

Updated 05/22/19

FEDERAL 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 Rebecca Snowden at rebecca.snowden@maine.gov or Diane Barnes at diane.barnes@maine.gov.

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: _____

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.

RFI No: _____

Date _____ **Time** _____

WIN(S): _____ **Town(s):** _____ **Bid Date:** _____

Question(s):_____

Company Name: _____ **Phone: ()** _____

Email: _____ **Fax:** (____) _____

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NOTICE

Disadvantaged Business Enterprise Proposed Utilization

The Apparent Low Bidder shall submit the Disadvantaged Business Enterprise Proposed Utilization form with their bid. This is a curable bid defect.

The Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form contains additional information that is required by USDOT.

The Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form should be used.

A copy of the new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan and instructions for completing it are attached.

Note: Questions about DBE firms, or to obtain a printed copy of the DBE Directory, contact The Office of Civil Rights at (207) 624-3066.

MDOTs DBE Directory of Certified firms can also be obtained at <https://www.maine.gov/mdot/civilrights/dbe/>

INSTRUCTIONS FOR PREPARING THE MaineDOT CONTRACTOR'S DBE/SUBCONTRACTOR UTILIZATION FORM

The Contractor Shall Extend equal opportunity to MaineDOT certified DBE firms (as listed in MaineDOT's DBE Directory of Certified Businesses) in the selection and utilization of Subcontractors and Suppliers.

SPECIFIC INSTRUCTIONS FOR COMPLETING THE FORM:

Insert Contractor name, the name of the person(s) preparing the form, and that person(s) telephone, fax number and e-mail address.

Calculate and provide percentage of your bid that will be allocated to DBE firms, Federal Project Identification Number, and location of the Project work.

In the columns, name each subcontractor, DBE and non-DBE firm to be used, provide the Unit/Item cost of the work/product to be provided by the subcontractor, give a brief description and the dollar value of the work.

Revised 1/12

DBE GOAL NOTICE FFY 2019-2021
Maine Department of Transportation
Disadvantaged Business Enterprise Program

Notice is hereby given that in accordance with US DOT regulation 49 CFR Part 26, the Maine Department of Transportation (MaineDOT) has established a Disadvantaged Business Enterprise Program (DBE) for disadvantaged business participation in the federal-aid highway and bridge construction programs; MaineDOT contracts covered by the program include consulting, construction, supplies, manufacturing, and service contracts.

For FFY 2019-21 (October 1, 2018 through September 30, 2021) MaineDOT has established an annual DBE participation goal of **2.4%** to be achieved through race/gender neutral means. This goal has been approved by the Federal Highway Administration and remains in effect through September 30, 2021. Maine DOT must meet this goal each federal fiscal year. If the goal is not met, MaineDOT must provide a justification for not meeting the goal and provide a plan to ensure the goal is met, which may include placing contract goals on certain projects that contractors will be required to meet.

MaineDOT asks all contractors, consultants and subcontractors to seek certified DBE firms for projects and to work to meet the determined 2.4% goal without the need to impose contract goals. DBE firms are listed on the MaineDOT website at:

<https://www.maine.gov/mdot/civilrights/docs/dbe/WeeklyDBEVendorList.pdf>

Interested parties may view MaineDOT's DBE goal setting methodology, also posted on this website. If you have questions regarding this goal or the DBE program you may contact Sherry Tompkins at the Maine Department of Transportation, Civil Rights Office by telephone at (207) 624-3066 or by e-mail at: sherry.tompkins@maine.gov

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**MaineDOT CONTRACTOR'S DBE/SUBCONTRACTOR
PROPOSED UTILIZATION FORM**

All Bidders must furnish this form with their bid on Bid Opening day

Contractor: _____ Telephone: _____ Ext _____

Contact Person: _____ Fax: _____

E-mail: _____

BID DATE: _____

FEDERAL PROJECT PIN # _____ PROJECT LOCATION: _____

TOTAL ANTICIPATED DBE _____% PARTICIPATION FOR THIS CONTRACT

W B E	D B E	Non DBE	Firm Name	Item Number & Description of Work	Quantity	Cost Per Unit/Item	Anticipated \$ Value
Subcontractor Total >							
DBE Total >							

**NOTE: THIS INFORMATION IS USED TO TRACK AND REPORT ANTICIPATED DBE PARTICIPATION IN ALL
FEDERALLY FUNDED MAINE DOT CONTRACTS. THE ANTICIPATED DBE AMOUNT IS VOLUNTARY AND WILL
NOT BECOME A PART OF THE CONTRACTUAL TERMS.**

Equal Opportunity Use:

Form received: ____/____/____ Verified by: _____

FHWA ☐

FTA ☐

FAA ☐

**For a complete list of certified firms and company designation (WBE/DBE) go to
<http://www.maine.gov/mdot/civilrights/>**

Rev. 01/15

Maine Department of Transportation Civil Rights Office

Directory of Certified Disadvantaged Business Enterprises

Listing can be found at:

<https://www.maine.gov/mdot/civilrights/dbe/>

For additional information and guidance contact:

Civil Rights Office at (207) 624-3066

It is the responsibility of the Contractor to access the DBE Directory at this site in order to have the most current listing.

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 Gagnon Brook Rail and Gagnon Brook US Route 1 Box Culvert replacements in the town of **FRENCHVILLE**" 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 March 4, 2020 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 bridge, highway, or project specific prequalification to be considered for the award of this contract. **We now accept electronic bids for 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: Federal Railroad Administration Project No. FR-INF-0003-19-01-00 WIN 021776.00, State Project No. 023565.00

Location: In Aroostook County, Madawaska Branch Rail Line Gagnon Brook box culvert (Bridge No. 7831) at mile post 259.11 and Gagnon Brook US Route 1 box culvert (Bridge No. 2303) located approximately 0.47 of a mile southerly of Pelletier Avenue.

Scope of Work: Gagnon Brook Rail and Gagnon Brook US Route 1 Box Culvert replacement plus other incidental work.

For general information regarding Bidding and Contracting procedures, contact George Macdougall 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 Aurele Gorneau** 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 (or if that Monday is a state holiday, Friday) 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 and at the Department of Transportation's Regional Office in Presque Isle. 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 \$44.00 (\$47.50 by mail). Half size plans \$22.00 (\$25.00 by mail), Bid Book \$10 (\$13 by mail), Single Sheets \$2, payment in advance, all non-refundable.

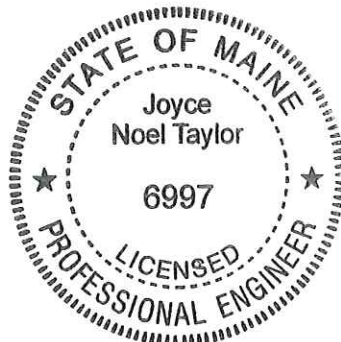
Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of \$80,000.00 payable to Treasurer, State 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 Federal Laws. This contract is subject to compliance with the Disadvantaged Business Enterprise program requirements as set forth by the Maine Department of Transportation.

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 MaineDOT to reject any or all bids.

Augusta, Maine
February 12, 2020



JOYCE NOEL TAYLOR P. E.
CHIEF ENGINEER

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)

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).]

2/6/2020

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 6

Proposal ID: 021776.00

Project(s): 021776.00, 023565.00

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	202.12 REMOVING EXISTING STRUCTURAL CONCRETE	100.000 CY	_____	 _____	_____	 _____
0020	202.202 REMOVING PAVEMENT SURFACE	484.000 SY	_____	 _____	_____	 _____
0030	203.20 COMMON EXCAVATION	1,654.000 CY	_____	 _____	_____	 _____
0040	203.24 COMMON BORROW RAILROAD	688.000 CY	_____	 _____	_____	 _____
0050	203.24 COMMON BORROW US 1	7,617.000 CY	_____	 _____	_____	 _____
0060	203.25 GRANULAR BORROW	1,190.000 CY	_____	 _____	_____	 _____
0070	204.20 ADD SHOULDER AGGREGATE TO EXISTING SHOULDER, PLAN QUANTITY	70.000 SY	_____	 _____	_____	 _____
0080	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	2,270.000 CY	_____	 _____	_____	 _____
0090	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	300.000 T	_____	 _____	_____	 _____
0100	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	10.000 T	_____	 _____	_____	 _____
0110	403.211 HOT MIX ASPHALT (SHIMMING)	50.000 T	_____	 _____	_____	 _____
0120	403.213 HOT MIX ASPHALT 12.5 MM BASE	510.000 T	_____	 _____	_____	 _____

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Maine Department of Transportation

Proposal Schedule of Items

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Proposal ID: 021776.00

Project(s): 021776.00, 023565.00

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
0130	409.15 BITUMINOUS TACK COAT - APPLIED	280.000 G				
0140	411.12 CRUSHED STONE SURFACE	150.000 T				
0150	501.306 TIEBACK AND DEADMAN SYSTEM	LUMP SUM		LUMP SUM		
0160	501.504 DRILLED SOLDIER PILES IN PLACE	120.000 LF				
0170	501.8042 DRILLING EQUIPMENT MOBILIZATION SOLDIER PILES	LUMP SUM		LUMP SUM		
0180	502.219 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	LUMP SUM		LUMP SUM		
0190	502.565 CONCRETE FILL RAILROAD	190.000 CY				
0200	502.565 CONCRETE FILL US1	355.000 CY				
0210	503.141 EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	LUMP SUM		LUMP SUM		
0220	503.151 EPOXY-COATED REINFORCING STEEL, PLACING	LUMP SUM		LUMP SUM		
0230	508.13 SHEET WATERPROOFING MEMBRANE	LUMP SUM		LUMP SUM		
0240	511.07 COFFERDAM: DIVERSION	LUMP SUM		LUMP SUM		

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Maine Department of Transportation

Proposal Schedule of Items

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Proposal ID: 021776.00

Project(s): 021776.00, 023565.00

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
0250	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES	LUMP SUM	LUMP	SUM	_____	_____
0260	524.301 TEMPORARY STRUCTURAL SUPPORT	LUMP SUM	LUMP	SUM	_____	_____
0270	526.301 TEMPORARY CONCRETE BARRIER TYPE I	LUMP SUM	LUMP	SUM	_____	_____
0280	527.34 WORK ZONE CRASH CUSHIONS	2.000 UN	_____	_____	_____	_____
0290	534.71 PRECAST CONCRETE BOX CULVERT RAILROAD	LUMP SUM	LUMP	SUM	_____	_____
0300	534.71 PRECAST CONCRETE BOX CULVERT US 1	LUMP SUM	LUMP	SUM	_____	_____
0310	604.30 SPECIAL CATCH BASIN	1.000 EA	_____	_____	_____	_____
0320	606.1301 31" W-BM GR, MID-WAY SPLICE-SGL FACED	1,125.000 LF	_____	_____	_____	_____
0330	606.1303 31" W-BM GR, MID-WAY SPLICE-15' RAD AND LESS	25.000 LF	_____	_____	_____	_____
0340	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	1.000 EA	_____	_____	_____	_____
0350	606.1318 BURIED-IN-SLOPE GUARDRAIL END, MID-WAY SPLICE, POWDER COATED	1.000 EA	_____	_____	_____	_____

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Proposal Schedule of Items

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Proposal ID: 021776.00

Project(s): 021776.00, 023565.00

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
0360	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	1.000 EA	_____	_____	_____	_____
0370	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	6.000 EA	_____	_____	_____	_____
0380	610.08 PLAIN RIPRAP	380.000 CY	_____	_____	_____	_____
0390	610.16 HEAVY RIPRAP	155.000 CY	_____	_____	_____	_____
0400	610.163 SPECIAL RIPRAP	190.000 CY	_____	_____	_____	_____
0410	610.18 STONE DITCH PROTECTION	200.000 CY	_____	_____	_____	_____
0420	613.319 EROSION CONTROL BLANKET	4,790.000 SY	_____	_____	_____	_____
0430	615.07 LOAM	600.000 CY	_____	_____	_____	_____
0440	618.14 SEEDING METHOD NUMBER 2	49.000 UN	_____	_____	_____	_____
0450	619.12 MULCH	49.000 UN	_____	_____	_____	_____
0460	619.14 EROSION CONTROL MIX	1,200.000 CY	_____	_____	_____	_____
0470	620.54 STABILIZATION/REINFORCEMENT GEOTEXTILE	400.000 SY	_____	_____	_____	_____

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Proposal Schedule of Items

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Proposal ID: 021776.00

Project(s): 021776.00, 023565.00

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
0480	620.58 EROSION CONTROL GEOTEXTILE	1,040.000 SY	_____	 _____	_____	 _____
0490	627.18 12 " SOLID WHITE PAVEMENT MARKING	25.000 LF	_____	 _____	_____	 _____
0500	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	3,360.000 LF	_____	 _____	_____	 _____
0510	627.77 REMOVING PAVEMENT MARKINGS	2,000.000 SF	_____	 _____	_____	 _____
0520	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	6,000.000 LF	_____	 _____	_____	 _____
0530	629.05 HAND LABOR, STRAIGHT TIME	40.000 HR	_____	 _____	_____	 _____
0540	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	50.000 HR	_____	 _____	_____	 _____
0550	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	100.000 HR	_____	 _____	_____	 _____
0560	639.18 FIELD OFFICE TYPE A	1.000 EA	_____	 _____	_____	 _____
0570	643.72 TEMPORARY TRAFFIC SIGNAL	LUMP SUM	LUMP SUM		_____	 _____
0580	648.312 BALLAST	125.000 T	_____	 _____	_____	 _____
0590	652.312 TYPE III BARRICADE	2.000 EA	_____	 _____	_____	 _____

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Maine Department of Transportation

Proposal Schedule of Items

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Proposal ID: 021776.00

Project(s): 021776.00, 023565.00

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
0600	652.33 DRUM	150.000 EA	_____	 _____	_____	 _____
0610	652.34 CONE	150.000 EA	_____	 _____	_____	 _____
0620	652.35 CONSTRUCTION SIGNS	500.000 SF	_____	 _____	_____	 _____
0630	652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	LUMP SUM	LUMP SUM		_____	 _____
0640	652.38 FLAGGER	1,000.000 HR	_____	 _____	_____	 _____
0650	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EA	_____	 _____	_____	 _____
0660	652.47 TEMPORARY PORTABLE RUMBLE STRIP	2.000 GP	_____	 _____	_____	 _____
0670	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM		_____	 _____
0680	659.10 MOBILIZATION	LUMP SUM	LUMP SUM		_____	 _____
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, **WIN 021776.00 & 023565.00** for the **Madawaska MP 259.11 Railroad Box Culvert Replacement and Gagnon Brook US1 Box Culvert Replacement** in the town of **Frenchville**, County of **Aroostook**, 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 25, 2020**. 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 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* as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **WIN 021776.00 Madawaska MP 259.11 Railroad Box Culvert Replacement and WIN 023565.00 Gagnon Brook US1 Box Culvert Replacement plus other incidental work**, 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.

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: Bruce A. Van Note, 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, **WIN 021776.00 & 023565.00** for the **Madawaska MP 259.11 Railroad Box Culvert Replacement and Gagnon Brook US1 Box Culvert Replacement** in the town of **Frenchville**, County of **Aroostook**, 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 25, 2020**. 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 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* as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **WIN 021776.00 Madawaska MP 259.11 Railroad Box Culvert Replacement and WIN 023565.00 Gagnon Brook US1 Box Culvert Replacement plus other incidental work**, 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.

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: Bruce A. Van Note, 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

CONTRACTOR

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

(Print Name Here)
(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: Bruce A. Van Note, 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:

Signature.....
Print Name Legibly

Signature
Print Name Legibly

SURETY ADDRESS:

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

TELEPHONE.....

SIGNATURES:

CONTRACTOR:

.....
Print Name Legibly

SURETY:

.....
Print Name Legibly

NAME OF LOCAL AGENCY:

ADDRESS
.....
.....

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

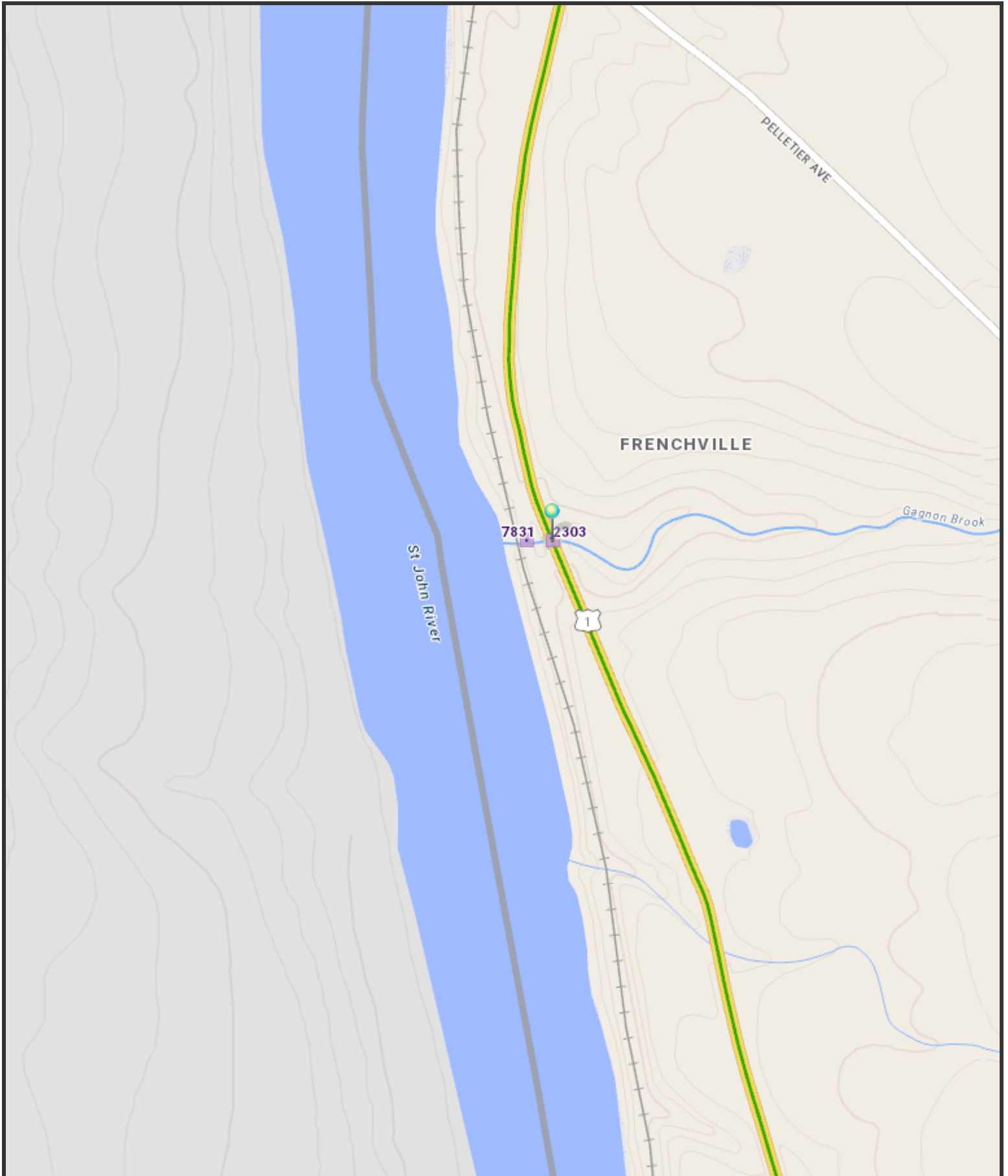
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TELEPHONE

.....

BRIDGE NO. 7831 & 2303



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.1
Miles
1 inch = 0.14 miles

Date: 1/23/2020
Time: 10:39:58 AM
37

"General Decision Number: ME20200034 01/03/2020

Superseded General Decision Number: ME20190034

State: Maine

Construction Type: Highway

County: Aroostook County in Maine.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject

to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/03/2020

* ENGI0004-005 12/01/2019

	Rates	Fringes
POWER EQUIPMENT OPERATOR:		
Grader/Blade, Milling Machine, Paver (Asphalt, Aggregate, and Concrete), Roller Asphalt.....	\$ 30.86	29.01

SUME2014-029 06/23/2017

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 18.34	2.84
HIGHWAY/PARKING LOT STRIPING:		
Laborer.....	\$ 14.29	1.89
IRONWORKER, REINFORCING.....	\$ 16.27	0.00

LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 14.32	3.17
LABORER: Common or General.....	\$ 13.23	1.22
LABORER: Wheelman.....	\$ 15.40	3.01
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 17.63	2.28
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 20.36	5.06
OPERATOR: Broom/Sweeper.....	\$ 16.52	6.38
OPERATOR: Bulldozer.....	\$ 16.58	2.89
OPERATOR: Loader.....	\$ 16.21	3.23
OPERATOR: Mechanic.....	\$ 22.30	8.71
OPERATOR: Screed.....	\$ 18.82	4.75
OPERATOR: Roller (Earth).....	\$ 15.55	5.83
TRAFFIC CONTROL: Flagger.....	\$ 9.00	0.00
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 17.48	5.37

TRUCK DRIVER: Dump Truck.....\$ 14.40 7.04

TRUCK DRIVER: TackTruck.....\$ 18.82 8.29

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses

(29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate

changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage

determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal

process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

"

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

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

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

2020 Fair Minimum Wage
Rates Highway & Earth
Aroostook County

Occupation Title	Minimum Wage	Minimum Benefit	Total	Occupation Title	Minimum Wage	Minimum Benefit	Total
Asphalt Raker	\$14.00	\$0.00	\$14.00	Laborers (Helpers & Tenders)	\$15.00	\$0.27	\$15.27
Backhoe Loader Operator	\$20.00	\$2.60	\$22.60	Laborer - Skilled	\$16.00	\$0.29	\$16.29
Boom Truck (Truck Crane) Operator	\$25.00	\$4.94	\$29.94	Loader Operator - Front-End	\$18.00	\$2.51	\$20.51
Bulldozer Operator	\$19.49	\$1.29	\$20.78	Mechanic- Maintenance	\$20.00	\$2.44	\$22.44
Carpenter	\$22.46	\$2.19	\$24.65	Millwright	\$29.82	\$7.73	\$37.55
Cement Mason/Finisher	\$16.00	\$4.04	\$20.04	Painter	\$18.00	\$0.45	\$18.45
Crane Operator =>15 Tons)	\$30.00	\$7.76	\$37.76	Paver Operator	\$20.50	\$0.33	\$20.83
Crusher Plant Operator	\$21.96	\$8.18	\$30.14	Pipelayer	\$23.78	\$1.60	\$25.38
Driller - Rock	\$12.00	\$8.82	\$20.82	Plumber (Licensed)	\$26.00	\$4.50	\$30.50
Electrician - Licensed	\$28.00	\$6.27	\$34.27	Reclaimer Operator	\$22.91	\$13.25	\$36.16
Electrician Helper/Cable Puller	\$18.00	\$1.84	\$19.84	Roller Operator - Earth	\$16.00	\$0.24	\$16.24
Elevator Constructor/Installer	\$20.00	\$1.78	\$21.78	Roller Operator - Pavement	\$22.91	\$12.28	\$35.19
Excavator Operator	\$20.00	\$0.76	\$20.76	Screed/Wheelman	\$18.43	\$1.24	\$19.67
Fence Setter	\$18.00	\$1.30	\$19.30	Stone Mason	\$20.00	\$0.42	\$20.42
Flagger	\$12.70	\$0.00	\$12.70	Truck Driver - Light	\$16.00	\$0.44	\$16.44
Grader/Scraper Operator	\$20.00	\$0.65	\$20.65	Truck Driver - Medium	\$18.88	\$2.34	\$21.22
Highway Worker/Guardrail Installer	\$18.00	\$1.63	\$19.63	Truck Driver - Heavy	\$16.25	\$0.26	\$16.51
Hot Top Plant Operator	\$22.91	\$13.25	\$36.16	Truck Driver - Tractor Trailer	\$17.00	\$0.00	\$17.00
Ironworker - Reinforcing	\$29.23	\$7.18	\$36.41	Truck Driver - Mixer (Cement)	\$17.25	\$2.26	\$19.51
Ironworker - Structural	\$26.01	\$22.27	\$48.28				

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.

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

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

A true copy

Attest:



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

MaineDOT DBE Project Attainment Target (PAT) for this Project is <u>.013 %</u>

The MaineDOT seeks to meet the specified annual Disadvantaged Business Enterprise (DBE) usage goal set out by 49 CFR 26.45 through the efforts of contractors seeking to employ qualified DBE subcontractors. We seek to meet this goal by race neutral means and do not, at this time, use contract specific requirements for each project. We do however, understand the capacity of Maine's DBE community and the unique characteristics a project may have that would differ from the broad annual goal.

Taking this into consideration, the MaineDOT will review each project and develop an anticipated attainment or Project Attainment Target (PAT) based on several factors that are project specific. Those factors include:

- ☐ Scope of Work
- ☐ DBE availability according to Specification Item
- ☐ Geographic location
- ☐ DBE capacity

This PAT is developed to assist contractors to better understand the DBE participation that the MaineDOT can reasonably expect for a specific project. The PAT is NOT a mandate but an assessment of the DBE opportunities that this project could meet or exceed. MaineDOT anticipates that each contractor will make the best effort to reach or exceed the PAT for this project.

SPECIAL PROVISIONS
SECTION 104
Utilities

UTILITY COORDINATION

The contractor has primary responsibility for coordinating their work with utilities and/or railroad after contract award. The contractor shall communicate directly with the utilities and/or railroad 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 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 and/or railroads have been notified and will be furnished a project specification.

Overview & Utility/Railroad Contact Information:

Utility/Railroad	Aerial	Underground	Railroad	Contact Name	Contact Number
Charter Communications	X			Pat Hardgrove	478-7711
Consolidated Communications	X			Mike McPherson	217-7711
Emera Maine	X			Aaron Sweetser	735-5439
FirstLight	X			Tim LaBreck	650-0702
MaineDOT Railroad			X	Greg Gay	592-1766
Maine Northern Railway Company			X	Jeff Pitcher	461-4610

Temporary utility/railroad adjustments **ARE NOT** anticipated. If any unexpected utility relocations become necessary, they shall be scheduled in accordance with Section 104 of the Standard Specifications and shall be performed by the appropriate utility company in conjunction with the work by the Contractor. Should the Contractor choose to have any poles temporarily relocated, all work shall be done at the Contractor's request and expense, with no additional cost or schedule impacts to the Department.

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.

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein.

Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

All clearing and tree removal in areas where utilities are involved must be completed before the utilities are able to relocate their facilities.

It is the responsibility of the Contractor with the Utility Pole owner, to layout all of the proposed pole locations in the field prior to the start of utility relocations. Should any adjustments be needed, the Utility will document adjustments and inform the Department prior to utility relocations.

The Contractor shall provide the utilities access to the new pole locations. Construction of any spot cuts or fills in excess of 2 feet must be completed prior to utility relocations. All cut/fill depths listed on the pole list are approximate and will need to be verified by the contractor prior to poles being set. The Contractor shall prepare a plan for how access and the spot cuts and fills will be accomplished and what the schedule will be for performing the work. This plan will be discussed at the pre-construction utility meeting.

***** Specific information regarding the line voltage can be requested from Emera Maine*****

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

AERIAL

Summary:

Utility	Pole Set	New Wires/Cables	Trans. Wires/Cables	Remove Poles	Total Estimated Working Days
Emera Maine	X		X	X	5
Charter Communications			X		5
FirstLight			X		1
Consolidated Communications			X		5
Total:					16

The aerial utilities will be relocated with taller poles according to the pole list below to allow adequate access for the pipe replacement. Aerial utility lines are located near the culvert and OSHA aerial working clearances will need to be adhered to when using equipment around power lines. Arrangements have been made with Emera Maine to temporarily offset the electric lines back a few feet to increase working clearances, if needed. The contractor will be required to work around this line configuration and shall plan and conduct their work accordingly.

Utility Specific Issues:

Emera Maine

Emera Maine has approximately **2 poles** to set as per the pole list included in this specification and has cables to run/transfer to the new pole locations. 2 service poles are also being abandoned with this project. The contractor shall notify Emera once all poles are staked, pole access is provided and the clearing and spot

cuts/fills are completed. **Emera will require two weeks to schedule their work after notice is received.** Once work is scheduled Emera estimates **5 working days to complete their work.** Emera will remove the old poles once all transfers are complete.

Charter Communications

Charter Communications has cables to run/transfer to the new pole locations. After Emera has completed their work, Charter shall begin their work. The contractor and/or Emera shall notify Charter once all of Emera's work is completed. **Charter will require two weeks to schedule their work after notice is received.** Once work is scheduled Charter estimates **5 working days to complete their work.**

FirstLight

FirstLight has cables to run/transfer to the new pole locations. After Charter has completed their work, FirstLight shall begin their work. The contractor and/or Charter shall notify FirstLight once all of Charter's work is completed. **FirstLight will require two weeks to schedule their work after notice is received.** Once work is scheduled FirstLight estimates **1 working days to complete their work.**

Consolidated Communications

Consolidated Communications (CCI) has cables to run/transfer to the new pole locations. After FirstLight has completed their work, CCI shall begin their work. The contractor and/or FirstLight shall notify CCI once all of FirstLight's work is completed. **CCI will require two weeks to schedule their work after notice is received.** Once work is scheduled CCI estimates **5 working days to complete their work.**

Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station	Left/Right		Proposed Offset	Comments	C/F
		LT	RT			LT	RT			
90/65722	206+91.43		X	26.44'					OK	-
90S/65723	206+94.32		X	80.00'					OK	-
127	207+63.76	X		25.87'					OK	-
129	207+63.76	X		25.87'					OK (BRACE POLE)	-
91	209+08.20		X	25.24'					OK	-
92	211+29.19		X	21.01'					OK	-
93D3	211+87.66	X		36.13'					OK	-
93D2	213+18.46	X		34.24'					OK	-
93	213+48.31		X	29.24'					OK (NEAR TEMP ROAD)	<2'
93D	214+42.58	X		28.91'					REMOVE (DITCH)	<2'
94	215+46.22		X	23.22'	214+40		X	23'	RELOCATE (PIPE)	5'F
93D1	215+79.29	X		34.81'					REMOVE (FILL)	15'F
95	217+61.70		X	26.65'	216+90		X	27'	RELOCATE (PIPE)	3'F
6536/96	219+80.54		X	29.43'					OK	-
57565	221+17.15	X		37.19'					OK	-
71248/97	221+01.58		X	27.95'					OK	-

UNDERGROUND

Underground utility adjustments are not anticipated as part of this project. Utilities have been notified and if utility relocations, though unexpected, become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

PLEASE NOTE

Aerial utilities may have underground service facilities located within the project limits. Underground service transfers have been included in the aerial working days estimates. No impacts are anticipated to their service facilities.

RAILROAD

MaineDOT Railroad

MaineDOT Railroad owns the railroad line that will be worked on. Maine Northern Railway Company operates on this line. Maine Northern Railway Company will be the direct contact for all work within the Railroad ROW and for flagging protection.

Maine Northern Railway Company

Maine Northern Railway Company operates the rail line in this contract. The contractor shall not remove the rail in any places unless prior authorization is granted from the railroad. The Railroad will require **two weeks' notice** to schedule track work. **It is the contractor's responsibility to coordinate and schedule their work with the Railroad.** The Contractor shall keep all men, equipment and materials out of the railroad right-of-way unless authorized by the railroad and a railroad Flagger is present. The Contractor shall provide **two weeks' notification** to The Railroad to discuss the work and Rail Protection. The contractor shall reference and follow the allowed exclusive and non-exclusive work windows as stated in the appropriate special provisions of this contract.

No work shall be performed without prior notification and approval by the railroad. Reference the Special Provision for Protection of Railroad Traffic and Structures for additional requirements when working near the railroad.

PLEASE NOTE

All underground utilities require **3 working days' notice** for any/all excavation or any other subsurface work around any underground facilities to schedule an on-site representative to be present. The contractor shall hand dig around all the underground facilities.

MAINTAINING UTILITY LOCATION MARKINGS

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

UTILITY SIGNING

Any utility/railroad 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.

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APPENDIX E

PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES SPECIAL PROVISIONS

1. GENERAL REQUIREMENTS

Part of the work required by the Contract will be performed within a railroad right of way and/or adjacent to the tracks, telephone, telegraph, signal and electric supply lines of a railroad or railroads. The Contractor agrees to perform all such work in compliance with all of the terms of this Special Provision and all safety rules, regulations, or standards applicable to the Railroad. The Contractor shall be fully responsible for all damages arising from his failure to comply with the requirements of this Special Provision. The Contractor shall be deemed to have included all costs in the unit prices of the Schedule of Prices and the Proposal.

2. AMOUNT OF RAILROAD WORK

The estimated amount of work to be done within (20 feet) of the track of Maine Northern Railway is 40% of the contract.

3. NUMBER OF TRAINS AND TRAIN SPEED

The Contractor is notified that a maximum speed of (25 mph) will be considered as prevailing for the operation of trains of the Railroad at this project and that the approximate number of trains per day at this project is 2.

4. PRIORITY OF RAILROAD OPERATIONS

The train movements of the Railroad, and its lessees, and licensees shall have absolute priority over the performance of the Construction Project within the railroad right of way. The Contractor hereby agrees that the hours and times of work within the Railroad right of way must be coordinated through the Railroad and that such hours and times are subject to change without prior notice to the Contractor, unless other prior arrangements have been made through the Railroad.

5. AUTHORITY OF RAILROAD TO STOP WORK

If the Contractor fails to comply with the safety terms of this Special Provision, or if the Chief Engineer of the Railroad determines that the Contractor is using unsafe practices that threaten the safety of rail traffic, rail workers, or the general public, the Railroad shall have the right to immediately order the Contractor to cease work and vacate the

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Railroad's property. The Railroad agrees to confirm any cessation of work in writing by delivering to the Department's Construction Manager a completed Stop Work Order form attached as Exhibit A within 24 hours of giving any such order.

6. ENTRY UPON RAILROAD PROPERTY

The Railroad hereby agrees to permit the Contractor, together with their subcontractors, suppliers, consultants and engineers (the "Contractor"), to enter upon the Railroad property for the purpose of performing the Construction Project, PROVIDED THAT the Contractor complies with all of the terms of this Special Provision and all safety requirements and directions of the Chief Engineer of the Railroad, or his authorized representative (the "Railroad's Chief Engineer").

7. NOTICE REQUIRED BEFORE ENTRY

The Contractor shall give written notice to the Railroad's Chief Engineer at least 60 calendar day(s) in advance of the time it proposes to do work within the limits of the Railroad right-of-way or perform operations that may create a Hazard as specified by this Special Provision. The Contractor shall give such notice regardless of whether the work may also be within the limits of a public highway.

8. HAZARDS

The Contractor shall assess to its own satisfaction hazards which may be caused by its operations. At a minimum, the Contractor agrees that the following shall constitute Hazards.

An operating track shall be considered fouled and subject to hazard when any object is brought nearer than (20 feet) to the gauge line of the near rail of the track.

A signal line or communication line shall be considered fouled and subject to hazard when any object is brought nearer than (15 feet) to any wire or cable.

An electric supply line shall be considered fouled and subject to hazard when any object is brought nearer than (15 feet) to any wire of the line.

Cranes, trucks, power shovels or any other equipment shall be considered as fouling and subjecting to hazard a track, signal line, communication or electric supply line when working in such position that failure of equipment, with or without load, could foul the track, signal line, communication or electric supply line.

Railroad operation will be considered subject to hazard when explosives are used in the vicinity of railroad premises, or during the driving or pulling of sheeting for any footing adjacent to a track, or when erecting structural steel adjacent to a track, or when

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performing work under, across or adjacent to a track, or when operations involve swinging booms or chutes that could in any way come nearer than (**20** feet) to the gauge line of the near rail of the track, or when erection or removal of staging, false work or forms fouls a track or wire line.

None of the operations specified as a Hazard above shall be carried on during the approach or passing of a train or without permission from the Railroad's Chief Engineer and the presence of a railroad inspector/flagman, unless other prior arrangements have been made through the Railroad.

9. MINIMUM CLEARANCES

During the construction of staging, false work or forms, the Contractor shall at all times maintain a minimum vertical clearance of (**23** feet) above the top of high rail and a minimum side clearance of (**20** feet) from the gauge line of the near rail where track is tangent. Additional side clearance must be maintained where track is on a curve.

10. WORK PLAN SUBMITTAL AND APPROVAL

The Contractor shall submit in writing to the Railroad's Chief Engineer or duly authorized representative, and the Department's Railroad Property Manager or his appointed representative, at least **60** calendar day(s) in advance of the start of the project, an outline of his plan for work within the Railroad right of way including contemplated method(s) of construction. This plan must meet with the approval of the Railroad's Chief Engineer and the Department's Railroad Property Manager in every respect. If the Contractor contemplates the use of "on the track equipment", it should so state and obtain from the Railroad the conditions pertaining to such operations. All Railroad costs included in this operation will be borne by the Contractor. In a like manner, any of the Contractor's equipment or material on cars for this project shall be handled in conformance with existing traffic rules with all costs borne by the Contractor.

Prior to submitting their Proposal, the Contractor shall have ascertained from the Railroad and from the Department's Railroad Property Manager or his appointed representative, all information relating to its requirements and regulations and all costs in connection with compliance thereto.

11. EXCAVATIONS

Before excavation for footings adjacent to tracks and/or within the Railroad's right-of-way may commence, whether or not also within the limits of a public highway, plans and calculations for such excavations, prepared by a Professional Engineer authorized to practice in Maine, shall be submitted to the Railroad's Chief Engineer for review and approval. Unless other prior arrangements have been made, the Railroad's Chief Engineer shall have **4** week(s) to perform such review and approval and issue a written

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permission to proceed with the excavation. No excavation shall proceed without such permission.

At a minimum, excavations must utilize proper bracing, shoring, sheeting or other support as determined by the Railroad's Chief Engineer, to support the tracks with railroad traffic. Open excavation shall be suitably planked over when construction operations are not in progress. No excavation work shall be performed by the Contractor within the limits of the Railroad right of way, whether or not also within the limits of a public highway, until the Contractor has ascertained from the Chief Engineer of the Railroad the location of any wires, conduits, pipes, cables or other railroad facilities below the surface of the ground. Damage to any such facilities caused by the failure of the Contractor to ascertain the location of such facilities or by failure to use due care to avoid injury to such facilities shall be at the expense of the Contractor.

12. EQUIPMENT

Equipment of the Contractor shall be in such condition so as to prevent failure that would cause delay in the operation of trains or damage to railroad facilities. Equipment shall not be placed or put in operation adjacent to a track without first obtaining permission of the Railroad. The Railroad agrees that such permission shall not be unreasonably withheld.

13. RAILROAD SERVICES - GENERALLY

When work is to be performed within the Railroad's right-of-way, the Railroad shall provide the services, equipment and materials provided in this Special Provision including, but not limited to, engineering, flagging, inspection, signal protection and/or relocation, and restoration or replacement of the Railroad's track structure or ballast. Further, if the Railroad's Chief Engineer determines that the Contractor's operations do not comply with all of the safety requirements of this Special Provision and all safety requirements and directions of said Chief Engineer, the Railroad will employ the necessary qualified employees to protect its trains and other facilities. The Contractor shall pay to the Railroad the cost for performing all Railroad Services unless said costs are to be paid by the Department as specified in this Special Provision.

14. INSPECTION / FLAGGING

The Railroad shall furnish and assign all inspectors / flaggers for general inspection purposes of general protection of railroad property and operations during construction as the Railroad's Chief Engineer determines are necessary to preserve safety.

(a) Responsibility for Cost. The Railroad will bear the cost of flagging or inspection (including travel time) or any combination thereof up to **70** man days of said flagging or inspection. If, in the opinion of the Railroad's Chief Engineer, further services of a

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flagger or inspector will be required due to the operations of the Contractor, the services will be furnished and the cost thereof (salary, expenses, insurance, taxes and vacation allowance, etc.) shall be paid to the Railroad by the Department, and will be recovered by the Department from the Contractor.

(b) Terms. The minimum hours per day for the Railroad employees engaged in inspection flagging services shall be eight (8) hours. Time at rates for straight time, overtime or for deadheading starts in accordance with established practices in effect in the territory in which the project is located. Information as to these practices should be obtained from the Railroad's Chief Engineer.

The Contractor shall notify the Railroad's Chief Engineer and the Chief Engineer of the Department in writing 30 calendar day(s) before beginning, resuming or suspending work within (25 feet) of the track, so that an inspector may be provided or removed in accordance with the requirements of this Special Provision. An inspector may be removed upon 7 calendar day(s) notice. Failure to give notice of intent to suspend work shall be cause of charge to the Contractor the cost of inspection during the period when work is suspended.

(c) Estimated Cost. The following is an estimate of the cost per day of inspection/flagging necessary for this project. The rates shown include all overhead charges, travel time, deadheading and personal expenses.

Date of estimate 01/03/2020

Estimated daily rate for four (4) consecutive hours Monday-Friday (straight time):
\$101.88/hour; \$815.04/day

Estimated daily rate for four (4) consecutive hours Saturday, Sunday, Holiday (overtime):
\$152.83/hour; \$1,222.64/day

Estimated rate for hours worked in excess of eight (8) hours in any one day: \$152.83/hour

Rates charged will be those in effect at the time of the performing the inspection/flagging which may be different than the rates used at the date of the Estimate. The Railroad agrees to notify the Department if rates used to calculate the above estimates change before the date of bids are received for this Contract.

(d) Definitions.

Man day (M.D.) - eight (8) consecutive hours or any portion thereof.

Overtime - Each additional hour or fraction thereof consecutive to and beyond the standard man day will count as 3/16 of a man day.

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Standard Man day - Eight (8) consecutive hour, Monday - Friday between the hours of **7:00** a.m. to **15:00** p.m. unless otherwise noted and agreed to by all parties.

Travel Time - Time required by flagger and/or inspector to commute between his or her point of headquarters to the project site. This time shall not be charged in determining available man days.

15. OTHER CONTRACTOR RESPONSIBILITIES

The restoring and resurfacing of tracks, if disturbed due to Contractor's operations, shall be at the expense of the Contractor.

Any other changes made or services furnished by the Railroad as a result of the Contractor will be at the Contractor's expense.

16. EXTRA-CONTRACT SERVICES

Temporary and permanent changes of tracks and telephone, signal and electric supply lines made necessary by or to clear the permanent work of the Contractor as shown on the construction plans and included in the Railroad force account as recollectable from the State will be made or caused to be made by the Railroad without expense to the Contractor.

17. INDEMNIFICATION

Where work is being performed over, under, across or adjacent to Railroad premises, the Contractor shall defend, indemnify and save harmless the Railroad and the Maine Department of Transportation from and against any and all loss, cost, damage, claims, suits, demands, or liability for damages for personal injury including death and for damage to property, which may arise from or out of the operations conducted under his contract, occurring by reason of any act or omission of the Contractor, his agents, servants or employees, or by reason of any act or omission of any subcontractor, his agents, servants or employees.

18. INSURANCE

In addition to any other forms of insurance or bonds required under the terms of the Contract, the Contractor will be required to procure and maintain, at its sole cost and expense, the following insurance coverages naming the Railroad as an insured.

(a) Railroad Protective Liability Insurance with limits not less than **\$5,000,000** per single occurrence and **\$5,000,000** per aggregate total occurrences.

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(b) Comprehensive General Liability Insurance protecting against liability from bodily injury or property damage arising out of the Construction Project with limits of not less than **\$10,000,000** per single occurrence and **\$10,000,000** per aggregate total occurrences.

(c) Workers Compensation and Occupational Disease Insurance, as required by law.

(d) Automobile Liability Insurance covering all motor vehicles used about or in connection with the Construction Project.

If any part of the work is sublet, these insurance coverages shall be provided by or on behalf of the subcontractors to cover their operations

Each policy shall carry an endorsement covering the “save harmless” clause in favor of the Railroad and the Maine Department of Transportation, as set forth in the paragraph, “Responsibility for Damage Claims”.

If blasting is to be done in the vicinity of the Railroad, the insurance policies shall include such coverage.

The policies shall be in force before any work is done on the project and shall remain in effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by the formal acceptance by MaineDOT and the Railroad. The policies shall also include the Railroad and the State of Maine as additional insureds, and shall include a cross liability clause, waiver of subrogation with regard to claims between the insured parties, and a 30-day written notice prior to policy cancellation. All policies except the automobile liability and the Workers Compensation insurance shall include products and completed operations.

Before any work is done on the project, the Department of Transportation and the Railroad's Chief Engineer shall be furnished certificates of each policy. Further, the original policy of the Comprehensive General Liability Insurance and the Railroad Protective Liability Insurance shall be furnished to the Railroad's Chief Engineer and a duplicate shall be furnished to the Department of Transportation.

The policy or policies of the Railroad's protective public liability and property damage liability shall be written by a Company authorized to do business in the State of Maine, and shall be signed by the President and Secretary of the Insurance Company and shall be countersigned by an authorized representative of the Company.

19. ROADWAY WORKER SAFETY REGULATION

Notice to all Contractors/Subcontractors and individuals must be aware of the Federal Roadway Worker Safety Regulation, CFR 49, Part 214(c). They may be required to comply with this regulation. Any requirements for them to comply will be discussed at the pre-construction utility meeting.

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EXHIBIT A

ORIGINAL TO CONTRACTOR

MDOT/RAILROAD STOP WORK ORDER

Section A - Contractor	Town
	DOT Railroad Project #
Railroad Name	Location
	Notice #
DESCRIPTION OF SAFETY HAZARD/REASON FOR ORDER	
Standard Violated	RAC (Risk Assessment Code)
	N/R
Railroad Official (Flagger/Inspector) Name	Date
Signature	
SECTION B - ACTION TAKEN:	

cc: MDOT - R.E. or Inspector
MDOT - Utility Section
MDOT - Construction Division
Railroad - Chief Engineer

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1. Risk Assessment. Each identified/validated hazard shall be assigned a Risk Assessment Code (RAC) by the Safety Office. The RAC represents the degree of risk associated with the deficiency and combines the elements of hazard severity and mishap probability. The RAC is derived as follows:

a. Hazard Severity. The hazard severity is an assessment of the worst potential consequence: Defined by degree of injury, occupational illness, or property damage, which is likely to occur as a result of a deficiency. Hazard severity categories shall be assigned by roman numeral according to the following criteria.

(1) Category I - Catastrophic: The hazard may cause death or loss of a facility.

(2) Category II - Critical: May cause severe injury, severe occupational illness, or major property damage.

(3) Category III - Marginal: May cause minor injury, minor occupational illness, or minor property damage.

(4) Category IV - Negligible: Probably would not affect personnel safety or health, but is nevertheless in violation of a NAVOSH standard.

b. Mishap Probability. The mishap probability is the probability that a hazard will result in a mishap, based on an assessment of such factors as location, exposure in terms of cycles or hours of operation, and affected population. Mishap probability shall be assigned an Arabic letter according to the following criteria:

(1) Sub-category A - Likely to occur immediately or within a short period of time.

(2) Sub-category B - Probably will occur in time.

(3) Sub-category C - May occur in time.

(4) Sub-category D - Unlikely to occur.

c. Risk Assessment Code. The RAC is an expression of risk which combines the elements of hazard severity and mishap probability. Using the matrix shown below, the RAC is expressed as a single Arabic number that can be used to help determine hazard abatement priorities.

	Mishap Probability					RAC
		A	B	C	D	1 - Critical
Hazard Severity	I	1	1	2	3	2 - Serious
	II	1	2	3	4	3 - Moderate
	III	2	3	4	5	4 - Minor
	IV	3	4	5	5	5 - Negligible

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS & RESPONSIBILITIES
(Bridge Closure Notification)

Section 104, General Rights and Responsibilities, of the Standard Specifications is amended as follows:

104.4.10 Coordination of Bridge Closure/Bridge Width Restriction Notification:

Paragraph 2 is removed and replaced with the following:

A public notice shall be published in a local newspaper ten day prior to the closure.

SPECIAL PROVISION
SECTION 104
(WAGE RATES)

When two or more wage rate schedules appear in the bid Book, the highest rate shall prevail for each classification.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Buy America Certification)

105.11 Federal Requirements Add the following as the third and subsequent paragraphs:

“Prior to payment by the Department, the Contractor shall provide a certification from the producer of steel or iron, or any product containing steel or iron as a component, stating that all steel or iron furnished or incorporated into the furnished product was manufactured in the United States in accordance with the requirements of the Buy America provisions of 23 CFR 635.410, as amended. Such certification shall also include (1) a statement that the iron or steel product or component was produced entirely within the United States, or (2) a statement that the iron or steel product or component was produced within the United States except for minimal quantities of foreign steel and iron valued at \$ (actual value).

All manufacturing processes must take place domestically. Manufacturing begins with the initial melting and mixing, and continues through the coating stage. Any process which modifies the chemical content, the physical size and shape, or the final finish is considered a manufacturing process. These processes include rolling, extruding, machining, bending, grinding, drilling, and coating. “Coating” includes epoxy coating, galvanizing, painting, or any other coating that protects or enhances the value of the material.

A Buy America Certification is required from each manufacturer, fabricator, supplier, subcontractor, etc. that meets the “manufacturing” definition above.

Buy America does not apply to raw materials (iron ore and alloys), scrap, pig iron, or processed, pelletized, and reduced iron ore.”

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

- I. In Stream 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/>
1. In Stream Work shall not be allowed between the dates of October 1 and July 14. **In stream work is allowed from July 15 to September 30, this is the “In Stream Work window”**
1. The In Stream Work window applies to Gagnon Brook at the following locations:
- a) Route 1 culvert Sta. 215+75
 - b) Railroad culvert Sta. 1400+75

II. Special Conditions:

1. Conditions of the U.S. Army Corps of Engineers (Corps) Category 2 Permit # NAE-2019-02318 and Maine Department of Environmental Protection (MDEP) Individual Permit # L-28179-AN apply (see permits and conditions in contract documents).

III. Approvals:

1. Temporary Soil Erosion and Water Pollution Control Plan
2. Permitted Resource Impacts, see Corps permit # NAE-2019-02318 for locations:

	Permanent (s.f.)	Temporary (s.f.)
Wetland	2,110	590
Stream	2,540	300

- IV. 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”.
- V. No work shall be allowed that completely blocks a river, stream, or brook without providing downstream flow.
- VI. Reauthorization of the ACOE Permit is required for any work in jurisdictional resources that is not completed by October 13, 2021. The Contractor shall allow up to 2 weeks for MaineDOT to reauthorize the permit prior to beginning construction.

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

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Traffic Control and Management)

Section 105, General Scope of Work, of the Standard Specifications is amended as follows:

105.3 Traffic Control and Management

Add the following to the end of the subsection:

At least one lane of traffic shall always be maintained on Route 1 through the project area, using temporary traffic signals or flaggers. Flaggers shall only be used for lane closures during daylight hours. The minimum roadway width shall be 11 feet.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Reserve Limits)

It is hereby brought to the Contractor's attention of the following reserved limits:

- The Contractor cannot work on any parcel outside the existing Right of Way as indicated on the Right of Way plans until March 30, 2020 or unless released prior to that date by the Department.

SPECIAL PROVISION 105
CONSTRUCTION AREA

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

- (a) The section of highway under construction in the town of Frenchville, Aroostook County on US1 over Gagnon brook.
- (b) (Main Street) over Gagnon Brook station 212+10.00 to station 220+50.00 of the construction 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 **Town of Frenchville** 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
SECTION 107

PROSECUTION AND PROGRESS
(Contract Time)

The specified Contract Completion Date is November 25, 2020.

SPECIAL PROVISION

SECTION 107

TIME

(Completion Incentives and Disincentives)

The following is added to the Standard Specifications in accordance with Subsection 107.6, Completion Incentives and Disincentives:

107.6.1 Supplemental Definitions

Closure Period. The Closure Period begins when the Railroad has removed the existing track and ties for the culvert replacement and has cleared the site. The Closure Period will be considered complete when the Contractor has installed the culvert within the limits of the Railroad WIN including associated granular borrow, common borrow, aggregate for crushed stone surface, and 12 inches of railroad ballast (up to the bottom of cross ties), as shown on the Plans and in accordance with the Specifications. The Railroad will be responsible for installation of rails, cross ties, and other track material (OTM), as well as the final lift of ballast (above the bottom of the cross ties) in accordance with the Specifications and Contract Documents. The Resident shall be the sole authority in determining when the Closure Period has begun and is complete.

107.6.2 Limitations of Operations

The Contractor shall plan and conduct their operations in a manner such that the Closure Period shall be completed without penalty in no more than one continuous 103-hour period. The Closure Period shall only occur during one of the following three time periods:

1. Thursday August 13, 2020 (8:00 AM) to Monday August 17, 2020 (3:00 PM)
2. Thursday August 27, 2020 (8:00 AM) to Monday August 31, 2020 (3:00 PM)
3. Thursday September 10, 2020 (8:00 AM) to Monday September 14, 2020 (3:00 PM)

The Contractor shall notify the Resident, in writing of the selected time period a minimum of 60 calendar days prior to the selected time period. The Contractor shall coordinate with the Resident a minimum of 10 days in advance of the selected Closure Period to confirm weather outlook or, if needed, reschedule for the next available Closure Period. If the closure is rescheduled for any reason, it shall be rescheduled for the next closure date listed.

It should be noted that a Closure Period starting Thursday September 24th is available, only as a backup, in the event that the September 10 Closure Period is selected in advance but is not workable due to weather. A September 24 Closure Period shall not be selected initially (it is a contingency Closure Period only).

The Contractor shall submit a detailed schedule of the work to be performed during the Closure Period. The schedule of work shall be an hourly breakdown of the work to be performed, the equipment to be used and detailed means and methods used by the Contractor to perform the work. The Contractor shall submit a detailed contingency plan for mitigation of delays or stoppages in work. The contingency plan shall include a course of action for events such as equipment failure, unexpected weather, and other events that could potentially cause a delay to

the work or result in the Closure Period not being completed within the specified time. The Contractor shall submit the schedule of work and contingency plan to the Resident, for Approval, 30 calendar days prior to beginning the work.

107.6.3 Incentive/Disincentive for Early or Late Completion

Early Completion Incentives. The Contractor will receive an incentive of 16 thousand dollars (\$16,000.00) if the Closure Period is completed before 11:00 AM on the Monday of the selected Closure Period. The Contractor will receive an additional incentive of 2 thousand-dollar (\$2,000.00) for every hour the Closure Period is opened prior to 11:00 AM on the Monday of the selected Closure Period, up to twelve (12) hours total. The Contractor will receive no incentive if the Closure Period is completed between 11:00 AM and 2:59 PM on the Monday of the selected Closure Period.

Late Completion Disincentives. The Contractor shall pay a disincentive of 25 thousand dollars (\$25,000.00) if the Closure Period is not completed before 3:00 PM on the Monday of the selected Closure Period. Additionally, the Contractor shall pay a disincentive of 2 thousand dollars (\$2,000.00) for every additional hour required to complete the Closure Period. This disincentive will be deducted from amounts otherwise due, or to become due, to the Contractor.

Maximum Total Contract Incentives/Disincentive. The maximum combined monetary incentive is capped at \$40,000 for this contract. There is no upper limit to the dollar amount of the disincentive assessments.

Work Hours and Night work: The Contractor may work continuously during the Closure Period. Site lighting shall be provided by the Contractor, as needed, for all night work required during the Closure Period, or for the Railroad's Track Crew, in accordance with Section 652.6.2. All lighting needs shall be incidental to other contract items.

Special Provision
Section 107
Time
(Supplemental Liquidated Damages for Fabrication Time)

107.8.1 Fabrication Time The Department has budgeted for the following amounts of continuous full time fabrication/shop QA inspection for the following Work components:

<u>Element</u>	<u>Time</u>	<u>Supplemental LD</u>
Precast Box Culvert	65 Calendar Days	\$1,000 per Calendar Day
Precast Wing Walls*	25 Calendar Days	\$1,000 per Calendar Day

*If precast wing walls are used

The Contractor is responsible for requiring their fabricators and suppliers to produce these products for the Work continuously until finished, including any needed actions to correct unacceptable workmanship or materials. If the Department determines that QA inspection beyond these times is required, then the corresponding Supplemental Liquidated Damages will be deducted as they occur from the amounts otherwise due to the Contractor. These allowed Fabrication Time begins on the first day of fabrication and runs consecutively until expiration.

If a fabricator or supplier works more than one shift per day and the Department determines that inspection is required for each shift, each shift will count as a calendar day and the LD rate will be the noted amount per shift per Calendar Day in lieu of per Calendar Day.

QA inspector presence is required but not limited to the following activities:

Materials verification, verification of reinforcing, batching and casting of concrete, breaking of test cylinders, repairs, finishing fascia surfaces and any other times required in the 534 Standard Specifications.

The Fabricator shall notify the Fabrication Engineer a minimum of two weeks prior to the start of work if Fabrication is done in the State of Maine. Three weeks' minimum notification is required for all other locations.

SPECIAL PROVISIONS
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Pavement Surface)

The November 2014 Revision of the Standard Specifications, Section 202-Removing Structures and Obstructions, subsection 202.061-Removing Pavement Surface, has been removed and replaced in its entirety by the following:

202.061 Removing Pavement Surface The equipment for removing the bituminous surface shall be a power operated milling machine or grinder capable of removing bituminous concrete pavement to the required depth, transverse cross slope, and profile grade using an automated grade and slope control system. The controls shall automatically increase or decrease the pavement removal depth as required, and readily maintain desired cross slope, to compensate for surface irregularities in the existing pavement course. The equipment shall be capable of accurately establishing profile grades by referencing from a fixed reference such as a 30 foot minimum contact ski (floating beam), 24 foot non-contact ski (floating beam) with 3 or more sensors; or 3 non-contact sensors directly affixed at the fore, mid, and aft points of the milling machine. Grade control sensors shall all be located on the same side. A single sensor, contact or otherwise, shall not be permitted unless otherwise approved by the Department.

The rotary drum shall utilize carbide tip tools at a minimum triple wrap configuration. The difference in height from the top of any ridge to the bottom of the groove adjacent to that ridge shall not exceed 1/4 inch. The forward speed of the milling machine shall be adjusted to produce a milled surface meeting the groove spacing, groove depth, and surface tolerance requirements of this specification. The tools on the revolving cutting drum must be continually maintained and shall be replaced as warranted to provide a uniform pavement texture. The Department may evaluate the texture of the milled surface for information purposes by performing the Sand Patch test according to ASTM E 965.

The Contractor shall locate and remove all objects in the pavement through the work area that would be detrimental to the planing or grinding machine. Any structures or obstructions left within the travel lane or shoulders shall have tapers installed according to Standard Detail 202(01). The finished milled surface will be inspected before being accepted, and any deviations in the profile exceeding 1/2 inch under a 16 foot string line or straightedge placed parallel to the centerline will be corrected. Any deviations in the cross-slope that exceed 3/8 inch under a 10 foot string line or straightedge placed transversely to centerline will be corrected. All corrections will be made with approved methods and materials. Any areas that require corrective measures will be subject to the same acceptance tolerances. Excess material that becomes bonded to the milled surface will be removed to the Resident's satisfaction before the area is accepted.

On roadways with adjoining lanes carrying traffic, the Contractor shall remove the pavement surface in each lane per the conditions in Table 1, unless otherwise noted by the Department in Special Provision, Section 105 – Limitations of Operations.

TABLE 1: MILLING CONDITIONS FOR ADJOINING LANES

Depth (At Centerline)	Milling Conditions
Vertical Longitudinal Joint	
2" and less	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before the end of the following calendar day.
Greater than 2"	The Contractor shall remove the pavement over the full width of the traveled way section being paved that day.
12:1 Tapered Centerline Joint	
1 ½" to 2"	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before weekend or holiday suspension. A maximum unmatched centerline joint length of 0.5 miles will be permitted over the weekend.
Greater than 2"	The Contractor shall remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before the end of the following calendar day.

The Contractor will be required to remove the pavement over the full width of the mainline traveled way, regardless of highway type, cut depth, or longitudinal joint type prior to Memorial Day, July 4th, Labor Day, suspensions exceeding three days, or other dates as specified by Special Provision, Section 105 – Limitations of Operations.

The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard. Unless otherwise addressed in the contract, the Contractor shall install additional centerline delineation such as a 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. 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.

On roadways with immediately adjacent shoulders, the Contractor shall remove the pavement surface in each lane per the conditions in Table 2, unless otherwise noted by the Department in Special Provision, Section 105 – Limitations of Operations.

TABLE 2: MILLING CONDITIONS FOR THE EDGE OF TRAVELED WAY

Depth (At Edge of Traveled Way)	Conditions
2" and less	The Contractor may leave a vertical edge joint exposed for up to 21 days after milling is performed. The Contractor shall treat vertical edge joints exposed beyond 21 days per the criteria below.
Greater than 2"	The Contractor shall treat vertical edge joints exposed per the criteria below.

When required by Table 2, the Contractor shall treat vertical edge joints through one of the options below:

1. The vertical edge shall be tapered to a zero edge by means of milling a 12:1 transition from the edge of traveled way onto the shoulder before opening the lane to traffic. Tapers shall be removed to form a vertical edge prior to the placement of the new pavement course. No additional payment will be made for tapers, or taper removal.
2. An additional 2 feet of pavement shall be removed from the shoulder to eliminate the vertical edge at the edge of travelway before opening the lane to traffic. Unless otherwise authorized by the Department, no additional payment will be made for the additional milling.
3. A pavement layer shall be placed to reduce the vertical edge to 1 inch or less before opening the lane to traffic.

As a minimum, the use of temporary painted line, or RPMs placed along the edge of traveled way at 200 foot intervals is required for all elevation differentials. When pavement milling is extended into the shoulder (including milled tapers), appropriate channelization devices shall be placed 2 feet outside the edge of the vertical face at intervals not exceeding 600 feet, and RPMs shall be placed on the remaining pavement surface along the vertical edge at 200 foot intervals. Uneven pavement signs shall be placed at a maximum spacing of ½ mile when any pavement milling operations leaves an exposed uneven pavement surface.

Weepers shall be ground across the full width sections adjacent shoulders or remaining pavement surface matching the milled travel way or shoulder milled depth to minimize water ponding in any lanes carrying traffic. Weepers shall typically be 18 – 24” inches in width, installed along each lane, at a frequency of approximately one per half mile at locations as directed by the Resident or in areas that will provide drainage for the milled areas. Installation of weepers will not be paid for directly but will be considered incidental to the contracts pavement removal item. The replacement of mix in the weeper locations shall be performed concurrently within the pavement placement operation closure using the appropriate HMA item produced for the Contract or a MaineDOT approved 9.5mm HMA. There will be no separate payment for repaving the weeper locations as they are considered incidental to the square yard price of the contracts pavement removal item.

Any areas of concern, such as de-lamination or pot-holing shall be identified on a continuous basis as milling progresses. Proper corrective action will be determined by the Resident and paid for under the appropriate contract items, and if required, completed prior to opening lane to traffic. Any issues that arise up to 7 calendar days after being milled will be the responsibility of the MaineDOT unless otherwise noted in Special Provision Section 105 – Limitations Of Operations.

Pay Item

Pay Unit

202.202 Removing Pavement Surface

S.Y.

SPECIAL PROVISION
SECTION 203
EXCAVATION AND EMBANKMENT
(Dredge Materials)

Description: Dredge Material (See MaineDOT Standard Specifications § 101.2 Definitions) is regulated as a Special Waste.

Work associated with the Frenchville Large Culvert Replacement initiative will require the excavation of select Dredge Material. It is anticipated that approximately 250-cubic yards of Dredge Material will be excavated at the culvert location. There is onsite Beneficial Use for all of the Dredge Material.

It is acknowledged that the excavation of Dredge for this work may include some boulders. The Maine Department of Environmental Protection (MDEP) has determined that sound boulders (rock 12-inches or more in diameter), that are free of adhering sediment or other contaminants, shall be deemed to be Inert Fill material and shall not be included in the Dredge Material Quantities.

The contractor shall Beneficially Use all Dredge Material excavated at the Frenchville Large Culvert Replacement project in an area adjacent to and draining into the dredged water body. No more than 500-cubic yards of Dredge Material may be excavated at the culvert location.

CONSTRUCTION REQUIREMENTS

Management: The contractor shall Beneficially Use all Dredge Material excavated at the Frenchville Large Culvert Replacement project in areas adjacent to and draining into the dredged water body. No more than 500-cubic yards of Dredge Material may be excavated at the culvert location.

Method of Measurement: Excavation of dredge material will be measured for payment under related Contract items.

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

SECTION 401 - HOT MIX ASPHALT PAVEMENT

401.01 Description The Contractor shall furnish a uniformly blended, homogeneous mixture placed as one or more courses of Hot Mix Asphalt Pavement (HMA) 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 MaineDOT Policies and Procedures for HMA Sampling and Testing.

