix E, Paragraph 6).

30. Cranberry Development Projects. For cranberry development projects authorized under the GP, the following conditions apply:

(a) If a cranberry bog is abandoned for any reason, the area must be allowed to revert to natural wetlands unless an Individual Permit is obtained from the Corps allowing the discharge of fill for an alternate use.

¹ The Corps VP Management Area, which includes the VP and a 750' radius from the VP's edge, is defined at Appendix A, Endnote 5.

² Appendix E, 10(a)-(d) provides links to the state's Significant Wildlife Habitat regulations and references that provide impact minimization measures to reference when designing projects.

³ The no disturbance requirement in the VP envelope [see (b)(i)(1)], and (b)(i)(2), do not apply to temporary impacts associated with construction mats in previously disturbed areas of existing utility project (e.g., transmission lines, gas pipelines) or linear transportation project (e.g., roads, highways, railways, trails, airport runways and taxiways) right-of-ways provided there is a Vegetation Management Plan that avoids, minimizes and mitigates impacts to aquatic resources.

- (b) No stream diversion shall be allowed under Category 1 of this GP.
- (c) No impoundments of intermittent or perennial streams shall be allowed under Category 1 and an application to the Corps is required for at least Category 2 review.
- (d) The project shall be designed and constructed to not cause flood damage on adjacent properties.

31. Inspections. The permittee shall allow the Corps to make periodic inspections at any time deemed necessary in order to ensure that the work is being or has been performed in accordance with the terms and conditions of this GP. The Corps may also require post-construction engineering drawings for completed work or post-dredging survey drawings for any dredging work.

To facilitate these inspections, the permittee shall complete and return to the Corps:

- For Category 1 projects, the Category 1 Notification Form (Appendix B).
- For Category 2 projects, the 1) Work-Start Notification Form and 2) Compliance Certification Form whenever either is provided with a Category 2 authorization letter.

32. Maintenance.

(a) The permittee shall maintain the work authorized herein in good condition and in conformance with the terms and general conditions of this permit.

(b) This does not include maintenance of dredging projects. Each maintenance dredging event exceeding the Category 1 thresholds (see Appendix A, Page 6) requires a new written Corps authorization unless an unexpired, written Corps authorization specifies that the permittee may “dredge and maintain” an area for a particular time period. Category 1 or 2 maintenance dredging includes only those areas and depths previously authorized and dredged.

(c) Some maintenance activities may not be subject to regulation under Section 404 in accordance with 33 CFR 323.4(a)(2) (see Appendix A, Endnote 7).

33. Property Rights. This PGP does not convey any property rights, either in real estate or material, or any exclusive privileges, nor does it authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations.

34. Transfer of GP Verifications. When the structures or work authorized by this GP are still in existence at the time the property is transferred, the terms and conditions of this GP, including any special conditions, will continue to be binding on the entity or individual who received the GP verification, as well as the new owner(s) of the property. The permittee may transfer responsibilities and obligations under the GP verification to the new owner by submitting a letter to the Corps (see Appendix D for address) to validate the transfer. A copy of the GP verification must be attached to the letter and the letter must contain the following statement and signature: “When the structures or work authorized by this GP are still in existence at the time the property is transferred, the terms and conditions of this GP, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this GP and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.”

35. Modification, Suspension, and Revocation. This GP or any work authorized under Category 1 or 2 may be either modified, suspended, or revoked, in whole or in part, pursuant to the policies and procedures of 33 CFR 325.7. Any such action shall not be the basis for any claim for damages against the United States.

36. Restoration Directive. The permittee, upon receipt of a notice of revocation of authorization under this GP, shall restore the wetland or waterway to its former condition without expense to the United States and as directed by the Secretary of the Army or his authorized representative. If the permittee fails

to comply with such a directive, the Secretary or his designee may restore the wetland or waterway to its former condition, by contract or otherwise, and recover the cost from the permittee.

37. Special Conditions. The Corps may independently, or at the request of the Federal resource agencies, impose other special conditions on a project authorized pursuant to this GP that are determined necessary to minimize adverse navigational and/or environmental effects or based on any other factor of the public interest. Failure to comply with all conditions of the authorization, including special conditions, constitutes a permit violation and may subject the permittee to criminal, civil, or administrative penalties and/or an ordered restoration.

38. False or Incomplete Information. If the Corps makes a determination regarding the eligibility of a project under this GP and subsequently discovers that it has relied on false, incomplete, or inaccurate information provided by the permittee, the GP authorization shall not be valid and the U.S. government may institute appropriate legal proceedings.

39. Abandonment. If the permittee decides to abandon the activity authorized under this GP, unless such abandonment is merely the transfer of property to a third party, he/she may be required to restore the area to the satisfaction of the Corps.

40. Enforcement Cases. This GP does not apply to any existing or proposed activity in Corps jurisdiction associated with an on-going Corps or EPA enforcement action, until such time as the enforcement action is resolved or the Corps and/or EPA as appropriate determines that the activity may proceed independently without compromising the enforcement action.

41. Duration of Authorization. This GP expires on October 11, 2015. Activities authorized under this GP that have commenced (i.e., are under construction) or are under contract to commence before this GP expires will have until October 11, 2016 to complete the activity under the terms and conditions of the current GP.

42. Previously Authorized Activities.

(a) Projects that have received authorization (Category 1 or 2) from the Corps and that were completed under the previous PGPs, nationwide permits, regional general permits or letters of permission, shall remain authorized.

(b) Activities authorized pursuant to 33 CFR Part 330.3 (“Activities occurring before certain dates”) are not affected by this GP.

(c) Any work not commenced nor completed that was authorized in a written letter from the Corps under the PGP in effect between October 11, 2005 and October 11, 2010 remains authorized subject to the terms and general conditions of this GP along with any special conditions in the authorizing written letter.

43. NEPA Compliance. The Maine PGP was authorized in full compliance with Council for Environmental Quality (“CEQ”) NEPA regulations. The Corps has determined that individual permit actions taken under the terms and conditions of the PGP are not a major federal action significantly affecting the quality of the human environment.


District Engineer
10/12/10
Date

APPENDIX A: DEFINITION OF CATEGORIES

<p>A. INLAND WATERS AND WETLANDS</p>	<p>Inland Waters and Wetlands: Waters that are regulated under Section 404 of the Clean Water Act, including rivers, streams, lakes, ponds and wetlands, and excluding Section 10 Navigable Waters of the U.S. The jurisdictional limits are the ordinary high water (OHW) mark in the absence of adjacent wetlands, beyond the OHW mark to the limit of adjacent wetlands when adjacent wetlands are present, and the wetland limit when only wetlands are present. For the purposes of this GP, fill placed in the area between the mean high water (MHW) and the high tide line (HTL), and in the bordering and contiguous wetlands¹ to tidal waters are reviewed in the Navigable Waters section. (See II. Navigable Waters on page 4 below.)</p>
<p>ACTIVITY</p>	<p>Projects not meeting Category 1 require an application for review as a Category 2 or Individual Permit project. All Category 1 and 2 projects must comply with all of this GP's applicable terms (Pages 1 – 4) and general conditions (Pages 5–18).</p>
<p>(a) NEW FILL/ EXCAVATION DISCHARGES</p> <p>(You must reference (b) – (e) below for other thresholds that may be relevant to your project.)</p>	<p style="text-align: center;">CATEGORY 1</p> <p>1. <15,000 square feet (SF) (in LURC or DEP territories) of inland waterway and/or wetland fill and associated secondary impacts² (e.g., areas drained, flooded, fragmented, mechanically cleared or excavated). Fill area includes all temporary and permanent fill, and regulated discharges associated with excavation. Construction mats are considered as fill. [See General Condition (GC) 18(g.) <u>Provided:</u></p> <ul style="list-style-type: none"> • Historic fill + proposed impact area <15,000 SF and subdivision fill complies with GC 5, Single and Complete Projects. • No work in special aquatic sites (SAS)⁴ other than wetlands. <p>2. Construction mats⁴ of any area necessary to conduct activities that were previously authorized, authorized under Category 1, or not subject to regulation (see Endnote 7). Authorized construction mats must be in place for <3 months, removed immediately upon work completion, and the wetlands must be restored (see GC 19).</p> <p>3. For work in Vernal Pool (VP) Management Areas (includes VPs)⁵:</p> <ul style="list-style-type: none"> • See GC 2 and Appendix C for VP delineation requirements. • See GC 28 to determine if work qualifies for Category 1 or 2. • See Appendix E, Page 3 for VP documents providing mitigation guidance. <p style="text-align: center;">CATEGORY 2</p> <p>1. ≥15,000 square feet (SF) (in LURC or DEP territories) to <3 acres of inland waterway and/or wetland fill and associated secondary impacts (e.g., areas drained, flooded, fragmented, or excavated). Fill area includes all temporary and permanent fill, and regulated discharges associated with excavation. Mechanical clearing without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for Category 2 at the discretion of the Corps.</p> <p>2. Specific activities with impacts of any area ≥15,000 SF required to affect the containment, stabilization, or removal of hazardous or toxic waste materials that are performed, ordered, or sponsored by a government agency with established legal or regulatory authority. Wetlands must be restored in place.</p> <p>3. Temporary structures, work, and discharges (including construction mats⁴) ≥15,000 SF necessary for construction activities or access fills or dewatering of construction sites, provided that the associated primary activity is authorized by the Corps, authorized under Category 1, or not subject to Corps regulation. GCs 16 -19 are particularly relevant.</p> <p style="text-align: right;">See GC 2 and Appendix C for wetland delineation requirements.</p>

