Updated 05/15/2020

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:

NOTE: Not all projects accept Electronic Bids. Please review the Notice to Contractors and see if it specifically states that Electronic Bids will be accepted.

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, March 2020 Edition.

April 28, 2017
Supersedes November 05, 2014

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.

NOTICE

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

Bid Enclosed - Do Not Open
PIN:
Town:
Date of Bid Opening:
Name of Contractor with mailing address and telephone number:

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

Double Envelope: Bid Enclosed
PIN:
Town:
Date of Bid Opening:
Name of Contractor:
This should not be much of a change for those of you who use Federal Express or similar services.

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

Bid Enclosed: Do Not Open
PIN:
Town:
Name of Contractor:

October 16, 2001

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

Bid Guaranty-Bid Bond Form

KNOW ALL MEN BY THESE PRESENTS THAT_____

_____, of the City/Town of_____and State of_____

as Principal, and_____as Surety, a

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

Business in_____and hereby held and firmly bound unto the Treasurer of

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

themselves, their heirs, executers, 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:

_____

_____

_____

PRINCIPAL:

By_____

By:_____

By:_____

WITNESS

_____

_____

_____

SURETY:

By_____

By:_____

Name of Local Agency: _____

SAMPLE

NOTICE

Bidders:

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

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

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

State of Maine
Department of Transportation

RFI No: _____

REQUEST FOR INFORMATION

Date _____ Time _____

Information Requested for:

WIN(S): _____ Town(s):_____Bid Date: _____

Question(s):_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Request by:

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

Email:_____Fax: (_____)_____

Complete this form and fax to 207-624-3431, Attn: Project Manager (name listed on the "Notice to Contractors"), or Email questions to RFI-Contracts.MDOT@maine.gov, Please include the word "RFI" along with the Project Name and Identification Number in the Subject line, or electronically by using the RFI Tab located on the Individual Projects Detail page.

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

WBE	DBE	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 **Fender System Modifications** at **Bass Harbor** and **Swans Island**" will be received from contractors at the Reception Desk, MaineDOT Building, Capitol Street, Augusta, Maine, until 11:00 o'clock A.M. (prevailing time) on May 26, 2021 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 **Marine Construction prequalification),** 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: Maine Federal Aid Project No. 2347600 / 2348000 WINS. 023476.00 / 02348000

Location: In Hancock County, project is located at the ferry terminals in Bass Harbor and Swans Island.

Outline of Work: Dolphins, Walkways, and Wave Fences and 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 II** 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 MaineDOT Building in Augusta, Maine. They may be purchased from the Department between the hours of 8:00 a.m. to 4:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn.: Mailroom, 16 State House Station, Augusta, Maine 04333-0016. They also may be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Full size plans **$36.00** (**$40.50** by mail). Half size plans **$18.00** (**$21.00** by mail), Bid Book $10 ($13 by mail), Single Sheets $2, payment in advance, all non-refundable.

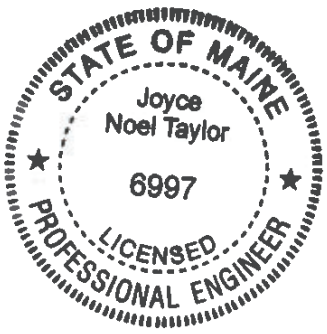
Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of **$160,000.00** payable to Treasurer, 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, March 2020 Edition*, price $10 [$15 by mail], and *Standard Details, March 2020 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
May 5, 2021



JOYCE NOEL TAYLOR P. E.
CHIEF ENGINEER

NOTICE

All bids for Federal Projects **shall** be accompanied by the DBE Proposed Utilization form. If you are submitting an electronic bid, the DBE Utilization Form may be faxed to 207-624-3431. Failure to submit the form with the bid will be considered a curable defect.

March 26, 2020

NOTICE

(COVID-19 Pandemic)

The Department considers the COVID-19 Pandemic an Uncontrollable Event as defined in Section 101.2 of the Department's Standard Specifications.

Accordingly, any documented delay to the project's Critical Path due to COVID-19 related issues, such as impacted workforce, subcontracts, or material supply, will be considered an Excusable Delay as defined in Section 109.5(A)(3) of the Department's Supplemental Specifications.

As an Excusable Delay, the Contractor is entitled to an extension of time provided that other associated notification, documentation, and procedural requirements set forth in the Contract are met.

SPECIAL PROVISION 102.7.3
ACKNOWLEDGMENT OF BID AMENDMENTS

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

Amendment Number	Date

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

CONTRACTOR

Date

Signature of authorized representative

(Name and Title Printed)

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 023476.00 Project(s): 023476.00, 023480.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price Dollars Cents	Bid Amount Dollars Cents
0010	202.110 REMOVING, STORING, AND RESETTING STRUCTURES AND OBSTRUCTIONS	12.000 EA	_____.____	_____.____
0020	202.1292 REMOVE EXISTING STRUCTURAL TIMBER	1.000 LS	_____.____	_____.____
0030	202.14 REMOVING EXISTING RAILINGS (PROPERTY OF CONTRACTOR)	4.000 LF	_____.____	_____.____
0040	501.201 TIMBER PILES, DELIVERED	980.000 LF	_____.____	_____.____
0050	501.202 TIMBER PILES, IN-PLACE	980.000 LF	_____.____	_____.____
0060	501.70 STEEL PIPE PILES, DELIVERED Bass Hbr.	920.000 LF	_____.____	_____.____
0070	501.70 STEEL PIPE PILES, DELIVERED Swans Is.	1,115.000 LF	_____.____	_____.____
0080	501.701 STEEL PIPE PILES, IN PLACE Bass Hbr.	870.000 LF	_____.____	_____.____
0090	501.701 STEEL PIPE PILES, IN PLACE Swans Is.	1,005.000 LF	_____.____	_____.____
0100	501.802 ROCK SOCKET Bass Hbr.	22.000 LF	_____.____	_____.____
0110	501.802 ROCK SOCKET Swans Is.	44.000 LF	_____.____	_____.____

Proposal ID: 023476.00 Project(s): 023476.00, 023480.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price Dollars Cents	Bid Amount Dollars Cents
0120	501.804 DRILLING EQUIPMENT MOBILIZATION Bass Hbr.	LUMP SUM	LUMP SUM	_____.____
0130	501.804 DRILLING EQUIPMENT MOBILIZATION Swans Is.	LUMP SUM	LUMP SUM	_____.____
0140	501.90 PILE TIPS	33.000 EA	_____.____	_____.____
0150	501.903 PILE TIPS - ROCK INJECTOR POINT	20.000 EA	_____.____	_____.____
0160	501.91 PILE SPLICES	6.000 EA	_____.____	_____.____
0170	501.92 PILE DRIVING EQUIPMENT MOBILIZATION Bass Hbr.	LUMP SUM	LUMP SUM	_____.____
0180	501.92 PILE DRIVING EQUIPMENT MOBILIZATION Swans Is.	LUMP SUM	LUMP SUM	_____.____
0190	502.2351 STRUCTURAL CONCRETE, PILE CAP Bass Hbr.	141.000 CY	_____.____	_____.____
0200	502.2351 STRUCTURAL CONCRETE, PILE CAP Swans Is.	281.000 CY	_____.____	_____.____
0210	503.14 EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED Bass Hbr.	33,900.000 LB	_____.____	_____.____
0220	503.14 EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED Swans Is.	67,800.000 LB	_____.____	_____.____

Proposal ID: 023476.00 Project(s): 023476.00, 023480.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price Dollars	 Cents	Bid Amount Dollars	 Cents
0230	503.15 EPOXY-COATED REINFORCING STEEL, PLACING - swans Is.	67,800.000 LB	_____	.____	_____	.____
0240	503.15 EPOXY-COATED REINFORCING STEEL, PLACING Bass Hbr.	33,900.000 LB	_____	.____	_____	.____
0250	504.21 ADJUST LIFT CABLES, TRANSFER BRIDGE	2.000 EA	_____	.____	_____	.____
0260	504.510 MISC. FABRICATION Aluminum Gangway 29' (58 LF Total)	LUMP SUM	LUMP SUM		_____	.____
0270	504.510 MISC. FABRICATION Aluminum Gangway 30'	LUMP SUM	LUMP SUM		_____	.____
0280	504.510 MISC. FABRICATION Aluminum Gangway 38'	LUMP SUM	LUMP SUM		_____	.____
0290	504.510 MISC. FABRICATION Bass Harbor	LUMP SUM	LUMP SUM		_____	.____
0300	504.510 MISC. FABRICATION Swans Island	LUMP SUM	LUMP SUM		_____	.____
0310	504.601 RUBBER FENDERS - Bass Hbr. Leg Type 1 (4 EA)	LUMP SUM	LUMP SUM		_____	.____
0320	504.601 RUBBER FENDERS - Bass Hbr. Leg Type 2 (2 EA)	LUMP SUM	LUMP SUM		_____	.____
0330	504.601 RUBBER FENDERS - Swans Is. Leg Type 1 (8 EA)	LUMP SUM	LUMP SUM		_____	.____

Proposal ID: 023476.00 Project(s): 023476.00, 023480.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price Dollars	Unit Price Cents	Bid Amount Dollars	Bid Amount Cents
0340	504.601 RUBBER FENDERS - Swans Is. Leg Type 2 (4 EA)	LUMP SUM	LUMP SUM		_____	_____
0350	504.601 RUBBER FENDERS Arch (3 EA)	LUMP SUM	LUMP SUM		_____	_____
0360	504.601 RUBBER FENDERS Conical (1 EA)	LUMP SUM	LUMP SUM		_____	_____
0370	504.651 STEEL FENDER PANEL, CLOSED BOX, WITH UHMW WEARING SURFACE - TYPE 1 Bass Hbr.	3.000 EA	_____	_____	_____	_____
0380	504.651 STEEL FENDER PANEL, CLOSED BOX, WITH UHMW WEARING SURFACE - TYPE 1 Swans Is.	2.000 EA	_____	_____	_____	_____
0390	504.653 STEEL FENDER PANEL, CLOSED BOX, W/ UHMW WEARING SURFACE - EXTENSIONS - Swans Is.	4.000 EA	_____	_____	_____	_____
0400	504.9051 ROCK ANCHOR Bass Hbr.	11.000 EA	_____	_____	_____	_____
0410	504.9051 ROCK ANCHOR Swans Is.	22.000 EA	_____	_____	_____	_____
0420	504.999 REMOVE AND DISPOSE FENDER PANEL Bass Hbr.	1.000 EA	_____	_____	_____	_____
0430	504.999 REMOVE AND DISPOSE FENDER PANEL Swans Is. (Remove and Store)	4.000 EA	_____	_____	_____	_____

Proposal ID: 023476.00 Project(s): 023476.00, 023480.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price Dollars Cents	Bid Amount Dollars Cents
0440	504.999 REMOVE AND DISPOSE FENDER PANEL Swans Is. (Reset Stored Fender Panel)	4.000 EA	_____.____	_____.____
0450	506.9106 FUSION BONDED EPOXY COATING - Bass Hbr.	LUMP SUM	LUMP SUM	_____.____
0460	506.9106 FUSION BONDED EPOXY COATING - Swans Is.	LUMP SUM	LUMP SUM	_____.____
0470	514.06 CURING BOX FOR CONCRETE CYLINDERS	2.000 EA	_____.____	_____.____
0480	515.20 PROTECTIVE COATING FOR CONCRETE SURFACES	500.000 SY	_____.____	_____.____
0490	518.50 REPAIR OF UPWARD FACING SURFACES - TO REINFORCING STEEL < 8 IN.	10.000 SF	_____.____	_____.____
0500	518.51 REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 8 IN.	10.000 SF	_____.____	_____.____
0510	518.60 REPAIR OF VERTICAL SURFACES < 8 IN.	20.000 SF	_____.____	_____.____
0520	528.08 STRUCTURAL TIMBER - Bass Hbr. Wave Screens	LUMP SUM	LUMP SUM	_____.____
0530	528.08 STRUCTURAL TIMBER - Swans Is. Wave Screens	LUMP SUM	LUMP SUM	_____.____

Proposal ID: 023476.00 Project(s): 023476.00, 023480.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price Dollars	 Cents	Bid Amount Dollars	 Cents
0540	528.21 REPAIR TIMBER FENDER SYSTEM	1.000 LS				
0550	629.05 HAND LABOR, STRAIGHT TIME	120.000 HR				
0560	631.36 FOREPERSON	120.000 HR				
0570	634.169 BRIDGE LIGHTING	 LUMP SUM	 LUMP SUM			
0580	634.1812 1" LIQUID-TIGHT FLEXIBLE CONDUIT	160.000 LF				
0590	634.189 1" PVC COATED RIGID STEEL CONDUIT	225.000 LF				
0600	634.2075 REMOVE AND RELOCATE NAVIGATION LIGHTING	3.000 EA				
0610	634.2076 DOLPHIN LIGHTING - Bass Hbr.	2.000 EA				
0620	634.2076 DOLPHIN LIGHTING - Swans Is.	2.000 EA				
0630	634.2311 STAINLESS STEEL EXTERIOR PULL BOX	17.000 EA				
0640	634.316 #10 AWG COPPER WIRE	770.000 LF				
0650	634.3161 #12 AWG COPPER WIRING	385.000 LF				

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 023476.00 Project(s): 023476.00, 023480.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price Dollars	 Cents	Bid Amount Dollars	 Cents
0660	634.730 REMOVE EXISTING ELECTRICAL COMPONENTS	LUMP SUM	LUMP SUM		_____	.____
0670	639.20 FIELD OFFICE TYPE C	2.000 EA	_____	.____	_____	.____
0680	645.265 NAVIGATION SIGN	2.000 EA	_____	.____	_____	.____
0690	655.501 CATHODIC PROTECTION BY SACRIFICIAL ANODE	42.000 EA	_____	.____	_____	.____
0700	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM		_____	.____
0710	659.10 MOBILIZATION	LUMP SUM	LUMP SUM		_____	.____
0720	841.55 MOORING BOLLARD - Double Bitt	1.000 EA	_____	.____	_____	.____
0730	841.55 MOORING BOLLARD - Double Bitt, Retrieve and Install - Swans Is.	2.000 EA	_____	.____	_____	.____
0740	841.56 MOORING CLEAT - Chock	3.000 EA	_____	.____	_____	.____
0750	841.56 MOORING CLEAT Chock, Retrieve and Install	4.000 EA	_____	.____	_____	.____
	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, **WINS. 023476.00 / 023480.00** for **Fender System Modifications** in **Bass Harbor and Swans Island**, County of **Hancock** 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 **July 30, 2023.** 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, March 2020 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, March 2020 Edition, Standard Details March 2020 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 March 2020 Edition, Standard Details March 2020 Edition* as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

WINS. 023476.00 / 023480.00 - Fender System Modifications - in Bass Harbor and Swans Island

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, March 2020 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 March 2020 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. This award consummates the Contract, and the documents referenced herein.

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, **WINS. 023476.00 / 023480.00** for **Fender System Modifications** in **Bass Harbor and Swans Island**, County of **Hancock** 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 **July 30, 2023.** 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, March 2020 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, March 2020 Edition, Standard Details March 2020 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 March 2020 Edition, Standard Details March 2020 Edition* as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

WINS. 023476.00 / 023480.00 - Fender System Modifications - in Bass Harbor and Swans Island

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, March 2020 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 March 2020 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. This award consummates the Contract, and the documents referenced herein.

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:

SAMPLE

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.01**12345.00**, 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, March 2020 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, March 2020 Edition, Standard Details March 2020 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 March 2020 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.

SAMPLE

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, *Standard Specifications, March 2020 Edition, Standard Details March 2020 Edition*, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

PIN 012345.00 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.

SAMPLE

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, March 2020 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 March 2020 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

_____	**(Sign Here)**
Date	(Signature of Legally Authorized Representative of the Contractor)
(Witness Sign Here)	**(Print Name Here)**
Witness	(Name and Title Printed)

SAMPLE

G. Award.

Your offer is hereby accepted. This award consummates the Contract, and the documents referenced herein.

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:	SIGNATURES:
	CONTRACTOR:
Signature.....	.....….....
Print Name Legibly	Print Name Legibly ...……....
	SURETY:
Signature	....……....
Print Name Legibly	Print Name Legibly .....
SURETY ADDRESS:	NAME OF LOCAL AGENCY:
.....	ADDRESS .....
.....	..……....
.....	.....…….....
TELEPHONE.....	.....…….....

SAMPLE

BOND # _____

CONTRACT PAYMENT BOND
(Surety Company Form)

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

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

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

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

WITNESS:	SIGNATURES:
	CONTRACTOR:
Signature…….....	.....….....
Print Name Legibly .....……..	Print Name Legibly ….....….....
	SURETY:
Signature.....	...….....….....
Print Name Legibly	Print Name Legibly ….....….....
SURETY ADDRESS:	NAME OF LOCAL AGENCY:
...….....….....	ADDRESS ….....….....
.....….....	…….....….....
TELEPHONE	…….....….....

SAMPLE

"General Decision Number: ME20210021 01/01/2021

Superseded General Decision Number: ME20200021

State: Maine

Construction Type: Heavy

County: Hancock County in Maine.

HEAVY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.95 for calendar year 2021 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 $10.95 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 2021. 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	01/01/2021

SUME2014-002 01/30/2017

	Rates	Fringes
CARPENTER, Includes Form Work	$ 15.15	3.99
ELECTRICIAN	$ 24.87	8.54
IRONWORKER, STRUCTURAL	$ 24.95	12.32
LABORER: Common or General	$ 12.37	4.37
LABORER: Pipelayer	$ 21.17	5.63
OPERATOR: Backhoe/Excavator/Trackhoe	$ 23.48	4.96

OPERATOR: Bulldozer.....$ 22.91 6.04

OPERATOR: Crane.....$ 22.70 6.40

OPERATOR: Loader.....$ 14.62 4.24

TRUCK DRIVER: Dump Truck.....$ 15.91 3.78

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.

2021 Fair Minimum Wage Rates
Heavy & Bridge Hancock County

Occupation Title	Minimum Wage	Minimum Benefit	Total
Asphalt Raker	$ 19.51	$ 2.14	$ 21.65
Backhoe Loader Operator	$ 28.00	$ 12.15	$ 40.15
Boom Truck (Truck Crane) Operator	$ 25.00	$ 5.86	$ 30.86
Bulldozer Operator	$ 23.97	$ 3.88	$ 27.85
Carpenter	$ 24.25	$ 6.07	$ 30.32
Carpenter - Rough	$ 24.00	$ 3.30	$ 27.30
Cement Mason/Finisher	$ 24.50	$ 0.00	$ 24.50
Comm Trans Microwave & Cell	$ 21.75	$ 4.13	$ 25.88
Communication Equip Installer	$ 17.00	$ 1.34	$ 18.34
Crane Operator =>15 Tons)	$ 27.95	$ 6.52	$ 34.47
Diver	$ 32.00	$ 4.80	$ 36.80
Dry-Wall Applicator	$ 24.00	$ 0.00	$ 24.00
Dry-Wall Taper & Finisher	$ 24.00	$ 0.84	$ 24.84
Earth Auger Operator	$ 27.33	$ 5.85	$ 33.18
Electrician - Licensed	$ 30.00	$ 6.98	$ 36.98
Electrician Helper/Cable Puller	$ 19.38	$ 4.48	$ 23.86
Elevator Constructor/Installer	$ 61.42	$ 41.17	$ 102.59
Excavator Operator	$ 21.00	$ 1.56	$ 22.56
Fence Setter	$ 18.50	$ 2.00	$ 20.50
Flagger	$ 16.00	$ 0.00	$ 16.00
Floor Layer	$ 22.00	$ 4.32	$ 26.32
Grader/Scraper Operator	$ 23.71	$ 4.85	$ 28.56
Hot Top Plant Operator	$ 23.91	$ 10.99	$ 34.90
Industrial Truck (Forklift) Operator	$ 26.83	$ 1.95	$ 28.78
Insulation Installer	$ 21.00	$ 2.12	$ 23.12

Occupation Title	Minimum Wage	Minimum Benefit	Total
Ironworker - Reinforcing	$ 48.58	$ 4.68	$ 53.26
Ironworker - Structural	$ 26.93	$ 1.50	$ 28.43
Laborer - Skilled	$ 21.00	$ 1.15	$ 22.15
Laborers (Helpers & Tenders)	$ 19.13	$ 1.11	$ 20.24
Line Erector - Power/Cable Splicer	$ 40.00	$ 6.73	$ 46.73
Loader Operator - Front-End	$ 25.50	$ 4.30	$ 29.80
Mechanic- Maintenance	$ 21.00	$ 5.06	$ 26.06
Mechanic- Refrigeration	$ 26.50	$ 6.58	$ 33.08
Millwright	$ 27.50	$ 6.81	$ 34.31
Painter	$ 40.00	$ 56.89	$ 96.89
Paver Operator	$ 23.91	$ 7.36	$ 31.27
Pipe/Steam/Sprinkler Fitter	$ 31.50	$ 17.36	$ 48.86
Pipelayer	$ 25.50	$ 6.14	$ 31.64
Plumber (Licensed)	$ 28.00	$ 4.19	$ 32.19
Plumber Helper/Trainee	$ 19.25	$ 2.10	$ 21.35
Reclaimer Operator	$ 26.83	$ 13.25	$ 40.08
Rigger	$ 26.00	$ 7.43	$ 33.43
Roller Operator - Earth	$ 20.00	$ 1.92	$ 21.92
Roller Operator - Pavement	$ 23.91	$ 4.70	$ 28.61
Screed/Wheelman	$ 21.00	$ 3.61	$ 24.61
Sheet Metal Worker	$ 22.50	$ 5.42	$ 27.92
Truck Driver - Heavy	$ 19.28	$ 0.84	$ 20.12
Truck Driver - Light	$ 17.00	$ 0.52	$ 17.52
Truck Driver - Medium	$ 20.95	$ 2.02	$ 22.97
Truck Driver - Tractor Trailer	$ 24.75	$ 3.14	$ 27.89

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

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

Expiration Date: 12-31-2021
Revised 2-25-2021

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.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

BASS HARBOR FERRY TERMINAL

FENDER SYSTEM MODIFICATIONS

Bass Harbor, Maine
WIN 023476.00

PROJECT DESCRIPTION

All work shall be governed by the Maine Department of Transportation Standard Specifications, March 2020 Edition, except for the modifications, additions, and deletions contained herein.

General Description of Work

The Bass Harbor ferry terminal project includes the installation of one turning dolphin outboard of the footprint of the existing pen complete with fender panels and site lighting. The turning dolphin shall be of concrete construction supported by anchored and post-tensioned concrete-filled steel pipe piles. Associated with this work is the installation of aluminum gangways, removal and storage of fender panels, modifications to navigational lighting, and installation of timber wave screens. Modifications to fender systems, hand railings, and head dolphins are also necessary.

Plans

The Contract Drawings are hereby incorporated into this project and are referred to as the Plans. They bear the general title of "Bass Harbor Ferry Terminal, Fender System Modifications, WIN 023476.00".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

SWAN'S ISLAND FERRY TERMINAL

FENDER SYSTEM MODIFICATIONS

Swan's Island, Maine
WIN 023480.00

PROJECT DESCRIPTION

All work shall be governed by the Maine Department of Transportation Standard Specifications, March 2020 Edition, except for the modifications, additions, and deletions contained herein.

General Description of Work

The Swan's Island ferry terminal project includes the installation of two turning dolphins outboard of the footprint of the existing pen complete with fender panels and site lighting. The turning dolphins shall be of concrete construction supported by anchored and post-tensioned concrete-filled steel pipe piles. Associated with this work is the installation of aluminum gangways, removal, storage, and reinstallation of fender panels, modifications to navigational lighting, and installation of timber wave screens. Modifications to fender systems, hand railings, and head dolphins are also necessary.

Plans

The Contract Drawings are hereby incorporated into this project and are referred to as the Plans. They bear the general title of "Swan's Island Ferry Terminal, Fender System Modifications, WIN 023480.00".

SPECIAL PROVISION
SECTION 101
CONTRACT INTERPRETATION
(Definitions)

101.2 Definitions

This Subsection is added by inclusion of the following:

Terminal Manager:	The individual responsible for the ferry terminal and all terminal related coordination. Bass Harbor: Office Tel.: 207-244-3254 Swan's Island: Office Tel.: 207-526-4273
Pen:	The area within the fender system where the vessel berths. Generally, includes the region between the fender panels, the loading ramp on the shore side end, and the outboard turning dolphins. For this project, the pen includes the extended area where the proposed fenders will be installed.
Turning Dolphin:	The outboard breasting/mooring structure constructed of either timber or concrete which defines the outer end of the pen. This structure commonly includes a steel fender panel and mooring devices in the form of cleats or double bitts. Lighting typically includes site lighting and a navigational marker.
Timber Crib:	The timber stone-filled structure which currently forms the existing perimeter of the pen and is typically used to support a fender panel, walkways, and site lighting. The timber cribs also function as partial wave screens.