401.02 Materials Materials shall meet the requirements specified in Section 700 - Materials:

Asphalt Cement	702.01
Aggregates for HMA Pavement	703.07
RAP for HMA Pavement	703.08
HMA Mixture Composition	703.09

401.03 Composition of Mixtures The Contractor shall compose the Hot Mix Asphalt Pavement with aggregate, Performance Graded Asphalt Binder (PGAB), and mineral filler if required. HMA shall be designed and tested according to AASHTO R35 and the volumetric criteria in Table 1. The Contractor shall size, uniformly grade, and combine the aggregate fractions in proportions that provide a mixture meeting the grading requirements of the Job Mix Formula (JMF). Unless otherwise noted in Special Provision 403 - Hot Mix Asphalt Pavement, the design, verification, Quality Control, and Acceptance tests for this mix will be performed at 65 gyrations.

TABLE 1: VOLUMETRIC DESIGN CRITERIA

Design ESAL's (Million s)	Required Density (Percent of G _{mm})			Voids in the Mineral Aggregate (VMA)(Minimum Percent)					Voids Filled with Binder (VFB) (Minimum %)	Fines/Eff. Binder Ratio							
				Nominal Maximum Aggregate Size (mm)													
	N _{initial}	N _{design n}	N _{max}	25	19	12.5	9.5	4.75									
<0.3	≤91.5	96.0	≤98.0	13.0	14.0	15.0	16.0	16.0	70-80	0.6-1.2							
0.3 to <3	≤90.5								65-80								
3 to <10	≤89.0								65-80*								
10 to <30																	
> 30																	

*For 9.5 mm nominal maximum aggregate size mixtures, the maximum VFB is 82. For 4.75 mm nominal maximum aggregate size mixtures, the maximum VFB is 84.

The Contractor shall submit for Department approval a JMF to the Asphalt Pavement Engineer for each mixture to be supplied. The JMF will be approved by the Department in accordance with the MaineDOT HMA Policies and Procedures for HMA Sampling and Testing Manual. At the time of JMF submittal, the Contractor shall identify and make available the stockpiles of all proposed aggregates at the plant site. There must be a minimum of 150 ton for coarse aggregate stockpiles and 75 ton for fine aggregate stockpiles before the JMF may be submitted. The Contractor shall provide aggregate samples to the Department unless otherwise required. The Contractor shall also make available to the Department the PGAB proposed for use in the mix in sufficient quantity to test the properties of the asphalt and to produce samples for testing of the mixture. The first day's production shall be monitored, and the approval may be withdrawn if the mixture exhibits undesirable characteristics such as checking, shoving or displacement. The Contractor shall be allowed to submit aim changes for a JMF as outlined in the MaineDOT HMA Policies and Procedures for HMA Sampling and Testing Manual: Mix Design Approval Section.

The Contractor shall submit a new JMF for approval each time a change in material source or materials properties is proposed. The same approval process shall be followed. The cold feed percentage of any aggregate may be adjusted up to 10 percentage points from the amount listed on the JMF, however no aggregate listed on the JMF shall be eliminated. The cold feed percentage for RAP may be reduced up to 10 percentage points from the amount listed on the JMF and shall not exceed the percentage of RAP approved in the JMF or for the specific application under any circumstances.

401.031 Warm Mix Technology The Contractor may place Hot Mix Asphalt Pavement produced with an accepted WMA technology if approved by the Department. Methods or technologies shall generally be at the Contractors option, but will be limited to proven, Agency and Industry accepted practice. Mixture production, placement and volumetric testing details, including temperatures, shall be included in the project specific QCP, and submitted to the Department for approval prior to any work.

401.04 Temperature Requirements The temperature of the mixture shall conform to the tolerances in Table 2 as measured at the truck at the mixing plant and at the paver unless otherwise authorized by the Department.

TABLE 2: ALLOWABLE TEMPERATURE RANGES

PGAB Grade(s)	Temperature Range (°F)
PG58-28 / PG64-28	275-325
PG64E-28 / PG70E-28	285-335

401.05 Performance Graded Asphalt Binder The Contractor shall utilize either a PG58-28, PG64-28, PG64E-28, PG70E-28, or other grade as specified in the 403 Special Provision. The Contractor shall utilize a PG64-28 if no liquid grade is specified within the 403 Special Provision.

401.06 Weather and Seasonal Limitations The State is divided into two paving zones as follows:

- a. Zone 1 Areas north of US Route 2 from Gilead to Bangor and north of Route 9 from Bangor to Calais.
- b. Zone 2 Areas south of Zone 1 including the US Route 2 and Route 9 boundaries.

TABLE 3: SEASONAL AND TEMPERATURE LIMITATIONS

Use	Minimum Ambient Air Temperature	Zone 1 Allowable Placement Dates	Zone 2 Allowable Placement Dates
Surface course (travelway & adjacent shoulders) less than 1 in. thick placed during conditions defined as “night work”	50°F	June 1 to Saturday following September 1	
Surface course (travelway & adjacent shoulders) less than 1 in. thick	50°F	May 15 to Saturday following September 15	
Travelway surface course greater than or equal to 1 in. thick	50°F	May 1 to Saturday following October 1	April 15 to Saturday following October 15
HMA for surface course on bridge decks	50°F	May 1 to Saturday following October 1	April 15 to Saturday following October 15
HMA for base or shim course on bridge decks	50°F	April 15 to November 15	
HMA for use other than travelway surface course	40°F	April 15 to November 15	
HMA for curb, driveways, sidewalks, islands, or other incidentals	40°F	N/A	N/A
HMA produced with an approved WMA technology for base or shim course	35°F	April 15 to November 15	

The ambient air temperature shall be determined by an approved thermometer placed in the shade at the paving location. Unless otherwise specified, the Contractor shall not place Hot Mix Asphalt Pavement on a wet or frozen surface regardless of the ambient air temperature. The Hot Mix Asphalt Pavement produced with an approved WMA technology shall meet the requirements of section 401.04 - Temperature Requirements, unless otherwise approved by the Department. For the purposes of this Section, the traveled way includes truck lanes, ramps, approach roads and auxiliary lanes.

401.07 Hot Mix Asphalt Plant

401.071 General Requirements HMA plants shall conform to AASHTO M156, Standard Specification for Requirements for Mixing Plants for Hot-Mixed, Hot-Laid Bituminous Paving Mixtures with exception of Section 4.2.1, 4.2.2, 4.3.4, 4.3.5, and 4.12.2.

All HMA plants will be inspected annually by the Department prior to producing HMA for Department projects. The Contractor shall provide the Department at least 72 hour’s notice that the plant is ready for inspection. The HMA plant will be equipped with ladders and platforms that are accessible and safe to obtain belt and binder samples. The HMA plant will have a sampling platform to perform HMA sampling from the back of haul units. Silo storage time of mixtures shall not exceed 36 hours.

401.072 Stockpiles HMA plants shall have sufficient space for stockpiles, with a minimum of supply for 2 days production of all aggregate products used in MaineDOT approved mix designs currently under production for the facility at all times. A minimum stockpile supply of 100 ton (70 yards) shall be maintained always no matter the production rate for the HMA plant. Stockpiles shall be separated and built to minimize segregation. All aggregate stockpiles of products used in MaineDOT approved mix designs shall be labelled with signage made of weather-proof material. Stockpile identification signs shall be a minimum size of 12” high and 24” wide with reflective lettering that is a minimum of 2” in height. The sign shall be placed so that it is easily readable from outside the stockpile area.

401.073 Cold Feeds Cold Feed Bins will have bin dividers to keep aggregate from intermingling between bins. Adequate means must be provided for obtaining samples of the complete and combined flow of all Cold feed bins. Cold feed bins will not be required to have individual sampling locations.

401.074 Dryer Dryer shall be capable of heating aggregate to required mixing temperature and shall be in good operation and condition. Dryer shall be subject to annual inspection prior to start-up. The Contractor shall dry and heat the aggregates for the HMA to the required temperature. The Contractor shall properly adjust flames to avoid physical damage to the aggregate and to avoid depositing soot on the aggregate. The Contractor shall provide the Department the opportunity to inspect the dryer prior to the annual inspection. The Contractor shall provide the Department a minimum period of 72 hours to inspect the dryer and provide at least 24 hour's notice that the dryer is ready for inspection.

401.075 Asphalt Binder Asphalt binder heating system shall heat binder to proper mixing temperature. A thermometer shall be provided in the asphalt binder line. Indirect asphalt binder heating system shall be used and no direct flame may come in contact with tank. The temperature of asphalt binder shall be uniformly maintained using insulation or another approved method. An asphalt binder sampling valve shall be provided in the circulation line. The sampling valve shall be provided downstream of any binder additive used. The use of a different sampling location may be approved by the Department. The Contractor shall drain down the asphalt as low as safely possible in any tank that will be switched to a new source or grade prior to adding the new PGAB.

401.076 Additives Additives (WMA, anti-strip, etc.) not directly introduced into the binder at the terminal shall be introduced into the HMA plant per the supplier's recommendations and shall be approved by the Asphalt Pavement Engineer, Pavement Quality Manager, or their authorized representative. The system for introducing additives shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. Additive introduction systems shall be controlled by a proportioning device to the amount required on the JMF plus or minus 0.1% of the target. Additive introduction systems shall be interlocked with the plant and the recordation (batch tickets or drum recordation) shall display the additive and the weight and percentage added. A means for sampling any mixture additives will be provided. The sampling point shall be after the additive is mixed with the PGAB before entering the drum or mixer unit.

401.077 Batch Plants

Hot Bins

Hot bins shall provide uniform continuous operation and be in good working condition. The plant shall be able to provide samples of hot bins upon request. Overflow shall be provided for each hot bin. Hot bin gates shall close without leaking. Bin walls must prevent intermingling between bins. Each hot bin shall have telltale devices ("low level indicator") which will alert the operator when the bin is empty.

Mixer Unit

Clearance between blades and liner shall be adjusted to 1" maximum, unless the aggregate exceeds 1 ¼" then the clearance shall be 1 ½". The spray bar length shall be at least 75% of the mixer length. The mixer unit shall be a twin pug mill-type mixer capable of mixing continuously for at least 45 seconds after all materials have been introduced into the mixer. The blades in the mixer shall be of sufficient number and size, capable of producing a homogenous mixture. If the mixer is not enclosed, it shall be equipped with an adjustable hood to prevent loss of dust by dispersion. The mixer unit shall be subject to annual inspection prior to removal of safety features and being readied for service. The Contractor shall provide the Department the opportunity to inspect the mixer unit prior to the annual inspection. The Contractor shall provide the Department a minimum period of 72 hours to inspect the mixer unit and provide at least 24 hour's notice that the mixer unit is ready for inspection.

Mineral Filler

Mineral filler and fiber shall utilize separate bins and feed systems to store and proportion the required quantity into the mixture. The feed systems shall be accurate to no more than 10% of the required weight with a convenient and accurate means of calibration. Mineral filler and fiber shall be introduced in the weigh hopper and uniformly distributed prior to the injection of the asphalt binder.

Automation

The HMA batch plant shall automatically batch materials, mixes and discharges mixes. The batch plant shall accurately proportion the various materials in the proper order by weight. The entire batching and mixing cycle shall be continuous and shall not require any manual operations. The batch plant shall use auxiliary interlock circuits to trigger an audible alarm whenever an error exceeding the acceptable tolerance occurs. Along with the alarm, the printer shall print an asterisk on the delivery slip in the same row containing the out-of-tolerance weight. The automatic proportioning system shall be capable of consistently delivering material within the full range of batch sizes. When RAP is being used, the plant must be capable of automatically compensating for the moisture content of the RAP.

The HMA batch plant shall be operated within the following tolerances:

Each aggregate component	+/-1.5% cumulative, per bin
Mineral Filler	+/- 0.5%
Bituminous Material	+/- 0.1%
Zero return (aggregate)	+/- 0.5%
Zero Return (AC)	+/- 0.1%
Additives	+/- 0.1%

Recordation

All plants shall be equipped with an approved digital recording device. The printer shall mark any weight on the ticket that exceeds tolerance. The delivery slip load ticket shall contain information required under Section 108.1.3 - Provisions Relating to Certain Measurements, Mass and paragraphs a, b, and c of Section 401.078.

401.078 Drum Plants

Cold Feeds and Delivery System

A scalper screen shall be used to remove oversize material. The accuracy of the belt scale shall be within +/- 1.0% of the actual weight being measured. The HMA drum plant shall be capable of correcting for aggregate moisture. Mineral filler and fiber shall utilize separate bin(s) and feeder systems to store and proportion the required quantity into the mixture. The feed systems shall be accurate to no more than +/- 10% of the required weight with a convenient and accurate means of calibration. The plant shall be equipped with a single control to change all feed rates. Mineral filler and fiber shall be introduced such that dry mixing is accomplished no less than 18 inches prior to the injection of the asphalt binder. The Contractor shall ensure that the mineral filler does not become entrained in the exhaust stream of the dryer.

Binder System

The flow of asphalt binder shall adjust automatically with dry aggregate weights. The Department will conduct an asphalt flow meter check annually and after each plant change of location. The flow meter check must be performed prior to receiving approval to produce for Department projects. The plant must be configured to provide a convenient means to check accuracy of the flow meter. The flow meter will be considered accurate if the measured weight is within 1% of actual weight.

Drum Mixer

The HMA drum plant shall be equipped with a diversion system where mix can be diverted at startup/shutdown and any time. The drum mixer shall be subject to annual inspection prior to removal of safety features and being readied for service. The Contractor shall provide the Department a minimum period of 72 hours to inspect the drum mixer while providing at least 72 hour's notice that the drum mixer is ready for inspection.

Recordation An approved automatic ticket printer system shall be used with all approved HMA drum plants. The requirements for delivery slips for payment of materials measured by weight, as given in the following Sections, shall be waived: 108.1.3 a., 108.1.3 b., 108.1.3 c., and 108.1.3 d. The automatic printed ticket will be considered as the Weight Certificate. The dry aggregate weights and binder flow shall be recorded as well as mineral filler and all binder additives. The recordation of materials shall be printed a minimum of every ten minutes while in production.

The requirements of Section 108.1.3 f. - Delivery Slips, shall be met by the weigh slip or ticket, printed by the automatic system, which accompanies each truckload, except for the following changes:

- a. The quantity information required shall be individual weights of each batch or total net weight of each truckload.
- b. Signatures (legible initials acceptable) of Weighmaster (required only in the event of a malfunction as described in 401.074 c.).
- c. The MaineDOT designation for the JMF.

401.079 Scales and Weight Checks When the HMA is to be weighed on scales meeting the requirements of Section 108 - Payment, the scales shall be inspected and sealed by the State Sealer (or approved alternative) as often as the Department deems necessary to verify their accuracy. Plant scales shall be checked prior to the start of the paving season, and each time a plant is moved to a new location. Subsequent checks will be made as determined by the Resident. The Contractor will have at least ten 50 pound masses for scale testing at batch plants. At Contractor's option, the Contractor can use one single test weight that has been checked on sealed scales. This weight shall be 1,000 lbs. or greater. At least twice during each 5 days of production either of the following checks will be performed:

- a. A loaded truck may be intercepted and weighed on a platform scale that has been sealed by the State Sealer of Weights and Measures within the past 12 months. The inspector will notify the producer to take corrective action on any discrepancy over 1.0%. The producer may continue to operate for 48 hours under the following conditions.
 1. If the discrepancy does not exceed 1.5%; payment will still be governed by the printed ticket.
 2. If the discrepancy exceeds 1.5%, the plant will be allowed to operate as long as payment is determined by truck platform scale net weight.

If, after 48 hours the discrepancy has not been addressed and reduced below 1.0%, than plant operations will cease. Plant operation may resume after the discrepancy has been brought within 1.0%.

- b. Where platform scales are not readily available, a check will be made to verify the accuracy and sensitivity of each scale within the normal weighing range and to assure that the interlocking devices and automatic printer system are functioning properly. If platform scales are not readily available, a weight with a known mass-verified and sealed annually by a licensed scale company, may be used by hanging weight from silo or surge hopper, at lower middle and upper third levels upon request to verify scale accuracy.

- c. In the event of a malfunction of the automatic printer system, production may be continued without the use of platform truck scales for a period not to exceed the next two working days, providing total weights of each batch are recorded on weight tickets and certified by a Licensed Public Weighmaster.

401.08 Hauling Equipment Units hauling HMA shall have tight, clean, and smooth metal bodies, which have been thinly coated with a small amount of approved release agent to prevent the mixture from adhering to the bodies. Release agents that dissolve or strip asphalts, including diesel fuel, will not be allowed.

All mix haul units shall have a cover of canvas or other water repellent material capable of heat retention, which completely covers the mixture. The cover shall be securely fastened on the truck, unless unloading. All mix haul units shall have an opening on both sides, which will accommodate a thermometer stem. The opening shall be located near the midpoint of the body, at least 12 in above the bed.

401.09 Pavers The Contractor shall use pavers meeting the requirements of this section unless otherwise authorized by the Department. Pavers shall be self-contained, self-propelled units with an activated heated screed capable of placing courses of Hot Mix Asphalt Pavement in full lane widths specified in the contract on the main line, shoulder, or similar construction.

Pavers shall be of sufficient class and size to place Hot Mix Asphalt Pavement over the full width of the mainline travel way with a 10 ft minimum main screed with activated extensions. The Contractor shall place Hot Mix Asphalt Pavement on the main line with a paver using an automatic grade and slope controlled screed, unless otherwise authorized by the Department. The controls shall automatically adjust the screed and increase or decrease the layer thickness to compensate for irregularities in the preceding course. The controls shall maintain the proper transverse slope and be readily adjustable so that transitions and superelevated curves can be properly paved. The controls shall operate from a fixed or moving reference such as a grade wire or ski type device (floating beam) with a minimum length of 30 ft, a non-contact grade control with a minimum span of 24 ft, except that a 40 ft reference shall be used on Expressway projects.

The Contractor shall operate the paver in such a manner as to produce a visually uniform surface texture and a thickness within the requirements of Section 401.11 - Surface Tolerances. The paver shall have a receiving hopper with sufficient capacity for a uniform spreading operation and a distribution system to place the mixture uniformly, without segregation in front of the screed. The screed assembly shall produce a finished surface of the required evenness and texture without tearing, shoving, or gouging the mixture. Pavers with extendible screeds shall have auger extensions and tunnel extenders as per the manufacturer's recommendations, a copy of which shall be available if requested.

The Contractor shall have the paver at the project site sufficiently before the start of paving operations to be inspected and approved by the Department. The Contractor shall repair or replace any paver found worn or defective, either before or during placement, to the satisfaction of the Department. Pavers that produce an unevenly textured or non-uniform mat will be repaired or replaced before continuing to place HMA on MaineDOT projects. On a daily basis, the Contractor shall perform density testing across that mat as detailed in Section 401.191 Quality Control - Method A, B & C.

401.10 Rollers Rollers shall be static steel, pneumatic tire, oscillatory, or approved vibrator type. Rollers shall be in good mechanical condition, capable of starting and stopping smoothly, and be free from backlash when reversing direction. Rollers shall be equipped and operated in such a way as to prevent the picking up of hot mixed material by the roller surface. The use of rollers, which result in crushing of the aggregate or in displacement of the HMA will not be permitted. Any Hot Mix Asphalt Pavement that becomes loose, broken, contaminated, shows an excess or deficiency of Performance Graded Asphalt Binder, or is in any other way

defective shall be removed and replaced at no additional cost with fresh Hot Mix Asphalt Pavement, which shall be immediately compacted to conform to the adjacent area.

The Contractor shall repair or replace any roller found to be worn or defective, either before or during placement, to the satisfaction of the Department. Rollers that produce grooved, unevenly textured or non-uniform mat will be repaired or replaced before continuing to place HMA on MaineDOT projects. The type of rollers to be used and their relative position in the compaction sequence shall generally be the Contractor's option, provided specification densities are attained and with the following requirements:

- a. On variable-depth courses, the first lift of pavement over gravel, reclaimed pavement, on irregular or milled surfaces, or on bridges, at least one roller shall be 16 ton pneumatic-tired. Pneumatic-tired rollers shall be equipped with skirting to minimize the pickup of HMA materials from the paved surface. When required by the Resident, the roller shall be ballasted to 20 ton.
- b. Compaction with a vibratory or steel wheel roller shall precede pneumatic-tired rolling, unless otherwise authorized by the Department.
- c. Vibratory rollers shall not be operated in the vibratory mode when checking or cracking of the mat occurs, or on bridge decks.
- d. Any method, which results in cracking or checking of the mat, will be discontinued and corrective action taken.
- e. The use of an oscillating steel roller shall be required to compact all mixtures placed on bridge decks.

The maximum operating speed for a steel wheel or pneumatic roller shall not exceed the manufacturer's recommendations, a copy of which shall be available if requested.

401.11 Surface Tolerances The Department will check the following surface tolerances:

- a.) Longitudinally: The pavement surface profile shall be free of deviations in excess of +/- ¼ inches from the required pavement surface profile grade. To verify the surface tolerance a straight plane shall be established using 16 foot straight edge or a taught string line placed parallel to the direction of travel and checked continuously across the width of the lane.
- b.) Transversely: The pavement surface profile shall be free of deviations in excess of 0 inches below and ¼ inches above the required cross sectional profile grade. To verify the surface tolerance a straight plane shall be established using a 10 foot straight edge or taught string line placed perpendicular to the direction of travel and checked continuously along the length of the lane.

The Contractor shall correct defective areas by removing defective work and replacing it with new material as directed by the Department. The Contractor shall furnish a 10 foot straightedge for the Department's use.

401.12 Preparation of Existing Surface The Contractor shall thoroughly clean the surface upon which Hot Mix Asphalt Pavement is to be placed of all objectionable material. When the surface of the existing base or pavement is irregular, the Contractor shall bring it to uniform grade and cross section. All surfaces shall have a tack coat applied prior to placing any new HMA course. Tack coat shall conform to the requirements of Section 409 – Bituminous Tack Coat, Section 702 – Bituminous Material, and all applicable sections of the contract.

401.13 Spreading and Finishing On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, the Contractor shall spread, rake, and lute the HMA with hand tools to provide the required compacted thickness. Release agents that dissolve or strip asphalts, including diesel fuel, will not be allowed. On roadways with adjoining lanes carrying traffic, the Contractor shall

place each course per the conditions in Table 4, unless otherwise noted by the Department in Section 403 - Hot Mix Asphalt Pavement.

TABLE 4: PLACEMENT CONDITIONS FOR ADJOINING LANES

Depth (at centerline)	Placement Conditions
Vertical Longitudinal Joint	
¾" and less (incl. shim)	The Contractor may place the HMA course over the full single travel lane width for each production day.
1" to 1 ¼"	The Contractor may place the HMA course over the full single travel lane width for each production day and will be required to place a matching course of HMA over the adjacent section of travel lane before weekend or holiday suspension.
1 ½" to 2"	The Contractor may place the HMA course over the full single travel lane width for each production day and 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.
Greater than 2"	The Contractor shall place each course over the full width of the traveled way section being paved that day.
Notched-Wedge Longitudinal Joint	
1 ½" to 2"	The Contractor may place the HMA course over the full single travel lane width for each production day and will be required to place a matching course of HMA over the adjacent section of travel lane before weekend or holiday suspension. A maximum unmatched centerline joint length of 0.5 miles will be permitted over the weekend.
Greater than 2"	The Contractor may place the HMA course over the full single travel lane width for each production day and 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 be required to place the specified course over the full width of the mainline traveled way being paved, regardless of use, depth, or longitudinal joint type prior to Memorial Day, July 4th, Labor Day, paving suspensions exceeding three days, or other dates as specified by special provision.

The Contractor shall install additional warning signage that clearly defines the centerline elevation differential hazard. Unless otherwise addressed in the contract, the Contractor shall install additional centerline delineation such as a double RPM application at 100 foot intervals, or temporary painted line. For any exposed vertical edge between the shoulder and traveled way, at a minimum, the use of temporary painted line, or RPMs placed along the edge of traveled way at 200 foot intervals is required. 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. 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.

401.14 Hot Mix Asphalt Placement on Bridge Decks Hot mix asphalt pavement placed on bridges shall also conform to Section 508.04 and the following requirements.

- The bottom course shall be placed with an approved rubber mounted paver of such type and operated in such a manner that the membrane waterproofing will not be damaged in any way.
- The top course shall not be placed until the bottom course has cooled sufficiently to provide stability.
- The Contractor will not be required to cut sample cores from the compacted pavement on the bridge deck, unless otherwise directed by Special Provision.

- d. After the top course has been placed, the shoulder areas shall be sealed 3 ft wide with two applications of an emulsified bituminous sealer meeting the requirements of Section 612.03 – Sealing and Section 702.12 - Emulsified Bituminous Sealing Compound. The first application shall be pre-mixed with fine, sharp sand, similar to mortar sand, as needed to fill all voids in the mix in the area being sealed. The second application may be applied without sand. The sealer shall be carried to the curb at the gutter line in sufficient quantity to leave a bead or fillet of material at the face of the curb. The area to be sealed shall be clean, dry and the surface shall be at ambient temperature.
- e. The furnishing and applying of the required quantity of sealer for the bridge shoulder areas shall be incidental to placing the hot mix asphalt pavement.
- f. The minimum production and placement temperature for the Hot Mix Asphalt placed over membrane shall conform to the manufacturer's recommendations.

The area between the edge of the membrane and the vertical surface shall be completely sealed with hot-applied rubberized asphalt material, meeting the requirements of Type 4 crack seal; shall be applied to form a complete seal between the membrane and the vertical surface and shall extend up the vertical surface to within ½ inch of the top of the HMA wearing surface. This work shall be considered incidental to the contract pavement items unless 508 membrane items are included in the contract.

401.15 Compaction Immediately after the Hot Mix Asphalt Pavement has been spread, struck off, and any surface irregularities adjusted, the Contractor shall thoroughly and uniformly compact the HMA by rolling.

The Contractor shall roll the surface when the mixture is in the proper condition and when the rolling does not cause undue displacement, cracking, or shoving. The Contractor shall prevent adhesion of the HMA to the rollers or vibrating compactors without the use of fuel oil or other petroleum based release agents. Solvents designed to strip asphalt binders from aggregates will not be permitted as release agents on equipment, tools, or pavement surfaces.

The Contractor shall immediately correct any displacement occurring as a result of the reversing of the direction of a roller or from other causes to the satisfaction of the Department. Any operation other than placement of variable depth shim course that results in breakdown of the aggregate shall be discontinued. Any new pavement that shows obvious cracking, checking, or displacement shall be removed and replaced for the full lane width as directed by the Resident at no cost to the Department.

Along forms, curbs, headers, walls, and other places not accessible to the rollers, the Contractor shall thoroughly compact the HMA with mechanical vibrating compactors. The Contractor shall only use hand tamping in areas inaccessible to all other compaction equipment. On depressed areas, the Contractor may use a trench roller or cleated compression strips under a roller to transmit compression to the depressed area.

Any HMA that becomes unacceptable due to cooling, cracking, checking, segregation or deformation as a result of an interruption in mix delivery shall be removed and replaced with material that meets contract specifications at no cost to the Department.

401.16 Joints The Contractor shall construct wearing course transverse and longitudinal joints in such a manner that minimum tolerances shown in Section 401.11 - Surface Tolerances are met when measured with a straightedge. The paver screed shall maintain a uniform head of HMA during transverse and longitudinal joint construction. The HMA shall be free of segregation and meet temperature requirements outlined in Section 401.04. Transverse joints of the wearing course shall be straight and neatly trimmed. The Contractor may form a vertical face exposing the full depth of the course by inserting a header, by breaking the bond with the underlying course, or by cutting back with hand tools. The Contractor shall apply a coating of emulsified asphalt

immediately before paving all joints to the vertical face and 3 in of the adjacent portion of any pavement being overlaid except those formed by pavers operating in echelon. The Contractor shall use an approved spray apparatus designed for covering a narrow surface. The Department may approve application by a brush for small surfaces, or in the event of a malfunction of the spray apparatus, but for a period of not more than one working day.

Where pavement under this contract joins an existing pavement, or when the Department directs, the Contractor shall cut the existing pavement along a smooth line, producing a neat, even, vertical joint. The Department will not permit broken or raveled edges. The cost of all work necessary for the preparation of joints is incidental to related contract pay items. Longitudinal joints shall be generally straight to the line of travel and constructed in a manner that best ensure joint integrity. Methods or activities that prove detrimental to the construction of straight, sound longitudinal joints will be discontinued.

The Contractor may utilize an approved notched wedge joint device on all HMA layers 1 ½ inches in depth or greater. A notched wedge joint shall be constructed as shown in Figure 1 using a device that is attached to the paver screed and is capable of independently adjusting the top and bottom vertical notches.

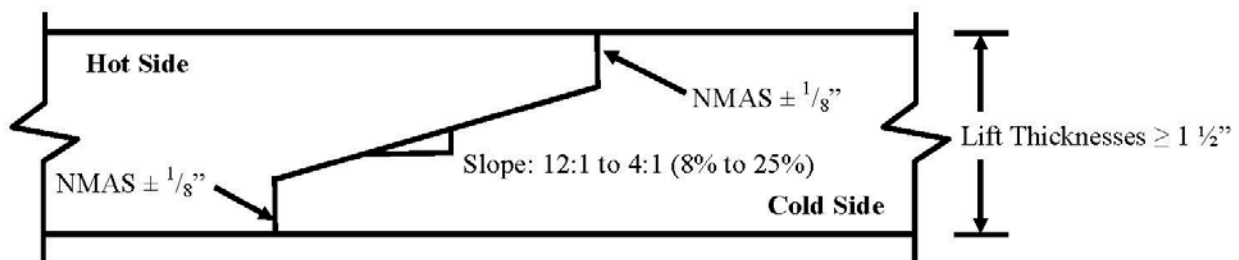


FIGURE 1: Notched Wedge Joint

Notes

1. An emulsified tack coat shall be applied to the vertical edges and the wedge surface so that the total rate is 0.05 G/SY plus the normal specified rate prior to placing the adjacent layer. The Contractor may elect to apply the emulsified tack coat in one or multiple passes.
2. Dimensions shown are compacted depths (after rolling is complete).

The Department reserves the right to have centerline cores cut by the Contractor's QC personnel for informational purposes to monitor the density along the joint. Informational cores at the centerline joint will be taken centered over the tapered part of the wedge joint.

Any notched wedge joint constructed areas that become cracked or broken shall be trimmed back to the limits affected prior to placing the adjoining lane. Any materials that become unbound or separated from the wedge or tapered joint section, or contaminated by materials determined by the Department as being detrimental to the construction of a sound construction joint, shall be removed by sweeping, compressed air and lance, or by hand tools as required. This work, if necessary, will not be paid for directly, but shall be considered incidental to the related contract items.

The Contractor shall apply a coating of emulsified asphalt on the vertical and tapered surface of the longitudinal centerline joint immediately before paving if the notched wedge joint device is used. The total rate of application shall be 0.050 G/SY plus the normal specified tack coat rate. The Contractor shall use an approved spray apparatus designed for covering a narrow surface. The Department may approve application by a brush for small surfaces.

401.17 Hot Mix Asphalt Documentation The Contractor and the Department shall agree on the amount of Hot Mix Asphalt Pavement that has been placed each day. All delivery slips shall conform to the requirements of 401.078.

401.18 Prepave Meeting Prior to placing any mix, the Department and the Contractor shall hold a Pre-paving conference to discuss the paving schedule, source of mix, type and amount of equipment to be used, sequence of paving pattern, rate of mix supply, random sampling, project lots and sublots and traffic control. A copy of the density QC random numbers to be used on the project shall be provided to the Resident. The Departments' random numbers for Acceptance testing shall be generated and on file with the Resident and the Project Manager. All personnel of the Department and the Contractor who have significant information relevant to the paving items shall attend, including the responsible onsite paving supervisor for the Contractor. The Resident will prepare minutes of the conference and distribute them to all attendees. Any requests to revise the minutes must be made to the Resident within 7 Days of Receipt. These minutes will constitute the final record of the Pre-paving conference. On the first day of paving and whenever there is a change in the onsite paving foreman or paving inspector, the Department and the Contractor shall hold an informal onsite meeting to review the minutes of the Pre-paving conference, Project Specific QCP, Plans, Typical, Special Provisions and communication process. This meeting shall be held prior to placing any mix. The onsite paving supervisor, QCT, Superintendent, Resident and/or paving inspector shall attend. Prepave meetings shall not be required on projects designated as Acceptance Method D unless otherwise noted in Section 403 - Hot Mix Asphalt Pavement.

401.19 Contractor Quality Control The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The Contractor shall not begin paving operations until the Department approves the QCP in writing.

401.191 Quality Control - Method A, B & C The QCP shall meet the requirements of Section 106.6 - Acceptance and this Section. The QCP shall address any items that affect the quality of the Hot Mix Asphalt Pavement including, but not limited to, the following:

- a. JMF(s)
- b. Hot mix asphalt plant details
- c. Stockpile Management (to include provisions for how the requirements of 401.071b will be met)
- d. Make and type of paver(s)
- e. Make and type of rollers including weight, weight per inch of steel wheels, and average contact pressure for pneumatic tired rollers
- f. Name of QCP Administrator, and certification number
- g. Name of Process Control Technician(s) and certification number(s)
- h. Name of Quality Control Technicians(s) and certification number(s)
- i. Mixing & transportation including process for ensuring that truck bodies are clean and free of debris or contamination that could adversely affect the finished pavement
- j. Testing Plan
- k. Laydown operations including longitudinal joint construction, procedures for avoiding paving in inclement weather, type of release agent to be used on trucks tools and rollers, compaction of shoulders, tacking of all joints, methods to ensure that segregation is minimized, procedures to determine the maximum rolling and paving speeds based on best engineering practices as well as past experience in achieving the best possible smoothness of the pavement.
- l. Examples of Quality Control forms including a daily plant report, daily paving report, and delivery slip template for any plant to be utilized.
- m. Silo management and details

- n. Provisions for varying mix temperature due to extraordinary conditions or production limitations. If a warm-mix technology is utilized, a proposed target production temperature range (not to exceed 50°F) will be provided for each mix design.
- o. Name and responsibilities of the Responsible onsite Paving Supervisor.
- p. Method for calibration/verification of Density Gauge
- q. A note that all testing will be done in accordance with AASHTO and the MaineDOT Policies and Procedures for HMA Sampling and Testing.
- r. A detailed description of RAP processing, stockpiling and introduction into the plant as well as a note detailing conditions under which the percent of RAP will vary from that specified on the JMF.
- s. A detailed procedure outlining when production will be halted due to QC or Acceptance testing results.
- t. A plan to address the change in PGAB source or supplier and the potential co-mingling of differing PGAB's.
- u. A procedure to take immediate possession of acceptance samples once released by MaineDOT and deliver said samples to the designated acceptance laboratory.
- v. Provisions for how the QCP will be communicated to the Contractor's field personnel

The QCP shall include the following technicians together with following minimum requirements:

- a. QCP Administrator - A qualified individual shall administer the QCP. The QCP Administrator must be a full-time employee of or a consultant engaged by the Contractor or paving subcontractor. The QCP Administrator shall have full authority to institute any and all actions necessary for the successful operation of the QCP. The QCP Administrator (or its designee in the QCP Administrator's absence) shall be available to communicate with the Department at all times. The QCP Administrator shall be certified as a Quality Assurance Technologist certified by the New England Transportation Technician Certification Program (NETTCP).
- b. Process Control Technician(s) (PCT) shall utilize test results and other quality control practices to assure the quality of aggregates and other mix components and control proportioning to meet the JMF(s). The PCT shall inspect all equipment used in mixing to assure it is operating properly and that mixing conforms to the mix design(s) and other Contract requirements, and that delivery slips and plant recordation accurately reflects the mix being produced with all the required information. The QCP shall detail how these duties and responsibilities are to be accomplished and documented, and whether more than one PCT is required. The Plan shall include the criteria to be utilized by the PCT to correct or reject unsatisfactory materials. The PCT shall be certified as a Plant Technician by the NETTCP.
- c. Quality Control Technician(s) (QCT) shall perform and utilize quality control tests at the job site to assure that delivered materials meet the requirements of the JMF(s). The QCT shall inspect all equipment utilized in transporting, laydown, and compacting to assure it is operating properly and that all laydown and compaction conform to the Contract requirements. The QCP shall detail how these duties and responsibilities are to be accomplished and documented, and whether more than one QCT is required. The QCP shall include the criteria utilized by the QCT to correct or reject unsatisfactory materials. The QCT shall be certified as a Paving Inspector by the NETTCP.

The QCP shall detail the coordination of the activities of the Plan Administrator, the PCT and the QCT. The Project Superintendent shall be named in the QCP, and the responsibilities for successful implementation of the QCP shall be outlined.

The Contractor shall have a testing lab at the plant site, equipped with all testing equipment necessary to complete the tests in Table 5. The Contractor shall locate an approved Gyratory Compactor at the plant testing lab. The

Contractor shall generate QC sampling random numbers for each approved mix design. A copy of the random numbers shall be emailed to the QC.mainedot@maine.gov email address and remain on-file (in print) and be available for inspection at the QC laboratory. The Contractor shall sample, test, and evaluate Hot Mix Asphalt Pavement in accordance with the following minimum frequencies per each approved mix design:

TABLE 5: MINIMUM QUALITY CONTROL FREQUENCIES

Test or Action	Frequency	Test Method
Temperature of mix	6 per day at street and plant	-
Temperature of mat	4 per day	-
%TMD (In-Place Density - Surface)	1 per 125 ton	AASHTO T355 or AASHTO T343
%TMD (In-Place Density - Base)	1 per 250 ton	AASHTO T355 or AASHTO T343
Fines / Effective Binder	1 per 500 ton	AASHTO T 312*
Gradation	1 per 500 ton	AASHTO T30
PGAB Content	1 per 500 ton	AASHTO T164 or AASHTO T308
Voids at N _{design}	1 per 500 ton	AASHTO T 312*
VMA at N _{design}	1 per 500 ton	AASHTO T 312*
Rice Specific Gravity	1 per 500 ton	AASHTO T209
Coarse Aggregate Angularity	1 per 5,000 ton	ASTM D5821
Flat and Elongated Particles	1 Per 5,000 ton	ASTM D4791
Fine Aggregate Angularity	1 Per 5,000 ton	AASHTO T304

*Method A and B only

The Contractor shall monitor plant production on each approved mix design using running average of three control charts as specified in Section 106 - Quality. Control limits shall be as noted in Table 6 below. The UCL and LCL, shall not exceed the allowable gradation control points for the particular type of mixture as outlined in Table 1 of Section 703.09.

TABLE 6: CONTROL LIMITS

Property	UCL and LCL
Percent Passing 4.75 mm and larger sieves	Target +/-4.0
Percent Passing 2.36 mm sieve	Target +/-2.5
Percent Passing 0.075 mm sieve	Target +/-1.0
PGAB Content	Target +/-0.25
VMA at N _{design}	LCL = LSL + 0.2
Voids at N _{design}	JMF Target +/-1.2
Theoretical Maximum Specific Gravity	JMF Target +/-0.020

The Contractor shall submit all HMA QC test reports, inspection reports and updated control charts to the Resident and QC.mainedot@maine.gov by email. The HMA QC test reports, inspection reports and updated control charts shall be signed by the appropriate technician and be submitted to the Department by 1:00 P.M. on the next working day, except when otherwise noted in the QCP and approved by the Department.

The Contractor shall also retain splits of the previous 5 QC tests, with QC results enclosed for random selection and testing by the Department during inspections of the HMA production facility. Test results of splits that do not meet the Dispute Resolution Variance Limits in Table 14 shall trigger an investigation by the MaineDOT Independent Assurance Unit, and may result in that lab losing NETTCP certification and the ability to request a dispute [Section 401.24 - Process for Dispute Resolution (Methods A, B and C only)].

The Contractor shall make density test results, including randomly sampled densities, available to the Department onsite. Summaries of each day's results, including a daily paving report, shall be recorded and signed by the QCT and provided to the QC.mainedot@maine.gov email address and Resident in writing by 1:00 p.m. the next working day. The Contractor shall fill all holes in the pavement resulting from cutting cores by the Contractor or the Department with a properly compacted, acceptable mixture no later than the following working day. Before filling, the Contractor shall carefully clean the holes and apply a coating of emulsified asphalt. The Contractor may only cut additional cores for verification of the densometer, at a rate not to exceed 3 per day or 2 per 1000 ton placed.

If the Contractor's control chart shows the process for a given mix design to be out of control (defined as a single point outside of the control limits on the running average of three chart) on any property listed in Table 6: Control Limits, the Contractor shall notify the Resident of all affected projects in writing of the corrective action by 1:00 PM the next working day. The written description shall detail what action is being taken by the Contractor to bring the property in question back within control limits. Subsequent quality control results are expected to demonstrate an improvement and regression towards the aim. The Department reserves the right to take action, to include cessation of production, in the case of repeated results outside the Table 6 control chart control limits.

On a daily basis, the Contractor shall perform density testing across the mat being placed, prior to being compacted by equipment at 12 in intervals. If the density values vary by more than 2.0% from the mean, the Contractor shall make adjustments to the screed until the inconsistencies are remedied. Failure to replace or repair defective placement equipment may result in a letter of suspension of work and notification of a quality control violation resulting in possible monetary penalties as governed by Section 106 - Quality

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

- a. The quality level for density using all quality control tests for the current Lot is less than 60 PWL.
- b. 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.
- c. The Flat and Elongated Particles value exceeds 10% by ASTM D4791.
- d. There is any visible damage to the aggregate due to over-densification other than on variable depth shim courses.
- e. The Contractor fails to follow the approved QCP.

The Contractor shall notify the Resident in writing as to the reason for shutdown, as well as the corrective action, by the end of the work day. Failure to do so will be treated as a second incident under 106.4.6 QCP Non-compliance. The Department will only allow the continuation of paving operations when it is satisfied the corrective action will result in an improvement in results. The Department may require the submittal of a passing verification sample to allow further production. The Department retains the exclusive right, with the exception of the first day's production of a new JMF, to determine whether the resumption of production involves a significant change to the production process. If the Department so determines, then the current lot will be terminated, a pay factor established, and a new lot will begin.

The Contractor may utilize innovative equipment or techniques not addressed by the Contract documents to produce or monitor the production of the mix, subject to approval by the Department.

401.192 Quality Control - Method D Unless otherwise noted in Section 403 - Hot Mix Asphalt Pavement, the Contractor shall submit a modified QC Plan detailing, how the mix is to be placed, what equipment is to be used, and what HMA plant is to be used for Items covered under Method D. All mix designs (JMF) shall be approved and verified by MaineDOT prior to use. Certified QC personnel shall not be required unless otherwise noted in

Section 403 - Hot Mix Asphalt Pavement. The Contractor shall certify the mix and the test results for each item by a Certificate of Compliance.

401.20 Acceptance Method A, B & C These methods utilizes Quality Level Analysis and pay factor specifications. 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 Properties:

TABLE 7: ACCEPTANCE PROPERTIES

Properties	Point of Sampling	Test Method
Gradation	Paver Hopper	AASHTO T30
PGAB Content	Paver Hopper	AASHTO T308
% TMD (In-Place Density)	Mat behind all Rollers	AASHTO T269
Voids at N_{design}	Paver Hopper	AASHTO T 312
VMA at N_{design}	Paver Hopper	AASHTO T 312
Fines to Effective Binder	Paver Hopper	AASHTO T 312
VFB	Paver Hopper	AASHTO T 312

The Department will obtain samples of Hot Mix Asphalt Pavement in conformance with AASHTO R 97, Sampling Asphalt Mixtures, and the MaineDOT Policies and Procedures for HMA Sampling and Testing. The Contractor shall transport the samples in containers provided by the Department to the designated MaineDOT Laboratory within 48 hours except when otherwise noted in the project specific QCP or as directed by the Resident. Failure to deliver an acceptance sample to the designated acceptance laboratory will be considered the second incident under 106.4.6—QCP Non-Compliance.

Target values shall be as specified in the JMF. The Department will withhold reporting of the test results for the Acceptance sample until 7:00 AM, on the second working day of receipt of the sample, or after receipt of the Contractors results of the Acceptance sample split. Upon conclusion of each lot, where there is a minimum of four sublots, results shall be examined for statistical outliers, as stated in Section 106.7.2 - Statistical Outliers.

TABLE 8: ACCEPTANCE METHODS

Property	USL and LSL		
	Method A	Method B	Method C
Lot Size*	Entire production per item per contract up to 6000 ton	Entire production per item per contract	Entire production per item per contract up to 6000 ton
Maximum Sublot Size – Mix	750 ton	Lot quantity divided by three	750 ton
Maximum Sublot Size – Density	Surface Layers – 250 ton Base / Intermediate Layers – 500 ton	Lot quantity divided by five	Surface Layers – 250 ton Base / Intermediate Layers – 500 ton
Minimum Number of Samples – Mix	Four	Three	Four
Minimum Number of Samples – Density	Five		

*Unless otherwise agreed upon at the Prepave Meeting

If there is less than one-half of a subplot remaining at the end, then it shall be combined with the previous subplot. If there is more than one-half subplot remaining at the end, then it shall constitute the last subplot and shall be represented

by test results. If it becomes apparent partway through a Lot that, due to an underrun, there will be insufficient mix quantity to obtain the minimum number of sublots needed, the Resident may adjust the size of the remaining sublots and select new sample locations based on the estimated quantity of material remaining in the Lot. Unanticipated over-runs of up to 1500 ton shall be rolled into the last lot. Cases where the lot is terminated prior to reaching completion shall be handled in accordance with Section 106.7.3 Early Termination of Lots. In cases where density incentive/disincentive provision apply, additional cores shall be taken to attain a minimum of three for the Lot.

Isolated Areas During the course of inspection, should it appear that there is an isolated area that is not representative of the lot based on a lack of observed compactive effort, excessive segregation, a change in process or any other questionable practice, that area may be isolated and tested separately. An area so isolated that has a calculated pay factor below 0.80 for Method A and C or below 0.86 for Method B, based on three random tests shall be removed and replaced at the expense of the Contractor for the full lane width and a length not to be less than 150 ft.

Pavement Density The Department will measure pavement density using core samples tested according to AASHTO T 166. The Contractor shall cut 6-inch diameter cores at no additional cost to the Department by the end of the working day following paving. Cores shall be cut such that the nearest edge at least 9 inches from any joint. Pre-testing of the cores will not be allowed. If the Contractor and the Department mutually determine that a core is damaged, the Contractor shall cut new core(s) at the same offset and within 3 ft of the initial sample. The Contractor and the Department will mutually determine if underlying material is adhered to the core and if so will mark the core at the point where sawing is needed. The Department will place the cores in a secure container and the Contractor shall transport the cores to the designated MaineDOT lab. The cores will be saw cut by the Department to remove underlying layers. No recuts are allowed at a test location after the core has been tested. Upon conclusion of each lot, density results shall be examined for statistical outliers as stated in Section 106.7.2.

On all sections of overlay with wearing courses designed to be 1 in or less in thickness, there shall be no pay adjustment for density otherwise noted in Section 403 - Hot Mix Asphalt Pavement. For overlays designed to be 1 in or less in thickness, density shall be obtained by the same rolling train and methods as used on mainline travelway surface courses with a pay adjustments for density, unless otherwise directed by the Department.

There shall be no pay adjustment for density on shoulders unless otherwise noted in Section 403 - Hot Mix Asphalt Pavement. Density for shoulders shall be obtained by the same rolling train and methods as used on mainline travelway, unless otherwise directed by the Department. Efforts to obtain optimum compaction will not be waived by the Department unless it is apparent during construction that local conditions make densification to this point detrimental to the finished pavement surface course.

TABLE 9: ACCEPTANCE LIMITS

Property	USL and LSL		
	Method A	Method B	Method C
Percent Passing 4.75 mm and larger sieves	Target +/-7%		
Percent Passing 2.36 mm to 1.18 mm sieves	Target +/-4%	Target +/-5%	Target +/-5%
Percent Passing 0.60 mm sieve	Target +/-3%	Target +/-4%	Target +/-4%
Percent Passing 0.30 mm to 0.075 mm sieve	Target +/-2%	Target +/-3%	Target +/-2%
PGAB Content	Target +/-0.4%	Target +/-0.5%	Target +/-0.4%
Voids at N _{design}	4.0% +/-1.5%	4.0% +/-2.0%	N/A
Fines to Effective Binder	0.9 +/-0.3	0.9 +/-0.3	N/A
VMA at N _{design}	LSL from Table 1	LSL from Table 1	N/A
VFB	Table 1 plus a 4% production tolerance for USL	Table 1 plus a 4% production tolerance for USL	N/A
% TMD (In-place Density)	95.0% +/- 2.5%		

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

TABLE 10: CEASE PRODUCTION CONDITIONS

Property	Percent Within Limits (PWL)	
	Method A / Method B	Method C
Percent Passing NMAS sieve*	<60	<60
Percent Passing 2.36 mm sieve*		
Percent Passing 0.30 mm sieve*		
Percent Passing 0.075 mm sieve*		
PGAB Content		N/A
Voids at N _{design}		
Fines to Effective Binder*		
VMA at N _{design}		
VFB		
% TMD (In-place Density)		<60

*Paving operations shall not be required to cease if the mean test value is equal to the LSL or USL and s = 0.

In cases where the Contractor is to cease paving operations based upon an Acceptance result or payfactor, the Contractor will submit a corrective action plan to the Department. The Department will only allow the continuation of paving operations when it is satisfied the corrective action will result in an improvement in results. The Department may require the submittal of a passing verification sample to allow further production.

The Department will sample, test, and evaluate Hot Mix Asphalt Pavement in accordance with Section 106 - Quality and Section 401.20 - Acceptance, of this Specification. The Department will use the following criteria for pay adjustment at the completion of the Lot using the pay adjustment factors under Section 106.7 - Quality Level Analysis:

Density If the pay factor for Density falls below 0.80 for Method A or C or 0.86 for Method B, all of the cores will be randomly re-cut by Sublot. A new pay factor will be calculated that combines all initial and retest results.

If the resulting pay factor is below 0.80 for Method A or C or below 0.86 for Method B, the entire Lot shall be removed and replaced with material meeting the specifications at no additional cost to the Department, except that the Department may, when it appears that there is a distinct pattern of defective material, isolate any defective material by investigating each mix sample subplot and require removal of defective mix sample sublots only, leaving any acceptable material in place if it is found to be free of defective material. Pay factors equal to or greater than the reject level will be paid accordingly.

Mix Properties The Department will determine a pay factor (PF) using the applicable Acceptance Limits. If any single pay factor for PGAB Content, VMA at N_{design} , or Voids at N_{design} falls below 0.80 for Method A, then the composite pay factor for PGAB Content, VMA at N_{design} , and Voids at N_{design} shall be 0.55. If any single pay factor for PGAB Content, VMA at N_{design} , or Voids at N_{design} falls below 0.86 for Method B, then the composite pay factor for PGAB Content, VMA at N_{design} , and Voids at N_{design} shall be 0.70. If the PGAB content falls below 0.80 for Method C, then the PGAB pay factor shall be 0.55.

The following variables will be used for pay adjustment:

PA = Pay Adjustment
 Q = Quantity represented by PF in ton
 P = Contract price per ton
 PF = Pay Factor

The Department will determine a pay adjustment using Table 11: Pay Adjustment Calculations as follows:

TABLE 11: PAY ADJUSTMENT CALCULATIONS

Acceptance Method	Mix Properties / Gradation	Density
Method A	$PA = (\text{Voids @ } N_d \text{ PF} - 1.0)(Q)(P) \times 0.20 + (\text{VMA at } N_{design} \text{ PF} - 1.0)(Q)(P) \times 0.20 + (\text{PGAB Content PF} - 1.0)(Q)(P) \times 0.10$	$PA = (\text{density PF} - 1.0)(Q)(P) \times 0.50$
Method B		
Method C	$PA = (\% \text{ Passing Nom. Max PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 2.36 mm PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.30 mm PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.075 mm PF} - 1.0)(Q)(P) \times 0.10 + (\text{PGAB Content PF} - 1.0)(Q)(P) \times 0.25$	

In addition, for 9.5 mm NMAS mixtures the following pay adjustment shall also apply:

The average percent passing for the 0.075 mm sieve shall be evaluated for each Lot. If the average is greater than 6.5%, a pay adjustment according to Table 12 below shall apply in addition to the other pay adjustments for the given method of testing.

TABLE 12: 0.075 MM SIEVE PAY ADJUSTMENT

Average Percent Passing 0.075 mm Sieve	Pay Adjustment
6.6% - 7.0%	-5%
> 7.0%	-10%

The Department shall notify the Contractor whenever the average of at least three samples in a given Lot is greater than 6.5%.

401.21 Acceptance Method D Unless otherwise stated in the 403 special provision, one sample will be taken from the paver hopper or the truck body per 250 ton per pay item. The mix will be tested for gradation and

PGAB content. Disputes will not be allowed. If the mix is within the tolerances listed in Table 13, the Department will pay the contract unit price. Contractor shall cut two 6 in cores, which shall be tested for percent TMD per AASHTO T-269 unless otherwise noted in Section 403 - Hot Mix Asphalt Pavement. If the average for the two tests falls below 92.5% the disincentive shall apply. If the test results for each 250 ton increment are outside these limits, the following deductions shall apply to the HMA quantity represented by the test.

TABLE 13: METHOD D ACCEPTANCE LIMITS AND PAY ADJUSTMENTS

Property	USL and LSL	Pay Adjustment
Percent Passing 4.75 mm and larger sieves	Target +/-7%	N/A
Percent Passing 2.36 mm sieve	Target +/-7%	-2.0%
Percent Passing 1.18 mm sieve	Target +/-5%	N/A
Percent Passing 0.60 mm sieve	Target +/-4%	N/A
Percent Passing 0.30 mm sieve	Target +/-3%	-1.0%
Percent Passing 0.075 mm sieve	Target +/-3%	-2.0%
PGAB Content	Target +/-0.5%	-5.0%
% TMD (In-place Density)	LSL of 92.5%	-10.0%

If test results do not meet the Table 13 requirements, deducts as shown shall be applied to the quantity of mix represented by the test.

401.22 Method of Measurement The Department will measure Hot Mix Asphalt Pavement by the ton in accordance with Section 108.1 - Measurement of Quantities for Payment.

401.23 Basis of Payment The Department will pay for the work, in place and accepted, in accordance with the applicable sections of this Section, for each type of HMA specified.

The Department will pay for the work specified in Section 401.12, for the HMA used, except that cleaning objectionable material from the pavement and furnishing and applying bituminous material to joints and contact surfaces is incidental. Payment for this work under the appropriate pay items shall be full compensation for all labor, equipment, materials, and incidentals necessary to meet all related contract requirements, including design of the JMF, implementation of the QCP, obtaining core samples, transporting cores and samples, filling core holes, applying emulsified asphalt to joints, and providing testing facilities and equipment. The Department will make a pay adjustment for quality as specified in Section 401.20 Acceptance Method A, B & C or 401.21 Acceptance Method D.

401.24 Process for Dispute Resolution (Methods A, B, & C only) At the time of Hot-Mix Asphalt sampling, the Department will obtain a split sample of each Acceptance test random sample for possible dispute resolution testing. The Contractor shall also obtain a split sample of the HMA at this same time. If the Contractor wishes to retain the option of requesting dispute testing of the initial Acceptance sample, the Contractor will test their split of the Acceptance sample and shall report their results to the Resident, with a copy to Contractor.mainedot@maine.gov by 7:00 AM, on the second working day from time of QA sampling, otherwise dispute resolution will not be initiated. The Department's dispute resolution split sample will be properly labeled and stored for a period of at least two weeks after it has been reported, or until the sample is tested. The properties eligible for dispute and the respective variances are shown in Table 14.

The Contractor may dispute the Department's Acceptance results and request that the dispute resolution split sample be tested by notifying the Department's Resident and QA Engineer in writing within two working days after the results of the Acceptance test are reported. The following shall be provided in the request:

- Acceptance sample reference number

- The specific test result(s) or property(ies) being disputed, and
- The complete, signed report of the Contractor's testing (In a lab certified by the NETTCP and MaineDOT) of their split of the Acceptance sample indicating that the variances in Table 14 for the specific test result(s) or property(ies) were exceeded.

TABLE 14: DISPUTE RESOLUTION VARIANCE LIMITS

Property	Disputable on Method A/B	Disputable on Method C	Variance Limits
PGAB Content	Yes	Yes	+/-0.4%
G_{mb}	Yes	No	+/-0.030
G_{mm}	Yes	No	+/-0.020
Voids at N_{design}	Only if G_{mb} or G_{mm} is not disputable	No	+/-0.8%
VMA at N_{design}	Only if G_{mb} or G_{mm} is not disputable	No	+/-0.8%
Percent Passing 4.75 mm and larger sieves	No	Yes	+/- 4.0%
Percent Passing 2.36 mm to 0.60 mm sieves	No	Yes	+/- 3.0%
Percent Passing 0.30 mm to 0.15 mm sieves	No	Yes	+/- 2.0 %
0.075 mm sieve	Only for 9.5 mm NMAS mixes	Yes	+/- 0.8%

The value of any disputed result or property reported for the initial Acceptance sample shall stand if the value reported for the dispute resolution sample is not closer to the value the Contractor reported for their split sample than to the value reported for the initial Acceptance sample. If the value reported for the dispute resolution falls precisely half-way between the other two values the value reported for the dispute resolution will replace the original acceptance value. Otherwise, the value reported for the dispute resolution sample will replace the value reported for the initial Acceptance sample and will be used to re-calculate any other affected results or properties.

SECTION 402 - PAVEMENT SMOOTHNESS

402.00 Smoothness Projects Projects to have their pavement smoothness analyzed in accordance with this Specification will be so noted in Special Provision 403 - Hot Mix Asphalt Pavement.

402.01 Pavement Smoothness The final pavement surface shall be evaluated for smoothness using a Class I or Class II profiler as defined by ASTM E950 (94). Smoothness measurements will be expressed in terms of the International Roughness Index (IRI) as defined by the World Bank, in units of inches/mile.

402.02 Lot Size Lot size for smoothness will be 3000 lane-feet. A subplot will consist of 50 lane-feet. Partial lots will be included in the previous lot if less than one-half the size of a normal lot. If equal to or greater than one-half the normal lot size, it will be tested as a separate lot.

402.03 Acceptance Testing The Department will conduct Acceptance testing following completion of the surface course. Sections to be excluded from testing include the following:

- Bridge decks and joints (no smoothness measurements will be taken within 100 ft of bridge joints)
- Acceleration and deceleration lanes
- Shoulders and ramps
- Side streets and roads
- Within 100 ft of transverse joints at the beginning and end of the project

Within 100 ft of railroad crossings
 Urban areas with speed limits of 30 mph or lower

Each lot shall have 2 measurements made in each wheel path. The average of the 4 measurements will determine the smoothness for that lot. The smoothness measurements will be statistically evaluated for pay factors as described in Subsection 106.7 - Quality Level Analysis, using the specification limits shown below.

TABLE 1: ACCEPTANCE LIMITS

Level	USL
I	50 in/mile
II	60 in/mile
III	70 in/mile

Computation of Smoothness Pay Adjustment:

$$PA = (PF-1.0)(Q)(P)$$

where:

Q = Quantity of surface course in the Lot (excluding shoulders, side streets, bridge decks, ramps, acceleration and deceleration lanes)

PF = smoothness pay factor for the Lot

P = Contract unit price for surface pavement

PA = pay adjustment

402.04 Unacceptable Work In the event that any Lot is found to have a pay factor less than 0.80, the Contractor shall take whatever remedial action is required to correct the pavement surface in that Lot at no additional expense to the Department. Such remedial action may include but is not limited to removal and replacement of the unacceptable pavement. In the event remedial action is necessary, the Contractor shall submit a written plan to the Resident outlining the scope of the remedial work. The Resident must approve this plan before the remedial work can begin. Following remedial work, the Lot shall be retested, and will be subject to the specification limits listed above. The resulting pay factor, if within the acceptable range, will be used in the final pay adjustment. The Contractor shall pay the cost of retesting the pavement following corrective action.

Localized surface tolerance defects will be subject to the provisions outlined in Section 401.11 Surface Tolerances.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
402.10 Incentive/Disincentive - Pavement Smoothness	Lump Sum

SECTION 403 - HOT MIX ASPHALT PAVEMENT

403.01 Description This work shall consist of constructing one or more courses of Hot Mix Asphalt pavement on an approved base in accordance with these specifications, and in reasonably close conformity with the lines, grades, thickness and typical cross sections shown on the plans or established. The HMA pavement shall be composed of a mixture of aggregate, filler if required, and asphalt material.

403.02 General The materials and their use shall conform to the requirements of Section 401 - Hot Mix Asphalt Pavement.

403.03 Construction The construction requirements shall be as specified in Section 401 - Hot Mix Asphalt Pavement.

403.04 Method of Measurement Hot mix asphalt pavement will be measured as specified in Section 401.21- Method of Measurement.

403.05 Basis of Payment The accepted quantities of hot mix asphalt pavement will be paid for at the contract unit price per ton for the mixtures, including hot mix asphalt material complete in place. Method A, Method B, Method C and Method D shall be used for acceptance as specified in Section 401 - Hot Mix Asphalt Pavements. (See Complementary Notes, Section 403 - Hot Mix Asphalt Pavement, for Method location).

Payment will be made under:

	<u>Pay Item</u>	<u>Pay Unit</u>
403.102	Hot Mix Asphalt Pavement for Special Areas	Ton
403.206	Hot Mix Asphalt, 25 mm Nominal Maximum Size	Ton
403.207	Hot Mix Asphalt, 19.0 mm Nominal Maximum Size	Ton
403.2071	Hot Mix Asphalt , 19.0 mm Nominal Maximum Size (Polymer Modified)	Ton
403.2072	Asphalt Rich Hot Mix Asphalt, 19.0 mm Nominal Maximum Size (Asphalt Rich Base and Intermediate course)	Ton
403.208	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size	Ton
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified)	Ton
403.209	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)	Ton
403.210	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size	Ton
403.2101	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Polymer Modified)	Ton
403.2102	Asphalt Rich Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Asphalt Rich Intermediate course)	Ton
403.2104	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Thin Lift Surface Treatment)	Ton
403.211	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Shimming)	Ton
403.2111	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Shimming, Polymer Modified))	Ton
403.212	Hot Mix Asphalt, 4.75 mm Nominal Maximum Size	Ton
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course)	Ton
403.2131	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course, Polymer Modified)	Ton
403.2132	Asphalt Rich Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course)	Ton
403.214	Hot Mix Asphalt, 4.75 Nominal Maximum Size (5/8" Surface Treatment)	Ton

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>1 ½" Mill & HMA Overlay</u>					
<u>Mainline Travelway & Shoulders (As Indicated in Typical)</u>					
Wearing	12.5 mm	403.208	1 ½"	1	1,4,8
<u>Shoulder Reconstruction Areas (As Indicated in Typical)</u>					
Surface	12.5 mm	403.208	1 ½"	1	1,4,8
Base	12.5 mm	403.213	3 ½"	2	1,4,8
<u>5" HMA Overlay - Full Construction Areas</u>					
<u>Mainline and Travelway (As Indicated in Typical)</u>					
Surface	12.5 mm	403.208	1 ½"	1	1,4,8
Base	12.5 mm	403.213	3 ½"	2	1,4,8
<u>Variable Depth Spot Shims (As Directed)</u>					
Shim	9.5 mm	403.211	Variable	Variable	1,2,4,10,11,14
<u>Sidewalks, Drives, Islands, Misc.</u>					
Wearing	9.5 mm	403.209	2" - 3"	1/more	1,2,4,10,16

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 64-28** grading. All asphalt grades utilized on the travelway and shoulders shall be treated with an approved liquid anti-strip. PG binders shall be treated with a minimum 0.50 percent anti-strip by weight of asphalt binder used unless otherwise recommended by the anti-strip manufacturer. The PGAB and anti-strip blend shall meet the **PG 64-28** requirements. The Contractor shall provide supporting test data showing the PGAB and anti-strip blend meet the required criteria.
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.
4. The design traffic level for mix placed shall be 0 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **65 gyrations**.
8. Section 106.6 Acceptance, (2) Method B.
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.
16. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **3-5 ton** vibratory roller. Areas less than 2 feet wide shall be compacted with a minimum of a **150 pound** plate compactor. An approved release agent is required to ensure the mixture does not adhere to hand tools, rollers, pavers, and truck bodies. The use of petroleum based fuel oils, or asphalt stripping solvents will not be permitted.

Tack Coat

A tack coat of emulsified asphalt, RS-1, RS-1h, CRS-1 or CRS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.030 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 0.030 gal/yd². Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 501
FOUNDATION PILES
(Drilled and Anchored Soldier Pile Wall)

501.1 Description. The following is added to Subsection 501.01 of the Standard Specifications:

This work shall consist of providing all materials, equipment, and labor necessary for construction of Drilled and Anchored Soldier Pile Wall and disposal of excavated material as shown on the Plans, or as directed or authorized by the Resident. Construction of Drilled and Anchored Soldier Pile Wall shall be as specified in Section 501 of the Standard Specifications, except as amended herein.

501.2 Materials. The following is added to Subsection 501.02 of the Standard Specifications:

Steel for soldier piles, wales, sheet piles shall be ASTM A572 Grade 50 minimum. Fabrication of the soldier piles shall be by welding or bolting as shown on the drawings. Each pile shall consist of one continuous steel section, no pile splices will be allowed. All soldier piles and appurtenances shall be hot dip galvanized in accordance with ASTM A153 with a 3 to 4 mil typical thickness.