ACTIVITY	CATEGORY 1	CATEGORY 2
<p>(b) BANK STABILIZATION PROJECTS</p>	<p>1. Inland bank stabilization <500 FT long and <1 CY of fill per linear foot below OHW, provided:</p> <ul style="list-style-type: none"> • ≤1 cubic yard of fill per linear foot placed along the bank waterward of ordinary high water. • Work complies with the GCs (GC 20 in particular), including: <ul style="list-style-type: none"> ○ No structures angled steeper than 1H:1V allowed. Only rough-faced stone or fiber roll revetments allowed. ○ No in-stream work involving fill or excavation in flowing waters (see GC 22(h)). • In-stream work limited to Jul 15 - Oct 1 [see GC 22 (l)]. • No work in vernal pools⁵ or SAS³. • GC 10 Endangered Species and GC 11 Essential Fish Habitat are particularly relevant. 	<p>1. Inland bank stabilization ≥500 FT long and/or ≥1 CY of fill per linear foot, or any amount with fill in wetlands.</p>
<p>(c) RIVER/ STREAM/ BROOK WORK & CROSSINGS and WETLAND CROSSINGS</p>	<p>1. River, stream and brook work and crossings:</p> <ul style="list-style-type: none"> • Must comply with GC 22 in particular, including: <ul style="list-style-type: none"> ○ No slip lining [see GC 22 (g)]. ○ No in-stream work involving fill or excavation in flowing waters [see GC 22(h)]. ○ In-stream work limited to Jul 15 - Oct 1 [see GC 22 (l)]. • No work in riffles and pools³. • No stream relocations. • No dams or dikes⁶. • Work in areas designated as Atlantic salmon critical habitat or occupied by listed Atlantic salmon, or any other area occupied by a listed species is not eligible for Category 1 (see GC 10). • No work in EFH streams except for the activities stated in GC 11. <p>2. Wetland crossings must comply with the particularly relevant GC 23.</p>	<p>1. Work not qualifying for Category 1.</p>

ACTIVITY	CATEGORY 1	CATEGORY 2
(d) REPAIR, REPLACEMENT, & MAINTENANCE OF AUTHORIZED FILLS	<p>1. Repair or maintenance of existing, currently serviceable, authorized fills with no expansion or change in use:</p> <ul style="list-style-type: none"> • Conditions of the original authorization apply • Minor deviations in fill design allowed.⁷ • The repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events is authorized, provided the repair, rehabilitation, or replacement is commenced, or is under contract to commence, within two years of the date of their destruction or damage. 	<p>2. Replacement of non-serviceable fills, or repair/maintenance of serviceable fill, with expansion <3 acres, or with a change in use.</p>
(e) MISCELL-ANEOUS	<p>1. Activities required for the containment and cleanup of oil and hazardous substances that are subject to the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300) provided that the work is done in accordance with the Spill Control and Countermeasure Plan required by 40 CFR 112.3 and any existing state contingency plan and provided that the Regional Response Team (if one exists in the area) concurs with the proposed containment and cleanup action. SAS³ must typically be restored in place at the same elevation.</p> <p>2. Scientific measurement devices whose purpose is to measure and record scientific data, such as staff gages, water recording devices, water quality testing and improvement devices, and similar structures. This excludes any biological sampling devices. Structures may not restrict movement of aquatic organisms.</p> <p>3. Survey activities, such as core sampling, seismic exploratory operations, plugging of seismic shot holes and other exploratory-type bore holes, exploratory trenching, soil surveys, sampling, and historic resources surveys (but not recovery). Exploratory trenches must be restored in accordance with GC 19. The construction of temporary pads is authorized provided the discharge doesn't exceed 25 CY. This doesn't authorize permanent structures or the drilling and the discharge of excavated material from test wells for oil and gas exploration (the plugging of such wells is authorized).</p> <p>4. Any work not commenced nor completed that was authorized in a written letter from the Corps under the PGP in effect between October 11, 2005 and October 11, 2010. The terms and general conditions of this GP apply along with any special conditions in the written authorization.</p>	<p>1. Aquatic habitat restoration, establishment, and enhancement of wetlands and riparian areas and the restoration and enhancement of streams and other open waters with impacts of any area $\geq 15,000$ SF, provided those activities result in net increase in overall aquatic resource functions and services.⁸</p> <p>2. Projects where an EIS is required by the Corps are not eligible for Category 2.</p>

<p>II. NAVIGABLE WATERS</p>	<p>Navigable Waters of the United States: Waters that are subject to the ebb and flow of the tide and/or the tidal and non-tidal portions of the Federally designated navigable waters (the Penobscot River, Kennebec River, and Lake Umbagog) (Section 10 Rivers and Harbors Act of 1899). The jurisdictional limits are the mean high water (MHW) line in tidal waters and the ordinary high water (OHW) mark in non-tidal portions of the federally designated navigable rivers. For the purposes of this GP, fill placed in the area between the mean high water (MHW) and the high tide line (HTL), and in the bordering and contiguous wetlands¹ to tidal waters are also reviewed in this Navigable Waters section.</p> <p>Projects not meeting Category 1 require an application for review as a Category 2 or Individual Permit project.</p> <p>All Category 1 and 2 projects must comply with all of this GP's applicable terms (Pages 1 - 4) and general conditions (Pages 5 - 18).</p>	
<p>ACTIVITY</p>	<p>CATEGORY 1</p>	<p>CATEGORY 2</p>
<p>(a) FILL</p>	<p>1. Discharges of dredged or fill material incidental to the construction of bridges across navigable waters of the U.S., including cofferdams, abutments, foundation seals, piers, and temporary construction and access fills provided the U.S. Coast Guard authorizes such discharges as part of the bridge permit or appropriate approval. Causeways and approach fills are not included in this category and require Category 2 or Individual Permit authorization.</p> <p>2. Bank stabilization projects <200 linear feet:</p> <ul style="list-style-type: none"> • ≤1 cubic yard of fill per linear foot placed along the bank waterward of high tide line. No fill or equipment will occur in SAS³. • Work conducted in the intertidal zone must be conducted in-the-dry during low water, or between Nov. 8 – Apr. 9. • No structures angled steeper than 1H:1V and only rough-faced stone or fiber roll revetments allowed. • No driving of piles or sheeting. <p>3. For 1 and 2 above:</p> <ul style="list-style-type: none"> • Project proponents must contact the USFWS for work on coastal beaches to ensure no impacts to piping plovers, roseate terns or their habitat [see GC 10(b)iii]. 	<p>1. <1 acre temporary or permanent fill, excavation and/or secondary impacts (e.g., areas drained, flooded, fragmented or mechanically cleared). Fill area includes all temporary and permanent waterway fills, provided:</p> <ul style="list-style-type: none"> • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF.
<p>(b) STREAM WORK & CROSSINGS, and WETLAND CROSSINGS</p>	<p>1. No new fill for crossings allowed.</p>	<p>1. New crossings or replacement crossings that do not fit the (c) Repair and Maintenance activity below.</p>

ACTIVITY	CATEGORY 1	CATEGORY 2
<p>(c) REPAIR AND MAINTENANCE WORK</p>	<p>1. Repair, replacement in-kind, or maintenance⁷ of existing, currently serviceable⁷, authorized structures or fills:</p> <ul style="list-style-type: none"> • Conditions of the original authorization apply. • No substantial expansion or change in use. • Must be rebuilt in same footprint, however minor deviations in structure design allowed⁷. • The repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events is authorized, provided the repair, rehabilitation, or replacement is commenced, or is under contract to commence, within two years of the date of their destruction or damage. Minor deviations for work involving piles shall adhere to one of the 4 methods in a - d below: <ul style="list-style-type: none"> a. Piles installed in-the-dry during low water or in-water between Nov. 8th - Apr. 9th, or b. Must be drilled and pinned to ledge, or c. Vibratory hammers used to install any size and quantity of wood, concrete or steel piles, or d. Impact hammers limited to one hammer and <50 piles installed/day with the following: wood piles of any size, concrete piles ≤18-inches diameter, steel piles <12-inches diameter if the hammer is ≤3000 lbs and a wood cushion is used between the hammer and steel pile, and <ul style="list-style-type: none"> • For b – d above: <ul style="list-style-type: none"> ○ In-water noise levels shall not exceed >187dB SEL re 1μPa or 206dB peak re 1μPa at a distance >10m from the pile being installed, and ○ In-water noise levels >155dB peak re 1μPa shall not exceed 12 consecutive hours on any given day and a 12 hour recovery period (i.e., in-water noise below 155dB peak re 1μPa) must be provided between work days. • For a – d above: <ul style="list-style-type: none"> ○ Work is not eligible for Category 1 if conducted in tidal portions of the Penobscot river upstream of a line extending from Turner point in Castine to Moose Point (formerly squaw point) on Cape Jellison in Stockton Springs or in tidal portions of the Kennebec or Androscoggin Rivers upstream of a line extending from Doubling point in Arrowsic to Hospital Point in West Bath. 	<p>CATEGORY 2</p> <p>1. Replacement of non-serviceable structures and fills or repair/maintenance of serviceable structures or fills, with fill, replacement or expansion <1 acre, or with a change in use.</p>