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES
(Staging Area)

104.3.15 Contractor's General Authority and Responsibilities

This Subsection is added by inclusion of the following:

No upland storage or staging area is available to the Contractor. The Contractor's waterfront staging area shall be situated on Contractor-supplied barges and/or work float and must not interfere or obstruct the daily operations of the Terminal.

A location for the Resident's field office will be identified on ferry terminal property. No space will be provided for the Contractor on ferry terminal property for a field office, storage, or staging area.

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES
(As-Built Plans)

104.3.16 Contractor's Development of As-Built Plans

This Subsection is added by inclusion of the following:

The Contractor is required to maintain as-built drawings throughout the duration of the project and submit both hard-copy and one compiled electronic PDF file of the as-built drawing set within 30 days of project completion.

The Department retains the right to review the as-built drawings for a period of 10 days to confirm the accuracy and completeness of the drawing set. The Contractor will be notified of any revisions necessary within the 10 day period and is obligated to complete the revisions and resubmit both the hard copy and electronic file within 14 days of receipt of the comments.

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES
(Coordination with Terminal Manger)

The following Subsection is added:

104.4.11 Coordination with Terminal Manager

The Ferry Terminal is an active passenger ferry terminal with scheduled transports on a daily basis. The schedule varies by season, but generally entails several vessel visits throughout the day Sunday through Saturday. Successful completion of the project will require coordination between the Contractor and the Terminal Manager on a daily basis, and on a weekly basis via project meetings to be held on-site with all stakeholders, including the local community representative. At these meetings, the Contractor will be required to provide an update on the progress of the project. In a similar manner, the Terminal Manager will provide notice of any changes to the vessel schedule to the Contractor and will advise when the pen is not available.

Construction Schedule:

The Contractor will be required to submit a detailed written construction schedule. This schedule will be monitored closely and shall be updated weekly during construction meetings. When the Contractor is prepared to commence work on site, in addition to the construction schedule, the Contractor shall provide on a regular basis a written day by day summary of the Construction activities that will occur for the upcoming three-week period. This summary will also highlight activities that will have an impact on the use of facilities in the construction and adjacent areas.

Pollution Control:

All operations carried out by the Contractor during the life of this Contract shall comply with provisions and regulations for the control of air and noise pollution. The contractor shall make all applications and notices and comply with all appropriate provisions of the rules and regulations of Federal, State, and Local Agencies. The Contractor will also closely monitor debris and trash that is generated on site and ensure that it is properly contained and maintained. Trash must be removed regularly and as a minimum, at least weekly.

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES
(Progress Meetings)

104.4.3 Progress Meetings

This Subsection is amended by the addition of the following:

Progress meetings shall be held weekly or at an interval deemed necessary by the Resident. As the project progresses, the Resident may reduce the frequency of the meetings.

Town: **Tremont (Bass Harbor)**
Project: **23476.00**
Date: **July 21, 2020**

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 NOT 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	Contact Name	Contact Number
Charter Communications	**X**		**Harland Williamson**	**458-8084**
Consolidated Communications	**X**	**X**	**Emily Greaney**	**745-2750**
Versant Power	**X**	**X**	**Dave Perkins**	**949-3918**

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.

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.

***** Specific information regarding the line voltage can be requested from Versant Power*****

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

Aerial 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.

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

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.

Town: **Swans Island**
Project: **23480.00**
Date: **July 21, 2020**

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 NOT 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	Contact Name	Contact Number
The Island Telephone Company (TDS of Maine)		**X**	**Jason Tibbetts**	**635-7249**
Versant Power	**X**	**X**	**Dave Perkins**	**949-3918**

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.

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.

***** Specific information regarding the line voltage can be requested from Versant Power*****

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

Aerial 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.

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

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.

December 17, 2010
Supersedes December 30, 2009

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES
(Electronic Payroll Submission)
(Payment Tracking)

104.3.8.1 Electronic Payroll Submission The prime contractor and all subcontractors and lower-tier subcontractors will submit their certified payrolls electronically on this contract utilizing the Elation System web based reporting. 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 first "Notice".

104.3.8.2 Payment Tracking 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

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Submittal Requirements)

105.7.4 Submittal Requirements

This Subsection is amended by the addition of the following:

At the onset of the project, the Contractor shall provide to the Resident a submittal log, which identifies the manner by which all submittals will be organized and referenced throughout the project. The Contractor shall update the submittal log on a weekly basis or to the satisfaction of the Resident. RFIs and other correspondence may be organized in a similar manner at the discretion of the Resident. The naming convention for submittals and RFIs shall be consistent and sequential.

The Contractor shall make all submittals including but not limited to RFIs, Designs, Shop Drawings, and Working Drawings in electronic PDF format via email. All submittals shall be accompanied by a cover sheet, which identifies the submittal number, subject, and date. Revisions to submittals shall maintain the original submittal number but receive a designation which indicates the submittal has been revised.

Submittals which require the review of the Engineer of Record will be reviewed in electronic format using red-line markups to easily identify comments, corrections, or revisions. Submittal reviews will be returned in electronic format only. If hardcopies are needed by the Contractor, it will be the responsibility of the Contractor to provide hardcopies to be marked-up by the Resident and/or Engineer of Record. Only one reviewed/red-lined hardcopy will be returned to the Contractor for its own use, regardless of the number of copies needed by the Contractor to complete the work.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Summary of Project Requirements)

The following Subsection is added:

105.11.2 Summary of Project Requirements

A summary of the project requirements is below:

Pen Accessibility:

- Contractor must maintain the facility for safe ferry service operations at all times and for overnight mooring. The Contractor's barge and equipment shall not hinder vessel operations at any time.
- Accessibility shall also include the underwater portion of the pen which shall remain free of debris or obstruction that could damage the ferry or impede operations.

Terminal Functionality

- Contractor must maintain as operational the terminal including the site lighting, vessel electrical hook-up, hoist tower, and terminal building. Short-term temporary disconnects will be permitted with coordination and approval by the Resident.

Harbor Channel Functionality

Contractor must maintain as operational the existing harbor channel for recreational boaters, fishermen, and general boating traffic. The Contractor's barge and equipment shall not go beyond footprint of the proposed pen limits, which includes the location of the proposed dolphin(s).

Special circumstances which may prevent fulfillment of this requirement shall be brought to the attention of the Resident, Harbor Master, and Terminal Manager for further discussion.

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

In-Water work consists of any activity conducted below the normal high water mark of a river, stream, brook, lake, pond or "Coastal Wetland" areas that are subject to tidal action during the highest tide level for the year which an activity is proposed as identified in the tide tables published by the National Ocean Service. http://www.oceanservice.noaa.gov/. For the full definition of "Coastal Wetlands," please refer to 38 MRSA 480-B(2)

I. In-Water work applies to Bass Harbor proposed ferry terminal improvement project.

II. In-water work is allowed from August 1 to March 14 of any year. In-water work is prohibited between March 15 and July 31.
   1. **Except for timber pile driving, which is allowed at any time of year.**

III. Special Conditions:
   1. Special Conditions of Army Corps of Engineers PCN Permit (see permit and conditions in contract documents) and associated amendments.
   2. Special Conditions of Informal Endangered Species Act (Section 7) FHWA Programmatic Consultation and Essential Fish Habitat Consultation with National Marine Fisheries Service (summarized in this Special Provision 105 and ACOE permit).
   3. The contractor shall hold a pre-construction meeting for each project with appropriate MaineDOT Environmental Office staff, other MaineDOT staff, and the MaineDOT construction crew or contractor(s) to review all procedures and requirements for avoiding and minimizing effects to protected species and to emphasize the importance of these measures for protecting these species and their habitat. ACOE (Jay Clement, Jay.l.clement@usace.army.mil), FHWA (Eva Birk, eva.birk@dot.gov), National Marine Fisheries Service staff (Zachary Jylkka, zachary.jylkka@noaa.gov), and NOAA Fisheries staff (Michael Johnson, mike.r.johnson@noaa.gov) shall be invited to attend these meetings.
   4. Any project vessel shall maintain minimum approach distances to marine mammals and sea turtles: 1,500 feet for North Atlantic right whales, and 150 feet for sea turtles, dolphins/porpoises, seals, and other large whales (no intentional approach within 100 feet for large whales).
   5. The use of blasting or explosives is prohibited.
   6. Disturbance of subtidal substrate outside of the area shown on permit plans is prohibited. This prohibition includes but is not limited to use of heavy machinery and placement or storage of construction materials or equipment.
   7. **The location of all eelgrass patches observed is shown on Figure G03 – Existing Conditions. Impacts, including anchoring or spudding in the vicinity of these patches shall be avoided to the greatest extent practicable. Disturbance within these areas, including incidental observation of disturbance by others should be reported to the Resident.**
   8. All pile driving and pile removal activity is required to employ a 20-minute "soft start" to allow animals an opportunity to leave the project vicinity before sound pressure increases.
   9. If a marine mammal or sea turtle is incidentally observed by the resident or other staff approaching or entering within a 1,000-foot buffer of a pile driving site (shutdown zone) during pile driving activities, work shall be halted. If pile driving is halted due to the presence of a marine mammal or sea turtle, the activity may not resume or commence until either the animal has voluntarily left the shutdown zone and has been visually confirmed beyond the shutdown zone and 15 minutes have passed without re-detection of the animal. Pile driving activities

include the time to install or remove a single pile or series of piles, as long as the time elapsed between uses of the pile driving equipment is no more than thirty minutes.

10. Any in-water lines, ropes, or chains shall be made of materials and installed in a manner to minimize or avoid the risk of entanglement by using thick, heavy, and taut lines that do not loop or entangle. Where possible, lines shall be enclosed in a rigid sleeve.
11. As a component of the SEWPCP required for each project, the Contractor shall develop and implement a Spill Prevention Control and Countermeasure Plan (SPCCP) designed to avoid any impacts from hazardous chemicals, such as diesel fuel, oil, lubricants, and other hazardous materials. All refueling or equipment maintenance shall take place away from the stream and in a careful manner that prohibits chemical or other hazardous materials from entering the water. These measures include the following:
    a. All vehicles (watercraft) carrying fuel shall have specific equipment and materials needed to contain or clean up any incidental spills at the Project site. Equipment and materials would include spill kits appropriately sized for specific quantities of fuel, shovels, absorbent pads, straw bales, containment structures and liners, and/or booms.
    b. During use, all pumps and generators shall have appropriate spill containment structures and/or absorbent pads in place.
    c. All equipment used for in-water work shall be cleaned of external oil, grease, dirt, and mud.
    d. Any leaks or accumulations of these materials would be corrected before entering the water.
12. The contractor shall employ the minimum number of vessels required to complete the work.

IV. Approvals:

1. Temporary Soil Erosion and Water Pollution Control Plan
2. Permit-by-Rule #67728
3. Permitted Coastal Wetland Impacts (square feet), see ACOE permit for locations:

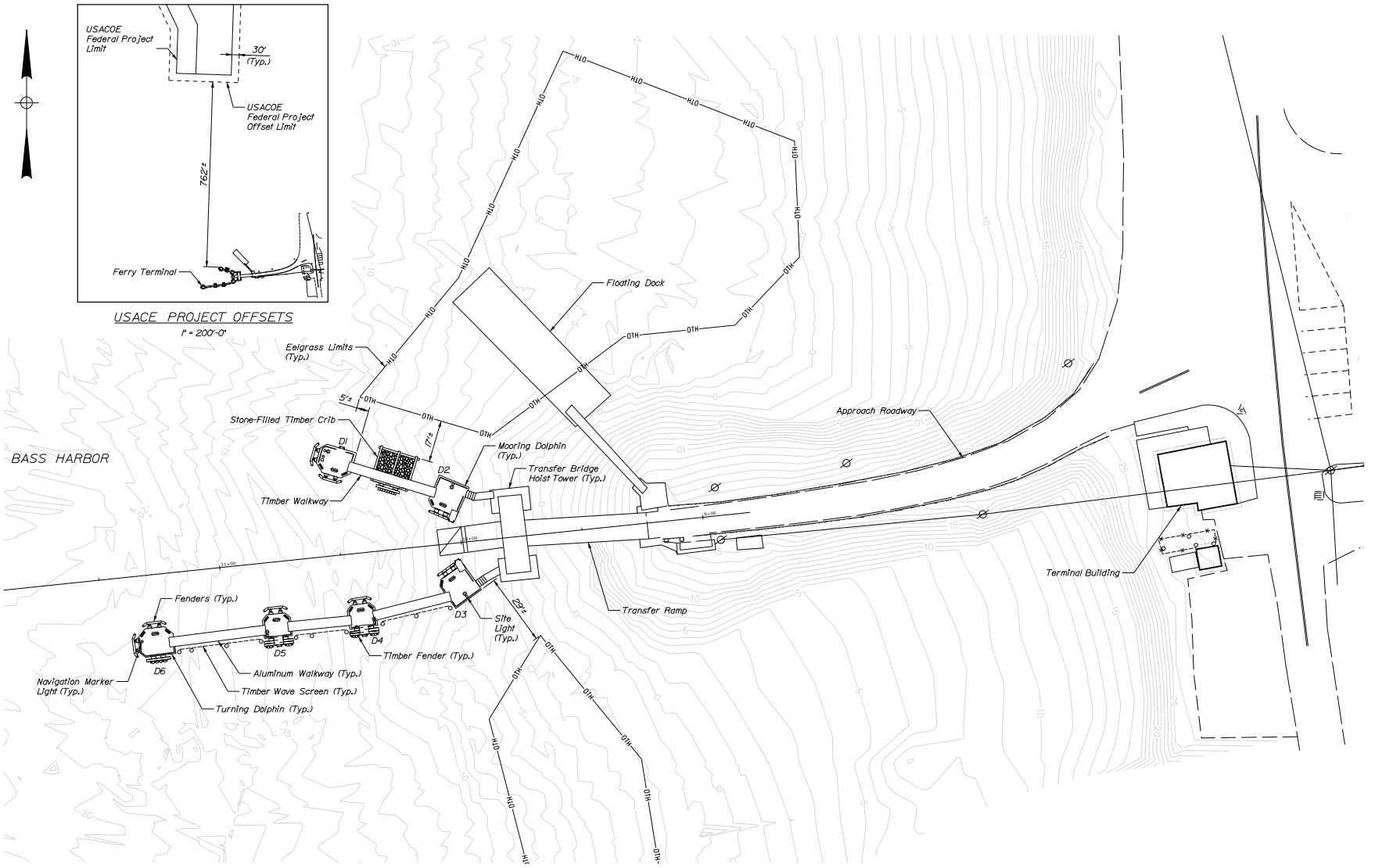
	Permanent	**Temporary**
Direct Impacts	38	0
Indirect Impacts	401	0

V. All activities are <u>prohibited</u> (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 per MaineDOT's Standard Specifications and in adherence with the contractors approved "Soil Erosion and Water Pollution Control Plan".

VI. Reauthorization of the ACOE Permit is required for any work in jurisdictional resources that is not completed by October 14, 2025.

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



NOTES:

1. For existing electrical details, see Sheet E01.
2. USACOE project limit per https://www.nae.usace.army.mil/Missions/Navigation/Maine-Projects/. Offset limit dimension determined by 3x water depth (MLLW).
3. Eelgrass limits are approximate boundaries, based on a June 27, 2019 dive survey by MaineDOT.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023476.00

	BY:	DATE
PROJ. MANAGER		
DESIGN DETAILED	N. Wiley	05/19
DESIGN CHECKED	C. Mann	05/19
DESIGN2 DETAILED2		
DESIGN3 DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

10269
P.E. NUMBER

DATE

BASS HARBOR
FERRY TERMINAL

EXISTING CONDITIONS

SHEET NUMBER

G03

3 OF 18

Filename: ...\003_Existing Conditions.dgn Division: Username: Date:7/12/2019

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

In-Water work consists of any activity conducted below the normal high water mark of a river, stream, brook, lake, pond or "Coastal Wetland" areas that are subject to tidal action during the highest tide level for the year which an activity is proposed as identified in the tide tables published by the National Ocean Service. http://www.oceanservice.noaa.gov/. For the full definition of "Coastal Wetlands," please refer to 38 MRSA 480-B(2)

I. In-Water work applies to Mackerel Cove, Swans Island proposed ferry terminal improvement project.

II. In-water work below Highest Annual Tide (HAT) Elevation 13.69 (NAVD88) is allowed from August 1 to March 14 of any year. In-water work is prohibited between March 15 and July 31.
1. **Except for timber pile driving, which is allowed at any time of year.**

III. Special Conditions:
1. Special Conditions of Army Corps of Engineers Category 2 Permit (see permit and conditions in contract documents), and associated amendments.
2. Special Conditions of Informal Endangered Species Act (Section 7) FHWA Programmatic Consultation and Essential Fish Habitat Consultation with National Marine Fisheries Service (summarized in this Special Provision 105 and ACOE permit).
3. The contractor shall hold a pre-construction meeting for each project with appropriate MaineDOT Environmental Office staff, other MaineDOT staff, and the MaineDOT construction crew or contractor(s) to review all procedures and requirements for avoiding and minimizing effects to protected species and to emphasize the importance of these measures for protecting these species and their habitat. ACOE (Jay Clement, Jay.l.clement@usace.army.mil), FHWA (Eva Birk, eva.birk@dot.gov), National Marine Fisheries Service staff (Zachary Jylkka, zachary.jylkka@noaa.gov), and NOAA Fisheries staff (Michael Johnson, mike.r.johnson@noaa.gov) shall be invited to attend these meetings.
4. Any project vessel shall maintain minimum approach distances to marine mammals and sea turtles: 1,500 feet for North Atlantic right whales, and 150 feet for sea turtles, dolphins/porpoises, seals, and other large whales (no intentional approach within 100 feet for large whales).
5. The use of blasting or explosives is prohibited.
6. Disturbance of subtidal substrate outside of the area shown on permit plans is prohibited. This prohibition includes but is not limited to use of heavy machinery and placement or storage of construction materials or equipment.
7. **The location of all eelgrass patches observed is shown on Figure 1 – Waterfront General Plan. Impacts, including anchoring or spudding in the vicinity of these patches shall be avoided to the greatest extent practicable. Disturbance within these areas, including incidental observation of disturbance by others should be reported to the Resident.**
8. All pile driving and pile removal activity is required to employ a 20-minute "soft start" to allow animals an opportunity to leave the project vicinity before sound pressure increases.
9. If a marine mammal or sea turtle is incidentally observed by the resident or other staff approaching or entering within a 1,000-foot buffer of a pile driving site (shutdown zone) during pile driving activities, work shall be halted. If pile driving is halted due to the presence of a marine mammal or sea turtle, the activity may not resume or commence until either the animal has voluntarily left the shutdown zone and has been visually confirmed beyond the shutdown zone and 15 minutes have passed without re-detection of the animal. Pile driving activities

include the time to install or remove a single pile or series of piles, as long as the time elapsed between uses of the pile driving equipment is no more than thirty minutes.

10. Any in-water lines, ropes, or chains shall be made of materials and installed in a manner to minimize or avoid the risk of entanglement by using thick, heavy, and taut lines that do not loop or entangle. Where possible, lines shall be enclosed in a rigid sleeve.
13. As a component of the SEWPCP required for each project, the Contractor shall develop and implement a Spill Prevention Control and Countermeasure Plan (SPCCP) designed to avoid any impacts from hazardous chemicals, such as diesel fuel, oil, lubricants, and other hazardous materials. All refueling or equipment maintenance shall take place away from the water and in a careful manner that prohibits chemical or other hazardous materials from entering the water. These measures include the following:
    a. All vehicles (watercraft) carrying fuel shall have specific equipment and materials needed to contain or clean up any incidental spills at the Project site. Equipment and materials would include spill kits appropriately sized for specific quantities and type of fuel and/or material to be used, shovels, absorbent pads, straw bales, containment structures and liners, and/or booms.
    b. During use, all pumps and generators shall have appropriate spill containment structures and/or absorbent pads in place.
    c. All equipment used for in-water work shall be cleaned of external oil, grease, dirt, and mud.
    d. Any leaks or accumulations of these materials would be corrected before entering the water.
14. The contractor shall employ the minimum number of vessels required to complete the work.

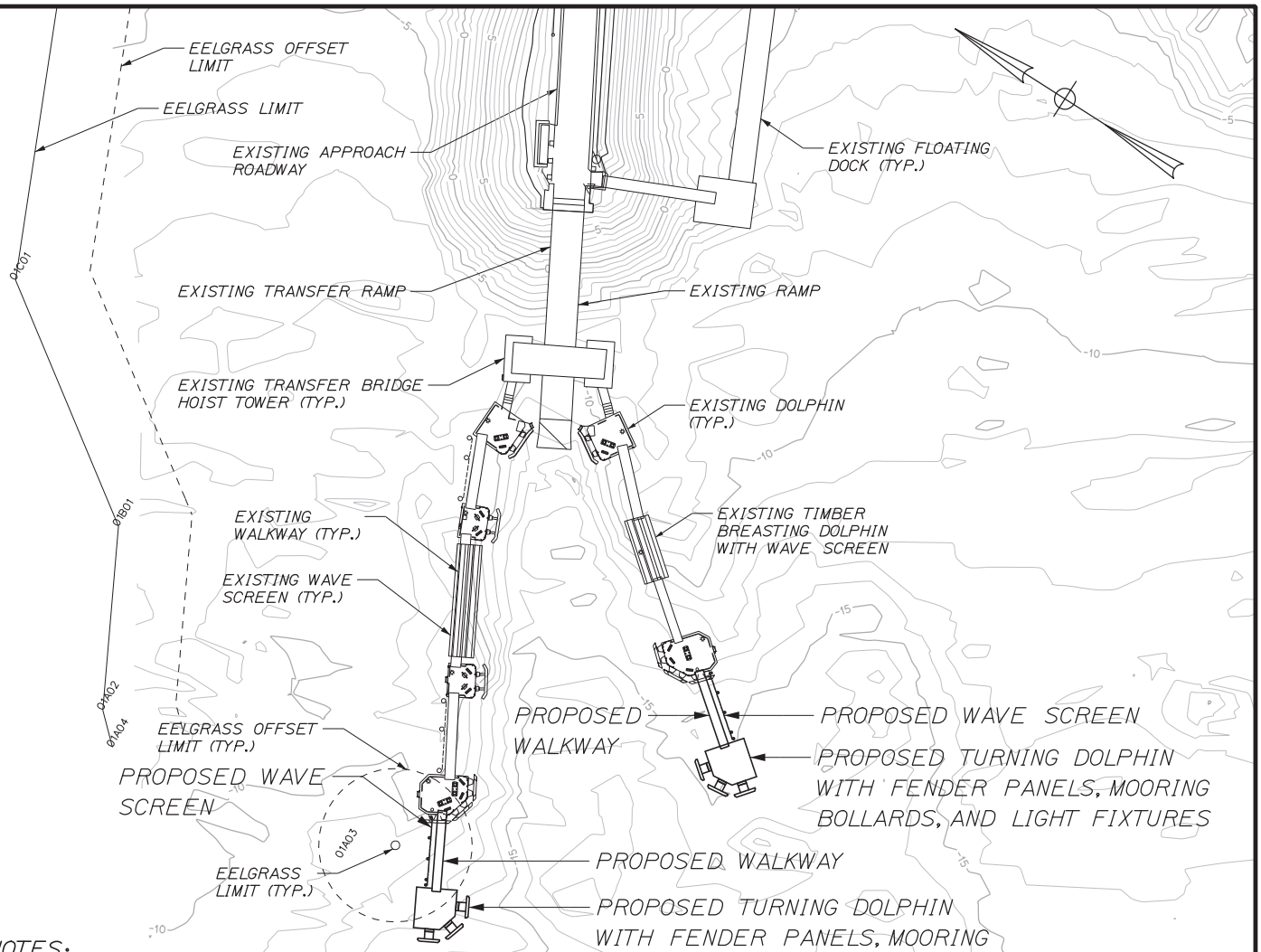
IV. Approvals:
1. Temporary Soil Erosion and Water Pollution Control Plan
2. Permit-by-Rule #69326
3. Permitted Coastal Wetland Impacts (square feet), see ACOE permit for locations:

	Permanent	**Temporary**
Direct Impacts	69	0
Indirect Impacts	802	0

V. All activities are <u>prohibited</u> (including placement and removal of cofferdams unless otherwise permitted by Regulatory Agencies) below the HAT elevation if outside the prescribed in-water work window, except for the following:
1. Work within a cofferdam constructed per MaineDOT's Standard Specifications and in adherence with the contractors approved "Soil Erosion and Water Pollution Control Plan".