Steel for tie rods shall conform to ASTM A722 (128 ksi yield stress) and A615 (deformed bar) and shall be hot dipped galvanized. Steel for tie rod appurtenances shall also be galvanized.

Used material is not permitted for wall construction.

Timber lagging shall be provided as shown on the plans and is considered incidental to the Drilled and Anchored Soldier Pile installation.

Backfill of holes outside the drilled soldier piles shall meet the requirements of Subsection 703.22, Underdrain Backfill Type C below the pile tip, and Portland Cement Concrete conforming to the provisions of Section 502 as described herein above the pile tip. Backfill inside the soldier piles shall consist of lean cement grout with a 28 day unconfined compressive strength of 4,000 psi and a maximum water to cement ratio of 0.45 placed using a tremie tube.

The Portland cement concrete for backfilling soldier piles shall meet the requirements of Section 502 of the Standard Specifications. The use of a water-reducing admixture is permissible to provide a workable mix that will surround the soldier piles without the use of vibrators. Actual slump shall be 8 to 10 inches maximum, with water-reducing admixture. The maximum aggregate size shall not exceed 0.375 (3/8) inch.

501.3 Quality Control Plan. The following is added to Subsection 501.03 of the Standard Specifications:

At least 21 days prior to beginning construction of the Drilled and Anchored Soldier Pile Wall, the Contractor shall submit an Installation and Quality Control Plan for review by the Resident.

Standard Specification shall govern the review process.

The Installation and Quality Control Plan shall include the following:

- A. List of proposed equipment to be used including drilling equipment, drills, drill bits, augers, buckets, casing, final cleaning equipment, water recovery and treatment equipment, rock coring equipment, tremies or concrete pumps, etc.
- B. Evidence of Contractor and Foreman experience including descriptions of at least two projects on which they have successfully installed drilled soldier piles and tiebacks in the past two years.
- C. Details and methods for fabricating and galvanizing the piles.
- D. Details of the overall Drilled and Anchored Soldier Pile Wall construction operation sequence.
- E. Details of the proposed drilling platform or other means of site access.
- F. Details of excavation methods in soils, including methods of removing any obstructions such as boulders or cobbles.
- G. Details of equipment and methods to drill sockets including temporary casing.
- H. Details of equipment and methods to install tiebacks and deadmen.
- I. Details and materials for Soldier Pile centralizers.
- J. Details of installing Soldier Piles and supporting Soldier Piles laterally in their final positions until the concrete has set and the tiebacks are in place.
- K. Details of the concrete mix design, placement methods, and placement quantity control.
- L. Sample daily construction records.
- M. Sample drilling and concrete placement logs.

501.43 Location and Alignment Tolerances. The following is added to Subsection 501.043:

The Contractor shall hold the piles in place within allowable tolerances. Piles shall be braced or suspended, or both, to ensure vertical and horizontal alignment. Centralizers shall be installed along the Pile to ensure the pile is installed plumb within the temporary steel casing.

The Contractor shall clean all loose material out of the socket. The Contractor shall demonstrate that the socket is devoid of loose material prior to installing crushed stone a setting the pile. The use of a weighted tape, solid rod, sounding techniques, or other suitable methods detailed in the Installation and Quality Control Plan and accepted by the Resident shall determine sediment thickness.

The top of concrete elevation in the sockets shall be as shown on the plans. The maximum deviation of the top of the concrete shown on the Plans is 2 inches.

501.047 Splicing Piles. The following is added to Subsection 501.047 of the Standard Specifications:

Splicing of piles for Drilled and Anchored Soldier Pile Wall is prohibited.

501.49 Drilling and Socket Excavation. The following is added to Subsection 501.049 of the Standard Specifications:

The Contractor shall maintain a construction method log during drilling and excavation. The log shall contain information such as the; project, date, start time, stop time, personnel, weather, pile identification, drilling methods, drilling resistance, cleaning methods, obstructions, and seepage of groundwater through casing/bedrock seal.

The Contractor shall maintain a concrete placement log during concrete placement. The log shall contain information such as the; project, date, start time, stop time, personnel, and weather. Concrete placement logs for each pile or placement shall include the pile identification, quantity of concrete placed, final elevation of the top of the concrete placement, and concrete flow or placement rate.

The Contractor shall dispose of excavated materials removed from socket excavations in accordance with the applicable specifications for disposal of excavated materials. Cleaning of the socket may be performed by cleanout auger or bucket, reverse circulation, air-lifting, or vacuum methods.

The Contractor shall perform the necessary excavation for the Drilled and Anchored Soldier Pile Wall under this item. No separate payment will be made for excavation of materials of different densities or employment of special tools and procedures necessary to accomplish the excavation. Blasting is prohibited.

The Contractor shall provide access and equipment for checking the alignment of the casing and for checking the dimension, alignment, and cleanliness of the rock socket. Weighted tape or other approved methods shall determine final pile and socket depths after final cleaning. The Contractor shall demonstrate socket cleanliness to the Resident prior to placing concrete using cameras and/or sounding techniques. Concrete placement shall not begin until the Resident's approval is obtained.

501.50 Obstructions

The Contractor shall remove surface and subsurface obstructions at the pile locations. Obstructions may include man made materials such as old stone foundations and natural materials such as boulders. The Contractor shall clear obstructions by conventional excavation methods, special procedures and/or tools after the casing cannot be advanced using conventional augers fitted with soil teeth, rock teeth, or drilling buckets. Such special procedures/tools include, but are not limited to; chisels, boulder breakers, core barrels, and air tools. Compacted suitable backfill, as determined by the Resident, shall replace materials removed by excavation methods. The removal of obstructions to construct Drilled and Anchored Soldier Pile Walls will be considered incidental to this item.

Obstructions shall not include drilling tools that are lost in the excavation. The Contractor shall promptly remove lost drilling tools without compensation. All costs due to lost tool removal are the Contractor's.

501.51 Soldier Pile and Concrete Installation

The contractor shall place a 6-inch minimum thickness of crushed stone in the base of the socket upon which the pile will bear. The crushed stone should be used to establish the appropriate elevation of the pile. Once the elevation is established, the Soldier Pile shall be lowered to bear on the crushed stone. The socket shall then be filled with concrete. "Wet sticking", placing the pile into wet concrete, is prohibited. The Contractor shall support the Soldier Piles vertically and laterally in their final positions until the socket concrete has set.

Pile fill concrete placement shall utilize tremie methods by introducing the concrete at the base in a continuous stream until the concrete has filled the rock socket to the level indicated on the plans. Displaced groundwater exiting the top of the casing shall be controlled and treated as necessary to protect adjacent water resources.

The pile fill concrete shall be allowed to set up for a minimum of 24 hours prior to bracing being removed and the remainder of the temporary casing backfilled with crushed stone.

Above the pile fill concrete, the cased hole shall be filled with crushed stone conforming to the materials portion of this provision. The aggregate shall be dropped. The casing may be withdrawn as aggregate is placed provided no damage to the concrete column or pile occurs. To prevent cave-in the Contractor shall maintain the bottom elevation of the casing below the aggregate as the aggregate is dropped and the casing is withdrawn. The Contractor shall place aggregate to the adjacent ground surface level.

After installation of piles, Contractor shall protect the piles from impact or other disturbance during subsequent construction operations. Additional pile, bracing, and other incidentals associated with protecting the installed piles and maintaining the vertical and lateral positions of the piles will be considered incidental to related items.

501.5 Method of Measurement. The following is added to subsection 501.05 of the Standard Specifications:

- a) Drilling Equipment Mobilization Drilled Soldier Piles. Mobilization of drilling equipment shall be as outlined in subsection 501.05(a), Equipment Mobilization.
- b) Soldier Piles in Place. Method of measurement for furnishing, constructing and backfilling Drilled and Anchored Soldier Piles in accordance with the drawings and specifications shall be measured by the linear foot of piles in place. Method of measurement shall include all materials, excavation, construction methods, mobilization of equipment, and incidentals necessary to complete the work, as described herein and shown in the drawings.
- c) Tieback and Deadman System. Method of measurement for furnishing and installing the tieback and deadman system in accordance with the drawings and these specifications shall be lump sum. Method of measurement shall include all materials, excavation, construction methods, mobilization of equipment, and incidentals necessary to complete the work, as

described herein and shown in the drawings.

Basis of Payment. The following is added to subsection 501.06:

Payment shall be under:

<u>Pay Items</u>	<u>Pay Unit</u>
501.504 Drilled Soldier Piles in Place	Linear Foot
501.8042 Drilling Equipment Mobilization Soldier Piles	Lump Sum
501.306 Tieback and Deadman System	Lump Sum

SPECIAL PROVISION
SECTION 502
 STRUCTURAL CONCRETE
 (QC/QA Acceptance Methods)

CLASS OF CONCRETE	ITEM NUMBER	DESCRIPTION	P	METHOD
A	502.219	Structural Concrete, Abut. And Retaining Walls	\$400	A
Fill	502.565	Concrete Fill	N/A	

SPECIAL PROVISION
SECTION 524
TEMPORARY STRUCTURAL SUPPORTS
(Roadway Support During Staged Construction)

Standard Specification Section 524 is amended as follows:

524.01 Description

The following sentence is added:

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

524.03 Design

The design for the Temporary Structural Support shall be submitted to the Resident at least 3 weeks prior to the start of Work.

524.05 Method of Measurement

Temporary Structural Supports will be measured as one lump sum satisfactorily designed, installed, maintained, dismantled, and removed for the entire project. Installation and reinstallation of Temporary Structural Supports between construction phases, if required, will not be measured separately, but will be considered incidental to the Temporary Structural Support Pay Item. Any work associated with support, bracing, or otherwise stabilizing any structures disturbed or partially removed as part of the Work or with removal and reinstallation of existing highway appurtenances (e.g. guardrails, sign supports, etc.) to facilitate the erection of Temporary Structural Supports will not be measured for payment, but will be considered incidental to the Temporary Structural Support Pay Item.

524.06 Basis of Payment

Temporary Structural Support will be paid for at the Contract lump sum price, which shall be full compensation for all materials, equipment, labor, and incidentals necessary for the design,

installation, maintenance, dismantling, and removal of all supports required to build the new Concrete Box Culvert in stages, in accordance with the Standard Specifications, and as specified herein.

Payments will be made under:

Pay Item

Pay Unit

524.301 Temporary Structural Support

Lump Sum

SPECIAL PROVISION
SECTION 534
(Precast Structural Concrete)

534.04 Design Requirements

This section shall be amended with the addition of the following:

The Contractor shall design the precast structural concrete structure in accordance with the 2017 AASHTO LRFD Bridge Design Specifications or the 2018 American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering, as appropriate. The bridge load rating capacity shall be expressed in Cooper's E configuration and the speed which it was rated or the HL-93 live load specified in the AASHTO LRFD Bridge Design Specifications shall be used for all limit states, except for Strength I, as appropriate.

SPECIAL PROVISION
SECTION 534
PRECAST STRUCTURAL CONCRETE

Revise Paragraph 2 of 534.07 Quality Control to say:

Provide a copy of the Quality System Manual (QSM) to the Fabrication Engineer for review and approval.

Add the following Paragraph to 534.07 Quality Control:

QC staff shall be separate from production and shall not perform any production work.

Revise Sentence 1 in 534.17 Finishing Concrete to say:

Concrete Products shall be finished to meet the Standard Grade finish as described in the MNL-116.

SPECIAL PROVISION
SECTION 604
MANHOLES,
INLETS, AND
CATCH BASINS

604.01 Description

This section shall be amended with the addition of the following:

Construct Special Catch Basin, a bottomless 4-foot diameter top cone section with Beehive Grate, as indicated on the Plans. The 4-foot diameter hole shall be cast into the culvert, cost shall be subsidiary to Item 534.71. Catch basin shall be set into the precast concrete box culvert as detailed on the plans or as approved by the Engineer, cost included in Item 604.30.

604.06 Basis of Payment

This section shall be amended with the addition of the following:

Payment for the Special Catch Basin shall be per each unit installed and shall include the precast catch basin, beehive grate, and all labor and materials required to connect the Basin to the Precast Concrete Box Culvert.

Pay Item

Pay Unit

604.30 Special Catch Basin

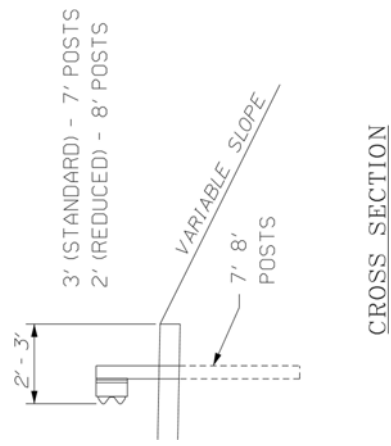
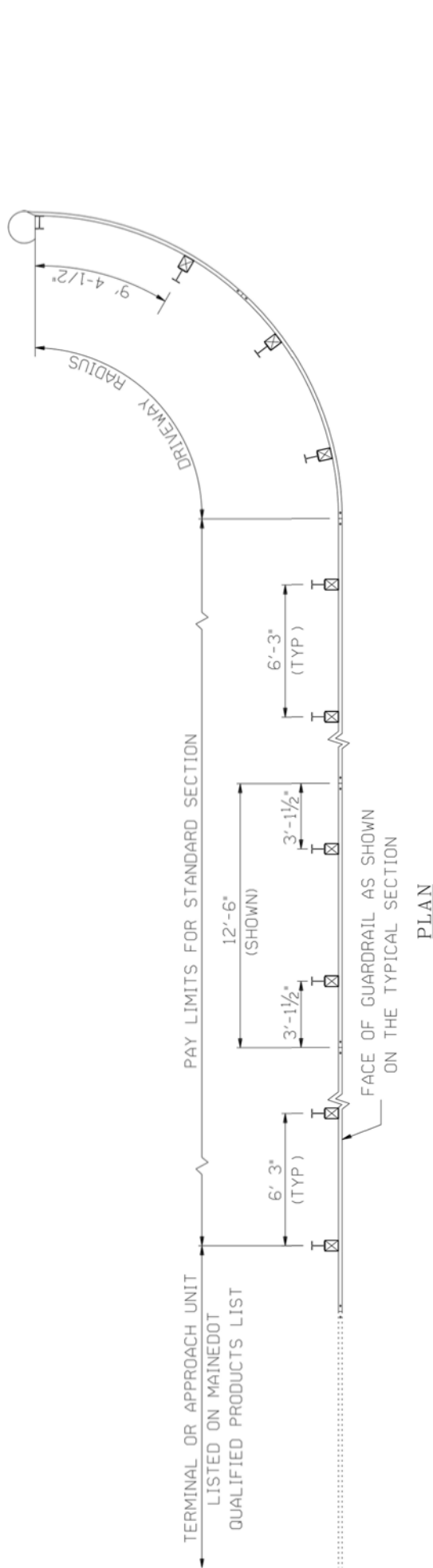
Each

SPECIAL PROVISION
SECTION 606
GUARDRAIL

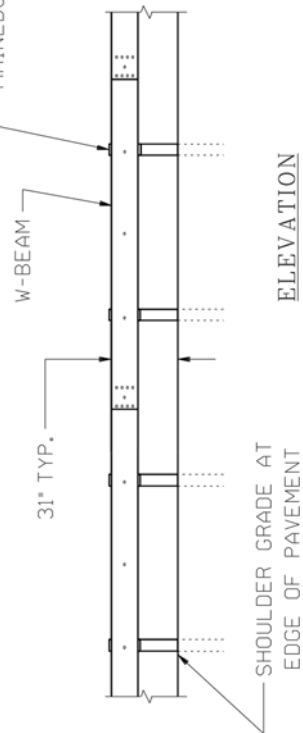
606.09 Basis of Payment

This section shall be amended with the addition of the following:

<u>Pay Item</u>	<u>Pay Unit</u>
606.1301 31" W-Beam Guardrail - Midway Splice (Steel Post, 8" Offset Blocks, Single Faced)	Linear Foot
606.1303 31" W-Beam Guardrail – Midway Splice (Steel Post, 8" Offset Blocks, 15' Radius and Less)	Linear Foot
606.1305 31" W-Beam Guardrail - Midway Splice Flared Terminal (31" Height)	Each
606.1318 Buried-in-Slope Guardrail End, Midway Splice	Each



W 6x9.0 OR W 6x8.5 STEEL POST WITH 6" x 8" WOOD
 OFFSET BLOCK OR OTHER 8" BLOCK LISTED ON
 MAINEDOT QUALIFIED PRODUCTS LIST (TYP.)



31" W BEAM GUARDRAIL MID WAY SPLICE

SPECIAL PROVISION
SECTION 610
(Special Riprap)

610.01 Description This work shall consist of furnishing and placing *Special Riprap* outside of a culvert as detailed on the plans.

610.02 Materials

Material for Special Riprap shall conform to the requirements of Section 703.28 modified as follows:

At least fifty percent of the stones by volume shall have an average dimension greater than 30 inches (2000 lbs).

610.03 Method of Measurement Special Riprap will be measured in place by the cubic yard.

610.04 Basis of Payment Payment for Special Riprap will be made at the contract unit price per cubic yard in place accepted by the Resident. Payment will be considered full compensation for all materials, equipment and labor associated with furnishing and placing Special Riprap.

Pay Item

Pay Unit

610.163 Special Riprap

CY

SPECIAL PROVISION
SECTION 643 - TRAFFIC SIGNALS
(Temporary Traffic Signal)

Standard Specifications Section 643, Traffic Signals, is amended by the addition of the following:

The Contractor shall install and maintain temporary traffic signals for the project duration. The work shall consist of:

Furnishing and installing a temporary traffic control signal system for traffic control of a one lane bridge (Bridge #2303 over Gagnon Brook) along US Route 1 as specified herein.

Temporary Signals along US Route 1

Signal heads along US Route 1 at each end of the bridge work area shall be mounted on a temporary structure supplied by the Contractor and approved by the Resident. Two heads shall face traffic on each approach. All signal heads shall have 12" R-Y-G circular LED indications with 5-inch backplates and yellow retroreflective tape along all borders.

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

In accordance with MUTCD Section 4D.12, all driveways that are within the signalized area shall be provided clear and unmistakable indication of their right-of-way assignment within the traffic signal operations. Stop signs or Yield signs shall not be used within the signalized area.

Clearing, within the right-of-way necessary for sight line or placement of temporary signal equipment, shall be approved by the Resident and shall be incidental to this item.

Clearance time calculations were based on a vehicle speed of 25 mph across the one lane bridge for a distance of 600 feet.

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

	Ø1	Ø2
Min. Green	10	10
Extension	3	3
Max 1	30	30
Max 2	30	30
Vehicle Clear (Yellow)	4.0	4.0
Red Clear (All Red)	17.0	17.0
Recall	OFF	OFF

Ø1 – US Route 1 Southbound

Ø2 – US Route 1 Northbound

Note 1: Recalls may be set to SOFT for the dominant lane (i.e. the direction of traffic that is not diverted)

Note 2: Northbound US Route 1 travels south; southbound US Route 1 travels north

Fire Preemption

1. Preemption signals shall be serviced on a first come-first served basis.
2. Minimum green and normal vehicle clearance times shall be provided on phases that are to be terminated by preemption demand.
3. Location of emergency vehicle preemption receivers shall be determined in the field by the Contractor, the Resident and the Town of Frenchville fire department.

The specified signal timing may be adjusted by a Licensed Professional Engineer as operation requires. The Resident may increase All Red Clearance times as necessary for the safety of the traveling public. If the All Red Clearance time exceeds the controller's maximum allowable All Red time, the Contractor shall propose an active clearance phase between Southbound traffic and Northbound traffic and between Northbound traffic and Southbound traffic such that the active clearance phase shall always be called when the preceding phase is called.

643.18 Method of Measurement Replace the third paragraph with the following:

Each stop bar detection system installed, connected to appropriate phases in the controller cabinet, and furnishing and installing preemption receivers, complete and operational will not be measured for payment but will be considered incidental to the Temporary Traffic Signal pay item.

643.19 Basis of Payment Replace the fourth paragraph with the following:

The stop bar detection system and furnishing and installing preemption receivers will be considered incidental to 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:

<u>Pay Item</u>	<u>Pay Unit</u>
643.72 Temporary Traffic Signal	Lump Sum

Highway Lighting Quality Control Checklist

Subsection 634.09 Field Testing

Project Pin # _____

Location (if multiple services, please be specific)- _____

Grounding Electrode Resistance at service _____

Number of Circuits _____

Hand-Off-Auto Switch? _____

Circuit #1

Open Circuit Resistance- (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Megger Test- (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Current draw- (during normal operation)

Leg #1

Leg #2

Operating Voltage at last pole _____

Circuit #2

Open Circuit Resistance- (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Megger Test- (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Current draw- (during normal operation)

Leg #1

Leg #2

Operating Voltage at last pole _____

I, _____, certify that this work was done in accordance with subsection 643.14 and current NEC _____ guidelines, and when tested, was functioning as intended.
(YEAR)

Electrician's Signature _____

Electrician's License # _____

Highway Lighting Quality Control Checklist

Subsection 634.09 Field Testing

Project Pin # _____

Location (if multiple services, please be specific)- _____

Grounding Electrode Resistance at service _____

Number of Circuits _____

Hand-Off-Auto Switch? _____

Circuit #3

Open Circuit Resistance- (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Megger Test- (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Current draw- (during normal operation)

Leg #1

Leg #2

Operating Voltage at last pole _____

Circuit #4

Open Circuit Resistance- (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Megger Test- (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole) _____

Current draw- (during normal operation)

Leg #1

Leg #2

Operating Voltage at last pole _____

I, _____, certify that this work was done in accordance with subsection 643.14 and current NEC _____ guidelines, and when tested, was functioning as intended.
(YEAR)

Electrician's Signature _____

Electrician's License # _____

Traffic Signal Quality Control Checklist

Subsection 643.14 Field Testing

Project Pin # _____

Grounding Electrode Resistance at service _____

ID tags on loop amps / detector cards? _____

Location _____

Street Approach	_____
Loop #	_____ Resistance _____
Phase #	_____ Meg to ground _____
L,C, or R Lane	_____ Amount of bondo covering loop _____
Pulse or Presence	_____

Street Approach	_____
Loop #	_____ Resistance _____
Phase #	_____ Meg to ground _____
L,C, or R Lane	_____ Amount of bondo covering loop _____
Pulse or Presence	_____

Street Approach	_____
Loop #	_____ Resistance _____
Phase #	_____ Meg to ground _____
L,C, or R Lane	_____ Amount of bondo covering loop _____
Pulse or Presence	_____

I, _____, certify that this work was done in accordance
with subsection 643.14 and current NEC _____ guidelines, and
(YEAR)
when tested, was functioning as intended.

Electrician's Signature _____

Electrician's License # _____

SPECIAL PROVISION
SECTION 648
(Ballast)

648.01 Description

This work shall include all materials, labor and equipment required to furnish and install new ballast as shown on the Plans and described in this Specification.

The work under this item shall conform to the applicable sections of the State of Maine Department of Transportation Standard Specification and Standard Details (Revisions 2014), and the American Railway Engineering Maintenance-of-Way (AREMA) Manual for Railway Engineering, 2018 and the following:

648.02 Materials

Ballast shall be crushed, quarried and washed stone or screened to remove fine particle contamination and conform to Type 4 and as specified in AREMA Chapter 1, Section 2. The ballast shall have an average minimum scratch hardness of 5.5 on the Mohs hardness scale.

The material retained on the $\frac{3}{8}$ inch sieve shall contain not more than 5 percent, by weight of flat and elongated particles when performed in accordance with test method ASTM D 4791, Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate, using a dimensional ratio of 1:5.

The material shall have an absorption no greater than 1.5 percent by weight and a bulk specific gravity of less than 2.60 as determined in accordance with AASHTO T 85 modified for weight of sample.

The material shall not exceed 30 percent loss on ASTM C535, Resistance to Degradation of Large-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine.

The material shall meet the grading requirements of the following table for Type 4:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves	
	Type 4	Type 4A
2 ½ inch		100
2 inch	100	90-100
1 ½ inch	90-100	60-90
1 inch	20-55	10-35
¾ inch	0-15	0-10
3/8 inch	0-5	0-3
No. 200	1.0 max.	1.0 max.

648.03 Construction Requirements

Ballast shall be placed in all excavated spaces that previously contained ballast. All shipping, handling and placement of ballast shall be in accordance with AREMA Chapter 1, Part 2 – Ballast, AREMA Chapter 16, Part 10, Section 10.3 – Ballast and the MaineDOT Standard Specifications, as applicable.

648.04 Method of Measurement

Ballast will be measured for payment by the ton of material in place and delivered within the limits shown on the Plans.

648.06 Basis of Payment

The accepted quantity of Ballast shall be full compensation for all materials, equipment, labor, and incidentals required to furnish and install the ballast in accordance with the Plans and this Specification.

Payment will be made under the following pay item:

<u>Pay Item</u>	<u>Pay Unit</u>
648.312 Ballast	Ton

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

Description This work shall consist of providing, relocating, maintaining, and removing temporary portable rumble strips.

Materials Furnish a portable rumble strip system. The Contractor shall submit for approval, literature and all necessary certifications to the Department prior to procurement of the product.

Construction Requirement

Placement:

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

1. Prior to placing rumble strips, clean the roadway of sand and other materials that may cause slippage.
2. Place one end of the rumble strips 6 inches from the roadway centerline. Extend the strips perpendicular to the direction of travel. Ensure strips lay flat on the roadway surface.
3. Only one group of rumble strips, placed before the first work zone if required per direction of travel for multiple work zones spaced 1 mile or less apart. Work zones spaced greater than 1 mile apart require a separate group of rumble strips. Each lane shall use one group of temporary rumble strips.
4. Temporary portable rumble strips shall be placed concurrently with placement of sign packages.

Maintenance:

Maintain rumble strips as follows:

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

Method of Measurement Temporary Portable Rumble Strip will be measured as one group, per lane. A group shall be considered 3 full lane width of rumble strips. Additional warning signs indicating "Caution Rumble Strip" will be paid for separately under Item 652.35 Construction Signs.

Basis of Payment The accepted quantity of temporary portable rumble strips will be paid for at the contract unit price per group. Payment for additional signs will be made under Item 652.35 Construction Signs. Payment is full compensation for providing, relocating, maintaining or replacing, and removing temporary rumble strips.

<u>Pay Item</u>		<u>Pay Unit</u>
652.47	Temporary Portable Rumble Strip	Group

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

Approaches. Approach signing shall include the following signs at 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 (Ahead)
End Road Work

Work Areas. At each work site, signs and channelizing devices shall be used as directed by the Resident.

Signs include:

Road Work xxxx¹.
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.

Unless otherwise defined in Special Provision 105/107 or submitted and approved in the Traffic Control Plan, the following shall apply:

- The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 2,500 feet at each work area and no more than 4,000 feet for paving and milling work areas.
- Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 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 short duration operations and "Road Work xx feet" to be used in stationary operations as directed by the Resident.

SPECIAL PROVISION 700 - MATERIALS

SECTION 703 - AGGREGATES

The Standard Specification 700 – Materials, has been modified with the following revisions. All sections not revised by this Supplemental Specification shall be as outlined in Section 700 of the Standard Specifications.

703.07 Aggregates for HMA Pavements Coarse and fine aggregate for hot mix asphalt pavements shall be of such gradation that when combined in the proper proportions, including filler, if required, the resultant blend will meet the composition of mixture for the type of pavement specified.

Coarse aggregate, that material retained on the No. 4 sieve, shall be crushed stone or crushed gravel and, unless otherwise stipulated, shall consist of clean, tough, durable fragments free from an excess of soft or disintegrated pieces and free from stone coated with dirt or other objectionable matter. Coarse aggregate shall not exceed an absorption of 2.0 percent by weight as determined by AASHTO T 85.

Fine aggregate, material that passes the No. 4 sieve, shall consist of natural sand, manufactured sand, or a combination of these. It shall consist of hard, tough grains, free from injurious amounts of clay, loam, or other deleterious substances. Fine aggregate shall not exceed an absorption of 2.3 percent by weight as determined by AASHTO T 84.

All individual aggregates for hot mix asphalt pavements shall meet Table 3 requirements (excluding LCP) unless otherwise noted. The Department reserves the right to sample and test the composite aggregate for any of the following properties at any time:

TABLE 3: Aggregate Consensus Properties Criteria

Estimated Traffic, Million 18 kip ESALs	AASHTO T 335 Coarse Aggregate Angularity (minimum)	AASHTO T 304 Method A Uncompacted Void Content of Fine Aggregate (minimum)**	ASTM D 4791 (8.4) Flat and Elongated Particles (maximum)	AASHTO T 176 Clay Content/ Sand Equivalent (minimum)	AASHTO T 327 Coarse Micro-Deval (maximum)
< 3.0	75/60	40	10	45	18.0%*
3.0 to < 10	90/80	45		50	18.0%
≥ 10	95/90				

* In the event the material exceeds the Micro-Deval limit, a Washington Degradation test shall be performed. The material shall be acceptable if it has a value of 30 or more as determined by Washington State DOT Test Method T 113, Method of Test for Determination of Degradation Value except that the reported degradation value will be the result of testing a single composite specimen from that portion of the sample that passes the ½ inch sieve and is retained on the No. 10 sieve.

** Property will be evaluated on a mix design basis by calculating a weighted average based upon individual aggregate values (weighted average by the percentage proportion of the aggregate within the design).

ASTM D 5821 - “90/80” denotes that 90 percent of the coarse aggregate has one fractured face and 80 percent has two fractured faces.

AASHTO T 304 - Criteria are presented as percent air voids in loosely compacted fine aggregate, (U).

ASTM D 4791 - Criteria are presented as maximum percent by weight of flat and elongated particles (5:1 ratio).

The entire HMA wearing course shall come from the same source of material and the same job mix formula, except when permission is obtained from the Department to change sources.

703.09 HMA Mixture Composition The coarse and fine aggregate shall meet the requirements of Section 703.07. The several aggregate fractions for mixtures shall be sized, graded, and combined in such proportions that the resulting composite blends, including RAP aggregate will meet the grading requirements of the following table:

Aggregate Gradation Control Points						
Nominal Maximum Aggregate Size---Control Points (Percent Passing)						
Sieve Designation	Type 25 mm	Type 19 mm	Type 12.5 mm	Type 9.5 mm	Type 9.5 mm Thin Lift Mixture (TLM)	Type 4.75 mm
Percent By Weight Passing - Combined Aggregate						
37.5 mm	100					
25 mm	90-100	100				
19 mm	-90	90-100	100			
12.5 mm	-	-90	90-100	100	100	100
9.5 mm	-	-	-90	90-100	95-100	95-100
4.75 mm	-	-	-	-90	60-95	80-100
2.36 mm	19-45	23-49	28-58	32-67	47-65	40 - 80
1.18 mm	-	-	-	-	-	-
0.60 mm	-	-	-	-	-	-
0.30 mm	-	-	-	-	-	-
0.075 mm	2.0-6.0	2.0-6.0	2.0-6.0	2.0-7.0*	2.0-7.0*	2.0-7.0

* For 9.5 mm nominal maximum aggregate size mixtures, the maximum design aim for the percent passing the 75 µm sieve is 6.5%.

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
502(04)	Concrete Curb	2/01/2019
504(07)	Diaphragm & Cross Frame Notes	10/13/2015
504(10)	Drip Bar Details	9/06/2017
505(01)	Shear Connectors	10/24/2016
507(13)	Steel Bridge Railing	6/03/2015
507(14)	Steel Bridge Railing	6/03/2015
507(31)	Barrier – Mounted Steel Bridge	8/06/2015
526(02)	Temporary Concrete Barrier	2/01/2015
526(02)	Temporary Concrete Barrier	2/01/2018
606(19)	Guardrail Type 3 – Single Rail Bridge Mounted	6/10/2019
606(21A)	Bridge Transition – Type “IA”	5/29/2019
609(08)	Precast Concrete Transition Curb	6/10/2019
609(9)	Concrete Slip Form Curb	5/06/2018
626(07)	Conduit Trench for Traffic Signals, Highway Signing and Lighting	5/17/2018
645(06)	H-Beam Posts Highway Signing	1/09/2018
652(06)	Construction Signs	10/24/2016
652(12)	Construction Traffic Control	10/24/2016
802(05)	Roadway Culvert End Slope Treatment	1/03/2017
801(11) – 801(26)	ADA Standard Details	6/03/2019

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

SECTION 101
CONTRACT INTERPRETATION

101.1 Abbreviations Revise the definition of AWP to “**American Wood Protection Association**”.

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 103
AWARD AND CONTRACTING

Amend this Section by adding the following:

“103.1a Tie Bids - In the case where two responsive bids from responsible bidders are equal monetarily, the Department shall determine the apparent low bidder by flipping a coin. The coin shall have sides clearly marked as heads and tails. The contractor whose first letter in their official company name that comes first in the alphabet shall be heads.

If there are three bids, each bidder will flip the coin and the bidder with the odd toss will be the winner. (i.e. if the results are two heads and a tails, the bidder who had tails is the winner). For a three way tie, bidders may flip their own coin or have the Contracts Engineer flip for them.

The coin flip will occur at the next bid opening by the Contracts and Specifications Engineer or a designee. The tied bidders may attend the coin flip in person or watch on the internet as they choose.”

In 103.3.2 Notice of Determination Revise this section by removing sections A – M and replacing with the following A - K:

(A) Default(s) or termination(s) on past or current Contracts.

**(B) Failure on past or current Contracts to pay or settle all bills for labor, Materials or services;
to comply with directives of the Department, to fulfill warranty obligations, or to provide Closeout Documentation.**

(C) "Below Standard" performance as determined from the Department's Contractor's Performance Rating process.

(D) Insufficient bonding capability or Inability of the Contractor to obtain or retain performance or Payment Bonds meeting MDOT requirements, or a pattern of unsupported Claims.

(E) Failure to accept an Award of a Contract made by the Department.

(F) Failure to provide information requested by the Department in a timely manner.

(G) Debarment, suspension or a denial of prequalification or 'award of contract' by any federal, State, or local governmental procurement agency or the Contractor's Agreement to refrain from Bidding as part of the settlement with any such agencies or any of the reasons contained in Section 102.02 of the "Rules Regarding Debarment of Contractors", Maine Department of Transportation Register 17-229, Chapter 102 (October 2, 1985).

(H) Failure to demonstrate ability to do work to the satisfaction and at the sole discretion of the Department.

(I) Number of personnel working directly for the Contractor with applicable knowledge and experience is significantly below industry standards.

(J) Safety Record, Environmental Record, Civil Rights or Equal Opportunity Record significantly below industry standards.

(K) Serious misconduct that the Department reasonably determines will substantially and adversely affect the cost, quality or timeliness of Work, or the safety of Workers or the public, any deceptive, evasive or fraudulent statements or omissions contained in the Application, made or omitted at any interview or hearing, or otherwise made to or omitted from the Department; or any other substantial deficiencies in experience or conduct that are clearly below industry standards and that clearly demonstrate in the sole discretion of the Department, that the Contractor is "Not Qualified".

SECTION 104

GENERAL RIGHTS AND RESPONSIBILITIES

This Section shall be amended by adding the following two sub-sections:

104.3.8.1 Electronic Payroll Submission On federally funded projects the prime contractor, all subcontractors, and lower-tier subcontractors will submit their certified payrolls electronically utilizing the Elations system. There is no charge to the contracting community for the use of this service. The submission of paper payrolls will not be allowed or accepted. Additional information can be found at <http://www.maine.gov/mdot/contractors/> under the “Bidder Info” go to “Electronic Payroll System.”

104.3.8.2 Payment Tracking On federally funded projects the prime contractor and all subcontractors and lower-tier subcontractors will track and confirm the delivery and receipt of all payments through the Elation System

104.4.10 Coordination of Road Closure / Bridge Closure / Bridge Width Restrictions

Revise the last sentence by adding a period after ‘Resident’; remove the “and” after Resident; and adding “**not covered by Pay Items**” between ‘costs’ and ‘will’. So that the last paragraph reads “**All Newspaper notices, radio announcements and any notifications will be subject to the approval of the Resident. All costs not covered by Pay Items will be considered incidental to the Contract.**”.

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

105.2.5 Compliance with Health and Safety Laws Remove the second paragraph of this subsection in its entirety and replace with:

“For related provisions, see Sections 105.2.3 – Project Specific Emergency Planning, 105.3 – Traffic Control and Management and 105.4 – Maintenance 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 106 **QUALITY**

106.3.4 Storage Revise this Section by adding the following sentence after the first sentence:
“Materials shall not be stored under or in close proximity to Highway Structures unless the Contractor receives written permission from the Resident.”

106.4.1 General - In the first sentence, remove “When required by Special Provision,” and replace with **“When required elsewhere in the Contract,”**

Revise Subsection C by replacing the last sentence with the following:

Approval of both standard and project specific QCPs shall be as outlined in paragraph B above, with the exception that the initial 14 day review period for standard plans will begin on March 1, and that the supplemental project specific QCP for the project shall be submitted a minimum of 14 days prior to any related work being performed with an initial review period of 7 days.

Revise Subsection 106.4.6 by removing it in its entirety and replace it with:

“106.4.6 QCP Non-Compliance The Contractor shall comply with the approved QCP and shall take all other steps necessary to assure a high quality project.

Failure by the Contractor to comply with the approved Quality Control Plan will result in a letter describing the violation, a mandatory work suspension, and a reduction in payment as shown in Table 106.4A below. The Contractor shall submit a letter to the Department that details the corrective action made to address the violation in their Quality Control Plan. Work may resume when the Department it is satisfied the corrective action will result in adherence to the Quality Control Plan.

Table 106.4 A - Quality Control Pay Reduction

Quality Control Plan Value*		Pay Reduction		
From More Than	To and Including	1st	2nd	3rd & Subsequent
\$0	\$500,000	\$1,000	\$2,000	\$4,000
\$500,000	\$1,000,000	\$2,000	\$4,000	\$8,000
\$1,000,000	\$3,000,000	\$5,000	\$10,000	\$20,000
\$3,000,000	and more	\$10,000	\$20,000	\$40,000

* The Quality Control Plan Value is the total bid value of all items covered by a Quality Control Plan, as detailed in the applicable specification or Special Provision.

During all periods of the Contractor’s failure to follow the approved QCP, no positive pay incentives will be calculated or paid if the Department accepts the material.

Pay reductions for failure to comply with the approved QCP are additive, and the Department will deduct any pay reductions due from amounts otherwise due the Contractor. These pay reductions are intended to encourage the Contractor to comply with its approved QCP, and are not related to the quality of the material provided.”

Amend this Section by adding the following Subsection:

“106.7.3 Early Termination of Lots In the event a lot in progress is terminated prematurely before the Department is able to take the number of acceptance samples required by the test method specified in the contract, the following will apply as applicable unless otherwise detailed in the specifications for the item:

- A. If three or more samples have been taken, then payfactors will be generated using the available samples results for the lot.
- B. If the termination was requested by the Contractor and approved by the Department prior to three samples being taken, then each property’s payfactor will be set to 0.80.
- C. If the termination was initiated by the Department prior to three samples being taken, then each property’s payfactor will be set to 1.00 for each property.”

SECTION 107 **TIME**

107.7.2 SCHEDULE OF LIQUIDATED DAMAGES

Revise this section by removing the numbers in the chart and replace with the following:

Original Contract Amount		Per Diem Amount of Liquidated Damages	
From More Than	To and Including	Calendar Day	
\$ 0	to \$ 100,000.00		\$250.00
\$ 100,000.00	to \$ 250,000.00		\$500.00
\$ 250,000.00	to \$ 500,000.00		\$650.00
\$ 500,000.00	to \$1,000,000.00		\$800.00
\$1,000,000.00	to \$2,000,000.00		\$1,000.00
\$2,000,000.00	to \$4,000,000.00		\$1,200.00
\$4,000,000.00	and More		\$2,100.00

SECTION 108 **PAYMENT**

108.3 Retainage - Remove the paragraph beginning with “ The Contractor may withdraw...” in its entirety.

108.4.1 Price Adjustment for Hot Mix Asphalt:

Remove this section in its entirety and replace with the following

For all contracts with hot mix asphalt in excess of 500 tons total, a price adjustment for performance graded binder will be made for the following pay items:

Item 403.102	Hot Mix Asphalt – Special Areas
Item 403.206	Hot Mix Asphalt - 25 mm
Item 403.207	Hot Mix Asphalt - 19 mm
Item 403.2071	Hot Mix Asphalt - 19 mm (Polymer Modified)
Item 403.2072	Hot Mix Asphalt - 19 mm (Asphalt Rich Base)
Item 403.208	Hot Mix Asphalt - 12.5 mm
Item 403.2081	Hot Mix Asphalt - 12.5 mm (Polymer Modified)
Item 403.209	Hot Mix Asphalt - 9.5 mm (sidewalks, drives, & incidentals)
Item 403.210	Hot Mix Asphalt - 9.5 mm
Item 403.2101	Hot Mix Asphalt - 9.5 mm (Polymer Modified)
Item 403.2102	Hot Mix Asphalt - 9.5 mm (Asphalt Rich Base)

Item 403.2104	Hot Mix Asphalt - 9.5 mm (Thin Lift Surface Treatment)
Item 403.21041	Hot Mix Asphalt - 9.5 mm (Polymer Modified Thin Lift Surface Treatment)
Item 403.211	Hot Mix Asphalt – Shim
Item 403.2111	Hot Mix Asphalt – Shim (Polymer Modified)
Item 403.212	Hot Mix Asphalt - 4.75 mm (Shim)
Item 403.213	Hot Mix Asphalt - 12.5 mm (base and intermediate course)
Item 403.2131	Hot Mix Asphalt - 12.5 mm (base and intermediate course Polymer Modified)
Item 403.2132	Hot Mix Asphalt - 12.5 mm (Asphalt Rich Base and intermediate course)
Item 403.214	Hot Mix Asphalt - 4.75 mm (Surface)
Item 403.235	Hot Mix Asphalt (High Performance Rubberized HMA)
Item 403.301	Hot Mix Asphalt (Asphalt Rubber Gap-Graded)
Item 404.70	Colored Hot Mix Asphalt – 9.5mm (Surface)
Item 404.72	Colored Hot Mix Asphalt – 9.5mm (Islands, sidewalks, & incidentals)
Item 461.13	Light Capital Pavement
Item 461.210	9.5 mm HMA - Paver Placed Surface
Item 462.30	Ultra-Thin Bonded Wearing Course
Item 462.301	Polymer Modified Ultra-Thin Bonded Wearing Course

Price adjustments will be based on the variance in costs for the performance graded binder component of hot mix asphalt. They will be determined as follows:

The quantity of hot mix asphalt for each pay item will be multiplied by the performance graded binder percentages given in the table below times the difference in price between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

Item 403.102–6.2%
Item 403.206–4.8%
Item 403.207–5.2%
Item 403.2071–5.2%
Item 403.2072–5.8%
Item 403.208–5.6%
Item 403.2081–5.6%
Item 403.209–6.2%
Item 403.210–6.2%
Item 403.2101–6.2%
Item 403.2102–6.8%
Item 403.2104–6.2%
Item 403.21041–6.2%
Item 403.211–6.2%
Item 403.2111–6.2%
Item 403.212–6.8%
Item 403.213–5.6%

Item 403.2131–5.6%
Item 403.2132–6.2%
Item 403.214–6.8%
Item 403.235–5.5%
Item 403.301–6.2%
Item 404.70–6.2%
Item 404.72–6.2%
Item 461.13–6.7%
Item 461.210 – 6.4%
Item 462.30–0.0021 tons/SY
Item 462.301–0.0021 tons/SY

Hot Mix Asphalt: The quantity of hot mix asphalt will be determined from the quantity shown on the progress estimate for each pay period.

Base Price: The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average New England Selling Price (Excluding the Connecticut market area), as listed in the Asphalt Weekly Monitor.

Period Price: The period price of performance graded binder will be determined by the Department by using the average New England Selling Price (Excluding the Connecticut market area), listed in the Asphalt Weekly Monitor current with the paving date. The maximum Period Price for paving after the adjusted Contract Completion Date will be the Period Price on the adjusted Contract Completion Date.

SECTION 109 **CHANGES**

109.5.1 Definitions - Types of Delays

Delete Paragraph 'A' in its entirety and replace with:

"A. Excusable Delay Except as expressly provided otherwise by this Contract, an "Excusable Delay" is a Delay to the Critical Path that is directly and solely caused by (1) a weather related Event of such an unusually severe nature that a Federal Emergency Disaster is declared. The Contractor will only be entitled to an adjustment of time if the Project falls within the geographic boundaries prescribed under the disaster declaration. or (2) a flooding event at the effected location of the Project that results in a Q25 headwater elevation, or greater, but less than a Q50 headwater elevation. Theoretical headwater elevations will be determined by the Department; actual headwater elevations will be determined by the Contractor and verified by the Department or (3) An Uncontrollable Event."

SECTION 110 **INDEMNIFICATION, BONDING AND INSURANCE**

110.3.9 Administrative & General Provisions

B. Defense of Claims Amend this section by adding the following sentence to the end:
“The Contractor’s insurer shall name the Department of Transportation as a released party (Releasee”) on any release or settlement agreement for settled claims.”

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.”

203.09 Preparation of Embankment Area Revise the first sentence of the second paragraph so that it reads:

“When fill material is placed against existing slopes or previously placed fill, the interface shall be continuously benched by excavating steps of sufficient width to permit operations of placing and compacting the additional material.”

SECTION 304 **AGGREGATE BASE AND SUBBASE COURSE**

Remove Section **304.02 Aggregate** entirely and replace with the following:

“304.02 Aggregate Aggregates shall conform to the requirements specified in the following subsections of Division 700 - Materials:

Aggregate Base	Type A & B	703.06 a
Aggregate Base	Type C	703.06 b
Aggregate Subbase	Type D & E	703.06 c

Aggregate for base or subbase courses shall be material meeting the aggregate type requirements specified in the following table:

Material	Aggregate Type (Subsection 703.06)
Base Course, Crushed	¹ A, B or C
Subbase Course, Gravel	² D
¹ Will be designated on the plans ² Subbase Course, Gravel-Type E may be used below the top 9” of the subbase layer at the Contractor’s option	

For the various types of base and subbase, all shall conform to the gradation requirements of the contract at the time it is deposited on the roadbed. The Department will obtain samples from the roadbed for Acceptance prior to compaction. Oversized stones shall be removed from the aggregate before depositing on the roadway. Oversized stones for the various types are as follows:

Type A will not pass a 2 inch square mesh sieve
 Type B and Type C will not pass a 4 inch square mesh sieve
 Type D and E will not pass a 6 inch square mesh sieve.”

The top 3” of Aggregate Base Course-Type C shall consist of Recycled Asphalt Pavement (RAP) or Untreated Aggregate Surface Course-Type B.

304.04 Shaping, Compacting, and Stabilizing Revise the first paragraph in this section by removing “according to AASHTO T 224” and “(An Adjustment Chart/Spreadsheet for this correction is available upon request)” so that it reads:

“Compaction of each layer of base and subbase shall continue until a density of not less than 95% of the maximum density has been achieved for the full width and depth of the layer. The maximum density shall be determined in accordance with AASHTO T180, Method C or D, correcting for oversize particles except mixtures may have 40 percent or less retained on the ¾ inch sieve. Field density tests will be performed by the Department in accordance with AASHTO T 310.”

304.04 Shaping, Compacting, and Stabilizing Replace the tenth paragraph in this section in its entirety with:

“If the Contractor wishes to route public traffic over the completed Aggregate Base-Type A and B or Aggregate Subbase Course for a period of time greater than 48 hours, the Aggregate Base and Aggregate Subbase Course shall be constructed with a minimum 2” surcharge above the design grade. Surcharge shall be constructed with material meeting the requirements of Section 703.06(b), Subbase Aggregate-Type D. Whenever the surcharge is used, it shall be placed on all the Aggregate Base and Aggregate Subbase Course subjected to public traffic. When the surcharge is removed, it may be placed in driveways, sidewalks, approach roads, or the outer portions of the shoulders. Removal of the surcharge shall be followed immediately in succession by the fine grading of the aggregate base or subbase and construction of the HMA base layer. As per subsection 203.041 Salvage of Existing Hot Mix Asphalt Pavement, Recycled Asphalt Pavement (RAP) may be used as the top 3” of aggregate. If RAP is utilized as the top 3”, a surcharge is not required.”

304.04 Shaping, Compacting, and Stabilizing Replace the eleventh paragraph in this section in its entirety with:

“The furnishing, placing, maintaining, and removal of the surcharge will not be paid for directly, but will be considered incidental to the Aggregate Base or Aggregate Subbase course pay item.”

Section 304.07 Basis of Payment add the following:

“RAP or Untreated Aggregate Surface Course-Type B used to cap Aggregate Base Course-Type C will be paid for as Item 304.16-Aggregate Base Course -Type C.”

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. Recycling will be allowed between May 1st and September 30th inclusive in Zone 2 - Areas south of Zone 1 including the US Route 2 and Route 9 boundaries.
- 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

307.102 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)	Square Yard
307.332 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 5 in. depth	Square Yard
307.333 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 6 in. depth	Square Yard

SECTION 411 **UNTREATED AGGREGATE SURFACE COURSE**

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

SECTION 501 **FOUNDATION PILES**

501.047 Splicing Piles Remove subsection 501.047 d 3, which states “Written welding procedures do not need to be submitted”, in its entirety.

501.05 – Method of Measurement

- b. **Piles Furnished** – After the second sentence, add the sentence “**Measurement will not include any pile tips**”.
- c. **Piles in Place** – Add the sentence to the end of the second paragraph, “**Measurement will include the pile tips**”.
- d. **Pile Tips** – Add the words “**on the Pile**” to the end of the sentence.

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	LSL 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.”

Note #1 - Remove, “...**Standard Specification Section 711.05, Protective Coating for Concrete Surfaces, and per the manufacturer’s recommendations, at no additional cost to the Department.**” and replace with, “...**Standard Specification Section 515, Protective Coating for Concrete Surfaces, at no additional cost to the Department.**”

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 not meeting the requirements listed in Table 1 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

In 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, revise the Chloride Permeability section by removing it in its entirety and replacing it with:

Surface Resistivity {Permeability in Kohm-cms and Pay Reduction per CY}			
15-16 (\$50)	13 (\$25)	N/A	N/A
13-14 (\$75)	12(\$50)	N/A	N/A
12 (\$100)	11 (\$75)	N/A	N/A
11 (\$125)	10 (\$100)	N/A	N/A
< 11 (Removal)	< 10 (Removal)	N/A	N/A

SECTION 503 **REINFORCING STEEL**

503.06 Placing and Fastening Revise this Subsection by removing, in its entirety, the paragraph which begins, “Stainless steel reinforcement shall not be tied to any other type of reinforcement.....”

SECTION 504 **STRUCTURAL STEEL**

504.06 Inspection Revise this section by removing the last sentence in the first paragraph which reads “Make the results of all measurements and testing available to the QAI.” And replace with **“Provide a copy of all measurements and testing to the QAI.”**

504.08 Rejections Amend this section by adding the following sentences to the end of the 1st paragraph: **“Structural Defects: Repair structural defects only with the approval of the Fabrication Engineer. Submit a nonconformance report (NCR) to the Fabrication Engineer with a proposed repair procedure. Do not perform structural repairs without an NCR that has been reviewed by the Fabrication Engineer. Give the QAI adequate notice prior to beginning structural repairs.”**

504.13 Unpainted Steel Revise this section by removing the third sentence which reads “Clean steel that is abrasive-blast cleaned prior to fabrication in accordance with SSPC-SP 1 Solvent Cleaning after fabrication is complete.” And replace it with: **“Clean steel that is abrasive cleaned prior to fabrication in accordance with SSPC-SP 6 shall be cleaned in accordance with SSPC-SP 1 Solvent Cleaning after fabrication is complete.”**

504.26 Welding Remove the second paragraph beginning with “The range of heat....” in its entirety.

504.29 Welding ASTM A 709 HPS 70W Steel. Remove the third paragraph beginning with “Make Weld runoff tabs...” in its entirety.

504.55 Field Welding Revise the first paragraph by replacing the word “Resident” with **“Fabrication Engineer”**.

504.60 Holes for Base Plates Revise this section by removing the second sentence and replacing it with **“The roughness shall not exceed condition of AWS C4.1-77, Sample 4.”**

504.64 Non Destructive Testing-Ancillary Bridge Products and Support Structures Revise the first sentence under number 1 by adding **“fillet or partial penetration welds on”** between the words “of” and “each” so the first sentence reads “Examine ten percent of fillet or partial penetration welds on each production lot using Magnetic Particle (MT) inspection”.

SECTION 506

SHOP APPLIED PROTECTIVE COATING - STEEL

Revise this section by removing the subsection THERMAL SPRAY COATING entirely and replace with:

THERMAL SPRAY COATING

506.30 Description This work shall consist of surface preparation and application of Thermal Spray Coatings (TSC) in accordance with the Plans and this Specification. Application of TSC to steel substrate shall be done in accordance with requirements, recommendations and appendices of the current Joint Standard *NACE NO. 12/AWS C2.23M/SSPC-CS 23.00, Specification for the Application of Thermal Spray Coatings (Metallizing) of Aluminum, Zinc, and Their Alloys and Composites for the Corrosion Protection of Steel* (The Standard) and this Specification.

The applicator shall have a minimum of five years of experience and shall provide copies of application procedures, operator qualifications, QC Manuals and repair procedures.

506.31 Submittals Submit an application procedure and QC Plan for review by the Department prior to beginning work. Submit a certified analysis of the feedstock to the Department. Submit sample copies of QC records for review. Submit copies of applicator qualifications, job history, etc. Provide the name and qualifications of the QCI.

506.32 Surface Preparation Prior to abrasive blast cleaning, round all corners exposed in the assembled product to approximately a 3/32 inch radius. A series of tangents to the approximate radius will be considered acceptable. Remove hardened condition on thermal cut surfaces. Abrasive blast clean all surfaces to be coated in accordance with The Standard and *SSPC-SP 5, White Metal Blast Cleaning* (SP 5). Use SSPC-VIS. 1 as a visual standard to determine acceptable cleanliness. Inspect the substrate immediately before spray application.

The anchor profile shall be per The Standard (minimum 2.5 mils). Measure and record the anchor profile in accordance with *ASTM D4417 Method B or C (Replica Tape)* or both on each plane to be sprayed or at 120 ° intervals on pipe or tube. Measure at the frequency in The Standard. Angular blast media shall conform with The Standard. If the anchor profile fails to meet the minimum required profile, re-blast the substrate until the required anchor profile is achieved.

If compressed air is used for abrasive blast cleaning, perform a blotter test in accordance with *ASTM D4285* at the beginning of each shift. Empty moisture traps at the beginning of each shift and at any time thereafter when moisture appears to be present on the substrate. Notify the QAI prior to performing the test in order that the QAI can witness the blotter test.

506.33 TSC Requirements The coating thickness shall be a minimum of 14 mils. The DFT on faying surfaces shall not exceed the thickness tested for Class B slip coefficient rating. The TSC shall have a minimum tensile bond per The Standard. Test the tensile bond in

accordance with ASTM D4541. The frequency of testing shall be per The Standard. The test location will be as directed by the QAI. The specified tensile force shall be applied to the TSC and removed. If the test does not reveal a failure of the TSC, the tensile bond shall be considered acceptable. Repair or recoat unacceptable work. Tensile testing may be performed on witness panels coated by each technician on each shift TSC is applied; notify the QAI so witness panel coating may be observed.

Perform a bend test as described The Standard, at the beginning of each shift. If the bend test fails, take corrective action and perform another test. After performing the bend test successfully a number of times, the Fabrication Engineer may reduce the frequency of testing. Document the results of the tensile bond test and bend test and provide the results to the Department. Satisfactory bend test results with 7-12 mils thickness will be acceptable.

The TSC shall have a uniform appearance, free from blistering, cracks, loose particles, or exposed steel substrate when examined with 10-X magnification.

506.34 TSC Application Record the batch and lot numbers of the consumables. Measure ~~the~~ environmental conditions in the immediate vicinity of ~~the~~ piece(s) being coated during the coating operation and during the entire cure period for intermediate and top coat. Provide two data loggers capable of measuring ambient humidity and temperature. The data loggers shall come with software that can download the data onto a computer. Print out the data and provide a copy to the QAI for review prior to applying the subsequent coat of paint. Place the data loggers in the immediate vicinity of the coating operation during the entire application and curing cycle. The data will be used to determine that the cure/recoat time requirements for each coat have been met. Failure to comply will result in the coating being cured for the maximum time necessary to assure adequate cure as determined by the Fabrication Engineer.

506.35 Seal Coat and Top Coat Application (Paint) Apply a wash primer and/or seal coat of 2 to 3 mils thickness. The seal coat shall be compatible with an epoxy intermediate coat and a polyurethane top coat from the NEPCOAT QPL. Provide certification of compatibility between the seal coat and intermediate coat from the intermediate coat/top coat manufacturer. Top flanges of beams requiring shear connectors shall receive a seal coat only.

506.36 Materials Provide materials in accordance with 506.11.

506.37 Mixing and Application Mix and apply in accordance with 506.14.

506.38 Dry Film Thickness Measure and record the DFT in accordance with 506.15.

506.39 Touch-up and Repairs Repair damage to TSC by re-blasting the damaged area and re-applying TSC in accordance with this Specification. Perform touch-up and repairs to paint in accordance with 506.16.

SECTION 507 **RAILINGS**

507.07 Aluminum Bridge Railing Amend the paragraph beginning with “Welding shall be done in conformance...” by adding after “Aluminum D1.2” the words “(AWS D1.2)” . Add the following as a new paragraph after this paragraph:

“All welds shall be inspected and conform with AWS D1.2, Clause 5, Inspection. 100% of welds shall be visually examined (VT). In addition to VT, 10% of all partial joint penetration (PJP) and fillet welds shall be dye penetrant tested (PT); locations to be PT examined will be designated by the QAI. 25% of complete joint penetration (CJP) welds shall be either, ultrasonic tested (UT) or PT based on the thinner material in the welded joint; joints with thinner material thicknesses less than 0.25 inch shall be PT examined and joints with thinner material thickness equal or greater than 0.25 inch shall be UT examined. Locations to be UT examined will be designated by the QAI. Extent of testing shall conform with AWS D1.2, Clause 5.”

SECTION 510 **SPECIAL DETOURS**

510.032 Geometric and Approach Design a. Horizontal alignment
The third paragraph of this section is revised to read as follows:

“The roadway width shall be increased on curved portions of the Special Detour to account for the off tracking characteristics of WB-62 vehicle in accordance with the AASHTO publication A Policy On Geometric Design of Highways and Streets (the Green Book), chapter 3 table entitled Design Widths of Pavements for Turning Roadways.”

SECTION 527 **ENERGY ABSORBING UNIT**

527.02 Materials This section is revised to read as follows.

527.02 Materials Work Zone Crash Cushions must comply with NCHRP Report 350. Work Zone Crash Cushions shall be selected from MaineDOT’s Qualified Products List of Crash Cushions / Impact Attenuators, or an approved equal.

SECTION 534 **PRECAST STRUCTURAL CONCRETE**

534.14 Process Control Test Cylinders
Revise this subsection to read:

“534.14 Acceptance and Quality Control Testing of Concrete Refer to Section 712.061.”

534.20 Installation of Precast Units revise this section by removing the first two paragraphs and replacing them with:

534.20 Installation of Precast Units When footings are required, install the precast units on concrete footings that have reached a compressive strength of at least 3,000 psi. Construct the completed footing surface to the lines and grades shown on the Plans. When checked with a 10 foot straightedge, the surface shall not vary more than one-quarter inch in 10 feet. The footing keyway shall be filled with a Department-approved non-shrink flowable cementitious grout with a design compressive strength of at least 5,000 psi.

Three sided frame and box culvert joints shall be sealed with a Department-approved flexible joint sealant in accordance ASTM C990. Joints shall be closed tight. Culvert units shall be equipped with joint closure mechanisms to draw units together and close joints to the required opening.

SECTION 535

PRECAST, PRESTRESSED CONCRETE SUPERSTRUCTURE

Section 535.08 – Quality Assurance

Revise the second paragraph to read:

“The QAI will perform acceptance sampling and testing and will witness or review documentation, workmanship and testing to assure the Work is being performed in accordance with the Contract Documents.”

Section 535.15 - Process Control Test Cylinders

Revise the first paragraph to read:

“535.15 Acceptance and Quality Control Testing of Concrete Acceptance of structural precast/prestressed units, for each day’s production, will be determined by the Department, based on compliance with this specification and satisfactory concrete testing results. At least once per week, the QAI will make 2 concrete cylinders (6 cylinders when the Contract includes permeability requirements) for use by the Department; cylinders shall be standard cured in accordance with AASHTO T23 (ASTM C31). The QAI will perform entrained air content and slump flow testing, determine water-cement ratio and determine temperature of the sampled concrete at the time of cylinder casting. All testing equipment required by the QAI to perform this testing shall be provided in accordance with Standard Specification Section 502.041, Testing Equipment. In addition, the Contractor shall provide a slump cone meeting the requirements of AASHTO T 119. Providing and maintaining testing and curing equipment shall be considered incidental to the work and no additional payment will be made.”

Insert the following as the second paragraph of Section 535.15:

“Quality Control concrete test cylinders shall be made for each day’s cast and each form bed used. Cylinders tested to determine strand release strength and design strength shall be field cured in accordance with AASHTO T23 (ASTM C31). 28 day cylinders shall be standard

cured. Record unit identification, entrained air content, water-cement ratio, slump flow and temperature of the sampled concrete at the time of cylinder casting.”

SECTION 603

PIPE CULVERTS AND STORM DRAINS

603.02 Materials Amend this section by adding the following two paragraphs to the end:

“Reinforced Concrete Pipe (RCP) with inside diameters of 10 ft. (120in) or greater shall be designed, fabricated and accepted in accordance with Section 534- Precast Structural Concrete.

All Pipes or Culverts with inside diameters of 10 ft. (120in) or greater shall be designed using the current version of the AASHTO LRFD Bridge Design Specifications with Maine Modified HL-93 for Strength 1.”

SECTION 604

MANHOLES, INLETS CATCH BASINS

604.04 Adjusting Catch Basins and Manholes,

Add the following paragraph to the end of 604.04 b:

The Department will allow the use of metal ring inserts set into the manhole top frame or composite risers placed beneath the manhole frame to adjust manhole slope and grade for paving projects. The use of metal ring inserts shall be in accordance with 604.04 d. Ring Insert Requirements. The use of composite risers shall be in accordance with 604.04 e. Composite Riser Requirements.

Add the following paragraph after the first paragraph of 604.04 c:

The Department will allow the use of metal ring inserts set into the manhole top frame or composite risers placed beneath the manhole frame to adjust manhole slope and grade for paving projects. The use of metal ring inserts shall be in accordance with 604.04 d. Ring Insert Requirements. The use of composite risers shall be in accordance with 604.04 e. Composite Riser Requirements.

Add the following sections to 604.04:

d. Ring Insert Requirements Ring inserts to adjust manhole top frame slope and grade will be allowed in accordance with the following requirements:

1) Materials

- i. All ring inserts must be made of iron. *Multiple ring inserts will not be allowed.* The single ring insert may be any height up to a maximum of 2 inches tall.
- ii. Ring inserts shall not be welded to the manhole frame to prevent brittle failure of the cast iron frame.
- iii. Ring inserts shall be fastened to the manhole frame using liquid steel-filled epoxy such as Loctite Fixmaster Steel Liquid or equivalent. The epoxy shall be installed in accordance with the manufacturer's recommendations.

2) Where Ring Inserts May/May Not Be Used

- i. MaineDOT will allow the use of a single manhole ring insert to raise manholes on state and state-aid highways.
- ii. *Manhole ring inserts may not be used along state and state-aid highway sections where the speed limit is 40 miles per hour or more.* The standard brick and mortar or flat composite risers beneath the manhole frame must be used at these locations.

3) Construction Requirements For The Use of Iron Manhole Ring Inserts

- i. Wherever iron ring inserts are used to raise manhole top elevations, the rings shall be fastened to the existing manhole frame using liquid steel-filled epoxy. The liquid steel-filled epoxy shall be placed evenly around the entire manhole frame before placing the ring insert. *Unbonded ring inserts will not be allowed.* If the manufacturer's recommended construction practices result in loose or unacceptable manhole cover restraint, standard brick and mortar or flat composite risers beneath the manhole frame must be used at these locations.

e. Composite Riser Requirements Flat or beveled, doughnut-shaped, composite risers placed beneath the manhole frame to adjust slope and grade are allowed. The composite riser shall be fastened to both the top of the concrete cone and bottom of the manhole frame with the manufacturer's recommended epoxy. Composite risers may be used at all locations on state and state-aid highways under any legal speed limit without restriction.

SECTION 606 **GUARDRAIL**

606.09 Basis of Payment Amend the first sentence of the eighth paragraph of this subsection by removing the word "meter" and replace it with "linear foot".