ACTIVITY	CATEGORY 1	CATEGORY 2
<p>(d) DREDGING AND ASSOCIATED DISPOSAL</p>	<p>1. Maintenance dredging¹⁰ for navigational purposes <1,000 CY with upland disposal. Includes return water from upland contained disposal area, provided:</p> <ul style="list-style-type: none"> • Proper siltation controls are used. • Dredging & disposal operation limited to Nov. 8 – Apr. 9. • No impact to SAS³. • No dredging in intertidal areas. • No dredging in areas considered occupied by listed Atlantic salmon [see GC 10(b)(ii)]. • For dredging in waters outside of Atlantic salmon critical habitat, applicants must contact NMFS (Appendix D) to ensure no impacts to listed species such as shortnose sturgeon. • Project proponents must contact the USFWS for work on coastal beaches to ensure no impacts to piping plovers, roseate terns or their habitat [see GC 10(c)]. 	<p>1. Maintenance dredging¹⁰ ≥1,000 CY, new dredging <25,000 CY, or projects not meeting Category 1. Includes return water from upland contained disposal areas. Disposal includes:</p> <ul style="list-style-type: none"> • Upland. • Beach nourishment (above mean high water) of any area provided dredging's primary purpose is navigation or sand is from an upland source. • Open water & confined aquatic disposal, if Corps finds the material suitable. <p>2. Beach nourishment associated with dredging when the primary purpose is not navigation requires at least a Category 2 review.</p> <p>3. Maintenance or new dredging¹⁰ and/or disposal in or affecting a SAS³ requires an Individual Permit. See II(a) above for dredge disposal in wetlands or waters.</p>
<p>(e) MOORINGS</p>	<p>1. Private, non-commercial, non-rental, single-boat moorings, provided:</p> <ul style="list-style-type: none"> • Authorized by the local harbormaster/town. • Not associated with any boating facility.¹¹ • Boat or mooring not located in a Federal Navigation Project¹² other than a Federal Anchorage¹². Moorings in Federal Anchorage not associated with a boating facility¹¹ and are not for rent. • No interference with navigation. • No new moorings located in SAS³. Prior to installation of moorings, a site-specific eelgrass survey should be conducted to document that eelgrass is not present. • When existing, authorized moorings in SAS³ are going to be replaced, they shall be replaced with elastic mooring systems that prevent mooring chains from resting or dragging on the bottom substrate at all tides and helical anchors, or equivalent SAS protection systems where practicable. <p>2. Minor relocation of previously authorized moorings and moored floats, provided:</p> <ul style="list-style-type: none"> • Authorized by the local harbormaster/town. • Not located in SAS³ • No interference with navigation. • Cannot be relocated into a Federal Navigation Project¹² other than a Federal Anchorage¹² 	<p>1. Moorings associated with a boating facility¹¹. An eelgrass¹⁴ survey may be required.</p> <p>2. Moorings that don't meet the terms in Category 1 and don't require an Individual Permit. This includes private moorings with no harbormaster or means of local approval.</p> <p>3. Moorings located such that they, and/or vessels docked or moored at them, are within the buffer zone of the horizontal limits¹³ of a Federal Channel¹². (See Appendix F.) The buffer zone is equal to 3 times the authorized depth of that channel.</p> <p>4. An IP is required for moorings within the horizontal limits¹¹, or with moored vessels that extend, into the horizontal limits of a Federal Navigation Project¹², except those in Federal Anchorages¹².</p> <p>For 1-4 above, siting of new individual moorings in SAS³, including eelgrass¹⁴, should be avoided to the maximum extent practicable. If SAS³ cannot be avoided, plans should show elastic mooring systems that prevent mooring chains from resting or dragging on the bottom substrate at all tides and helical anchors, or equivalent SAS protection systems, where practicable.</p>

ACTIVITY	CATEGORY 1	CATEGORY 2
<p>(f) STRUCTURES AND FLOATS</p>	<p>1. Reconfiguration of existing, authorized structures or floats.</p> <p><u>Provided:</u></p> <p>a. Piles shall adhere to one of the 4 methods in (i) –(iv) below:</p> <ul style="list-style-type: none"> i. Piles installed in-the-dry during low water or in-water between Nov. 8th - Apr. 9th, or ii. Must be drilled and pinned to ledge, or iii. Vibratory hammers used to install any size and quantity of wood, concrete or steel piles, or iv. Impact hammers limited to one hammer and <50 piles installed/day with the following: wood piles of any size, concrete piles ≤18-inches diameter, steel piles <12-inches diameter if the hammer is ≤3000 lbs and a wood cushion is used between the hammer and steel pile. <p>b. For (ii) – (iv) above:</p> <ul style="list-style-type: none"> i. In-water noise levels shall not exceed > 187dB SEL re 1µPa or 206dB peak re 1µPa at a distance >10m from the pile being installed, and ii. In-water noise levels >155dB peak re 1µPa shall not exceed 12 consecutive hours on any given day and a 12 hour recovery period (i.e., in-water noise below 155dB peak re 1µPa) must be provided between work days. <p>c. For (i) –(iv) above:</p> <ul style="list-style-type: none"> i. Work is not eligible for Category 1 if conducted in tidal portions of the Penobscot river upstream of a line extending from Turner point in Castine to Moose Point (formerly squaw point) on Cape Jellison in Stockton Springs or in tidal portions of the Kennebec or Androscoggin Rivers upstream of a line extending from Doubling point in Arrowsic to Hospital Point in West Bath. 	<p>CATEGORY 2</p> <p>1. Private structures or floats, including floatways/skidways, built to access waterway (seasonal and permanent)</p> <p>2. Expansions to existing boating facilities¹¹.</p> <p>For 1 & 2 above, compliance with the following design standards is not required but recommended:</p> <ul style="list-style-type: none"> • Pile-supported structures <400 SF, with attached floats totaling ≤200 SF. • Bottom anchored floats ≤200 SF. • Structures are ≤4’ wide and have at least a 1:1 height:width ratio¹¹. • Floats supported a minimum of 18” above the substrate during all tides. • Structures & floats not located within 25’ of any eelgrass⁸. • Moored vessels not positioned over SAS⁴. • No structure located within 25’ of the riparian property boundary without written approval from the abutter(s). • No structure extends across >25% of the waterway width at mean low water. • Not located within the buffer zone of the horizontal limits¹³ of a Corps Federal Navigation Project (FNP) (App. F). The buffer zone is equal to three times the authorized depth of that FNP. <p>3. An Individual Permit is required for structures or floats, including floatways/skidways, located such that they and/or vessels docked or moored at them are within the horizontal limits¹³ of a Corps Federal Navigation Project¹² (see App. F).</p> <p>4. An Individual Permit is required for structures & floats associated with a new or previously unauthorized boating facility¹¹.</p>

ACTIVITY	CATEGORY 1	CATEGORY 2
(g) MISCELL-ANEEOUS	<p>1. Temporary buoys, markers, floats, etc. for recreational use during specific events, provided they are removed within 30 days after use is discontinued.</p> <p>2. The placement of aids to navigation and regulatory markers which are approved by and installed in accordance with the requirements of the U.S. Coast Guard. (See 33 CFR 66, Chapter I, subchapter C).”</p> <p>3. Activities required for the containment and cleanup of oil and hazardous substances that are subject to the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300) provided that the work is done in accordance with the Spill Control and Countermeasure Plan required by 40 CFR 112.3 and any existing state contingency plan and provided that the Regional Response Team (if one exists in the area) concurs with the proposed containment and cleanup action. SAS³ must typically be restored in place at the same elevation.</p> <p>4. Fish and wildlife harvesting, enhancement, and attraction devices and activities such as pound nets, crab traps, crab dredging, eel pots, lobster traps, and clam and oyster digging, and small fish attraction devices such as open water fish concentrators (sea kites, etc.). This does not authorize artificial reefs or impoundments and semi-impoundments of waters of the U.S. for the culture or holding of motile species such as lobster, or the use of covered oyster trays or clam racks. No activity that results in a hazard to navigation. Note: A Category 1 Notification Form is not required for these devices and activities.</p> <p>5. Scientific measurement devices whose purpose is to measure and record scientific data, such as staff gages, water recording devices, water quality testing and improvement devices, and similar structures. Structures may not restrict movement of aquatic organisms. No activity results in a hazard to navigation.</p> <p>6. Survey activities such as exploratory drilling, surveying and sampling activities, excluding any biological sampling devices. Does not include oil and gas exploration and fill for roads or construction pads. No activity results in a hazard to navigation. Applicants must contact NMFS to ensure no impacts to listed species.</p>	<p>1. Structures or work in or affecting tidal or navigable waters, that are not defined under any of the previous headings listed above. Includes, but is not limited to, utility lines, aerial transmission lines, pipelines, outfalls, boat ramps, floatways/skidways, bridges, tunnels and horizontal directional drilling activities seaward of the mean high water line.</p> <p>2. Shellfish/finfish (other than Atlantic salmon), or other aquaculture facilities with no more than minimal individual and cumulative impacts to environmental resources or navigation. –Aquaculture guidelines are provided at: www.maine.gov/dmr/aquaculture/index.htm.</p> <p>3. Specific activities with impacts of any area required to affect the containment, stabilization, or removal of hazardous or toxic waste materials that are performed, ordered, or sponsored by a government agency with established legal or regulatory authority. Wetlands must typically be restored in place at the same elevation to qualify.</p> <p>4. Aquatic habitat restoration, establishment and enhancement provided those activities are proactive and result in net increases in aquatic resource functions and services.⁸</p> <p>5. Projects where an EIS is required by the Corps are not eligible for Category 2.</p>