VI. Reauthorization of the ACOE Permit is required for any work in jurisdictional resources that is not completed by October 14, 2025.

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



NOTES:

1. TIDAL DATUM IS MLLW.
2. FENDER PANELS ON EXISTING DOLPHINS NOT SHOWN FOR CLARITY.
3. WAVE SCREEN SHOWN SCHEMATICALLY.
4. BATHYMETRIC AND TOPOGRAPHIC SURVEY BY OWEN HASKELL, JUNE 5, 2018 USING A SEAFLOOR HYDROLITE - TM SONARMITE SINGLE BEAM ECHO SOUNDER, AND A CARLSON RTK GPS.

ENVIRONMENTAL IMPACT AREAS:

1. AERIAL FOOTPRINT AREA (NON-MUDLINE):

ITEM	SIZE	AREA
DOLPHIN (2 TOTAL)	16' x 16'	512 sq. ft.
WALKWAY (2 TOTAL)	35' x 3'	210 sq. ft.
WAVE SCREEN (2 TOTAL)	20' x 2'	80 sq. ft.
	TOTAL AREA	802 sq. ft.

2. MUDLINE FOOTPRINT AREA:

ITEM	SIZE	AREA
DOLPHIN PILES	30 x 18"ϕ	53 sq. ft.
WAVE SCREEN PILES	20 x 12"ϕ	16 sq. ft.
	TOTAL AREA	69 sq. ft.

PLAN

SCALE: 1" = 30'-0"

30 0 30 60

Scale of Feet

HNTB

MaineDOT

WIN: 023480.00

PROPOSED FERRY TERMINAL IMPROVEMENTS/MODIFICATIONS	WATERFRONT GENERAL PLAN	FIGURE 1
SWANS ISLAND FERRY TERMINAL	DESIGNER: CRAIG R. MORIN, P.E. DATE: OCTOBER 9, 2018	

SPECIAL PROVISION 105
GENERAL SCOPE OF WORK
Equal Opportunity and Civil Rights
(Disadvantaged Business Enterprises Program)

105.10.1.1 Disadvantaged Business Enterprises Program The Maine Department of Transportation (MaineDOT) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the United States Department of Transportation (USDOT), 49 CFR Part 26. The MaineDOT receives federal financial assistance from USDOT, and as a condition of receiving this assistance, the Department has signed an assurance that it will comply with 49 CFR Part 26.The MaineDOT is responsible for determining the eligibility of and certifying DBE firms in Maine.

A DBE is defined as a for-profit business that is owned and controlled by one or more socially and economically disadvantaged person(s). For the purpose of this definition:

1. "Socially and economically disadvantaged person" means an individual who is a citizen or lawful permanent resident of the United States and who is Black, Hispanic, Native American, Asian, Female; or a member of another group or an individual found to be disadvantaged by the Small Business Administration pursuant to Section 3 of the Small Business Act.
2. "Owned and controlled" means a business which is:
    a. A sole proprietorship legitimately owned and controlled by an individual who is a disadvantaged person.
    b. A partnership or limited liability company in which at least 51% of the beneficial ownership interests legitimately are held by a disadvantaged person(s).
    c. A corporation or other entity in which at least 51% of the voting interest and 51% of the beneficial ownership interests legitimately are held by a disadvantaged person(s).

The disadvantaged group owner(s) or stockholder(s) must possess control over management, interest in capital, and interest in earnings commensurate with the percentage of ownership. If the disadvantaged group ownership interests are real, substantial and continuing and not created solely to meet the requirements of this program, a firm is considered a bona fide DBE.

105.10.1.2 Commercially Useful Function MaineDOT will count expenditures of a DBE contractor toward DBE goals only if the DBE is performing a commercially useful function on that contract. A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. Credit will only be given when the DBE meets all conditions for a CUF. Credit for labor will be in accordance with the responsibilities outlined in the contract. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the Contract, for negotiating price, determining quality and quantity, ordering the materials, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, MaineDOT will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the Contract is commensurate with the work it is actually performing and DBE credit claimed for its performance of the work, and other relevant factors.

Rented equipment used by the DBE must not be rented from the Prime Contractor on a job that the DBE is subcontracted with that Prime Contractor for regular course of business.

A current listing of certified DBEs that may wish to participate in the highway construction program and the scope of work for which they are certified can be found at http://www.maine.gov/mdot/disadvantaged-business-enterprises/pdf/directory.pdf. Credit will be given for the value described by a DBE performing as:

A. A prime contractor; 100% of actual value of work performed by own workforces.
B. An approved subcontractor; 100% of work performed by own workforces.
C. An owner-operator of construction equipment; 100% of expenditures committed.
D. A manufacturer; 100% of expenditures committed. The manufacturer must be a firm that operates or maintains a factory or establishment that produces on the premises the materials or supplies obtained by the Contractor. Brokers and packagers shall not be regarded as manufacturers.
E. A regular dealer; 60% of expenditures committed. A regular dealer is defined as a firm that owns, operates, or maintains a store, warehouse or other establishment in which the materials or supplies required for the performance of the contract are bought, kept in stock, and regularly sold to the public. For purposes of this provision a "Broker" is a DBE that has entered into a legally binding relationship to provide goods or services delivered or performed by a third party. Brokers and packagers shall not be regarded as regular dealers.
F. A bona fide service provider; 100% of reasonable fees or commissions. Eligible services include professional, technical, consultant, or managerial, services and assistance in the procurement of essential personnel, facilities, equipment, materials or supplies required for the performance of the contract. Eligible services also include agencies providing bonding and insurance specifically required for the performance of the contract.
G. A trucking, hauling or delivery operation. 100% of expenditures committed when trucks are owned, operated, licensed and insured by the DBE and used on the contract and, if applicable, includes the cost of the self supplied materials and supplies.100% of expenditures committed when the DBE leases trucks from another DBE firm including an owner-operator. 100% of reasonable fees or commissions the DBE receives as a result of a lease arrangement for trucks from a non-DBE, including an owner-operator.
H. Any combination of the above.

105.10.1.3 Race-neutral Goals The Maine DOT is required to set an annual goal (approved on a three year basis) for DBE participation in Federal-aid projects. In order to fulfill that goal, bidders are encouraged to utilize DBE businesses certified by the MaineDOT. MaineDOT seeks to meet the established DBE goal solely through race-neutral means. *Race-neutral* DBE participation occurs when a DBE is awarded a prime contract through customary competitive procurement procedures, is awarded a subcontract on a contract that does not carry a DBE contract goal, or wins a subcontract from a prime contractor that did not consider its DBE status in making the award. A DBE/subcontractor Utilization Proposed Form is required to be included in bid documents.

MaineDOT will analyze each project and create a Project Availability Target (PAT), based on a number of factors including project scope, available DBE firms, firms certified in particular project work, etc. Each bid will request that the contractor attempt to meet the PAT. This PAT is developed to assist contractors to better understand what the MaineDOT expectations are for a

specific project. The PAT is NOT a mandate but an assessment of what this particular project can bear for DBE participation. The Department anticipates that each contractor will make the best effort to reach or exceed this PAT for the project.

105.10.1.4 Race-conscious Project Goals If it is determined by the Department that the annual DBE goal will not be met through *race-neutral* means, the Department may implement *race-conscious contract goals* on some projects. Race-conscious contract goals are goals that are enforceable by the Department and require that the prime contractor use good faith effort to achieve the goal set by the Department for that particular project. If race conscious means are implemented on a project, the Prime must comply with the requirements of 49 CFR.

At the time of the bid opening, all Bidders shall submit with their bid a Disadvantaged Business Enterprise (DBE) Commitment Form provided by the Department. This form will list the DBE and non-DBE firms that are proposed to be used during the execution of the Work. The list shall show the name of the firm, the item/material/type of work involved and the dollar amount of work to be performed. The dollar total of each commitment shall be totaled and a percentage determined.

If the project goal is not met, acceptable documentation showing all good faith efforts made to obtain participation may be required in order to award the project. Failure to provide the required listing with the dollar participation total or acceptable documentation of good faith efforts to obtain DBE participation within 3 days after the bid opening date will be considered a lack of responsiveness on the part of the low bidder. Rejection of the low bid under these circumstances will require the low bidder to surrender the Proposal Guaranty to the Department. The submission and approval of the above forms does not constitute a formal subcontract.

If for any reason during the progress of the Work the Contractor finds that DBEs included on the list are unable to perform the proposed work, the Contractor, with written release by the committed DBE or approval of the Department, may substitute other DBE firms for those named on the list. If the Contractor is able to clearly document their inability to find qualified substitute firms to meet the project goal, the Contractor may request in writing approval to substitute the DBE with a non-DBE firm. If at any time during the life of the Contract it is determined that the Contractor is not fulfilling the goal or commitment(s) and is not making a good faith effort to fulfill the DBE requirement, the Department may withhold progress payments. If good faith effort is determined by the Department, failure to meet the DBE contract goal will not be a detriment to the bid award. Fulfillment of the goal percentage shall be determined by dividing the dollars committed to the DBEs by the actual contract dollars. These requirements are in addition to all other Equal Employment Opportunity requirements on Federal-aid contracts.

105.10.1.5 Certification of DBE attainment on Contracts The MaineDOT must certify that it has conducted post-award monitoring of all contracts to ensure that DBEs had done the work for which credit was claimed. The certification is for the purpose of ensuring accountability for monitoring which the regulation already requires. The MaineDOT will certify these contracts through review of CUF forms, Elations sub-contract payment tracking as well as occasional on-site reviews of projects and through the project's final closeout documentation provided by our Contracts Section.

105.10.1.6 Bidders' List Survey Pursuant to 49 CFR 26.11 the MaineDOT is required to "create and maintain" a bidders list and gather bidder information on our construction/consultant projects, Contractors will maintain information on all subcontract bids submitted by DBE and Non-DBE firms and provide that information to the Department. The Following information is required:

Firm Name
Firm Address
Firm status (DBE or non-DBE)
Age of firm (years)
And the annual gross receipts amount as indicated by defined brackets, i.e. $500,000 to $800,000, rather than requesting exact figures.

Not only is this information critical in determining the availability of DBE businesses relative to other businesses that do similar work, but the Federal Highway Administration requires that we obtain this information.

MaineDOT DBE Project Attainment Target (PAT)
for this Project is N/A

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.

December 5, 2011
Supersedes December 1, 2010

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 107
TIME

107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

The specified Contract completion date is **July 30, 2023**.

107.3.2 Night Work

This Subsection is amended by the addition of the following:

The Contractor shall be aware of the close proximity of the local residences and the ability of noise to carry long distances over water. The Contractor shall conduct operations so as not to generate loud noises greater than 80 dB within 500 ft of any building used for residential purposes between the hours of 10:00pm and 7:00am unless otherwise approved. Local requirements concerning noise may impose additional restrictions and must be complied with by the Contractor.

107.4.7 Limitations of Operations

The Contractor shall note that the pen is routinely occupied by the passenger ferry vessel during the day according to the published vessel schedule. The pen is only accessible to the contractor on a limited basis during the day.

The cost of these limits of operations shall be considered incidental to the Contract and no additional compensation will be made.

107.9 Project Closeout

The following is in addition to the requirements of Section 107.9:

The Contractor shall maintain at the site a set of up-to-date "As-Built" Contract Plans and these Special Provisions, upon which shall be recorded accurately as the work progresses the actual dimensions and locations of all his work, indicating thereon all variations from the Contract Documents, including pile tip elevations. The record shall include the work of all Subcontractors. Record drawings shall be reviewed by the Resident, and the Contractor shall make all necessary changes according to the Resident's review.

Prior to final acceptance of the Work, all recorded data shall be transferred by the Contractor, to a complete set of reproducible record specifications of the Contract Drawings showing "As-Built" conditions. The As-Built drawings shall be presented using neatly color-coded markups to identify changes, modifications, or deletions to the proposed work.

The additional project closeout requirements noted in this special provision shall be considered incidental to the contract and no separate payment will be made.

SPECIAL PROVISION
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing, Storing, and Resetting Structures and Obstructions)

All work and materials shall conform to the Contract Drawings and provisions of the State of Maine, Department of Transportation, Standard Specifications, March 2020, SECTION 202, REMOVING STRUCTURES AND OBSTRUCTIONS, with the following changes:

202.01 Description

The following paragraphs are added:

Removing, Storing, and Resetting Structures and Obstructions shall include the removal of the chock, its temporary on-site storage, and resetting.

202.07 Method of Measurement

Add the following paragraphs:

Removing, Storing, and Resetting Structures and Obstructions shall be measured by the unit, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

202.08 Basis of Payment

Add the following paragraphs:

Removing, Storing, and Resetting Structures and Obstructions will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications. Payment shall include the removal of the chock, anchor bolts, and base grout. Bolts shall be removed below the concrete surface and filled with a non-shrink grout. The chock shall be cleaned and reset atop a new pad of grout and reset with new anchor bolts.

Payment will be made under:

Pay Item	Description	Pay Unit
202.110	Removing, Storing, and Resetting Structures and Obstructions	Each

SPECIAL PROVISION
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Remove Existing Structural Timber)

All work and materials shall conform to the Contract Drawings and provisions of the State of Maine, Department of Transportation, Standard Specifications, March 2020, SECTION 202, REMOVING STRUCTURES AND OBSTRUCTIONS, with the following changes:

202.01 Description

The following paragraphs are added:

Remove Existing Structural Timber shall include all timber walkways, timber stairways, and timber handrails

The Contractor shall not let demolished material fall into the water and all materials that do enter the water shall be immediately retrieved by the Contractor.

202.07 Method of Measurement

Add the following paragraphs:

Remove Existing Structural Timber shall be measured by the lump sum, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

202.08 Basis of Payment

Add the following paragraphs:

Remove Existing Structural Timber will be paid for at the Contract lump sum price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, disposal, tipping fees, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Payment will be made under:

Pay Item	Description	Pay Unit
202.1292	Remove Existing Structural Timber	Lump Sum

SPECIAL PROVISION
SECTION 501
FOUNDATION PILES
(Steel Pipe Piles)
(Rock Socket)
(Drilling Equipment Mobilization)
(Pile Tips)
(Pile Splices)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 501 – FOUNDATION PILES, with the following modifications:

501.01 Description

This Subsection is replaced with the following:

This work shall consist of furnishing and installing pipe piles, including socketing the pipe piles into bedrock; cleaning out pipe piles; and furnishing concrete and filling pipe piles with concrete in accordance with the Contract Plans and Specifications. Pipe piles shall be installed open-ended, advanced into rock using an acceptable drilling method, and cleaned of overburden and rock spoils/ drill cuttings.

Drilling, furnishing, installing, testing, and tensioning rock anchors in pipe piles shall be in accordance with Special Provision 504, Rock Anchors.

501.013 Submittals

Add this Subsection:

A minimum of four (4) weeks prior to the start of installation of the rock socketed pipe piles, the Contractor performing the work set forth in this Special Provision shall submit a Quality Control Plan (QCP) that is prepared in accordance with Subsection 501.03 of this Special Provision for review by the Department.

501.02 Materials

This Subsection is amended with the following:

Pipe pile material shall meet the requirements of ASTM A252, Grade 3 with minimum yield strength of 45 ksi per MaineDOT Standard Specification 711.01.

Pipe pile shoes shall support installation by open-ended drilling operations and shall meet or exceed the strength requirements of ASTM A148, Grade 90-60 for steel casings.

Pipe pile splice backup ring material shall be any steel listed in AWS Structural Steel Welding Code D1.1, Table 3.1 with the exception of 100 ksi minimum yield strength steels.

Concrete for Steel Pile pipe shall be Class A and shall meet the requirements of Section 502 - Structural Concrete.

Steel pipe pile material shall be coated with a Fusion Bonded Epoxy Coating as specified in SECTION 506 – SHOP APPLIED PROTECTIVE COATING – STEEL. The limit of fusion bonded epoxy coating applied to the steel pipe piles shall be the entire length of the pile.

Turbidity control measures shall be designed to prevent entanglement or entrapment of ESA-listed species. Pile installation shall occur within a turbidity curtain.

501.03 Quality Control Plan

This Subsection is replaced with the following:

The Contractor shall control the quality of the foundation piles through practices and inspection, which shall be described in the Contractor-prepared Quality Control Plan (QCP), sufficient to assure a product meeting the Contract requirements. A QCP for socketed pipe pile foundations shall be prepared by the Contractor and submitted in accordance with Subsection 106.4.1 of the Standard Specifications. The QCP shall meet the requirements of Section 106, Quality, Section 501, Foundation Piles, and this Special Provision. The Department will use criteria established in the approved QCP to accept the work provided in this Special Provision.

No work under this item shall proceed until the QCP, or amendments to the QCP, is submitted to and approved by the Resident.

The QCP shall address all elements that affect the quality of the foundation piles, including but not limited to, the following:

A. Installation Equipment - List and description of proposed equipment to be used for pipe pile installation, including cranes, bit and/or shoe assemblies proposed for use on the pipe piles, and equipment for drilling through overburden and socketing the pipe piles into bedrock, cleaning, checking cleanliness, and concreting.

B. Installation Procedures - Details of overall socketed pipe pile and rock anchor construction sequence. Details of proposed procedures and sequence for pipe pile installation, including methods for drilling overburden and bedrock, methods for confirming the top of competent bedrock and for confirming adequate length of rock socket, cleaning, concreting and details of attachments for angles and anodes.

C. Details of template to be constructed to assure proper position and alignment/plumbness of the piles and proposed method for minimizing damage to the pipe pile coating.

D. Procedures for advancing through boulders and other obstructions.

E. Procedures for flushing drill spoils.

F. Number of Pile Splices, locations and details.

G. Procedures for achieving and verifying the pipe piles meet the project tolerances.

H. Installation Log Form and an example installation record. The Contractor shall maintain a log during pipe pile installation through overburden and into bedrock, cleaning, and preparation for rock anchor installation activities. The log shall include, but is not limited to the following: drill rig operator, inspector name, bit and/or shoe assembly used, drilling method used, drill rig type and model, drill rig output (i.e., down pressure, torque, RPM) as appropriate for the rig being used, description of overburden and bedrock encountered, advancement rate per foot in overburden and bedrock, advancement observations, depth of any obstructions, description of unusual behavior and/or conditions, deviations from anticipated parameters/conditions, and cleaning methods. The log shall demonstrate the pipe pile achieves an acceptable rock socket and is cleaned of drill spoils. All methods to be used to identify the depth to the top of competent rock and subsequent depth of the rock socket shall be identified on the log. These should include, but not be limited to, visual examination of the drill spoils, and advancement rates and advancement observations over small enough depth increments (e.g. inches) to identify boulders and/or cobbles overlying bedrock or open fractures within bedrock.

I. Pipe Pile Contractor's Experience - Proof of the successful installation of drilled socketed pipe piles with similar diameter and length and using drilling methods similar to those required in the Contract Plans and this Special Provision for a minimum of three (3) prior projects.

J. Pipe Pile Contractor's Personnel - List identifying the following Contractor's personnel assigned to the project, together with their experience installing drilled socketed pipe piles of both the diameter and length similar to those required for the work covered in the Contract Plans and this Special Provision: on-site supervisor, QC personnel, and drill rig operators. On-site supervisors and QC personnel shall have supervised the successful installation of drilled socketed pipe piles on at least two (2) projects under similar site conditions. Drill rig operators shall have at least one (1) year experience in construction of socketed pipe pile foundations.

The Contractor's Schedule of Work shall allow time for the review of the QCP or amendments to the QCP, as noted in Section 106.4.1.B, Approval.

Submittals for drilling and installing rock anchors within pipe pile encasements shall be in accordance with Special Provision 504 - Rock Anchors.

The Department will evaluate the QCP / pipe pile installation plan, and all procedural approvals given by the Resident shall be subject to trial in the field and shall not relieve the Contractor of the responsibility to satisfactorily complete the work as detailed in the Plans and Specifications. Failure by the Contractor to demonstrate adequate methods and equipment shall be reason for the Resident to require alterations in equipment and/or method by the Contractor to eliminate unsatisfactory results. Any altered methods or construction equipment shall be at the Contractor's expense and incidental to the related Contract items.

501.042 Equipment for Installing Piles

This Subsection is replaced with the following:

Pipe piles shall be installed open-ended. The pipe piles shall be advanced through overburden and into rock to achieve the required rock socket using an acceptable drilling method. Acceptable drilling methods include rotary percussion with a down-the-hole (DTH) hammer, rotary drilling, and diamond drilling. The pipe pile shall be advanced with the bore; open / unsupported bores into which the pipe pile is subsequently placed will not be allowed. Installation of the pipe piles using traditional driving methods will not be allowed. Drill cuttings shall be removed from the bore as the pipe pile is advanced. Samples of cuttings shall be obtained periodically and/or at the request of the inspector to allow for visual examination.

Drilling equipment shall have adequate capacity, including power, torque and down thrust to drill a bore of both the diameter and to an overburden depth 20% beyond the depth indicated on the Plans and to 10 feet into competent rock of the type observed in the project test borings.

During pipe pile installation operations, the Contractor shall use the approved equipment. No variations in the equipment will be permitted without an amendment to the QCP.

Acceptance of the pipe pile installation equipment does not relieve the Contractor of the responsibility to properly install the piling.

501.043 Installation Procedures and Tolerances

This Subsection is replaced with the following:

Hours of Operation Pile installation shall be limited to the hours of 7:00 AM to 7:00 PM. Preparation for and clean-up of pile installation activities shall be limited to the hours of 6:00 AM to 8:00 PM in accordance with the Terminal Manager.

Installation General Pipe piles shall be installed open-ended using drilling methods. The pipe piles shall be socketed into bedrock to the depths indicated on the Plans, cleaned out, and their locations and rock socket accepted prior to installing grout plugs and rock anchors.

In accordance with the accepted QCP, the Contractor shall maintain a log during pipe pile installation through overburden and into bedrock, cleaning, and preparation for rock anchor installation activities. The log shall include, but is not limited to the following: bit and/or shoe assembly used, drilling method used, drill rig type and model, drill rig output (i.e., down pressure, torque, RPM) as appropriate for the rig being used, advancement rate per foot, or shorter intervals, in overburden and bedrock, advancement observations, depth of any obstructions, description of drill spoils from key depths, and cleaning methods. The log shall demonstrate the pipe pile achieves an acceptable rock socket and is cleaned of drill spoils.

The sequence for installing the pipe piles shall be as set forth in the accepted QCP. The Contractor shall furnish all assistance required by the Resident and/or inspectors to make any observations and measurements. Prior to commencing pile installation, elevation control shall be established. Elevation control shall be sufficient to allow observers to track installation elevations. If the reference elevation is subject to fluctuating with the tide, a tide board with its own reference elevation shall be established. Prior to placing any pile section in the leads, the Contractor shall make the pile section available for measurement and/or foot and inch marking by the Resident or inspector.

Drill spoils shall be removed from the bore as the pipe pile is advanced. If used, water may be recirculated. Spoils shall be contained to allow for visual examination. Upon completion of the drilling operations, the spoils which are removed from pipe piles shall be disposed of by the Contractor in accordance with the applicable specifications for disposal of excavated materials.

The Contractor shall deploy the turbidity curtains prior to pile installation. Upon commencement of the pile installation activities, the Contractor shall begin with a "soft-start" to allow animals within the immediate vicinity an opportunity to leave the area before sound pressure increases.

The Contractor shall handle the coated piles in a manner that does not cause impact or abrasive damage by the crane, installation equipment, or pile installation template/frame. The installation frame shall be cushioned or coated to prevent damage to the coating during pile installation.

Coating damaged during installation due to pile installation, cutting, welding, or other operation shall be repaired as per the submitted and approved field repair plan or as directed by the Resident and the manufacturer's representative. When necessary, coated pipe pile shall be cut in accordance with submitted and approved field process plan using an abrasive cut-off wheel suitable of cutting 5/8" minimum thickness ASTM A252, Grade 3 steel or other method approved by the Resident and the manufacturer's representative. A heat sink comprised of wet fabric in contact with the coating or as required by the manufacturer, will be required adjacent to areas that will be thermal cut to minimize heat damage to the coating. The Contractor shall assure that repair personnel are available in a reasonable time period for any necessary repairs.

Do not continue advancing the repaired pile until the coating has cured. Coating that has been damaged by thermal cutting but will be embedded in the concrete pile cap need not be repaired.

The pipe piles shall first be drilled through overburden and to the top of competent bedrock, using methods that permit the pipe pile to subsequently be socketed to the required depth into competent bedrock. The pipe pile shall be advanced the required depth into competent bedrock using drilling methods to form the rock socket. Drill spoils shall be removed as the pipe pile is advanced. The Contractor shall perform the necessary cleaning/flushing of drill spoils such that the pipe pile is clean of debris and ready for rock anchor installation in an acceptable fashion. No separate payment will be made for either cleaning out of materials of different densities or employment of special tools or procedures necessary to accomplish the excavation. If after cleaning it is determined by the Resident that the pile is not socketed the required depth into bedrock, the pile shall be advanced further by drilling and cleaned out again.