SECTION 608 **SIDEWALKS**

608.021 Sidewalk Materials Revise this section by removing the second paragraph which begins with “Portland cement concrete shall...” in its entirety and replace with **“Portland cement concrete shall be Class A and meet the requirements of Section 502, Structural Concrete.”**

SECTION 609 **CURB**

609.03 Vertical Stone Curb, Terminal Section and Transition Sections and Portland Cement Concrete Curb, Terminal Sections and Transition Sections

Amend this section by adding the following paragraph to the end of it:

“The Contractor may elect to substitute concrete to backfill Stone Curbing or Stone Edging at their option. If the concrete backfill option is elected, the following is added to Standard Specification 609 – Curb”

609.02 Materials Amend this section by adding the following to it:

Portland cement and Portland Pozzolan Cement	701.01
Water	701.02
Fine Aggregate for Concrete	703.01
Coarse Aggregate for Concrete	703.02

The Contractor shall submit a concrete mix design for the Portland Cement Concrete to the Resident, with a minimum designed compressive strength of 3000 psi Class Fill concrete.

609.10 Basis of Payment Revise by changing the fifth paragraph which begins with “There will be no separate payment...” this section by removing the word “cement” and replacing it with **“concrete fill, mortar”**.

SECTION 619 **MULCH**

619.07 Basis of Payment Amend this section by adding the words **“; Bark Mulch and Erosion Control Mix will be paid for by the Cubic Yard;”** into the first sentence so that it reads:

“The accepted areas mulched will be paid for at the contract price per unit; Bark Mulch and Erosion Control Mix will be paid for by the Cubic Yard; which shall be full compensation for furnishing and spreading the hay or straw and mulch binder, cellulose fiber mulch, bark mulch or erosion control mix.

Revise the second sentence by removing “**for pay item 619.1201**” So that it reads:

“When Mulch is measured in Bales, each bale will be paid for at 60% of the contract price per Unit”.

Revise this section by removing all pay items and replace them with the following:

619.12 Mulch	Unit
619.13 Bark Mulch	Cubic Yard
619.14 Erosion Control Mix	Cubic Yard

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**

626.02 General Amend the Material list by adding the following to the list:

Gravel Borrow	703.20

Revise the Material List by removing:

Prewired Conduit	715.04
Metallic Junction and Fuse Box	715.05

626.021 Miscellaneous Material Amend this section by adding the following to the end of it:

“All concrete for concrete encasement of conduit shall be Fill Class concrete in accordance with the applicable requirements of Section 502 – Structural Concrete.”

Amend the third paragraph that begins with “If grouting is necessary...” by adding **“included on the Qualified Product List and”** after the word “material”.

626.03 General Amend this section by adding the following section to the end of it

“626.0301 Electrical Supply Lines and Service Connections The following requirements shall apply to Electric Supply Lines and Service Connections feeding traffic signalization equipment control boxes and lighting breaker boxes.

Whenever possible, the meter and breaker panel feeding traffic signal control boxes or lighting control boxes shall be constructed within 30 feet of the service drop pole.

All underground service connections that are constructed in trenches and carrying Secondary Utility Power to a MaineDOT meter and breaker panel, or, directly to MaineDOT traffic signalization control cabinets or lighting breaker boxes shall be in Rigid Metal Conduit or concrete encased PVC conduit.

Where trenchless technologies are employed to install the service connection conduit, Schedule 120 PVC conduit shall be used for the trenchless bore section of conduit. In addition, concrete encasement shall be used for any PVC conduit placed in trench sections and carrying Secondary Utility Power more than 10 feet before or after the limits of the trenchless bore conduit.

The construction practices described above shall be used for service connections up to a maximum of 600 feet. There may be rare exceptional cases where the service connection must exceed 600 feet. In these cases, the power companies may require primary power be run over 600 feet for the purpose of power consumption and dependable service. These cases will be evaluated on a case-by-case basis for alternate power feed methods and/or the need for steel or concrete encased conduit.”

626.031 Conduit Revise this section by removing the second paragraph which begins with “Trenches for conduits...” and replace it with the following:

“Trenches for conduits shall be excavated to a width that will permit proper installation of the conduit and to a minimum depth of 3 feet below finish grade as measured from the top of the conduit. If deeper depths are required, the conduit shall be installed at the depth shown on the plans or as directed. Conduit shall not interfere with poles, guardrail posts, sign foundations or other objects.”

Amend the third paragraph which begins with “All junction or pull boxes...” by adding **“concrete, in accordance with the applicable requirements of Section 502 – Structural Concrete,”** after Class LP.

Revise the fifth paragraph which begins with “After the trench has been...” by adding the following to the end of it:

“Where concrete encasement is required around the conduit, backfilling with approved material may begin adjacent to and above the encased conduit no sooner than 24 hours after concrete placement.”

Remove the following:

“All underground conduit shall be placed to at least the depth shown on the plans and shall not interfere with poles, guardrail posts, sign foundations or other objects.”

Revise the paragraph beginning with “All conduit ends shall...” by removing “Prewired Conduit shall be sealed during construction to prevent entry of moisture, dirt, or rocks.”

626.033 Polyvinylchloride Conduit Installation Amend the first paragraph of this section which begins with “Polyvinylchloride conduit and High Density...” by adding the following to the end of it:

“In addition, PVC conduit used for Electrical Supply Lines and Services constructed as underground service connections in trenches and carrying Secondary Utility Power to a MaineDOT meter and breaker panel, or, directly to MaineDOT traffic signalization control cabinets or lighting breaker boxes shall be concrete encased. When trenchless technologies are used to install PVC conduit, concrete encasement shall not be required.

Concrete encasement shall consist of a minimum of 4 inches of concrete above, below and on both sides of the conduit that shall have a minimum compressive strength of 3000 psi and a maximum aggregate size of 1-inch (Fill Class concrete). The concrete encasement may be backfilled no sooner than 24 hours after placement. “

“NON-METALLIC UNDER PAVEMENT CONDUIT INSTALLATION

Where noted on the drawings, non-metallic under pavement conduit of schedule 80 or greater rating shall be provided to facilitate conduit crossing of the existing highway and ramps without disruption to the existing highway and ramp pavement surface. The non-metallic under pavement conduit shall be hydraulically jacked or directional bored below the highway and ramp at a depth of not less than (36 inches). Under pavement conduit shall extend for a distance of (10 feet) beyond the highway or ramp edge at each side.”

Amend the sixth paragraph which begins with “Where PVC conduit runs are...” by changing “3 inch minimum bedding” to **“6 inch minimum bedding”**.

626.034 Concrete Foundations

Revise this section by removing the third paragraph which begins with “In the absence of Design Requirements...” in its entirety and replace with the following:

“In the absence of design requirements being provided on the plans, the Contractor shall prepare and submit the foundation design(s) to the Department for review. The Contractor may propose an alternate shallow spread footing or drilled shaft configuration/design than that set forth on the drawings. Design shall be in accordance with AASHTO LRFD Specifications for Structural Supports for Highway Sign, Luminaires and Traffic Signals,

current edition; AASHTO LRFD Bridge Design Specifications, current edition; and FHWA-NHI-10-016 Drilled Shafts, Construction Procedures and Design Methods, current edition. Where conflicting requirements occur, the more stringent requirements shall govern. In addition to other design requirements, foundation design shall account for Torsion for which a minimum Factor of Safety equal to 1.2 shall be achieved. In evaluating axial capacity and torsional resistance in cohesionless soils, load transfer coefficient or side resistance coefficient (beta, β) will be used in accordance with Subsection 13.3.5.1 of FHWA-NHI-10-016, with beta determined in accordance with Equations 13-13 and 13-11 for silty sands to sandy silts (with varying amounts of gravel). The design criteria for the resistance of drilled shaft and spread footing foundations against overturning, sliding and bearing capacity failure shall meet the requirements of Section 4 of AASHTO LRFD Bridge Design Specifications, current edition. The structural design of foundations shall meet the requirements of AASHTO LRFD Bridge Design Specifications, current edition. The Contractor shall submit to the Department for review, three (3) copies of detailed plans and calculations of the proposed design. Design shall be prepared and sealed by a Professional Engineer licensed in the State of Maine. Construction of foundation(s) shall not commence until the Department has reviewed the foundation design.”

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, Revise the paragraph beginning with “Concrete for drilled shafts...” so that a portion of 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 502.10 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 LP 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.....”

626.05 Basis of Payment Amend this section by removing the following paragraphs:

The one which starts with “Payment will be made for the total number of linear feet of prewired conduit...”

The one which starts with “Prewired conduit within the foundations...”

Amend this subsection by adding the following paragraph and Pay Items:

“Payment will be made for the total number of linear feet of under pavement conduit actually furnished, installed and accepted at the contract price per linear foot. This price shall include the cost of: furnishing and installing the conduit; excavating; furnishing special backfilling materials, pull wire, fittings, grounding and bonding; test cleaning interiors of conduits and all materials, labor, equipment and incidentals necessary to complete the work.”

Pay Item	PayUnit
626.221 Non-metallic Conduit, Concrete Encased	Linear Foot
626.251 Non-Metallic Under pavement Conduit (Schedule 80 or greater rating)	Linear Foot

Remove the following Pay Items:

626.23 Prewired Conduit Secondary Wiring	Linear Foot
626.24 Prewired Conduit Primary Wiring	Linear Foot

SECTION 627

PAVEMENT MARKINGS

Revise this section by removing it in its entirety and replacing with the following:

627.01 Description This work shall consist of furnishing and placing reflectorized pavement lines and markings, removing pavement lines and markings, and furnishing and applying reflectorized paint to curbing in reasonably close conformity with the plans and as designated.

627.02 Materials Materials shall conform to the requirements specified in the following Sections of Division 700 - Materials.

Pavement Marking Paint	708.03
Reflectorized Plastic Pavement Marking	712.05

Temporary Bi-directional Yellow Delineators shall be Temporary Object Markers (T.O.M.) as manufactured by the Davidson Plastic Company, 18726 East Valley Highway, Kent, WA 98031 or an approved equal.

627.04 General All pavement lines and markings shall be applied in accordance with the latest edition of Manual on Uniform Traffic Control Devices.

Longitudinal lines placed on tangent roadway segments shall be straight and true. Longitudinal lines placed on curves shall be continuous smoothly curved lines consistent with the roadway alignment. All pavement markings placed shall meet the tolerance limits shown on the plans.

Unless otherwise shown on the plans, non-interstate lines shall be 4 inches wide and broken lines shall consist of alternate 10 foot painted line segments and 30 foot gaps. On controlled access divided highways and on the interstate system lines shall be 6 inches wide and broken lines shall consist of alternate 15 foot painted line segments and 25 foot gaps. Width tolerance shall be $\pm 1/4$ inch.

Temporary pavement marking lines, defined in Special Provision Section 652, Maintenance of Traffic, Temporary Centerline, will be applied as many times as necessary to properly delineate traffic lanes for the safe passage of traffic. Bi-directional delineators may be used in place of temporary lines, except where specified otherwise in Special Provision 652 Maintenance of Traffic, Temporary Centerline. Delineators will be applied at 40 foot intervals.

In overnight lane closure areas that are not to be overlaid, temporary plastic lines or raised pavement markers shall be used through the length of the taper.

Newly painted lines, markings and curb shall be protected from traffic by the use of cones, stationary vehicles or other approved methods until the paint is dry.

627.05 Preparation of Surface Immediately before applying the pavement marking paint to the pavement or curb, the surface shall be dry and entirely free from dirt, grease, oil, or other foreign matter.

Surface preparation for application of plastic markings shall conform to the manufacturer's recommendations.

627.06 Application Prior to applying paint for final pavement lines, the Contractor shall perform a test for paint thickness by furnishing and placing a piece of smooth, clean metal with an area of at least 144 in² in the path of the striping truck. The striping truck shall be passed over the piece of metal, painting the surface as it passes, without applying beads. The result of this test will be used to determine the pressure setting and speed of the truck when applying paint to obtain the specified thickness. Additional paint thickness testing may be required on the final paint markings. The wet thickness of paint without beads on final pavement lines shall be a minimum of 16 mils.

On other final pavement markings and on curb, where the paint is applied by hand painting or spraying, application shall be in two uniform covering coats, each at least 10 mils thick. Before the second coat of paint has dried, the glass beads shall be applied by a pressure system that will force the glass beads onto the undried paint as uniformly as possible.

Glass beads shall be applied to the final and temporary pavement lines, marking and curb at a sufficient rate and in sufficient quantity to assure complete and uniform coverage of hand painted surfaces and achieve proper reflectivity.

Permanent and temporary white lines and markings shall have a minimum final reflectivity value of 250 millicandelas per square meter per lux (mcd/m²/lux) and permanent and temporary yellow lines and markings shall have a minimum final reflectivity value of 150 millicandelas per square meter per lux (mcd/m²/lux), as measured by the Department. Measurements taken to determine reflectivity shall be done within 4 weeks after final placement.

If the final reflectivity values are less than the described minimums, the Contractor shall repaint those areas not meeting required reflectivity at no cost to the Department. If the final reflectivity values are less than the described minimums after the second attempt, the Contractor will submit in writing a plan of action to meet the reflectivity minimums prior to continuing any work. Once the plan has been reviewed and approved by the Department, the Contractor shall re apply at no cost to the Department.

Temporary painted lines and markings shall be applied as specified for permanent painted lines, except that the thickness shall be a minimum of 16 mils.

Temporary pliant polymer marking material shall be used for temporary markings on the final pavement and on pavements not to be resurfaced when such pavement markings do not conform to the final pavement markings pattern.

The plastic final pavement lines and markings shall be applied in accordance with the manufacturer's recommendations by the inlay method of application.

627.07 Establishment Period Inlaid plastic pavement lines and marking material furnished and installed under this contract for final pavement markings shall still be subject to a six-month period of establishment.

The period of establishment shall commence as soon as the plastic pavement lines and markings are complete and in place and shall continue for six months. At the end of the establishment period, a minimum of 95% of the plastic pavement lines and markings shall still be in place to be acceptable.

If less than 95% of the plastic pavement lines and markings are in place after six months, the Contractor shall replace all unsatisfactory plastic pavement lines and markings on the project without additional payment. Plastic pavement lines and markings designated for replacement shall be installed according to these specifications, unless otherwise directed. Plastic pavement lines and markings replaced at the end of the six month establishment period will not be subject to a further establishment period.

627.08 Removing Lines and Markings When it is necessary to remove pavement lines and markings, it shall be done by high pressure water, grinding or other approved acceptable means. The method chosen must be capable of completely eradicating the existing line or marking without excessive damage to the pavement. Burning and the use of solvents to remove temporary markings from final pavement or from existing pavement not to be resurfaced will not be permitted.

627.09 Method of Measurement The quantity of pavement marking lines identified in the contract as a plan quantity pay item, the measurement of payment will be the number of feet shown in the Schedule of Items. This quantity will be considered final and no adjustments will be made except when changes resulting in increases or decreases are made by the Resident.

The accepted quantity of temporary or permanent pavement marking lines when identified in the contract as a linear foot item shall be measured and paid for at the contract unit price per linear foot for the total amount applied and accepted.

Double yellow centerline, broken or solid, will be considered one line for measurement purposes. The measurement of broken lines will include the gaps when painted and will not include the gaps when plastic. Double Yellow Centerline, broken or solid shall not be paid through intersections or side roads and will be paid for the actual length of painted line.

Broken white lines will include the gaps when painted and will not include the gaps when plastic inlaid pavement lines are applied. Yellow or white solid edge lines and will not be paid through intersections or side roads and will be measured by the actual length of painted line.

Temporary pavement marking lines shall not be paid through intersections or side roads and will be measured per linear foot of actual length of painted and accepted.

Reflectorized curb will be measured or computed by the square foot of curb surface actually painted and reflectorized.

The accepted quantity of removing existing pavement markings will be measured by the square foot.

Temporary Bi-directional Yellow Delineators will be measured by each unit, complete in place, maintained, and accepted.

627.10 Basis of Payment The accepted quantity of pavement marking lines identified in the contract as a plan quantity pay item will be paid for at the contract unit price for plan quantity. No adjustment will be made to the quantity for payment, except as described 627.09 Method of Measurement

The quantity of permanent or temporary pavement marking lines identified in the contract paid by the linear foot will be measured for payment as described under section 627.09 Method of Measurement.

All other permanent pavement markings will be paid for at the contract unit price per square foot in accordance with 627.09 Method of Measurement.

If allowed by Special Provision, the Contractor may utilize Temporary Bi-Directional Yellow and White (as required) Delineators. When utilized, payment will be made as temporary pavement marking lines, measured and paid at the contract unit price per linear foot. Such payment will include as many applications as required and removal.

Payment for final plastic pavement lines and markings will be made in two parts. The first payment of 75% will be made when plastic pavement lines and markings are placed. The payment of the remaining 25% will be made at the end of the establishment period for all plastic line and pavement markings accepted.

The accepted quantity of any pavement marking lines will be paid for at the contract unit price and will include as many applications as required and removal when required.

The accepted quantity of Temporary Bi-directional Yellow Delineators will be paid for at the contract unit price.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
627.18 12 inch Solid White Pavement Marking Line	Linear Foot
627.711 White or Yellow Pavement Marking Line - Plan Quantity	Linear Foot
627.733 4" White or Yellow Painted Pavement Marking Line	Linear Foot
627.744 6" White or Yellow Painted Pavement Marking Line	Linear Foot
627.75 White or Yellow Pavement & Curb Marking	Square Foot
627.77 Removing Existing Pavement Marking	Square Foot
627.78 Temporary 4" Painted Pavement Marking Line, White or Yellow	Linear Foot
627.781 Temporary 6" Painted Pavement Marking Line, White or Yellow	Linear Foot
627.407 Reflectorized Plastic, White or Yellow Pavement Marking	Square Foot
627.4071 Reflectorized Plastic, White or Yellow Pavement Marking Line - Plan Quantity	Linear Foot
627.811 Temporary Bi-directional Yellow Delineators	Each

SECTION 634

HIGHWAY LIGHTING

Revise this section by removing this section in its entirety and replace with the following:

634.01 Description This work shall consist of furnishing and installing a highway lighting system or modifying or removing an existing highway lighting system, including the design of

Light Standards, in accordance with these specifications and in reasonably close conformity with the plans.

634.02 General All material furnished by the Contractor shall be new unless otherwise specified. Substitutes for specified material may be accepted, upon approval of the Fabrication Engineer. Substitutes shall provide equal or better service. Where an existing system is to be modified, the existing material shall be removed, upgraded, or disposed of as shown on the plans or as directed.

All electrical equipment shall conform to NEMA, UL, or EIA standards, wherever applicable. In addition, all materials and workmanship shall conform to the requirements of the NEC, the local electrical Utility Company, and all local ordinances, which may apply.

634.021 Materials Materials shall meet the requirements specified in the following Section of Division 700 - Materials:

Steel Conduit	715.02
Non-metallic Conduit	715.03
Prewired Conduit	715.04
Metallic Junction and Fuse Box	715.05
Secondary Wiring	715.07
Luminaires, Lamps and Ballast	715.08
Luminaires, Lamp and Ballast for High Mast Lighting	715.09
Photo Electric Control	715.10
Service Equipment	715.11
Lowering System for High Mast Lighting	715.12
Aluminum Supports	720.01
Aluminum Mast Arm and Bracket Arm	720.02
Steel Supports	720.03
Steel Mast Arm and Bracket Arm	720.04
High Mast Light Standard	720.05
Steel H-beam Poles	720.06
Anchor Bolts	720.07
Wood Ornamental Light Standard	720.09
Wood Utility Pole	720.10
Mast Arm for Wood Utility Pole	720.11
Breakaway Devices	721.01

Transformer enclosures shall conform to NESC requirements. They shall be approximately 46 inches high, 42 inches wide and 42 inches deep. Dimensions should be verified with the electrical Utility Company before ordering. Clearances shall be provided as required by the NESC. The enclosure shall be painted inside and outside with one coat of red iron-oxide primer and a finish coat of gray baked enamel. Doors shall be furnished with padlock lugs.

The electric portable power unit shall be a heavy-duty reversing electric motor for the voltage and frequency shown on the plans and shall have a remote control.

The following are the minimum requirements for the high mast lighting lowering system:

- Ball bearing motor
- Grounded frame
- Torque limiter
- Power unit mounting frame
- Coupling to winch drive shaft
- Remote control unit with cable
- Cable with twist lock receptacle and plug for operator of power unit

All bolts for mounting lighting fixtures under bridge structures shall conform to the requirements of ASTM A307. These bolts and other fastening hardware shall be hot-dipped galvanized in accordance with ASTM A153.

Screened sand for bedding and covering direct buried cables shall meet the requirements of Section 703.14, except that there shall be 0-10% passing the No. 200 sieve.

634.022 Equipment List and Drawings Unless otherwise permitted in writing, the Contractor shall submit for review a list of equipment and materials which is proposed to be furnished. The list shall include the name of manufacturer, size, and identifying number of each item and other necessary data, including detailed scale drawings, wiring diagrams of special equipment and any proposed minor deviations from the plans. If requested, the Contractor shall submit sample articles of the material proposed for use. All of the above data except sample articles, shall be submitted in duplicate. Following checking, correction, and approval, not less than two complete sets of approved drawings shall be submitted. The Department will not be liable for material purchased, labor performed, or work delayed before such review. Where electrical equipment is to be constructed as shown on the plans, the submission of detailed drawings and diagrams will not be required.

Upon completion of the work, the Contractor shall submit three complete sets of corrected plans showing all construction changes.

634.023 Miscellaneous Material Insulating tape shall be of the self-bonding type. Jacket tape shall be of the water-resisting type. Friction tape shall be rubber-impregnated, woven cotton fabric.

634.024 Light Standards The terms "conventional standard" or "conventional light standard" shall mean the assembled metal base flange, transformer base or breakaway device, metal columnar shaft, metal overhanging bracket arm and incidental hardware.

The term "high mast pole" shall mean the assembled base plate flange, metal columnar shaft, luminaire tenon, mounting and lowering device and incidental hardware. For purposes of this specification, a structure shall be considered a high mast pole if the pole height, from base plate to the center of the luminaire, exceeds 55 feet.

The design, materials and fabrication of Light Standards shall meet the requirements of the current edition of AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" and interims thereto, as noted below except as otherwise indicated within these specifications or on the plans.

Light Standards with a luminaire mounting height in excess of 55 feet (high mast pole) shall be designed using the following criteria:

- Basic wind speeds based on a 1700-year mean recurrence interval
- K_z as specified in Table C3.8.4-1 (Height and Exposure Factors)
- K_d as specified in Table 3.8.5-1 (Directionality Factors)
- G as 1.14, minimum (Gust Factor)
- C_d as specified in Table 3.8.7-1 (Wind Drag Coefficients)
- Fatigue Importance Category I with V_{mean} having a range of $9 \text{ mph} < V_{\text{mean}} \leq 11 \text{ mph}$.

Light Standards with a luminaire mounting height of 55 feet or less shall be designed using the following criteria:

- Basic wind speeds based on a 700-year mean recurrence interval
- K_z as specified in Table C3.8.4-1 (Height and Exposure Factors)
- K_d as specified in Table 3.8.5-1 (Directionality Factors)
- G as 1.14, minimum (Gust Factor)
- C_d as specified in Table 3.8.7-1 (Wind Drag Coefficients)
- Fatigue analysis is not required

For structural design purposes the luminaire mounting height for roadside installation is defined as the distance from the center of luminaire to the base plate bottom. For Light Standards mounted on structures and approaches to structures, the luminaire mounting height shall be defined and measured as the distance of the center of the luminaire to one of the following:

- a. For bridges over bodies of water** Above the prevailing water level or, in the case of tidal waters, above mean high tide.

b. For overpass structures Above the lower roadway level.

c. For approach ramps Above the average adjacent ground level, if said ground level is more than 10 feet below the base of the light standard.

The design weight of luminaires shall be 60 pounds with an effective projected area of 2.5 ft², except that pole top-mounted luminaires shall have an effective projected area of 5.0 ft².

Light Standards mounted on a bridge structure or Light Standards fabricated with aluminum shall be equipped with an approved damping or energy-absorbing device.

Deflections of Light Standards and bracket arms shall be limited as follows:

a. Conventional Light Standards shall be able to support a 500 pound transverse load, applied at 18 inches below the pole top with a maximum deflection of 5% of the nominal pole length. A computer simulation or detailed computation using Service I load combination (as specified in the AASHTO LRFD Specification for Structural Supports for Highway Signs, Luminaires, and Traffic Signals) establishing a maximum of 7% deflection of the nominal pole length may be used as an alternate method.

b. Bracket arms shall be able to support a horizontal load, perpendicular to the axial vector of the arm, of 50 pounds and a concurrent vertical load of 100 pounds, both loads applied at the luminaire tenon, without developing a measurable permanent set.

c. High mast Light Standards shall have a maximum deflection of 7% of the nominal pole length under full design load when equipped with four luminaires.

Conformance to the above deflection criteria for Light Standards, bracket arms and high mast Light Standards shall be substantiated by detailed computations or computer simulation, accompanied by written methodology, or actual tests on materials produced for delivery under a Maine Department of Transportation contract.

The base plates of Light Standards shall have workable leveling nuts beneath and above them with flat washers against both nuts, when erected. The distance between the bottom of the base plate and top of the foundation shall not exceed twice the diameter of the anchor bolts. Grout, or other material, shall not be placed between the base plate and foundations.

Approval for deviations from the plans and/or specifications shall be requested in writing and shall be approved by the Fabrication Engineer before being incorporated in the manufacturer's drawings. Requests for substitution for all specified material shall be submitted in writing with full documentation (specifications, mill certifications, etc.) enabling the Department to evaluate the proposal.

A Certificate of Compliance shall be provided for all applicable materials noted in Section 634.021 – Materials, in accordance with the requirements of the General Statement of Division 700 Materials. Shop certification in accordance with Section 504.04 is required.

634.025 Conventional Light Standards After execution of the contract for conventional Light Standard(s), and before any shop work is commenced, the Contractor shall submit for approval the manufacturer's drawings of all standards and accessories proposed to be furnished and erected under this contract. The drawings shall be of sufficient detail to indicate material and/or dimensional conformance with these specifications and the plans. Each drawing shall contain a reference to the design criteria and certification that the design criteria have been met for the Light Standards, including bracket arms and associated hardware, fittings and breakaway devices, as submitted. A Professional Engineer licensed in accordance with the State of Maine regulations shall sign the certification under their official seal. The drawings shall use the same units as found in the project plans.

It is the intent of these specifications that the Contractor shall be fully responsible for the adequacy of the sizes, wall thickness, materials and connections of the Light Standards, including bracket arms and associated hardware, fittings and breakaway devices. Approval of the drawings will signify only approval of the material(s), mounting heights(s) and bracket arm length(s).

634.026 High Mast Light Standard For all high mast Light Standards, as defined in this Section, the Contractor shall submit for approval, in addition to the manufacturer's drawings, 3 sets of the design computations, including fatigue considerations consistent with AASHTO requirements. Approval of the drawings and computations will signify approval of all structurally significant details of the Light Standard and if any, the luminaire mounting and lowering device. All drawings and computations shall be signed by a Professional Engineer licensed in accordance with the State of Maine regulations. Approval will be based on the applicable provisions of Section 105.7.

The shaft shall be provided with an equipment access opening approximately 2 ft² and centered approximately 2 feet above the base. The access opening shall be reinforced to maintain the full design strength of the shaft and shall be provided with a hinged, removable, access door equipped with a vandal proof means of being locked in place. A positive means of internal grounding shall be provided inside of the access door.

All shaft sections shall be one plate thickness, except that a doubler plate may be used around the equipment access opening. The walls of polygonal shafts shall have an inside corner radius to wall thickness ratio not less than 2.

The Contractor may propose a galvanized and painted pole, in lieu of using weathering type steel. The steel shall be a base metal listed in the current edition of the AWS Structural Welding Code, D1.1. Paint color will be designated by the Fabrication Engineer. Galvanizing and surface preparation shall be in accordance with Section 504 and paint shall be a two-coat

system designed for use on galvanized surfaces approved by the Engineer. The Contractor shall supply sufficient additional coating material and instructions for touchup work.

634.027 Breakaway Supports Breakaway supports, approved by the Engineer, shall be supplied for use at all locations designated as breakaway. Breakaway Support Certification of both breakaway and structural adequacy shall be provided by the Manufacturer. Design calculations or test data of production samples to support certification shall be provided. Breakaway support components shall provide the same or greater structural strength than the support post or pole utilizing the breakaway device. Breakaway couplings shall not be used in conjunction with transformer bases. Breakaway devices must include a reaction plate connecting all anchor bolts under the breakaway device. Poles containing conductors must contain a fusible breakaway device disconnecting all ungrounded conductors simultaneously

Breakaway devices are subject to the applicable provisions of Section 721 - Breakaway Devices.

634.03 General The location of the roadway lighting systems and other incidental work will be shown on the plans. They are diagrammatic only, but shall be followed as closely as actual conditions at the site and the work of other Contractors will permit. As the work progresses, the drawings may be revised or supplemented by the Resident, and the Contractor shall perform the work required by such revisions or supplements without additional compensation, except as provided in Section 109.

Work shall be scheduled to assure that each highway lighting system shall be completed and ready for operation upon completion of the corresponding section of the roadway or as specified in Special Provision 107.

Before proceeding with any work under this Contract, the Contractor shall conduct continuity and insulating tests to establish the integrity of cable runs already in place. The Contractor shall report all cable faults to the Resident. In cases faults are located while contract work is in progress and the Contractor does not report them, the Contractor will be responsible for correcting those faults without extra compensation.

634.031 Foundations Foundations for Highway Lighting shall meet the requirements of Section 626 – Foundations, Conduit, and Junction Boxes for Highway Lighting, Traffic Signals, and Highway Lighting.

634.04 Cable Installation The Contractor shall pull all wires through conduits without overstressing or stretching any wire or scoring, cutting, twisting or damaging the protective covering or insulation. When pulling cable into conduits, if the strain on the cables is likely to prove excessive, the Contractor shall use soapstone powder or listed cable pulling lubricant as a lubricant. Where two or more cables are to occupy the same conduit, they shall be drawn in together and kept parallel to each other by the use of a pulling head. No aluminum wire shall be installed underground for primary and secondary wiring.

Both ends of each length of cable shall be sealed to prevent the entrance of moisture during shipment or during outdoor storage. Defective and damaged cable will be rejected and shall be replaced at no cost to the State.

Secondary wiring shall be installed as shown on the plans. Secondary wiring shall not be spliced underground. Splicing shall only occur in above ground hand holes and transformer bases. The wire for secondary circuits, which is pulled through ducts, shall be fed slack from the feed end. Secondary wiring being pulled through a junction box shall be provided with enough slack for the center of the cable to be positioned a minimum of one (1) foot outside the top of the junction box

Cables in junction boxes shall be provided with enough slack for the center of the cable to be positioned a minimum of one (1) foot outside the top of the junction box and shall be arranged as directed. After cables have been installed, the end of each section of cable in Light Standards and panel boxes shall be carefully sealed with DAC Heavy Duty KWIK Foam Polyurethane Sealant, Minimum Expanding or an approved equal. Sealant shall penetrate a minimum of four (4) inches into the conduit. All wiring shall be finished to provide a neat and orderly appearance. Ends of cable not connected to any device shall be insulated and sealed.

There will be no underground splicing of power conductors.

The trench for direct-buried cable shall be excavated to the width and depth shown on the plans or as directed.

Placement of the sand bedding shall be coordinated with the installation of the cables. After the cables and screened sand have been placed, the remainder of the trench shall be promptly backfilled with selected excavated material. Surplus material shall be disposed of as directed and the surface of the trench shall be loamed and seeded in accordance with Sections 615 and 618.

When connecting sockets, outlets and other similar equipment, the most accessible bare parts of each piece of equipment shall be connected to the grounded neutral. In order to ensure this has been done, each piece of equipment shall be tested after installation, under the supervision of the Resident, with a test lamp or other instrument, one leg of which has been connected to a definite ground, or by other approved means of testing.

All cables in junction boxes and Light Standards shall be tested for circuit connections, which shall be in conformity with those indicated on the plans. After verification of circuit connections, all cables in junction boxes, light standards and service panels shall be provided with individual metal tags, die-stamped with a phase designated A or B, as applicable. The tags shall be securely attached to the cables.

Splices to form continuous circuits shall be made by the Contractor and will only be permitted in accessible above ground locations. All other splices shall be made with approved crimp-type connectors.

Conductors shall not be pulled into conduit until pull boxes are set to grade, crushed rock sumps installed, grout placed around the conduit, concrete bottom of pull boxes placed and the metallic conduit bonded.

Where roadways are to remain open to traffic and existing lighting systems are to be modified, the existing lighting system shall remain in operation and the final connection to the modified circuit shall be made so that the modified circuit will be in operation by nightfall of the same day.

634.05 Erecting Light Standard To provide continuously aligned lamp post installations, Light Standards shall be located in accordance with the details governing the spacings and setbacks shown on the plans, unless otherwise directed.

The bracket arms shall be set normal to the edge of the roadway, unless otherwise directed. The bracket shall be assembled and attached to the shaft before the light standard is erected. If it is anticipated that there will be a period in excess of 24 hours between the erection of the Light Standards and the installation of the luminaires, the Contractor shall install a weight, weighing between 50 to 75 pounds, at the outboard end of each bracket arm. This weight shall be designed and fastened in such a way that it will not pose a hazard to persons or vehicles passing beneath it.

Light Standards shall be erected in a vertical position, with a maximum deviation from the vertical of $\frac{1}{4}$ inch in 5 feet, using either the leveling nuts provided with the anchor bolts or the breakaway couplings. Once the Light Standard is in its final position, the top nuts shall be tightened as follows:

a. Anchor Bolts with Breakaway Couplings The manufacturer's recommendation shall be used.

b. Anchor Bolts without Breakaway Couplings the nut shall be tightened to snug tight condition by utilizing the full effort of a worker using a standard spud wrench or comparable tool. After all nuts have been brought to a snug tight condition, each nut shall be tightened an additional $\frac{1}{3}$ turn using an impact wrench, torque wrench or large crescent wrench.

A minimum of 2 bolt threads shall project beyond the outside face of the nut.

Nuts for bolts other than anchor bolts shall be tightened as outlined under b. above, for anchor bolts.

The bottom of all transformer bases shall be coated with a bitumen-mastic, epoxy paint.

When foundations and anchor bolts for Light Standards have been installed by others, the Contractor shall verify the anchor bolt dimensions at each location so that bases will be furnished with the proper bolt holes.

Wires in the shaft shall be supported with a Kellum-type, braided, strain-relief grip attached to a "J" hook mounted inside the shaft near the top.

Wood Ornamental Light Standards shall be installed as shown on the plans.

634.051 Removing Light Standards Before removing Light Standards, the luminaires shall be removed from the Light Standards and disposed of as noted on the plans.

Care shall be exercised in removing and transporting the Light Standards. The Contractor will be required to replace, at their expense, all equipment damaged or destroyed by their operations.

634.052 Portable Power Unit for Lowering Luminaires The number of portable electric power units with remote control required for operation of the high mast luminaire lowering system, will be 1 for every 10 high mast poles, or as shown on the plans.

634.06 Luminaires Luminaires shall not be installed until the lamp socket position has been inspected and approved for conformance with the manufacturer's recommended position for the specified distribution. All luminaires shall be adjusted to produce the maximum illumination on the roadway surface and shall be full IES cutoff.

The connections between the luminaires and connector kits shall be made with single conductor, number 12 wires AWG copper stranded THHN, minimum size. A 14 inch long Teflon sleeve shall be placed over each end of each conductor in the luminaire.

Installation of a connector kit, fused or non-fused, shall be in accordance with the manufacturer's instructions to provide watertight connections.

634.061 Under-Bridge Lighting Under-bridge lighting shall be installed in accordance with the plans and specifications, or as directed.

Circuits shall be fused in fuse boxes with 5-ampere cartridge-type, midget fuses, $\frac{3}{8}$ inch diameter and 1½ inches long, unless otherwise indicated on the plans. Wiring connections in the under-bridge lighting units shall be made with 300°F wire.

All under bridge lighting, luminaires shall be installed and adjusted for maximum illumination of the roadway surface. The beam angle shall be adjusted as indicated on the plans.

In vehicular undercrossings, underpass lights shall be placed in operation as soon as practicable after falsework has been removed from the structure. Lighting for pedestrian structures shall be placed in operation before opening the structure to pedestrian traffic.

634.08 Service The Contractor shall install metal conduit riser with entrance cap, entrance switch, multiple control relay, and other equipment as shown on the plans.

The lighting system will be supplied with electrical power by the local power company. The type of service will be single phase, three wire, 240/480 volt or the voltage indicated on the plans, 60 hertz, alternating current. The meter trim will include a bypass handle to allow the power company to change the meter without disconnecting the power. An external, standalone breaker capable of shutting off the lighting control cabinet or signals will be provided to disconnect power to the control cabinet. No power shall be routed in or out of the control cabinet before this breaker. The power company will make all connections of the roadway lighting system cables at the power company's service pole. The Contractor shall notify the power company at least two weeks in advance of the time they intend to start construction at each of the sites and shall make all necessary arrangements with the power company for the required installation.

Roadway lighting cabinets shall be installed on stub poles with doors accessible from the roadway. All connections to equipment and terminals shall be neat and orderly conforming to the requirements specified.

Details for the fabrication and installation of service poles with cabinets and other equipment are shown on the plans.

Transformer enclosures used to protect overhead type transformers mounted on concrete pads shall be installed as shown on the plans. Transformers will be furnished by the power company.

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 48 inches nor more than 60 inches 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 3 feet 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 by-pass 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.

634.081 Bonding and Grounding All metal conduit ends, Light Standards, luminaires, control cabinets, and exposed noncurrent carrying metal parts of fixed equipment shall be connected to the grounding conductor. All grounding and bonding shall conform to the current provisions of the NEC.

634.09 Testing Before acceptance of the work the Contractor shall cause the following tests to be made on all lighting circuits, by a licensed electrician. The tests do not need to be performed in the presence of the Resident, but the test results shall be recorded on the Highway Lighting Quality Control Check List and submitted to the Resident by the Contractor for acceptance. The form shall be signed by the licensed electrician certifying that the highway lighting meet the requirements of section 634.09.

a. Continuity Each circuit shall be tested for continuity.

b. Ground Each circuit shall be tested for grounds.

c. Resistance The resistance to ground on non-ground conductors shall be at least five megaohm at 60°F measured with a 1,000 volt megger. The ground resistance shall not be more than 25 ohms.

d. Voltage Voltage readings shall be made at each service pole, in the load contractor, with load and without load, and at each fixture with load.

e. Current Current readings shall be made on the load side of each load contractor phase and neutral. Readings shall be made at night with lighting systems in normal operation.

f. Test Data Electrical test data obtained from the above tests shall be furnished in writing.

g. Operational Test The Contractor shall conduct an operational test for the completed installation under normal operating conditions. This operational test shall have a duration of not less than two full days. The Resident shall be the sole authority to judge the adequacy of the length of the testing period in order to assure the satisfactory operation of the entire system or any of its sections. The work will not be accepted until the operational test has been successfully completed.

h. Functional Test With all equipment connected to the wiring system, a functional test shall be performed by the Contractor, in the presence of the Resident, to demonstrate that the system and all parts thereof function as specified. All defective materials or faulty installations shall be corrected by repairs or replacements by the Contractor to the satisfaction of the Resident at no additional cost.

Lighting circuits shall be subjected to such other tests as may be required and it shall be the responsibility of the Contractor to ascertain what tests are required and to perform these tests in the presence of the Resident. All tests shall be performed at the expense of the Contractor. Cost for power to conduct tests shall be paid by the Contractor.

634.091 Acceptance All systems shall be complete and in operation to the satisfaction of the Resident at the time of acceptance of the work.

The Contractor shall be responsible for the proper performance in service, in whole or in part, of the various lighting systems and all other electrical installations furnished and installed under this Contract and shall correct, at their own expense, all deficiencies in the operation which may arise prior to acceptance of the work. The Contractor shall be responsible for the cost of power until the work is accepted.

634.092 Method of Measurement Highway lighting system will be measured by the lump sum.

Light Standards will be measured by the single unit, complete in place and accepted.

The quantity of luminaires for high mast lighting will be measured by each single unit.

634.093 Basis of Payment The accepted quantity of Light Standards will be paid for at the contract unit price each for the number of units of the respective types. Payment shall be full compensation for the Light Standard and breakaway transformer base or breakaway device, bracket arm and all incidentals necessary to complete the work, including design of the Light Standards. Conduits, junction boxes, and foundations will be paid for under Section 626.

Payment for furnishing and installing luminaires for high mast lighting will be made for the accepted quantity at the contract unit price each, which shall include luminaire, ballast, lamp, and incidentals necessary to complete the work, including design of the high mast lighting.

The accepted highway lighting system will be paid for at the contract lump sum price for the complete lighting system shown on the plans, except that luminaires for high mast lighting and Light Standards will be paid for at the contract unit price each.

Lump sum payment for highway lighting system shall be full compensation for furnishing, installing and erecting: ballast, lamps, wiring in underground conduit, pole wiring, and all other wiring (except prewired conduit), transformer enclosures, luminaires (except luminaires for high mast lighting), break-away devices when applicable, all identification tags, and all materials, labor, equipment, tools, miscellaneous hardware and incidentals necessary to complete the work. Payment shall also include removing and resetting light standards, installing breakaway devices on existing poles, disposing of unused light standards, as noted on the plans, and for furnishing portable electric power units.

No separate payment will be made for bonding, grounding and ground rods; these costs shall be included in the contract price for conduit, light standards, service panels, or other items requiring bonding and grounding.

Trenching for direct buried cable will be incidental to highway lighting system and shall include excavating, furnishing and placing screened sand and backfilling.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
634.160 Highway Lighting	Lump Sum
634.164 Luminaires for High Mast Lighting	Each
634.2041 Luminaires	Each
634.206 Light Standard for Post Top Luminaire	Each
634.207 High Mast Light Standard	Each
634.209 Wood Ornamental Light Standard	Each
634.210 Conventional Light Standard	Each

SECTION 639

ENGINEERING FACILITIES

Revise this section by removing this section in its entirety and replace with the following:

639.01 Description This work shall consist of providing, erecting, lighting, equipping and maintaining buildings to be solely used by the Resident and other assigned Department representatives as a field office. Upon completion of the work, the buildings and equipment shall remain the property of the Contractor.

639.02 Materials Materials for buildings shall be of good quality customarily used in standard frame house or office trailer construction.

639.03 General The building of the type called for shall be provided before the start of work, and shall remain until work is completed and accepted, unless earlier removal is authorized. The location shall be approved by the Resident and should be adjacent or virtually adjacent to the Project.

A fire extinguisher shall be provided in each building or office trailer for electrical and chemical fires and effective on all solvents used in the building.

Walls, roof, floor, windows, and doors shall be tightly constructed to the required area.

Furnishings shall be supplied as called for. Doors shall be equipped with locks and all keys shall be in the possession of the Resident. Windows shall be equipped with latches so they may

be locked on the inside. Window screens and screen doors shall be supplied when necessary. Adequate desk and desk space shall be provided. If a portable table is supplied, it should be adjustable to accommodate the various heights of employees. A 5-way adjustable office chair shall be provided in the quantities listed.

639.04 Field Offices Field Offices are designated Type A, Type B, or Type C. Buildings, including trailers, may be provided if they substantially equal or exceed the following requirements. Air conditioning, appropriate to the building size, shall be provided in all field offices.

The walls, roof, and floor of the building shall be completely insulated with a minimum insulation value of R-15. Office trailers shall be either new or in very good used condition. The interior walls shall be covered with suitable wall paneling. The entire office trailer shall be for the exclusive use of the Resident. The office trailer shall be winterized and completely enclosed at the bottom, if the trailer will be used in cold weather.

Other types of buildings and facilities may be furnished of equal or better quality. A public work area will be provided in the field office that shall be designed and constructed so that individuals with disabilities can approach, enter, and exit this area.

At least one accessible route to the field office shall be provided from accessible parking. The accessible route shall comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and this specification.

The minimum clear width of an accessible route shall be 36 inches except at doors. The least possible slope shall be used for an accessible route. An accessible route with a running slope greater than 1:20 shall be considered a ramp. Maximum ramp slope is 1:12. The maximum rise for any run of a ramp shall be 30 inches and the minimum clear width shall be 36 inches. Nowhere shall the cross slope of an accessible route exceed 1:50. Changes in level up to ¼ inch may be vertical and without edge treatment. Changes in level between ¼ inch and ½ inch shall be beveled with a slope no greater than 1:2. Ramp floor surfaces shall be stable, firm, and slip-resistant.

Ground floor surfaces along accessible routes and in accessible rooms and spaces including floors, walks, ramps, stairs, and curb ramps, shall be stable, firm, and slip-resistant.

The main door to the public work area shall have a minimum clear opening of 32 inches with the door opened 90 degrees, measured between the face of door and the opposite stop. Minimum maneuvering clearances at doors shall be provided. The floor or ground area within the required clearances shall be level and clear.

The handle and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping. Lever-operated mechanisms push type mechanisms, and U-shaped handles are acceptable designs. Hardware required for accessible door passage shall be mounted no higher than 48 inches above finished floor.

A minimum of 3 parking spaces will be supplied for Class B & C Field Offices and 6 for Class A. One wheelchair accessible parking space shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance.

Level landings shall be provided at bottom and top of each run. The landing shall be at least as wide as the ramp run leading to it with a minimum length of 60 inches.

If a ramp run has a rise greater than 6 inches or a horizontal projection greater than 72 inches, then it shall have handrails on both sides. Handrails shall have the following features:

- 1) Handrails shall be provided along both sides of ramp segments. The inside handrail on switchback ramps shall always be continuous.**
- 2) If handrails are not continuous, they shall extend at least 12 inches beyond the top and bottom of the ramp segment and shall be parallel with the floor or ground surface.**
- 4) The clear space between the handrail and the wall shall be 1½ inch.**
- 5) Gripping surfaces shall be continuous.**
- 6) Top of handrail gripping surfaces shall be mounted between 34 and 38 inches above ramp surfaces.**
- 6) Ends of handrails shall be either rounded or returned smoothly to floor, wall, or post.**
- 7) Handrails shall not rotate within their fittings.**
- 8) The diameter or width of the gripping surfaces of a handrail shall be 1¼ to 1½ inch, or the shape shall provide an equivalent gripping surface.**

Firm and sturdy steps shall also be provided with 7 inch maximum riser and 11 inch minimum depth, and at least one handrail extending from the top of the steps to a minimum 12 inches beyond the bottom of the steps.

The Contractor will make reasonable effort(s) to provide wheelchair accessible toilet facilities when "portable" facilities are provided.

The Contractor shall provide wheelchair accessible toilet facilities when flush type facilities, that is, those with running water, are provided; and the Contractor shall provide wheelchair accessible portable facilities, if used, when the contract duration exceeds two continuous construction seasons.

In addition to the facilities previously specified in this subsection, each field office shall meet the following minimum requirements:

<u>Description</u>	<u>Quantity</u>		
	<u>Type A</u>	<u>Type B</u>	<u>Type C</u>
Floor Area (Outside Dimension) - ft ²	312	220	125
Inside Wall Height – feet	7	7	7
Window Area - ft ²	55	35	35
Drafting Table Surface Area - ft ²	15	15	15
Drafting Stools - each	2	1	1
Office Desks - each	2	1	1
Ergonomic Swivel Chairs -ea (5-way adjustable)	3	2	2
Folding Chairs - each	3	2	2
Lighting Units - each	4	2	2
Electric Wall Outlets - each	6	4	3
Power Strip Surge Protectors - each	3	2	1
Wall Closets - each	1	1	1
Plan Rack for minimum of 6 sets of plans	1	1	0
Toilet Facility	1	1	1
Wastebaskets - each	2	2	1

All windows shall be provided with shades or blinds.

The toilet facility shall be for the exclusive use of State personnel. If requested, the Contractor will supply a lock to ensure exclusive use.

The Resident will have the option to reject any furniture or supplies provided to the field office based on general condition.

One hundred ten volt, 60 cycle, continuous electric service shall be supplied for lighting and 15 amp duplex wall outlets. Lighting shall consist of florescent light units with rapid start bulbs or LED shop style lights located over the work areas for a minimum of 50 foot candles overall. At least one external light source will be provided.

Drafting surfaces shall be 40 inches above the floor and have shelves beneath. Shelves for plans and rolls shall also be furnished overhead. Drafting stools shall be approximately 28 inches high.

Desks shall be single or double pedestal standard office type, and shall be in addition to “built-in” type desks in the office trailer.

Field offices shall be furnished with one four-drawer letter size metal filing cabinet.

Wall closets shall be 21 inches wide, 15 inches deep, and at least 4 feet high.

Each office shall be furnished with a broom, dustpan, sweeping compound, trash bags, and with cleaning material for cleaning glass. If the field office is carpeted, then a vacuum cleaner will be provided. The contractor will be responsible for disposing of trash from the field office.

The Contractor shall provide a fully functional wireless desktop copier/scanner/printer, capable of copying field books, for the Resident's use during the project. All maintenance and supplies, except paper, shall be the responsibility of the Contractor.

The Contractor shall provide bottled water and a microwave for the duration of the project. All maintenance and supplies shall be the responsibility of the Contractor. Alternate source of water, such as a water cooler, may be provided as approved by resident.

The Contractor shall provide a 4 cubic-foot refrigerator in the field office for the duration of the project.

Each office shall be furnished with a 10-person general-purpose first aid kit. The first aid kit shall be periodically inspected and refilled as necessary.

639.08 Heat Heat appropriate to the building size shall be supplied by the Contractor to maintain an acceptable room temperature during occupancy.

639.091 Broadband Connection The contractor will supply one computer broadband connection, modem lease and router. The router shall have wireless access and be 802.11n or newer capable. The type of connection supplied will be contingent upon the availability of services (i.e. DSL or Cable Broadband). It shall be the contractor's option to provide dynamic or static IP addresses through the service. The selected service will have a minimum download connection of 5.0 Mbps and 1.0 Mbps upload. The contractor shall be responsible for the installation charges and all reinstallation charges following suspended periods. Monthly service and maintenance charges shall be billed by the Internet Service Provider (ISP) directly to the contractor.

639.10 Method of Measurement Field office will be measured by the unit or lump sum for each building provided, equipped and maintained satisfactorily.

639.11 Basis of Payment The accepted quantity of field office will be paid for at the contract unit price each or lump sum which payment shall be full compensation for furnishing until contract completion, erecting, equipping, maintaining, furnishing electricity, heating, installing and maintaining toilet facilities and if necessary removing the buildings or office trailers.

Payment for these items will be made in 3 parts; the first payment of ½ to be made after the Contractor has supplied the building or office trailer and it has been approved. The remaining payments shall be made at intervals as follows:

A second payment of ¼ shall be made when one-half of the anticipated work has been completed.

The final payment of the remaining ¼ shall be made upon completion of the work.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
639.18 Field Office, Type A	Each
639.19 Field Office, Type B	Each
639.20 Field Office, Type C	Each

SECTION 643 **TRAFFIC SIGNALS**

643.01 Description Revise this Section by removing in its entirety and replacing it with:

643.01 Description This work shall consist of furnishing and installing all equipment necessary for the erection and operation of a traffic signal, including traffic signal structures, flashing beacon, temporary traffic signal or modification of a traffic signal, all in reasonably close conformity with the plans.

643.02 General All equipment shall be new unless otherwise specified. Requests for substitution of any specified material shall be submitted in writing with all documentation (specifications, mill certifications, etc.) in order to enable the Department to evaluate the proposal. Substitutes for specified material may be accepted upon approval by the Fabrication Engineer. Functionally, any substitute shall give equal or better service than the specified material. Existing signal equipment to be used shall be cleaned, repainted, and reconditioned as noted on the plans. All equipment, installation of equipment and other incidental work shall conform to the latest applicable provisions of: NEC, MUTCD, NESC, NEMA, and the ITE Standards for traffic control equipment. All work shall be done to the satisfaction of the Resident. The meaning of specific terms shall be as defined in MUTCD, NESC, and the ITE Standards for traffic control equipment.

643.021 Materials Material shall meet the requirements specified in the following Sections of Division 700 - Materials:

Steel Conduit	715.02
Non-metallic Conduit	715.03
Prewired Conduit	715.04
Metallic Junction and Fuse Box	715.05
Secondary Wiring	715.07
Vehicular Signal Indications	718.01
Pedestrian Signal Indications	718.02
Signal Mounting	718.03
Vehicular Loop Detectors	718.04
Microwave Detectors	718.05
Pedestrian Detectors	718.06

Controllers	718.07
Controller Cabinet	718.08
Flasher	718.09
Program Selection	718.10
Contacts and Relays	718.11
Conductors	718.12
Aluminum Supports	720.01
Aluminum Mast Arm and Bracket Arm	720.02
Steel Supports	720.03
Steel Mast Arm and Bracket Arm	720.04
Anchor Bolts	720.07
Wood Utility Pole	720.10

643.022 Paint Aluminum paint shall conform to AASHTO M69, Type II. Green or yellow enamel paint, as indicated on the plans, shall meet or exceed the latest Federal Specification TT-E-489. The color shall match Federal Color Standard Number 14062.

643.023 Traffic Signal Structures The design, materials and fabrication of Traffic Signal Structures shall meet the requirements of the current edition of AASHTO “LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals” and interims thereto, as noted below except as otherwise indicated within these specifications or on the plans.

All poles and mast arms shall be designed using the following criteria:

- Basic wind speeds based on a 700-year mean recurrence interval
- K_z as specified in Table C3.8.4-1 (Height and Exposure Factors)
- K_d as specified in Table 3.8.5-1 (Directionality Factors)
- G as 1.14, minimum (Gust Factor)
- C_d as specified in Table 3.8.7-1 (Wind Drag Coefficients)
- Deflection requirements as specified in Section 10.4

Traffic signal support structures shall be classified as Fatigue Category III if they are located on roads with a speed limit of 35 mph or less, Fatigue Category II if they are located on roads with a speed limit of greater than 35 mph, and Fatigue Category I if noted on the Contract Plans. Fatigue Importance Factors shall be as specified in Table 11.6-1 (Fatigue Importance Factors).

All Traffic Signal Structures with mast or bracket arms shall be equipped with an approved damping or energy-absorbing device.

After execution of the contract and before any shop work is commenced, the Contractor shall submit for approval the manufacturer's drawings, including design computations and fatigue computations, of all Traffic Signal Structures proposed to be furnished and erected under this Contract. The drawings shall be of sufficient detail to indicate material and

dimensional conformance with these specifications and the plans. Each drawing shall contain a reference to the design criteria and a certification that the design criteria have been met for the Traffic Signal Structures, including poles, mast arms and associated hardware and fittings, as submitted. The certification shall be signed by a Professional Engineer licensed in accordance with State of Maine regulations under their official seal.

It is the intent of these specifications that the Contractor shall be fully responsible for the adequacy of the sizes, wall thicknesses, materials and connections of the Traffic Signal Structures, including poles, mast arms and associated hardware and fittings. Approval of the drawings by the Fabrication Engineer will signify only approval of the materials, mounting height(s) and mast arm length(s). Approval of deviations from the plans and/or specifications shall be requested in writing and approved by the Fabrication Engineer before being incorporated in the manufacturer's drawings.

The Contractor shall furnish and install all electrical fittings, pipe, switches, fuses, and such other material necessary to install the equipment properly and securely. All equipment shall conform to the applicable code and be of first-class workmanship. All electrical fittings shall be complete with weatherproof gaskets.

A Certificate of Compliance shall be provided for all applicable materials noted in Section 634.021 – Materials, in accordance with the requirements of the General Statement of Division 700 Materials. Shop certification in accordance with Section 504.04 is required.

643.024 Miscellaneous Materials Span wire shall be minimum $\frac{5}{16}$ inch diameter, minimum, 7 strand, extra-high strength, galvanized steel wire. Anchors shall be power installed and sized according to strain and soil conditions. All hardware, such as strand vise feed-thru dead ends, preforming guy grip dead ends and angle thimble-eye bolts, shall be standard pole line hardware.

Guying of poles shall meet the requirements of Grade "B" Construction as defined in the NESC. Guys shall be installed in line with the direction of pull. Anchors shall be power installed so that the centerline of the anchor rod will be within 10° of the line of the guy wire. The holding capacity of the anchor shall be 1.25 times the calculated load on the guy wire. Guy wires shall be utility grade and the maximum working stress shall not exceed half of the maximum ultimate tensile strength of utility grade guy strand. Where bedrock is encountered, rock anchors shall be used.

Pipe standoffs for sidewalk anchors shall be galvanized steel pipe sized according to the offset distance from anchor to pole and shall be fitted with standard guying hardware.

Messenger wire shall be $\frac{1}{4}$ inch diameter, 7 strand, extra-high strength, galvanized steel wire, unless otherwise specified.

LED lamps shall have a regulated power supply designed to electrically protect the diodes. The lamp shall be watertight and sealed to eliminate contaminants. The lamps shall be capable of operating at ambient air temperatures of -40°F to 140°F.

Lamp life shall be a minimum of 100,000 hours of continuous operation. They shall be manufactured using the Allen Gap Technology. Power consumption for 12 inch indications including power supply shall not exceed 20w.

643.03 General Installation details will be shown on the plans and/or specifications. The location shown for all equipment and vehicle detectors is approximate; final locations will be determined in the field.

During installation, all heads installed but not operating shall be covered or otherwise concealed from view.

The requirements of certain Sections of this specification may be waived for temporary traffic signals and traffic signal modifications, if so noted on the plans.

643.04 Poles Wood poles shall be placed in the ground to a depth of 20% of their overall length, with a maximum deviation from the vertical of ¼ inch in 5 feet.

After each wood pole has been set in the ground and plumbed, the space around the pole shall be backfilled with selected earth or sand, free of rocks and other deleterious material, placed in layers approximately 4 inches thick. Each layer shall be moistened and thoroughly compacted.

Traffic Signal Structures shall be erected in a vertical position, with a maximum deviation from the vertical of ¼ inch in 5 feet using the leveling nuts provided with the anchor bolts. Once the poles have been plumbed, the top nuts shall be tightened by bringing the nut to a snug tight condition using the full effort of a worker using a spud wrench or compatible tool. After all nuts have been brought to a snug, tight condition, each nut shall be tightened an additional one-third turn, using an impact wrench, torque wrench or large crescent wrench. A minimum of two full threads shall project beyond the outside face of the nut. Nuts and bolts, other than anchor bolts, shall also be tightened by the above procedure.

When foundations and anchor bolts have been installed by others, the Contractor shall verify the anchor bolt dimensions at each location so that bases will be furnished with properly located and sized bolt holes.

Wires in poles shall be supported with a Kellum-type, braided, strain-relief grip attached to a "J" hook mounted inside the pole near the top.

643.041 Foundations Foundations for Traffic Signal Structures shall meet the requirements of Section 626 – Foundations, Conduit, and Junction Boxes for Highway Lighting, Traffic Signals, and Highway Lighting.

643.05 Loop Detector and Loop Detector Wire Installation The detector unit shall be located in the controller. No more than four loops shall be connected to a single detector amplifier.

Detectors shall be installed according to the manufacturer's recommendation, subject to approval. Each detector shall be supplied complete with comprehensive installation instructions. The pavement slot for wire shall be 2 to 3 inches below the finished surface and not closer than 18 inches from the edge of pavement or the curb. The right-angle corners of the pavement slot shall be chamfered to eliminate sharp bends in the loop wires.

Loop detector wire shall be number 14 or number 12 AWG copper conductors drawn through vinyl plastic tubing approximately ¼ inch in diameter. All pulse loop "approach" wiring shall be insulated red and shall be permanently marked "A", "B", "C", or "D", according to the "approach" guidelines in the controller cabinet. All pulse loop "presence" wiring shall be insulated black and shall be permanently marked according to the "presence" guidelines in the controller cabinet. All loop lead-ins shall be of the same conductor with no splicing. The lead-in from the amplifier to the beginning of the loop shall be shielded pairs, as shown on the plans.

All debris and moisture shall be removed from the loop pavement slot before installation of loop wires. The pavement slot shall be filled to the road surface with an approved sealing compound to form a waterproof bond with the pavement after installing the wire loop.

Detector conductors shall not be housed in the same jacket as the signal conductors.

643.06 Microwave Detector Installation The microwave detector shall be installed in accordance with the manufacturer's recommendations. A four-conductor wire shall be installed from the microwave unit to the controller. All angles and adjustment of patterns shall be the responsibility of the Contractor. The detectors shall operate in either pulse or presence mode.

643.07 Span Wire, Messenger Wire, and Guy Wire All span wire, messenger wire, and guy wire installations shall be in conformance with the requirements of the Utility Companies, when installed on Utility Facilities.

All span wire hanging traffic signals permanent or temporary will have a bottom tether wire to prevent the signal from excessive swinging

All span wires, messenger wires, guy wires, terminal boxes, controller cabinets, or any other metallic surface that might be contacted by people, shall be bonded to ground.

All sidewalk guy wires and slant guy wires installed in a sidewalk area shall be equipped with full-round or half-round guy guards.

643.08 Conduit All conductors under roadways from the controller to the mast arm poles shall be 3 inch schedule 80 PVC.

643.09 Service Connection The Contractor shall furnish and install the necessary electrical service as directed by the Utility Company. The Contractor shall make all arrangements for the service connection and be responsible for all charges incurred thereby.

Under no condition shall any equipment, except that shown on the plans, be installed on any Utility Facilities.

Traffic signal services shall have an automatic transfer switch such as a GENERLINK model MA23/24 – S installed, this will be required on traffic signals only not beacons or dynamic signs.

Whenever a service connection is to be made, the Contractor shall contact the Utility Company involved and inform them of the location, pole number, and time proposed for the service connection.

The traffic cabinet shall be marked with:

An appropriate arc flash plaque or decal with the following information
Flash hazard boundary
Cal/cm2 hazard at 18 inches
PPE level
Shock hazard when cover is off
Limited approach boundary
Restricted approach boundary
The prohibited approach boundary

This shall be located on the outside of the equipment and shall be visible, weatherproof, and fade resistant, and not easily removed.

The Contractor shall be responsible for all outstanding bills for preliminary work done by the Utility Company during the installation of the traffic signal system, to facilitate the service connection.

A service ground rod shall be installed if the service meter trim is not grounded.

The Contractor shall be responsible for grounding the system to 5 OHMS or less. The grounding shall be performed using a ground meter with reference grounds. All testing will be done in the presence of the Resident.

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 48 inches nor more than 60 inches 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 3 feet 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 by-pass 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.

643.10 Wiring The Contractor shall furnish and install sufficient cable and wire to operate the system properly as shown on the plans and as directed.

The following color code shall be used where possible:

Red Wire	Red, artery
Orange Wire	Yellow, artery
Green Wire	Red, side street
Orange with Tracer	Yellow, side street
Green with Tracer	Green, side street
White and white with tracer	Common for all signals and bond
Blue	All steady burning arrows
Blue with Tracer	Intermittent arrows
Remaining	Detectors and pedestrian signals

The white wire and white wire with tracer shall be used for all common connections and it shall be continuously connected to ground at the controller.

There shall be no wire splices. Connections shall be made on a terminal board inside a watertight galvanized steel or aluminum junction box or in an aerial terminal enclosure with protective cover rated for 600 volts.

Spade type copper terminal ends shall be used to attach all conductors to terminals. All exposed metal parts, including service conduit and the controller cabinet shall be bonded and grounded.

Not more than 3 conductors shall be brought to any one terminal. Terminals shall be mounted to face the cabinet door.

The number and size of conductors required in each cable will be indicated on the plans.

643.11 Vertical Clearance Unless otherwise specified on the plans and/or specifications, vertical clearances for vehicular and pedestrian heads shall be in conformity with the MUTCD. All clearances shall be uniform among each type of head or mounting scheme. Clearance for span wire mounted flashing beacon heads shall be a minimum of 17 feet and a maximum of 18 feet.

643.12 Painting Unless otherwise indicated, all exterior parts of the following equipment shall be delivered to the project finished with green or yellow enamel:

Vehicular Signal Heads
Pedestrian Signal Heads
Pedestrian Push Button Detectors

The outside of the steel controller cabinet shall be painted with aluminum paint.

The Contractor shall apply one coat of green enamel to all existing equipment designated on the plans to be painted. The Contractor shall touch up all scratches on exposed surfaces of new equipment with matching enamel after the equipment has been installed.

All exposed signal parts to be painted shall be cleaned and shall be dry when the paint is applied. No painting shall be done in damp weather nor when the air temperature is below 40°F, unless otherwise permitted.

The Contractor shall identify recently painted equipment with "Wet Paint" signs, and shall be responsible for all claims for damages resulting from contact with wet paint surfaces.

643.13 Power Factor In the event that the equipment is of such design that the power factor is reduced below the requirement of the Utility Company, the Contractor shall furnish and install, without further charge, all equipment necessary to restore the power factor to a satisfactory percentage. Such equipment shall be accessible and shall not be mounted on the Utility Facilities.