ACTIVITY	CATEGORY 1	CATEGORY 2
<p>(g) MISCELL-ANEIOUS (continued)</p>	<p>7. Shellfish seeding (brushing the flats⁹) projects.</p> <p>8. Marine railway work not eligible for maintenance⁷ (i.e. not currently serviceable⁷ or in non-compliance) may be replaced “in-kind” with minor deviations⁷ provided:</p> <ul style="list-style-type: none"> • Work is in the intertidal zone • No fill expansion below high tide line. • Work conducted in-the-dry during low water or in-water between Nov. 8 – Apr. 9. <p>9. Test plots <100 SF for the planting of wetland species native to the area. No grading, no structures, no plant growing devices and no interference with navigation, which require at least Category 2 review.</p> <p>10. Any work not commenced nor completed that was authorized in a written letter from the Corps under the PGP in effect between October 11, 2005 and October 11, 2010. The terms and general conditions of this GP apply along with any special conditions in the written authorization</p>	

Endnotes/Definitions

¹ **Bordering and Contiguous Wetlands:** A bordering wetland is immediately next to its adjacent waterbody and may lie at, or below, the ordinary high water mark (mean high water in navigable waters) of that waterbody and is directly influenced by its hydrologic regime. Contiguous wetlands extend landward from their adjacent waterbody to a point where a natural or manmade discontinuity exists. Contiguous wetlands include bordering wetlands as well as wetlands that are situated immediately above the ordinary highwater mark and above the normal hydrologic influence of their adjacent waterbody. Note, with respect to the federally designated navigable rivers, the wetlands bordering and contiguous to the tidally influenced portions of those rivers are reviewed under “II. Navigable Waters.”

² **Direct, Secondary, and Cumulative Impacts/Effects:**

Direct Impacts: The immediate loss of aquatic ecosystem within the footprint of the fill.

Secondary Impacts: These are effects on an aquatic ecosystem that are associated with a discharge of dredged or fill materials, but do not result from the actual placement of the dredged or fill material. Information about secondary effects on aquatic ecosystems shall be considered prior to the time final section 404 action is taken by permitting authorities. Some examples of secondary effects on an aquatic ecosystem are a) fluctuating water levels in all impoundment and downstream associated with the operation of a dam, b) septic tank leaching and surface runoff from residential or commercial developments on fill, and c) leachate and runoff from a sanitary landfill located in waters of the U.S. Put another way, secondary effects are those impacts outside the footprint of the fill that arise from and are associated with the discharge of dredged or fill material, including the operation of an activity or facility associated with the discharge. Examples may include habitat fragmentation; interruption of travel corridors for wildlife (for example, for amphibians that migrate to and from seasonal or vernal pools used as breeding habitat); hydrologic regime changes; and impacts from operation and maintenance activities for constructed facilities; such as noise/lighting, storm water runoff, and road kill of wetland dependent wildlife. Using the directions contained in the guidelines, we consider the circumstances of a proposed discharge and the project of which it is a part to evaluate the scope, extent, severity, and permanence of direct, secondary, and cumulative adverse effects upon the aquatic ecosystem.

Cumulative Impacts: The extent of past, present, and foreseeable developments in the area may be an important consideration in evaluating the significance of a particular project's impacts. Although the impacts associated with a particular discharge may be minor, the cumulative effect of numerous similar discharges can result in a large impact. Cumulative impacts should be estimated only to the extent that they are reasonable and practical.

³**Special Aquatic Sites:** Includes wetlands and saltmarsh, mudflats, riffles and pools, and vegetated shallows (predominantly comprised of eelgrass in Maine).

⁴**Construction Mats:** Constructions, swamp and timber mats (herein referred to as "construction mats") are generic terms used to describe structures that distribute equipment weight to prevent wetland damage while facilitating passage and providing work platforms for workers and equipment. They are comprised of sheets or mats made from a variety of materials in various sizes. A timber mat consists of large timbers bolted or cabled together. Corduroy roads, which are not considered to be construction mats, are cut trees and/or saplings with the crowns and branches removed, and the trunks lined up next to one another. Corduroy roads are typically installed as permanent structures. Like construction mats, they are considered as fill whether they're installed temporarily or permanently.

⁵**Vernal Pools:** A vernal pool, also referred to as a seasonal forest pool, is a temporary to semi-permanent body of water occurring in a shallow depression that typically fills during the spring or fall and may dry during the summer. Vernal pools have no permanent inlet or outlet and no viable populations of predatory fish. A vernal pool may provide the primary breeding habitat for wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*Ambystoma laterale*), and fairy shrimp (*Eubranchipus* sp.), as well as valuable habitat for other plants and wildlife, including several rare, threatened, and endangered species. A vernal pool intentionally created for the purposes of compensatory mitigation is included in this definition. For the purposes of this GP, the presence of any of the following species in any life stage in any abundance level/quantity would designate the waterbody as a vernal pool: fairy shrimp, blue spotted salamanders, spotted salamanders or wood frogs. The Corps may determine during a Category 2 review that a waterbody should not be regulated as a VP based on available evidence. For the purposes of this GP*, the VP Management Areas are the: Vernal Pool Depression (includes the vernal pool depression up to the spring or fall high water mark, and includes any vegetation growing within the depression), Vernal Pool Envelope (area within 100 FT of the VP Depression's edge) and Critical Terrestrial Habitat (area within 100-750 FT of the Vernal Pool Depression's edge). [*Note: Critical Terrestrial Habitat is defined as 100 -750 FT on page 243 of the document "Science and Conservation of Vernal Pools in Northeastern North America," Calhoun and deMaynadier, 2008, which is referenced in Appendix E, page 3, Paragraph 10(b).

⁶**Water Diversions:** Water diversions are activities such as bypass pumping or water withdrawals. Temporary flume pipes, culverts or cofferdams where normal flows are maintained within the stream boundary's confines aren't water diversions. "Normal flows" are defined as no change in flow from pre-project conditions.

⁷**Maintenance:** a) In accordance with 33 CFR 323.4(a)(2), any discharge of dredged or fill material that may result from any of the following activities is not prohibited by or otherwise subject to regulation under Section 404 of the CWA: "Maintenance, including emergency reconstruction of recently damaged parts, of currently serviceable structures such as dikes, dams, levees, groins, riprap, breakwaters, causeways, bridge abutments or approaches, and transportation structures. Maintenance does not include any modification that changes the character, scope, or size of the original fill design." Otherwise, the following work is regulated and subject to the Category 1 or 2 thresholds in Appendix A above: The repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3 – "Activities occurring before certain dates," provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification. b) Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, or current construction codes or safety standards that are necessary to make repair, rehabilitation, or replacement are authorized. c) Currently serviceable means useable as is or with some maintenance, but not so degraded as to essentially require reconstruction. d) No seaward expansion for bulkheads or any other fill activity is considered Category 1 maintenance. e) Only structures or fills that were previously authorized and are in compliance with the terms and condition of the original authorization can be maintained as a non-regulated activity under 33 CFR 323.4(a)(2), or in accordance with the Category 1 or 2 thresholds in Appendix A. f) The state's maintenance provisions may differ from the Corps and may require reporting and written authorization from the state. g) Contact the Corps to determine whether stream crossing replacements require a written application to the Corps for at least a Category 2 review.

⁸**Aquatic Habitat Restoration, Establishment and Enhancement:** The Corps will decide if a project qualifies and must determine in consultation with federal and state agencies that the net effects are beneficial. The Corps may refer to Nationwide Permit 27 published in the 3/12/07 Federal Register. Activities authorized here may include, but are not limited to: the removal of accumulated sediments; the installation, removal, and maintenance of small water control structures, dikes, and berms; the installation of current deflectors; the enhancement, restoration, or establishment of riffle and pool stream structure; the placement

of in-stream habitat structures; modifications of the stream bed and/or banks to restore or establish stream meanders; the backfilling of artificial channels and drainage ditches; the removal of existing drainage structures; the construction of small nesting islands in inland waters; the construction of open water areas; the construction of native shellfish species habitat over unvegetated bottom for the purpose of habitat protection or restoration in tidal waters; shellfish seeding; activities needed to reestablish vegetation, including plowing or discing for seed bed preparation and the planting of appropriate wetland species; mechanized land clearing to remove non-native invasive, exotic, or nuisance vegetation; and other related activities. Only native plant species should be planted at the site.