Surface and subsurface obstructions at the pipe pile locations, both internal and external, shall be removed or otherwise penetrated by the Contractor. Such obstructions may include, but are not limited to riprap, timbers, cobbles, and boulders. Jetting and/or air tool methods may not be used without the

approval of the Resident. No additional compensation will be allowed for removing or penetrating obstructions.

Upon installation, all piles shall be inspected and any pipe piles showing bends, crushing, kinks or other deformations that would impair the strength, efficiency, or axial capacity of the completed piles shall be replaced or repaired in a manner satisfactory to the Resident. Repairing or replacing any such damaged pipe pile as ordered by the Resident will be at no additional expense to the Department.

Rock anchors shall not be constructed until the pipe piles have been checked for location/alignment/plumbness and cleanliness and the piles are accepted. During rock anchor installation, the Contractor shall maintain a positive seal of pipe pile in the bedrock socket to prevent entry of overburden, or piping in of overburden into the anchor drill hole or the pile. This shall be accomplished by installing a grout plug upon acceptance of the pipe piles by the Resident at no additional cost.

Rock anchor installation shall be in accordance with Special Provision 504 – Rock Anchors. During rock anchor drilling, overcutting of the bedrock surface into which the pipe pile is socketed will not be permitted. If it occurs, the pipe pile shall be drilled further into bedrock at no additional cost to the Department. The Contractor shall bear all costs associated with resetting the pipe pile if over-breakage occurs during flushing operations or rock anchor installation operations.

Pipe piles shall maintain intimate contact with bedrock after drilling the rock anchor hole to preserve the axial load carrying capacity achieved by end bearing on bedrock over the entire pile tip surface area (less the rock anchor drill hole). If the pile/bedrock contact is disturbed during rock anchor installation or cleanout, the bedrock socket for the pile shall be re-drilled and/or extended in accordance with project requirements at no additional cost to the Department.

Tolerances The following construction tolerances apply:

(a) The pipe pile shall be within 2 inches of the plan position in the horizontal plane at the plan elevation for the top of the pile. Pulling of pipe piles into position will not be permitted.

(b) Vertical alignment of a pipe pile shall not vary from the plan alignment by more than ¼ inch per foot of length. The alignment of a battered pile shall not vary by more than ½ inch per foot of length from the prescribed batter.

(c) The installation log maintained in accordance with the QCP shall demonstrate the minimum required bedrock socket length is achieved.

Pipe piles not constructed within the required tolerances are unacceptable. The Contractor shall be responsible for correcting all unacceptable pipe pile installations to the satisfaction of the Resident. Materials and work necessary, including work to correct pipe piles that are out of tolerance shall be furnished without either cost to the Department or an extension of the completion dates of the project.

501.044 Special Requirements for Steel Pipe Piles and Steel Casings

The first five paragraphs shall be deleted and replaced with the following paragraphs:

Pipe piles shall be installed open-ended using drilling methods. The pipe piles shall be socketed into bedrock to the depths indicated on the Plans, cleaned out, and their locations and rock socket accepted prior to installing rock anchors.

Concreting The rock anchor shall be installed/grouted, cured, tested, and accepted, and the temporary casing for the anchor rod and the pipe pile shall be flushed clean prior to concreting the pipe pile. Deviation from this sequence shall only be allowed if set forth in the accepted QCP. Concreting the pipe pile prior to testing and acceptance of the rock anchor shall be at the Contractor's risk. Remediation of failing rock anchors will be at the Contractor's expense.

Concrete for Steel Pipe Piles shall be Class A and shall meet the requirements of Section 502 - Structural Concrete. Concrete shall be placed as soon as possible after reinforcement has been placed, if

required. Concrete placement shall be continuous from the bottom to the top elevation of the pipe pile without causing water contamination. Concrete shall be placed through a tremie or concrete pump. The tremie discharge end shall be immersed at least 5 feet in concrete, at all times, after starting the flow of concrete. An internal type vibrator shall be used in the top 25 feet. Any voids occurring in the top portion of the pile concrete shall be filled with dry pack mortar. Pile heads shall be protected and cured in accordance with Section 502, Structural Concrete.

Prior to concreting, the temporary casing for the anchor rod installation shall be removed. The bond-break sheathing over the rock anchor threaded bar shall be protected from damage during concrete placement.

Inspection and Acceptance The Contractor shall keep a daily construction record, including detailed pipe pile installation logs, which shall be submitted to the Resident each day. Prior to rock anchor installation in accordance with Special Provision 504, the Contractor shall provide access and equipment for checking the location and alignment of each pipe pile and for checking the condition of the pipe pile to be free from rupture and undue deformation, and cleanliness of installation. Pipe pile cleanliness will be demonstrated by the Contractor to the satisfaction of the Resident prior to and again at the completion of rock anchor installation. Concrete placement shall not begin until the Resident's approval of the rock anchor and pipe pile has been obtained. The Resident shall be allowed unrestricted access.

501.046 Driven Pile Resistance, Pile Testing, and Acceptance

This Subsection is deleted in its entirety.

501.05 Method of Measurement

Add the following paragraphs to Paragraph (c):

Steel Pipe Piles, Delivered shall include full compensation for the delivery and on-site storage of the pipe pile prior to its installation.

Steel Pipe Piles, In-Place shall include full compensation for installing pipe pile to the top of competent bedrock, concrete pile fill, and pipe pile and hole cleaning, including temporary casings and centralizers (if used) augers, drilling equipment, air lifting equipment, jetting equipment, and special tools to clean the pipe pile to the depth indicated on the plans. The pay item shall also include removal and disposal of excavated materials, and furnishing all other labor, materials, and equipment necessary to complete this work.

Installation of rock anchors in pipe piles shall be paid under Pay Item 504.9051.

No separate payment shall be made for the removal of obstructions, such as cobbles, timbers, riprap, or boulders. No separate payment shall be paid for earth or rock excavation, drilling, pre-augering, or other methods to clean inside the pile.

Rock Socket shall include full compensation for drilling the rock socket to the required diameter and depth in competent bedrock and advancing the pipe pile to the bottom of the rock socket. Cleaning out of the pipe pile and the installation of a grout plug shall be incidental to the Rock Socketed Pipe Pile pay item.

Pile Tips shall consist of pipe pile bit and/or shoe assemblies and shall be measured under the Contract item unit.

No separate measurement will be made for pile splices which occur within the estimated length of the pile. Pile splices will only be measured for payment, at the Contract item unit, when said splices are required to achieve a pile length greater than the estimated pile length shown on the Plans due to unforeseen site conditions that warrant an additional length.

No separate measurement will be made for installation, maintenance, and removal of temporary turbidity curtains and debris booms. These items shall be incidental to the Contract.

No separate measurement will be made for surveys required to locate existing timber piles or cribs; layout the proposed piles; or monitor pile heave. Surveys shall be incidental to the Steel Pipe Pile, In-Place pay item.

501.06 Basis of Payment:

Add the following paragraphs:

The accepted quantities of Steel Pipe Piles, Delivered and In-Place will be paid for at the Contract price per linear foot, for the measure of work completed and accepted by the Resident. Such payment shall constitute full compensation for providing all labor, materials, and equipment and for all incidental items necessary for the completion of the work, as described in the paragraphs above.

Rock Socket shall be paid at the Contract unit price per linear foot of rock socket of the diameter specified. Such payment shall be full compensation for all labor, materials, equipment, tools, and drilling equipment.

Drilling Equipment Mobilization shall be paid at the lump sum price for the mobilization of all equipment, tools, and drilling equipment.

The accepted quantities of Pile Tips will be paid for at the Contract unit price for work completed and accepted by the Resident. Such payment shall constitute full compensation for providing all labor, materials, and equipment and for all incidental items necessary for the completion of the work, as described in the paragraphs above.

Pile splices which occur within the estimated pile length shown on the Plans will not be paid for separately, but shall be incidental to the Steel Pipe, Pile In-Place, and Rock Socketed Pipe Pile pay item. Pile splices required to achieve a pile length greater than the estimated pile length shown on the Plans, shall be paid for at the Contract unit price.

Fusion bonded epoxy coating shall be paid for separately under Pay Item 506.9106, Fusion Bonded Epoxy Coating.

Anodes will be paid for separately under Pay Item 655.501, Cathodic Protection by Sacrificial Anodes.

The last line and table of pay items shall be deleted and replaced with the following:

Payment will be made under:

Pay Items	Description	Pay Unit
501.70	Steel Pipe Piles (16" dia.), Delivered	Linear Foot
501.701	Steel Pipe Piles (16" dia.), In-Place	Linear Foot
501.802	Rock Socket	Linear Foot
501.804	Drilling Equipment Mobilization	Lump Sum
501.90	Pile Tips	Each
501.91	Pile Splices	Each

SPECIAL PROVISION
SECTION 501
FOUNDATION PILES
(Timber Pile, Delivered)
(Timber Pile, In-Place)
(Pile Point)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 501 – FOUNDATION PILES, with the following modifications:

501.01 Description

Add the following paragraph:

The work also includes the following:

This section applies to all work necessary by the Contractor to comply with the timber pile requirements listed herein and in accordance with the drawings. Contractor shall be qualified in the field of timber pile driving and installation with a at least five years experience.

Timber piles shall be installed in conjunction with the wave screen located between dolphins.

501.011 General References

Add the following paragraph:

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

A. AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)
ASTM D 25 (1999e1) Round Timber Piles

B. AMERICAN WOOD PRESERVERS ASSOCIATION (AWPA)
AWPA C1 (2000) All Timber- Products - Preservative Treatment by Pressure Processes
AWPA C3 (1999) Piles - Preservative Treatment by Pressure Processes
AWPA M4 (2001) Standard for the Care of Preservative-Treated Wood Products
AWPA P5 (2002) Standard for Waterborne Preservatives
AWPA M6 (1996) Brands Used on Forest Products

Except as otherwise indicated on the drawings or specified herein, the industry standards shall apply to all work under this section. Where requirements indicate on the drawings or specified herein differ from the industry standards, the more stringent requirements shall govern.

501.015 Submittals

This Subsection is added and shall include the following:

The Contractor shall provide the submittals listed below in accordance with Section 105.70 of the MaineDOT Standard Specification. Specific components of the submittals are listed in the referenced MaineDOT SECTION 501.

1. Pile Driving Equipment
    a. Manufacturer's literature, including technical and performance literature for pile driving hammer(s), cushions, hoses, and other equipment for the piles.

2. Documentation
    a. Pile number plan and layout with numbering
    b. Installation procedure for all piles.
    c. Pile as-built survey plan.

3. Product Data:
    a. Pile Driving Equipment - Submit complete descriptions of pile driving equipment, including hammers, leads, driving helmets, cushion blocks, driving blocks, collars, extractors, and other appurtenances for approval prior to commencement of work.
    b. Timber Piles

4. Records: Submit pile driving records within seven calendar days after completion of driving.

501.018 Delivery, Storage, and Handling

A. The Contractor shall inspect each pile, upon delivery, for surface damage, cracks, blemishes, scaring and straightness. The condition of each pile shall be recorded and the delivery inspection report shall be submitted to the Contracting Officer. The Contractor shall handle the piles with ropes or nylon slings without dropping, breaking, bruising or penetrating outer surface with tools. Do not use cant dogs, peaveys, hooks or pike-poles. Protect piles from damage.

B. Store piles above the ground on blocking which is shaped or padded and prevent scaring or sagging of the piles. Storage racks shall be arranged to permit air circulation and piles shall be covered from direct sunlight. Piles shall be lowered to dunnage with crane or fork lift. Piles are not to be rolled off tines of forklift.

501.02 Materials

This Subsection is amended with the following:

A. Provide Southern Yellow Pine timber piles, clean-peeled and treated as specified. Piles shall be in one piece. Splices will not be permitted. Each treated pile shall be branded by the producer, in accordance with AWPA M6. Wood piles shall be Southern Yellow Pine of minimum lengths required under Installation Section and shall comply with the requirements of ASTM D-25, current edition. Timber piling shall be fresh cut from sound live timber. Piles shall be cut above the ground swell. Diameters shall be measured under the bark. Piles shall taper gradually and uniformly from butt to tip, to be free of short kinks, and be straight so that a line stretched from the center of each end of the pile will fall wholly within the pile. Knots shall be sound and shall be trimmed close. No knot or knot cluster shall have an average diameter exceeding one-third (1/3) the diameter of the pile at the point where the knot occurs. Piles shall be otherwise free from defects impairing strength and durability. Piles shall be peeled. Piles are to receive pressure treatment and shall be peeled before pressure treatment, removing all the outer or rough bark and at least ninety percentum (90%) of the inner bark measured at any circumference. No strip of inner bark more than three quarters (3/4") wide or eight inches (8") long shall be left, and there shall be at least one inch (1") of clean wood between any two such strips. All piles shall be delivered in good condition. Piles shall have butt and tip sawed square with the axis of the pile, or the tip may be tapered to a point not less than eight inches (8") in diameter.

B. Splices will not be permitted.

C. Pile dimensions shall be as follows:
   1) Pile diameter at the butt shall be between 16 to 18 inches inclusive.
   2) Pile diameter at the tip shall be equal or greater than 8 inches.
   3) Pile length shall be equal to or greater than 40 ft.

D. Pile tops shall be covered with plastic caps which are nailed to the top of piles around the circumference of the pile. The PVC caps atop the timber piles shall be flat and white.

E. Preservative Treatment: Treat piles by the full-cell pressure process in accordance with AWPA C1 and AWPA C3 to the retention and penetration for marine piling, as follows:
   1) Southern Pine: Waterborne preservatives for marine use shall be CCA in accordance with AWPA P5 and with a minimum retention of 2.5 pounds per cubic foot for use UC5A in heavy industrial salt water marine application.

F. Pile Point: Steel welded-plate point shoe especially fabricated for pile driving. Provide size to fit pile tip. Fabricate boot of carbon steel fully welded.

501.043 Installation Procedures and Tolerances

The following paragraphs are added:

A. Inspect piles when delivered and when in the leads immediately before driving. Secure piles in their proper alignment.

B. Pile hammer shall be air, steam, or diesel powered, and of an approved type with a capacity at least equal to the hammer manufacturer's recommendation for the total weight of pile and character of subsurface material to be encountered. Driving shall be done with fixed leads which will hold the pile firmly in position and alignment and in axial alignment with the hammer. A suitable cushion block shall be used to prevent undue damage of the pile butts. Timber piles shall be driven to practicable refusal. The Contractor shall complete and submit a WEAP analysis based on the actual pile driving equipment beforehand to verify that proposed equipment will not overstress the piles. Driving of piles shall be continuous without interruption until pile has been driven to final resistance or tip elevation. Note boring logs provided in the plan set for approximate elevation of bedrock. The tops of piles shall be cut off true and beveled at elevations shown on drawings. All broomed, crushed, or otherwise damaged materials at the head of the pile shall be removed before capping.

C. Damaged and Mis-Driven Piles: Broken or shattered piles will not be accepted. Tolerances: If the axis of any pile is installed out of plumb by more than 2 percent of the pile length, the design of the wave screen shall be modified as may be necessary to resist the resulting vertical and lateral forces. A tolerance of 3 inches (3") from the designed location shall be permitted in the installation of each pile, without reduction in load capacity of the pile group. Where piles are installed out of position in excess of this amount, the true loading on such piles shall be analytically determined from a survey which defines the actual location of the piles as driven, and using the actual eccentricity in the pile group with respect to the line of action of the applied load. Should any pile be damaged by overdriving or not conform to the tolerance of the specification, an extra pile or piles shall be driven in its place at the contractor's expense, as directed by the engineer. Piles rejected after driving may remain in the ground and cut off as directed. When a rejected pile is withdrawn, the space, if another pile is not driven into it, shall be filled solid with gravel or broken stone without payment therefor.

D. Provide pile points and driving pads as recommended by the pile manufacturer for the timber piles. If a pile fails to reach the indicated tip elevation, notify Resident immediately, provide pile record with sufficient information, and perform corrective measures as directed.

E. Piles shall be driven in the location indicated. Piles may be manipulated a maximum of 0.25 inch per foot of pile length in a direction parallel to the wave screen and 0.25 inch per foot of

pile length in a direction perpendicular to the wave screen. Remove and replace with new piles those damaged, dislocated, driven below the design cutoff, or driven out of alignment.

F. The cut-off elevation shall be determined from structural plans. Cut off piles with a smooth bevel cut using pneumatic tools or sawing. Use of explosives or burning for cutting is not permitted. Pile heads at cut-off shall be level and sound.

G. Jetting or spudding of piles shall not be permitted without the approval of the Resident.

H. The test boring represents information showing conditions on the dates indicated. This boring data is not guaranteed by the Department. It is only to be used by the Contractor to the extent desirable and is subject to the Contractor's verification.

FIELD TREATMENT

A. Field treat cuts, bevels, notches, refacing and abrasions made in the field in accordance with the manufacturer's recommendations. The tops of the piles shall be covered with an approved pile top. The cover shall be applied per the manufacturer's recommendations.

B. Given the nature and location of the wave screen, it is not necessary to counterbore holes for bolts. Drill holes for through bolts 1/16 inch larger than diameter of bolt shank. Drill holes for lag bolts not larger than body of bolt at base of tread. Piles shall have tops beveled outboard.

FIELD QUALITY CONTROL

A. When inspections result in product rejection, the Contractor shall promptly segregate and remove rejected material from the premises.

B. Each pile shall be measured for straightness prior to driving by placing a straight line from the center of the top to the center of the tip. The line shall lie entirely within the body of the pile. Piles not meeting these criteria shall be rejected.

C. Each pile shall be inspected for cracks prior to driving. Prior to final completion and acceptance of construction, each pile shall again be inspected for cracks. Cracking of the piles shall be cause for rejection. The Contractor shall be responsible for all costs incurred to replace the rejected piles.

FIELD DOCUMENTATION

A. For each driven pile, the pile driving inspector shall keep a record of the number of blows required for each foot of penetration and number of blows for the last 6 inches penetration or fraction thereof. Include in the record the pile location, the beginning and ending times of each operation during driving of the pile, model, type and size of hammer used, rate of operation, stroke or equivalent stroke for diesel hammer, including the initial stroke, final stroke and all other changes in stroke occurring during the pile driving, type and weight of driving helmet, and type and dimension of hammer cushion (capblock) and pile cushion used. Record retap data and unusual occurrences during pile driving.

B. Notify Resident 10 days prior to driving of piles. Make pile-driving records available to the Resident at the job site for a minimum of 48 hours after each day of driving.

C. The Contractor shall keep a record of each pile driven and shall furnish signed legible copies daily. The records shall give the size, length, location, type, safe load and penetration, and behavior during installation.

D. Obstructions: Contractor shall refer to the General Conditions in regard to his responsibility of obtaining all necessary information concerning actual site conditions. It is the Contractor's responsibility to deliver a complete job.

501.05 Method of Measurement

Timber Pile, Delivered will be measured by the linear foot, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily deliver the timber piles to the job site. Measurement shall include pressure treatment and inspection.

Timber Pile, In-Place will be measured by the linear foot, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily install the timber piles in their design location. Measurement shall include all work associated with the installation of the piles.

Pile Point will be measured by the unit, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily manufacture and install the pile points to the timber piles.

501.06 Basis of Payment

Timber Pile, Delivered will be paid by the linear foot, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily deliver the timber piles to the job site. Payment shall include pressure treatment and inspection.

Timber Pile, In-Place will be paid by the linear foot measured after cut off, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily install the timber piles in their design location. Payment shall include all work associated with the installation of the piles.

Pile Point will be paid by the unit, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily manufacture and install the pile points to the timber piles.

Payment will be made under:

Pay Item	Description	Pay Unit
501.201	Timber Pile, Delivered	Linear Foot
501.202	Timber Pile, In-Place	Linear Foot
501.903	Pile Point	Each

SPECIAL PROVISION
SECTION 502
STRUCTURAL CONCRETE
(Structural Concrete, Pile Cap - Dolphin)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 502 – STRUCTURAL CONCRETE, with the following modifications:

Section 502.01 Description

Add the following after the first paragraph:

This work shall consist of furnishing and placing Portland Cement Concrete for concrete waterfront structures including fill for steel pipe piles and dolphins in accordance with these Specifications and in conformity with the lines, grades, and dimensions shown on the Plans.

Section 502.05 Composition and Proportioning

Modify Table 1 in accordance with the following:

Concrete Class LP shall include Note 2: inclusion of Calcium Nitrite.

Modify Table 1, Note 2, in accordance with the following:

Calcium Nitrite shall be added at a rate of 5.0 gallons per cubic yard.

Section 502.18 Method of Measurement

Add the following before the first paragraph:

Measurement of concrete for the dolphins satisfactorily placed and accepted will be measured by the cubic yard in accordance with the dimensions shown on the Plans or authorized changes in the Plans. Fill for steel pipe piles will not be measured separately but shall be incidental to the Steel Pipe Pile In-Place Pay Item, 501.241.

Epoxy-coated steel reinforcement will be measured separately and shall be covered under Pay Items 503.14 and 503.15.

Concrete fill for mooring double bitts will not be measured separately but shall be incidental to Pay Item 841.55.

Section 502.19 Basis of Payment

Add the following before the first paragraph:

Structural Concrete, Pile Cap - Dolphin will be paid for at the Contract cubic yard price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Add the following Pay Items:

Pay Item	Description	Pay Unit
502.2351	Structural Concrete, Pile Cap - Dolphin	Cubic Yard

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

CLASS OF CONCRETE	ITEM NUMBER	DESCRIPTION	P	METHOD
LP	502.2351	Structural Concrete, Pile Cap - Dolphin	$450	A
A	501.701	Steel Pipe Piles (16" Dia.), In-Place	-	C
A	518.50	Repair of Upward Facing Surfaces – to Reinforcing Steel < 8 inches	-	C
A	518.51	Repair of Upward Facing Surfaces – below Reinforcing Steel	-	C
A	518.60	Repair of Upward Vertical Surfaces < 8 inches	-	C
A	841.55	Mooring Bollard - Double Bitt	-	C

P values listed above reflect the price per cubic yard (yd^3) for all pay adjustment purposes.

SPECIAL PROVISION
SECTION 504
STRUCTURAL STEEL
(Adjust Lift Cables, Transfer Bridge)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 504 – STRUCTURAL STEEL, with the following modifications:

504.011 Description

Add the following paragraph:

This specification covers the re-tensioning of lift cables at each of the two ferry terminals: Bass Harbor and Swan's Island. There are two lift cables per transfer bridge at each terminal tower. The transfer bridges commonly carry pedestrians, passenger vehicles, and highway trucks; one vehicle at a time, but over time the cables have become out-of-sync and in need of adjustment in the form of re-tensioning.

504.012 General

Add the following paragraph:

The work includes the development of a Cable Re-Tensioning Procedure and the execution of said procedure such as not to hinder the daily loading and off-loading operations of the ferry vessel. The Contractor's procedure shall include a step-by-step approach complete with an estimated time to complete the entire execution of the procedure.

504.0121 Transfer Bridge Details

The bridge can be locked into place by the locking bar that is pinned from the tower to the ramp to hold the ramp in place. The Contractor may use the locking bar to support the bridge while adjusting the lift cables. The cables can be adjusted by the turnbuckle on each side, however, some of the turnbuckles have been maxed out. The Contractor shall re-center the turnbuckles and make adjustments to level the bridge. It may require re-spooling the cable to complete the adjustment. The Contractor shall maintain similar measurements from the tower to the ramp as accepted by the Resident.

In addition, the Contractor may refer to the Rockland Ferry Terminal plans for a similar transfer bridge. The Maintenance and Operations Manuals and the 2019 bridge inspection reports are available for download, which will provide technical details along with photos of the structures.

504.013 Limitation of Operations

Add the following paragraph:

All work associated with the re-tensioning of the transfer ramps shall not impede the Ferry Operations between the hours of 6:00 a.m. and 6:00 p.m. The Contractor shall coordinate its activities with the Terminal Manager and share its work schedule on a weekly basis with the Resident Engineer to ensure that the pens, transfer bridges, and towers are not obstructed. The ferry will remain in the pen on Swan's Island when not in operation at night.

504.014 Submittals

Add the following paragraph:

The Cable Re-Tensioning Procedure shall be submitted by the Contractor to the Resident Engineer for review and approval. The procedure will be distributed for review by the Department in accordance with Section 105.7, Working Drawings, of the Standard Specifications.

504.65 Method of Measurement

Add the following paragraph:

Adjust Lift Cables shall be measured for payment by each transfer bridge adjusted.