643.14 Field Tests Before acceptance of the work, the Contractor shall conduct the following tests on all traffic signal equipment and circuits, by a licensed electrician. The tests do not need to be performed in the presence of the Resident, but the test results shall be recorded on the Traffic Signal Quality Control Check List and submitted to the Resident by the Contractor for acceptance. The form shall be signed by the licensed electrician certifying that the signal equipment and circuits meet the requirements of section 634.14.

a. Continuity Each circuit shall be tested for continuity.

b. Ground Each circuit shall be tested for grounds.

c. Megger Megger tests at 500 volts DC shall be made on each circuit between the circuit and a ground. The insulation resistance shall not be less than 10 megaohms on

all circuits, except for inductive loop detector circuits, which shall have an insulation resistance value of not less than 100 megaohms.

d. Loop Inductance A loop test meter shall be used to determine that the inductance of the installed loop and lead-in are within the tuning range recommended by the loop detector manufacturer.

e. Functional A functional test shall be made in which it is demonstrated that each part of the system functions as specified.

The functional test for each new or modified traffic signal and flashing beacon shall consist of not less than 10 days of continuous satisfactory operation. If unsatisfactory performance of the system develops, the condition shall be corrected and the test shall be repeated until the 10 days of continuous satisfactory operation is obtained.

The initial operation shall be made between 9:00 A.M. and 2:00 P.M. unless specified otherwise. Before initial operation, all equipment shown on the plans shall be installed and operable.

Initial operation of new or modified traffic signal systems shall be made only after all traffic signal circuits have been thoroughly tested as specified above.

During the test period all costs except electrical energy shall be the Contractor's responsibility.

Functional tests shall start on any working day except Monday, Friday, Saturday, Sunday or the day preceding a legal holiday.

Shutdown caused by a power interruption shall not constitute discontinuity of the functional test, however, the test shall continue after power is restored.

643.15 Timing The controller shall be timed as noted on the plans. The Contractor shall notify the Resident, at least 1 week in advance, of their intention to initially operate the signals.

At the time of initial operation of the new signals, the Contractor shall provide police protection from the local police department at the Contractor's expense until the Contractor demonstrates to the Resident that the signal operates in conformance with this specification.

643.16 Final Cleaning Up After all work has been completed, the Contractor shall remove all barriers, "Wet Paint" signs, equipment and all debris which has accumulated during the work.

Unless otherwise specified in the plans, the Contractor shall remove and deliver all unused signal equipment and wiring to the State of Maine, Department of Transportation, as directed by the Resident. The Contractor shall notify the State Traffic Engineer (207-624-3620) as to

time and date of such delivery. (Deliveries will be accepted Monday through Friday between the hours of 7:00 A.M. and 4:00 P.M. only.) Notification shall precede delivery by a minimum of 24 hours.

643.17 Documents The Contractor shall furnish two operation and maintenance manuals for all controller units, auxiliary equipment, vehicle detector sensor units, control units, and amplifiers. Documents shall be delivered with the controller at the time of testing. Each manual must include, but need not be limited to the following:

- a. An explanation of the theory of operation, including a functional description and a detailed circuit description.
- b. A schematic diagram of each unit. A cabinet wiring diagram including all field wiring and pin locations and designations for all plug type connectors. If any circuit changes are made in the field, the changes shall be noted on the schematic diagrams.
- c. A trouble shooting and preventive maintenance procedure including both field and bench trouble shooting analysis.
- d. A parts list including a pictorial diagram showing the location and identification of each component on the chassis or circuit board.
- e. A drawing of the controller cabinet interior showing the location of all shelves, terminal blocks, relays, timers, loop amplifiers.

In addition, manufacturer's warranties and guarantees for materials shall be delivered to the Resident before acceptance of the project.

643.18 Method of Measurement Traffic signals, traffic signal modifications, interconnect wire, video detection system, traffic signal control system, and flashing beacons will each be measured for payment by the lump sum in place. Temporary traffic signals will be measured for payment by the lump sum, satisfactorily installed, operated, and removed.

Pedestal poles, strain poles, combination poles, and mast arm poles with mast arms will be measured by each unit.

Each loop detector installed, connected to appropriate phases in the controller cabinet, complete and operational will be measured by the unit.

Excavation in solid ledge rock for replacement of wood poles will be measured by the cubic yard. The depth of measurement will be to the bottom of the pole, and the diameter of measurement will be the pole diameter plus 30 inches.

643.19 Basis of Payment Traffic signal modifications, traffic signals, interconnect wire and flashing beacons will be paid for at the contract lump sum price, which payment will be full

compensation for furnishing and installing all materials, both new and reused, including, but not limited to wood poles, span wire, tether wires, backplates, visors, guys, controllers, vehicular heads, pedestrian heads, flashing beacons, wiring, cable, pole risers, LED lamps, and all appurtenances and incidentals, including design of the Traffic Signal Structures, required for a complete functioning installation and for furnishing all tools and labor necessary for completing the installation. Conduits, junction boxes, and foundations will be paid for under Section 626.

Pedestal poles, strain poles, combination poles and mast arm poles with mast arms will be paid for at the contract unit price each which payment shall be full compensation for furnishing and installing all materials, tools and labor necessary to erect the poles.

Payment for temporary traffic signals shall include compensation for the removal of the system upon completion of the work. All materials used for temporary traffic signals will remain the property of the Contractor. Operating the controller by hand will be paid for under Section 629.

Payment will be made for each Loop Detector at contract price, which will be full compensation for materials, labor, and equipment for each loop installed and fully operational.

Traffic signal control system will be paid for at the contract lump sum price, which payment will be full compensation for furnishing and installing all materials, including, but not limited to local intersection traffic signal controller, controller cabinets, on-street master controller, supervisory PC software, and all appurtenances and incidentals required for a complete functioning installation.

Video detection system will be paid for at the contract lump sum price, which payment will be full compensation for furnishing and installing all materials, including, but not limited to video processing unit, video cameras, supervisory PC software, and all appurtenances and incidentals required for a complete functioning installation.

Payment for excavation of solid bedrock for the placement of wood poles will be made under Item 206.07.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
643.60 Flashing Beacon at:	Lump Sum
643.71 Traffic Signal Modification:	Lump Sum
643.72 Temporary Traffic Signal:	Lump Sum
643.80 Traffic Signals at: __	Lump Sum
643.81 Traffic Signal Control System	Lump Sum
643.83 Video Detection System	Lump Sum
643.86 Traffic Signal Loop Detector	Each

643.90	Interconnect Wire Between:	Lump Sum
643.91	Mast Arm Pole	Each
643.92	Pedestal Pole	Each
643.93	Strain Pole	Each
643.94	Dual Purpose Pole	Each

SECTION 645 **HIGHWAY SIGNING**

Revise this section by removing this section in its entirety and replace with the following:

645.01 Description This work shall consist of designing, furnishing and installing new signs, sign supports, delineators, Polyvinylchloride (PVC) Pipe and breakaway devices and removing, relocating and/or modifying existing signs and sign supports, in accordance with these specifications and in reasonably close conformity with the Contract Plans.

645.02 General All equipment shall be new unless otherwise specified. Requests for substitution of any specified material shall be submitted in writing with all documentation (specifications, mill certifications, etc.) in order to enable the Department to evaluate the proposal. Substitutes for specified material may be accepted, upon approval of the Fabrication Engineer. Substitutes shall give equal or better service than the specified material. Where an existing system is to be modified, the existing material shall be removed, upgraded, or disposed of as directed by the contract documents.

645.021 Materials Materials shall meet the requirements specified in the following Sections of Division 700 - Materials:

Polyvinylchloride (PVC) Pipe	706.08
Reflective Sheeting	719.01
Demountable High Intensity Reflectorized Letters, Numerals, Symbols and Borders	719.02
Aluminum Extrusions	719.03
Aluminum Sheets	719.04
Plywood	719.05
Demountable Reflectorized Delineators	719.06
Assembly Hardware	719.07
Aluminum Supports	720.01
Steel Supports	720.03
Steel H-beam Poles	720.06
Anchor Bolts	720.07
U-Channel Posts	720.08
Wood Sign Posts	720.12

Paint for the edge and back of plywood and field coat paint for wood sign posts shall be an exterior grade dark green enamel conforming to Federal Specifications TT-P-71b.

Materials shall meet the gradation requirements only of the following:

Aggregate for Untreated Surface Course and	
Leveling Course	703.10
Underdrain Backfill Material	703.22

645.022 Sign Layout Drawings The Contractor shall submit 3 sets of sign-face, layout-detail, and scale drawings. Fabrication of the signs shall not begin until the Contractor has received approval of these drawings. The drawings shall contain complete detailed information and dimensions. One set of drawings will be returned to the Contractor, who will submit corrected drawings, if required. The drawings shall be detailed using the same units used on the Contract Plans.

645.023 Sign Support Structures The design, materials and fabrication of Sign Support Structures shall meet the requirements of the current edition of AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" and interims thereto, as noted below except as otherwise indicated within these specifications or on the Contract Plans.

Beam-mounted roadside sign supports and associated signs and hardware shall be designed using the following criteria:

- Basic wind speeds based on a 300-year mean recurrence interval
- K_z as specified in Table C3.8.4-1 (Height and Exposure Factors)
- K_d as specified in Table 3.8.5-1 (Directionality Factors)
- G as 1.14, minimum (Gust Factor)
- C_d as specified in Table 3.8.7-1 (Wind Drag Coefficients)

Bridge-mounted, bridge-type, cantilever, and butterfly-type sign supports and associated signs and hardware and all sign support structures supporting variable message signs shall be designed using the following criteria:

- Basic wind speeds based on a 1700-year mean recurrence interval
- K_z as specified in Table C3.8.4-1 (Height and Exposure Factors)
- K_d as specified in Table 3.8.5-1 (Directionality Factors)
- G as 1.14, minimum (Gust Factor)
- C_d as specified in Table 3.8.7-1 (Wind Drag Coefficients)
- Deflection requirements as specified in Section 10.4

Cantilever and butterfly-type sign supports and all structures supporting variable message signs shall be classified as Fatigue Category I. Bridge-type sign supports shall be classified as Fatigue Category II. Fatigue Importance Factors shall be as specified in Table 11.6-1 (Fatigue Importance Factors).

For bridge-mounted sign supports (including approaches to bridge structures), the mounting height shall be measured as the distance of the mounted sign(s) center of gravity to one of the following:

For bridges over bodies of water: above the prevailing water level or, in the case of tidal waters, above mean high tide.

For overpass structures: above the lower roadway level.

For approach ramps: above the average adjacent ground level, if said ground level is more than 10 feet below the base of the structure.

All cantilever and butterfly type sign support structures shall be equipped with an approved damping or energy-absorbing device.

For aluminum construction, welding shall conform to the current edition of AWS Structural Welding Code, Aluminum, D1.2 for aluminum construction.

After execution of the contract and before any shop work has commenced, the Contractor shall submit for approval the drawings, and design and fatigue computations if prescribed below, for all Sign Support Structures proposed to be furnished and erected under this contract. The drawings shall be of sufficient detail to indicate material and/or dimensional conformance with these specifications and the Contract Plans and, in the case of bridge, cantilever and butterfly type sign supports, shall be sufficiently detailed to show all significant structural details.

Approval for deviations from the Contract Plans and/or Specifications shall be requested in writing and shall be approved by the Fabrication Engineer before being incorporated in the manufacturer's drawings. Requests for substitution of all specified material shall be submitted in writing, with full documentation (specifications, mill certification, etc.) enabling the Department to evaluate the proposal.

Sign Support Structures and anchor bolts shall meet the requirements specified in Section 720 as well as the current edition of AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" and interims thereto.

A Certificate of Compliance shall be provided for all applicable materials noted in Section 645.021 – Materials, in accordance with the requirements of the General Statement of Division 700 - Materials.

a. Beam-Mounted Roadside Signs The beams for beam-mounted roadside signs shall be of the size, material and shape designated in the Contract Documents. The Contractor shall be fully responsible for the adequacy and design of any structural details not shown on the Contract Plans, and each drawing shall contain a reference to the design criteria. A Professional Engineer licensed in accordance with the State of

Maine regulations shall sign the certification under their official seal that said design criteria have been met by all parts of the structure designed and/or detailed by the Contractor. Approval of the drawings will signify only approval of the size, material and length of the beam.

b. Bridge-Mounted Sign Supports Bridge-mounted sign supports shall be constructed to the configuration and sizes and of the material shown on the Contract Documents. Approval will be based on the applicable provisions of Section 105.7 - Working Drawings. Fastening sign panels directly to steel or aluminum members shall be as described in Section 719.07, as well as other applicable Sections, Plans and Specifications.

c. Bridge-Type, Cantilever, and Butterfly-Type Sign Supports The Contractor shall be responsible for the design of the Sign Support Structures for bridge-type, cantilever and butterfly-type sign supports in accordance with this specification.

Signs shall be placed on the Sign Support Structure such that the bottom edges are aligned (unless written consent from the Fabrication Engineer is obtained), while accommodating the minimum height requirement - see Section 645.06. The Contractor shall use the Contract Plans in order to determine the approximate horizontal placement of signs. Installation shall be in accordance with Section 645.06 - Installation of Type I Signs. The structure and foundation shall be designed to accommodate an additional theoretical sign load on each structure. This additional theoretical sign load for each sign shown in the contract documents shall be computed by: For single signs increasing the sign widths an additional 25% without changing the horizontal midpoint of the sign; for multiple signs the sign widths shall be increased 25% toward the outside sign edges. The height of all signs shall be increased 25% without changing the bottom edge elevation of the signs.

Bridge-type Sign Support Structures shall be designed using either a tri-chord or four-chord truss structure as the overhead member. Each of the two upright members supporting the bridge-type overhead truss member shall consist of a minimum of two vertical legs. A four chord truss configuration shall be required if the Contract Documents specify placing signs on both sides of the overhead structure (two way traffic beneath structure). Cantilever and butterfly-type structures shall be designed using either a tri-chord or four-chord overhead truss member. The upright member of a cantilever or butterfly-type support structure shall have a maximum horizontal deflection in accordance with Section 10.4.2.1 of the current edition of the AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals", and interims thereto.

The base plates of uprights for all types of Sign Support Structures shall have heavy hex leveling nut with 2 hardened flat washers. The distance between the bottom of the base plates to the top of the foundations shall not exceed twice the diameter of the

anchor bolts. Grout, or other materials, shall not be placed between base plates and the top of foundations.

In addition to the required detail drawings, the Contractor shall submit 3 copies of the design and fatigue computations meeting the all applicable requirements of this specification or the Contract Plans for each Sign Support Structure. Erection lifting points shall be clearly depicted on the shop drawing. The computations shall be sufficiently detailed to allow the Engineer to review the computations. Computer printouts will not be accepted unless they meet the above criteria. All plans and design calculations for sign support structures and foundations shall be sealed by a Professional Engineer licensed in accordance with the State of Maine regulations. Approval will be based on the applicable provisions of Section 105.7 - Working Drawings.

Overhead sign panel mounting devices shall be designed accommodating the requirements of appropriate sign panel tilting included in this specification. The design of this assembly shall include fastening sign panels directly to steel or aluminum members as further described in Section 719.07, as well as other applicable Sections, Plans and Specifications.

d. Breakaway Supports for Sign Supports Breakaway supports for sign supports will be required only for those locations indicated on the Contract Plans. Breakaway supports, approved by the Resident, using load-concentrating couplings shall be supplied for use at all locations designated as breakaway. Breakaway Support Certification of both breakaway and structural adequacy shall be provided by the Manufacturer. Design calculations or test data of production samples to support certification shall be provided. Breakaway support components shall provide the same or greater structural strength as the support post or pole utilizing the breakaway device. On multi-pole sign supports designated as breakaway, each pole shall be equipped with breakaway hinges immediately below the lower edge of the sign. Hinges relying on the friction between the hinge and the pole face for transmitting the design moment will not be accepted for use. Breakaway devices are subject to the applicable provisions of Section 721.

645.024 Bridge, Cantilever and Butterfly Support Structure Foundations Foundations for Highway Signing structures shall meet the requirements of Section 626 – Foundations, Conduit, and Junction Boxes for Highway Lighting, Traffic Signals, and Highway Lighting.

645.03 Classification of Signs Sign sizes, color and legend designs shall conform to these specifications, the Contract Plans, and MUTCD requirements. The signs are classified according to the intended use as follows:

- a. Sign Type I guide signs shall consist of high intensity prismatic, reflectorized sheeting or reflectorized, demountable letters, numerals, symbols and border mounted

on a high intensity prismatic, reflective sheeting background adhered to a sign panel constructed of extruded aluminum planks.

b. Sign Type I regulatory, warning, and route marker assembly signs shall consist of high intensity prismatic, reflective sheeting letters, numerals, symbols, and border on a high intensity prismatic, reflective sheeting background adhered to a sign panel constructed of sheet aluminum.

c. Sign Type II guide signs shall consist of high intensity prismatic, reflective sheeting letters, numerals, symbols and border on a high intensity prismatic, reflective sheeting background attached to a sign panel constructed of plywood.

d. Sign Type II regulatory, warning and route marker assembly signs shall consist of high intensity prismatic reflective sheeting letters, numerals, symbols and border on a high intensity prismatic reflective sheeting background adhered to a sign panel constructed of sheet aluminum or plywood.

645.04 Fabrication of Type I Guide Signs

a. Panels The panels for this type sign shall be shop-fabricated from aluminum planks to the sizes designated on the approved shop drawings. Cut edges shall be true, smooth, and free from burrs or ragged breaks. Flame cutting will not be permitted. Bolt holes may be drilled to finished size or punched to finished size, provided the diameter of the punched hole is at least twice the thickness of the metal being punched.

Fabrication of extruded aluminum sign planks, including punching or drilling holes and cutting to length, shall be completed before the metal degreasing and the application of the reflective sheeting. The bolts required for fastening the extruded aluminum planks together shall conform to the designs used in standard commercial processes for the type of extruded aluminum panels to be used as approved.

All route shields shall be on an overlay aluminum sheet of 0.080 inch minimum thickness and shall be in full color with reflective background; they shall not have demountable numerals and borders.

b. Reflective Sheeting The high intensity prismatic reflective sheeting shall be applied to the extruded aluminum plank in accordance with the current recommendations of the sheeting Manufacturer.

The reflective sheeting shall cover the complete panel and shall not be trimmed to conform to the border. The reflective sheeting shall overlap into the side recess of the individual planks. There shall be no paint applied to the sign panels. The surface of all completed sign panels shall be flat and free of defects. Extruded aluminum molding shall be placed on the edges of the extruded panels, as shown on the Contract Plans.

c. Text The design of upper and lower case letters, numerals and symbols, and the arrangement and spacing of texts shall be as provided on the Contract Plans and in conformance with the MUTCD and Standard Highway Signs.

Text for Guide Signs shall be composed of demountable letters, numerals, symbols, and borders and shall be high-intensity prismatic, reflective sheeting. The demountable text shall be applied to the panels by use of aluminum pop rivets, in accordance with standard commercial processes, as approved. All demountable letters, numerals, symbols, and borders shall be the same manufacturer's make for the entire project. Cutout high-intensity, reflective sheeting text shall be applied to the sign panel with a pre-coated, adhesive backing.

645.041 Fabrication of Type I Regulatory, Warning and Route Marker Assembly Signs and Type II Sheet Aluminum Regulatory, Warning and Route Marker Assembly Signs

a. Panels Sheet aluminum sign panels shall be shop-fabricated to the size shown on the Contract Plans. The corners shall be rounded to the indicated radius where shown.

Bolt holes may be drilled or punched to finished size provided the diameter of the punched hole is at least twice the thickness of the metal being punched. Cut edges shall be true, smooth, and free from burrs or ragged breaks. Flame cutting will not be permitted. Punching or drilling of holes and cutting to size shall be completed before metal degreasing and the application of reflective sheeting.

b. Reflective Sheeting The high intensity prismatic reflective sheeting shall be applied to the sheet aluminum sign panels in accordance with the current recommendations of the sheeting Manufacturer. The reflective sheeting colors shall conform to the MUTCD Standard Highway Sign colors for each type of sign. Surface of all panels shall be flat and free from defects.

c. Text The text for regulatory, warning, confirmation and route marker assembly signs shall be composed of: High intensity prismatic, reflective sheeting letters, numerals, symbols and borders; or the silver letters may be formed by applying transparent ink to the reflective sheeting background where the silk screen process is used; or other methods to form the text may be used, when approved in advance.

645.042 Fabrication of Type II Guide Signs and Type II Plywood, Regulatory, Warning and Route Marker Assembly Signs

a. Panels Fabrication of all sign panels from high-density, overlaid plywood shall be performed in a uniform manner. All fabrication, including cutting, drilling, and edge routing, shall be completed prior to painting and application of reflective sheeting to the high-density, overlaid plywood. Panels shall be cut to size and shall be plywood. Panels shall be cut to size and shall be free of warping, open checks, open splits, open

joints, open cracks, loose knots and other defects resulting from fabrication. Corners shall be left square. The surface of all sign panels shall be flat.

The edge and back of the plywood shall be painted with an exterior grade dark green paint.

b. Blanks Sign blanks shall be cut to shape using a saw blade that does not tear plywood grain. Holes shall be clean-cut and uniform. All cracks, open checks, open splits and other defects occurring on the edge surfaces shall be filled with a synthetic wood filler and sanded smooth prior to sealing and painting. The sign blank edges shall be sealed using an approved sealer/primer. The edges shall then be painted with an exterior grade, dark green paint.

The surface shall not be painted before application of reflective sheeting. Before applying reflective sheeting, dirt or wax shall be removed by one of the following methods:

1. The surface shall be buffed lightly with solvent-soaked steel wool, fine or medium, using organic solvents, such as lacquer thinner, xylol, heptane, benzene or naphtha, and wiped dry with clean cloths.
2. The panel shall be sanded lightly with fine-grade paper, cleaned with solvent, and wiped dry using clean cloths.

c. Reflective Sheeting The High intensity prismatic reflective sheeting shall be applied directly to the cleaned high-density surface in accordance with the recommendations of the reflective sheeting manufacturer.

d. Text The text for regulatory, warning, confirmation and route marker assembly signs shall be composed of cutout, High intensity prismatic reflective sheeting letters, numerals, symbols and borders or the silver letters may be formed by applying transparent ink to the reflective sheeting background where the silk screen process is used. Other methods to form the text may be used when approved in advance.

The design of the letters, numerals, and symbols, the spacing of the text and the size and spacing of the border shall conform to the MUTCD and Standard Highway Signs.

645.06 Installation of Type I Signs The sign locations shown on the Contract Plans are approximate; exact locations will be determined in the field by the Resident. Signs stockpiled before erection shall be stored in a vertical position and completely covered to avoid staining, weathering, and dirt accumulation.

a. Sign Supports Poles for single and multiple support beam-mounted roadside signs shall be erected plumb, using the leveling nuts supplied with the anchor bolts. When

signs are supported by more than one pole, all poles shall be carefully aligned to avoid warping of the sign panel.

Bridge-mounted sign supports shall be fabricated and assembled in accordance with the details as shown on the Contract Plans and with Section 504. Additionally, if required to be painted, bridge-mounted sign supports shall be painted in accordance with Section 506.

Bridge-type, butterfly and cantilever-type sign supports and their foundations shall be constructed, assembled and erected, in accordance with the manufacturer's details, as approved. All horizontal supports spanning the roadway shall be level and shall have permanent camber as described in Section 10.5 of the current edition of AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals", and interims thereto. If, at any time after their erection, bridge-type, butterfly or cantilever-type sign supports are to remain for a period in excess of 72 hours without the sign(s) for which they were designed being in place, suitable vibration damping devices, approved by the Resident, shall be installed until such time as the sign(s) can be erected.

Where aluminum surfaces are in contact with concrete or dissimilar metals, the contacting surface shall be thoroughly coated with an approved aluminum impregnated caulking compound, or the surfaces shall be separated by another approved material. Before signs are attached, aluminum sign supports shall be cleaned of all dirt and discoloration using methods recommended by the manufacturer.

b. Sign Panels Extruded aluminum planks for sign panels shall be bolted together, as indicated on the Contract Plans. Extruded aluminum molding shall be placed on the edges of the extruded panels. Sign panels shall be attached to the posts to provide the vertical and horizontal clearances from the roadway as indicated on the Contract Plans. Sign panels on overhead structures shall provide a minimum vertical clearance of 18 feet to the highest point of the roadway surface under the sign(s). Sign panels on bridge-mounted sign supports shall be installed with the bottom edge of the sign approximately 4 inches above the bottom of the bridge beam.

Sign panels mounted over the roadway shall tilt in the direction of the approaching traffic in such a manner that the angle between the sign face and the roadway grade, at the sign location shall be $85^{\circ} \pm 3^{\circ}$.

Ground-mounted signs located 4 to 30 feet from the edge of shoulder shall form an angle of 93° between the approach roadway and the sign.

Signs located more than 30 feet from the edge of the shoulder shall form an angle between the approach roadway and the sign face equal to $87^{\circ} - 1^{\circ}$ for each additional 10 feet beyond 30 feet.

Unless otherwise shown on the Contract Plans, or designated by the Resident, a minimum lateral clearance of 4 feet shall be provided between the edge of the shoulder and the edge of any sign panel.

The elevation of the bottom edge of guide sign panels shall be 7 feet above the elevation of the edge of the traveled way, at the sign location, or in case of a curb section, 7 feet above the elevation of the outer edge of the roadway, unless authorized otherwise.

Signs located 30 feet or more from the edge of traveled way shall be 5 feet above the elevation of the edge of shoulder.

In the event that a second sign is to be placed under the main sign, the elevation of the bottom edge of the principal sign shall be a minimum of 8 feet above the outer edge of the traveled way, or a minimum of 8 feet above the edge of the traveled way, in curbed sections; the bottom edge of the second sign must be at least 5 feet above the edge of the traveled way.

The elevation of the bottom edge of the regulatory, warning and route marker sign panels shall be 6 feet above the elevation of the edge of the pavement, or edge of roadway in curbed sections, at the sign location. The elevation of the bottom edge of these sign panels above the elevation of the edge of the pavement on all crossing or connecting roadways shall be 5 feet in rural areas or 7 feet in urban areas. Field conditions may require some variation in elevations, as directed.

Each sign shall have at least two fasteners connecting it to the sign poles, except signs of 1 foot or less in height may have one fastener.

645.061 Installation of Type II Signs The exact sign locations will be determined in the field. Signs stockpiled before erection shall be stored in a vertical position and completely covered to avoid staining, weathering, and dirt accumulation.

When a steel pole is to be used, before any shop work is commenced, the Contractor shall submit 3 sets of the manufacturer's drawings of all standards and accessories proposed to be furnished and erected under this contract. The drawings shall be of sufficient detail to indicate material and/or dimensional conformance with these specifications and the contract drawings. Each drawing shall contain a reference to the design criteria and certification that the design criteria have been met for current edition of the AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals", and interims thereto, for bracket arms and associated hardware, fittings and breakaway devices, as submitted. A Professional Engineer licensed in accordance with the State of Maine regulations shall sign the certification under their official seal. The drawings shall use the same units as found in the Contract Plans. It is the intent of these specifications that the Contractor shall be fully responsible for the adequacy of the sizes, wall thickness, materials and connections of the standards, bracket arms and associated hardware, fittings and breakaway devices. Approval

of the drawings will signify only approval of the material(s), mounting heights(s) and bracket arm length(s).

a. Sign Supports Support posts for Type II signs shall be U-channel posts weighing 2½ pounds per foot for signs of less than 6.24 ft² in area, 4 inch by 4 inch wood posts or two U-channel posts weighing 2½ lb/ft for signs of area 6.24 ft² to 9 ft², 4 inch by 6 inch wood posts for signs of area 9 ft² to 16 ft², and 6 inch by 6 inch wood posts for signs of area over 16 ft². All signs 60 inches wide or wider shall be mounted on two wood posts. Wood posts shall be set to a depth of 4 feet. U-channel posts shall be set to a minimum depth of 30 inches. Leading signs less than 9 ft² on the apex of islands will be installed on U-channel posts. Solar powered sign mounted beacon arrays shall be mounted on galvanized steel poles. Any signs installed on/in an island, shall be installed in a PVC sleeve of the appropriate size for the type of post being installed, as shown in the standard details.

When it is necessary to set sign posts in bedrock, holes shall be excavated to the required depth and size at the locations indicated on the Contact Plans. The excavated material will be satisfactorily disposed of, as directed, and the posts set to the required depth.

When installing pressure-treated sign posts, the cut end of the posts shall not be buried in the ground.

Backfilling around the posts shall be with excavated material unless the excavated material is considered unsatisfactory, in which case the backfill shall be granular material conforming to the requirements of Section 703.19 - Granular Borrow. Backfill shall be thoroughly tamped in layers not exceeding 8 inches in depth.

When directed, the area around the posts shall be loamed and seeded in accordance with the applicable provisions of Section 615 and Section 618.

The Contractor shall be responsible for and shall repair all damage to underground drainage structures, utilities, or lighting conduits encountered during placing the posts.

b. Mounting Type II signs shall be mounted using assembly hardware specified in Section 719.07.

PVC pipe shall be installed in all locations where sign posts are to be placed in paved islands and shall have an inside diameter of 12 inches. For sleeves that are to be utilized for U-channel posts, the PVC pipe shall have a minimum length of 3 feet. For sleeves that are to be utilized for wood posts, the PVC pipe shall have a minimum length of 5 feet.

Installation of the PVC pipe shall occur prior to paving of the island. The pipe shall be placed at a depth so that the top of the pipe shall have no more than a 1 inch reveal from finished surface pavement. Once placed, the pipe shall be backfilled around the outside diameter in layers that are thoroughly compacted and that do not exceed a depth of 8 inches.

Once installed and backfilled, the pipe shall be completely filled to the top of the pipe with material that meets the gradation requirements of Aggregate for Untreated Surface Course and Leveling Course Type A or Type B or Underdrain Backfill Material.

645.062 Installation of Delineators Posts for delineators shall be erected so that posts and assemblies will be plumb. All posts, which are bent or otherwise damaged, shall be removed and properly replaced. Posts shall be driven 4 feet from the outside edge of shoulder, 4 feet from the face of curb and 4 feet from the normal edge of shoulder in guardrail sections. A suitable driving cap shall be used and after driving, the top of the post shall have substantially the same cross sectional dimensions as the body of the post.

When bedrock is encountered in erecting posts, the depth to be drilled into the rock shall be determined by the Resident.

After the posts are driven, delineators shall be mounted 4 feet above the elevation of the edge of the traveled way. In the event that a delineator is required to be installed on a bridge structure, it shall be installed by use of a bracket as shown on the Contract Plans.

Sign support posts to be installed in the sleeve shall be plumbed and set in the material which shall be compacted or tamped around the post. The posts shall be placed so that there is a 2 foot maximum distance from the bottom of the retro-reflective strip on the sign post to the paved travelway or shoulder surface. For wooden posts only, 4 feet of the post shall be placed in the sleeve. Other sign support post installation requirements shall be followed as per Section 645 of the Standard Specifications.

645.063 Installation of Breakaway Devices Breakaway devices shall be installed at locations indicated on the Contract Plans by an approved method. Each sign and pole shall be carefully demounted for reinstallation at the same or at a new location. Manufacturer's installation information shall be provided on the project.

If required, poles shall be cut in such a manner that no rough edges will remain. No flame cutting will be permitted. Cut edges on steel poles shall be painted in accordance with Section 645.07.

Existing foundations shall be modified for attachment of the breakaway device as shown on the Contract Plans or approved.

Breakaway devices shall be attached to new foundations in accordance with the recommendations of the breakaway device manufacturer and as approved.

645.064 Installation of Sign Mounted Beacon Array Beacons installation shall conform to current MUTCD standards.

Battery and solar assembly shall be of sufficient size to power sign for 7 days without solar charging. Batteries shall be gel cell or absorbed glass mat (AGM) batteries. Solar panel shall be installed facing true south and 60 degrees from vertical.

Connections to service shall be in accordance with section 643.09.

The cabinet should be positioned on the side of the pole farthest from traffic. Only aluminum and steel cabinets will be accepted. All exposed wiring shall be in accordance with section 715.11.

All wiring shall be in accordance with section 718.01-c.

Beacon Array shall meet testing requirements outlined in sections 643.14 a, b, and e.

645.07 Demounting and Reinstalling Existing Signs and Poles Signs and poles designated to be demounted and not designated to be reinstalled, except those designated to be demounted by others, shall be delivered to the Resident.

Existing sign panels, poles, foundations, and sign hardware, damaged because of the Contractor's operations shall be replaced or repaired by the Contractor to the satisfaction of the Resident.

New or relocated regulatory, warning, confirmation or route marker assembly signs shall be installed the same working day as the corresponding existing signs are demounted. All new or relocated guide signs shall be installed within two working days of the time the corresponding existing sign is demounted. Before the Contractor demounts any regulatory or warning sign, they shall erect a similar easel mounted sign at a designated location. The Contractor shall maintain this temporary sign in place until the permanent sign is installed.

Existing signs and poles shall be reinstalled in accordance with the applicable requirements for installing new signs and poles.

Relocated steel posts and clamps shall be field painted two coats after the posts have been erected. The first coat shall be a zinc-dust primer paint meeting Federal Specification TT-P-641B Type II. The second coat shall be bright aluminum paint, aluminum-dust Type II, Class 3 brightness, meeting Federal Specification TT-A-468 with a minimum of 2 lb/gal, with vehicle meeting or exceeding Federal Specification TT-V-109. Scratches shall be touched up after the erection of the sign panels. The touchup shall be with both primer and finish coat. Sign pole surfaces to be painted shall be cleaned and dry when the paint is applied. No painting shall be done in damp weather nor when the air temperature is below 40°F.

645.08 Method of Measurement Demount Signs, Demount Poles, Reinstall Signs, and Reinstall Poles will be measured by each unit.

Bridge-type, cantilever and butterfly-type Sign Support Structures, including the foundations and sign panels, complete in place, as called for on the Contract Plans, will be measured by each unit.

Bridge-Mounted Guide Signs, including supports, will be measured by each unit in place.

Breakaway devices (1 per pole) shall be measured by the unit complete in place and accepted.

The area of roadside guide signs, regulatory, warning, confirmation and route marker assembly signs of the respective types, will be measured by the area in square feet, computed to nearest hundredth of a square foot, as determined by the overall height multiplied by the overall width.

Aluminum poles for roadside guide signs, Type I will be measured by the number of units of each diameter, complete in place. Steel H-beam poles will be measured for payment by the pound, determined from the nominal weight per foot for each size and the lengths as indicated on the Contract Plans.

Demountable reflectorized delineators will be measured by the number of units of each type in place.

All beacons installed on an individual post/pole shall constitute a single installation. Each installation will be measured for payment by the lump sum in place

645.09 Basis of Payment The accepted demounted signs and demounted poles will be paid for at the contract unit price each for the respective item specified. Such price will be full compensation for delivering signs and poles not to be reinstalled to a site designated by the Resident, and all other incidentals necessary to complete the work.

The accepted reinstalled signs or reinstalled poles will be paid for at the contract unit price each. Such price will be full compensation for furnishing new hardware, when required, and all incidentals necessary to complete the installations. All signs or poles designated to be reinstalled that are damaged by the Contractor shall be replaced by the Contractor with new signs or poles conforming to the applicable Specifications at no additional cost to the State.

The accepted bridge-type, cantilever and butterfly-type Sign Support Structures will be paid for at the contract lump sum price for the respective items. Such price will be full compensation for the signs, support structures, foundations, and incidentals necessary to complete the work, including design of the sign supports.

The accepted guide signs-overpass mounted, will be paid for at the contract lump sum price for the respective items, which price will be full compensation for the signs, supports and incidentals necessary to complete the work, including design of the sign supports.

The accepted roadside guide signs and regulatory, warning, confirmation, and route marker assembly signs will be paid for at the contract unit price per square foot. Such payment will be full compensation for furnishing and installing signs, assembly hardware, and all incidentals necessary to complete the work, including design of the sign supports.

The accepted aluminum poles will be paid for at the contract unit price each for the specified diameter, complete in place.

The accepted demountable reflectorized delineators will be paid for at the contract unit price each for the type specified, which payment will be full compensation for delineator and post or bridge rail mounting, complete in place.

Payment for breakaway devices shall be full compensation for furnishing and installing the device, all required pole cutting, for adapting the pole to the breakaway device, for adapting the concrete base to the breakaway device and all other incidentals necessary to complete the work. Separate payment will be made at the respective contract unit prices for demounting and reinstalling the signs and the poles at multi-pole installations. At single-pole installations, separate payment will be made at the respective contract unit prices for demounting and reinstalling the poles only.

The accepted quantity of steel H-beam poles will be paid for at the contract unit price per pound, complete in place as shown on the Contract Plans or as designated.

Furnishing and installing posts for Type II signs, including earth excavation and backfilling, furnishing and placing assembly hardware, backfilling material, loam, seed and other incidentals, will not be paid for directly but will be considered incidental to the cost of the signs they support.

Sign Mounted Beacon Arrays will be paid for at the contract lump sum price, which payment will be full compensation for furnishing all materials including, but not limited to the LED-arrays, flasher, timer, controller cabinets, wiring, pedestrian push buttons, solar panels, batteries, radio devices, radar units, and all appurtenances and incidentals required for a complete and functioning installation and for furnishing all tools and labor necessary for completing the installation. Array must meet all testing and connection requirements of this section

All work, PVC Pipe, Aggregate for Untreated Surface Course and Leveling Course, Underdrain Backfill Material and other materials furnished to install, backfill around, and fill the sleeve in the island and place the sign post in the sleeve shall be incidental to the Section 645 Items.

Payment for excavation of solid bedrock for the placement of wood poles will be made under Item 206.07.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
645.103	Demount Guide Sign	Each
645.106	Demount Regulatory, Warning, Confirmation and Route Marker Assembly Sign	Each
645.108	Demount Pole	Each
645.113	Reinstall Guide Sign	Each
645.116	Reinstall Regulatory, Warning, Confirmation and Route Marker Assembly Sign	Each
645.118	Reinstall Pole	Each
645.12	Overhead Guide Sign: (STA X + XXX)	Lump Sum
645.13	Bridge Overpass-Mounted Guide Sign: (STA X + XXX) (Left/Right XX)	Lump Sum
645.14	Special Work No.: ____	Lump Sum
645.15	Cantilever Guide Sign: (STA X + XXX)	Lump Sum
645.161	Breakaway Device Single Pole	Each
645.162	Breakaway Device Multi Pole	Each
645.251	Roadside Guide Signs, Type I	Square Foot
645.261	Bridge Guide Sign, Type I	Square Foot
645.271	Regulatory, Warning, Confirmation and Route Assembly Sign, Type I	Square Foot
645.281	5 Inch Aluminum Pole	Each
645.282	6 Inch Aluminum Pole	Each
645.283	7 Inch Aluminum Pole	Each
645.284	8 Inch Aluminum Pole	Each
645.285	10 Inch Aluminum Pole	Each
645.286	12 Inch Aluminum Pole	Each
645.289	Steel H-Beam Poles	Pounds
645.291	Roadside Guide Signs Type II	Square Foot
645.292	Regulatory, Warning, Confirmation and Route Marker Assembly Signs Type II	Square Foot
645.301	Demountable Reflectorized Delineator, Single	Each
645.302	Demountable Reflectorized Delineator, Double	Each
645.305	Sign Mounted Beacon Array	Lump Sum

SECTION 652

MAINTENANCE OF TRAFFIC

652.2.4 Other Devices Revise this Section by removing the following paragraph:
“ STOP/SLOW paddles shall be the primary and preferred hand held signaling device. Flags shall be limited to Emergencies. The paddle shall have an octagonal shape and be at least 18 inches wide with letters at least 6 inches high and should be fabricated from semi-rigid material”

And replace with these paragraphs:

“Flaggers shall use a STOP / SLOW hand held paddle as the primary and preferred hand signaling device. Flags shall only be limited to emergencies.

STOP / SLOW paddles shall have high intensity prismatic retro reflective sheeting, have an octagonal shape on a rigid handle and shall be at least 18 inches wide with letters at least 6 inches high and shall be constructed from light semi-rigid material. The STOP (R1-1) face shall have white letters and a white border on a red background. The SLOW (W20-8) face shall have black letters and a black border on an orange background.

STOP / SLOW paddles shall also incorporate either white or red flashing lights on the STOP face and white or yellow flashing lights on the SLOW face of the paddle and always be in use. Paddles must conform to any of the following patterns:

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

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

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

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

E. A series of white lights forming the shapes of the letters in the legend.

Flashing light patterns shall be compliant with Section 6E.03 Hand Signaling Devices in the most current version of the Manual on Uniform Traffic Control Devices.

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

652.3.3 Submittal of Traffic Control Plan On page **6-148**;

Note **b**, revise this section by replacing “5 minutes” with “**10 minutes**” so that the sentence reads: **“The Contractor shall conduct the Work such that traffic delays do not exceed 10 minutes unless longer periods are authorized by the department.”**

Note **f**, in the last sentence revise 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.”**

652.3.4 General Revise the eighth paragraph by removing “Earth Berm” and replace it with **“Concrete Barrier”**.

Amend this section by adding the following paragraph before the paragraph beginning with “Special Detours and temporary structures...”:

“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 be allowed, but cold patch may be temporarily utilized until HMA plants are open for the season. The maximum ramp change in elevation shall not exceed 4” vertical. For Interstate Highways or roadways with speed limits equaling or exceeding 50 mph; temporary ramps shall be constructed at a length of eight feet per inch of transition depth. For roadways with speed limits less than 50 mph and greater than 25 mph, temporary ramps shall be constructed at a length of four feet per inch of transition depth. For roadways with speed limits 25 mph or less, temporary ramps shall be constructed at a length of two feet per inch of transition depth. Materials, placement, maintenance, and removal shall be incidental to contract items.”

652.4 Flaggers Revise this section by removing the first paragraph, and replace it with the following”

“The Contractor shall furnish flaggers as required by the TCP or as otherwise specified by the Resident. All flaggers must have successfully completed a flagger test approved by the Department and administered by a Department-approved Flagger-Certifier. All flaggers must carry an official certification card with them at all times while flagging.

For daytime conditions, flaggers shall wear a top (vest, shirt or jacket) that is orange, yellow, yellow-green, or fluorescent versions of these colors meeting ANSI 107-2004, Class 2 or Class 3, along with a hardhat with 360 ° retro-reflectivity.

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

652.41 TRAFFIC OFFICERS

Revise this subsection so that the subsection number and title is

“652.4.1 TRAFFIC OFFICERS ”

652.6.1 Daylight Work Times Revise this section by removing the word “table” in the first sentence and replacing it with “times procured”. Also remove the link <http://www.sunrisesunset.com/usa/Maine.asp> and replace with <https://www.sunrisesunset.com/usa/Maine/>.

SECTION 654
VACANT

Change this Section to:

SECTION 654
INTELLIGENT TRANSPORTATION SYSTEMS
RESERVED

SECTION 656
TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

656.3.4 Water Pollution Control Requirements Revise this section by adding the following to the end:

“g. Water withdrawals for dust control or moisture control for compaction is prohibited from waterbodies in Maine that have identified invasive plant infestations. For current information and a map of waterbodies where withdrawal is prohibited, visit the DEP website; <https://www.maine.gov/dep/water/invasives/>. Under the heading, “Control” there is a link to infested waterbodies. “

656.5.2 If No Pay Item Add the following to the end of the first paragraph:

“Failure by the Contractor to follow Standard Specification or Special Provision - Section 656 will result in a violation letter and a reduction in payment as shown in the schedule list in 656.5.1. The Department’s Resident or any other representative of The Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item.”

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 672

PRECAST CONCRETE BLOCK GRAVITY WALL

672.031 Concrete Units Revise this section by making the following changes:

In the second paragraph remove “A” and underline “**Materials**”.

In the third paragraph remove “B” and underline “**Quality Control and Quality Assurance**”.

Revise this section by removing the paragraph “C Construction...” and replacing it with:

“Construction. Construction requirements are modified as follows:

Add the following paragraph at the end of the **Construction** section:

Face texture of the units shall be a formed finish on all exposed surfaces. Pigment shall be added during the casting process of the concrete unit to achieve a consistent shade of gray or other color as determined by the Resident.

Curing. Curing requirements are modified as follows:

Replace the first sentence in the paragraph which begins “Forms shall remain ...” with the following:

The forms shall remain in place until the concrete has gained sufficient strength such that removal of the forms and subsequent handling will not damage the units.”

In the paragraph beginning with “D” remove “D” and underline “**Concrete Testing**”.

In the paragraph beginning with “E” remove the “E” and underline “**Tolerances**”. Also in this paragraph add “**Replace Tolerance contents in 712.061 with the following:**” after Tolerances.

672.035 Backfill Material– Revise this section by adding the following after the second paragraph:
Backfill materials shall meet the criteria in the following table.

<u>Base Polymer</u>	<u>Property</u>	<u>Criteria</u>	<u>Test Method</u>
Polyester (PET)	pH	3 < pH < 9	AASHTO T-289
Polyolefin (PP & HDPE)	pH	pH > 3	AASHTO T-289

672.04 Design Requirements – Revise this section by replacing items 2 and 3 in the second paragraph with the following:

- 2. FHWA-NHI-10-024 and FHWA-NHI-10-025, Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, Volumes I and II, current edition.**
- 3. FHWA-NHI-09-087 Corrosion/Degradation of Soil Reinforcements for Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, current edition.**

SECTION 673

WETCAST SMALL LANDSCAPE BLOCK WALL

673.031 Concrete Units Revise this section by making the following changes:

In the second paragraph remove “A” and underline “**Materials**”.

In the third paragraph remove “B” and underline “**Quality Control and Quality Assurance**”.

Revise this section by removing the paragraph “C Construction...” and replacing it with:

“Construction Add the following paragraph at the end of the Construction section:

Face texture of the units shall be a formed finish on all exposed surfaces.

Pigment shall be added during the casting process of the concrete unit to achieve a consistent shade of gray or other color as determined by the Resident.

Curing. Curing requirements are modified as follows:

Replace the first sentence in the paragraph which begins “Forms shall remain ...” with the following:

The forms shall remain in place until the concrete has gained sufficient strength such that removal of the forms and subsequent handling will not damage the units.”

In the paragraph beginning with “D” remove “D” and underline “**Concrete Testing**”.

In the paragraph beginning with “E” remove the “E” and underline “**Tolerances**”. Also in this paragraph add “**Replace Tolerance contents in 712.061 with the following:**” after Tolerances.

673.035 Backfill Material – Revise this section by adding the following after the second paragraph:

Backfill materials shall meet the criteria in the following table.

<u>Base Polymer</u>	<u>Property</u>	<u>Criteria</u>	<u>Test Method</u>
Polyester (PET)	pH	3 < pH < 9	AASHTO T-289
Polyolefin (PP & HDPE)	pH	pH > 3	AASHTO T-289

673.04 Design Requirements – Revise this section by replacing items 2 and 3 in the second paragraph with the following:

2. FHWA-NHI-10-024 and FHWA-NHI-10-025, Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, Volumes I and II, current edition.

3. FHWA-NHI-09-087 Corrosion/Degradation of Soil Reinforcements for Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, current edition

SECTION 674

PREFABRICATED CONCRETE MODULAR GRAVITY WALL

674.02 Materials Amend this section by replacing the last sentence in the first paragraph which begins with “Materials shall...” with the following: **“Modify requirements in 712.061 as follows:”**.

Amend this section by adding the following after “Concrete Units:” and before the paragraph beginning with “Tolerances”.

Concrete shall be Class P. The concrete shall contain a minimum of 5.5 gallons per cubic yard of calcium nitrite solution.

The minimum permeability of the concrete as indicated by Surface Resistivity shall be 17 KOhm-cm.

Defects Defects which may cause rejection of precast units include, but are not limited to, the following:

Any discontinuity (crack, rock pocket, etc.) of the concrete which could allow moisture to reach the reinforcing steel.

Rock pockets or honeycomb over 6 square inches in area or over 1 inch deep.

Edge or corner breakage exceeding 12 inches in length or 1 inch in depth.

Any other defect that clearly and substantially impacts the quality, durability, or maintainability of the structure, as determined by the Fabrication Engineer.

Repair honeycombing, ragged or irregular edges and other non-structural or cosmetic defects using a patching material from the MaineDOT Qualified Products List (QPL). The repair, including preparation of the repair area, mixing and application and curing of the patching material, shall be in accordance with the manufacturer's product data sheet. Corners that are not exposed in the final product may be ground smooth with no further repair necessary if the depth of the defect does not exceed 1/2 inch. Remove form ties and other hardware to a depth of not less than 1 inch from the face of the concrete and patch the holes using a patching material from the MaineDOT QPL.

Repair structural defects only with the approval of the Fabrication Engineer. Submit a nonconformance report (NCR) to the Fabrication Engineer with a proposed repair procedure. Do not perform structural repairs without an NCR that has been reviewed by the Fabrication Engineer. Structural defects include, but are not be limited to, exposed reinforcing steel or strand, cracks in bearing areas, through cracks and cracks 0.013 inch in width that extend more than 12 inches in length in any direction. Give the QAI adequate notice prior to beginning any structural repairs.

SECTION 677

MECHANICALLY STABILIZED EARTH RETAINING WALL

677.03 Design Requirements – Revise this section by replacing items 6, 7 and 8 in the second paragraph with the following:

6. FHWA-NHI-10-024, Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, Volumes I, current edition.
7. FHWA-NHI-10-025, Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, Volumes II, current edition.
8. FHWA-NHI-09-087 Corrosion/Degradation of Soil Reinforcements for Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, current edition

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

Amend 677.042 Precast Panel Tolerances and Surface Finish by the addition of the following:

Defects Defects which may cause rejection of precast units include, but are not limited to, the following:

Any discontinuity (crack, rock pocket, etc.) of the concrete which could allow moisture to reach the reinforcing steel.

Rock pockets or honeycomb over 6 square inches in area or over 1 inch deep.

Edge or corner breakage exceeding 12 inches in length or 1 inch in depth.

Any other defect that clearly and substantially impacts the quality, durability, or maintainability of the structure, as determined by the Fabrication Engineer.

Repair honeycombing, ragged or irregular edges and other non-structural or cosmetic defects using a patching material from the MaineDOT Qualified Products List (QPL). The repair, including preparation of the repair area, mixing and application and curing of the patching material, shall be in accordance with the manufacturer's product data sheet. Corners that are not exposed in the final product may be ground smooth with no further repair necessary if the depth of the defect does not exceed 1/2 inch. Remove form ties and other hardware to a depth of not less than 1 inch from the face of the concrete and patch the holes using a patching material from the MaineDOT QPL.

Repair structural defects only with the approval of the Fabrication Engineer. Submit a nonconformance report (NCR) to the Fabrication Engineer with a proposed repair procedure. Do not perform structural repairs without an NCR that has been reviewed by the Fabrication Engineer. Structural defects include, but are not be limited to, exposed reinforcing steel or strand, cracks in bearing areas, through cracks and cracks 0.013 inch in width that extend more than 12 inches in length in any direction. Give the QAI adequate notice prior to beginning any structural repairs.

SECTION 681

PRECAST AGGREGATE-FILLED, CONCRETE BLOCK GRAVITY WALL

681.031 Concrete Units Revise this section by making the following changes:

In the second paragraph remove “A” and underline “**Materials**”.

In the third paragraph remove “B” and underline “**Quality Control and Quality Assurance**”.

In the fourth paragraph remove “C” and underline “**Construction**”.

In the fifth paragraph remove “D” and underline “**Concrete Testing**”.

In the sixth paragraph remove the “E” and underline “**Tolerences**”.

SECTION 702

BITUMINOUS MATERIAL

702.01 Asphalt Cement - Remove this section in its entirety and replace with the following:

Performance-Graded Asphalt Binder (PGAB) that has not been modified with polymer shall conform to the requirements of AASHTO M 320. Polymer modified binder shall meet the requirements of AASHTO M 332 and AASHTO R 92, except that the percent difference in nonrecoverable creep compliance, Jnr diff, shall not be enforced. Performance-Graded Asphalt Binder shall not contain re-refined engine oil bottoms (REOB).

The Contractor shall arrange for the Supplier to furnish the following items to the Department’s Asphalt Pavement Engineer:

a. A Quality Control Plan that conforms to the requirements of AASHTO R 26 “Certifying Suppliers of Performance-Graded Asphalt Binders” and

b. A CERTIFICATE OF ANALYSIS for all asphalt materials furnished for use on the project. The Certificate shall include the actual test results of the material in storage from which the shipments are being made. Certificates shall be supplied for each lot, batch, or blend of each type and grade of material. A new certificate shall be issued at least every 30 days or upon receiving or manufacture of a new material. The original of each Certificate of Analysis shall be mailed to the Departments Asphalt Pavement Engineer.

The Contractor shall give the supplier sufficient notice of orders to permit testing and certification. Material not certified will not be accepted for use.

Deliveries of asphalt materials shall be accompanied by a Bill of Lading containing the information required under Section 108.1.3 f. The Bill of Lading shall include the applicable certificate number and shall include a printed or stamped statement such as the following: “THIS IS TO CERTIFY THAT THE ASPHALT MATERIAL REPRESENTED BY THIS LOADING INVOICE CONFORMS TO THE SPECIFICATIONS OF THE PURCHASER FOR THE MATERIAL TYPE AND GRADE STATED THEREON.”

In the event an intermediate hauler of the asphalt material is involved, a copy of their own delivery slip shall be furnished, as well as a copy of the supplier's loading invoice. The hauler's delivery slip and the supplier's loading invoice shall be cross-referenced by use of their respective serial numbers.

All non-bituminous components added to the binder prior to the sampling point for binder certification shall be included on the asphalt binder Certificate of Analysis identifying their presence. All non-bituminous components added after the certification sampling point and prior to transport shall be included on the Bill of Lading. All non-bituminous components added to the binder at the HMA plant shall be identified on the mix plant documentation and accompanied by test results and certification showing the effect of the additives introduced, if any.

702.04 Emulsified Asphalt

Revise this Section by removing the first paragraph in its entirety and replace with the following:

Emulsified Asphalt shall conform to the requirements of AASHTO M 140. Cationic emulsified asphalt shall conform to the requirements of AASHTO M 208. Anionic emulsified asphalt Grade RS-1h shall conform to the requirements in the following table:

Type	Rapid-Setting	
Grade	RS-1h	
Tests on Emulsions	min	max
Viscosity, Saybolt Furol at 25°C SFS	20	100
Storage Stability test, 24-h, % ^A	-	1.0
Demulsibility, 35 ml, 0.02 N CaCl ₂ , %	60	-
Sieve Test, % ^A	-	0.10
Residue by distillation, %	55	-
Tests on Residue from Distillation Test	min	max
Penetration, 25°C 100g, 5 s	40	90
Ductility, 25°C 5 cm/min, cm	40	-
Solubility in trichloroethylene or n-propyl bromide, %	97.5	-

^A This requirement is waived if successful application of material has been achieved in the field.

SECTION 703 **AGGREGATES**

703.01 Fine Aggregate for Concrete Replace the second paragraph with the following:

“All fine aggregate shall be free from injurious amounts of organic impurities. Should the fine aggregate, when subjected to the colorimetric test for organic impurities, AASHTO T 21, produce a color darker than organic plate number 3, the fine aggregate shall be rejected.”

703.0201 Alkali Silica Reactive Aggregates. Remove this section in its entirety and replace with the following:

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. “

703.081 RAP for Asphalt Pavement

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

703.081 RAP for Asphalt Pavement Recycled Asphalt Pavement (RAP) may be introduced into hot-mix asphalt pavement at percentages approved by the Department according to the MaineDOT Policies and Procedures for HMA Sampling and Testing.

If approved by the Department, the Contractor shall provide documentation stating the source, test results for average residual asphalt content, and stockpile gradations showing RAP materials have been sized to meet the maximum aggregate size requirements of each mix designation. The Department will obtain samples for verification and approval prior to its use.

The maximum allowable percent of RAP shall be determined by the asphalt content, the percent passing the 0.075 mm sieve, the ratio between the percent passing the 0.075 mm sieve and the asphalt content, and Coarse Micro-Deval loss values as tested by the Department. The maximum percentage of RAP allowable shall be the lowest percentage as determined according to Table 4 below:

Table 4: Maximum Percent RAP According to Test Results

Classification	Maximum RAP Percentage Allowed	Asphalt content standard deviation	Percent passing 0.075 mm sieve standard deviation	Percent passing 0.075 mm sieve / asphalt content ratio	Residual aggregate M-D loss value
Class III	10%	≤ 1.0	N/A	≤ 4.0	≤ 18
Class II	20%	≤ 0.5	≤ 1.0	≤ 2.8	
Class I	30%	≤ 0.3	≤ 0.5	≤ 1.8	

The Department will monitor RAP asphalt content and gradation during production by testing samples from the stockpile at approximately 15,000 T intervals (in terms of mix production). The allowable variance limits (from the numerical average values used for mix designs) for this testing are determined based upon the maximum allowable RAP percentage, and are shown below in Table 5.

Table 5: RAP Verification Limits

Classification	Asphalt content (compared to aim)	Percent passing 0.075 mm sieve (compared to aim)
Class III	± 1.5	± 2.0

Class II	± 1.0	± 1.5
Class I	± 0.5	± 0.7

For specification purposes, RAP will be categorized as follows:

Class III – A maximum of 10.0 percent of Class III RAP may be used in any base, intermediate base, surface, or shim mixture. A maximum of 20.0 percent of Class III RAP may be used in hand-placed mixes for item 403.209.

Class II – A maximum of 20.0 percent Class II RAP in any base, binder, surface, or shim course.

Class I – A maximum of 20.0 percent Class I RAP may be used in any base, intermediate base, surface, or shim mixture without requiring a change to the specified asphalt binder. A maximum of 30.0 percent Class I RAP may be used in in any base or intermediate base mixture provided that a PG 58-28 or PG 58-34 asphalt binder is used. A maximum of 30.0 percent Class I RAP may be used in any surface or shim mixture provided that PG 58-34 asphalt binder is used. Mixtures exceeding 20.0 percent Class I RAP must be evaluated and approved by the Department.

The Contractor may use up to two different RAP sources in any one mix design. The total RAP percentage of the mix shall not exceed the maximum allowed for the highest classification RAP source used (i.e. if a Class I & Class III used, total RAP must not exceed 30.0%). The blended RAP material must meet all the requirements of the classification for which the RAP is entered (i.e. 10% Class III with 20% Class I, blend must meet Class I criteria). The Department may take belt cuts of the blended RAP to verify the material meets these requirements. If the Contractor elects to use more than one RAP source in a design, the Contractor shall provide an acceptable point of sampling blended RAP material from the feed belt.

In the event that RAP source or properties change, the Contractor shall notify the Department of the change and submit new documentation stating the new source or properties a minimum of 72 hours prior to the change to allow for obtaining new samples and approval.

703.19 Granular Borrow

Remove the gradation requirements table, and replace with the following:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves	
	Material for Underwater Backfill	Material for Embankment Construction
6 inch	100	
No. 40	0-70	0-70
No. 200	0-7.0	0-20.0

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 705
JOINT MATERIAL

705.03 Flexible Watertight Gaskets Revise this section by deleting it in its entirety and replace with “**Flexible gaskets, either rubber or plastic, shall conform to ASTM C990**”

SECTION 708
PAINTS AND PRESERVATIVES

708.05 Timber Preservative Revise this section by removing it in its entirety and replacing with: “**Timber preservatives shall conform to the requirements of AASHTO M 133 and AWPA Standard U1. All preservatives shall meet the requirements of the US EPA regulations under the Federal Insecticide, Fungicide and Rodenticide Act.**”

SECTION 709
REINFORCING STEEL AND WELDED STEEL WIRE FABRIC

709.01 Reinforcing Steel Revise this section by removing the sentence starting with “The chemical composition...” in the third paragraph and replace it with the following: “**The chemical composition shall conform to one of the types listed in Table 2 of ASTM A955 or UNS S32304 Duplex.**”

SECTION 710

FENCE AND GUARDRAIL

710.07 Guardrail Posts Amend subsection ‘a’ by removing the words “white oak”, “cedar”, “tamarack”, “maple”, “beech”, “birch” and “red oak” from the first sentence. Also in the first sentence, place an “**or**” between “pine” and “eastern hemlock”. In the second sentence remove the words “well seasoned”. Remove the sentence beginning with “Wood posts and offset brackets...” and replace it with: **“Wood posts and offset brackets shall be preservative treated in accordance with the requirements of AASHTO M 133 and AWP A U1, UC4A Commodity Specification A: Sawn Products.”**

SECTION 712

MISCELLANEOUS HIGHWAY MATERIAL

712.061- Structural Precast Concrete Units

Under the heading, Quality Control and Quality Assurance, revise the fourth paragraph to read:

“Acceptance is the prerogative of the Department. The Department will conduct Quality Assurance (QA) in accordance with Standard Specification Subsection 106.5. Testing deemed necessary by the Department that is in addition to the minimum testing requirements will be scheduled to minimize interference with the production schedule. The QAI will perform acceptance sampling and testing and will witness or review documentation, workmanship and testing to assure the Work is being performed in accordance with the Contract Documents.”

Under the heading, Construction, revise the paragraph beginning with “Recess inserts one inch...” by removing the first sentence and replacing it with **“Recess metal inserts and form ties a minimum of one inch, unless noted otherwise in the Contract.”**

Under the heading, Concrete Testing, revise the first paragraph to read as the following two paragraphs:

“Concrete Testing Acceptance of structural precast units, for each day’s production, will be determined by the Department, based on compliance with this specification and satisfactory concrete testing results.

At least once per week, the QAI will make 2 concrete cylinders (6 cylinders when the Contract includes permeability requirements) for use by the Department; cylinders shall be standard cured in accordance with AASHTO T23 (ASTM C31). The QAI will perform entrained air content and slump flow testing, determine water-cement ratio and determine temperature of the sampled concrete at the time of cylinder casting. All testing equipment required by the QAI to perform this testing shall be in accordance with Standard Specification Section 502.041, Testing Equipment. In addition, the Contractor shall provide a slump cone meeting the requirements of AASHTO T 119. Providing and maintaining testing and curing equipment shall be considered incidental to the work and no additional payment will be made.

Quality Control test cylinders shall be made and tested in accordance with the following standards:

AASHTO T 22 (ASTM C39) Test Method for Compressive Strength of Cylindrical Concrete Specimens

AASHTO T23 (ASTM C31) Practice for Making and Curing Concrete Test Specimens in Field

AASHTO T141 (ASTM C172) Practice for Sampling Freshly Mixed Concrete

AASHTO T152 (ASTM C231) Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method

AASHTO T196 (ASTM C173) Standard Test Method for Air Content of Freshly Mixed Concrete by the Volumetric Method

ASTM C1064 Test Method for Temperature of Freshly mixed Portland Cement Concrete

ASTM C1611 Standard Test Method for Slump Flow of Self-Consolidating Concrete”

Under the heading, Concrete Testing, delete the paragraph that begins:

“At least once per week, the Contractor shall make 2 concrete cylinders.....for use by the Department.....”

Under the heading, Concrete Testing, revise the paragraph beginning with “Perform compressive strength testing...” by replacing the word ”transfer” with the word “stripping”.

Under the heading, Concrete Testing, revise letter “b” to only read “Air Content shall be 5.5% to 7.5%.”

Under the heading, Surface Finish and Repairs, Revise this section by removing it and replacing it with:

“Surface Finish and Repairs. Exposed surfaces shall be finished and repaired in conformance with the referenced specification. If the finish is not specified, then surfaces shall have a uniform appearance; make repairs to remove and blend fins, patch minor spalls, tie holes, handling device recesses, entrapped air pockets, honeycombing, ragged or irregular edges and other non-structural or cosmetic defects using a patching material from the MaineDOT Qualified Products List (QPL). The repair, including preparation of the repair area, mixing and application and curing of the patching material, shall be in accordance with the manufacturer's product data sheet. Corners not exposed in the final product may be ground smooth with no further repair necessary, if the depth of the defect does not exceed one-half inch. Remove form ties and other hardware to a depth of not less than one inch from the face of the concrete and patch the holes using a patching material from the MaineDOT QPL.

Repair of structural defects: Structural defects include, but are not be limited to, exposed reinforcing steel, cracks in bearing areas, through cracks and cracks

0.013 inch in width that extend more than 12 inches in length in any direction. Repair structural defects only with the approval of the Fabrication Engineer. Submit a nonconformance report (NCR) to the Fabrication Engineer with a proposed repair procedure. Do not perform structural repairs without an NCR that has been reviewed by the Fabrication Engineer. Give the QAI adequate notice prior to beginning any structural repairs.”

SECTION 713

STRUCTURAL STEEL AND RELATED MATERIAL

Section 713.01- Structural Steel Revise this Section by removing the sentence:

“ Impact test sampling and testing procedures shall be in accordance with AASHTO T.”