⁹ **Brushing the Flats:** The placement of tree boughs, wooden lath structure, or small-mesh fencing on mudflats to enhance recruitment of soft-shell clams (*Mya arenaria*).

¹⁰ **Maintenance Dredging:** This includes only those areas and depths previously authorized by the Corps and dredged.

¹¹ **Boating Facilities:** Facilities that provide for a fee, rent, or sell mooring space, such as marinas, yacht clubs, boat clubs, boat yards, town facilities, dockminiums, etc.

¹² **Federal Navigation Projects (FNPs):** FNPs are comprised of Federal Channels and Federal Anchorages. See Appendix F for their location and contact the Corps for more information. “Horizontal Limits” is the outer edge of an FNP. “Buffer Zone” is equal to three times the authorized depth of that channel.

¹³ **Horizontal Limits:** The outer edge of a Federal Navigation Project (FNP). See Appendix F and contact the Corps for information on FNP’s.

¹⁴ **Eelgrass (*Zostera marina*):** A type of rooted aquatic vegetation that exists in intertidal and shallow subtidal areas known as vegetated shallows. See www.nero.noaa.gov/hcd/ for eelgrass survey guidance.

¹⁵ **Structures:** The height of structures shall at all points be equal to or exceed the width of the deck. For the purpose of this definition, height shall be measured from the marsh substrate to the bottom of the longitudinal support beam.



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New England District

Appendix B: Category 1 Notification Form
(for all Inland and Navigable Water Projects
in Maine subject to Corps jurisdiction)

Two (2) weeks **before** work commences, submit this to the following mailing address or complete the form at www.nae.usace.army.mil/reg, “State General Permits,” “Maine.” Call (207) 623-8367 with any questions.

Maine Project Office
U.S. Army Corps of Engineers
New England District
675 Western Avenue #3
Manchester, Maine 04351

State Permit Number: _____
Date of State Permit: _____
State Project Manager: _____

Permittee: _____
Address, City, State & Zip: _____
Phone(s) and Email: _____

Contractor: _____
Address, City, State & Zip: _____
Phone(s) and Email: _____

Consultant/Engineer/Designer: _____
Address, City, State & Zip: _____
Phone(s) and Email: _____

Wetland/Vernal Pool Consultant: _____
Address, City, State & Zip: _____
Phone(s) and Email: _____

Project Location/Description: _____
Address, City, State & Zip: _____
Latitude/Longitude Coordinates: _____
Waterway Name: _____
Work Description: _____

Provide any prior Corps permit numbers: _____
Proposed Work Dates: Start: _____ Finish: _____

Area of wetland impact: _____ SF (leave blank if work involves structures & no fill in Navigable Waters)
Area of waterway impact: _____ SF (leave blank if work involves structures & no fill in Navigable Waters)
Area of compensatory mitigation provided: _____ SF

Work will be done under the following Appendix A categories (circle all that apply):

- I. Inland Waters and wetlands: a b c d e
- II. Navigable Waters: a b c d e f g

Your name/signature below, as permittee, indicates that you accept and agree to comply with the terms, eligibility criteria, and general conditions of Category 1 of the Maine General Permit.

Permittee Printed Name: _____

Permittee Signature: _____ Date: _____



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Appendix C: Information Typically Required for Department of the Army Permits (Category 2 & Individual Projects)

The following information may not be necessary for all projects. For a more comprehensive checklist, go to www.nae.usace.army.mil/reg “Forms” and then “Application and Plan Guideline Checklist.” Please check with our Maine office for project-specific requirements at (207) 623-8367.

All Projects:

- Corps application form ([ENG Form 4345](#)) as appropriate.
- Photographs of wetland/waterway to be impacted.
- Purpose of the project.
- Legible, reproducible black and white (no color) plans no larger than 11”x17” with bar scale. Provide locus map and plan views of the entire property.
- Typical cross-section views of all wetland and waterway fill areas and wetland replication areas.
- In navigable waters, show mean low water (MLW) and mean high water (MHW) elevations. Show the high tide line (HTL) elevations when fill is involved. In other waters, show ordinary high water (OHW) elevation.
- On each plan, show the following for the project:
 - Vertical datum and the NAVD 1988 equivalent with the vertical units as U.S. feet. Don’t use local datum. In coastal waters this may be mean higher high water (MHHW), mean high water (MHW), mean low water (MLW), mean low lower water (MLLW) or other tidal datum with the vertical units as U.S. feet. MLLW and MHHW are preferred. Provide the correction factor detailing how the vertical datum (e.g., MLLW) was derived using the latest National Tidal Datum Epoch for that area, typically 1983-2001.
 - Horizontal state plane coordinates in U.S. survey feet based on the [insert state grid system] for the [insert state] [insert zone] NAD 83.
- Show project limits with existing and proposed conditions.
- Limits of any Federal Navigation Project in the vicinity of the project area and horizontal State Plane Coordinates in U.S. survey feet for the limits of the proposed work closest to the Federal Navigation Project;
- Volume, type, and source of fill material to be discharged into waters and wetlands, including the area(s) (in square feet or acres) of fill in wetlands, below the ordinary high water in inland waters and below the high tide line in coastal waters.
- Delineation of all waterways and wetlands on the project site, including vernal pools:
 - Use federal delineation methods and include Corps wetland delineation data sheets. See GC 2; Endnotes 1, 3 and 14 in Appendix A; and www.nero.noaa.gov/hcd for eelgrass survey guidance.
 - Appendix A, (e) Moorings, contains eelgrass survey requirements for the placement of moorings.
 - Labels on the plans should indicate whether the federal wetland is also a ME DEP “Wetlands of Special Significance,” i.e, coastal wetland, great pond, or one of the eight “Freshwater Wetlands of Special Significance” such as “Critically imperiled or imperiled community,” “Significant wildlife habitat,” etc. [see Appendix E, 10(a)].
- For activities involving discharges of dredged or fill material into waters of the U.S., include a statement describing how impacts to waters of the U.S. are to be avoided and minimized, and either a statement describing how impacts to waters of the U.S. are to be compensated for (or a conceptual or detailed mitigation plan) or a statement explaining why compensatory mitigation should not be required for the proposed impacts. Please contact the Corps for guidance.

- Provide information on secondary and cumulative effects associated with the project (see GC 3).
- Indicate that application materials were submitted to the Maine Historic Preservation Commission (MHPC) and the appropriate tribes (see Section 3(d) on Page 4).
- The name(s) of federal endangered and threatened “listed species or habitat” present in the action area (see GC 10 and Appendix E).
- Identify and describe potential impacts to Essential Fish Habitat (see GC 11).
- Invasive Species Control Plan (see GC 29).

Information typically required for dredging projects:

- Sediment testing, including physical (e.g., grain-size analysis), chemical and biological testing. For projects proposing open water disposal, applicants are encouraged to contact the Corps as early as possible regarding sampling and testing protocols. Sampling and testing of sediments without such contact should not occur and if done, would be at the applicant’s risk.
- The area in square feet and volume of material to be dredged below mean high water.
- Existing and proposed water depths.
- Type of dredging equipment to be used.
- Nature of material (e.g., silty sand).
- Any existing sediment grain size and bulk sediment chemistry data for the proposed or any nearby projects.
- Information on the location and nature of municipal or industrial discharges and occurrence of any contaminant spills in or near the project area.
- Shellfish survey.
- Location of the disposal site (include locus sheet).
- Identify and describe potential impacts to Essential Fish Habitat (see GC 11).
- Delineation of submerged aquatic vegetation (e.g., eelgrass beds).