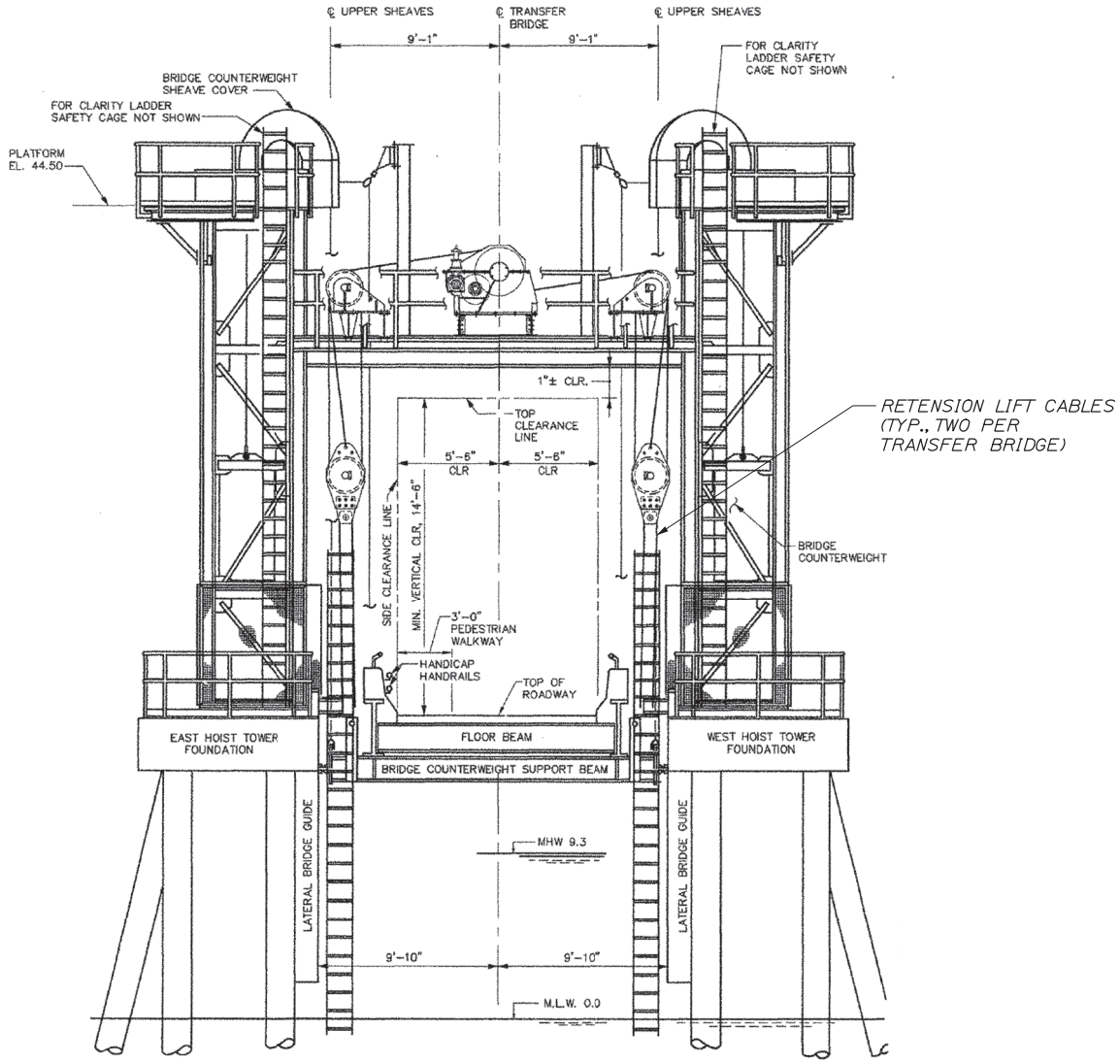
504.66 Basis of Payment

Add the following paragraph:

Adjust Lift Cables will be paid at the Contract price for each transfer bridge adjusted, which shall be full compensation for all labor, materials, procedure submittals and modifications thereto, tests, temporary supports and incidentals necessary for the satisfactory performance of the work.

Payment will be made under:

Pay Item		Pay Unit
504.21	Adjust Lift Cables, Transfer Bridge	Each



NOTES:

1. SEE SPECIAL PROVISION 504 FOR DETAILS. PAYMENT SHALL BE MADE UNDER PAY ITEM 504.21, ADJUST LIFT CABLES.

2. ADJUST LIFT CABLES AT THE THREE TERMINALS.

HNTB

STATE OF MAINE DEPARTMENT OF TRANSPORTATION MaineDOT	BASS HARBOR & SWAN'S ISLAND FERRY TERMINALS	SHEET NUMBER 1 90 OF 1
WIN: 023476.00 (BH) 023480.00 (SI)	LIFT CABLE ADJUSTMENT ELEVATION	

SPECIAL PROVISIONS
SECTION 504
STRUCTURAL STEEL
(Miscellaneous Fabrication - Aluminum Gangway 29')
(Miscellaneous Fabrication - Aluminum Gangway 30')
(Miscellaneous Fabrication - Aluminum Gangway 38')

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 504 – STRUCTURAL STEEL, with the following modifications:

504.01 Description

This work shall consist of furnishing all labor, materials, equipment, transportation and incidentals required to assemble and install aluminum gangways, complete, as shown on the Contract Plans to include anchor bolts, nuts, washers, transition plates, shims, and any and all other hardware required to construct gangways in accordance with these Specifications and shown on the Contract drawings.

504.011 General Requirements

A. Submit four copies of manufacturer's product data and shop drawings for review.

504.012 Design Requirements

A. The aluminum lightweight gangway shall be designed to meet the following criteria:

1. Live Load - The gangway shall be capable of sustaining a uniformly disturbed live load of 85 pounds per square foot.

2. Handrail Horizontal Load - Handrails shall be capable of withstanding a 200-pound concentrated horizontal load applied at the top of the railing.

3. Handrail Vertical Load - Handrails shall be capable of withstanding a 50-pound per-foot vertical loading applied at the top of the railing.

B. Provisions shall be made for the carriage of utilities beneath or alongside the gangway. Hangers shall be the sizes, shapes and lengths sufficient for their intended use and hot-dip galvanized in accordance with ASTM A123. Protection from galvanized action of dissimilar metals shall be provided.

504.02 Materials

A. Ramps shall be fabricated of 6000-series aluminum compatible with a marine environment. Fasteners shall be stainless steel or other material compatible with aluminum in a marine environment.

B. The walkway surface shall be of open type grating with integral non-skid properties; without, affixed cross-cleats or other mechanical devices to achieve non-skid capacity.

C. Handrail height to be 42 inches, with a horizontal safety rail installed at mid-height.

D. Transition plates shall be installed at the ends of the gangway using piano-style hinges.

E. All bolts, nuts, and washers shall be as indicated on the shop drawings, or if not so indicated, shall be of sizes, shapes and lengths sufficient for their intended uses and shall be stainless steel.

504.65 Method of Measurement

Aluminum Gangways will be measured by the lump sum, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications. Measurement shall include furnishing and installing the gangways including transport to the terminal. Installation shall include all hardware to fasten, secure, and level the gangway(s) into place.

504.66 Basis of Payment

Aluminum Gangways will be paid for at the Contract lump sum price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Payment will be made under:

Pay Item	Description	Pay Unit
504.510	Miscellaneous Fabrication - Aluminum Gangway 29' (Swan's Island)	Lump Sum
504.510	Miscellaneous Fabrication - Aluminum Gangway 30' (Bass Harbor)	Lump Sum
504.510	Miscellaneous Fabrication - Aluminum Gangway 38' (Bass Harbor)	Lump Sum

SPECIAL PROVISIONS
SECTION 504
STRUCTURAL STEEL
(Miscellaneous Fabrication)

All work and materials shall conform to the Contract Drawings and provisions of the State of Maine, Department of Transportation, Standard Specifications, March 2020, SECTION 504, STRUCTURAL STEEL, with the following changes:

504.01 Description

This work shall consist of providing all labor, materials, equipment and supervision necessary for furnishing and installing or removing fabricated steel members including:

Miscellaneous Fabrication Item	Bass Harbor	Swan's Island
Dolphin Access Ladder	1 EA	2 EA
Shim	3 EA	6 EA
Spacer Plate	1 EA	2 EA
Fender Block	1 EA	2 EA
Remove Line Guard	NA	72 LF
Remove, Modify, and Reset Pipe Extensions	NA	8 EA
Steel Pipe Hand Railing	22 LF	45 LF
Steel Pipe Hand Railing, Modify and Reset	16 LF	16 LF

Remove Line Guard shall include the removal of the metal line guards along the top edges of the concrete dolphins as noted on the drawings. Removal shall include the removal of the anchor bolt to a depth shown on the drawings and filling the void with a non-shrink grout.

Remove, Modify, and Reset Pipe Extensions shall include the removal, modification, and re-installation of the steel pipe extensions between the steel fender panels and rubber buckling fenders as specified on the Plans. Removal shall include the pipe extensions and fender panels. The pipe extensions will then be modified as specified on the Plans, and the fender panels and pipe extensions re-installed. This work shall include the replacement of broken or missing bolts and the modification of existing chains to accommodate the change in length of the pipe extensions. Existing chains and connectors shall be reused unless damaged or corroded. The Engineer shall determine if replacement is required and the Contractor shall replace in kind.

This work shall conform to the requirement of the Standard Specifications Section 504 – Structural Steel.

504.02 Materials

All materials shall be delivered, stored and handled so that they are not damaged.

Miscellaneous steel fabrication, including rolled shapes and plates, shall conform to the following unless noted otherwise:

ASTM A36 (Fy = 36 KSI) for angles & plates
ASTM 572 Grade 50 (Fy = 50 KSI) for rolled S and HP shapes, channels & bars ASTM A992 (Fy = 50 KSI) for rolled W-shapes
ASTM A500 Grade B (Fy= 46 KSI) for rectangular HSS ASTM A500 Grade B (Fy= 42 KSI) for round HSS ASTM A53 Grade B (Fy= 35 KSI) for pipe

All steel hardware items, except stainless steel under this Section shall be hot-dip galvanized unless noted. Galvanizing shall be by the hot dip method according to ASTM A 123 and A 153. Welding rods shall conform to AWS E70XX grade. Sizes shall be as indicated on the Contract Drawings.

504.03 Quality Assurance and Submittals

All work shall conform to the following codes and standards, except as noted:

(1) American Society for Testing and Materials (ASTM), latest edition.
(2) American Institute for Steel Construction (AISC) Specification for the Design, Fabrication and Erection of Structural Steel for Buildings, latest edition.
(3) American Welding Society (AWS).
(4) Maine State Building Code

The Contractor shall submit for approval all shop drawings prior to fabrication. Shop drawings shall include all information necessary for the fabrication of the component parts. Indicate size and weight of members, type and location of shop and field connections, the type, size and extent of all welds, and welding sequences. Use American Welding Society welding symbols. Approval of shop drawings will be for size and arrangement of principal and auxiliary members and strength of connections. Any errors in dimensions shown on shop drawings shall be the responsibility of the Contractor.

The Contractor shall submit for approval manufacturer's specifications on all connectors, hardware, chain, bolts and certificates of compliance with applicable ASTM specification for galvanized items.

The Contractor shall use only certified welders for all welding performed in connection with the work of this Section. Each welder shall be certified for the particular work, prior to commencing the work, which must be accomplished.

Completed welds will be subject to inspection and approval of an independent testing agency. Faulty welds shall be cut out and replaced at no cost to the Owner.

Upon completion of this portion of the work, and as a condition of its acceptance, the Contractor shall deliver to the Engineer a letter signed by and an official of the miscellaneous metal fabricating firm or firms, certifying that all fabricated metal has been fabricated in complete accordance with this Section.

504.04 General

The following paragraph is added:

Steel pipe hand rails are used throughout the decks of the dolphins and provide safety for terminal operators and deck hands. The proposed modifications to the existing dolphins including changes to fender panels and chocks requires that hand rails be modified to permit mooring line arrangements and safe usage by workers.

The work shall consist of modifying existing steel hand railing by removing sections of hand rail; making modifications to those sections; and resetting those sections as shown on the plans.

Modifications to the hand rails will consist of some if not all of the following for each section of rail that is removed and scheduled to be modified and reset:

- Shortening the rail and placing end-caps on open-ended railings;
- Welding rail pieces together and grinding welds to provide a burr-free surface;
- Cutting anchor bolts flush with (or slightly below) the top of the concrete deck and

applying a cold galvanizing paint to exposed steel rods;
- Applying galvanizing coating to modified or spliced areas; and
- Drilling, grouting, and modifying anchorages.

504.40 Fabrication

All products from this Section shall be fabricated in an AISC or MaineDOT certified facility. All work shall be straight and true, free from warpage and other defects. Joints, covers, copes and miters shall be accurately and neatly cut, machined, filed and fitted. All steel will be free from imperfections, dirt, loose scale, paint, oil or other foreign substances during fabrication. All material shall be fabricated to within + or – 1/16 inch of their theoretical dimensions as shown on the plans. Holes for bolts shall be located as shown on the plans and shall be drilled 1/16 inch in diameter larger than the (galvanized) bolt.

All welding shall be in accordance with AWS D1.1, Structural Welding Code – Steel (most recent edition); all bolting shall be in accordance with AISC Manual of Steel Construction (most recent edition).

All ladders, plates, and shim fabrication under this Section shall be galvanized.

504.50 Installation

Fabrication shall be stored on skids, not on ground, in such a fashion as to prevent bending, twisting, or similar damage. Fabrications shall not be dumped off a truck. Any parts damaged or improperly fabricated shall be removed and replaced or corrected as directed by the Engineer and at no additional cost to the Owner.

Prior to installation work shall be cleaned of weld splatter, dirt and other foreign materials. Protect installed work as required from damage by subsequent building operations.

504.65 Method of Measurement

Miscellaneous steel fabrication will be measured as a lump sum.

504.66 Basis of Payment

Miscellaneous steel fabrications will be paid for at the respective Contract lump sum price. This price will be full compensation for the materials, labor and equipment required to produce, coat, erect, removal of elements to allow for erection and install the miscellaneous steel fabrications shown in the contract drawings including, but not limited to, ladders, shims, spacer plates, fender blocks, and railings.

Any steel fabrications required for the tie rod system or mooring hardware shall be considered incidental to those items and will not be paid for under miscellaneous steel fabrication.

Add to Payment will be made under:

Pay Item	Description	Pay Unit
504.510	Miscellaneous Fabrication (Bass Harbor)	Lump Sum
504.510	Miscellaneous Fabrication (Swans Island)	Lump Sum

SPECIAL PROVISIONS
SECTION 504
STRUCTURAL STEEL
(Steel Fender Panel, Closed-Box, UHMW Wearing Surface (Type 1)
(Steel Fender Panel, Closed-Box, UHMW Wearing Surface (Extensions))
(Remove and Dispose Fender Panel)
(Remove and Dispose Fender Panel (Remove and Store))
(Remove and Dispose Fender Panel (Install Stored Fender Panel))

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 504 – STRUCTURAL STEEL, with the following modifications:

504.01 Description

The following paragraphs are added:

This work shall consist of installing, modifying, and/or replacing the specified number of steel fender panels with a steel closed-box fender panel faced with a UHMW low-friction wearing surface.

Steel fender panels will be installed at the locations shown on the Contract Plans, which shall include chains and miscellaneous hardware.

Steel fender panels identified to be removed and stored shall be removed in their entirety complete with the rubber buckling fenders, the chains, and any miscellaneous hardware. The assembly shall be stored at Swan's Island terminal building. Exact location to be determined.

With respect to the above work elements, the Contractor shall coordinate the work contained within this special provision with the Terminal Manager to prevent conflicts with vessel schedules. See Section 104 of the Special Provisions for more information.

504.02 Materials

The following paragraphs are added:

The steel fender panels shall have a minimum yield strength of 50 ksi and all welding shall be in accordance with AWS D1.1 latest edition standards. The steel fender panels shall be manufactured by Maritime International of Broussard, LA or an approved equal.

The steel fender panels shall have a high chemical-resistant coating suitable for severe marine exposure such as a coating comprised of a cycloaliphatic amine epoxy topped with a coat of aliphatic acrylic polyurethane. Coatings shall be manufactured by Carboline of St. Louis, MO or an approved equal.

All steel chains, pad eyes, U-bolts, and shackles shall be hot dipped galvanized grade GR 3. The socket type embedment hardware must have a 316 stainless steel female socket and an ASTM A153 hot dipped galvanized ASTM A325 embedment bolt behind the socket. All bolts shall be ASTM A325 hot dipped galvanized. Panel side female mounting sockets shall be ASTM A304 stainless steel. All hardware for mounting the fender panel including, chains, bolts, nuts, and washers shall be supplied by the fender manufacture to ensure a proper fit.

The UHMW wearing surface for the fender panels shall be made of 100% virgin material and cover the face of the panel including the faces of the bevels. The wearing surface shall be a minimum of 2.0-inches thick and black in color. The UHMW must be 2.5% UV stabilized. The UHMW materials must meet the following minimum standards as outlined in Table 1.

TABLE 1

Property	Test Method	English Unit	English Value
Density	ASTM D-792	lbs/ft^3	58
Molecular Weight	Viscosimetric	g/mol	4,200,000
Yield Strength	ASTM D-638	psi	3050
Ultimate Strength	ASTM D-638	psi	5800
Elongation at Break	ASTM D-638	%	250
Hardness	ASTM D-2240	Type D	68
IZOD Impact Strength	ASTM D-4020	$ft\text{-}lbs/in^2$	34
Tensile Impact	DIN 53448	$ft\text{-}lbs/in^2$	1050
Sand Wheel Wear	ASTM G-65	AR-01 Steel=100	90
Static Friction	ASTM D-1894	Unitless	0.15
Dynamic Friction	ASTM D-184	Unitless	0.12
Coefficient of Thermal Exp.	ASTM D-696	$°F^{-1}$	0.00011
Melting Point	ASTM D-3417	°F	278-289
Water Absorption	ASTM D-570	%	nil

504.031 Submittals

The following paragraphs are added:

The steel fender panel shop drawings and associated material specifications shall be submitted for review and approval. The following is a general list of the components to be included in the fender panel submittal:

- Detailed shop drawings illustrating the arrangement and dimensions of the proposed steel closed-box fender panel, wearing surface, chains, anchorages, and hardware;
- Calculations for the proposed design of the steel closed-box fender panel and the chains;
- Welding procedures and individual qualifications and certifications;
- Catalog data sheets for the proposed paint system;
- Product liability insurance certificate;
- A list of five completed projects with the same or similar steel closed-box fender panel;
- UHMW material data sheet;
- Packing and delivery procedures;
- Pressure test report of the steel closed-box fender panel;
- Test certificates for the rubber material properties; and
- Detailed installation and handling procedures for the supplied steel closed-box fender panel.

Information regarding the miscellaneous connections shall be submitted for review and approval. The following is a general list of the components to be included in the miscellaneous connections submittal:

- Material specifications and dimensions for chains;
- Material specifications and dimensions for shackles;
- Material specifications and dimensions for U-Bolt Dogbones;
- Material specifications and dimensions for pad eyes including installation procedures and epoxy resin materials; and
- Testing procedure for performing pull-out tests of existing anchorages.

504.032 General Requirements

The following paragraphs are added:

Removal and Disposal of Existing Fender Systems

At Bass Harbor, one existing fender panel shall be removed, transported, and stored as an assembly by the Contractor. Removal of the assembly shall also include the existing buckling fenders, chains, and shackles. The Resident shall determine the re-usability of these components based on a visual assessment of corrosion and deterioration, and notify the Engineer of Record of the condition. Future reuse of these elements shall be determined prior to the Contractor's relocations and storage of these materials to Swan's Island, ME.

Removal and Storage of Existing Fender Systems

At Swan's Island, the existing fender panels shall be removed and stored as an assembly by the Contractor. Removal of the assembly shall also include the existing buckling fenders, chains, and shackles. The Resident shall determine the re-usability of these components based on a visual assessment of corrosion and deterioration, and notify the Engineer of Record of the condition. Future reuse of these elements shall be determined prior to the Contractor's relocation and installation on Dolphins D7 and D8.

Steel Closed-Box Fender Panel

The proposed fender panel shall be of the closed-box type and be rectangular in shape with a narrower top as shown on the Contract plans. The vertical length and horizontal width of the panel shall be as called out in the project drawings. Only the flat area of the panel that contacts the vessel shall be considered when calculating the hull pressure. The panel shall be designed and constructed according to the AISC Steel Construction Manual Specifications15th edition.

The panel shall be designed to include all possible loads imparted by the vessel onto the fender and shall include, but not be limited to, horizontal line loads at the extreme top and bottom of the flat portion of the panel. Each line load shall represent vessel impact and shall be applied independently of each other. The weight of the panel with the UHMW wearing surface shall not exceed 15,000 lbs.

All external fillet welds shall be seal welds to prevent corrosion. Pressure testing shall be performed to ensure an air and water tight seal. Pressure test results must be provided to the approval engineer prior to delivery of the panels.

All bolt holes shall be drilled or punched. The manufacturer is to supply current welding procedures as well as individual welder qualifications and certifications as part of their submittal documentation.

Steel Closed-Box Fender Panel Coating System

The proposed steel closed-box panel shall receive a surface preparation in accordance with SSPC-SP10 with an anchor profile of 2.5 mils. The minimum DFT of the coating shall be 16 mils nominal and inspected per SSPC-PA2. One manufacturer shall provide the coating system to ensure compatibility between coats and quality control of the final product. The specified coating thickness of the three-coat system shall be as follows:

1st Coat: 7-8 mils of Carboguard 890 (or approved equal)
2nd Coat: 7-8 mils of Carboguard 890 (or approved equal)
3rd Coat: 2-3 mils of Carbothane 134 HG, black (or approved equal)

Chains and Hardware

The proposed chains, shackles, U-Bolt Dogbones, and hardware shall prevent excessive shear and weight-induced deflection of the existing fenders. The proposed chains are identified by the anticipated minimum link-counts, and the Contractor shall field verify the actual number of chain links (length) required prior to ordering and purchase. All hardware such as shackles, pad eyes, and dogbones shall be hot dipped galvanized. All chains are mandatory and must be included in the design. Chain capacities shall have a minimum factor of safety of 2.

All anchorages and pad eyes for attaching the proposed chains to mounting surface are to be included and supplied by the fender manufacturer. Holes for pad eyes shall be drilled (not flame cut). All pad eyes and mounting hardware to be hot dipped galvanized.

Dolphin Pad Eyes

Pad eyes shall be of the prescribed strength and size and installed to the depths shown on the Contract Plans. The hole diameter for the pad eye shall be in accordance with the epoxy manufacturer's recommendation so as to achieve 125% of the design tensile strength of the bolt.

When installing the pad eyes, the Contractor shall be aware of the possibility that steel reinforcement may interrupt the drilling process. Layout of the pad eyes has been determined by review of the as-built steel reinforcement drawings and the locations of the anchor rods for the mooring hardware. When normal steel reinforcement is encountered within the first 3-inches of the concrete surface, then drilling shall stop and the Contractor shall relocate the hole 2-inches to either side of the first hole attempted. Normal steel reinforcement encountered beyond 3 inches of the concrete surface can be drilled through. The objective is to achieve the prescribed depth of the pad eye hole and not encounter steel reinforcement.

When pad eyes are tested for pull-out strength, any pad eyes that fracture shall be replaced by drilling and installing a new pad eye approximately 6-inches away laterally from the broken one. Pad eyes that pullout due to debonding between the bolt shaft and the concrete hole, may be replaced by a new pad eye using the same hole, provided depth and diameter requirements for the hole are met or achieved.

UHMW Wearing Surface

The UHMW wearing pads on the front face of the fender panels shall be drilled and counter bored for the studs or mounting bolts. The counter bored hole shall leave a minimum of 1/2-inch of material between the panel and the washer. The wear surface shall be a minimum of 1/2-inch. All mounting studs (or bolts) shall be a minimum of 5/8-inch diameter. All studs, bolts, washers and nuts shall be Alloy 316 stainless steel. All exposed edges of the UHMW shall include ¾-inch by 3/4-inch chamfers.

504.033 Performance Requirements

The following paragraphs are added:

The manufacturer of the steel closed-box fender panels shall review the design criteria shown on the Contract Plans regarding the vessel characteristics, berthing requirements, and minimum standoff requirements prior to designing and submitting the panel shop drawings and material specifications.

The thickness of the steel closed-box panel system shall be approximately 13 inches (+/- 2 inches) when considering the thickness of the steel box and the UHMW wearing surface.

The Contractor shall utilize steel shim plates or fender blocks as needed to make final adjustments of the standoff distance of the fender panel with relationship to the other fender panels along the pen.