And replace it with: **“Impact test sampling and testing procedures shall be in accordance with AASHTO T 243 M/T 243 and AASHTO T 244.”**

713.02 High Strength Bolts Revise this section by adding **“F3125, Grade”** after “ASTM” in the first and fifth paragraphs. In the fifth paragraph, remove “They shall meet the chemical and mechanical requirements of ASTM A 325”

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”**

717.061 Erosion Control Blankets Revise this section by removing it in its entirety and replacing it with the following:

“717.061 Erosion Control Blankets Shall consist of a machine produced rolled blanket of biodegradable fibers, evenly distributed over the entire area of blanket, of a consistent thickness, sewn into a biodegradable mesh on the top and bottom surface using a cotton blend thread. The blanket shall remain in place when subject to shear stress of 1.55 lb/ft². The blanket shall remain intact until grass is established. The blanket shall be a product currently listed on the department’s Qualified Products List (QPL) of Erosion Control Products. See Section 618.10 - Seeding, Maintenance and Acceptance.”

SECTION 720

STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS

720.01 Aluminum Supports Revise the first paragraph by removing the words "light standards" from the last sentence. Amend this paragraph by adding "(AWS D1.2)" after "Aluminum D1.2". Further amend this section by adding the following as a new second paragraph:

"All welds shall be inspected and conform with AWS D1.2, Clause 5, Inspection. 100% of welds shall be visually examined (VT). In addition to VT, 10% of all partial joint penetration (PJP) and fillet welds shall be dye penetrant tested (PT); locations to be PT examined will be designated by the QAI. 25% of complete joint penetration (CJP) welds shall be ultrasonic tested (UT) or PT based on the thinner material in the welded joint; joints with thinner material thicknesses less than 0.25 inch shall be PT examined and joints with thinner material thickness equal or greater than 0.25 inch shall be UT examined. Locations to be UT examined will be designated by the QAI. Extent of testing shall conform with AWS D1.2, Clause 5."

720.02 Aluminum Mast Arm and Bracket Arm Revise the first paragraph by removing the words "light standards" from the last sentence. Amend this paragraph by adding "(AWS D1.2)" after "Aluminum D1.2".

Further amend this section by adding the following as a new second paragraph:

"All welds shall be inspected and conform with AWS D1.2, Clause 5, Inspection. 100% of welds shall be visually examined (VT). In addition to VT, 10% of all partial joint penetration (PJP) and fillet welds shall be dye penetrant tested (PT); locations to be PT examined will be designated by the QAI. 25% of complete joint penetration (CJP) welds shall be ultrasonic tested (UT) or PT based on the thinner material in the welded joint; joints with thinner material thicknesses less than 0.25 inch shall be PT examined and joints with thinner material thickness equal or greater than 0.25 inch shall be UT examined. Locations to be UT examined will be designated by the QAI. Extent of testing shall conform with AWS D1.2, Clause 5."

720.10 Wood Utility Pole Amend the first sentence in this section by adding ", Red Pine" after "Douglas Fir".

Replace the paragraph beginning with "Wood Utility poles..." with:

"Wood Utility poles shall be pressure treated, after fabrication in accordance with AASHTO Specifications M 133 and AWP A U1, UC4B, Commodity Specification D: Poles."

720.12 Wood Sign Posts Remove the first sentence and replace with **"Wood sign posts shall be rectangular, straight and sound timber, cut from live growing native spruce, red pine, hemlock or cedar trees, free from loose knots or other structurally weakening defects of importance, such as shake or holes or heart rot."**

Remove the paragraph beginning with "When pressure treated sign posts are called for on the plans ..." with **"When pressure treated sign posts are called for on the plans, the wood shall be Yellow Pine, Number 2 or better, or the species listed above. The pressure treated wood shall meet AASHTO M 133 and AWP A Standard U1, UC4A, Commodity Specification A: Sawn Products."**

APPENDIX A TO DIVISION 100

SECTION 1 - BIDDING PROVISIONS

A. Federally Required Certifications By signing and delivering a Bid, the Bidder certifies as provided in all certifications set forth in this Appendix A - Federal Contract Provisions Supplement including:

- Certification Regarding No Kickbacks to Procure Contract as provided on this page 1 below.
- Certification Regarding Non-collusion as provided on page 1 below.
- Certification Regarding Non-segregated Facilities as provided by FHWA Form 1273, section III set forth on page 21 below.
- "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion" as provided by FHWA Form 1273, section XI set forth on page 32 below.
- "Certification Regarding Use of Contract Funds for Lobbying" as provided by FHWA Form 1273, section XII set forth on page 35 below.

Unless otherwise provided below, the term "Bidder", for the purposes of these certifications, includes the Bidder, its principals, and the person(s) signing the Bid. Upon execution of the Contract, the Bidder (then called the Contractor) will again make all the certifications indicated in this paragraph above.

CERTIFICATION REGARDING NO KICKBACKS TO PROCURE CONTRACT Except expressly stated by the Bidder on sheets submitted with the Bid (if any), the Bidder hereby certifies, to the best of its knowledge and belief, that it has not:

(A) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me) to solicit or secure this contract;

(B) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or;

(C) paid, or agreed to pay, to any firm, organization, or person (other than a bona fide employee working solely for me) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract;

By signing and submitting a Bid, the Bidder acknowledges that this certification is to be furnished to the Maine Department of Transportation and the Federal Highway Administration, U.S. Department of Transportation in connection with this contract in anticipation of federal aid highway funds and is subject to applicable state and federal laws, both criminal and civil.

CERTIFICATION REGARDING NONCOLLUSION Under penalty of perjury as provided by federal law (28 U.S.C. §1746), 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 the Contract.

For a related provisions, see Section 102.7.2 (C) of the Standard Specifications - "Effects of Signing and Delivery of Bids" - "Certifications", Section 3 of this Appendix A entitled "Other Federal Requirements" including section XI - "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion" and section XII. - "Certification Regarding Use of Contract Funds for Lobbying."

B. Bid Rigging Hotline To report bid rigging activities call: **1-800-424-9071**

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

SECTION 2 - FEDERAL EEO AND CIVIL RIGHTS REQUIREMENTS

Unless expressly otherwise provided in the Bid Documents, the provisions contained in this Section 2 of this "Federal Contract Provisions Supplement" are hereby incorporated into the Bid Documents and Contract.

A. Nondiscrimination & Civil Rights - Title VI The Contractor and its subcontractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Department deems appropriate. The Contractor and subcontractors shall comply with Title VI of the Civil Rights Act of 1964, as amended, and with all State of Maine and other Federal Civil Rights laws.

For related provisions, see Subsection B - "Nondiscrimination and Affirmative Action - Executive Order 11246" of this Section 2 and Section 3 - Other Federal Requirements of this "Federal Contract Provisions Supplement" including section II - "Nondiscrimination" of the "Required Contract Provisions, Federal Aid Construction Contracts", FHWA-1273.

B. Nondiscrimination and Affirmative Action - Executive Order 11246 Pursuant to Executive Order 11246, which was issued by President Johnson in 1965 and amended in 1967 and 1978, this Contract provides as follows.

The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its efforts to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

Ensure and maintain a working environment free of harassment, intimidations, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all forepersons, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its union have employment opportunities available, and to maintain a record of the organization's responses.

Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore, along with whatever additional actions the Contractor may have taken.

Provide immediate written notification to the Department's Civil Rights Office when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Design-Builder's efforts to meet its obligations.

Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under B above.

Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligation; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination, or other employment decisions including specific review of these items with on-site supervisory personnel such as Superintendents, General Forepersons, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractor's and Subcontractors with whom the Contractor does or anticipates doing business.

Direct its recruitment efforts, both orally and written to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above describing the openings, screenings, procedures, and test to be used in the selection process.

Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth, both on the site and in other areas of a Contractor's workforce.

Validate all tests and other selection requirements.

Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

Ensure that all facilities and company activities are non segregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction Contractor's and suppliers, including circulation of solicitations to minority and female Contractor associations and other business associations.

Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

C. Goals for Employment of Women and Minorities Per Executive Order 11246, craft tradesperson goals are 6.9% women and .5% minorities employed. However, goals may be adjusted upward at the mutual agreement of the Contractor and the Department. Calculation of these percentages shall not include On-the-Job Training Program trainees, and shall not include clerical or field clerk position employees.

For a more complete presentation of requirements for such Goals, see the federally required document "Goals for Employment of Females and Minorities" set forth in the next 6 pages below.

Start of GOALS FOR EMPLOYMENT OF FEMALES AND MINORITIES
Federally Required Contract Document

§60-4.2 Solicitations

- (d) The following notice shall be included in, and shall be part of, all solicitations for offers and bids on all Federal and federally assisted construction contracts or subcontracts in excess of \$10,000 to be performed in geographical areas designated by the Director pursuant to §60-4.6 of this part (see 41 CFR 60-4.2(a)):

Notice of Requirement for Affirmative Action to Ensure Equal Opportunity (Executive Order 11246)

1. The Offeror's or bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area, are as follows:

<u>Goals for female participation in each trade</u>	6.9%

Goals for minority participation for each trade

Maine

001 Bangor, ME	0.8%

Non-SMSA Counties (Aroostook, Hancock, Penobscot, Piscataquis, Waldo, Washington)

002 Portland-Lewiston, ME

SMSA Counties: 4243 Lewiston-Auburn, ME (Androscoggin)	0.5%

6403 Portland, ME (Cumberland, Sagadahoc)	0.6%

Non-SMSA Counties:
(Franklin, Kennebec, Knox, Lincoln, Oxford, Somerset, York)

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non federally involved construction.

The contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be in violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract; estimated started and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this Notice, and in the Contract resulting from this solicitation, the "covered area" is (insert description of the geographical areas where the contract is to be performed giving the state, county and city, if any).

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246)

1. As used in these specifications:
 - a. "Covered area" means the geographical area described in the solicitation from which this contract resulted;
 - b. "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;
 - c. "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department form 941;
 - d. "Minority" includes:

- (i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);
 - (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
 - (iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
 - (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of the North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. Whenever the Contractor, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of \$10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.
3. If the contractor, is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors for Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.
4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7 a. through p. of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in contractors performing construction work in geographical areas where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical areas where the work is being performed. Goals are published periodically in the Federal Register in notice form and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specific.
5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant, thereto.

6. In order for the non working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.
7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as expensive as the following:
 - a. Ensure and maintain a working environment free of harassment, intimidation, coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, when possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.
 - b. Establish and maintain a current list of minority and female recruitment sources provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organization's responses.
 - c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment sources or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore, along with whatever additional actions the Contractor may have taken.
 - d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.
 - e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources complied under 7b above.

- f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
- g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with on-site supervisory personnel such as Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.
- h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.
- i. Direct its recruitment, efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing prior to the date for the acceptance of applications for apprenticeship or the openings, screening procedures, and tests to be used in the selection process.
- j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on site and in other areas of a Contractor's work force.
- k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.
- l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
- m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

- n. Ensure that all facilities and company activities are non segregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
 - o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitation to minority and female contractor associations and other business associations.
 - p. Conduct a review, at least annually, of all supervisor's adherence to and performance under the Contractor's EEO policies and affirmative action obligations.
8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7 a through p.). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7 a through p. of these specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program and reflected in the Contractor's minority and female work force participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions take on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.
9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, specific minority group of women is underutilized.)
10. The Contractor shall not use the goals and timetables or affirmative action even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if standards to discriminate against any person because of race, color, religion, sex, or national origin.
11. The Contractor shall not enter into any Subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.
12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementation regulations by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.6.
14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g. mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and location at which the work was performed. Records be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.
15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

End of GOALS FOR EMPLOYMENT OF FEMALES AND MINORITIES
Federally Required Contract Document

D. Section '**D Disadvantaged Business Enterprise (DBE) Requirements**' is removed in its entirety. The DBE material is in:

Section 105.10 EQUAL OPPORTUNITY AND CIVIL RIGHTS.

SECTION 3 - OTHER FEDERAL REQUIREMENTS

Unless expressly otherwise provided in the Bid Documents, the provisions contained in this Section 3 of this "Federal Contract Provisions Supplement" are hereby incorporated into the Bid Documents and Contract.

A. Buy America

If the cost of products purchased for permanent use in this project which are manufactured of steel, iron or the application of any coating to products of these materials exceeds 0.1 percent of the contract amount, or \$2,500.00, whichever is greater, the products shall have been manufactured and the coating applied in the United States. The coating materials are not subject to this clause, only the application of the coating. In computing that amount, only the cost of the product and coating application cost will be included.

Ore, for the manufacture of steel or iron, may be from outside the United States; however, all other manufacturing processes of steel or iron must be in the United States to qualify as having been manufactured in the United States.

United States includes the 50 United States and any place subject to the jurisdiction thereof.

Products of steel include, but are not limited to, such products as structural steel, piles, guardrail, steel culverts, reinforcing steel, structural plate and steel supports for signs, luminaries and signals.

Products of iron include, but are not limited to, such products as cast iron grates.

Application of coatings include, but are not limited to, such applications as epoxy, galvanized and paint.

To assure compliance with this section, the Contractor shall submit a certification letter on its letterhead to the Department stating the following:

“This is to certify that products made of steel, iron or the application of any coating to products of these materials whose costs are in excess of \$2,500.00 or 0.1 percent of the original contract amount, whichever is greater, were manufactured and the coating, if one was required, was applied in the United States.”

B. Materials

a. Convict Produced Materials References: 23 U.S.C. 114(b)(2), 23 CFR 635.417

Applicability: FHWA's prohibition against the use of convict material only applies to Federal-aid highways. Materials produced after July 1, 1991, by convict labor may only be incorporated in a Federal-aid highway construction project if: 1) such materials have been produced by convicts who are on parole, supervised release, or probation from a prison; or 2) such material has been produced in a qualified prison facility, e.g., prison industry, with the amount produced during any 12-month period, for use in Federal-aid projects, not exceeding the amount produced, for such use, during the 12-month period ending July 1, 1987.

Materials obtained from prison facilities (e.g., prison industries) are subject to the same requirements for Federal-aid participation that are imposed upon materials acquired from other sources. Materials manufactured or produced by convict labor will be given no preferential treatment.

The preferred method of obtaining materials for a project is through normal contracting procedures which require the contractor to furnish all materials to be incorporated in the work. The contractor selects the source, public or private, from which the materials are to be obtained (23 CFR 635.407). Prison industries are prohibited from bidding on projects directly (23 CFR 635.112e), but may act as material supplier to construction contractors.

Prison materials may also be approved as State-furnished material. However, since public agencies may not bid in competition with private firms, direct acquisition of materials from a

prison industry for use as State-furnished material is subject to a public interest finding with the Division Administrator's concurrence (23 CFR 635.407d). Selection of materials produced by convict labor as State-furnished materials for mandatory use should be cleared prior to the submittal of the Plans Specifications & Estimates (PS&E).

b. Patented/Proprietary Products References: 23 U.S.C. 112, 23 CFR 635.411

FHWA will not participate, directly or indirectly, in payment for any premium or royalty on any patented or proprietary material, specification, or process specifically set forth in the plans and specifications for a project, unless:

- the item is purchased or obtained through competitive bidding with equally suitable unpatented items,
- the STA certifies either that the proprietary or patented item is essential for synchronization with the existing highway facilities or that no equally suitable alternative exists, or
- the item is used for research or for a special type of construction on relatively short sections of road for experimental purposes. States should follow FHWA's procedures for "Construction Projects Incorporating Experimental Features" ([expermnt.htm](#)) for the submittal of work plans and evaluations.

The primary purpose of the policy is to have competition in selection of materials and allow for development of new materials and products. The policy further permits materials and products that are judged equal may be bid under generic specifications. If only patented or proprietary products are acceptable, they shall be bid as alternatives with all, or at least a reasonable number of, acceptable materials or products listed; and the Division Administrator may approve a single source if it can be found that its utilization is in the public interest.

Trade names are generally the key to identifying patented or proprietary materials. Trade name examples include 3M, Corten, etc. Generally, products identified by their brand or trade name are not to be specified without an "or equal" phrase, and, if trade names are used, all, or at least a reasonable number of acceptable "equal" materials or products should be listed. The licensing of several suppliers to produce a product does not change the fact that it is a single product and should not be specified to the exclusion of other equally suitable products.

c. State Preference References: 23 U.S.C. 112, 23 CFR 635.409

Materials produced within Maine shall not be favored to the exclusion of comparable materials produced outside of Maine. State preference clauses give particular advantage to the designated source and thus restrict competition. Therefore, State preference provisions shall not be used on any Federal-aid construction projects.

This policy also applies to State preference actions against materials of foreign origin, except as otherwise permitted by Federal law. Thus, States cannot give preference to in-State material sources over foreign material sources. Under the Buy America provisions, the States are

permitted to expand the Buy America restrictions provided that the STA is legally authorized under State law to impose more stringent requirements.

d. State Owned/Furnished/Designated Materials References: 23 U.S.C. 112, 23 CFR 635.407

Current FHWA policy requires that the contractor must furnish all materials to be incorporated in the work, and the contractor shall be permitted to select the sources from which the materials are to be obtained. Exceptions to this requirement may be made when there is a definite finding, by MaineDOT and concurred in by Federal Highway Administration's (FHWA) Division Administrator, that it is in the public interest to require the contractor to use materials furnished by the MaineDOT or from sources designated by MaineDOT. The exception policy can best be understood by separating State-furnished materials into the categories of manufactured materials and local natural materials.

Manufactured Materials When the use of State-furnished manufactured materials is approved based on a public interest finding, such use must be made mandatory. The optional use of State-furnished manufactured materials is in violation of our policy prohibiting public agencies from competing with private firms. Manufactured materials to be furnished by MaineDOT must be acquired through competitive bidding, unless there is a public interest finding for another method, and concurred in by FHWA's Division Administrator.

Local Natural Materials When MaineDOT owns or controls a local natural materials source such as a borrow pit or a stockpile of salvaged pavement material, etc., the materials may be designated for either optional or mandatory use; however, mandatory use will require a public interest finding (PIF) and FHWA's Division Administrator's concurrence.

In order to permit prospective bidders to properly prepare their bids, the location, cost, and any conditions to be met for obtaining materials that are made available to the contractor shall be stated in the bidding documents.

Mandatory Disposal Sites Normally, the disposal site for surplus excavated materials is to be of the contractor's choosing; although, an optional site(s) may be shown in the contract provisions. A mandatory site shall be specified when there is a finding by MaineDOT, with the concurrence of the Division Administrator, that such placement is the most economical or that the environment would be substantially enhanced without excessive cost. Discussion of the mandatory use of a disposal site in the environmental document may serve as the basis for the public interest finding.

Summarizing FHWA policy for the mandatory use of borrow or disposal sites:

- mandatory use of either requires a public interest finding and FHWA's Division Administrator's concurrence,
- mandatory use of either may be based on environmental consideration where the environment will be substantially enhanced without excessive additional cost, and
- where the use is based on environmental considerations, the discussion in the environmental document may be used as the basis for the public interest finding.

Factors to justify a public interest finding should include such items as cost effectiveness, system integrity, and local shortages of material.

C. Standard FHWA Contract Provisions - FHWA 1273

Unless expressly otherwise provided in the Bid Documents, the following “Required Contract Provisions, Federal Aid Construction Contracts”, FHWA-1273, are hereby incorporated into the Bid Documents and Contract.

Cargo Preference Act : Contractor and Subcontractor Clauses. “Use of United States-flag vessels: The contractor agrees—“(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.”(2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.”(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.”(Reorganization Plans No. 21 of 1950 (64 Stat. 1273) and No. 7 of 1961 (75 Stat. 840) as amended by Pub. L. 91-469 (84 Stat. 1036) and Department of Commerce Organization Order 10-8 (38 FR 19707, July 23, 1973)) [42 FR 57126, Nov. 1, 1977]

The Cargo Preference Act requirements apply to materials or equipment that are acquired for a specific Federal-aid highway project. In general, the requirements are not applicable to goods or materials that come into inventories independent of an FHWA funded-contract. For example, the requirements would not apply to shipments of Portland cement, asphalt cement, or aggregates, as industry suppliers and contractors use these materials to replenish existing inventories. In general, most of the materials used for highway construction originate from existing inventories and are not acquired solely for a specific Federal-aid project. However, if materials or equipment are acquired solely for a Federal-aid project, then the Cargo Preference Act requirements apply.”

Start of FHWA 1273 REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS (As revised through May 1, 2012)

FHWA-1273 -- Revised May 1, 2012

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment,

termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

- a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.
- b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.
- c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability.

The following procedures shall be followed:

- a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.
- b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.
- c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
- d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women.

Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even

though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

- (i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and
- (ii) The classification is utilized in the area by the construction industry; and
- (iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act),

daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. , the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the “Statement of Compliance” required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a

different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

- a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.
- b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.
- c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--
Lower Tier Participants:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL
ACCESS ROAD CONTRACTS**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

End of FHWA 1273

The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination
Assurances

DOT Order No. 1050.2A

The **Maine Department of Transportation** (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. Section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, "for which the Recipient receives Federal financial assistance from DOT, including the **FHWA**.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Highway Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard

to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all ***Federal-Aid Highway Program activities*** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The ***Maine Department of Transportation***, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the **Maine Department of Transportation** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA and USDOT** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FHWA and USDOT**. You must keep records, reports, and submit the material for review upon request to **FHWA and USDOT**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The **Maine Department of Transportation** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal Aid Highway Program**. This ASSURANCE is binding on [insert State], other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **Federal Aid Highway Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

MAINE DEPARTMENT OF TRANSPORTATION
(Name of Recipient)

by 
Bruce A. Van Note, Commissioner

DATED 2/13/19

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration (FHWA)**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **FHWA** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **FHWA**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **FHWA** may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **FHWA** may direct as a means of enforcing such provisions including sanctions for

noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the **Maine Department of Transportation** will accept title to the lands and maintain the project constructed thereon in accordance with **23 U.S. Code § 107**, the Regulations for the Administration of **the Federal Aid Highway Program**, and the policies and procedures prescribed by the **FHWA** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **Maine Department of Transportation** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto **Maine Department of Transportation** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the **Maine Department of Transportation**, its successors and assigns.

The **Maine Department of Transportation**, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the **Maine Department of Transportation** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **Maine Department of Transportation** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **Maine Department of Transportation** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the **Maine Department of Transportation** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **Maine Department of Transportation** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the **Maine Department of Transportation** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non discrimination covenants, the **Maine Department of Transportation** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, the **Maine Department of Transportation** will there upon revert to and vest in and become the absolute property of the **Maine Department of Transportation** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).



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

ENVIRONMENTAL OFFICE
MAINE DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333

CORPS PERMIT # NAE-2019-02318
CORPS GP ID# 19-511
STATE ID# PBR

DESCRIPTION OF WORK:

Place temporary and permanent fill below the ordinary high water mark of Gagnon Brook and in adjacent freshwater wetlands at Frenchville, Maine in order to replace existing deteriorated culverts beneath Route 1 and the adjacent Maine Northern Railroad line. This work will result in approximately 2,540 s.f. of permanent and 300 s.f. of temporary stream bed impact, and 2,110 s.f. of permanent and 590 s.f. of temporary wetland impact. This work is shown on the attached plans entitled "GAGNON BROOK"
Project Description Continued on Page 2

LAT/LONG COORDINATES : 47.319456° N -68.381828° W USGS QUAD: FRENCHVILLE, 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 Federal Permit, the Maine General Permit (GP). http://www.nae.usace.army.mil/Portals/74/docs/regulatory/StateGeneralPermits/ME/Maine_General_Permit_2015.pdf

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 38 of the GP (page 16) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 13, 2020. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 13, 2021.

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

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

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

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

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 9/19/19 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 Augusta, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0

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

Jay L. Clement 10/30/19
FRANK J. DEL GIUDICE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION



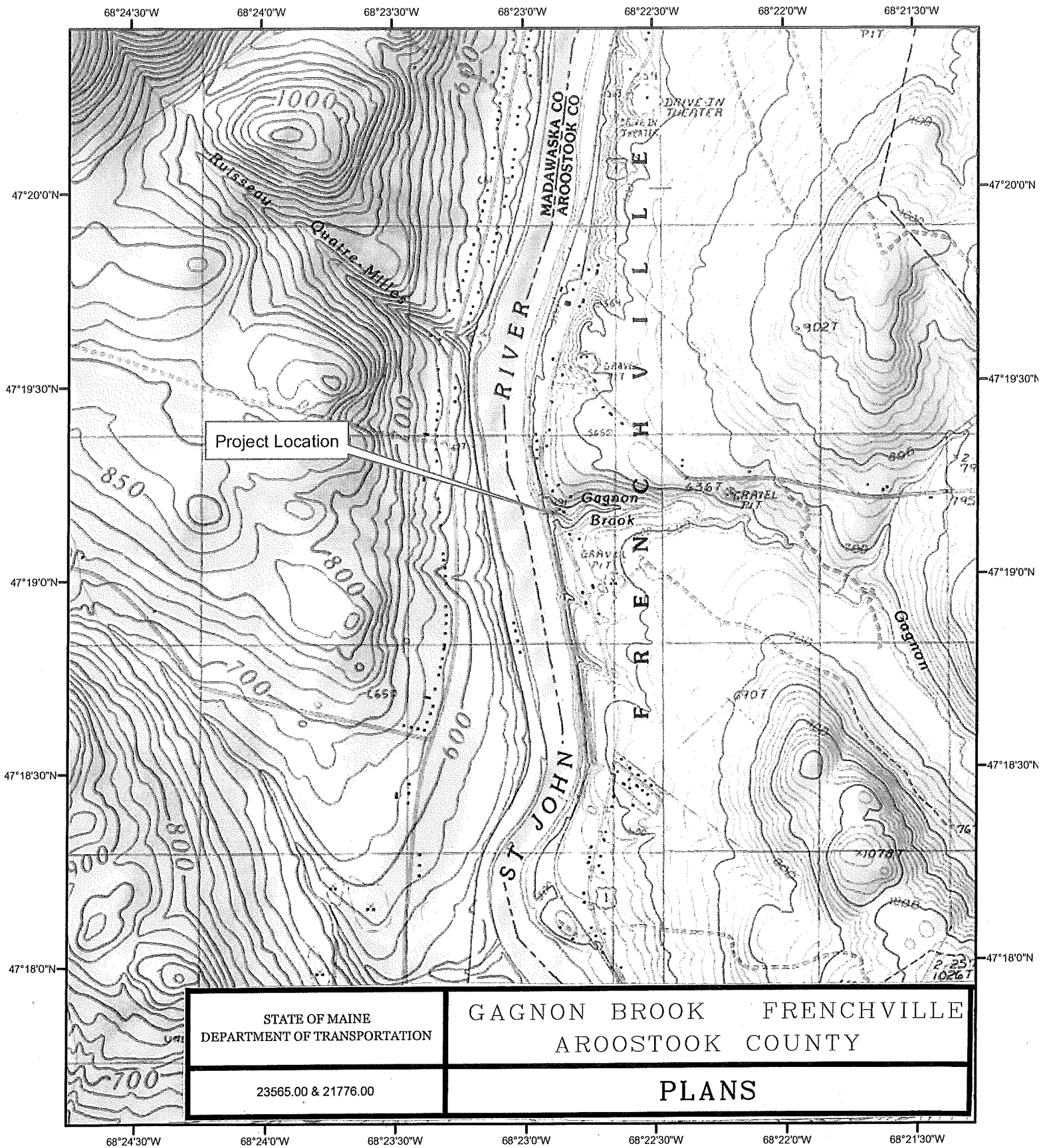
**US Army Corps
of Engineers®**
New England District

Project Description Continued from Page 1

**FRENCHVILLE, AROOSTOOK COUNTY” in two sheets undated and “GAGNON BROOK BRIDGE OVER GAGNON BROOK, FRENCHVILLE, AROOSTOOK COUNTY” in 15 sheets dated “3/2019”.
DOT WIN: 23565.00 & 21776.00**

**PLEASE NOTE THE FOLLOWING CONDITIONS FOR
DEPARTMENT OF THE ARMY
GENERAL PERMIT
NO. NAE-2019-02318**

1. This authorization requires you to 1) notify us before beginning work so we may inspect the project, and 2) submit a Compliance Certification Form. You must complete and return the enclosed Work Start Notification Form(s) to this office at least two weeks before the anticipated starting date. You must complete and return the enclosed Compliance Certification Form within one month following the completion of the authorized work and any required mitigation (but not mitigation monitoring, which requires separate submittals).
2. The permittee shall assure that a copy of this permit is at the work site whenever work is being performed and that all personnel performing work at the site of the work authorized by this permit are fully aware of the terms and conditions of the permit. This permit, including its drawings and any appendices and other attachments, shall be made a part of any and all contracts and sub-contracts for work which affects areas of Corps of Engineers' jurisdiction at the site of the work authorized by this permit. This shall be done by including the entire permit in the specifications for the work. If the permit is issued after construction specifications but before receipt of bids or quotes, the entire permit shall be included as an addendum to the specifications. The term "entire permit" includes permit amendments. Although the permittee may assign various aspects of the work to different contractors or sub-contractors, all contractors and sub-contractors shall be obligated by contract to comply with all environmental protection provisions of the entire permit, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps of Engineers jurisdiction.
3. Adequate sedimentation and erosion control devices, such as geotextile silt fences or other devices capable of filtering the fines involved, shall be installed and properly maintained to minimize impacts during construction. These devices must be removed upon completion of work and stabilization of disturbed areas. The sediment collected by these devices must also be removed and placed upland, in a manner that will prevent its later erosion and transport to a waterway or wetland.
4. All exposed soils resulting from the construction will be promptly seeded and mulched in order to achieve vegetative stabilization.
5. All areas of temporary fill shall be restored to their original contour and character upon completion of the work.
6. All in water work shall be conducted between July 15 and September 30 of any year in order to minimize potential impacts to fisheries and local water quality.



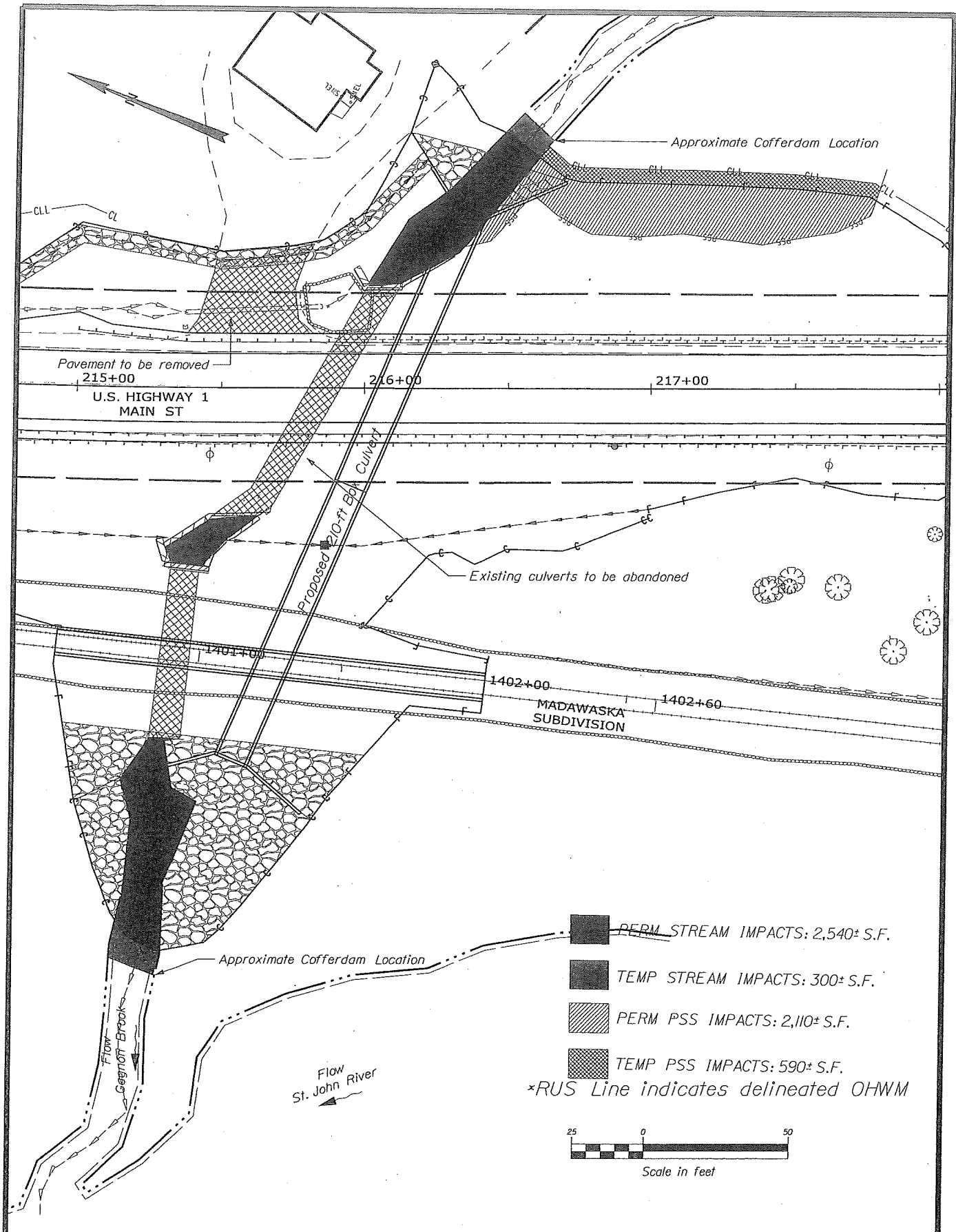
Maine Northern Railroad (Madawaska Subdivision)
U.S. Route 1
Frenchville, ME (Aroostook County)

Large Culvert Replacement
WIN 23565.00 & 21776.00

Project Location: 47.319456, -68.381828

0 0.5 1 Miles





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

GAGNON BROOK FRENCHVILLE AROOSTOOK COUNTY

SHEET NUMBER

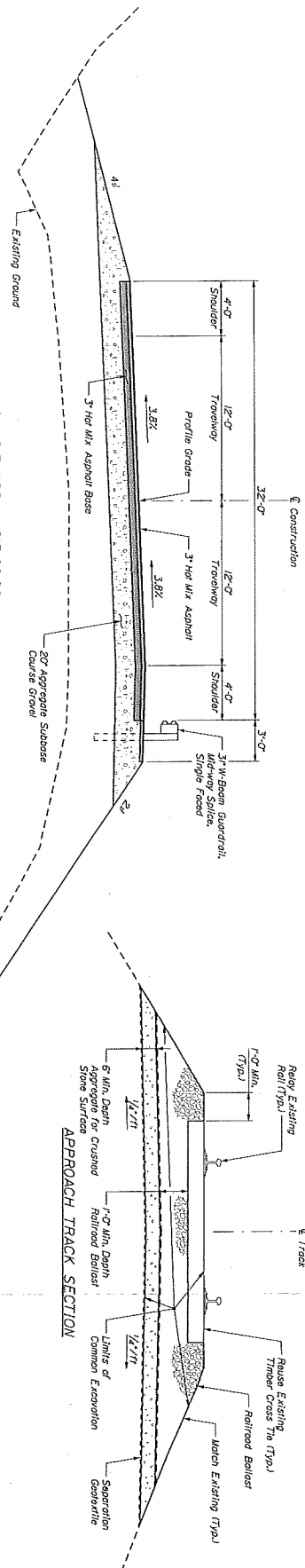
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OF 1

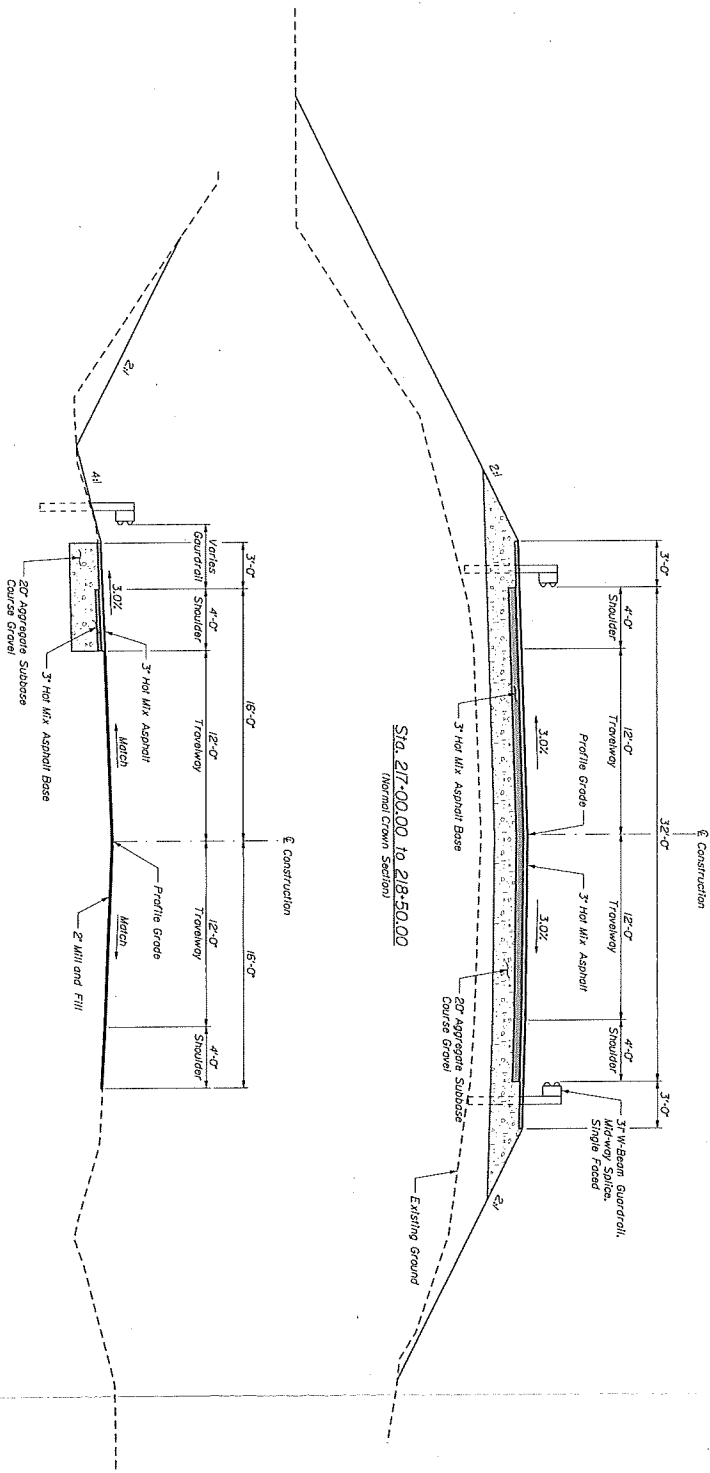
23565.00 & 21776.00

PLANS

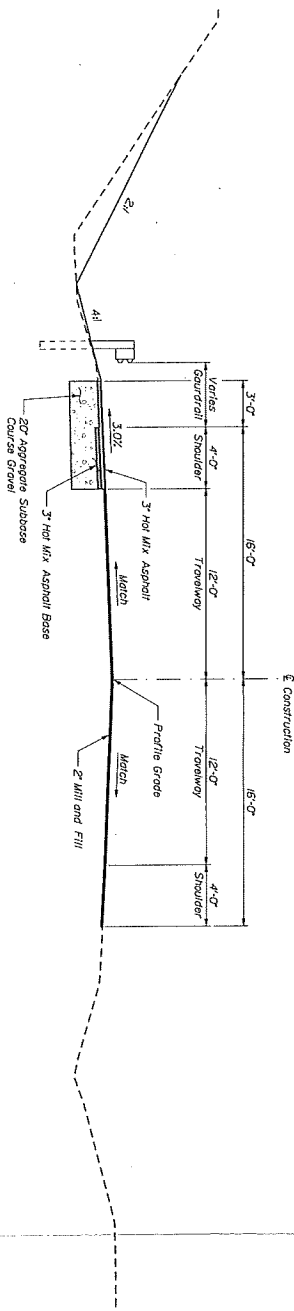
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(Super-elevated Section)



Sta. 217+00.00 to 218+50.00
(Normal Crown Section)



Sta. 219+00.00 to 220+50.00
(Left Shoulder Reconstruction)



GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
TYPICAL APPROACH
SECTIONS

PROJ. MANAGER	NATE ECHOLS	BT	DATE
DESIGN-DETAILED	JHW	KSR	3/2018
CHECKED-REVIEWED	JHW	CSG	3/2018
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
BRIDGE NO.	WIN	21776.00 & 23565.00	BRIDGE PLANS
7831 & 2303			



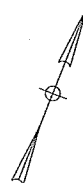
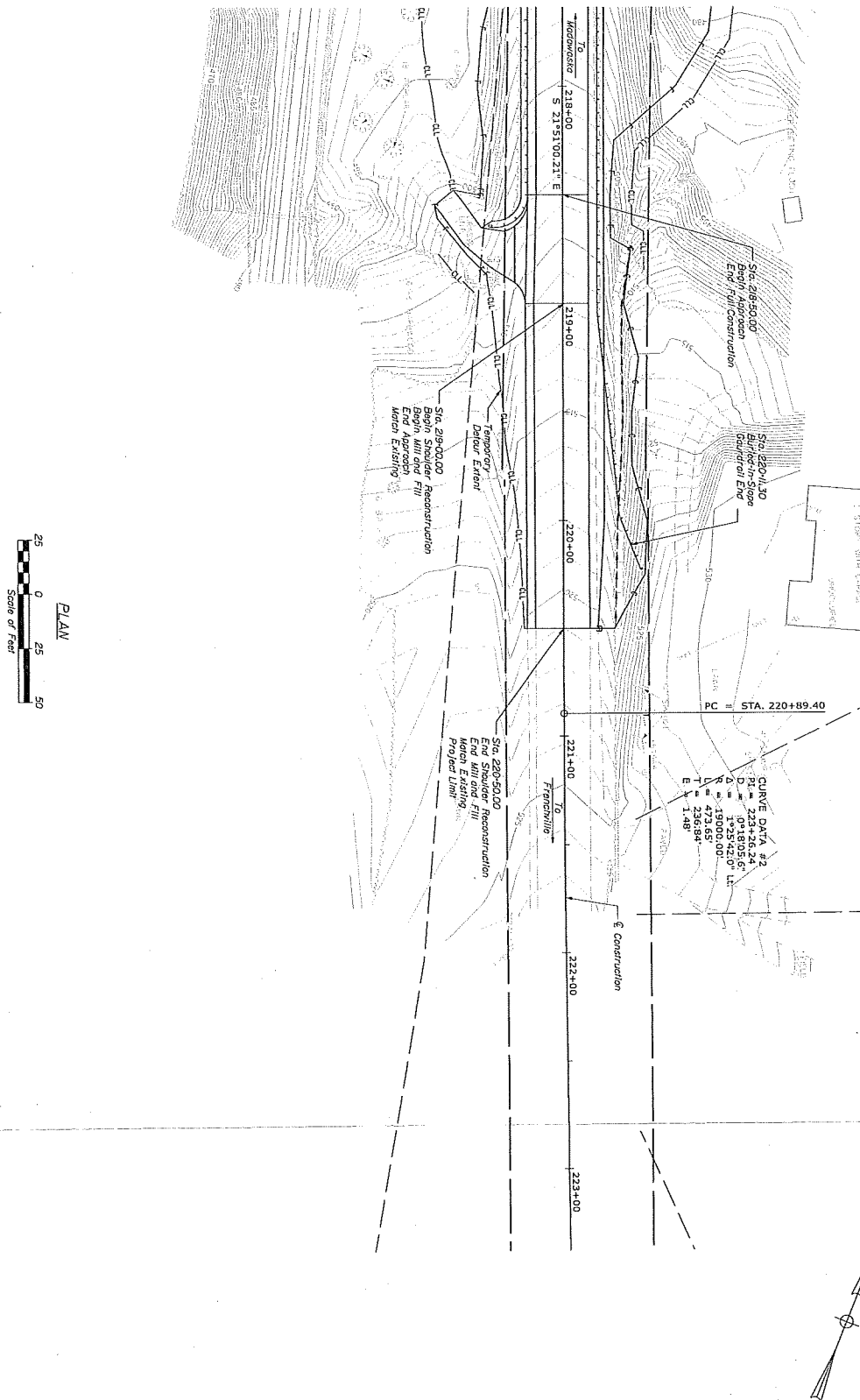
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D = 2°10'27.9"
A = 10°44'40.5" Lt
R = 2635.00'
L = 494.14'
T = 247.80'
E = 11.63' COR = 0.00'

GENERAL PLAN (1 OF 2)

PROJ. MANAGER	NATE BENNETT	BY	DATE
DESIGN-DETAILED	JAW	KJM	3/2019
CHECKED-REVIEWED	JAW	GSG	3/2019
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



BRIDGE NO.	WIN	
7831 & 2303	21776.00 & 23565.00	BRIDGE PLANS

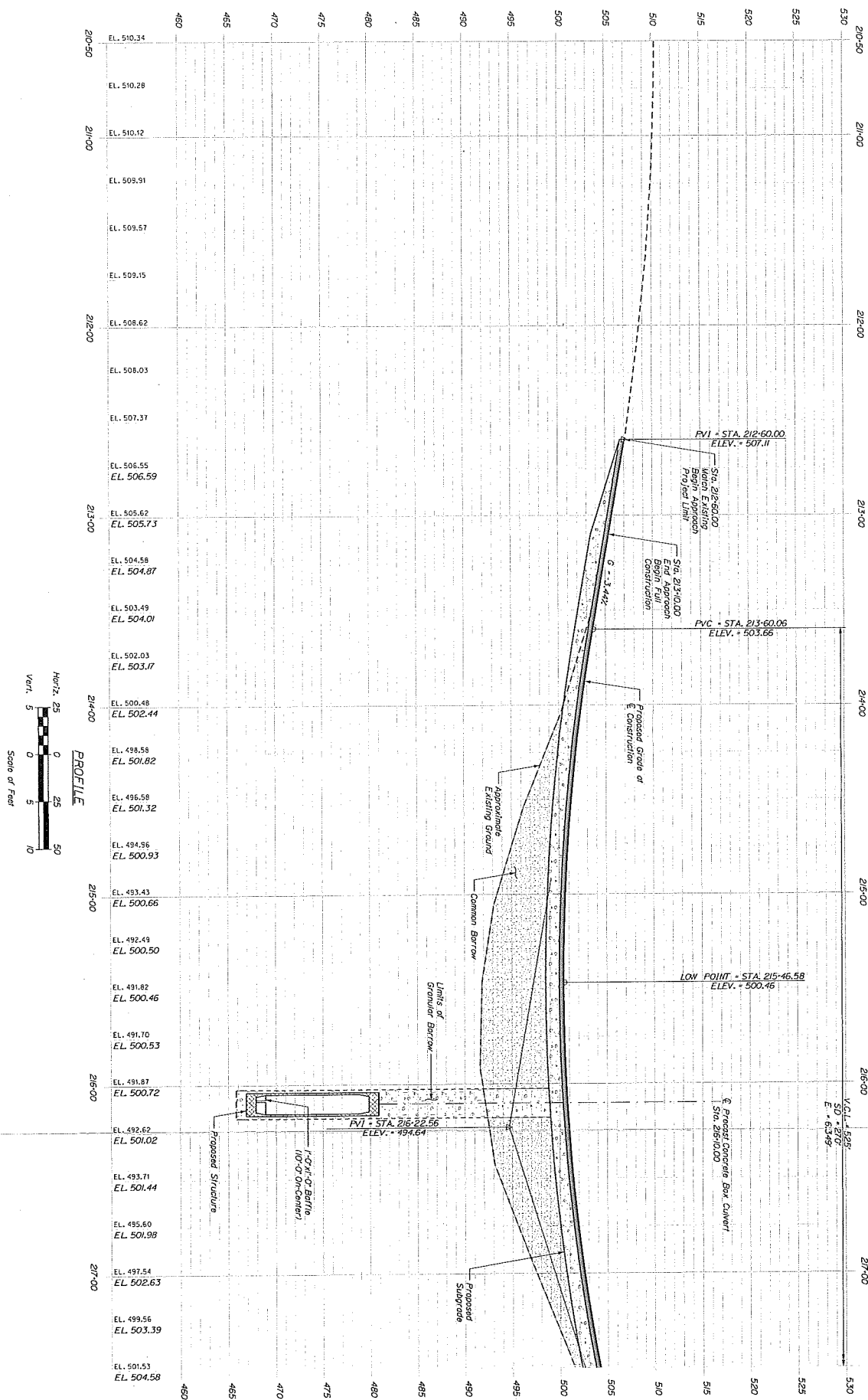


GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
GENERAL PLAN (2 OF 2)

PROJ. MANAGER	DATE REVISED	BY	DATE
DESIGN DETAIL	2/18	JDM	3/20/19
CHECKED REVIEWER	2/18	ESD	3/20/19
DESIGN DETAIL			
DESIGN DETAIL			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 7851 & 2303
WIN 21776.00 & 23565.00
BRIDGE PLANS



GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY

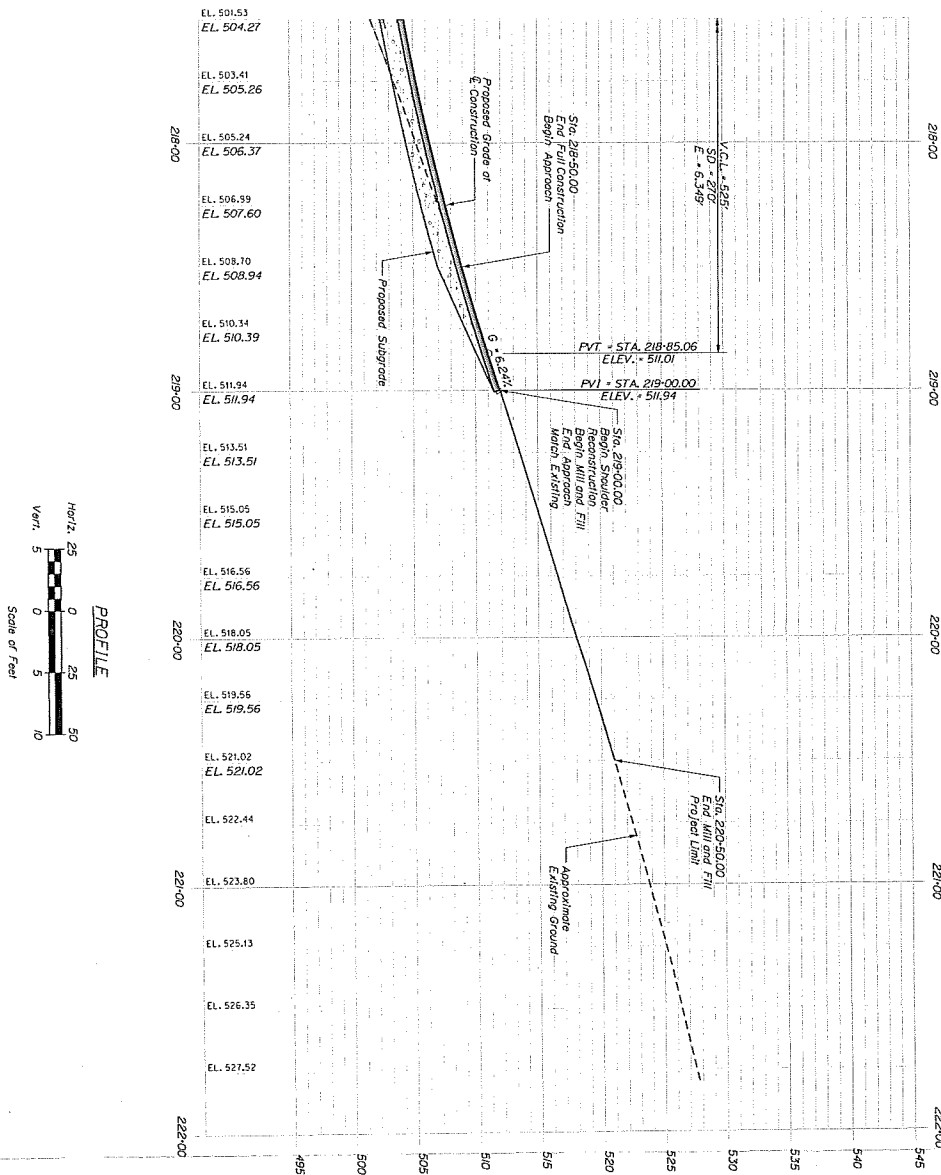
U.S. ROUTE 1
PROFILE (1 OF 2)

PROJ. MANAGER	DATE	BY	DATE
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CHECKED-REVIEWED	2/19	DS	3/20/19
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DESIGN-DETAILED			
REVISIONS			
REVISIONS			
REVISIONS			
REVISIONS			
FIELD CHANGES			



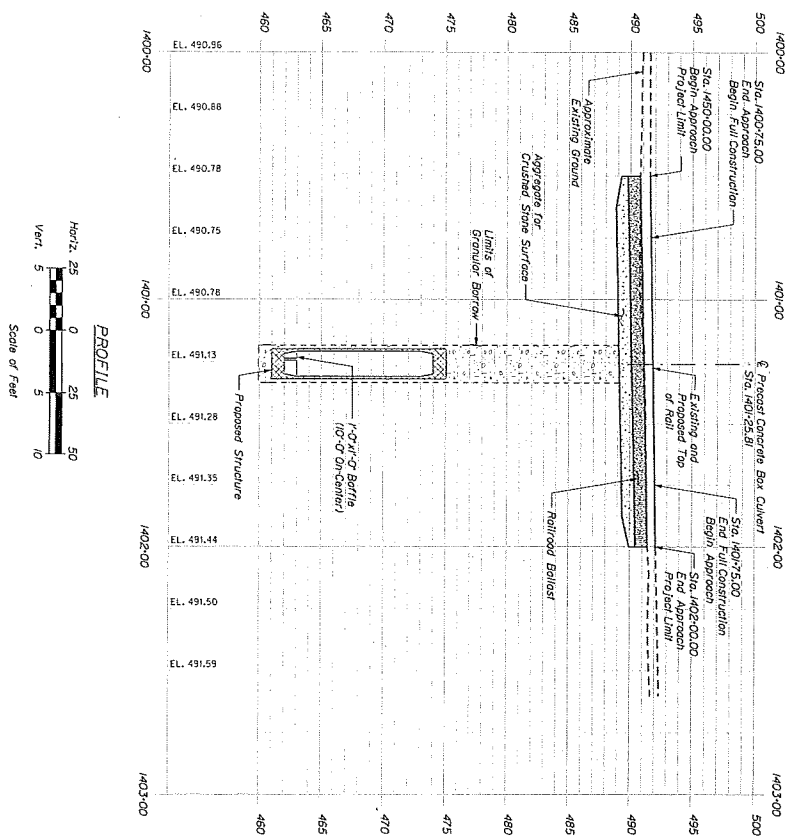
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 7831 & 2303 WIN 21776.00 & 23565.00 BRIDGE PLANS



PROJ. MANAGER	NATE BENNETT	BY	DATE
DESIGN DETAIL	3/14/2019		
CHECKED REVIEW	3/14/2019		
DESIGN DETAIL			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			





GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY

RAILROAD
PROFILE

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	JAN	HBA	3/2019
CHECKED-REVIEWED	JAN	CSG	3/2019
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
BRIDGE NO.	WIN	BRIDGE PLANS
7831 & 2303	21776.00 & 23565.00	

U.S. ROUTE 1 BOX CULVERT SECTION

Not To Scale

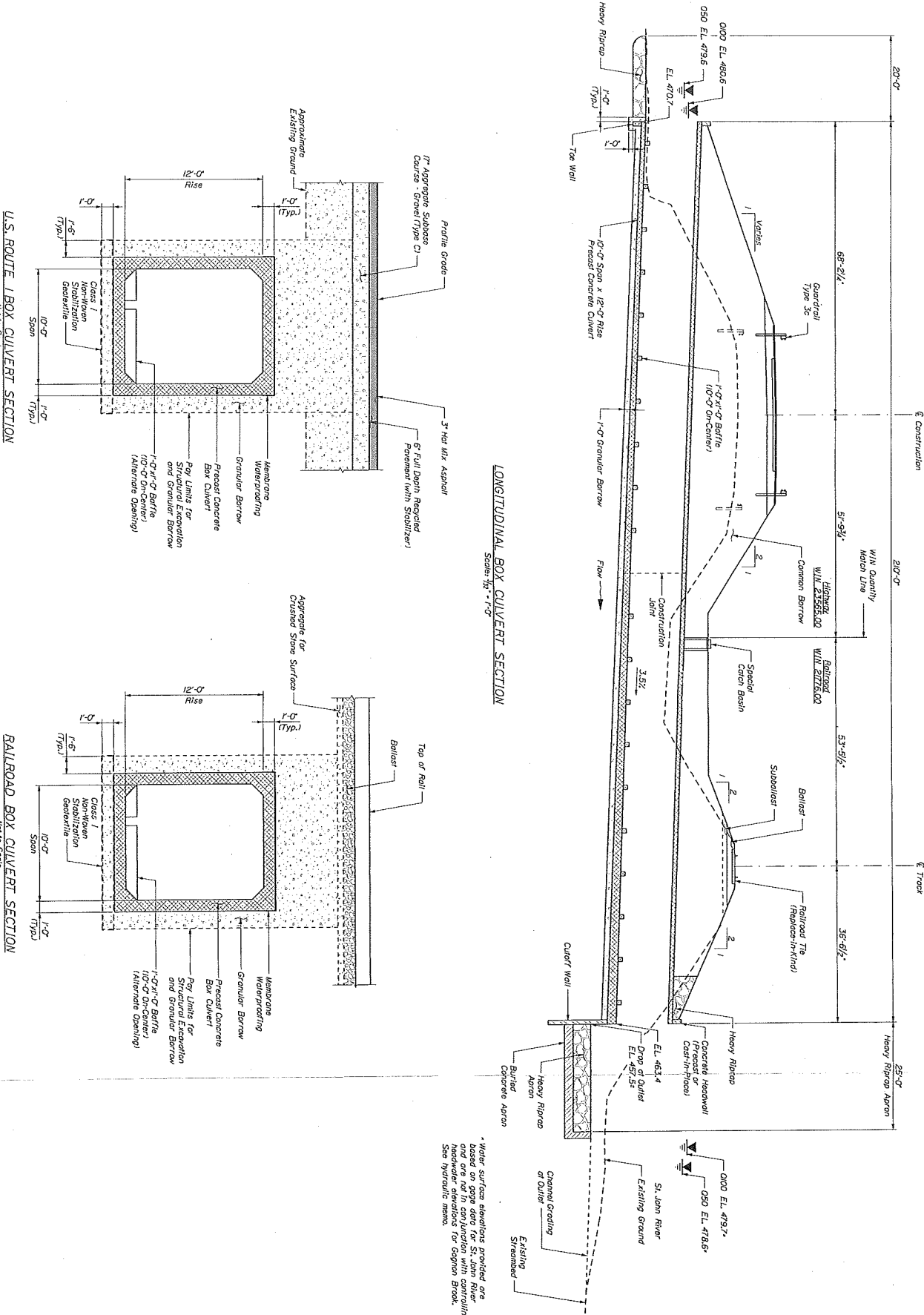
RAILROAD BOX CULVERT SECTION

Not To Scale

LONGITUDINAL BOX CULVERT SECTION

Scale: 1/4" = 1'-0"

* Water surface elevations provided are based on gage data for St. John River. Elevation of top of culvert structure is shown. Elevation of water surface is shown. Elevation of bedrock is shown. Elevation of existing ground is shown. See hydraulic memo.

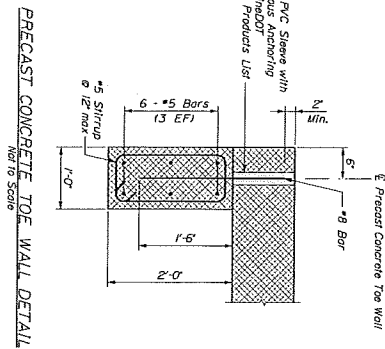
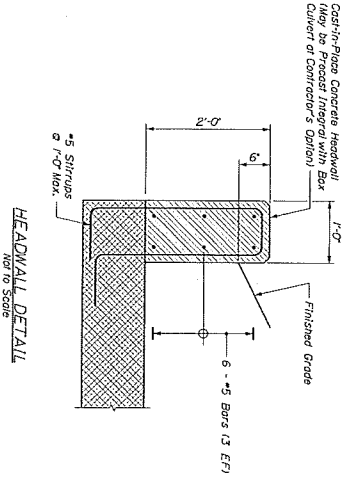


GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
CULVERT DETAILS (1 OF 2)

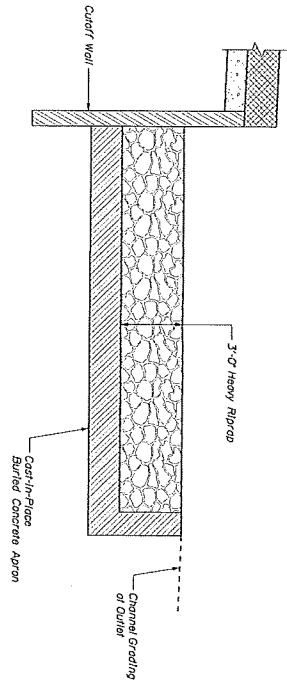
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008-01	3/14/2019	JMD	3/14/2019
008-01	3/14/2019	JMD	3/14/2019
008-01	3/14/2019	JMD	3/14/2019
008-01	3/14/2019	JMD	3/14/2019
008-01	3/14/2019	JMD	3/14/2019
008-01	3/14/2019	JMD	3/14/2019
008-01	3/14/2019	JMD	3/14/2019
008-01	3/14/2019	JMD	3/14/2019



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 7631 & 2303
WIN 21776.00 & 23565.00
BRIDGE PLANS



CUTOFF WALL DETAIL
Scale: 1/4" = 1'-0"

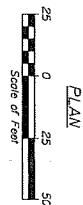


GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
CULVERT DETAILS (2 OF 2)

PROJ. MANAGER	DATE	REVISION	BY	DATE
DESIGN-DETAILED	JAM	WIN		3/2019
CHECKED-REVIEWED	JAM	ESS		3/2019
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				



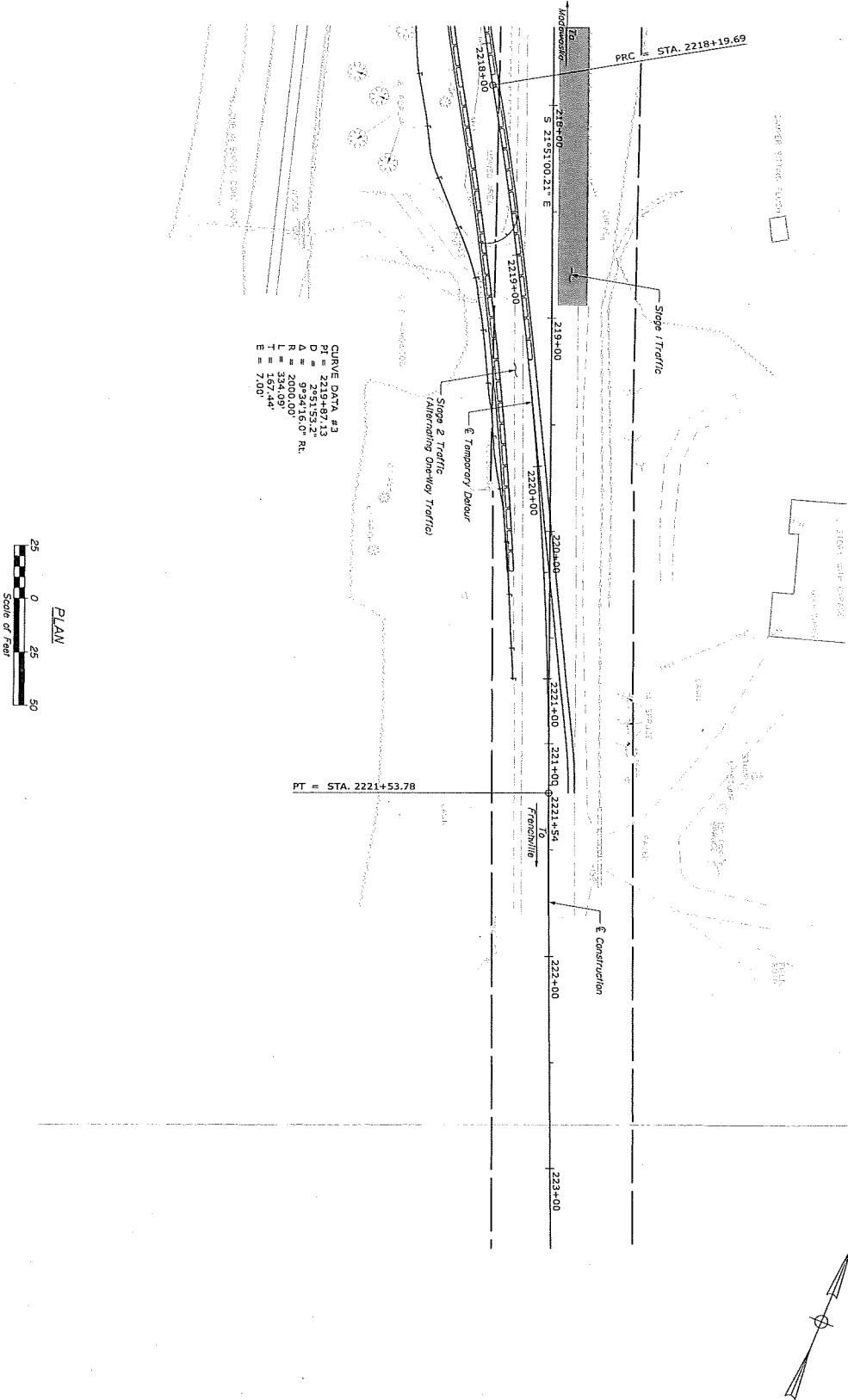
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 7831 & 2303
WIN 21776.00 & 23565.00
BRIDGE PLANS



1. Temporary detour required for stage construction.
2. Maintain one 1st travel lane of alternating two-way traffic.
3. Shim existing roadway as required for temporary detour.