Appendix D: Contacts and Tribal Areas of Interest

1. **FEDERAL**

U.S. Army Corps of Engineers

Maine Project Office
675 Western Avenue #3
Manchester, Maine 04351
(207) 623-8367; (207) 623-8206 (fax)

Federal Endangered Species

U.S. Fish and Wildlife Service
Maine Field Office
17 Godfrey Drive, Suite 2
Orono, Maine 04473
(207) 866-3344; (207) 866-3351 (fax)

Wild and Scenic Rivers

National Park Service
North Atlantic Region
15 State Street
Boston, Massachusetts 02109
(617) 223-5203

Bridge Permits

Commander (obr)
First Coast Guard District
One South Street - Battery Bldg
New York, New York 10004
(212) 668-7021; (212) 668-7967 (fax)

Federal Endangered Species

National Marine Fisheries Service
Maine Field Office
17 Godfrey Drive Suite 1
Orono, ME 04473
(207) 866-7379; (978) 866-7342 (fax)

Federal Endangered Species & EFH

National Marine Fisheries Service
55 Great Republic Drive
Gloucester, Massachusetts 01930
(978) 281-9102; (978) 281-9301 (fax)

2. **STATE OF MAINE**

Maine Department of Environmental Protection (for State Permits & Water Quality Certifications)

Division of Land Resource Regulation
Bureau of Land and Water Quality
17 State House Station
Augusta, Maine 04333
(207) 287-7688

Eastern Maine Regional Office
106 Hogan Road
Bangor, Maine 04401
(207) 941-4570

Southern Maine Regional Office
312 Canco Road
Portland, Maine 04103
(201) 822-6300

Northern Maine Regional Office
1235 Central Drive - Skyway Park
Presque Isle, Maine 04769
(207) 764-0477

Maine Land Use Regulation Commission (LURC) (www.maine.gov/doc/lurc/offices.html)

22 State House Station
Augusta, Maine 04333-0022
(207) 287-2631; (207) 287-7439 (fax)

106 Hogan Rd, Suite 7
Bangor, Maine 04401
(207) 941-4052; (207) 941-4222 (fax)

Lakeview Drive
P.O. Box 1107
Greenville, Maine 04441
(207) 695-2466; (207) 695-2380 (fax)

45 Radar Road
Ashland, ME 04732-3600
(207) 435-7963; (207) 435-7184 (fax)

191 Main Street
East Millinocket, ME 04430
(207) 746-2244; (207) 746-2243 (fax)

(For CZM Determinations)

State Planning Office
Coastal Program
184 State Street
State House Station 38
Augusta, Maine 04333
(207) 287-1009

(For Aquaculture Leases)

Maine Department of Marine Resources
P.O. Box 8
West Boothbay Harbor, Maine 04575
(207) 633-9500

(For Submerged Lands Leases)

Maine Department of Conservation
Bureau of Parks and Lands
22 State House Station
Augusta, Maine 04333
(207) 287-3061

3. HISTORIC PROPERTIES

Maine Historic Preservation Commission
(MHPC)

State House Station 65
Augusta, Maine 04333-0065
(207) 287-2132; (207) 287-2335 (fax)

Aroostook Band of Micmacs

Attn: Victoria Higgins, Chief
7 Northern Road
Presque Isle, Maine 04769
(207) 764-1972; (207) 764-7667 (fax)

Houlton Band of Maliseet Indians

Attn: Sharri Venno, Environmental Planner
88 Bell Road
Littleton, Maine 04730
(207) 532-4273, x215; (207) 532-1883 (fax)
envplanner@maliseets.com

Passamaquoddy Tribe of Indians

Indian Township Reservation
Attn: Donald Soctomah, THPO
P.O. Box 301
Princeton, Maine 04668
(207) 796-2301; (207) 796-5256 (fax)

Passamaquoddy Tribe of Indians

Pleasant Point Reservation
Attn: Donald Soctomah, THPO
P.O. Box 343
Perry, Maine 04667
(207) 853-2600; (207) 853-6039 (fax)

Penobscot Indian Nation

Indian Island Reservation
Attn: Ms. Bonnie Newsom, THPO
12 Wabanaki Way
Indian Island, Maine 04468
(207) 817-7471; (207) 817-7450 (fax)

4. ORGANIZATIONAL WEBSITES:

Army Corps of Engineers, N.E. District
Army Corps of Engineers, Headquarters
Environmental Protection Agency
National Marine Fisheries Service
U.S. Fish and Wildlife Service
National Park Service
State of Maine
Maine Department of Environmental Protection
Maine Land Use Regulation Commission
State of Maine -Aquaculture Guidelines

www.nae.usace.army.mil/reg
www.usace.army.mil/CECW/Pages/cecwo_reg.aspx
www.epa.gov/owow/wetlands
www.nmfs.noaa.gov
www.fws.gov/mainefieldoffice
www.nps.gov/rivers/index.html
www.maine.gov
www.maine.gov/dep
www.maine.gov/doc/lurc
www.maine.gov/dmr/aquaculture/index.htm

Appendix E: Additional References

1. GC 2: Federal Jurisdictional Boundaries.

(a) Corps Wetlands Delineation Manual, regional supplements, and Corps Wetland Delineation Data Sheets: www.nae.usace.army.mil/reg and then “Wetlands and Jurisdictional Limits.”

(b) The USFWS publishes the 1988 National List of Plant Species that Occur in Wetlands (www.nwi.fws.gov).

The Natural Resources Conservation Service (NRCS) publishes the current hydric soil definition, criteria and lists: <http://soils.usda.gov/use/hydric>. For the Field Indicators for Identifying Hydric Soils in N.E., see www.neiwpcc.org/hydricsoils.asp.

2. GC 5:

Single and complete project means the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. For example, if construction of a residential development affects several different areas of a headwater or isolated water, or several different headwaters or isolated waters, the cumulative total of all filled areas should be the basis for deciding whether or not the project will be covered by Category 1 or 2.

The *Independent utility* test is used to determine what constitutes a single and complete project in the Corps regulatory program. A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

3. GC 10: Threatened and Endangered Species.

(a) The following NMFS site must be referenced to ensure that listed species or critical habitat are not present in the action area [GC 10(b)] or to provide information on federally-listed species or habitat [GC 10(e)]: www.nero.noaa.gov/prot_res/esp/ListE&Tspec.pdf. Contact the USFWS for information to check for the presence of listed species (see Appendix D for contact information).

(b) The Endangered Species Act Consultation Handbook – Procedures for Conducting Section 7 Consultations and Conferences, defines action area as “all areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action. [50 CFR 402.02].”

4. GC 11: Essential Fish Habitat.

As part of the PGP screening process, the Corps may coordinate with NMFS in accordance with the 1996 amendments to the Magnuson-Stevens Fishery Conservation and Management Act to protect and conserve the habitat of marine, estuarine and anadromous finfish, mollusks, and crustaceans. This habitat is termed “Essential Fish Habitat (EFH)”, and is broadly defined to include “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” There are EFH waters throughout inland and coastal waters in Maine. For additional information, see the EFH regulations 50 CFR 600 at www.nero.noaa.gov/hcd including the “Guide for EFH Descriptions” at www.nero.noaa.gov/hcd/list.htm. Additional information on the location of EFH can be obtained from NMFS (see Appendix D for contact information).

5. GC 16: Avoidance, Minimization and Compensatory Mitigation.

(a) See www.nae.usace.army.mil/reg and then “Mitigation” to view the April 10, 2008 “Final Compensatory Mitigation Rule” (33 CFR 332) and related documents. The Q&A document states: “In order to reduce risk and uncertainty and help ensure that the required compensation is provided, the rule establishes a preference hierarchy for mitigation options. The most preferred option is mitigation

bank credits, which are usually in place before the activity is permitted. In-lieu fee program credits are second in the preference hierarchy, because they may involve larger, more ecologically valuable compensatory mitigation projects as compared to permittee-responsible mitigation. Permittee-responsible mitigation is the third option, with three possible circumstances: (1) conducted under a watershed approach, (2) on-site and in kind, and (3) off-site/out-of-kind.

(b) Compensatory mitigation may take the form of wetland preservation, restoration, enhancement, creation, and/or in lieu fee (ILF) for inclusion into the Natural Resources Mitigation Fund for projects in DEP and LURC territories. Avoidance of wetland impacts will reduce the ILF dollar total for applicants. The ILF compensation program was established to provide applicants with a flexible compensation option over and above traditional permittee responsible compensation projects. See the Maine ILF Agreement at www.nae.usace.army.mil/reg, “Mitigation” and then “Maine,” or www.maine.gov/dep/blwq/docstand/nrpa/ILF_and_NRCP/index.htm.

6. GCs 19 and 29: Invasive Species.

(a) Information on what are considered “invasive species” is provided in our “Compensatory Mitigation Guidance” document at www.nae.usace.army.mil/reg under “Mitigation.” The “Invasive Species” section has a reference to our “Invasive Species Control Plan (ISCP) Guidance” document, located at www.nae.usace.army.mil/reg under “Invasive Species,” which provides information on preparing an ISCP.

(b) The June 2009 “Corps of Engineers Invasive Species Policy” is at www.nae.usace.army.mil/reg under “Invasive Species” and provides policy, goals and objectives.

7. GC 20: Bank Stabilization.

This generally eliminates bodies of water where the reflected wave energy may interfere with or impact on harbors, marinas, or other developed shore areas. A revetment is sloped and is typically employed to absorb the direct impact of waves more effectively than a vertical seawall. It typically has a less adverse effect on the beach in front of it, abutting properties and wildlife. See the Corps Coastal Engineering Manual [EM 1110-2-1100](#) at www.nae.usace.army.mil/reg under “Useful Links and Documents” for design and construction guidance.

8. GC 22: Stream Crossings and Work.

(a) Projects should be designed and constructed to ensure long-term success using the most recent manual located at www.nae.usace.army.mil/reg under “Stream and River Continuity,” currently “Stream Simulation: An Ecological Approach to Providing Passage for Aquatic Organisms at Road-Stream Crossings, by the U.S. Forest Service.” Section 5.3.3 is of particular importance. Sections 7.5.2.3 Construction Methods and 8.2.11 Stream-Simulation Bed Material Placement both show important steps in the project construction.