504.65 Method of Measurement

The following paragraphs are added:

Support Chains, Shear Chains, Tension Chains, Shackles, U-Bolt Dogbones, and Pad Eyes will not be paid for separately but shall be incidental to the respective Fender Panel items. Installation of Pad Eyes (estimated quantity of 100) shall include drilling of the concrete hole (which shall include abandoning a drilled hole attempt if rebar is encountered within the first 3 inches), hole cleaning, and epoxy resin, and shall be incidental to the respective chain items.

Steel Fender Panel, Closed-Box, UHMW Wearing Surface shall be measured by the unit and shall include coatings, threaded inserts, UHMW wearing surfaces, and any offsetting steel or UHMW pieces. Installation of the steel backing pipes, hardware, and contoured/beveled plates will be included in this item (whether the materials are new or salvaged).

At Bass Harbor, Remove and Dispose Fender Panel shall be measured by the unit removed, transported, and stored in accordance with the Plans. Removal of the existing rubber fenders, chains, and miscellaneous hardware will not be measured separately, but rather shall be incidental to this pay item. The assembly shall be transported and stored at the Swan's Island Ferry Terminal. The Contractor shall not dispose of the fender panel or its components unless deemed unusable by the Resident and Engineer of Record. If components of the fender panel assembly are deemed to be unusable, they shall be disposed by the Contractor at no additional charge.

At Swan's Island, Remove and Dispose Fender Panel shall be measured by the unit, and the specific work to be completed is identified in parentheses. Fender Panel (Remove and Store) shall be each unit removed, stored, and re-used in accordance with the Plans. Removal of the existing rubber fenders, chains, and miscellaneous hardware will not be measured separately, but rather shall be incidental to this pay item. The Contractor shall not dispose of the fender panel or its components unless deemed unusable by the Resident and Engineer of Record. If components of the fender panel assembly are deemed to be unusable, they shall be disposed by the Contractor at no additional charge. The assembly shall be stored on the Contractor's barge until which time it is re-installed.

At Swan's Island, Remove and Dispose Fender Panel (Install Stored Fender Panel) shall be measured by the unit re-installed at Swan's Island on the new dolphins complete with all components. The measurement of this item shall include the replacement of components of the fender assembly deemed unusable by the Resident and Engineer of Record, which shall meet the requirements specified in these Specifications.

504.66 Basis of Payment

The following paragraphs are added:

Support Chains, Shear Chains, Tension Chains, Shackles, U-Bolt Dogbones, and Pad Eyes will not be paid for separately but shall be incidental to the respective Fender Panel items.

Steel Fender Panel, Closed-Box, UHMW Wearing Surface will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Remove and Dispose Fender Panel will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Remove and Dispose Fender Panel (Remove and Store) will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Remove and Dispose Fender Panel (Install stored Fender Panel) will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Payment will be made under:

Pay Item	Description	Pay Unit
504.651	Steel Fender Panel, Closed Box, UHMW Wearing Surface (Type 1)	Each
504.653	Steel Fender Panel, Closed Box, UHMW Wearing Surface (Extensions)	Each
504.999	Remove and Dispose Fender Panel (Bass Harbor)	Each
504.999	Remove and Dispose Fender Panel (Remove and Store) (Swan's Island)	Each
504.999	Remove and Dispose Fender Panel (Install Stored Fender Panel) (Swan's Island)	Each

SPECIAL PROVISIONS
SECTION 504
STRUCTURAL STEEL
(Rubber Fender Leg Type 1)
(Rubber Fender Leg Type 2)
(Conical)
(Arch)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 504 – STRUCTURAL STEEL, with the following modifications:

504.01 Description

The following paragraphs are added:

This work shall consist of installing rubber buckling fenders at the locations shown on the Contract Plans, complete with stainless steel hardware. Rubber buckling fenders are in the form of "leg" style fenders and used behind proposed steel fender panels. Conical fenders are individual circular elements that will replace existing deteriorated pieces in kind. Arch fenders are trapezoidal elements intended to protect dolphin corners from direct contact with vessels.

504.015 Handling

Fenders shall be undamaged when delivered and shall be handled and stored to prevent damage, such as bending or abrading end fittings, cutting of rubber, or damage to coating of hardware. Protect fenders from exposure to damaging liquids, oils, greases and extended exposure to sunlight.

504.016 References

REFERENCES: The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

A. ASTM INTERNATIONAL (ASTM)

ASTM A 240/A 240M (2005a)	Chromium and Chromium-Nickel Stainless Steel Plate, Sheet, and Strip for Pressure Vessels for General Applications
ASTM D 1171 (1999)	Rubber Deterioration - Surface Ozone Cracking Outdoors or Chamber (Triangular Specimens)
ASTM D 2000 (2006)	Rubber Products in Automotive Applications
ASTM D 395 (2003)	Rubber Property - Compression Set
ASTM D 412 (2002)	Vulcanized Rubber and Thermoplastic Elastomers - Tension
ASTM D 471 (1998)	Rubber Property - Effect of Liquids
ASTM D 573 (2004)	Rubber - Deterioration in an Air Oven
ASTM D 575 (2001)	Rubber Properties in Compression

ASTM D 624 (2000)	Tear Strength of Conventional Vulcanized Rubber and Thermoplastic Elastomers
ASTM D 746 (2004)	Brittleness Temperature of Plastics and Elastomers by Impact

B. U.S. DEPARTMENT OF DEFENSE (DOD)

MIL-PRF-907 (2004)	Antiseize Thread Compound, High Temperature

504.02 Materials

The following paragraphs are added:

FENDER CONFIGURATION:

Leg Fenders shall be extruded and shall be continuous in the length indicated. The fenders shall be attached to the structure as indicated on the drawing.

Conical Fenders shall be manufactured as one single unit. The fenders shall be attached to the structure as indicated on the drawing.

Arch Fenders shall be extruded and shall be continuous in the length indicated. The fenders shall be attached to the structure as indicated on the drawing.

ELASTOMER:

The elastomer shall be black ethylene propylene dimonomer (EPDM), as specified in ASTM D 2000, with the following properties:

A.	Minimum Tensile Strength (original) (ASTM D 412)	2000 psi
B.	Shore Hardness (Durometer) (ASTM D 412)	60 +/- 5 Shore A
C.	Modulus at 400 Percent Elongation (ASTM D 412)	900 psi
D.	Maximum Compression Set (ASTM D 395 Method B, Maximum Percent 22 Hr. at 158 Degrees F)	25 Percent (max.)
E.	Tear Resistance (ASTM D 624; DIE B Min. 150 lb/in)	200 lb/in.
F.	Minimum Elongation (ASTM D 412)	400 Percent
G.	Ozone Resistance (ASTM D 1171 Exposure Method B; 70h Bent Loop at 100 Degrees F; 50pphm)	No Cracks
H.	Low Temperature Impact Resistance (ASTM D 746 Procedure B; Non-Brittle at -67 Degrees F)	-40 Degrees F
I.	Water Absorption (ASTM D 471 Method B; 70h at 212 Degrees F.; Volume Change +5 Percent)	5 % (max.)
J.	Heat Resistance (ASTM D 573; 70h at 212 Degrees F, Ch Tensile, Elong. -25 Percent, Hardness +10)	Shall exceed requirements

K. Compression Defl. Resistance Shall exceed requirements
(ASTM D 575 Method B; 3 S Dwell at 73 Degrees F)

CONNECTION HARDWARE:

Fender anchor bolts shall be stainless steel type 316 conforming to ASTM A 240/A 240M set into predrilled, epoxy filled holes, as shown on the contract drawings.

ANTI-SEIZE COMPOUND:

Anti-seize compound shall be in accordance with MIL-PRF-907.

504.031 Submittals

The following paragraphs are added:

Shop drawings and associated material specifications shall be submitted for review and approval. The following is a general list of the components to be included in the submittal:

A. Product Data:
1) Fender Configuration

B. Test Reports: Tests shall have been performed on the specified fender within 5 years of submittal of the reports for approval. Test reports shall be accompanied by notarized certificates from the manufacturer certifying that the tested material is of the same type, quality, manufacture and make as that proposed to be supplied.

1) Minimum Tensile Strength
2) Shore Hardness (Durometer)
3) Modulus at 400 Percent Elongation
4) Maximum Compression Set
5) Tear Resistance
6) Minimum Elongation
7) Ozone Resistance
8) Low Temperature Impact Resistance
9) Water Absorption
10) Heat Resistance
11) Compression Deflection Resistance

504.032 General Requirements

The following paragraphs are added:

ENERGY ABSORPTION:

The leg type fenders shall have the following minimum energy absorption values:

1. Leg Type 1 381 kip-ft (516 kN-m)

2. Leg Type 2 283 kip-ft (383 kN-m)

INSTALLATION:

Install the rubber fenders in the position indicated on the drawings.

For proposed leg fenders, attach the fender to the back of the steel fender panel and position the assembly in the location shown on the drawings. Mark the hole locations on the dolphin and then reposition the assembly to the side of the dolphin to enable clean drilling. Drill holes into the dolphin and fill the holes with epoxy as shown on the drawings. See the drawings for drill depth estimates.

For proposed arch fenders, attach the steel support plate assembly to the dolphin, where applicable, in the location shown on the drawings. Mark the hole locations on the dolphin or steel support place and then reposition the assembly to the side to enable clean drilling. Drill holes into the dolphin or steel support plate and fill the concrete holes with epoxy as shown on the drawings. See the drawings for concrete drill depth estimates.

For proposed conical fender replacements, remove the existing fender by first removing the existing steel fender panel and chains as necessary to allow the conical fender to slide off of its anchorages. Do not damage the anchorages as they are intended to be reused. Slide the new conical fender into place and reattach the fender.

Use an anti-seize compound to coat threads of bolts prior to installing all hardware.

504.65 Method of Measurement

The following paragraphs are added:

Rubber Fenders shall be measured as a lump sum. Removal and reinstallation of the existing fender panel and chains where necessary will not be measured separately, but rather shall be incidental to this pay item. Full compensation for furnishing, all labor, materials and equipment necessary to complete the work for steel plate assemblies to support the rubber fenders, where applicable, shall be incidental to this pay item. Miscellaneous hardware such as nuts and washers may be required.

504.66 Basis of Payment

The following paragraphs are added:

Payment for Rubber Fenders shall be paid for at the Contract lump sum price and shall include removal and disposal of the existing fender where applicable, and full compensation for furnishing, all labor, materials and equipment necessary to complete the work, including applicable steel plate assemblies.

Payment will be made under:

Pay Item	Description	Pay Unit
504.601	Rubber Fender (Leg Type 1)	Lump Sum
504.601	Rubber Fender (Leg Type 2)	Lump Sum
504.601	Rubber Fender (Conical)	Lump Sum
504.601	Rubber Fender (Arch)	Lump Sum

SPECIAL PROVISIONS
SECTION 504
STRUCTURAL STEEL
(Rock Anchors)

All work and materials shall conform to the Contract Drawings and provisions of the State of Maine, Department of Transportation, Standard Specifications, March 2020, SECTION 504, STRUCTURAL STEEL, with the following changes:

504.1 Description

This work shall include all labor, materials, equipment and supervision necessary to install rock anchors at pile locations specified and indicated on the Contract Drawings. Post-tensioned rock anchors shall conform to and be installed as detailed in these specifications and as shown on the Contract Drawings in conjunction with associated steel pipe piles or as authorized by the Resident. Post-tensioned rock anchors shall have an ultimate capacity as shown on the Contract Drawings. Installation of rock anchors shall conform to Recommendations for Prestressed Rock and Soil Anchors of the Post Tensioning Institute.

Furnishing, installing, cleaning out and filling the steel pipe piles with concrete is included under Section 501-Foundation Piles and Special Provision 501.

504.2 Qualifications

The Contractor shall submit evidence of at least three (3) successful installations within the last three (3) years of work comparable to that shown in the Contract Documents and specified herein. This evidence shall include the owners, names and phone numbers related to the installations. The Contractor shall employ labor and supervisory personnel who are experienced in this type of work. The drilling operator and foremen shall have a minimum of one (1) year experience with installing permanent rock anchors in accordance with MaineDOT & AASHTO requirements. The Contractor shall submit resumes and work experience of the technical personnel.

504.3 Submittals

At least three (3) weeks prior to the proposed date for beginning the rock anchor work the Contractor shall submit the following information to the Department for review. The Contractor will not be allowed to begin work until all related submittal requirements are satisfied.

a) Shop drawings and material certifications of the complete rock anchor assembly. The drawings shall provide details and dimensions of the threadbar, triple corrosion protection systems, anchor head, bond breaker, grout sleeve, couplings, centralizers, lengths of smooth and corrugated sheathing and their relations to the steel pipe pile, length of unbonded zone, total anchor length, design, test and lock-off loads, grout type, grout admixture, and grouting procedures. For installation of the rock anchors, Certified copies of chemical analyses, unconfined compressive strength of grout mixture, and tensile strength of steel, shall also be provided.

b) List and description of proposed equipment and methods to be used for rock anchor installation, including drilling rock anchor holes, cleaning, and checking cleanliness of drill holes, centralizing anchors, installing anchors, tremie grouting, tensioning, testing and load transfer/lock-off.

c) Sequence of installation of pipe piles, rock anchors, grouting, testing, concreting, tensioning, load transfer, and method to verify that the anchored piles are socketed into bedrock.

d) Plan for advancing the rock anchor and for controlling and mitigating over breakage of bedrock surface; methods to ensure seal of pipe pile/bedrock interface is maintained during rock anchor installation.

e) Shop drawings detailing the monitoring system for measuring movements during performance and proof load tests; temporary structural testing frame to resist jacking forces; detailed procedures for testing anchors and procedures for load transfer to anchors including method for verifying lock-off loads. Calibration data for the load cell and/ or jacks to be used to measure the applied test loads. Certificates for calibration shall indicate the calibrations were completed within the last 12 months.

f) During installation of the rock anchor systems, provide as-built tabulations of data for each unit, to include: identification, location, dates, depths of initial drilling and grouting, grouting pressures, anchor lengths, and any unusual events.

g) Drawing showing layout and location jacks on temporary testing frame and remote reference beam for monitoring of anchor deformation during load tests.

h) Certificate of Compliance of Conformance for anchor threadbar and plastic sheathing.

i) Submittal for anchored pipe pile installation and cleaning in accordance with Special Provision 501.

At least two (2) weeks prior to the proposed date for beginning the rock anchor proof or performance testing, the Contractor shall submit calibration documentation for jacks and pressure gages or other equipment to be used in testing and stressing. All pressure gages and jacks used shall be calibrated by a certified and approved testing laboratory which shall submit a certificate of calibration which was performed within 12 months of the start of testing. Proof and performance testing and tensioning will not be permitted until the calibration certificates are submitted. All jacks and gages shall be field calibrated monthly.

504.4 Inspection and Record Keeping

Field inspection shall be provided as follows:

1) The Contractor shall provide personnel, qualified by training and experience, to perform the required rock anchor installation and anchor tests and to monitor, record and plot the data.

2) The Resident and Engineer shall be allowed unrestricted access to observe and independently document Contractor's rock anchor work. Contractor shall provide sufficient notice of upcoming rock anchor installation, testing, and lock off operations for Resident and Engineer to be in attendance.

3) The Contractor's qualified rock anchor installation personnel shall keep a daily construction record during rock anchor installation. The daily record shall be submitted to the Resident each day.

4) The Contractor's qualified rock testing technician shall conduct performance tests and proof tests as specified in Section 504.7 and submit a tabulation of loads, elongations and rebound reading, indicating times involved, to the Resident.

5) The Contractor shall be responsible for making prompt evaluations of the test data and, whenever necessary, taking immediate steps to prepare and submit a remedial plan to the Resident to correct any deficiencies in the capacities of individual members and to provide

approved remedial measures at no additional cost to the Department.

Within one (1) week of completion of the installation of the rock anchors provide as-built information of data for each unit including: identification, location, dates and depths of initial drilling, grouting, tensioning, testing, and final lock-off loads, observed loads and threadbar elongation, grouting pressures, bonded and unbonded anchor lengths and any unusual events.

504.5 Materials

a) *Anchor Rods* shall consist of continuously threaded bars, Grade 150 ksi conforming to ASTM A722, Type II, cold stretched and stress relieved after the threading process, as manufactured by Dywidag Systems International, or approved equal. The diameter of the threaded bars shall be as shown on the Plans and the threaded bars shall be epoxy coated (do not hot-dip galvanize high-strength steel). Anchorages and all exposed steel components including anchor head assembly (nuts, bearing plates, wedge plates, etc.) shall be hot dipped galvanized in accordance with ASTM A123 and A153. Exposed ends of the threadbar shall have field applied epoxy coating. Continuously threaded bar shall have triple corrosion protection and a smooth sheathing over the unbonded length. The rock anchor assembly shall be assembled by the rock anchor manufacturer.

b) *Anchor Nuts* shall be hexagonal head, heavy duty type, galvanized, conforming to ASTM A325, A29, or to bar manufacturer's specifications.

c) *Anchor Plates*, sealing caps and sealing nuts shall conform to threadbar manufacturer's recommendation. Anchor heads shall be installed with mastic corrosion inhibitor in accordance with manufacturer's specifications.

d) *Bearing Plates* shall be fabricated of steel conforming to ASTM A572 Grade 50 and be hot dipped galvanized.

e) *Welding* shall conform to the American Welding Society Standard AWS D1.1.

f) *Couplings* shall be capable of developing 100% of the ultimate tensile strength of the threadbar and shall be fully protected within the corrosion protection system.

g) *Cement Grout* for grouting the rock anchors shall be neat cement with a non-shrink additive, with a water-cement ratio no-more than 0.45 by weight. Expansion agents shall not be used. Minimum unconfined compressive strength of grout shall be 4,000 psi at time of anchor testing or stressing, or 5,000 psi 28 days. Admixtures shall be submitted to the Resident for approval. Materials for cement grout shall be in accordance with Section 502.

h) *Sheathing* shall act as the bond breaker and shall be polyvinylchloride material with a minimum compressive strength of 7,000 psi and a minimum tensile strength of 7,000 psi. Material shall be free of water-soluble chlorides and other ingredients which might enhance corrosion, hydrogen embrittlement or stress corrosion on the prestressing steel. The plastic shall be non-reactive with the grout and its ingredients. The plastic sheathing shall be gas and watertight, and resistant against chemical attacks and aging.

i) Other materials shall be those recommended by the threadbar manufacturer for the intended use.

504.6 Rock Anchors

a) The Contractor shall provide a stable, level working platform or surface to support the rock anchor drilling equipment and operation to complete the work in this Section. The Contractor shall conduct rock anchor installation in a manner that does not cause impact or damage to the pipe pile and its coating, or shall cushion or isolate the pile coating to prevent damage to the pile and its coating.

b) The rock anchor drilling equipment shall have adequate capacity. The Contractor shall provide drilling equipment including but not limited to percussive rock drills, rock core barrels, rock tools, air tools, grout pumps and other equipment necessary to install rock anchors to the size and depth shown on the plans.

c) The Contractor shall provide sufficient length of grouted anchor such that the anchor will develop the test load capacity indicated on the plans, but in no case shall the length of anchor be less than the minimum bonded length indicated on the plans. Each rock anchor shall be verified by performance or proof tests.

   Anchors shall consist of a grouted anchor zone (bonded length) within the drill hole in bedrock, and a bond- free zone (unbonded length where the threadbar is prevented from bonding to rock or pile) and an anchor head assembly.

d) Pipe Pile Encasement: The rock anchor shall be installed within an open ended pipe pile encasement which will be installed in accordance with Special Provision 501 and Section 501 of the Standard Specifications. The rock anchors shall be installed below the bottom of the pile encasement as shown on the plans. If, after cleaning, it is determined by the Resident that the pile is not socketed into bedrock, the pile shall be reinstalled and socketed into bedrock such that the entire tip surface area is bearing on bedrock and cleaned again, at no- additional cost, in accordance with Special Provision 501. Piles shall be cleaned of soil and rock to the bottom of the rock socket prior to drilling the holes for receiving the rock anchors. A grout plug shall be installed, at no additional cost in accordance with Special Provision 501, to aid in drilling the rock anchor hole.

e) Drill Holes: After piles are socketed into bedrock, and cleaned, install temporary steel drill casing by spinning, centering the casing as needed using internal pile guides (centralizers). Then drill the holes into bedrock for the rock anchors. All drill holes shall be made with the temporary steel drill casing spun into the grout plug/bedrock before rock coring.

   Drill holes for installation of rock anchors shall not be less than the dimension shown on the drawings. Anchors shall be fully grouted in bedrock drill holes that extend not less than 12 inches below the bottom of the anchor tendon, or as shown on plans.

   Drill holes shall have vertical tolerances in accordance with Special Provision 501 Subsection 501.043. Drill holes shall be true to permit installation of rock anchors without bending the anchors in any direction.

f) Cleaning the Drill Hole. Drilled holes shall be cleaned of all drill cuttings, sludge and debris, in accordance with Special Provision 501. The cleanliness of the drill hole shall be approved by the Resident.

g) Rock Anchor Placement and Grouting: The rock anchor assembly shall be completely ready for immediate installation prior to beginning the grout operation. The cleanliness of the final drill hole shall be approved by the Resident. Rock anchors shall be centered in the drill holes with centralizers. Grout placement shall not begin until the Resident's approval is obtained. The grout for the rock anchor shall be tremie placed by injection at the lowest point of the rock anchor. The discharge hose end shall be completely submerged in grout at all times. Grout volume shall be sufficient to return neat grout to the top of the grout plug above the bedrock once the anchor is installed.

h) Grouting tubes shall be connected to and lowered with the rock anchor. All equipment used for placing rock anchors shall be such that it will not damage the corrugated sheathing or casing.

i) Rock anchor and bond lengths shall be tremie grouted by injecting grout approximately 6 inches above the lowest point of the anchor. Grouting shall continue within the drill casing until the grout level inside the casing is 24 inches above the top of the bedrock surface and at least 120

percent of the calculated annular volume of the borehole is installed. Retract the temporary drill casing to approximately 12 inches above the top of the bedrock surface and pump an additional volume of grout sufficient to create an additional 6 inches average thickness grout plug above the bedrock surface.

j) Grouting shall be performed with sufficient pressure and flow volume to produce a grouted rock anchor zone capable of developing the load capacity indicated on the plans. Approved materials and continuous mixing and pumping equipment shall be able to produce a homogeneous in-place cement grout of the desired consistency. All oil and other rust inhibitors shall be removed from the mixing drums and pumps. Once started, grouting shall be continuous until the rock anchor bond length is completely grouted, unless approved by the Resident. Grout not placed within one (1) hour of mixing shall be wasted in an approved manner.

k) Grout Testing: 2-inch test cubes shall be made of each grout mix design used. Six (6) cubes shall be made of each mix design for every 4 anchors installed or per day of grout placement, whichever results in more cubes. At a minimum three (3) cubes shall be tested at 7 days and three (3) cubes shall be tested at 28 days. Testing shall be done in accordance with ASTM C 109.

l) During testing and tensioning, the rock anchor shall be free to move relative to the pile encasement. At no time during tensioning shall the pile compressive load exceed the ultimate pile capacity in compression, except during testing at which time the pile compressive load shall not exceed the factored design load of the piling or 0.80 times the Guaranteed Ultimate Tensile Strength of the anchor bar, whichever is smaller.

m) The rock anchor head assembly shall be installed with mastic corrosion inhibitor in accordance with the manufacturer's recommendations. All exposed surfaces of the rock anchor and head assembly shall be protected with corrosion inhibitor at all times after installation.

n) Each rock anchor head assembly shall be fully encased by the concrete pile cap in accordance with the plans.

o) If rock anchor threadbars must be cut, no torch cutting is permitted. Rock anchor bars shall be sawcut, if necessary, with an abrasive wheel saw, in accordance with manufacturer's recommendations. Torch cutting of anchors before or after installation shall be grounds for rejection of the anchor and will require replacement by the Contractor at no additional cost to the Department.

p) Any voids occurring in the top portion of pile concrete shall be filled with dry pack mortar.