BRIDGE NO.	WIN	
7831 & 2303	21776.00 & 23565.00	BRIDGE PLANS



GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
TEMPORARY DETOUR
PLAN (2 OF 2)

PROJ. MANAGER	DATE	REVISION	BY	DATE
DESIGN-DETAILED	JAN	POW		3/2019
CHECKED-REVIEWED	JAN	SSD		3/2019
DESIGN-DETAILED				
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

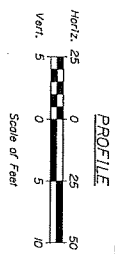


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

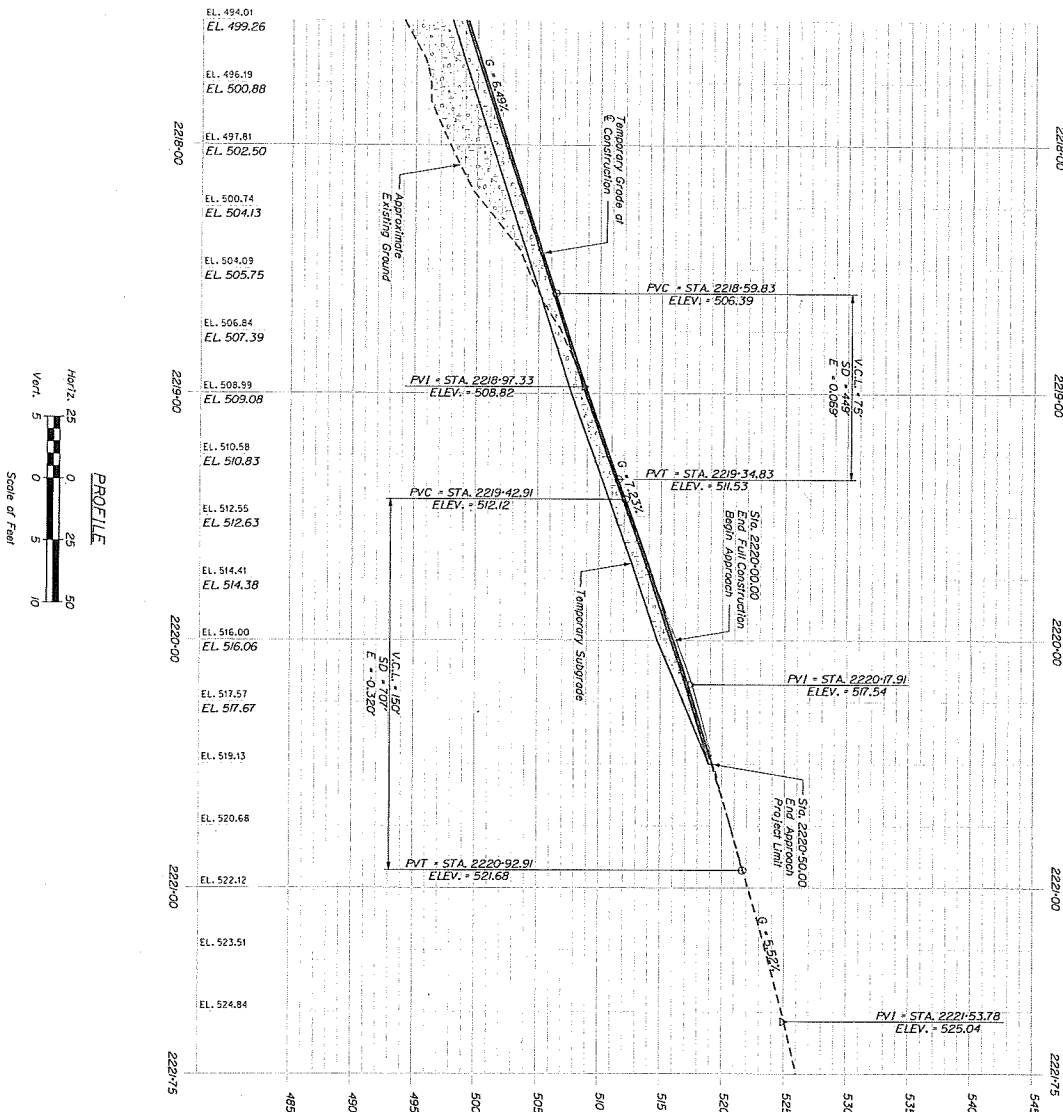
BRIDGE NO. 7831 & 2303

WIN 21776.00 & 23565.00

BRIDGE PLANS



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
-		
BRIDGE NO. 7831 & 2303	WIN 21776.00 & 23565.00	BRIDGE PLANS

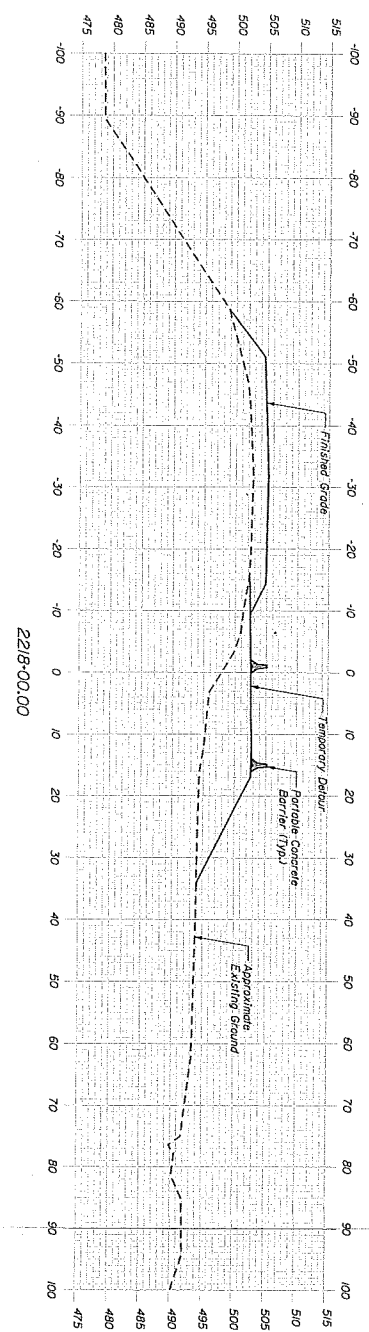
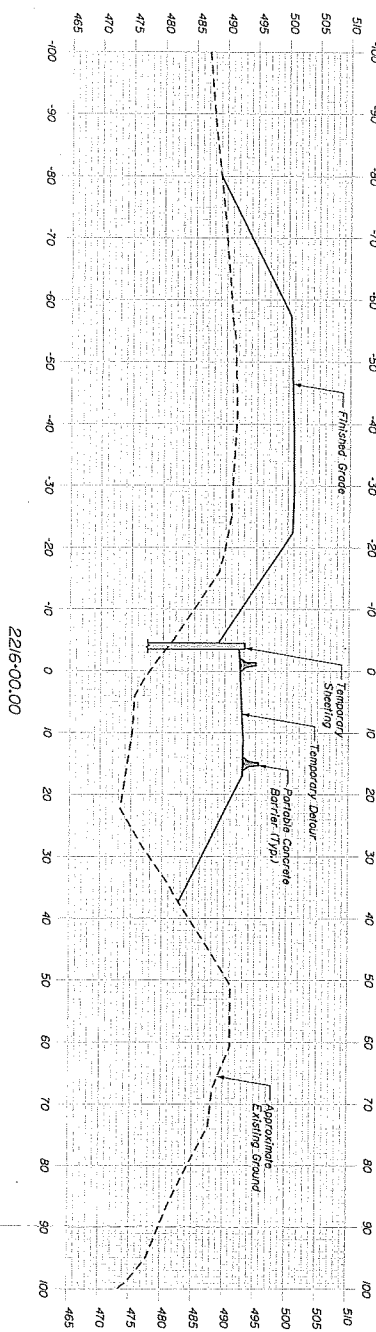
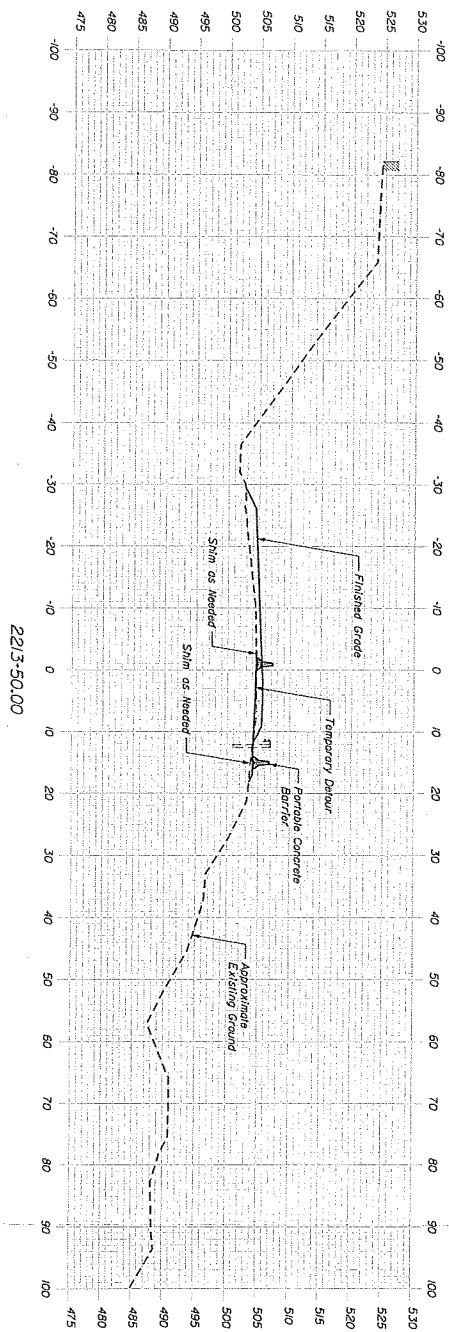


GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
TEMPORARY DETOUR
PROFILE (2 OF 2)

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	JAW	KDW	3/20/19
CHECKED-REVIEWED	JAW	SSD	3/20/19
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 7831 & 2303
WIN 21776.00 & 23565.00
BRIDGE PLANS

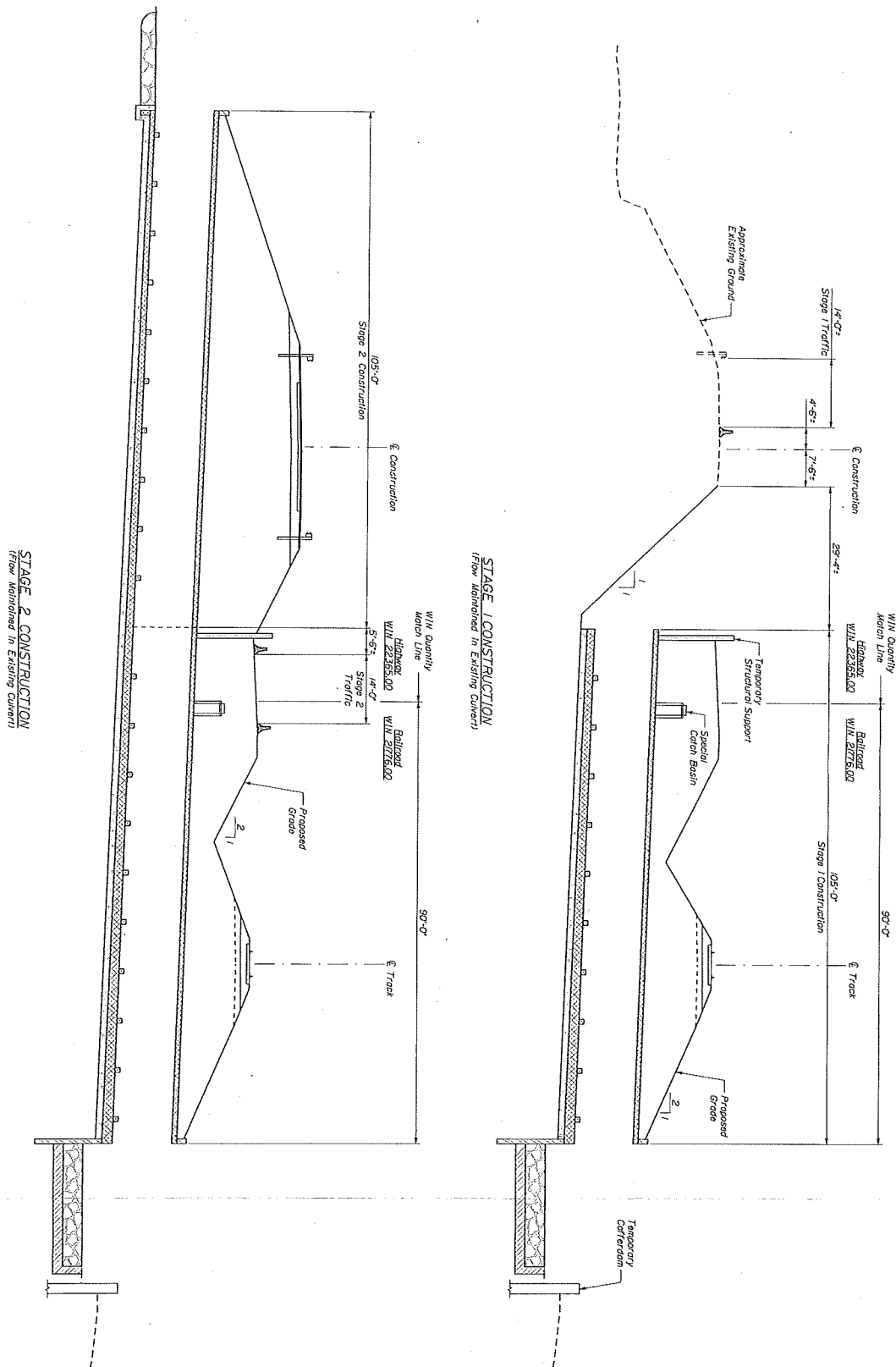


GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
TEMPORARY DETOUR
SECTIONS

DESIGN	DATE	BY	DATE
DESIGN-DETAILED	JAM	KIM	3/20/19
CHECKED-REVIEWED	JAM	SSC	3/20/19
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
BRIDGE NO. 7831 & 2303	WIN 21776.00 & 23565.00
BRIDGE PLANS	



STAGE 2 CONSTRUCTION
(Flow Maintained in Existing Culvert)

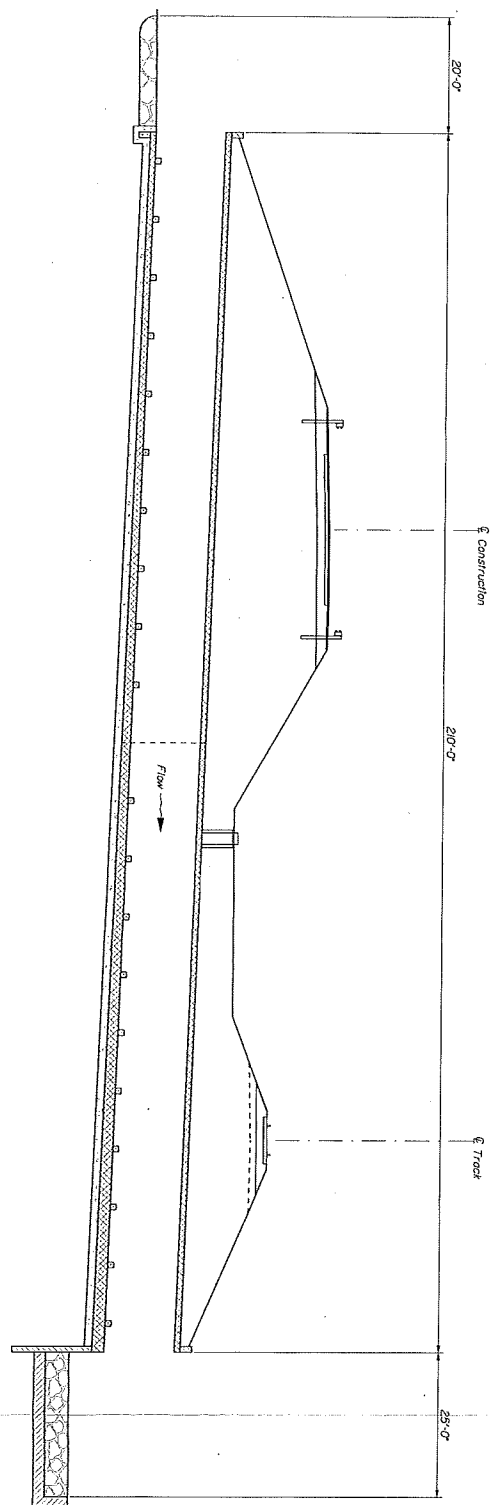
STAGE 1 CONSTRUCTION
(Flow Maintained in Existing Culvert)

GAGNON BROOK BRIDGE
OVER GAGNON BROOK
FRENCHVILLE AROOSTOOK COUNTY
STAGE CONSTRUCTION
SECTIONS (1 OF 2)

PROJ. MANAGER	DATE	REVISION	BY	DATE
DESIGN DETAILER	3/14	104		3/2019
CHECKED-REVIEWED	3/14	104		3/2019
DESIGN DETAILER				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
BRIDGE NO. 7831 & 2303	WIN 21776.00 & 23565.00	BRIDGE PLANS



FINAL CONDITION

SHEET NUMBER 16 OF 16	GAGNON BROOK BRIDGE OVER GAGNON BROOK FRENCHVILLE AROOSTOOK COUNTY	<table border="1"> <tr> <th>PROJ. MANAGER</th> <th>DATE REVIEWED</th> <th>BY</th> <th>DATE</th> </tr> <tr> <td>DESIGN-DETAILED</td> <td>JAN</td> <td>KDM</td> <td>3/2019</td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>JAN</td> <td>ESD</td> <td>3/2019</td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> <td></td> </tr> </table>	PROJ. MANAGER	DATE REVIEWED	BY	DATE	DESIGN-DETAILED	JAN	KDM	3/2019	CHECKED-REVIEWED	JAN	ESD	3/2019	DESIGN-DETAILED				DESIGN-DETAILED					STATE OF MAINE DEPARTMENT OF TRANSPORTATION										
	PROJ. MANAGER	DATE REVIEWED	BY	DATE																														
	DESIGN-DETAILED	JAN	KDM	3/2019																														
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DESIGN-DETAILED																																		
DESIGN-DETAILED																																		
STAGE CONSTRUCTION SECTIONS (2 OF 2)	<table border="1"> <tr> <th>REVISIONS</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>FIELD CHANGES</th> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	REVISIONS	1	2	3	4	FIELD CHANGES	REVISIONS 1						REVISIONS 2						REVISIONS 3						REVISIONS 4						BRIDGE NO. 7831 & 2303	WIN 21776.00 & 23565.00	BRIDGE PLANS
REVISIONS	1	2	3	4	FIELD CHANGES																													
REVISIONS 1																																		
REVISIONS 2																																		
REVISIONS 3																																		
REVISIONS 4																																		



**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-2019-02318

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



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

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

EMAIL TO: jay.l.clement@usace.army.mil

or

MAIL TO:

Jay Clement
US Army Corps of Engineers
Maine Project Office
442 Civic Center Drive
Augusta, Maine 04330

Corps of Engineers Permit No. NAE-2019-02318 was issued to the Maine Dept. of Transportation. This work is located in Gagnon Brook and in adjacent freshwater wetlands at Frenchville, Maine and authorized the permittee to place temporary and permanent fill in order to replace existing deteriorated culverts beneath Route 1 and the adjacent Maine Northern Railroad line. This work will result in approximately 2,540 s.f. of permanent and 300 s.f. of temporary stream bed impact, and 2,110 s.f. of permanent and 590 s.f. of temporary 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: _____

Phone & email: () () _____

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

**DEPARTMENT OF THE ARMY
GENERAL PERMIT FOR
THE STATE OF MAINE**

The New England District of the U.S. Army Corps of Engineers (Corps) hereby issues a General Permit (GP) for activities subject to Corps jurisdiction in waters of the U.S. within the boundaries of the State of Maine. This GP is issued in accordance with Corps regulations at 33 CFR 320 - 332 [see 33 CFR 325.2(e)(2)]. This GP authorizes activity-specific categories of work that are similar in nature and cause no more than minimal individual and cumulative adverse environmental impacts. Refer to Page 2 for the list of activities and Appendix A for activity specific conditions of eligibility in inland and tidal waters.

I. GENERAL CRITERIA

1. 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 – 20), and Appendix A - Definition of Categories.
2. Under this GP, projects may qualify for the following:
 - Category 1: Category 1 Self -Verification Notification Form is required (SVNF – see Appendix B).
 - Category 2: Application to and written approval from the Corps is required (Pre-Construction Notification (PCN)). No work may proceed until written approval from the Corps is 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 activities eligible 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.

3. Prospective permittees need to read:
 - a. Section II to determine if the activity requires Corps authorization.
 - b. Sections III and IV to determine if the activity may be eligible for authorization under this GP, specifically whether it is eligible for Self-Verification (SV) or whether Pre-Construction Notification (PCN) is required.
4. Permittees must ensure compliance with all applicable General Conditions in Section IV. The Corps will consider unauthorized any activity requiring Corps authorization if that activity is under construction or completed and does not comply with all of the terms and conditions.
5. Project proponents are encouraged to contact the Corps with questions at any time. Pre-application meetings (see 33 CFR 325.1(b)), whether arranged by the Corps or requested by permit applicants, are encouraged to facilitate the review of projects. Pre-application meetings and/or site visits can help streamline the permit process by alerting the applicant to potentially time-consuming concerns that are likely to arise during the evaluation of their project (e.g., avoidance, minimization and compensatory mitigation requirements, historic properties, endangered species, essential fish habitat, and dredging contaminated sediments).

II. CORPS JURISDICTION/ACTIVITIES COVERED

1. Permits are required from the Corps of Engineers for the following work:

a. The construction of any structure in, over or under any navigable water of the United States (U.S.)¹, the excavating or dredging from or depositing of material in such waters, or the accomplishment of any other work affecting the course, location, condition, or capacity of such waters. The Corps regulates these activities under Section 10 of the Rivers and Harbors Act of 1899. See 33 CFR 322;

b. The discharge of dredged or fill material and certain discharges associated with excavation into waters of the U.S. (e.g. sidecasting). The Corps regulates these activities under Section 404 of the Clean Water Act (CWA). See 33 CFR 323; and

c. The transportation of dredged material for the purpose of disposal in the ocean. The Corps regulates these activities under Section 103 of the Marine Protection, Research and Sanctuaries Act. See 33 CFR 324.

2. Related laws:

33 CFR 320.3 includes a list of related laws, including: Section 401 of the CWA, Section 402 of the CWA, Section 307(c) of the Coastal Zone Management (CZM) Act of 1972, The National Historic Preservation Act of 1966, the Endangered Species Act, the Fish and Wildlife Act of 1956, the Marine Mammal Protection Act of 1972, Magnuson-Stevens Act, and Section 7(a) of the Wild and Scenic Rivers Act.

3. An activity listed below may be authorized by this GP only if that activity and the permittee satisfy all of the GP's terms and conditions. Any activity not specifically listed below may still be eligible for the GP; applicants are advised to contact the Corps for a specific eligibility determination. Category 1 and Category 2 eligibility criteria for each activity in both Inland and Tidal waters can be found in Appendix A.

1. Repair, Replacement, Expansion, and Maintenance of Authorized Structures and Fills
2. Moorings
3. Structures, Floats and Lifts
4. Aids to Navigation, and Temporary Recreational Structures
5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation
6. Discharges of Dredged or Fill Material Incidental to the Construction of Bridges
7. Bank and Shoreline Stabilization
8. Residential, Commercial, Industrial, and Institutional Developments, and Recreational Facilities
9. Utility Line Activities
10. Linear Transportation Projects
11. Mining Activities
12. Boat Ramps and Marine Railways
13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects
14. Reshaping Existing Drainage Ditches and Mosquito Management
15. Oil Spill and Hazardous Material Cleanup
16. Cleanup of Hazardous and Toxic Waste
17. Scientific Measurement Devices
18. Survey Activities
19. Agricultural Activities
20. Fish and Wildlife Harvesting, Enhancement, and Attraction Devices
21. Habitat Restoration, Establishment and Enhancement Activities
22. Previously Authorized Activities
23. Stream & Wetland Crossings
24. Aquaculture

Note: Multiple activities may be authorized in the same GP, e.g. a recreational pier (#3) with an associated mooring (#2) or a windpower facility (#13) with an associated transmission line (#9).

¹ Defined in Appendix F, Definitions and at 33 CFR 328.
Section II

III. PROCEDURES

1. State Approvals. Applicants are responsible for applying for and obtaining any of the required state or local approvals. 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 (PBR) and general permit authorizations; Site Location of Development Act permit; Maine Waterway Development and Conservation Act permit; and Maine Hazardous Waste, Septage, and Solid Waste Management Act license.
- Maine Department of Conservation, Agriculture & Forestry: Land Use Planning Commission (LUPC) permit.
- Maine Department of Marine Resources: Aquaculture Leases.
- Maine Department of Conservation, Bureau of Parks and Lands, Submerged Lands: Submerged Lands Lease.

NOTE: This GP may also be used to authorize projects that are not regulated by the State of Maine (e.g., certain seasonal floats or moorings).

2. How to Obtain/Apply for Authorization.

a. Category 1 (Self-Verification): Self-Verification Notification Form (SVNF) required. The SVNF is required for all SV eligible work in Maine unless otherwise stated in Appendix A. Activities that are eligible for SV are authorized under this GP and may commence without written verification from the Corps provided the prospective permittee has:

i. Confirmed that the activity will meet the terms and conditions of Category 1. Consultation with the Corps and/or other relevant federal and state agencies may be necessary to ensure compliance with the applicable general conditions (GCs) and related federal laws such as the National Historic Preservation Act (see GC 6), the Endangered Species Act (GC 8) and the Wild and Scenic Rivers Act (GC 9). Prospective permittees are encouraged to contact the Corps with SV eligibility questions. Activities not meeting the SV criteria must submit a PCN to the Corps.

ii. Submitted the SVNF (see GC 27 and Appendix B) to the Corps. **NOTE: A copy of a state permit application form may be an acceptable surrogate for the SVNF. Whichever form chosen needs to include a location map, plans, and an Official Species List for federally listed threatened or endangered species (Reference Appendix D).**

b. Category 2 (Pre-Construction Notification (PCN)): Application to and written verification from the Corps is required before work can proceed. For activities that do not qualify for SV or where otherwise required by the terms of the GP, the permittee must submit a PCN and obtain a written permit before starting work in Corps jurisdiction.

i. The Corps will coordinate review of all activities requiring PCN with federal and state agencies and federally recognized tribes, as appropriate. To be eligible and subsequently authorized, an activity must result in no more than minimal individual and cumulative effects on the aquatic environment as determined by the Corps in accordance with the criteria listed within this GP. This may require project modifications involving avoidance, minimization, or compensatory mitigation for unavoidable impacts to ensure that the net adverse effects of a project are no more than minimal.

ii. The Corps will attempt to issue a written eligibility determination within the state's review period. Regardless, work eligible for Category 2 may not proceed before Corps written approval is received.

c. All applicants for Category 2 projects must:

- i. Apply directly to the Corps using the state application form or the Corps application form (ENG Form 4345²), and apply directly to the state (DEP, LUPC, BPL or DMR) as applicable using the appropriate state form, if the work is regulated by the Corps and the state; or
 - ii. Apply directly to the Corps using the Corps application form (ENG Form 4345²) if the work is regulated by the Corps but not the state (DEP, LUPC, BPL or DMR).
 - iii. Provide application information (see “Information Typically Required” in Appendix C) to help ensure the application is complete and to speed project review.
 - iv. Obtain an Official Species List of federally threatened or endangered species in the project area (GC 8).
 - v. Submit a copy of their application materials to the Maine Historic Preservation Commission (MHPC) and all five Indian tribes listed at Appendix E, at the same time, or before, they apply to 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 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).
- d. Work that is not regulated by the State of Maine, but is subject to Corps jurisdiction, may still be eligible for authorization under this GP.

e. Emergency Situations: 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.” Emergency work is subject to the same terms and conditions of this GP as non-emergency work, and similarly, must qualify for authorization under the GP; otherwise an IP is required. The Corps will work with all applicable agencies to expedite verification according to established procedures in emergency situations.

3. Individual Permits. Projects that are not authorized by this GP require an Individual Permit (IP) (33 CFR 325.5) and proponents must submit an application directly to the Corps. This GP does not affect the Corps IP review process or activities exempt from Corps regulation. For general information and application form, see the Corps website or contact the Corps (see Appendix E). The Corps encourages applicants to apply concurrently for a Corps IP and applicable state permits.

The Corps retains discretionary authority on a case-by-case basis to elevate a GP eligible project to an IP based on concerns for the aquatic environment or for any other factor of the public interest [33 CFR 320.4(a)]. Whenever the Corps notifies an applicant that an IP is required, no work in Corps jurisdiction may be conducted until the Corps issues the required authorization in writing indicating that work may proceed.

4. Enforcement/Non-Compliance. Work performed without the required Corps of Engineers permits is subject to administrative, civil, and criminal penalties. The Corps will evaluate unauthorized activities for enforcement action under 33 CFR 326.

The Corps will consider unauthorized any activity requiring Corps authorization if that activity is under construction or completed and does not comply with all of the terms and conditions of a GP or an IP. The Corps may elect to suspend enforcement proceedings if the permittee modifies his project to comply with a GP.

After considering whether a violation was knowing or intentional, and other indications of the need for a penalty, the Corps can elect to terminate an enforcement proceeding with an after-the- fact authorization under a GP, if all terms and conditions of the GP have been satisfied, either before or after the activity has been accomplished.

² Located at www.nae.usace.army.mil/missions/regulatory under “Forms & Publications.”
Section III

IV. GENERAL CONDITIONS

To qualify for GP authorization, the prospective permittee must comply with the following general conditions, as applicable.

1. Other Permits
2. Federal Jurisdictional Boundaries
3. Minimal Direct, Secondary, and Cumulative Impacts
4. Mitigation (Avoidance, Minimization, and Compensatory Mitigation)
5. Single and Complete Projects
6. Historic Properties
7. Corps Projects and Property
8. Federal Threatened and Endangered Species
9. Wild and Scenic Rivers
10. Navigation
11. Federal Liability
12. Utility Line Installation and Removal
13. Heavy Equipment in Wetlands or Mudflats
14. Temporary Fill
15. Restoration of Special Aquatic Sites (including wetland areas).
16. Soil Erosion, Sediment and Turbidity Controls
17. Time of Year Windows/Restrictions.
18. Aquatic Life Movements & Management of Water Flows
19. Water Quality and Coastal Zone Management
20. Floodplains and Floodways
21. Storage of Seasonal Structures
22. Spawning, Breeding, and Migratory Areas
23. Vernal Pools
24. Invasive and Other Unacceptable Species
25. Programmatic Agreements
26. Permit On-Site
27. Self-Verification Notification Form (SVNF)
28. Inspections
29. Maintenance
30. Property Rights
31. Transfer of GP Verifications
32. Modification, Suspension, and Revocation
33. Special Conditions
34. False or Incomplete Information
35. Abandonment
36. Enforcement Cases
37. Duration of Authorization
38. Previously Authorized Activities
39. Discretionary Authority
40. St. John/St. Croix Rivers.
41. National Lands
42. Essential Fish Habitat (EFH)
43. Work Site Restoration
44. Bank Stabilization
45. Stream Work & Crossings and Wetland Crossings

1. Other Permits. Permittees must obtain other federal, state, or local authorizations required by law. Applicants are responsible for applying for and obtaining all required state or local approvals. 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 <http://www.maine.gov/dacf/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 square feet (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 (PCN), and for those filling ≥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 supplement (see Appendix C). 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 LUPC jurisdiction regardless of whether they’re shown on LUPC 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. See www.nae.usace.army.mil/missions/regulatory >> Jurisdictional Limits and Wetlands for more information on delineating jurisdictional areas.

3. Minimal Direct, Secondary, and Cumulative Effects³

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 4) 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 and Appendix F.

c. Site clearing, grading and construction activities in the upland habitat surrounding vernal pools (“Vernal Pool Management Areas”) are secondary impacts. See GC 23 for avoidance and minimization requirements and recommendations.

d. Bank stabilization activities in tidal waters are provided at Appendix A, Page 30. Direct impacts in tidal waters from contiguous bank stabilization projects in excess of 200 linear feet (Applicant or Applicant + Abutters combined) must undergo Category 2 review.

4. Mitigation (Avoidance, Minimization, and Compensatory Mitigation)

a. 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.

b. Applicants proposing work in jurisdictional waters should consider riparian/forested buffers for stormwater management and low impact development (LID) best management practices (BMPs) to reduce

³ Direct, secondary and cumulative effects are defined at Appendix F, Definitions and Acronyms.

impervious cover and manage stormwater to minimize secondary impacts to aquatic resources to the maximum extent practicable.⁴

c. Compensatory mitigation⁵ for effects to waters of the U.S., including direct, secondary and temporal⁶, may be required for permanent impacts that exceed the SV area limits, and may be required for temporary impacts that exceed the SV area limits, to offset unavoidable impacts which remain after all appropriate and practicable avoidance and minimization has been achieved and to ensure that the adverse effects to the aquatic environment are no more than minimal. Proactive restoration projects or temporary impact work with no lasting secondary effects may generally be excluded from this requirement. Refer to Appendix G.

5. Single and Complete Projects⁷

a. This GP shall not be used to piecemeal work and shall be applied to single and complete projects. 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 utility⁷.

c. Unless the Corps determines the activity has independent utility:

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 project.

d. For linear projects, such as power lines or pipelines with multiple crossings, the single and complete project 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. Historic Properties

a. No undertaking shall cause effects (defined at 33 CFR 325 Appendix C and 36 CFR 800) on properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places⁸, including previously unknown historic properties within the permit area, unless the Corps or another Federal action agency has satisfied the consultation requirements of Section 106 of the National Historic Preservation Act (NHPA). The State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO) and the National Register of Historic Places can assist with locating information on: i) previously identified historic properties; and ii) areas with potential for the presence of historic resources, which may require identification and evaluation by qualified historic preservation and/or archaeological consultants in consultation with the Corps and the SHPO and/or THPO(s).

⁴ See: www.nae.usace.army.mil/missions/regulatory >> State General Permit >> Permit Resources >> Mitigation for this additional information: a) "Wetland BMP Manual - Techniques for Avoidance & Minimization," b) riparian/forested buffer BMPs, and c) LID BMPs. LID BMPs include, but are not limited to: replacing curbs and gutters with swales; using an open space design for subdivisions; using permeable, pervious or porous pavements; constructing bio-retention systems; and/or, adding a green roof or rain garden.

⁵ Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR 332. See also the New England District Compensatory Mitigation Guidance at www.nae.usace.army.mil/regulatory >> Mitigation.

⁶ Temporal loss: The time lag between the loss of aquatic resource functions caused by the permitted impacts and the replacement of aquatic resource functions at the compensatory mitigation site(s) (33 CFR 332.2).

⁷ Single and Complete Project and Independent Utility are defined in Appendix F - Definitions.

⁸ The majority of historic properties are not listed on the National Register of Historic Places and may require identification and evaluation by qualified historic preservation and/or archaeological consultants in consultation with the Corps and the SHPO and/or THPO(s).

b. For activities eligible for SV, proponents must ensure and document that the activity will not cause effects as stated in 6(a). Proponents must submit a PCN if the authorized activity may cause effects as stated in 6(a) as soon as possible to ensure that the Corps is aware of any potential effects of the permitted activity on any historic property to ensure all Section 106 requirements are met.

c. All PCNs shall: i) show notification to the SHPO and applicable THPO(s)⁹ for their identification of historic properties, ii) state which historic properties may be affected by the proposed work or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties, and iii) include any available documentation from the SHPO or THPO(s) indicating that there are or are not historic properties affected. Starting consultation early in project planning can save proponents time and money.

d. If you discover any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by this permit, you must immediately notify the district engineer of what you have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

7. Corps Projects and Property

a. In addition to any authorization under this GP, proponents must contact the Corps Real Estate Division at (978) 318-8585 for work occurring on or potentially affecting Corps properties and/or Corps-controlled easements to initiate reviews and determine what real estate instruments are necessary to perform work. Permittees may not commence work on Corps properties and/or Corps-controlled easements until they have received any required Corps real estate documents evidencing site-specific permission to work.

b. Any proposed temporary or permanent alteration, or modification or use, including occupation, of a federal project (including but not limited to a levee, dike, floodwall, channel, anchorage, breakwater, seawall, bulkhead, jetty, wharf, pier or other work built 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 operations and maintenance, is not eligible for SV and requires review and approval by the Corps pursuant to 33 USC 408. Where Section 408 is applicable, a decision on a Department of the Army general permit application will not be rendered prior to the decision on a Section 408 request.

c. Any structure or work within any Corps Federal Navigation Project (FNP) or its buffer zone¹⁰, shall be subject to removal at the owner's expense prior to any future Corps dredging or the performance of periodic hydrographic surveys. See GC 10 for more requirements related to FNPs.

8. Federal Threatened and Endangered Species

a. No activity is authorized which: i) is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify the critical habitat of such species; ii) "may affect" a listed species or critical habitat, unless Section 7 consultation addressing the effects of the proposed activity has been completed; or iii) violates the ESA.

b. **All applicants must request an Official Species List from the US Fish & Wildlife Service and must include the list in the Corps permit application. To request an Official Species List, refer to the instructions in Appendix D.**

c. **For federally listed species in tidal waters, applicants should contact the National Marine Fisheries Service at: <http://www.greateratlantic.fisheries.noaa.gov/protected/section7/>**

⁹ Appendix E, 3(a)&(b). Historic Resources, provides contact information and each tribe's "area of concern."

¹⁰ See Appendix H for a list of FNPs. The buffer zone is equal to three times the authorized depth of the FNP.

d. A PCN is required if a threatened or endangered species, a species proposed for listing as threatened or endangered, or designated or proposed critical habitat (all hereinafter referred to as “listed species or habitat”), as identified under the ESA, is present in the action area¹¹.

e. Federal agencies should follow their own procedures for complying with the requirements of the ESA but should coordinate that consultation with the Corps as well.

9. Wild and Scenic Rivers.¹² 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 2015 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); and 11.25 miles of the York River, in the State of Maine, from its headwaters at York Pond to the mouth of the river at York Harbor, plus its tributaries (currently under study).

10. Navigation

a. Any structure or work that extends closer to the horizontal limits of any Corps Federal Navigation Project (see Appendix H) 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 28 (Mooring) and Page 29 (Structures, Floats & Lifts).

b. 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.

c. 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.

d. A PCN is required for all work in, over or under an FNP or its buffer zone unless otherwise indicated in Appendix A. (Reference Appendix A, Endnote 13, Page 36)

11. 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.

12. Utility Line Installation and Removal

a. Subsurface utility lines shall remain subsurface. If it is necessary to discharge dredged or filled material not previously authorized in order to keep such utility lines buried or restore them to their original subsurface condition, a PCN and written verification from the Corps may be required (e.g., in the case of side

¹¹ The “Endangered Species Consultation Handbook – Procedures for Conducting Consultation and Conference Activities Under Section 7 of the ESA,” 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].”

¹² Additional information can be found at: <http://www.rivers.gov>.

casting into wetlands from utility trenches). Certain repair, replacement or maintenance activities may be eligible for Category 1 – refer to Appendix A.

b. Subsurface utility lines must be installed at a sufficient depth to avoid damage from anchors, dredging, etc., and to prevent exposure from erosion and stream adjustment. In accordance with Corps New England District Regulation NEDER 1110-1-9 (www.nae.usace.army.mil/missions/regulatory >> [Useful Links and Documents](#)), as an absolute minimum, the bottom cover associated with the initial installation of utility lines under navigable waters and navigation channels shall be 48 inches in soil or 24 inches in rock excavation in competent rock unless specified in a written determination. These minimum bottom cover requirements for pipelines and cables shall be measured from the maximum depth of dredging to the top of the utility. The maximum depth of dredging, in waterways having existing FNPs, is generally considered to be the authorized project depth plus any allowance for advanced maintenance and the allowable overdepth for dredging tolerances. In waterways that do not have existing FNPs, this depth should be taken as two feet below the existing bottom or maximum depth of proposed dredging, as applicable.

c. Aerial utility lines that cross navigable waters must meet minimum clearances. See 33CFR322.5(i).

d. For horizontal directional drilling work, returns of drilling fluids to the surface (i.e., frac-outs) are not authorized and require restoration to the maximum extent practicable in accordance with the terms and conditions of this GP. The permittee and its contractor shall have onsite and shall implement the procedures detailed in a frac-out contingency plan for monitoring drilling operations and for the immediate containment, control and recovery/removal of drilling fluids released into the environment should a discharge of material occur during drilling operations.

e. Within the context of any new installations, any abandoned or inactive utility lines should be removed and faulty lines (e.g., leaking hazardous substances, petroleum products, etc.) should be removed or repaired to the extent practicable. A PCN and written verification from the Corps is required if they are to remain in place, e.g., to protect sensitive areas or ensure safety.

f. No work shall drain a water of the U.S. by providing a conduit for water on or below the surface. Trench plugs installed along pipelines may be effective.

13. Heavy Equipment in Wetlands or Mudflats. 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. Construction mats should be managed in accordance with the Construction Mat BMPs at www.nae.usace.army.mil/missions/regulatory >> State General Permits >> Permit Resources.

14. 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 and disturbed soils shall be stabilized to prevent its eroding into waters of the U.S. where it is not authorized. Work shall include phased or staged development to ensure only areas under active development are exposed and to allow for stabilization practices as soon as practicable, typically within three calendar days after disturbance. Accelerated stabilization (the providing of temporary or permanent cover by the end of the work day to prevent erosion) shall be employed as necessary. Temporary fill must be placed in a manner that will prevent it from being eroded by expected high flows.

b. Unconfined temporary fill authorized for discharge into waters of the U.S. (e.g., temporary stream crossings) shall consist of material that minimizes impacts to water quality (e.g. washed stone, stone, etc.).

c. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Place materials in a location and manner that does not adversely impact surface or subsurface water flow into or out of the wetland. Temporary fill authorized for discharge into wetlands shall be placed on geotextile fabric or other appropriate material laid on the pre-construction wetland grade where practicable to minimize impacts and to facilitate restoration to the original grade. Construction mats are excluded from this requirement.

d. Temporary fill, construction mats and corduroy roads shall be entirely removed as soon as they are no longer needed to construct the authorized work. Temporary fill shall be placed in its original location or disposed of at an upland site and suitably contained to prevent its subsequent erosion into waters of the U.S. To qualify for Category 1, temporary fill placed during the: i.) growing season must be removed before the beginning of the next growing season; and ii.) non-growing season may remain throughout the following growing season, but must be removed before the beginning of the next growing season.

e. Temporary fill, construction mats and corduroy roads are considered temporary only if they are removed as soon as they are no longer needed to construct the authorized work.

f. Construction debris and/or deteriorated materials shall not be located in waters of the U.S.

15. Restoration of Special Aquatic Sites (Including Wetland Areas)

a. Temporary fills must be removed in their entirety and the affected areas restored to their pre-construction condition, function and elevation. Restoration shall typically commence no later than the completion of construction.

b. For excavated areas, “restored to pre-construction condition, function and elevation” means careful removal of existing soil and vegetation, separate topsoil and subsoil stockpiling, soil protection, and replacement back to the original location such that the original soil layering and vegetation schemes are approximately the same, unless otherwise authorized. Plan for natural settling that will occur (the initial post-restoration elevation of the backfilled areas should be above the desired final grade as topsoil may settle by 33% to 50%), minimize compaction, and ensure that topsoil is void of gravel and subsoil. A minimum of 4 inches of topsoil should be at the surface after the soil has settled. Wetland areas temporarily disturbed shall be stabilized (e.g., seeded or planted). Seed mixes and vegetation shall include only plant species native to New England and shall not include any species listed as “Invasive and Other Unacceptable Plant Species” in the “New England District Compensatory Mitigation Guidance” (see GC 24 and refer to Appendix G). This list may be updated periodically.

c. Limit compaction to the minimum needed to promote a successful seedbed; avoid a ‘fluffy’ seedbed, which is susceptible to erosion until the plants get established, and a compacted topsoil layer, which is counter-productive and will lead to greater erosion susceptibility down the road. Test soils for compaction. A soil probe, auger, or shovel should be able to retrieve samples of post-restoration profile. Equipment refusal shall be considered a failure of restoration, in which case the soil should be restored through deep-ripping and/or de-compaction, or other appropriate methods, and wetland hydrology must be maintained. See the BMPs at [>> State General Permits >> Permit Resources >> Restoration](http://www.nae.usace.army.mil/missions/regulatory).

d. In areas of authorized temporary disturbance, cut woody vegetation (trees, shrubs, etc.) shall be cut at or above 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.

e. Trenches shall be constructed or backfilled so that the trench does not drain waters of the U.S. (e.g., materials or methods that create a French drain effect).

16. Soil Erosion, Sediment and Turbidity Controls

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 .

17. Time of Year Work Windows/Restrictions. For activities where work is authorized in streams and tidal waters that causes turbidity or sediment re-suspension or other construction related disturbances, work must be conducted during the following TOY work windows (not during the TOY restrictions) unless otherwise authorized by the Corps under Category 2 review:

	<u>TOY Restriction</u> (no work)	<u>TOY Work Window</u> (work allowed)
Non-tidal waters	Oct. 01 through Jul. 14	Jul. 15 through Sep. 30
Tidal waters	Apr. 10 through Nov. 07	Nov. 08 through Apr. 09

Alternate windows authorized under Category 2 may include species specific windows recommended by the Maine Dept. of Marine Resources and/or Maine Dept. of Inland Fisheries & Wildlife.

18. Aquatic Life Movements & Management of Water Flows

- a. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. Unless otherwise stated, activities impounding water in a stream require a PCN to ensure impacts to aquatic life species are avoided and minimized. All permanent and temporary crossings of waterbodies (e.g., streams, wetlands) shall be:
 - i. Suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species; and
 - ii. Properly aligned and constructed to prevent bank erosion or streambed scour both adjacent to and inside the culvert. Permanent and temporary crossings of wetlands shall be suitably culverted, spanned or bridged in such a manner as to preserve hydraulic and ecological connectivity between the wetlands on either side of the road.
- b. To avoid adverse impacts on aquatic organisms, the low flow channel/thalweg shall remain unobstructed during periods of low flow, except when it is necessary to perform the authorized work.
- c. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization and storm water management activities. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the preconstruction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

19. Water Quality and Coastal Zone Management

- a. Applicants must satisfy any conditions imposed by the state and EPA, where applicable, in their CWA § 401 Water Quality Certifications (WQC) for this GP, or in any Individual § 401 WQC. See Appendix E for state-specific contact information and to determine if any action is required to obtain a 401 WQC. The Corps may require additional water quality management measures to ensure that the authorized activity does not cause or contribute to a violation of water quality standards. All projects authorized by this GP shall be designed, constructed and operated to minimize or eliminate the discharge of pollutants.
- b. Applicants must satisfy any additional conditions imposed by the state in their Coastal Zone Management (CZM) Act consistency concurrences for this GP, or in any Individual CZM consistency concurrences. The Corps may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

20. Floodplains and Floodways

- a. Appropriate measures must be taken to minimize flooding to the maximum extent practicable.
- b. Activities within 100-Year Floodplains must comply with applicable Federal Emergency Management Agency (FEMA)-approved state and/or local floodplain management permitting requirements. Proponents may need to coordinate with FEMA and apply for a formal change to the flood insurance study products or forward a set of project plans and relevant technical documentation in a digital format to the Risk

Analysis Branch Chief, Mitigation Division, FEMA, Region 1, 99 High Street, Boston, Massachusetts 02110. Applicants should provide a copy of any documentation to the Corps along with the PCN.

c. Proponents may have to obtain a Flood Hazard Development Permit issued by the town. Inquiries may be directed to the municipality or to the Maine Floodplain Management Coordinator at (207) 287-8063. See <http://www.maine.gov/dacf/flood/>

21. Storage of Seasonal Structures. Seasonal or recreational structures such as pier sections, floats, aquaculture structures, etc. 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 landward of mean high water (MHW) or ordinary high water (OHW) and not in wetlands, tidal wetlands, their substrate or on mudflats. These seasonal structures may be stored on the fixed, pile-supported portion of the structure that is waterward of MHW or OHW. Seasonal storage of structures in navigable waters, e.g., in a protected cove on a mooring, requires Corps approval and local harbormaster approval.

22. Spawning, Breeding, and Migratory Areas

a. Jurisdictional activities and impacts such as excavations, discharges of dredged or fill material, and/or suspended sediment producing activities in jurisdictional waters that provide value as 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.

b. Jurisdictional activities in waters of the United States that provide value as breeding areas for migratory birds must be avoided to the maximum extent practicable. The permittee is responsible for obtaining any “take” permits required under the USFWS’s regulations governing compliance with the Migratory Bird Treaty Act or the Bald and Golden Eagle Protection Act. The permittee should contact the appropriate local office of the USFWS to determine if such “take” permits are required for a particular activity (See Appendix E).

23. Vernal Pools

a. Only vernal pools that meet the current definition of waters of the U.S. are regulated by the Corps.

b. Direct and indirect adverse effects to all vernal pools (VPs), including their envelopes and critical terrestrial habitats (VP Management Areas¹³), shall be avoided and minimized to the maximum extent practicable. Site clearing, grading, and construction activities associated with a regulated activity in the VP Management Area may cause these adverse effects to the VP.

c. The State of Maine has specific protections for vernal pools.¹⁴

d. When any regulated activities occur within 750 feet of a vernal pool, the following management practices must be followed for all work within any VP Management Area (750’ of a VP’s edge) *in order to qualify for Category I*:

- i. No disturbance within the VP Depression or VP Envelope (area within 100 feet of the VP Depression’s edge)¹⁵;
- ii. 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 debris;
- iii. Maintain or restore forest corridors connecting wetlands and significant vernal pools;
- iv. Minimize forest floor disturbance; and
- v. Maintain native understory vegetation and downed woody debris.

¹³ 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.

¹⁴ Appendix G, 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.

¹⁵ 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.

vi. Cape Cod style-curbing or no curbing options shall be used on new roads to facilitate amphibian passage. (Reference Appendix G)

e. A PCN is required for any regulated activity within 750' of a vernal pool when all work within the VP Management Area does not comply with the Category 1 requirements in (d) above. Information on directional buffers in accordance with the VP Directional Buffer Guidance document may be provided in order to demonstrate minimal impact and avoid compensation requirements (Reference Appendix G). Conservation of the un-impacted area within the VP Management Area will often be required.

f. GC 2 requires applicants to delineate or approximately identify on the project plans all waters of the U.S., which contain vernal pools.

g. GC 23(b-d) do not apply to projects that are within a municipality and meet the provisions of a Corps-approved VP Special Area Management Plan (VP SAMP) and are otherwise eligible for self-verification.

24. Invasive and Other Unacceptable Species¹⁶

a. The introduction or spread of invasive or other unacceptable plant or animal species on the project site or areas adjacent to the project site caused by the site work shall be avoided to the maximum extent practicable. For example, construction mats and equipment shall be thoroughly cleaned and free of vegetation and soil before and after use. The introduction or spread of invasive plant or animal species on the project site caused by the site work shall be controlled.

b. No cultivars, invasive or other unacceptable plant species may be used for any mitigation, bioengineering, vegetative bank stabilization or any other work authorized by this GP. However, non-native species and cultivars may be used when it is appropriate and specified in a written verification, such as using *Secale cereale* (Annual Rye) to quickly stabilize a site. All PCNs should explain the reason for using non-native species or cultivars.

25. Programmatic Consultations or Agreements. The Corps requirements to comply with Section 106 of the NHPA, Section 7 of the Endangered Species Act or Essential Fish Habitat conservation under the Magnuson-Stevens Act may be satisfied by a Programmatic Agreement with the Corps, New England District or another federal action agency. Any Corps, New England District Programmatic Agreements will be available on our website.

26. Permit On Site. The permittee shall ensure that a copy of this GP and any accompanying authorization letter with attached plans are at the site of the work authorized by this GP whenever work is being performed and that all construction personnel performing work which may affect waters of the U.S. are aware of its terms and conditions. The entire permit authorization shall be made a part of any and all contracts and subcontracts 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 entire 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 subcontract. Although the permittee may assign various aspects of the work to different contractors or subcontractors, all contractors and subcontractors shall be obligated by contract to comply with all environmental protection provisions contained within the entire GP authorization, and no contract or subcontract shall require or allow unauthorized work in areas of Corps jurisdiction.

¹⁶ For the purposes of this GP, plant species that are considered invasive and unacceptable are provided in Appendix G "Invasive and other Unacceptable Plant Species" of our document "Compensatory Mitigation Guidance" at www.nae.usace.army.mil/missions/regulatory >> Mitigation. Chapter 4(e) Planting is also particularly relevant. The June 2009 "Corps of Engineers Invasive Species Policy" provides policy, goals and objectives and is located at www.nae.usace.army.mil/missions/regulatory >> Invasive Species. Additional information can be found at: www.eddmaps.org/ipane.

27. Self-Verification Notification Form (SVNF). Permittees must complete and submit the SVNF provided at Appendix B to the Corps for work authorized by this GP unless otherwise noted in Appendix A. **NOTE: A copy of a state permit application form may be an acceptable surrogate for the SVNF provided either form used also include plans and an Official Species List of federally listed threatened or endangered species.**

28. Inspections. The permittee shall allow the Corps to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of this GP and any written verification. The Corps may also require post-construction engineering drawings for completed work, post-dredging survey drawings for any dredging work, or other post-construction reports. To facilitate these inspections, the permittee shall complete and return to the Corps the following forms:

- For Category 1/Self-Verification: The SVNF (see Appendix B).
- For Category 2/PCN: The a) Work-Start Notification Form and b) Compliance Certification Form, when either is provided with the authorization letter.

29. Maintenance

a. Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable general conditions and activity-specific conditions to a written verification.

b. The requirement in (a) above does not include maintenance of dredging projects. Each maintenance dredging event exceeding the self-verification limits requires a new PCN unless an unexpired, written PCN or other Corps authorization specifies that the permittee may “dredge and maintain” an area for a particular time period. Self-verification or PCN maintenance dredging includes only those areas and depths previously authorized and actually dredged. Maintenance dredging with ocean or open water disposal will always require a PCN and at least Category 2 review.

c. Some maintenance activities may not be subject to regulation under Section 404 in accordance with 33 CFR 323.4(a)(2). Refer to Appendix A, Endnote 7.

30. Property Rights. This GP 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.

31. 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 authorizations, as well as the new owner(s) of the property. If the permittee sells the property associated with a GP verification, the permittee may transfer the GP verification to the new owner by submitting a letter to the Corps (see Appendix E for address) to validate the transfer. A copy of the GP verification must be attached to the letter, and *the letter must contain the new owner’s contact information and 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.”

(Transferee)

(Date)

32. Modification, Suspension, and Revocation. Any work authorized under this GP by self-verification or PCN 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 U.S.

33. 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 terms and 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.

34. 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 Corps may determine that the GP authorization is not valid; modify, suspend or revoke the authorization; and the U.S. Government may institute legal proceedings.

35. 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.

36. Enforcement cases. This GP does not apply to any existing or proposed activity in Corps jurisdiction associated with an ongoing Corps or EPA enforcement action, until such time as the enforcement action is resolved or the Corps or EPA, as appropriate, determines that the activity may proceed independently without compromising the enforcement action.

37. Duration of Authorization. This GP expires on October 12, 2020. 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 12, 2021 to complete the activity under the terms and conditions of the current GP.

38. 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 GP in effect between October 12, 2010 and October 12, 2015 remains authorized subject to the terms and general conditions of this GP along with any special conditions in the authorizing written letter. Exception – if previously authorized work is not commenced and a new federally listed threatened or endangered species could be affected, the Corps must consult with the Service(s) prior to re-authorizing the work under this GP. Requests for re-authorization must include an updated Official Species list. To request an Official Species List, refer to the instructions in Appendix D.

39. 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.

40. 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 a PCN 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.

41. National Lands. 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 are not eligible for Category 1 and require a PCN.

42. Essential Fish Habitat (EFH). 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 G 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	Sheepscot 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 28 for Category 1 thresholds and requirements)
- Structures, floats & lifts (see Appendix A, Page 29 for Category 1 thresholds and requirements)
- Other activities specified in a programmatic agreement with NMFS.

43. 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 GC 24 and refer to Appendix G). 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.

44. 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.

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 total length along the bank(s); 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 sub-angular 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. Bank stabilization activities in tidal waters are provided at Appendix A, Page 30 & 31. Direct impacts in tidal waters from contiguous bank stabilization projects in excess of 200 linear feet (Applicant or Applicant + Abutters combined) must undergo Category 2 review.

45. Stream Work and Crossings & Wetland Crossings

Notes:

a. For *Stream Work and Crossings* below, conditions (a) and (b) apply to Inland Waters and Wetlands (see Appendix A, Page 1 for definition) and Navigable Waters (see Appendix A, Page 27 for definition). Conditions (c)-(l) below 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, Atlantic sturgeon, or shortnose sturgeon [see GC 8(b)] and some stream work such as crossings on EFH waters (see GC 42) 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 for more state contact information.

Conditions for Stream Work and Crossings:

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 G, 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 45(a) and GC 45(b) above.

ii. Shall be designed and constructed in accordance with the Corps General Stream Crossing

Standards provided on Page 19 and the stream simulation document listed at Appendix G, 8(a).

d. Replacement Stream Crossings. For replacement stream crossings to qualify for Category 1:

i. Must ensure compliance with GC 45(a) and GC 45(b) above.

ii. Shall be designed and constructed in accordance with the Corps General Stream Crossing

Standards provided on Page 19 and the stream simulation document listed at Appendix G, 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 and at least Category 2 review.

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 G, 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 spans¹⁷ (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. Installed and removed during the low flow period specified in GC 45(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 methods¹⁸.

g. Slip Lining. Work using slip lining (retrofitting an existing culvert by inserting a smaller diameter pipe), invert lining, or resulting in decreased diameter, does 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 14(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 45(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 45(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 45(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 GC 45(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 – September 30 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.

Corps General Stream Crossing Standards (required for Category 1; recommended for Category 2):

- a. Culverts must be embedded:

¹⁷ 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.

¹⁸ Design and construction shall be in accordance with the stream simulation document listed at Appendix G, 8(a).

- ≥ 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**, spans¹⁷ are required to avoid or cause minimal disruption to the streambed and to meet the requirements of General Condition 45(a) and 45(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 45(h)ii requires Category 2 review and, unless demonstrated otherwise, stream simulation¹⁸ to establish substrate and banks in the span structure and work area as specified in (d) and (e) below.

c. **For replacement crossings**, spans¹⁷ are required to meet the requirements of General Condition 45(a) and 45(b). Footings and abutments shall be landward of 1.2 times bankfull width. Unless demonstrated otherwise, stream simulation¹⁸ 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) 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 banks¹⁸. Note: Installation of substrate material within smaller culverts may not be safe or practicable. In these cases, it may be necessary to allow for natural deposition and bed development unless alternative methods are identified.

e. Crossings must be designed and constructed¹⁸ 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.

Conditions for 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 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.


 Robert J. Desista
 Deputy Chief, Regulatory Division
 For DISTRICT ENGINEER

DATE

10/13/15

APPENDIX A: DEFINITION OF CATEGORIES

A. INLAND WATERS AND WETLANDS	Inland Waters and Wetlands: Waters that are regulated under Section 404 of the Clean Water Act, including rivers, streams, lakes, ponds and wetlands, and <i>excluding Section 10 Navigable Waters of the U.S. (tidal and freshwater)</i>. 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 and designated activities, 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 B. Navigable Waters on page 27 below.) 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 5–20).	
ACTIVITY	CATEGORY 1 Self-Verification Eligible (SVNF Required)	CATEGORY 2 (PCN Required)
1. Repair, Replacement, and Expansion of Maintenance of Authorized Structures and Fills	Repair or maintenance of existing, currently serviceable, authorized fills with no expansion or change in use: • 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. • No effect on federally listed endangered or threatened species or critical habitat.	Replacement of non-serviceable fills, or repair/maintenance of serviceable fill, with expansion <3 acres, or with a change in use.
2. Moorings	NA – moorings in non-navigable inland waters are not subject to Corps jurisdiction. Note: Moorings placed in freshwater navigable waters are reviewed in the Navigable Waters section. (See B. Navigable Waters on Page 28 below.)	NA
3. Structures, Floats & Lifts	For solid fill or crib supported structures on inland waters, <15,000 square feet (SF) of waterway and/or wetland fill, associated secondary impacts², and temporary fills. • No effect on federally listed endangered or threatened species or critical habitat. • Note: Temporary or permanent structures placed in freshwater navigable waters are reviewed in the Navigable Waters section. (See B. Navigable Waters on page 29 below.)	1. Work not eligible for Category 1 2. ≥15,000 SF to <3 acres of inland waterway and/or wetland fill and associated secondary impacts (e.g., areas drained, flooded, fragmented, or excavated).
4. Aids to Navigation and Temporary Recreational Structures	NA - this activity in non-navigable inland waters is not subject to Corps jurisdiction. Note: Aids to Navigation and other structures placed in freshwater navigable waters are reviewed in the Navigable Waters section. (See B. Navigable Waters on page 30 below.)	NA

5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation	1. For regulated discharges associated with excavation, and disposal <15,000 SF inland waterway and/or wetland impacts. 2. The activity does not occur in navigable waters of the U.S. 3. Stream channelization, relocation or loss of streambed including impoundments or discharge of tailings into streams does not occur. 4. No effect on federally listed endangered or threatened species or critical habitat.	1. Work not eligible for Category 1 2. ≥15,000 SF to <3 acres of inland waters.
6. Discharges of Dredged or Fill Material Incidental to the Construction of Bridges	NA - For discharges incidental to the construction of bridges in inland waters of the U.S. refer to Activity 23 (Stream and Wetland Crossings) and GC 45. Note: Discharges of Dredged or Fill Material Incidental to the Construction of Bridges in freshwater navigable waters are reviewed in the Navigable Waters section. (See B. Navigable Waters on page 30 below.)	NA
7. Bank and Shoreline Stabilization	Inland bank stabilization <500 FT long and ≤1 CY of fill per linear foot below OHW, provided: • ≤1 cubic yard of fill per linear foot placed along the bank waterward of ordinary high water. • Work complies with the GCs (GC 44 in particular), including: ○ 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 45(h)). • In-water work limited to Jul 15 – Sep 30. • No work in vernal pools⁵ or SAS³. • No effect on federally listed endangered or threatened species or critical habitat.	Work not eligible for Category 1
8. Residential, Commercial, Industrial, and Institutional Developments, and Recreational Facilities	1. <15,000 SF 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 GC 14] <u>Provided:</u> • Historic fill + proposed impact area <15,000 SF complies with GC 5, Single and Complete Projects. • No work in special aquatic sites (SAS)⁴ other than wetlands. • No effect on federally listed endangered or threatened species or critical habitat. 2. For work in Vernal Pool (VP) Management Areas (includes VPs)⁵:	1. Work not eligible for Category 1. 2. ≥15,000 SF 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 (including mats), and regulated discharges associated with excavation. 3. <i>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.</i> See GC 2 and Appendix C for wetland delineation

	• See GC 23 and Appendix C for VP delineation requirements. • See GC 23 to determine if work qualifies for Category 1 or 2. • See Appendix G for VP documents providing mitigation guidance.	requirements.
9. Utility Line Activities	1. <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts², and temporary fills. 2. The activity does not occur in, over, or under navigable waters of the U.S. 3. Intake structures that are dry hydrants used exclusively for firefighting activities with no stream impoundments. 4. There is no permanent change in pre-construction contours in waters of the U.S. 5. Material resulting from trench excavation is temporarily side cast into waters of the U.S. for ≤3 months and is placed in such a manner that it is not dispersed by currents or other forces. 6. The utility line is placed within and does not run a) parallel to, or b) along a streambed. 7. Stream channelization, relocation or loss of streambed including impoundments does not occur. 8. No effect on federally listed endangered or threatened species or critical habitat. 9. There is no discharge in SAS other than non-tidal wetlands. 10. 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 43). 11. Stream crossings must comply with GC 17.	1. Work not eligible for Category 1 2. ≥15,000 SF 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 (including mats), and regulated discharges associated with excavation. 3. <i>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.</i>
10. Linear Transportation Projects (not including stream crossings) For stream crossings, refer to Activity 23	1. <15,000 SF of inland waterway and/or wetland fill associated secondary impacts (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 fill. (See GC 14.) Provided: • Historic fill + proposed impact area <15,000 SF and complies with GC 5 single and complete projects. • No work in special aquatic sites (SAS) other than wetlands. 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 43). 3. No effect on federally listed endangered or threatened species or critical habitat.	1. ≥15,000 SF 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 (including mats), and regulated discharges associated with excavation. 2. <i>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.</i>

11. Mining Activities	1. <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. 2. The activity does not occur in navigable waters of the U.S. 3. Stream channelization, relocation or loss of streambed including impoundments or discharge of tailings into streams does not occur. 4. No effect on federally listed endangered or threatened species or critical habitat.	1. Work not eligible for Category 1. 2. ≥15,000 SF 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 (including mats), and regulated discharges associated with excavation.
12. Boat Ramps	1. <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. 2. No effect on federally listed endangered or threatened species or critical habitat.	1. Work not eligible for Category 1 2. >15,000 SF and < 3 acres of impact.
13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects	<i>For land-based facilities:</i> 1. <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. 2. Stream channelization, relocation or loss of streambed including impoundments does not occur. 3. No effect on federally listed endangered or threatened species or critical habitat. <i>For water-based facilities and hydropower projects:</i> No new facilities are eligible.	<i>For land-based activities:</i> 1. Work not eligible for Category 1. 2. >15,000 SF and < 3 acres impact. 3. <i>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.</i> <i>For water-based facilities and hydropower projects:</i> > 3 acres of impact will require an IP.
14. Reshaping Existing Drainage Ditches & Mosquito Management	Not Applicable	Not Applicable
15. Oil Spill and Hazardous Material Cleanup	Jurisdictional 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 or 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. Note: SVN^F or a surrogate state reporting form may be submitted after the fact.	Work not eligible for Category 1

16. Cleanup of Hazardous and toxic waste	Specific jurisdictional activities to effect the containment, stabilization, or removal of hazardous or toxic waste materials, including court ordered remedial action plans or related settlements, which are performed, ordered or sponsored by a government agency with established legal or regulatory authority. SAS should be restored in place at the same elevation. • <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. • No stream channelization, relocation or loss of streambed occurs. • The project does not involve establishing new disposal sites or expanding existing sites used for the disposal of hazardous or toxic waste. • No effect on federally listed endangered or threatened species or critical habitat.	Work not eligible for Category 1
17. Scientific Measurements Devices	1. 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 or concentrate movement of aquatic organisms. 2. No effect on federally listed endangered or threatened species or critical habitat.	Work not eligible for Category 1
18. Survey Activities	1. Jurisdictional 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 43. 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). 2. No effect on federally listed endangered or threatened species or critical habitat.	Work not eligible for Category 1
19. Agricultural Activities	1. For those activities subject to Corps jurisdiction¹⁶, <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. 2. No stream channelization, relocation, loss of streambed, or farm ponds in streams. 3. No effect on federally listed endangered or threatened species or critical habitat.	1. ≥15,000 SF 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 (including mats), and regulated discharges associated with excavation. 2. > 3 acres of impact will require an IP.