(b) For more information on High-Quality Stream Segments and their components see:

i. High-Quality Stream Segments are shown at www.maine.gov/dep/gis/datamaps.

ii. Class A Waters or Class AA Waters:

www.mainelegislature.org/legis/statutes/38/title38sec465.html, and

www.mainelegislature.org/legis/statutes/38/title38sec467.html.

iii. Outstanding river segments www.mainelegislature.org/legis/statutes/38/title38sec480-P.html.

(c) The Massachusetts Dam Removal and the Wetland Regulations guidance may be used to evaluate the positive and negative impacts of culvert replacement, including the loss of upstream wetlands, which may be offset by the overall benefits of the river restoration. See www.nae.usace.army.mil/reg and then “Stream and River Continuity.”

(d) The ME DOT’s document “Waterway and Wildlife Crossing Policy and Design Guide for Aquatic Organism, Wildlife Habitat, and Hydrologic Connectivity,” 3rd Edition, July 2008, may be used to

evaluate impacts to aquatic, wildlife and surface water resources when designing, constructing, repairing and maintaining stream crossings. Note: Adherence to this DOT document does not ensure compliance with this GP. Projects must comply with the requirements of this GP including GC 22 and the Corps General Stream Crossing Standards contained therein.

www.maine.gov/mdot/environmental-office-homepage/fishpassage/3rd%20edition%20-%20merged%20final%20version%207-01-08a1.pdf.

(e) GC 22(f): The Skidder Bridge Fact Sheet at www.nae.usace.army.mil/reg under “Stream and River Continuity” may be a useful temporary span construction method.

9. GC 23: Wetland Crossings. The Maine DEP’s crossing standards are at 06-096 DEP, Chapter 305: Permit by Rule, 9) Crossings (utility lines, pipes and cables).

www.maine.gov/dep/blwq/rules/NRPA/2009/305/305_effective_2009.pdf

10. GC 28: Protection of Vernal Pools.

(a) The state’s Significant Wildlife Habitat rules ([Chapter 335](#), Section 9(C) “Habitat management standards for significant vernal pool habitat”) are located at

www.maine.gov/dep/blwq/docstand/nrpapage.htm#rule under “Rules.”

(b) The following documents provide conservation recommendations:

i. Best Development Practices: Conserving pool-breeding amphibians in residential and commercial development in the northeastern U.S., Calhoun and Klemens, 2002. Chapter III, Management Goals and Recommendations, Pages 15 – 26, is particularly relevant. (Available for purchase at www.maineaudubon.org/resource/index.shtml and on Corps website*.)

ii. Science and Conservation of Vernal Pools in Northeastern North America, Calhoun and deMaynadier, 2008. Chapter 12, Conservation Recommendations section, Page 241, is particularly relevant. (Available for purchase via the internet. Chapter 12 is available on Corps website*.)

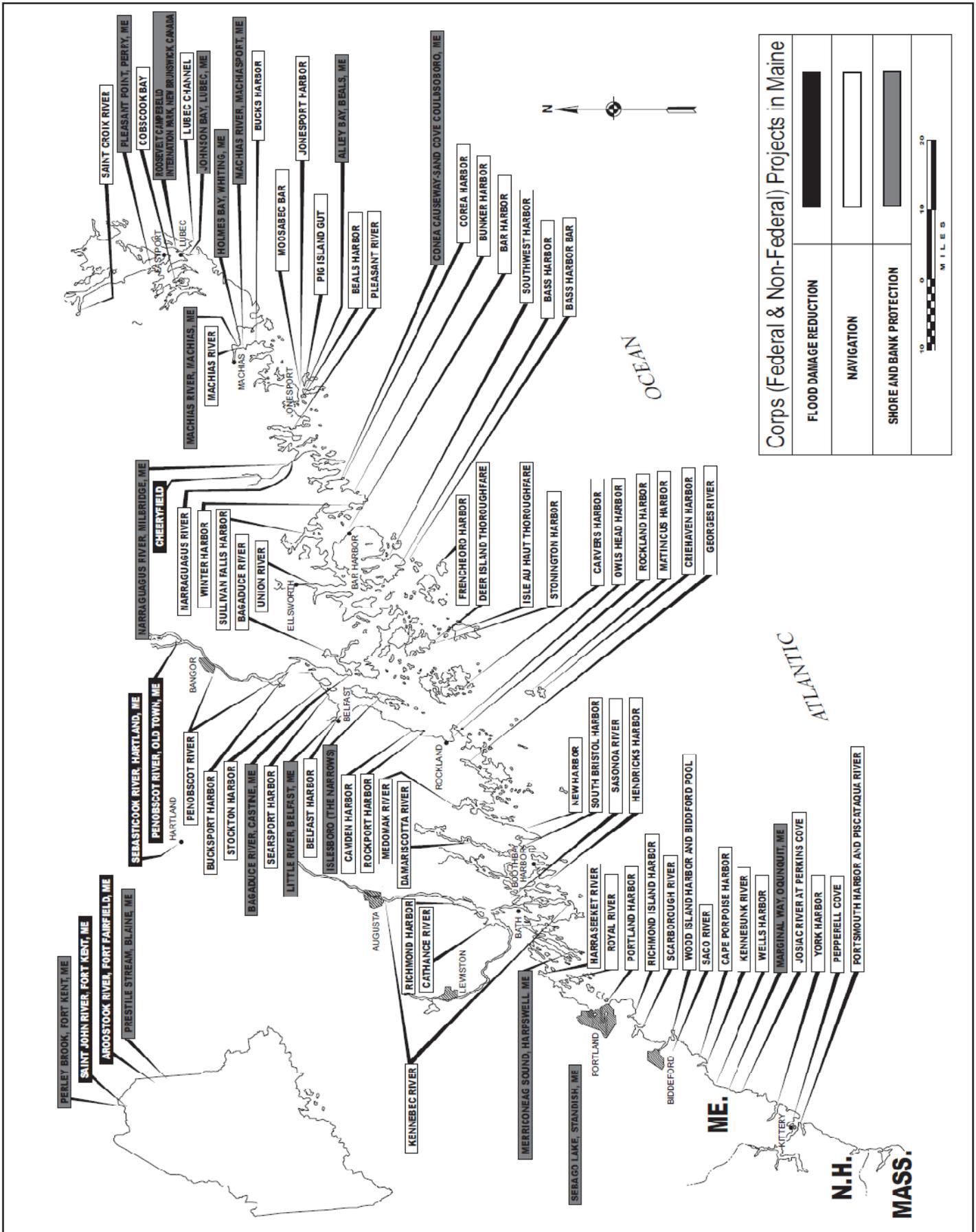
* www.nae.usace.army.mil/reg under “Vernal Pools.”

(c) Cape Cod Curbing: For smaller roads and driveways, the most important design feature to consider is curbing. Granite curbs and some traditional curbing can act as a barrier to amphibian and hatchling turtle movements. Large numbers of salamanders have been intercepted in their migrations by curbs and catch basins. Use of Cape Cod curbs rather than traditional curbing may be one solution. Alternatively, where storm water management systems require more traditional curbing, it may be possible to design in escape ramps on either side of each catch basin. Cape Cod curbing is shown on Page 35 of the document cited in 10.b.i above. Bituminous material is not required; other materials such as granite are acceptable.

(d) The VP Directional Buffer Guidance document is located at www.nae.usace.army.mil/reg under: 1) “State General Permits” and then “Maine,” and 2) “Vernal Pools.”

11. GC 32: Maintenance. River restoration projects that are designed to accommodate the natural dynamic tendencies of the fluvial system are maintained in accordance with the project’s design objectives (Category 1) or the Corps authorization letter (Category 2). These projects are generally designed to support and implement channel assessment and management practices that recognize a stream’s natural dynamic tendencies.

Appendix F: Corps Projects in Maine



**DEPARTMENT OF ENVIRONMENTAL PROTECTION
PERMIT BY RULE NOTIFICATION FORM**
(For use with DEP Regulation, Chapter 305)

PLEASE TYPE OR PRINT IN **BLACK INK ONLY**

Name of Applicant: (owner)	Maine Department of Transportation	Name of Agent:	David Gardner
Applicant Mailing Address:	16 State House Station	Agent Phone # (include area code):	207-592-2471
Town/City:	Augusta	PROJECT Information Name of Town/City:	Bridgton to Fryeburg
		MaineDOT WIN:	19109.00
State and Zip code:	ME 04344	Name of Wetland or Waterbody:	Unnamed wetlands, 2 unnamed streams and Sawyer Brook
Daytime Phone # (include area code):	(207) 624-3100	Map #:	Lot #:

Detailed Directions to Site: Beginning 0.11 miles west of Stanley Hill Road (Bridge #2635) and extending easterly 5.19 miles to a point 0.04 miles east of Stack Em Inn Road.