504.7 Rock Anchor Testing Procedures and Criteria

a) Each rock anchor installed shall be tested, as called for on the Plans, to verify and establish its capacity. The Contractor shall be responsible for maintaining the structures during testing, and shall provide adequate shoring and bracing as required. Concrete fill will not be installed in pipe piles at the time of performance and proof testing. The Contractor shall provide a temporary testing frame to resist jacking forces and to prevent damage to pipe piles during rock anchor testing.

b) Performance and Proof Test shall be conducted in accordance with the project plans and herein:

c) The maximum test load shall be 1.33 times the design load of the rock anchor shown on the plans and shall not exceed 0.80 times the Guaranteed Ultimate Tensile Strength of the threadbar.

d) Deformation measurements shall be made to the nearest 0.001 inch using a dial indicator mounted independent of the stressing system and referenced to a remotely supported reference beam. Vertical movement of the pipe pile encasement and batter pipe piles with respect to the reference beam shall be similarly monitored.

e) Dial gages shall be used to record the movement of the rock anchor. The dial shall be capable of reading movement to 0.001 inch accuracy.

f) In order for proper execution of the test, the hydraulic system should be equipped with needle valve control.

g) The Contractor shall maintain test records in accordance with Subsection 504.4 – Inspection and Recordkeeping.

h) Acceptance of rock anchors shall be at the discretion of the Resident and/or Engineer. Each rock anchor which is rejected shall be removed and replaced. Removal and replacement of rock anchors which are rejected shall be at no additional cost to the Department. Removal and replacement of anchors shall consist of all work necessary to remove concrete, reinforcement, and additional bedrock as required to complete the rework.

i) If at any time during testing a failure of any element (jack, rock anchor, bearing pile, etc.) occurs which results in a non-symmetrical loading condition, the load in the jacks shall be reduced to zero as soon as practicable. The cause of the failure shall be rectified by the Contractor prior to restarting the load test.

j) No performance or proof test shall be conducted unless the Resident or Engineer is present. Resident shall be given a minimum of 72 hour's notice of rock anchor testing.

k) Testing Procedure:

1) The magnitude of applied test loads shall be determined with a calibrated pressure gauge or a load cell. Movements of the anchor, relative to an independent fixed reference point, shall be measured and recorded to the nearest 0.001-inch at each load increment during the load tests. The Contractor shall perform the measuring and an independent inspector appointed by the engineer or the owner representative will do recording. Field test records will be furnished to the Engineer for his review and approval.

2) A minimum of one (1) anchor per dolphin shall be performance tested. The Resident shall determine the location of the anchor to be performance tested. The remaining anchors shall be proof tested. The loading sequence for performance and proof testing shall be as provided herein. The test load (TL) shall be 1.33 times the design load.

3) The test load for both the performance and proof tests shall be held constant for 10 minutes. During the load hold, the movement of the end of the threadbar shall be measured at 1, 2, 3, 4, 5, 6, and 10 minutes. If the total movement between one minute and 10 minutes exceeds 0.04 inch, the test load shall be held for additional 50 minutes. During the load hold, the movement of the end of the threadbar shall be measured at 15, 20, 25, 30, 45, and 60 minutes. If the load is held for 60 minutes, a creep curve showing the creep movement between one minute and 60 minutes shall be plotted as a function of the logarithm of time.

4) For performance and proof tests, each increment of load shall be applied in less than one minute and held for at least one minute but not more than 2 minutes or as specified above. The observation period for the load shall start when the pump begins to apply the last increment of load. The jacking equipment, including the threadbar movement measuring system, shall be stable during all phases of the rock anchor loading operations.

5) All anchors not performance tested shall be proof tested. If 1.33 times the design load cannot be obtained, the anchor shall be replaced and retested.

6) A performance tested anchor is acceptable if:

a) The measured elastic movement exceeds 0.80 of the theoretical elongation of the unbonded length at the maximum test load; and

b) The creep movement between one and ten minutes is less than 0.04-inch.

7) A proof tested anchor is acceptable if:

a) The pattern of elastic movements is similar to that of adjacent performance tested anchors (i.e. measured elastic movement exceeds 0.80 of the theoretical elongation of the unbonded length), and

b) The creep movement between one and ten minutes is less than 0.04-inch.

8) Performance tested or proof tested anchors which fail to meet the acceptance criterion (b) will be considered acceptable if the maximum load is held for 60 minutes and the creep curve plotted from the movement data indicates a creep rate of less than 0.08-inch for the last log cycle of time.

TESTING SCHEDULES	
PERFORMANCE TEST	PROOF TEST
(AL) 0. 05T	
0.25T	
(AL) 0.05T	
0.25T	
0.50T	
(AL) 0.05T	
0.25T	
0.50T	
0.75T	
(AL) 0.05T	
0.25T	
0.50T	
0.75T	
1.00T	
(AL) 0.05T	(AL) 0.05T
0.25T	0.25T
0.50T	0.50T
0.75T	0.75T
1.00T	1.00T
1.20T	1.20T
(TL) 1.33T	(TL) 1.33T
1.00T	1.00T

T = Design force for the anchor shown on the plans
AL = Alignment load = 0.05T
TL = Test Load = 1.33T

504.8 Lock-Off Procedures

a) After acceptance of the tested anchors, install the pile reinforcing (if prescribed) and fill the piles with concrete to within 1/2" of the top of the pipe pile.

b) Dry pack grout under the anchor bar to provide uniform bearing against the concrete fill.

c) Final stressing of the rock anchors (lock off) shall be started only after installation of rebar cages (if prescribed) and concreting the pipe piles and once the grout has obtained sufficient strength. Do not tension rock anchors until the concrete and dry pack grout in the pile has attained a minimum compressive strength of 4,000 psi, as shown by cube or cylinder samples taken during filling operations.

d) The lock-off load shall be applied by the same calibrated jack used for performing the performance and proof tests with the lock-off load maintained while the anchor nuts on the rock anchors are permanently set.

e) One lift off test shall be performed on one anchor per dolphin immediately after all the anchors in that dolphin have been tensioned.

504.9 Method of Measurement

Rock anchors will be measured by the unit for anchors satisfactorily placed and remaining in the completed structure. Additional length required for tensioning or for replacement of unacceptable rock anchors shall be provided at the Contractor's expense.

504.10 Basis of Payment

Rock Anchors will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for furnishing, all labor, materials and equipment necessary to complete the work, including but not limited to furnishing equipment for drilling bedrock, installing, testing and tensioning rock anchors. Pay Item 504.9051 shall include full compensation for any temporary casings, augers, grouting operations, drilling equipment, or specialty tools needed to install anchors and to maintain pipe pile end bearing capacity.

Payment will be made under:

Pay Item	Description	Pay Unit
504.9051	Rock Anchors	Each

SPECIAL PROVISION
SECTION 506
SHOP APPLIED PROTECTIVE COATING – STEEL

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 506 – SHOP APPLIED PROTECTIVE COATING – STEEL, with the following modifications:

FUSION BONDED EPOXY COATINGS

506.40 Description

The following paragraph is added:

Fusion Bonded Epoxy Coating shall be applied to the full length of the steel pipe piles.

506.41 Materials

The following paragraph is added:

A. Fusion Bonded Epoxy Coating – Shop Applied:
   1) Fusion Bonded Epoxy Coating shall be Scotchkote 6233 Fusion Bonded Epoxy Coating as manufactured by 3M Company, or an approved equal. Any product submitted as an "approved equal" must have a Repair Coating counterpart which satisfies the Coating Materials requirement. Coating color shall be green.

B. Fusion Bonded Epoxy Repair Coating – Field Applied:
   1) Fusion Bonded Epoxy Coating shall be Scotchkote, Liquid Epoxy Coating as manufactured by 3M Company, or an approved equal, and compatible with the primary shop-applied coating system noted above and with similar color. Coating color shall be green.

506.42 Surface Preparation

The following paragraph is added:

A. Surfaces to be coated shall be prepared in accordance with ASTM A972, except as modified herein.

B. All oil, grease, and other contaminants shall be removed by SSPC SP1 (steam or solvent cleaning) prior to blasting. Remove all sharp edges, burrs, weld splatter, and gouges.

C. Surfaces to be coated shall be blast cleaned by SSPC SP10 (near white metal).
   1) Blasting material shall be a Class 1, steel abrasive angular metallic grit meeting the requirements of SSPC-AB3. Silica sand, shot, or spherical shaped abrasives shall not be permitted.
   2) The grit used for blasting shall be of proper gradation to create a profile of 2 to 4 mills. The metal shall be cleaned after blasting with clean, dry compressed air. Use of rags to remove residual dust after sandblasting shall not be permitted.

506.43 Inspection

The following paragraph is added:

Dry film thickness shall be 18 mils, which shall be achieved by no less than two coatings performed over a period of time that allows for sufficient drying of the previous coating

506.61 Basis of Payment

Add the following paragraph:

Fusion Bonded Epoxy Coating will be paid for at the lump sum price for the respective item. Payment will be full compensation for all labor, materials and equipment required to complete the surface preparation and coating work, including, but not limited to, coating and cleaning materials, staging or accessing, testing, surface preparation, cleaning, application, curing and repairs.

Payment will be made under:

Pay Item	Description	Pay Unit
506.9106	Fusion Bonded Epoxy Coating	Lump Sum

SPECIAL PROVISION
SECTION 515
PROTECTIVE COATING FOR CONCRETE SURFACES
(Protective Coating for Concrete Surfaces)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 515 – PROTECTIVE COATING FOR CONCRETE SURFACES, with the following modifications:

Section 515.01 Description

Add the following paragraph:

The concrete vertical faces and top face of the proposed dolphin concrete surfaces shall be coated with a clear protective coating. The bottom concrete surface does not require coating.

Section 515.02 Materials

Add the following paragraph:

Materials for Protective Coating for vertical concrete surfaces shall be a Type 1C – Sealer, Penetrating Silane, as listed on the MaineDOT's Qualified Products List for Concrete Sealers and Coatings.

Materials for Protective Coating for horizontal concrete surfaces shall be a low-viscosity, high molecular weight methyl methacrylate resin, crack healer/penetrating sealer such as the following:

1. Sealate T-70, by Transpo; or
2. KBP 204 P Seal, by KwikBond; or
3. Duraguard 401, by ChemMasters

The top dolphin surface where the methacrylate resin is applied shall become a skid-resistant surface by the addition of silica or aluminum oxide evenly broadcasted over the wet top of dolphin coatings. Follow the manufacturer's material recommendations and installation procedures for the skid resistant materials.

Maximize drying time to the greatest extent by "chasing-down" the tide during application.

Apply protective coating prior to installation of fender anchorages and dolphin accessories, and after concrete repairs have been performed.

Section 515.06 Basis of Payment

Add the following paragraph:

Protective Coatings will be paid for at the contract unit price per square yard. Equipment used to safely access the perimeter of the wharf and its vertical surfaces shall be incidental to the Protective Coating pay item.

Payment will be made under:

Pay Item	Description	Pay Unit
515.20	Protective Coating for Concrete Surfaces	Square Yard

SPECIAL PROVISION
SECTION 528
STRUCTURAL TIMBER
(Wave Screens)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, with the following additions:

528.01 Description

Add the following paragraph:

The work also includes the following:

This section applies to all work necessary by the Contractor to construct the timber wave screens and all requirements listed herein and in accordance with the drawings. Contractor shall be qualified in the field of timber work and installation with a at least five years experience.

528.011 General References

Add the following paragraph:

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

A. AMERICAN WOOD-PROTECTION ASSOCIATION (AWPA) – Use current Standard

AWPA U1	User Specification for Treated Wood
AWPA T1	Processing and Treatment Standard
AWPA M4	Standard for the Care of Preservative-Treated Wood Products
AWPA M6	Brands Used on Forest Products
AWPA P5	Standard for Waterborne Preservatives
AWPA U1	Lumber, Timbers, Bridge Ties and Mine Ties – Pressure Treatment
AWPA M4	Care of Preservative-Treated Wood Products
AWPA M6	Brands Used on Forest Products
AWPA P2	Creosote Solutions
AWPA P5	Waterborne Preservatives

B. ASTM INTERNATIONAL (ASTM) – Use current Standard

ASTM A 123	Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products
ASTM A 153/A 153M	Zinc Coating (Hot-Dip) on Iron and Steel Hardware
ASTM A 307	Carbon Steel Threaded Rod, 36,000 psi Tensile Strength

Except as otherwise indicated on the drawings or specified herein, the industry standards shall apply to all work under this section. Where requirements indicate on the drawings or specified herein differ from the industry standards, the more stringent requirements shall govern.

528.015 Submittals

This Subsection is added and shall include the following:

The Contractor shall provide the submittals listed below in accordance with Section 105.70 of the MaineDOT Standard Specification. Specific components of the submittals are listed in the referenced MaineDOT SECTION 501.

A. Timber preservative inspection test report. Submit the inspection report of an independent inspection agency, for approval by the Owner, that offered products complying with applicable AWPA Standards. Identify treatment on each piece by the quality mark of an agency accredited by the Board of Review of the American Lumber Standard Committee.

B. Delivery inspection list test report.

C. Provide Safety Data Sheets (SDS) associated with timber preservative treatment. Contractor shall comply with all safety precautions indicated on SDS.

D. Product Data:
   1) Timber Materials: Submit drawings of treated timber showing dimensions of cut, framed, or bored timbers

528.018 Delivery, Storage, and Handling

A. Open-stack untreated timber and lumber material on skids at least 12 in. aboveground, in a manner that will prevent warping and allow shedding of water. Close-stack treated timber and lumber material in a manner that will prevent long timbers from sagging or becoming crooked. Protect materials from weather. Handle treated timber with ropes or chain slings without dropping, breaking outer fibers, bruising, or penetrating surface with tools. Do not use cant dogs, peaveys, hooks, or pike poles. Protect timber and hardware from damage.

528.02 Materials

This Subsection is deleted and replaced with the following:

A. Timber Wave Screens

   1) Solid Sawn: Provide solid rough sawn timber of Southern Yellow Pine, Structural Grade or better with a minimum allowable flexural strength (Fb) of 1200 psi, and identified by the grade mark of a recognized association or independent inspection agency using the specific grading requirements of an association recognized as covering the species used. The association or independent inspection agency shall be certified by the Board of Review, American Lumber Standards Committee, to grade the species used.

   2) Preservative Treatment: Fabricate timber before administering preservative treatment. Treated timber shall be branded, by the producer, in accordance with AWPA M6. Treat wood to be used in contact with salt water or salt water splash in accordance with AWPA U1 and AWPA T1 with water-borne preservative (CCA). The Use Category shall be UC5A for commodity specification G, Marine (Salt Water) Applications. Preservative retention shall be no less than 2.5 pcf. The Contractor shall be responsible for the quality of treated wood products.

B. Hardware: Threaded rods with necessary nuts and washers shall conform to ASTM A307. Rods, nuts, and washers shall be galvanized in accordance with ASTM A123 or ASTM A153 as applicable. Provide rods with washers under nut and head.

528.043 Installation Procedures and Tolerances

The following paragraphs are added:

CONSTRUCTION

Use timber members that have been cut, beveled, and faced prior to plant preservative treatment. In addition to the contract clause entitled "Accident Prevention" provide protective equipment for personnel fabricating, field treating, or handling materials treated with creosote or water-borne salts.

FRAMING

Cut and frame lumber and timber so that joints will fit over contact surface. Secure timbers and piles in alignment. Open joints are unacceptable. Make lead hole for shank the same diameter as shank. Make lead hole for the threaded portion approximately two-thirds of the shank diameter. Bore holes in small timbers for boat or wire spikes with a bit of the same diameter or smallest dimension of the spike to prevent splitting. Counterbore for countersinking wherever smooth faces are indicated or specified.

FRAMED BENTS

A. Cross Bracing, Wales, and Vertical Timbers

1. Align bents before bracing is placed. Provide bracing of sufficient length to provide a minimum distance of 8 inches between outside bolt and end of brace. Bracing and girts shall bear firmly against piles or timber to which secured. Place fillers to avoid bending the bracing more than one inch out of line when bracing bolts or other fastenings are drawn up tight. Built-up fillers will not be permitted. Make filler a single piece of the same treated lumber as that in the brace, with a width of at least 6 inches and a length of at least 12 inches. Bolt ends of bracing through pile, post, or cap with a bolt of at least one inch diameter, unless otherwise shown on the drawings.

B. Fastening

1. Vertical rods shall have nuts on the lower end. Where rods are used to fasten timber to timber, timber to concrete, or timber to steel, bolt members together when they are installed and retighten immediately prior to final acceptance of Contract. Provide rods having sufficient additional threading to provide at least 3/8 inch per foot thickness of timber for future retightening. Provide timber connectors of types indicated. Force toothed-ring and spike-grid connectors and clamping plates into the contact surfaces of timbers joined by means of proper pressure tools; at joints, embed connectors of these types simultaneously and uniformly.

FIELD TREATMENT

A. Timberwork

1. Field treat cuts, bevels, notches, refacing and abrasions made in the field in treated timbers in accordance with AWPA M4 and SDS. Wood preservatives are restricted use pesticides and shall be applied according to applicable standards. Trim cuts and abrasions before field treatment.

B. Galvanized Surfaces

1. Repair and recoat zinc coating which has been field or shop cut, burned by welding, abraded, or otherwise damaged to such an extent as to expose the base metal. Thoroughly clean the damaged area by wire brushing and remove traces of welding flux and loose or cracked zinc coating prior to painting. Paint cleaned area with two coats of zinc oxide-zinc dust paint. Compound paint with a suitable vehicle in a ratio of one part zinc oxide to four parts zinc dust by weight.

528.08 Method of Measurement

Structural Timber – Wave Screens will be measured by the lump sum, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily install the timber wave screen. Measurement shall include pressure treatment, hardware connections, and inspection.

528.09 Basis of Payment

Structural Timber – Wave Screens will be paid for at the Contract Lump Sum price, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily install the timber wave screen at the job site. Payment shall include pressure treatment and inspection.

Timber piles will be paid for separately under Pay Item 501.202, Timber Pile, In-Place.

Payment will be made under:

Pay Item	Description	Pay Unit
528.08	Structural Timber – Wave Screens	Lump Sum

SPECIAL PROVISION
SECTION 528
STRUCTURAL TIMBER
(Repair Timber Fender System)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 528 – STRUCTURAL TIMBER with the following additions:

528.01 Description

The following paragraph is added:

This section applies to the timber fender system to be repaired by the Contractor.

528.02 General

The following paragraph is added:

The timber fender system repair shall be completed in accordance with the Plans and ensure that the timber fender system is secure to the crib. Countersunk rod locations may be shifted in order to avoid timber crib rock fill. The Contractor shall not remove sections of rock fill from the crib, but may move rocks in order to gain access to the rod end inside the timber crib.

528.021 Materials

The timber fender system repair rods shall be ASTM A307 hot-dip galvanized. Washers and nuts shall be hot-dip galvanized.

528.022 Submittals

The Contractor shall submit a shop drawing which illustrates the timber fender system repair, list of the materials for fabrication, and details the repair procedure for review and approval.

528.08 Method of Measurement

Repair Timber Fender System will be measured by the lump sum, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications. Measurement shall include furnishing and installing all connection hardware.

528.09 Basis of Payment

Repair Timber Fender System will be paid for at the Contract lump sum price, which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Payment will be made under the following Pay Item:

Pay Item	Description	Pay Unit
528.21	Repair Timber Fender System	Lump Sum

SPECIAL PROVISION
SECTION 533
NON-SHRINK GROUT

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 533 – NON-SHRINK GROUT with the following additions:

533.01 Description

The work covered by this document consists of furnishing all equipment, materials, labor and performing all operations required for the installation of fluid, high strength, non-shrink grouts as directed by the engineer or owner. The non-shrink grout shall be used under chocks, double bitts, and light and navigational light posts.

533.02 Quality Assurance

The manufacturer shall have been in the business of manufacturing similar products for over ten years, maintain a strict quality assurance program, offer technical services and provide representative at the jobsite for product training, prior to product installation, upon written request.

The contractor shall submit to the engineer or owner, at least three job references where the contractor has successfully completed similar applications.

533.03 Materials

Non-shrink grout cementitious grout shall be a fluid consistency, pre-packaged, cement-based grout requiring only the addition of potable water. The manufacturer shall be ISO 9001 certified and have at least 10 years experience in the manufacture of precision cement-based grouts. The manufacturer shall offer technical services and provide a representative at the jobsite for product training prior to product installation upon five days advance notice.

The grout material shall meet the following typical performance criteria when cured at 73°F (23°C):

1. Grout shall not contain metallic aggregate, expansive cement, or gas generating additives such as aluminum powder.
2. Grout shall contain air release aggregate to generate positive expansion.
3. Early Height Change, ASTM C 827 0.0 to 4.0%
4. Hardened Height Change, ASTM C 1090 0.0 to 0.3%
5. Effective Bearing Area 95%
6. Compressive Strength, ASTM C 942
   1 Day 3500 psi
   7 Days 6500 psi
   28 Days 8000 psi
7. Bond Strength, ASTM C 882 28 Days 2000 psi (13.8 MPa)
8. Consistency, ASTM C 939 20 – 30 seconds
9. Working Time 30 minutes
10. Application Temperature 40°F to 90°F (4°C to 32°C)
11. Material Temperature 40°F to 90°F (4°C to 32°C)
12. Meets performance requirements of ASTM C 1107-02, Grades A, B and C for 30 minutes at 40°F to 90°F (4°C to 32°C).

Three references of successfully completed projects of similar nature and scope of the work detailed in this specification shall be provided, as well as a minimum ten-year history of use in the industry. The testing laboratory shall certify to any modifications made to tests performed and provide details of modifications.

533.04 Delivery, Storage, and Handling

All materials shall be delivered to the jobsite in their original, unopened packages, clearly labeled with the manufacturer's identification, printed instructions and batch code.

Store and condition the specified product in accordance with the appropriate product data sheet.

For handling instructions, refer to the Material Safety Data Sheet.

533.05 Concrete Surfaces

Completely remove all oil, grease, laitance and other contaminants. Blow surfaces free of dust and debris using oil-free compressed air.

Prior to placement, soak concrete surfaces thoroughly for a minimum of eight hours to an optimum 24 hours with potable water. Concrete shall be saturated and free of standing water at time of placement.

533.06 Metal Surfaces

Surface shall be clean, free of oil, grease, rust and other contaminants.

533.07 Environmental Conditions

Condition and maintain all materials and surfaces that contact grout to between 40°F to 90°F (4°C to 32°C). Shade from direct sunlight as necessary.

533.071 Cold Weather Grouting

Low temperatures delay the set, increase working time and delay the strength development of cement-based products. The procedures below may compensate for these conditions.

A. Materials shall be conditioned as necessary so that the mixed grout is between 40°F to 80°F (4°C to 27°C). Due to the mass of palletized material. up to 72 hours of conditioning may be required. Store grout in an indoor or tarped and heated area when required.
B. All surfaces in contact with grout must be preconditioned and maintained at a temperature between 40°F to 90°F (4°C to 32°C) for at least 24 hours.
C. Heating shall be accomplished by indirect exposure. Heated enclosures must be windproof and weatherproof. Combustion heaters must be vented and shall not be permitted to heat and dry the concrete locally.
D. Grout temperature shall be maintained above 40°F (4°C) until the grout reaches 1000 psi (6.9 MPa).
E. Gradually reduce temperature of grout to ambient temperature to avoid thermal shock.

533.072 Hot Weather Grouting

High temperatures accelerate the set, decrease working time, and accelerate the strength gain of cement-based products. The procedures below may compensate for these conditions.

A. Materials should be pre-conditioned so that the grout mix temperature is between 50°F (10°C) and 95°F (35°C). Due to the mass of palletized material, up to 72 hours of pre-conditioning may be required. Store grout in a shaded area out of direct sunlight.
B. All surfaces in contact with cement based grout shall be pre-conditioned and maintained below 95°F (35°C) for a minimum of 24 hours. Pre soaking of surfaces, mixing of equipment and wheelbarrows with cold or iced water will facilitate cooling of surfaces.
C. Mix grout using cold or iced water. Do not put ice directly in with grout during mixing.
D. Provide shading during grout placement and where feasible, place grout when temperatures are decreasing, at night or early morning. Provide protection from excessive wind to reduce rapid drying and evaporation of water from exposed grout surfaces.
E. Begin wet cure immediately after grout takes initial set and continuously wet cure all exposed grout surfaces using wet rags, burlap or burlene. Place plastic sheeting over material used for wet cure to ensure continuous wet cure. Monitor condition of material used for wet cure to ensure drying does not occur.
F. After a minimum 24 hour continuous wet cure, continue wet cure for an additional 48 hours or coat all exposed grout surfaces with an approved curing compound meeting the water retention requirements of ASTM C 309.

533.08 Equipment

All necessary tools, equipment and materials shall be as close as possible to the area being grouted, such as mortar mixers, measuring containers, trowels and grout.

Appropriate clothing and safety equipment shall be worn to avoid breathing dust and prevent eye and skin contact with both dry and mixed grout.

Wheelbarrows, buckets, shovels and pumps shall be clean, dampened and readily available for transporting mixed grout.

Provide headbox and plunger when pouring grout. Provide backboard, ram and hammer when dry-pack grouting.

An ample source of potable water shall be available for preconditioning, mixing, cleaning and curing.