20. Fish and Wildlife Harvesting, Enhancement and Attraction Devices and Activities	NA - this activity in non-navigable inland waters, if not involving a discharge of dredged or fill material, is not subject to Corps jurisdiction. Note: Related structures placed in freshwater navigable waters (e.g. the upper Penobscot or Kennebec Rivers) are reviewed in the Navigable Waters section. (See B. Navigable Waters on Page 33 below.)	Not Applicable
21. Habitat Restoration, Establishment and Enhancement Activities	<15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. - The activity is supported in writing by a local, state, or non-Corps Federal environmental agency. Water impoundments require PCN. - No conversion of i) a stream to wetland or vice versa, wetland to a pond or uplands, and ii) one wetland type to another. - No dam removal. - No effect on federally listed endangered or threatened species or critical habitat.	- Work not eligible for Category 1 - Aquatic habitat restoration, establishment, and the 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
22. Previously Authorized Activities	Any work not commenced nor completed that was authorized in a written letter from the Corps under the GP in effect between October 12, 2010 and October 12, 2015. The terms and general conditions of this GP apply along with any special conditions in the written authorization.	
23. Stream & Wetland Crossings	- River, stream and brook work and crossings: - Must comply with GC 45 in particular, including: - No slip lining [see GC 45 (g)]. - No in-stream work involving fill or excavation in flowing waters [see GC 45(h)]. - In-stream work limited to Jul 15 – Sep 30 [see GC 45 (l)]. - No work in riffles and pools³. - No stream relocations. - No dams or dikes⁶. - No effect on federally listed endangered or threatened species or critical habitat. <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. - Wetland crossings must comply with the particularly relevant GC 45.	Work not eligible for Category 1
24. Aquaculture (freshwater)	For land based installations, <15,000 SF of inland waterway and/or wetland fill, associated secondary impacts, and temporary impacts. - In-stream/in-water work limited to Jul 15 – Sep 30. - No effect on federally listed endangered or threatened species or critical habitat. Note: Related structures placed in freshwater navigable waters are reviewed in the Navigable Waters section. (See B. Navigable Waters, below.)	Work not eligible for Category 1

B. NAVIGABLE WATERS	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. 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 - 20).
ACTIVITY	CATEGORY 1 Self-Verification Eligible (SVNF Required)
1. Repair, Replacement, Expansion, and Maintenance of Authorized (or grandfathered) Structures and Fills	CATEGORY 2 (PCN Required) 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. 2. <1 acre temporary or permanent fill, excavation and/or secondary impacts. Fill area includes all temporary and permanent waterway fills, provided: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF. 3. Standard Pile Driving Conditions. Work involving piles shall adhere to one of the four methods below: • Piles installed in-the-dry during low water or in-water between Nov. 8th - Apr. 9th, or • Must be drilled and pinned to ledge, or • Vibratory hammers used to install any size and quantity of wood, concrete or steel piles, or • 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 • For the methods above: - o In-water noise levels shall not exceed >187dB cSEL re 1μPa or 206dB peak re 1μPa at a distance >10m from the pile being installed, and - o In-water noise levels >150dB 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 150dB peak re 1μPa) must be provided between work days. • Existing derelict, degraded or abandoned piles in the project area that are affected by project activities should be removed and properly disposed of in an upland location landward of MHW or OHW and not in wetlands, tidal wetlands, their substrate or mudflats.

2. Moorings	1. Private, non-commercial, non-rental, single-boat moorings, provided: • Authorized by the local harbormaster/town. • Not associated with any boating facility.¹¹ • Boat or mooring not located in a Federal Navigation Project or buffer zone¹² other than in a Federal Anchorage¹². Moorings in a 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 should be replaced with low impact mooring technology that prevents mooring chains from resting or dragging on the bottom substrate at all tides and helical anchors, or equivalent SAS protection systems where practicable. 2. Minor relocation of previously authorized moorings, provided: • 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 Note: Cat 1 eligible moorings do not require SVNf.	1. Moorings associated with an existing boating facility¹¹. An eelgrass¹⁴ survey may be required. 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. 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 H.) The buffer zone is equal to 3 times the authorized depth of that channel. 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. <i>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. For moorings that appear to impact SAS, the Corps may require an eelgrass survey.</i>
3. Structures, Floats and Lifts	1. Reconfiguration of existing authorized structures shall occur in-the-dry during low water. 2. Minor relocation of <u>previously authorized</u> floats or moored floats/lobster cars, provided: • 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.	1. New structures or floats, including floatways/skidways, built to access waterway (seasonal and permanent). Includes both pile supported and crib supported structures. 2. Expansions to existing boating facilities¹¹ • Pile-supported structures <400 SF, with attached floats totaling ≤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 SAS³.

	• <i>The Corps may require a letter of no objection from the abutter if structure is to be within 25 feet of the property line.</i> • <i>No structure extends across >25% of the waterway width at mean low water.</i> • <i>Not located within the buffer zone of the horizontal limits¹³ of a Corps Federal Navigation Project (FNP) (Appendix F). The buffer zone is equal to three times the authorized depth of that FNP.</i> 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 Appendix H). 4. An Individual Permit is required for structures & floats associated with a new or previously unauthorized boating facility¹¹. 5. Standard Pile Driving Conditions. Work involving piles shall adhere to one of the four methods below: • Piles installed in-the-dry during low water or in-water between Nov. 8th - Apr. 9th, or • Must be drilled and pinned to ledge, or • Vibratory hammers used to install any size and quantity of wood, concrete or steel piles, or • 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 • For the methods above: - o In-water noise levels shall not exceed >187dB cSEL re 1μPa or 206dB peak re 1μPa at a distance >10m from the pile being installed, and - o In-water noise levels >150dB 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 150dB peak re 1μPa) must be provided between work days. • Existing derelict, degraded or abandoned piles in the project area that are affected by project activities should be removed and properly disposed of in an upland location landward of MHW or OHW and not in wetlands, tidal wetlands, their substrate or mudflats.

4. Aids to Navigation and Temporary Recreational Structures	1. Temporary buoys, markers, floats, etc. for recreational use during specific events, provided they are removed within 30 days after use is discontinued. 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).” Note: Cat 1 eligible aids to navigation and regulatory markers do not require SVNf.	Work not eligible for Category 1
5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation	1. Maintenance dredging¹⁰ for navigational purposes <1,000 CY with upland disposal. Includes return water from upland contained disposal area, provided: • 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 within 100’ of shellfish beds. • No dredging in areas designated as Critical Habitat for Atlantic salmon [see GC 8(b) & (c)]. • For dredging in tidal waters outside of Atlantic salmon critical habitat, applicants must contact NMFS (see GC 8) to ensure no impacts to listed species such as shortnose sturgeon, Atlantic surgeon, and listed sturgeon critical habitat. • Project proponents must contact the USFWS for work on coastal beaches to ensure no impacts to piping plovers, roseate terns, rufa red knot, or their habitat [see GC 8(c)]. • No underwater blasting. 2. Maintenance dredging 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.	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: • Upland. • Beach nourishment (above mean high water) of any area provided the dredging’s primary purpose is navigation or the sand is from an upland source. • Open water & confined aquatic disposal, if Corps finds the material suitable. 2. Beach nourishment associated with dredging when the primary purpose is not navigation requires at least a Category 2 review. 3. Maintenance or new dredging¹⁰ and/or disposal in or affecting a SAS³ requires an Individual Permit.

6. Discharges of Dredged or Fill Material Incidental to the Construction of Bridges	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. 2. Causeways and approach fills are not included in this category and require Category 2 or Individual Permit authorization.	<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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF.
7. Bank and Shoreline Stabilization	1. Bank stabilization projects <200 linear feet provided: • ≤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. • No structures angled steeper than 1H:1V and only rough-faced stone or fiber roll revetments allowed. • No driving of piles or sheeting. 2. Bank stabilization projects in excess of 200 linear feet (Applicant or Applicant + Abutters combined) must undergo Category 2 review.	1. Work not eligible for Category 1. 2. <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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF.
8. Residential, Commercial, and Industrial Institutional Developments, and Recreational Facilities	Not Eligible	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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF. 2. Conversions of previously authorized pile supported buildings over navigable waters to residences, offices, or other non-water dependent uses require at least a Category 2 review. 3. Floating house boats or businesses on floats require Category 2 review.
9. Utility Line Activities	1. Repair or maintenance of existing, currently serviceable, authorized utilities with no expansion or change in use: • Conditions of the original authorization apply. • Trenching or filling is confined to the existing footprint. • In water work conducted between Nov 8 and Apr 9. • No new impact to SAS. 2. Particularly relevant is GC12. 3. <u>New work</u> in, over, or under navigable waters requires a PCN and Category 2 review. 4. Except for aerial utility lines, 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	1. New or replacement installations or work not otherwise eligible for Category 1. 2. <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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF. 3. Particularly relevant is GC12

	Squaw Point) on Cape Jellison in Stockton Springs or in tidal	
10. Linear Transportation Projects (Not Including Stream Crossings)	Not eligible	<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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF.
11. Mining Activities	Not Eligible	Not Eligible
12. Boat Ramps and Marine Railways	1. No new impact to SAS 2. Marine railway and boat ramp work not eligible for maintenance⁷ (i.e. not currently serviceable⁷) may be replaced “in-kind” with minor deviations⁷ provided: • Work is in the intertidal zone. • No fill expansion below high tide line. • Work conducted in-the-dry during low water. 3. No new boat ramps or marine railways.	1. Work not eligible for Category 1 2. <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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF.
13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects	Not Eligible	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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF. 2. No new impoundments.
14. Reshaping Existing Drainage Ditches and Mosquito Management	1. ≤500 linear feet of drainage ditch will be modified. The reshaping of the ditch cannot increase drainage capacity beyond the original as-built capacity nor can it expand the area drained by the ditch as originally constructed (i.e., the capacity of the ditch must be the same as originally constructed and it cannot drain additional wetlands or other waters of the U.S.). 2. No new ditches or relocation of drainage ditches constructed in waters of the U.S.; the location of the centerline of the reshaped drainage ditch must be approximately the same as the location of the centerline of the original drainage ditch. 3. No effect on federally listed endangered or threatened species or critical habitat	1. Work not eligible for Category 1 2. <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: • Temporary or permanent fill in eelgrass¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass¹⁴) <4300 SF.

15. Oil Spill and Hazardous Material Cleanup	Jurisdictional 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. SAS ³ must typically be restored in place at the same elevation. Note: SVNf or a surrogate state reporting form may be submitted after the fact. No SVNf is required for Category 1 eligible containment booms.	Work not eligible for Category 1
16. Cleanup of Hazardous and Toxic Waste	Not eligible - except for booms placed for hazardous and toxic waste containment and absorption and prevention which are eligible for SV. Note: No SVNf is required for Category 1 eligible containment booms.	Specific jurisdictional 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 and other SAS must typically be restored in place at the same elevation to qualify.
17. Scientific Measurement Devices	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 or concentrate movement of aquatic organisms; no activity results in a hazard to navigation; and no activity requiring underwater blasting.	1. Work not eligible for Category 1 2. <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: • Temporary or permanent fill in eelgrass ¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass ¹⁴) <4300 SF.
18. Survey Activities	Jurisdictional survey activities such as exploratory drilling, surveying and sampling activities, excluding any biological sampling devices. Does not include any activity requiring underwater blasting, seismic exploratory operations, or oil and gas exploration and fill for roads or construction pads. No activity may result in a hazard to navigation.	1. Work not eligible for Category 1 2. <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: • Temporary or permanent fill in eelgrass ¹⁴ <1000 SF. • Permanent fill in SAS (excluding eelgrass ¹⁴) <4300 SF.
19. Agricultural Activities	Not Eligible	Not Eligible

20. Fish & Wildlife Harvesting, Enhancement and Attraction Devices and Activities (Not Aquaculture)	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 may result in a hazard to navigation. Note: A SVNf is not required for these Category 1 eligible devices and activities.	1. Work not eligible for Category 1. 2. Impoundments or semi-impoundments of waters of the U.S. for the culture or holding of motile species such as lobster and new fish weirs with an impounded area $\leq \frac{1}{2}$ acre. For Aquaculture operations, refer to Activity 24.
21. Habitat Restoration, Establishment and Enhancement Activities	1. Cultch placement in tidal waters is eligible for SV provided there are no salt marsh or vegetated shallow impacts. 2. SAS planting and transplanting ≤ 100 SF in tidal waters; 3. No artificial or living reefs. 4. The activity is authorized in writing by a local, state, or non-Corps federal environmental agency. Water impoundments require PCN. 5. No conversion of i) a stream to wetland or vice versa, wetland to a pond or uplands, and ii) one wetland type to another. 6. No dam removal. 7. Shellfish habitat enhancement such as brushing the flats is eligible for Category 1, <i>but not the use of netting which requires Category 2 review.</i>	1. Work not eligible for Category 1. 2. Aquatic habitat restoration, establishment and enhancement provided those activities are proactive and result in net increases in aquatic resource functions and services. ⁸
22. Previously Authorized Activities	Any work not commenced nor completed that was authorized in a written letter from the Corps under the GP in effect between October 12, 2010 and October 12, 2015. The terms and general conditions of this GP apply along with any special conditions in the written authorization.	
23. Stream & Wetland Crossings	Not Eligible	All temporary or permanent crossings of tidal navigable waters or adjacent tidal wetlands not eligible as maintenance require a PCN. GC 45 applies
24. Aquaculture	Not Eligible	Shellfish & finfish aquaculture (with the exception of Atlantic salmon and any other salmonid, or other federally listed endangered or threatened species), or other aquaculture facilities with no more than minimal individual and cumulative impacts to environmental resources or navigation. This is inclusive but not limited to cages, nets, bags, racks, long lines, fences, posts, poles, predator screening, etc. Aquaculture guidelines are provided at: www.maine.gov/dmr/aquaculture/index.htm .

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 high water 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 G, 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) 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.

- 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.
- Currently serviceable means useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.
- No seaward expansion for bulkheads or any other fill activity is considered Category 1 maintenance.
- 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.

b) The state's maintenance provisions may differ from the Corps and may require reporting and written authorization from the state.

c) Contact the Corps to determine whether stream crossing replacements require a written application to the Corps for at least a Category 2 review.

d) Exempted Maintenance. 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."

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. The Corps may require proof of authorization. Maintenance dredging typically refers to the routine removal of sediment to maintain the design depths of serviceable navigation channels, harbors, basins, marinas, boat launches, and port facilities. Maintenance dredging is conducted for navigational purposes and does not include any expansion of the previously dredged area or depth. The Corps may review a maintenance dredging activity as new dredging if sufficient time has elapsed to allow for the colonization of SAS, shellfish, etc.

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. Note: Eelgrass surveys should be conducted between May and October unless otherwise directed.

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.

¹⁶ **Agricultural Activities:** The Clean Water Act exempts certain discharges associated with normal farming, ranching, and forestry activities such as plowing, cultivating, minor drainage, and harvesting for the production of food, fiber, and forest products, or upland soil and water conservation practices (Section 404(f)(1)(A)). Applicants are strongly advised to contact the Corps for a determination of whether their activity is exempt or requires a permit.



Appendix B: Self-Verification Notification Form
(for all tidal and non-tidal projects in Maine subject to Corps jurisdiction)

**US Army Corps
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New England District

At least two weeks before work commences, complete **all** fields (write “none” if applicable) below or use the fillable form at www.nae.usace.army.mil/missions/regulatory.aspx. Send this form, a location map, any project plans, and an Official Species List (See GC 8) to the address noted below; fax to (207) 623-8206; or email to jay.l.clement@usace.army.mil. The two-week lead time is not required for emergency situations (see page 4 for definition). Please call (207) 623-8367 with 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: _____ Tax Map/Lot: _____
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: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
II. Navigable Waters: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

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: Content of Pre-Construction Notification

In addition to the following required information, the applicant must provide additional information as the Corps deems essential to make a public interest determination including, where applicable, a determination of compliance with the Section 404(b)(1) guidelines or ocean dumping criteria. Such additional information may include environmental data and information on alternate methods and sites as may be necessary for the preparation of the required environmental documentation. For a more comprehensive checklist, go to www.nae.usace.army.mil/missions/regulatory >> Forms >> Application and Plan Guideline Checklist. Please check with the Corps for project-specific requirements.

Information required for all projects:

- ☐ Corps application form ([ENG Form 4345](#)) or appropriate state application form (see Appendix E). Forms may need to be supplemented to include the information noted below.
- ☐ Proof of notification to the SHPO and the appropriate THPOs (see Appendix E).
- ☐ Official Species List for any federally listed endangered or threatened species (Instructions at Appendix D)
- ☐ Drawings, sketches, or plans (detailed engineering plans and specifications are not required) that are legible, reproducible (color is encouraged, but features must be distinguishable in black and white), no larger than 11"x17", with bar scale. Wetland area impact sheets should have the highest resolution possible to show work within Corps jurisdiction (do not just reduce project overview or cut large-scale plan into quadrant sheets). Provide locus map and a plan overview of the entire property with a key index to the individual impact sheets. A locus map on a section of color USGS topographic map is encouraged. Digital submissions are encouraged.
- ☐ Include:
 - ☐ All direct, secondary, permanent and temporary effects the project would cause, including the anticipated amount of impacts to waters of the U.S. expected to result from the activity, in acres, linear feet, or other appropriate unit of measure.
 - ☐ Any historic permanent fill associated with each single and complete project.
 - ☐ Cross-section views of all wetland and waterway fill areas and wetland replication areas.
 - ☐ Delineation of all wetlands, other special aquatic sites (vegetated shallows, saltmarsh, mudflats, riffles and pools, coral reefs, and sanctuaries and refuges), and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Use Federal delineation methods and include Corps wetland delineation data sheets (see GC 2).
 - ☐ MLW and MHW elevations in tidal waters. Show the HTL elevations when fill is involved. Show OHW elevation in lakes and non-tidal streams.
 - ☐ Existing and proposed conditions.
 - ☐ For vegetated shallow and eelgrass survey guidance, see www.nae.usace.army.mil/missions/regulatory >> Jurisdictional Limits and Wetlands >> Submerged Aquatic Vegetation Survey Guidance for the New England Region.
 - ☐ Show all known VPs on the project site. See GC 23 for vernal pool identification requirements.
- ☐ 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 OHW in inland waters and below the HTL in coastal waters.

- An Official Species List of federally “listed species or critical habitat” present in the action area (see GC 8).
- A restoration plan showing how all temporary fills and structures will be removed and the area restored to pre-project conditions (see GC 43).

Information that may be required:

- Photographs of wetland/waterway to be impacted. Photos at low tide are preferred for work in tidal waters.
- For drawings, sketches, or plans:
 - The vertical datum for all coastal projects must be in U.S. survey feet and referenced to MLLW and current tidal epochs, with a reference chart showing conversion factor to NAVD88; do not use local datum. See www.nae.usace.army.mil/missions/regulatory >> Forms and Publications >> Vertical Datum - FEMA (Jul 2007);
 - The horizontal state plane coordinates shall be in U.S. survey feet and based on the appropriate state plane coordinate system.
- For the construction of a filled area or pile or float-supported platform, the use of, and specific structures to be erected on, the fill or platform.
- For the discharge of dredged or fill material into waters of the U.S. or the transportation of dredged material for the purpose of disposing of it in ocean waters, the source of the material; the purpose of the discharge, a description of the type, composition and quantity of the material; the method of transportation and disposal of the material; and the location of the disposal site.
- For the discharge 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. Include either a statement describing how impacts to waters of the U.S. are to be compensated for or a statement explaining why compensatory mitigation should not be required for the proposed impacts.
- Purpose and need for the proposed activity;
- Limits and coordinates of any Federal Navigation Project in the vicinity of the project area.
- Limits and coordinates of any proposed mooring field, reconfiguration zone or aquaculture activity. Provide coordinates for all corners;
- Schedule of construction/activity;
- Names and addresses of adjoining property owners;
- Location and dimensions of adjacent structures;
- List of authorizations required by other Federal, interstate, state, or local agencies for the work, including all approvals received or denials already made.
- Identification and description of potential impacts to Essential Fish Habitat (defined at VI. Definitions and Acronyms).
- Identification of potential discharges of pollutants to waters, including potential impacts to impaired waters, in the project area (see GC 19).
- Invasive Species Control Plan (see GC 24). For sample control plans, see www.nae.usace.army.mil/missions/regulatory >> Invasive Species.
- Wildlife Action Plan (WAP) maps. Contact Maine Inland Fisheries & Wildlife (Appendix E) or on line at http://www.maine.gov/ifw/wildlife/conservation/action_plan.html

Information for dredging projects that may be required:

- 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).
- ☐ Identification and description of any potential impacts to Essential Fish Habitat.
- ☐ Delineation of submerged aquatic vegetation (e.g., eelgrass beds).

Information for aquaculture projects that may be required:

- ☐ Maine Aquaculture guidelines and joint Corps/Maine DMR applications may be found at: www.maine.gov/dmr/aquaculture/index.htm.
- ☐ In addition to the information required above, applications must also include:
 - ☐ Whether canopy predator nets are being used.

Appendix D: Instruction for USFWS IPaC Project Builder/Official Species List

NOTE: These instructions are subject to change by the USFWS. Users should check this GP's Corps webpage for the latest instructions or click [here](#).

In your internet browser go to <http://ecos.fws.gov/ipac/>

1. Click on get started.
2. Click on enter project location.
3. Search or zoom to your project location. (You can enter an address and then zoom in with your mouse).
4. Define your area. (Select the polygon tool and click around the boundary of your project.) or (Use the draw a line tool for linear projects)

Note: You can change/select the map from Streets to Satellite or Topo in the lower left corner of the map.

5. Click finished drawing then click confirm and select continue.

6. On the next page under Tasks (lower left), select Request an official species list. The pane will open. Select "request official species list" again.

7. A new page will open. Fill in the project information blanks with the project name, brief description, project type, lead agency, and contact information. Be sure to check the box to verify this is a legitimate project. Click on Submit Official Species List Request.

8. You will be sent an e-mail with instructions to complete the request by clicking on the link provided.

9. The site will open Official Species List Request Completed. Under the Maine Ecological Services Field Office address you will see "Official Species List Document". Click on that link and your document will open. Save and or print a copy and **include the entire report with your application.**

Note, you will receive a second e-mail with the same information. You can save the link in the event you need to return to the IPaC site for an updated list.

If a period of time has passed since your initial "Official Species List" identifier number was generated, you may choose to generate an "UPDATED SPECIES LIST". To do this, return to the IPaC homepage at <http://ecos.fws.gov/ipac> site. In the middle of the page, click the purple "Need an updated species list" link.

On the request an "Updated Official Species List" page, complete the information in the boxes provided. You will need the project specific official consultation code generated and stated on the original official list as well as the email address entered with the original submission.

Click "Request Updated Species List". Print, or save.

Appendix E: Contacts and Tribal Areas of Interest

1. Federal

U.S. Army Corps of Engineers
Maine Project Office
675 Western Avenue #3
Manchester, ME 04351
(207) 623-8367 (phone); (207) 623-8206 (fax)

Federal Emergency Management Agency
99 High St.
Boston, MA 02110
(877) 336-2734 (phone)
(Flood Plain Management)

U.S. Environmental Protection Agency
5 Post Office Square
Suite 100 (OEP05-2)
Boston, MA 02109-3912
(617) 918-1589 (phone)

National Marine Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930
(978) 281-9102 (phone); (978) 281-9301 (fax)
(Federal endangered species & EFH)

U.S. Fish and Wildlife Service
Maine Field Office
17 Godfrey Drive, Suite 2
Orono, ME 04473
(207) 866-3344 (phone); (207) 866-3351 (fax)
(Federal endangered species)

National Park Service
North Atlantic Region
15 State Street
Boston, MA 02109
(617) 223-5203 (phone)
(Wild and Scenic Rivers)

National Marine Fisheries Service
Maine Field Office
17 Godfrey Drive Suite 1
Orono, ME 04473
(207) 866-7379 (phone); (207) 866-7342 (fax)
(Federal endangered species)

Commander (dpb)
First Coast Guard District
One South Street - Battery Bldg
New York, NY 10004-1466
(212) 668-7021 (phone); (212) 668-7967 (fax)
(bridge permits)

2. State of Maine

a. Department of Environmental Protection *(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 (phone)

Eastern Maine Regional Office
106 Hogan Road
Bangor, Maine 04401
(207) 941-4570 (phone)

Southern Maine Regional Office
312 Canco Road
Portland, Maine 04103
(201) 822-6300 (phone)

Northern Maine Regional Office
1235 Central Drive - Skyway Park
Presque Isle, Maine 04769
(207) 764-0477 (phone)

b. Department of Agriculture, Conservation and Forestry

i. Maine Land Use Planning Commission (LUPC) (State permits & Water Quality
Certifications in the unorganized areas of the State)

Augusta Office
22 State House Station
Augusta, Maine 04333-0022
(207) 287-2631 (phone); (207) 287-7439 (fax)

Greenville Regional Office
43 Lakeview Drive
P.O. Box 1107
Greenville, Maine 04441
(207) 695-2466 (phone); (207) 695-2380 (fax)

Rangeley Regional Office
133 Fyfe Road
PO Box 307
West Farmington, ME 04992
(207) 670-7493 (phone); (207) 287-7439 (fax)

Downeast Regional Office
106 Hogan Rd, Suite 8
Dorothea Dix Complex
Bangor, Maine 04401
(207) 941-4052 (phone); (207) 941-4222 (fax)

Ashland Regional Office
45 Radar Road
Ashland, ME 04732-3600
(207) 435-7963 (phone); (207) 435-7184 (fax)

East Millinocket Regional Office
191 Main Street
East Millinocket, ME 04430
(207) 746-2244 (phone); (207) 746-2243 (fax)

ii. Maine Coastal Program

Department of Agriculture, Conservation and Forestry
Bureau of Resource Information and Land Use Planning
17 Elkins Lane {physical address}
State House Station 93
Augusta, Maine 04333-0038
(207) 287-2801 (phone); (207) 287-2353 (fax)
(CZM consistency determinations)

iii. Division of Parks and Public Lands

22 State House Station
Augusta, Maine 04333
(207) 287-3061 (phone); (207) 287-6170 (fax)
(submerged lands leases)

c. Department of Marine Resources

P.O. Box 8
West Boothbay Harbor, Maine 04575
(207) 633-9500 (phone); (207) 624-6024 (fax)
(aquaculture leases)

3. Historic Properties

a. State Historic Preservation Officer (SHPO)

Mr. Kirk F. Mohny, Director

Maine Historic Preservation Commission (MHPC)
65 State House Station
Augusta, Maine 04333-0065
(207) 287-2132 (phone); (207) 287-2335 (fax)
Area of concern: The entire State of Maine

b. Tribal Historic Preservation Officers (THPOs)

Note: The area of concern for each tribe is the entire State of Maine

THPO & Environmental Planner
Houlton Band of Maliseet Indians
88 Bell Road
Littleton, Maine 04730
(207) 532-4273, x215 (phone)
(207) 532-6883 (fax)
envplanner@maliseets.com
ogs1@maliseets.com

THPO
Aroostook Band of Micmacs
7 Northern Road
Presque Isle, Maine 04769
(207) 764-1972 (phone); (207) 764-7667 (fax)
jpictou@mimca-nsn.gov

THPO
Passamaquoddy Tribe of Indians
Pleasant Point Reservation
P.O. Box 343
Perry, Maine 04667
(207) 853-2600 (phone); (207) 853-6039 (fax)
soctomah@gmail.com

THPO
Penobscot Nation
Cultural and Historic Preservation Dept.
12 Wabanaki Way
Indian Island, Maine 04468
(207) 817-7471 (phone)
chris.sockalexis@penobscotnation.org

THPO
Passamaquoddy Tribe of Indians
Indian Township Reservation
P.O. Box 301
Princeton, Maine 04668
(207) 796-2301 (phone)
(207) 796-5256 (fax); soctomah@gmail.com

4. Organizational Websites (Note – Subject to Change):

U.S. Army Corps of Engineers, N.E. District
U.S. Army Corps of Engineers, Headquarters
U.S. Environmental Protection Agency
National Marine Fisheries Service
U.S. Fish and Wildlife Service
National Park Service
Maine Department of Environmental Protection
Maine Department of Agriculture,
Conservation and Forestry
Maine Land Use Planning Commission
Maine Department of Marine Resources
State of Maine - Aquaculture Guidelines

www.nae.usace.army.mil/missions/regulatory.aspx
See above link>>Useful Links>>Federal Agency Links
www.epa.gov/owow/wetlands
www.nmfs.noaa.gov
www.fws.gov/mainefieldoffice
www.nps.gov/rivers/index.html
www.maine.gov/dep
www.maine.gov/acf/index.shtml

www.maine.gov/doc/lupc/commission/offices.shtml
www.maine.gov/dmr/index.htm
www.maine.gov/dmr/aquaculture/index.htm

Appendix F: Definitions

Definitions

Attendant Features: Occurring with or as a result of; accompanying.

Biodegradable: A material that decomposes into elements found in nature within a reasonably short period of time and will not leave a residue of plastic or a petroleum derivative in the environment after degradation. Examples of biodegradable materials include jute, sisal, cotton, straw, burlap, coconut husk fiber (coir) or excelsior. In contrast, degradable plastics break down into plastic fragments that remain in the environment after degradation.

Boating facilities: These provide, rent or sell mooring space, such as marinas, yacht clubs, boat yards, dockominiums, town facilities, land/home owners, etc. Not classified as boating facilities are piers shared between two abutting properties or town mooring fields that charge an equitable user fee based on the actual costs incurred.

Brushing the Flats: The placement of tree boughs, wooden lath structure, or small-mesh fencing on mudflats, or any bottom disturbance (e.g., discing, plowing, raking, etc.), to enhance recruitment of shellfish.

Buffer Zone: The buffer zone of an FNP is equal to three times the authorized depth of the FNP.

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 are installed temporarily or permanently.

Cumulative effects: See “Direct, secondary, and cumulative effects.”

Direct, secondary, and cumulative effects:

Direct Effects: The loss of aquatic ecosystem within the footprint of the discharge of dredged or fill material. Direct effects are caused by the action and occur at the same time and place.

Secondary Effects: 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) aquatic areas drained, flooded, fragmented, or mechanically cleared, b) fluctuating water levels in all impoundment and downstream associated with the operation of a dam, c) septic tank leaching and surface runoff from residential or commercial developments on fill, and d) leachate and runoff from a sanitary landfill located in waters of the U.S. See 40 CFR 230.11(h).

Cumulative Effects: The changes in an aquatic ecosystem that are attributable to the collective effect of a number of individual 1) discharges of dredged or fill material, or 2) structures. Although the impact of a particular discharge may constitute a minor change in itself, the cumulative effect of numerous such piecemeal changes can result in a major impairment of the water resources and interfere with the productivity and water quality of existing aquatic ecosystems. See 40 CFR 230(g).

Dredging:

Maintenance Dredging: Includes areas and depths previously authorized by the Corps and dredged. The Corps may require proof of authorization. Maintenance dredging typically refers to the routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches and port facilities. Routine maintenance dredging is conducted regularly for navigational purposes (typically at least once every ten years) and does not include any expansion of the previously dredged area or depth. The Corps may review a maintenance dredging activity as new dredging if sufficient time has elapsed to allow for the colonization of SAS,

shellfish, etc. The main characteristics of maintenance dredging projects are variable quantities of material; soft, uncompacted soil; contaminant content possible; thin layers of material; occurring in navigation channels and harbors; repetitive activity

New Dredging: Dredging of an area or to a depth that has never been authorized by the Corps or dredged.

Dredged material & discharge of dredged material: These are defined at 323.2(c) and (d). The term dredged material means material that is excavated or dredged from waters of the U.S.

Essential Fish Habitat (EFH): This is broadly defined to include those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.

Fill material & discharge of fill material: These are defined at 323.2(e) and (f). The term fill material is defined as material placed in waters of the U.S. where the material has the effect of either replacing any portion of a water of the U.S. with dry land or changing the bottom elevation of any portion of a water of the U.S.

Federal anchorages, Federal channels and Federal turning basin: Refer to Appendix H for those in Maine

Federal navigation projects (FNPs): These areas are maintained by the Corps; authorized, constructed and maintained on the premise that they will be accessible and available to all on equal terms; and are comprised of Federal Anchorages, Federal Channels and Federal Turning Basins. The buffer zone is equal to three times the authorized depth of a FNP. More information on the following FNPs is provided at www.nae.usace.army.mil/missions/navigation.aspx >> Navigation Projects.

Flume: An open artificial water channel, in the form of a gravity chute, that leads water from a diversion dam or weir completely aside a natural flow. A flume can be used to measure the rate of flow.

Frac out: During normal drilling operations, drilling fluid travels up the borehole into a pit. When the borehole becomes obstructed or the pressure becomes too great inside the borehole, the ground fractures and fluid escapes to the surface.

Independent utility: A test to determine what constitutes a single and complete non-linear 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.

Individual Permit: A Department of the Army authorization that is issued following a case-by-case evaluation of a specific structure or work in accordance with the procedures of 33 CFR 322, or a specific project involving the proposed discharge(s) in accordance with the procedures of 33 CFR 323, and in accordance with the procedures of 33 CFR 325 and a determination that the proposed discharge is in the public interest pursuant to 33 CFR 320.

Maintenance: Regulations on maintenance are provided at 33 CFR 323.4. The following definitions are applicable:

Minor deviations: 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, which are necessary to make repair, rehabilitation, or replacement are permitted, provided the adverse environmental effects resulting from such repair, rehabilitation, or replacement are minimal.

Currently serviceable: Useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.

Marina reconfiguration zone: A Corps-authorized area in which permittees may rearrange pile-supported structures and floats without additional authorizations. A reconfiguration zone does not grant exclusive privileges to an area or an increase in structure or float area.

Navigable waters of the U.S.: See Waters of the U.S. below.

Overall project: See "single and complete linear project" below.

Practicable: Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Permanent impacts: Permanent impacts means waters of the U.S. that are permanently affected by filling, flooding, excavation, or drainage because of the regulated activity. Permanent impacts include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. Temporary impacts include waters of the U.S. that are temporarily filled, flooded, excavated, drained or mechanically cleared because of the regulated activity.

Pre-construction notification (PCN): A request submitted by the project proponent to the Corps for confirmation that a particular activity is authorized by this GP. The request may be a permit application, letter, or similar document that includes information about the proposed work and its anticipated environmental effects. Pre-construction notification may be required by the terms and conditions of these GPs. A PCN may be voluntarily submitted in cases where PCN is not required and the project proponent wants confirmation that the activity is authorized under this GP.

Secondary effects: See “Direct, secondary, and cumulative effects.”

Single and complete linear project: A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term “single and complete project” is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the U.S. (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for the purposes of this GP. 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. The overall project, for purposes of this GP, includes all regulated activities that are reasonably related and necessary to accomplish the project purpose.

Single and complete non-linear project: For non-linear projects, the term “single and complete project” is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. For non-linear projects, the single and complete project must have independent utility (see definition).

Special aquatic sites: These include inland and saltmarsh wetlands, mud flats, vegetated shallows, sanctuaries and refuges, coral reefs, and riffle and pool complexes. These are defined at 40 CFR 230 Subpart E.

Stream channelization: The manipulation of a stream’s course, condition, capacity, or location that causes more than minimal interruption of normal stream processes. A channelized stream remains a water of the United States.

Temporary impacts: See permanent impacts above.

Utility line: Any pipe or pipeline for the transportation of any gaseous, liquid, liquescent, or slurry substance, for any purpose, and any cable, line, or wire for the transmission for any purpose of electrical energy, telephone, and telegraph messages, and radio and television communication. The term ‘utility line’ does not include activities that drain a water of the U.S., such as drainage tile or French drains, but it does apply to pipes conveying drainage from another area.

Vegetated shallows: Permanently inundated areas that under normal circumstances support communities of rooted aquatic vegetation, such as eelgrass and widgeon grass (*Ruppia maritima*) in marine systems (doesn’t include salt marsh) as well as a number of freshwater species in rivers and lakes. Note: These areas are also commonly referred to as submerged aquatic vegetation (SAV).

Vernal pools (VPs): For the purposes of this GP, VPs are depressional wetland basins that typically go dry in most years and may contain inlets or outlets, typically of intermittent flow. Vernal pools range in both size and depth depending upon landscape position and parent material(s). Pools usually

support one or more of the following obligate indicator species: wood frog, spotted salamander, blue-spotted salamander, marbled salamander, Jefferson's salamander and fairy shrimp. However, they should preclude sustainable populations of predatory fish.

VP areas are:

- Depression (includes the VP depression up to the spring or fall high water mark, and includes any vegetation growing within the depression),
- Envelope (area within 100 feet of the VP depression's edge), and
- Critical terrestrial habitat (area within 100-750 feet of the VP depression's edge).

Note: See footnote to GC 23. The Corps may determine during the PCN review that a waterbody should not be designated as a VP based on available evidence.

Water diversions: Water diversions are activities such as bypass pumping (e.g., "dam and pump") 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.

Weir: A barrier across a river designed to alter the flow characteristics. In most cases, weirs take the form of a barrier, smaller than most conventional dams, across a river that causes water to pool behind the structure (not unlike a dam) and allows water to flow over the top. Weirs are commonly used to alter the flow regime of the river, prevent flooding, measure discharge and help render a river navigable.

Waters of the U.S. & Waters of the United States (U.S.): The term waters of the U.S. and all other terms relating to the geographic scope of jurisdiction are defined at 33 CFR 328. Also see Section 502(7) of the Federal CWA [33 USC 1352(7)]. Waters of the U.S. include jurisdictional wetlands. Not all waters and wetlands are jurisdictional. Contact the Corps with any questions regarding jurisdiction.

Navigable waters: Refer to 33 CFR 329. These waters include the following federally designated navigable waters in New England. This list represents only those waterbodies for which affirmative determinations have been made; absence from this list should not be taken as an indication that the waterbody is not navigable:

ME: All tidal waters; Kennebec River to Moosehead Lake; Penobscot River to the confluence of the East and West Branch at Medway, Maine; Lake Umbagog within the State of Maine.

Appendix G: 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/missions/regulatory 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.

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 8: 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 8(b)] or to provide information on federally-listed species or habitat [GC 8(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 & procedures).

(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 42: Essential Fish Habitat.

As part of the GP 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 4: Avoidance, Minimization and Compensatory Mitigation.

(a) See www.nae.usace.army.mil/missions/regulatory 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/missions/regulatory, “Mitigation” and then “Maine,” or www.maine.gov/dep/blwq/docstand/nrpa/ILF_and_NRCP/index.htm.

6. GCs 24, 15, and 43: Invasive Species.

(a) Information on what are considered “invasive species” is provided in our “Compensatory Mitigation Guidance” document at www.nae.usace.army.mil/missions/regulatory 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/missions/regulatory 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/missions/regulatory under “Invasive Species” and provides policy, goals and objectives.

7. GC 44: 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/missions/regulatory under “Useful Links and Documents” for design and construction guidance.

8. GC 45: Stream and Wetland Crossings.

(a) Projects should be designed and constructed to ensure long-term success using the most recent manual located at www.nae.usace.army.mil/missions/regulatory 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 offer guidance 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/missions/regulatory 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 as guidance 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 45 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 45(f): The Skidder Bridge Fact Sheet at www.nae.usace.army.mil/missions/regulatory under "Stream and River Continuity" may be a useful temporary span construction method.

9. GC 45: Wetland Crossings. The Maine DEP's crossing standards are at 06-096 DEP, Chapter 305: Permits by Rule, 9 & 10) Crossings (utility lines, pipes and cables).
www.maine.gov/dep/blwq/rules/NRPA/2009/305/305_effective_2009.pdf

10. GC 23: 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*.)

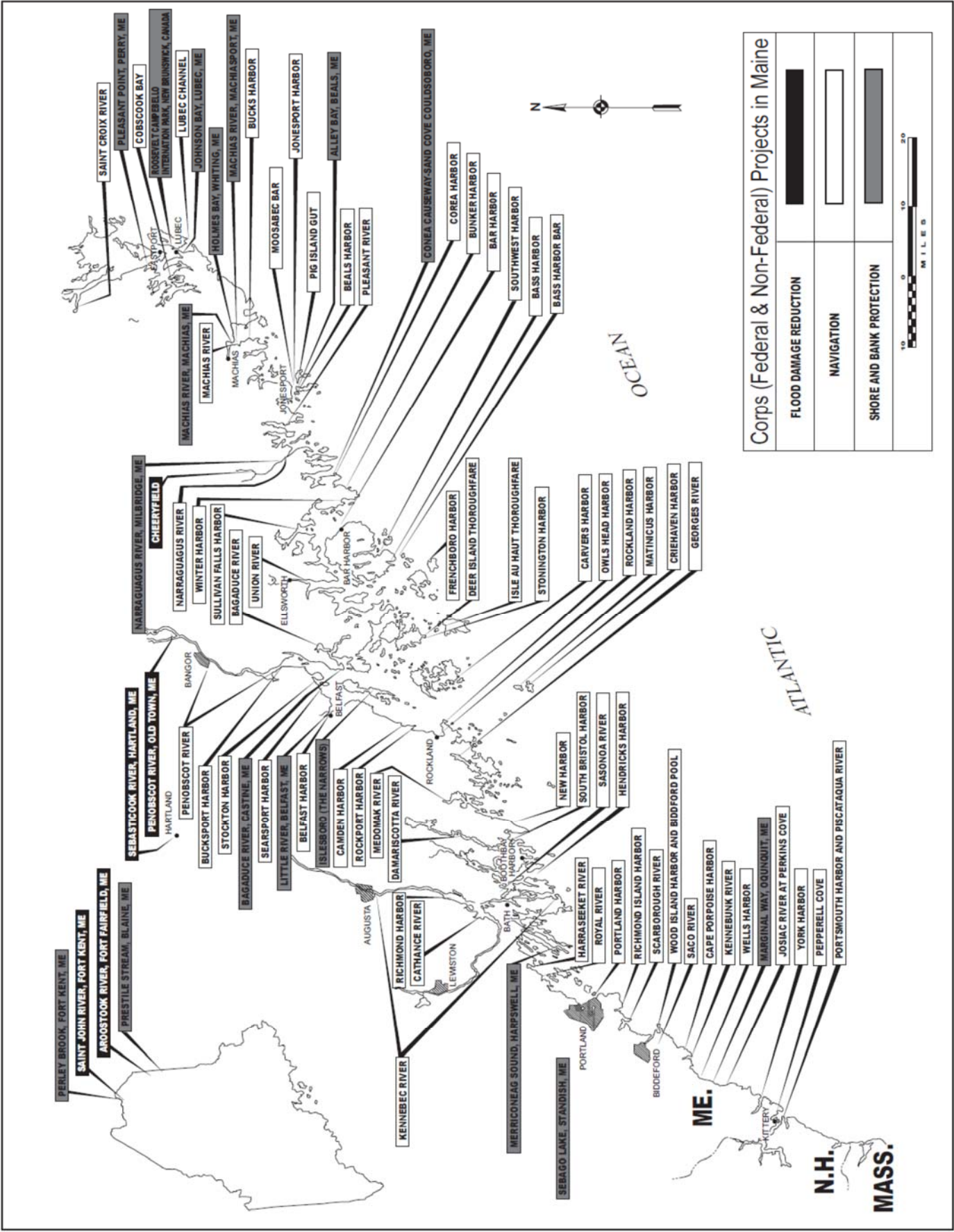
* www.nae.usace.army.mil/reg under "Vernal Pools."

(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/missions/regulatory under: 1) "State General Permits" and then "Maine," and 2) "Vernal Pools."

11. GC 29: 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 H: Federal Navigation Projects in Maine



IN THE MATTER OF

MAINE DEPARTMENT OF	) NATURAL RESOURCES PROTECTION ACT
TRANSPORTATION	) STREAM ALTERATION
Frenchville, Aroostook County	) FRESHWATER WETLAND ALTERATION
CULVERT REPLACEMENT	) WATER QUALITY CERTIFICATION
L-28179-L6-A-N (approval)	)
L-28179-TA-B-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S. §§ 480-A–480-JJ, Section 401 of the Federal Water Pollution Control Act (33 U.S.C. § 1341), and Chapters 310 and 315 of Department rules, the Department of Environmental Protection has considered the application of MAINE DEPARTMENT OF TRANSPORTATION (MDOT) with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. Summary: The applicant proposes to replace two existing concrete box culverts on Gagnon Brook with a single concrete box culvert that will be 210 feet long. Currently, there is an existing crossing on Route 1 and approximately 25 feet downstream there is a crossing on the Madawaska railroad line. The two culverts do not align properly and, as a result, the railroad crossing is failing. The Route 1 culvert also is in need of replacement. The project will result in 2,110 square feet of direct impact to freshwater wetlands, some of which are Wetlands of Special Significance (WOSS) due to their location within 25 feet of a river, stream or brook. The project is shown on an undated set of plans the first of which is entitled, “Gagnon Brook, Frenchville, Aroostook County.” The project site is located on U.S. Route 1 in the Town of Frenchville.

B. Current Use of the Site: The site contains U.S. Route 1 and a railroad track. The project is further identified as Railroad milepost 259.11 and approximately 0.5 miles south of Pelletier Avenue on Route 1 in Frenchville.

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

The Natural Resources Protection Act (NRPA), in 38 M.R.S. § 480-D(1), requires the applicant to demonstrate that the proposed project will not unreasonably interfere with existing scenic, aesthetic, recreational and navigational uses.

In accordance with Chapter 315, *Assessing and Mitigating Impacts to Scenic and Aesthetic Uses* (06-096 C.M.R. ch. 315, effective June 29, 2003), the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The

applicant also submitted several photographs of the proposed project site and surroundings.

The proposed project is located over Gagnon Brook, which is not a scenic resource, however it is immediately adjacent to the St. John River which is a scenic resource, visited by the general public, in part, for the use, observation, enjoyment and appreciation of its natural and cultural visual qualities.

The project will not result in any increased of the culvert visibility from the St. John River.

The Department staff utilized the Department's Visual Impact Assessment Matrix in its evaluation of the proposed project and the Matrix showed an acceptable potential visual impact rating for the proposed project. Based on the information submitted in the application and the visual impact rating, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department determined that based on the nature of the proposed project and its location, there are no existing recreational or navigational uses of the resource that would be unreasonably impacted.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of either Gagnon Brook or the St. John River.

3. SOIL EROSION:

The NRPA, in 38 M.R.S. § 480-D(2), requires the applicant to demonstrate that the proposed project will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

MDOT and the Department entered into a Memorandum of Agreement in 2007 which outlines procedures for MDOT projects in terms of erosion and sediment control. This project will comply with that Memorandum of Agreement.

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

4. HABITAT CONSIDERATIONS:

The NRPA, in 38 M.R.S. § 480-D(3), requires the applicant to demonstrate that the proposed project will not unreasonably harm significant wildlife habitat, freshwater

wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life. The culverts at the site are constructed in such a manner as to not allow any sediment to be retained in them. The habitat between the culverts is degraded and contains concrete rubble from the deteriorating crossings. In addition, downstream of the railroad crossing is a steep drop to the St. John River which blocks fish passage

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the proposed project and stated that there are no Essential or Significant Wildlife Habitats at the project site. In addition, they recommended this crossing remain a blockage for fish passage. There are muskellunge (*Esox masquinongy*) and smallmouth bass (*Micropterus dolomieu*) in the St. John River which are a non-native predatory fish that are not compatible with native brook trout.

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

5. WATER QUALITY CONSIDERATIONS:

As discussed in Finding 3, the applicant proposes to use erosion and sediment control during construction to minimize impacts to water quality from siltation.

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

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The applicant proposes to directly alter 210 linear feet of a river, stream or brook and 2,110 square feet of freshwater wetland to construct the proposed crossing. Some of the freshwater wetland is considered WOSS due to its location with 25 feet of a river, stream or brook.

The *Wetlands and Waterbodies Protection Rules*, 06-096 C.M.R. ch. 310 (last amended November 11, 2018), interpret and elaborate on the Natural Resources Protection Act (NRPA) criteria for obtaining a permit. The rules guide the Department in its determination of whether a project's impacts would be unreasonable. A proposed project would generally be found to be unreasonable if it would cause a loss in wetland area, functions and values and there is a practicable alternative to the project that would be less damaging to the environment. Each application for a NRPA permit that involves a river, stream, brook or freshwater wetland alteration must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist.

A. Avoidance. An applicant must submit an analysis of whether there is a practicable alternative to the project that would be less damaging to the environment and

this analysis is considered by the Department in its assessment of the reasonableness of any impacts. Additionally, for activities proposed in, on, or over wetlands of special significance the activity must be among the types listed in Chapter 310, § 5(A) or a practicable alternative less damaging to the environment is considered to exist and the impact is unreasonable. Crossings by road, rail or utility lines are one of the categories of projects that are allowed by Chapter 310 § 5(A)(1)(b). The applicant submitted an alternatives analysis for the proposed project completed by MDOT and submitted with the application. The purpose of the project is to upgrade the existing rail and road system to allow increased efficiencies. The applicant examined the no build alternative and determined this would not meet the project purpose. The applicant also examined an alternative of replacing both culverts, however due to the misalignment and differences in the size of the culverts this was not a practicable alternative. The applicant determined the proposed alternative is the most practicable. In addition, due to MDIFW's request for the structure to block fish passage, the culvert is not designed to contain stream bottom characteristics.

B. Minimal Alteration. In support of an application and to address the analysis of the reasonableness of any impacts of a proposed project, an applicant must demonstrate that the amount of brook and associated wetland to be altered will be kept to the minimum amount necessary for meeting the overall purpose of the project. The applicant designed this crossing to be the shortest length possible while avoiding a hazardous opening between the road and the railroad. In addition, they intend to use erosion and sediment controls to minimize downstream impacts.

C. Compensation. In accordance with Chapter 310, § 5(C)(7), the Department may waive the requirement for compensation if it determines that the impact to the freshwater wetland functions and values is insignificant. The applicant prepared a functional assessment for both the stream and its associated wetlands. The principal functions of the wetland are floodflow alteration and groundwater recharge/discharge. The functions will not be impacted by the project. Further, the proposed project will not have an adverse impact on fisheries resources or wildlife habitat as determined by MDIFW and the Department. For these reasons, the Department determined that compensation is not required.

The Department finds that the applicant has avoided and minimized impacts to Gagnon Brook and its associated wetland to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department finds, based on the design, proposed construction methods, and location, the proposed project will not inhibit the natural transfer of soil from the terrestrial to the marine environment, will not interfere with the natural flow of any surface or subsurface waters, and will not cause or increase flooding. The proposed project is not located in a

coastal sand dune system, is not a crossing of an outstanding river segment, and does not involve dredge spoils disposal or the transport of dredge spoils by water.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S. §§ 480-A–480-JJ and Section 401 of the Federal Water Pollution Control Act (33 U.S.C. § 1341):

- A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.
- B. The proposed activity will not cause unreasonable erosion of soil or sediment.
- C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.
- D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.
- E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.
- F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's water.
- G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.
- H. The proposed activity is not on or adjacent to a sand dune.
- I. The proposed activity is not on an outstanding river segment as noted in 38 M.R.S. § 480-P.

THEREFORE, the Department APPROVES the above noted application of MAINE DEPARTMENT OF TRANSPORTATION to install a 210-foot long box culvert in Gagnon Brook as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

- 1. Standard Conditions of Approval, a copy attached.
- 2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.

3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

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

DONE AND DATED IN AUGUSTA, MAINE, THIS 4th DAY OF December, 2019.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: 
For: Gerald D. Reid, Commissioner



PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES.

JB/L28179ANBN/ATS#85045/85253



Natural Resources Protection Act (NRPA) Standard Conditions

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

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

Revised September 2016

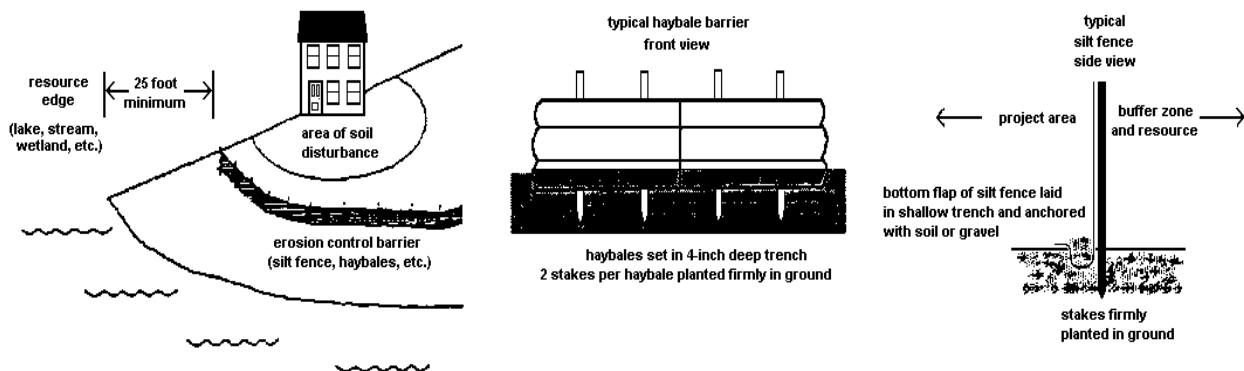


STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
 17 STATE HOUSE STATION, AUGUSTA, MAINE 04333

Erosion Control for Homeowners

Before Construction

1. If you have hired a contractor, make sure you discuss your permit with them. Talk about what measures they plan to take to control erosion. Everybody involved should understand what the resource is, and where it is located. Most people can identify the edge of a lake or river. However, the edges of wetlands are often not so obvious. Your contractor may be the person actually pushing dirt around, but you are both responsible for complying with the permit.
2. Call around to find where erosion control materials are available. Chances are your contractor has these materials already on hand. You probably will need silt fence, hay bales, wooden stakes, grass seed (or conservation mix), and perhaps filter fabric. Places to check for these items include farm & feed supply stores, garden & lawn suppliers, and landscaping companies. It is not always easy to find hay or straw during late winter and early spring. It also may be more expensive during those times of year. Plan ahead -- buy a supply early and keep it under a tarp.
3. Before any soil is disturbed, make sure an erosion control barrier has been installed. The barrier can be either a silt fence, a row of staked hay bales, or both. Use the drawings below as a guide for correct installation and placement. The barrier should be placed as close as possible to the soil-disturbance activity.
4. If a contractor is installing the erosion control barrier, double check it as a precaution. Erosion control barriers should be installed "on the contour", meaning at the same level or elevation across the land slope, whenever possible. This keeps stormwater from flowing to the lowest point along the barrier where it can build up and overflow or destroy the barrier.



During Construction

1. Use lots of hay or straw mulch on disturbed soil. The idea behind mulch is to prevent rain from striking the soil directly. It is the force of raindrops hitting the bare ground that makes the soil begin to move downslope with the runoff water, and cause erosion. More than 90% of erosion is prevented by keeping the soil covered.
2. Inspect your erosion control barriers frequently. This is especially important after a rainfall. If there is muddy water leaving the project site, then your erosion controls are not working as intended. You or your contractor then need to figure out what can be done to prevent more soil from getting past the barrier.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

After Construction

1. After your project is finished, seed the area. Note that all ground covers are not equal. For example, a mix of creeping red fescue and Kentucky bluegrass is a good choice for lawns and other high-maintenance areas. But this same seed mix is a poor selection for stabilizing a road shoulder or a cut bank that you don't intend to mow. Your contractor may have experience with different seed mixes, or you might contact a seed supplier for advice.
2. Do not spread grass seed after September 15. There is the likelihood that germinating seedlings could be killed by a frost before they have a chance to become established. Instead, mulch the area with a thick layer of hay or straw. In the spring, rake off the mulch and then seed the area. Don't forget to mulch again to hold in moisture and prevent the seed from washing away or being eaten by birds or other animals.
3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

Why Control Erosion?

To Protect Water Quality

When soil erodes into protected resources such as streams, rivers, wetlands, and lakes, it has many bad effects. Eroding soil particles carry phosphorus to the water. An excess of phosphorus can lead to explosions of algae growth in lakes and ponds called blooms. The water will look green and can have green slime in it. If you are near a lake or pond, this is not pleasant for swimming, and when the soil settles out on the bottom, it smothers fish eggs and small animals eaten by fish. There many other effects as well, which are all bad.

To Protect the Soil

It has taken thousands of years for our soil to develop. Its usefulness is evident all around us, from sustaining forests and growing our garden vegetables, to even treating our septic wastewater! We cannot afford to waste this valuable resource.

To Save Money (\$\$)

Replacing topsoil or gravel washed off your property can be expensive. You end up paying twice because State and local governments wind up spending your tax dollars to dig out ditches and storm drains that have become choked with sediment from soil erosion.



DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: November 2018

Contact: (207) 287-2452

SUMMARY

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

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

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

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

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

DEADLINE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed more than 30 calendar days after the date on which the Commissioner's decision was filed with the Board will be dismissed unless notice of the Commissioner's license decision was required to be given to the person filing an appeal (appellant) and the notice was not given as required.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017. An appeal may be submitted by fax or e-mail if it contains a scanned original signature. It is recommended that a faxed or e-mailed appeal be followed by the submittal of mailed original paper documents. The complete appeal, including any attachments, must be received at DEP's offices in Augusta on or before 5:00 PM on the due date; materials received after 5:00 pm are not considered received until the following day. The risk of material not being received in a timely manner is on the sender, regardless of the method used. The appellant must also send a copy of the appeal documents to the Commissioner of the DEP; the applicant (if the appellant is not the applicant in the license proceeding at issue); and if a hearing was held on the application, any intervenor in that hearing process. All of the information listed in the next section of this information sheet must be submitted at the time the appeal is filed.

INFORMATION APPEAL PAPERWORK MUST CONTAIN

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

1. *Aggrieved Status.* The appeal must explain how the appellant has standing to maintain an appeal. This requires an explanation of how the appellant may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions, or conditions objected to or believed to be in error.* The appeal must identify the specific findings of fact, conclusions regarding compliance with the law, license conditions, or other aspects of the written license decision or of the license review process that the appellant objects to or believes to be in error.
3. *The basis of the objections or challenge.* For the objections identified in Item #2, the appeal must state why the appellant believes that the license decision is incorrect and should be modified or reversed. If possible, the appeal should cite specific evidence in the record or specific licensing requirements that the appellant believes were not properly considered or fully addressed.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those matters specifically raised in the written notice of appeal.
6. *Request for hearing.* If the appellant wishes the Board to hold a public hearing on the appeal, a request for public hearing must be filed as part of the notice of appeal, and must include an offer of proof in accordance with Chapter 2. The Board will hear the arguments in favor of and in opposition to a hearing on the appeal and the presentations on the merits of an appeal at a regularly scheduled meeting. If the Board decides to hold a public hearing on an appeal, that hearing will then be scheduled for a later date.
7. *New or additional evidence to be offered.* If an appellant wants to provide evidence not previously provided to DEP staff during the DEP's review of the application, the request and the proposed evidence must be submitted with the appeal. The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered in an appeal only under very limited circumstances. The proposed evidence must be relevant and material, and (a) the person seeking to add information to the record must show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process; or (b) the evidence itself must be newly discovered and therefore unable to have been presented earlier in the process. Specific requirements for supplemental evidence are found in Chapter 2 § 24.

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

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

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

The Board will formally acknowledge receipt of an appeal, and will provide the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, any materials submitted in response to the appeal, and relevant excerpts from the DEP's application review file will be sent to Board members with a recommended decision from DEP staff. The appellant, the license holder if different from the appellant, and any interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. The appellant and the license holder will have an opportunity to address the Board at the Board meeting. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, the license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court (see 38 M.R.S. § 346(1); 06-096 C.M.R. ch. 2; 5 M.R.S. § 11001; and M.R. Civ. P. 80C). A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S. § 346(4).

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

ADDITIONAL INFORMATION

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

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



Environmental Summary Sheet

WIN: 23565.00 & 21776.00

Date Submitted: 12/9/2019

Town: Frenchville

CPD Team Leader: Danielle Tetreau

ENV Field Contact: Ryan Annis

NEPA Complete (23565.00): Programmatic Categorical Exclusion (CE) 23 CFR 771.117.c.23 issued on 5/1/2019

NEPA Complete (21776.00): Categorical Exclusion (CE) 23 CFR 771.116.c.22 issued on 12/12/2018

☒ **Section 106**

No adverse effect: SHPO Concurrence 10/10/2018 and 10/15/2018
Section 106 Resources: B&A Railroad Bridge #7831

☐ **Section 4(f) and 6(f)**

Section 4(f)
Review Complete - No use
Section 6(f)
Not Applicable - No takes

☐ **Maine Department of Inland Fisheries and Wildlife Essential Habitat**

Not Applicable **Timing Window:** Not Applicable

☒ **Section 7**

Informal Consultation
Species of Concern: Canada lynx – no effect
Northern long-eared bat – may affect, no clearing restrictions

☐ **Essential Fish Habitat**

Not applicable, no EFH present.

☐ **Maine Department of Conservation/Public Lands, Submerged Land Lease**

Not Applicable

☐ **Maine Land Use Regulation Commission**

Not Applicable

☒ **Maine Department of Environmental Protection**

Individual Permit DEP #L-28179-A-N

**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 - NAE-2019-02318

-Work Start Notification and Compliance Certification Form to be completed by the ENV Field Contact and submitted to ACOE with copy to Team Leader

-Special Conditions apply. See Special Provision 105.

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

☐ **Stormwater Review**

Not Applicable

☒ **Special Provisions Required**

Special Provision 105-Timing of Work Restriction

N/A ☐

Applicable ☒

Special Provision 203-Dredge Spec

N/A ☐

Applicable ☒

Standard Specification 656-Erosion Control Plan

N/A ☐

Applicable ☒

Special Provision 656-Minor Soil Disturbance

N/A ☒

Applicable ☐

General Note for Hazardous Waste

N/A ☒

Applicable ☐

Special Provision 203-Hazardous Waste

N/A ☒

Applicable ☐