UTM Northing: (if known)	UTM Easting: (if known)
-----------------------------	----------------------------

Description of Project: The proposed US Route 302 roadway will consist of two, 11 feet wide travel lanes, and 6 feet wide shoulders. The cross slope break between the travel lane and the shoulder will occur 12 feet offset from the roadway centerline (1 foot inside of the shoulder).

Part of a larger project? (check one) →	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	After the Fact? (check one) →	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Check one → This project <input checked="" type="checkbox"/> does (or) <input type="checkbox"/> does not involve work below mean low water (average low water).
--	--	--------------------------------------	--	--

PERMIT BY RULE (PBR) SECTIONS: (Check at least one)

I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Rules, Chapter 305. I and my agents, if any, **have read** and will comply with all of the standards in the Sections checked below.

- | | | |
|---|---|---|
| <input type="checkbox"/> Sec. (2) Act. Adj. to Protected Natural Res. | <input type="checkbox"/> Sec.(10) Stream Crossing | <input type="checkbox"/> Sec. (17) Transfers/Permit Extension |
| <input type="checkbox"/> Sec. (3) Intake Pipes | <input checked="" type="checkbox"/> Sec. (11) State Transportation Facil. | <input type="checkbox"/> Sec. (18) Maintenance Dredging |
| <input type="checkbox"/> Sec. (4) Replacement of Structures | <input type="checkbox"/> Sec. (12) Restoration of Natural Areas | <input type="checkbox"/> Sec. (19) Activities in/on/over significant vernal pool habitat |
| <input type="checkbox"/> Sec. (5) REPEALED | <input type="checkbox"/> Sec. (13) F&W Creation/Enhance/Water Quality Improvement | <input type="checkbox"/> Sec. (20) Activities in existing dev. areas located in/on/over high or moderate value inland waterfowl & wading bird habitat or shorebird nesting, feeding & staging areas |
| <input type="checkbox"/> Sec. (6) Movement of Rocks or Vegetation | <input type="checkbox"/> Sec. (14) REPEALED | |
| <input type="checkbox"/> Sec. (7) Outfall Pipes | <input type="checkbox"/> Sec. (15) Public Boat Ramps | |
| <input type="checkbox"/> Sec. (8) Shoreline stabilization | <input type="checkbox"/> Sec. (16) Coastal Sand Dune Projects | |
| <input type="checkbox"/> Sec. (9) Utility Crossing | | |

I have attached the following required submittals. **NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS:**

- Attach** a check for \$70 made payable to: "Treasurer, State of Maine". State Agency-Internal Bill
- Attach** a U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked.
- Attach Proof of Legal Name.** If applicant is not an individual or municipality, provide a copy of Secretary of State's registration information (available at <http://icrs.informe.org/nei-sos-icrs/ICRS?MainPage=x>)
- Attach photos of the proposed site where activity will take place as outlined in PBR Sections checked above.**
- Attach** all other required submissions as outlined in the PBR Sections checked above.

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

By signing this Notification Form, I represent that the project meets all applicability requirements and standards in the rule and that the applicant has sufficient title, right, or interest in the property where the activity takes place.

Signature of Agent or Applicant:		Date:	2/3/15
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Keep a copy as a record of permit. Send the form with attachments via certified mail or hand deliver to the Maine Dept. of Environmental Protection **at the appropriate regional office listed below.** The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Permits are valid for two years. **Work carried out in violation of any standard is subject to enforcement action.**

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

11. State transportation facilities

A. Applicability

- (1) This section applies to the maintenance, repair, reconstruction, rehabilitation, replacement or minor construction of a State Transportation Facility carried out by, or under the authority of, the Maine Department of Transportation (MaineDOT) or the Maine Turnpike Authority, including any testing or preconstruction engineering, and associated technical support services.
- (2) This section does not apply to an activity within a coastal sand dune system.

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

B. Standards

- (1) Photographs of the area to be altered by the activity must be taken before work on the site begins. The photographs must be kept on file and be made available at the request of the DEP.
- (2) The activity must be reviewed by the Department of Inland Fisheries and Wildlife and the Department of Marine Resources, as applicable. The applicant must coordinate with the reviewing agencies and incorporate any recommendations from those agencies into the performance of the activity.
- (3) All construction activities undertaken must be detailed in a site-specific Soil Erosion and Water Pollution Control Plan and conducted in accordance with MaineDOT's Best Management Practices for Erosion and Sediment Control, dated January 2000, and Standard Specifications, dated December 2002.
- (4) Alignment changes may not exceed a distance of 200 feet between the old and new center lines in any natural resource.
- (5) The activity may not alter more than 300 feet of shoreline (both shores added together) within a mile stretch of any river, stream or brook, including any bridge width or length of culvert.
- (6) The activity may not alter more than 150 feet of shoreline (both shores added together) within a mile stretch of any outstanding river segment identified in 38 M.R.S.A. 480-P, including any bridge width or length of culvert.
- (7) The activity must minimize wetland intrusion. The activity is exempt from the provisions of Chapter 310, the Wetland and Waterbodies Protection Rules, if the activity alters less than 15,000 square feet of natural resources per mile of roadway (centerline measurement) provided that the following impacts are not exceeded within the 15,000 square foot area:
 - (a) 1,000 square feet of coastal wetland consisting of salt tolerant vegetation or shellfish habitat; or

- (b) 5,000 square feet of coastal wetland not containing salt tolerant vegetation or shellfish habitat; or
- (c) 1,000 square feet of a great pond.

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

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

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

- (9) Rocks may not be removed from below the normal high water line of any coastal wetland, freshwater wetland, great pond, river, stream or brook except to the minimum extent necessary for completion of work within the limits of construction.
- (10) If work is performed in a river, stream or brook that is less than three feet deep at the time and location of the activity, the applicant must isolate the work area from the resource and divert stream flows around the work area, maintaining downstream flows while work is in progress.
- (11) Wheeled or tracked equipment may not operate in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may cross streams on rock, gravel or ledge bottom. If avoiding the operation of wheeled or tracked equipment in the water is not possible, the applicant must explain the need to operate in the water. Approval from the DEP to operate in the water must be in writing, and any recommendations from the DEP must be incorporated into the performance of the activity.
- (12) All wheeled or tracked equipment that must travel or work in a vegetated wetland area must travel and work on mats or platforms.
- (13) Any debris or excavated material must be stockpiled either outside the wetland or on mats or platforms. Erosion and sediment control best management practices must be used, where necessary, to prevent sedimentation. Any debris generated during the activity must be prevented from washing downstream and must be removed from the wetland or water body. Disposal of debris must be in conformance with the Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Section 1301 *et seq.*
- (14) Work below the normal high water line of a great pond, river, stream or brook must be done at low water except for emergency work or work agreed to by the resource agencies listed in paragraph 2 above.
- (15) Perimeter controls must be installed before the work starts. Disturbance of natural resources beyond the construction limits shown on the plans is not allowed under this rule.

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

- (16) The use of untreated lumber is preferred. Lumber pressure treated with chromated copper arsenate (CCA) may be used only if necessary and only if use is allowed under federal law and not prohibited from sale under 38 M.R.S.A. 1682, and provided it is cured on dry land in a manner that exposes all surfaces to the air for a period of at least 21 days prior to construction. Wood treated with creosote or pentachlorophenol may not be used where it will contact water.
- (17) A temporary road for equipment access must be constructed of crushed stone, blasted ledge, or similar materials that will not cause sedimentation or restrict fish passage. Such roads must be completely removed at the completion of the activity. In addition, any such temporary roads which are in rivers, streams or brooks, must allow for a passage of stormwater flows associated with a 10-year storm.
- (18) Non-native species may not be planted in restored areas.
- (19) Disposal of debris must be in conformance with Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Sections 1301 *et seq.*
- (20) Disturbance of vegetation must be avoided, if possible. Where vegetation is disturbed outside of the area covered by any road or structure construction, it must be reestablished immediately upon completion of the activity and must be maintained.
- (21) A vegetated area at least 25 feet wide must be established and maintained between any new stormwater outfall structure and the high water line of any open water body. A velocity reducing structure must be constructed at the outlet of the stormwater outfall that will create sheet flow of stormwater, and prevent erosion of soil within the vegetated buffer. If the 25 foot vegetated buffer is not practicable, the applicant must explain the reason for a lesser setback in writing. Approval from the DEP must be in writing and any recommendations must be incorporated into the activity.

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

- (1) Diversion. The rerouting of a river, stream or brook around a construction site and then back to the downstream channel.
- (2) Fill. a. (verb) To put into or upon, supply to, or allow to enter a water body or wetland any earth, rock, gravel, sand, silt, clay, peat, or debris; b. (noun) Material, other than structures, placed in or immediately adjacent to a wetland or water body.
- (3) Floodplain wetlands. Freshwater wetlands that are inundated with flood water during a 100-year flood event based on flood insurance maps produced by the Federal Emergency Agency or other site specific information.
- (4) Riprap. Heavy, irregularly shaped rocks that are fit into place, without mortar, on a slope as defined in the MaineDOT Standard Specifications, dated **November 2014**.