533.09 Mixing

Mortar Mixer (Stationary Barrel with Moving Paddles)

A. Provide an adequate number of mortar mixers in good operating condition for uninterrupted placement. Do not exceed one-half the maximum capacity of the mortar mixer.
B. Pre-wet mortar mixer, empty excess water.
C. Start by adding the minimum amount of premeasured potable water to mixer. While mixing, slowly add grout and mix to a uniform consistency.
D. Mix thoroughly for approximately five minutes. To achieve desired consistency, add remaining water as necessary. Do not exceed maximum water content as stated on product packaging or add an amount that will cause segregation.
E. Do not mix more material than can be placed within the working time of the grout. Do not retemper the mix by adding additional water.
F. Transport mixed material by wheelbarrow or buckets, taking care not to allow material to segregate.
G. For puts requiring aggregate extension, add clean, damp coarse aggregate meeting the requirements of ASTM C 33 before final water adjustment.

533.10 Pumping Procedures

The type and size of pump discharge line used are dependent on the parameters of each installation. Contact the pump and group manufacturers for recommendations. The proposed pumping equipment and procedures shall be submitted for approval. Pump grout at less than fluid consistency.

Pumping raises the grout temperature and shortens the working time while reducing its consistency. Keep mix temperature as cool as necessary, except in cold weather.

The grout shall be mixed to a consistency that will not segregate while pumping.

The grout shall be passed through a #4 screen prior to placement into the pump hopper.

Before pumping, determine the working time under jobsite conditions. Pumpability shall be determined by field testing.

The pump shall be positioned to minimize the pumping distance. Keep the discharge line as close to horizontal as possible. All hose connections must be watertight.

Immediately prior to pumping, the pump and lines shall be primed with a priming slurry leaving hopper empty to prevent overwatering.

Once the pumping has begun, it is important not to use any of the priming slurry from the discharge lines. Grout shall not be used until a uniform consistency is obtained at the discharge nozzle.

Provide an adequate volume of mixed grout to keep the pump hopper at least half full. The grout shall be placed into pump hopper in a manner to prevent air entrapment.

The discharge nozzle shall be withdrawn only while pumping, keeping it submerged within the grout at all times.

533.11 Curing

Grout shall be wet cured for a minimum of three days, or coated with an approved curing compound after a minimum 24 hour wet cure. Grout shall be protected from excessive evaporation with wet rags prior to set.

The grout shall be protected from wind, rain, freezing and vibration until a minimum compressive strength of 1000 psi (6.9 MPa) is achieved.

533.12 Basis of Payment

Any grout work shall be considered incidental to the work being performed.

SPECIAL PROVISION
SECTION 634
HIGHWAY LIGHTING
(Tower Lighting)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 634 – HIGHWAY LIGHTING with the following additions:

634.01 Description

This work shall consist of furnishing and installing the following in accordance with these specifications and plans.

1. Provision of new tower floodlight poles and luminaires.
2. Provision of new support structure for tower floodlight poles.
3. Connection of new tower floodlights to existing radio control system.
4. Provision of on/off override dimming switches for control of tower floodlights.
5. Provision of wiring conductors to serve tower lighting luminaires and override switches.
6. Provision of new 20-ampere, 1-pole circuit breaker to be installed in the existing electrical panelboard in the existing service/distribution cabinet to serve the tower floodlights.
7. Provision of NEMA 4X stainless steel wiring boxes.
8. Provision of flexible PVC coated steel conduit.
9. Provision of rigid PVC coated steel conduit.
10. Ground of new electrical systems.

634.02 General

Where the Contract documents permit the selection from several product options, and where it becomes necessary to authorize a substitution, the Contractor shall not proceed with purchases until coordination of all interface requirements has been checked and satisfactorily established. Substitutions are subject to approval by the Authority or designated representative per the requirements of the Contract documents.

Refer to Supplemental Specification Section 100 for required construction sequencing.

The Electrical Contract Plans show schematic arrangements only.

634.021 Materials

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

Steel Conduit	715.02
Non-Metallic Conduit	715.03
Metallic Junction and Fuse Box	715.05
Secondary Wiring	715.07
Service Equipment	715.11
Anchor Bolts	720.07

634.022 Equipment List and Drawings

Provide scale drawings and details for anchor bolt and mounting plate arrangements for installation of tower lighting poles.

634.03 General

Coordinate conduit locations with existing conditions and other utilities. Where conflicts are found make all practical efforts to install new work to produce a minimum impact on existing conditions.

634.04 Cable Installation

Provide factory-fabricated wire of the size, rating, material and type as required for each branch circuit. Where not indicated, provide proper selection as determined by installer to comply with installation requirements and with NEC standards. Building wire in conduit shall be 600 volt class Type THWN-2 or Type XHHW-2, as manufactured by *Southwire* or approved equal. Conductors shall be rated 90º C with moisture and heat-resistant thermoset cross-linked polyethylene insulation.

634.041 Conduit

Conduit for above ground locations shall be PVC coated rigid steel. Exposed conduit threads shall be entirely coated with PVC to prevent corrosion.

Conduit for underground locations shall be PVC Schedule 40.

Box and equipment connections at exterior locations shall be made with liquid-tight flexible steel conduit comprised of single strip, continuous, flexible interlocked, double-wrapped steel, galvanized inside and outside; forming smooth internal wiring channel; with liquid-tight jacket of flexible polyvinyl chloride (PVC), and with liquid-tight connectors.

Provide corrosion-resistant stainless steel strut members as manufactured by *Unistrut*, series P1001 SS, or approved equal for conduit support where exposed on concrete piers. Provide stainless steel hardware and stainless steel conduit clamps for all exposed conduit mounting applications.

634.042 Metallic Conduit Installation

Install conduit and tubing products as required, in accordance with manufacturer's written instructions, applicable requirements of NEC and National Electrical Contractors Association's "Standard of Installation", and in accordance with recognized industry practices to ensure that products serve intended function.

634.044 Pull Boxes

Exterior pull boxes installed exposed at dolphins shall be UL listed NEMA 4X 316 stainless steel with stainless steel hardware. Provide size per NEC for the given number of entrance/exit conduits, but shall not be smaller in size than 16" x 16" x 8".

634.057 New Tower Lighting Poles

The Contractor shall provide tower lighting poles with attached luminaires. The Contractor will be required to:

a. Provide 6-foot tall, 4-inch round, 6063-T6 aluminum alloy extruded lighting poles with powder coated, gray finish. Poles shall include A356 aluminum alloy base plate that is welded top and bottom to the pole base according to the American Welding Society specification AWS D1.2. Provide a stainless steel anchor plate for each pole to secure the lighting pole with stainless

steel anchor bolts to the upper tower catwalk. Poles shall also include at top tenon for luminaire installation. Lighting poles shall be provided in conformance with EPA and weight ratings for luminaires as specified in the MDOT Standard Specifications.
Lighting poles shall be as manufactured by *KW Industries,* model # RAP6-4.0-11-F-2-LBC-LAB (luminaire), # PTM-MC2 (tenon adapter) or approved equal.

b. Provide a single UL Listed 1598A marine grade luminaire rated for -40°C to 50°C ambient temperature operation per each tower lighting pole. Luminaires shall utilize LED lamp sources with 4000K color temperature. Luminaires shall include a clear tempered glass lens and shall provide a medium flood optical distribution pattern. Luminaires shall be provided with a die-cast aluminum housing with a thermoset powder coat, black finish color. Provide an integral 0-10V dimming LED driver rated for 120-277 volts. Luminaires shall include integra; overload, over-voltage, over-temperature, and short circuit protection, as well as 4kV line-to-line and 2kV line-to-ground surge suppression. Luminaires shall meet ANSI C136.31-2010 vibration standard for up to 6G for 100,000 cycles. Provide a 360° rotation harp mount with tenon adapter with each luminaire. Luminaires shall be as manufactured by *Phoenix Lighting*, model # EM2-140-MF-120/277-DIM-NW-BRK-B or approved equal. Luminaires shall be provided with a 5 year warranty. Orient the luminaires as directed by MDOT to illuminate the ferry docking area between the innermost dolphins.

634.058 Tower Lighting Control

At each location (Bass Harbor and Swans Island) the new tower floodlights shall be connected to existing radio control system equipment. The existing radio control systems consist of *Magnetek* Flex 6EX radio control units with a receiver mounted at the upper tower catwalk. The new tower floodlights shall be circuited through the existing receivers for operation of the lights remotely by means of incoming/outgoing ferries.

In addition, at each location the new tower floodlights shall also be connected to combination preset dimming and on/off switches for local override control at the towers.

The Contractor will be required to provide the following at each of ferry terminal location:

a. Provide a 120-volt power circuit to originate at the existing 120/240 volt electrical panelboard located within the shore power service/distribution cabinet. Provide a 20-ampere, 1-pole thermal magnet circuit breaker to be added to the existing panelboard to serve the new tower lighting circuit. The new circuit breaker shall match the manufacturer and series of the existing branch circuit breakers in the panelboard. The circuit conductors shall be 2#10AWG with an insulated #12 ground. The circuit conductors shall be run within PVC Schedule 40 conduit buried 30 inches, minimum, where they travel immediately beside the paved access road. The circuit conductors shall be run in PVC coated rigid steel conduit where they are routed exposed above grade, except they shall be routed within liquid-tight flexible conduit where extended between stainless steel wiring boxes.

b. Provide a preset combination dimmer and on/off switch to be installed in a weatherproof wall box. The combination dimmer and on/off switch shall be single-pole, rated 120/277 volts, 10-amperes, for 0-10 volt control of LED lamps. The switch shall be warranted for 5 years and shall be as manufactured by *Hubbell Lighting Controls* model # PSD710-UNV-GY, or approved equal. The weatherproof box shall be made of die-cast aluminum and shall be provided with a neoprene gasketed cast aluminum cover. The cover shall be secured with stainless steel screws, and shall be as manufactured by *Hubbell* model # WP26V, or approved equal.

c. Provide control wiring to operate the new tower floodlights. The control wiring shall extend from the combination dimmer and on/off switches, as well as from the existing radio control receiver. The circuit conductors shall be #12AWG with an insulated #12 ground. The circuit

conductors shall be run within PVC coated rigid steel conduit where they are routed exposed on the tower structure.

d. The Contractor shall contract with by *Somatex Material Handling*, 70 North Road, Detroit, Maine 04929, telephone (207) 487-6141 to coordinate wiring connection to the existing radio control receiver and to make all necessary programming adjustments.

634.081 Grounding and Bonding

Furnish labor and material to provide grounding facilities for the electrical installation as required by all inspecting and jurisdictional authorities as herein specified. The following are included, but not limited to, as items requiring grounding:

- Conduits, boxes and other conductor enclosures. Neutral or identified conductor of interior wiring system.
- Metallic cabinets and auxiliary systems cabinets.
- Lighting poles and luminaires.
- On/off-dimming override switches.

Conduit Grounding: All grounding bushings within all enclosures, including equipment enclosures, shall be wired together and connected internally to the enclosure grounding lug or grounding bus with bare copper conductor. Grounding conductors sized in accordance with NEC shall be used with all grounding bushings.

Equipment Grounding: All electrical equipment shall be grounded. Most other equipment will be furnished with grounding pads or grounding lugs. All ground connections shall be cleaned immediately prior to connection. The Contractor shall provide all grounding material required but not furnished with the equipment.

No grounding conductor shall be smaller than 12 AWG wire unless it is a part of an acceptable cable assembly.

634.92 Method of Measurement

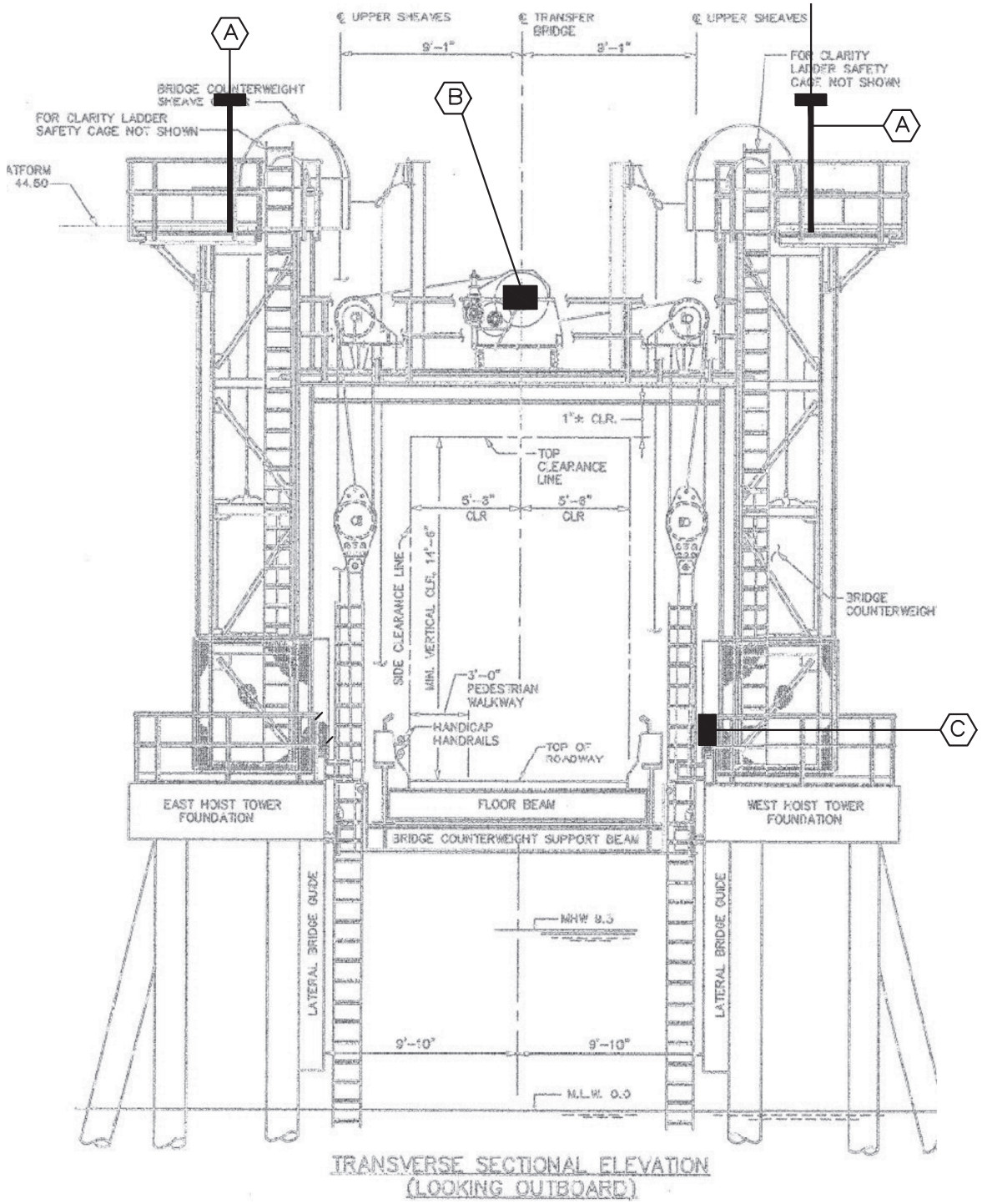
Measurement for work associated with the provision of new tower lighting poles as shown on the Plan drawings and described herein will be made as lump sum.

634.93 Basis of Payment

Payment for the accepted quantity of new tower lighting poles will be all associated work at both Bass Harbor and Swans Island. This payment shall include installation of the tower lighting poles with luminaires, lighting pole anchor bases, circuit breakers to be added to existing shore power electrical panelboards, NEMA 4X wiring pull boxes, on/off dimmer override switches with weatherproof boxes, connections to existing radio control receivers, conduit and conductors, grounding and bonding connections, and all materials, labor, equipment and incidentals necessary to complete the work.

Payments will be made under:

Pay Item		Pay Unit
634.169	Bridge Lighting	Lump Sum



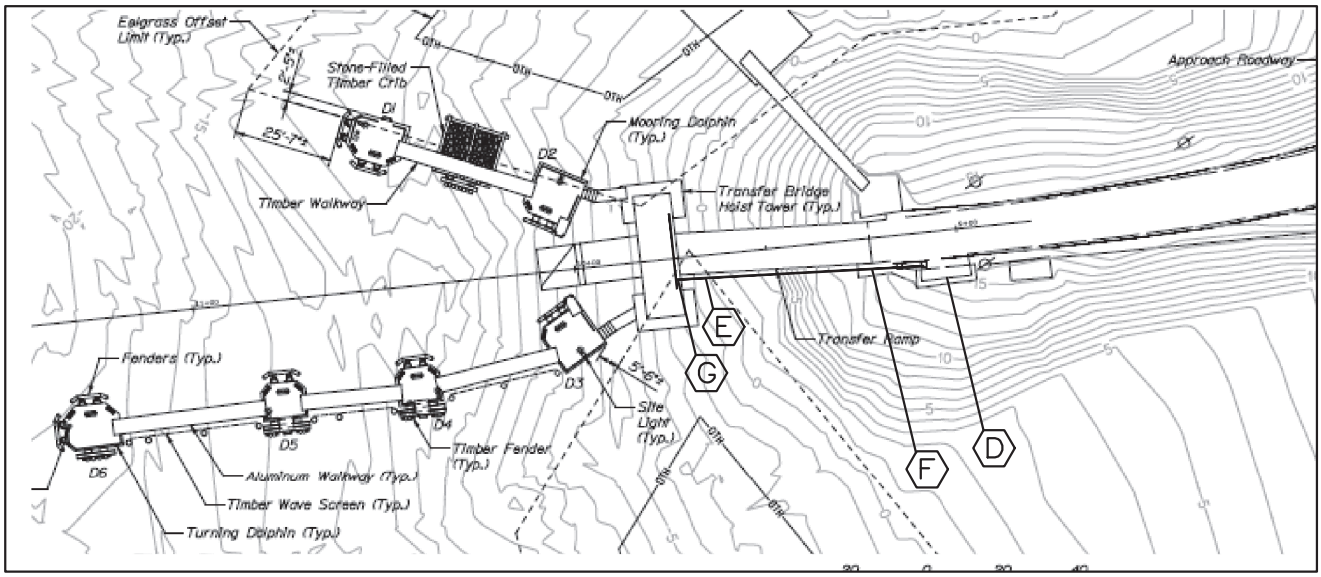
TRANSVERSE SECTIONAL ELEVATION
(LOOKING OUTBOARD)

ELEVATION SHOWS A TYPICAL TERMINAL TOWER CONFIGURATION SIMILAR FOR BASS HARBOR AND SWANS ISLAND

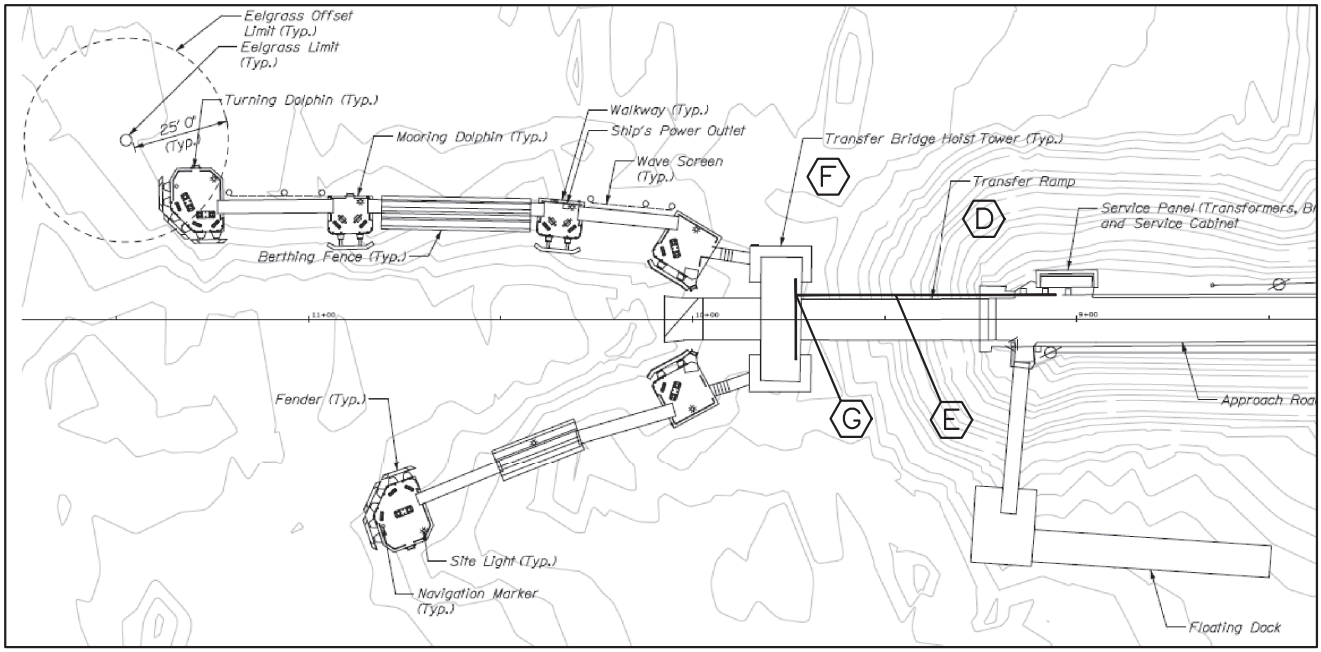
SEE SHEET E05 FOR PROJECT NOTES

10/13/2020

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	BASS HARBOR & SWAN'S ISLAND FERRY TERMINAL MODIFICATION	SHEET NUMBER E03
023476.00 (BH) 023480.00 (SI)	TOWER LIGHTING ELEVATION	OF 3130



BASS HARBOR PLAN



SWANS ISLAND PLAN

SEE SHEET E05 FOR PROJECT NOTES

SCALE = 1" = 50 FEET

10/13/2020

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	BASS HARBOR & SWAN'S ISLAND FERRY TERMINAL MODIFICATION	SHEET NUMBER E04
023476.00 (BH) 023480.00 (SI)	LIGHTING PLANS	OF 3131

TOWER LIGHTING PROJECT NOTES

(SEE SHEETS E03 AND E04)

(A) NEW LED FLOODLIGHT INSTALLED ON A 6–FOOT TALL POLE. INSTALL POLE IMMEDIATELY INSIDE OF WATER–SIDE HANDRAIL.

(B) EXISTING RADIO CONTROLLED SYSTEM RECEIVER.

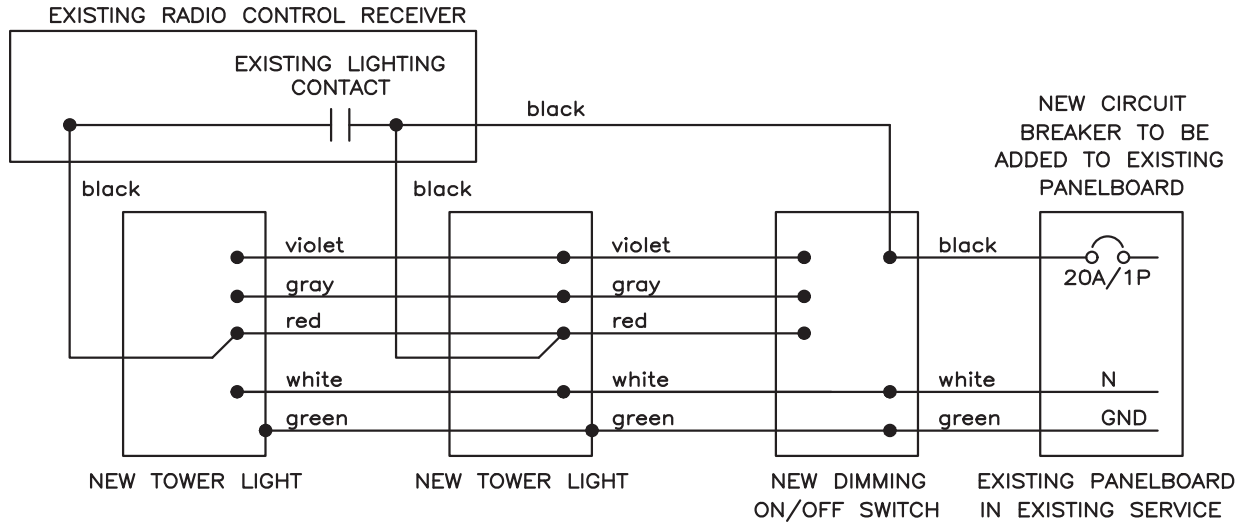
(C) NEW WEATHERPROOF COMBINATION DIMMING AND ON/OFF OVERRIDE SWITCH TO OPERATE TYPE A LIGHTS

(D) EXISTING ELECTRICAL PANELBOARD IN EXISTING SHORE POWER SERVICE/DISTRIBUTION CABINET.

(E) WHERE CONDUIT IS INSTALLED BESIDE THE EXISTING PAVED ACCESS ROAD PROVIDE CIRCUIT AND CONTROL CONDUCTORS FOR TYPE A LIGHTS IN A 2" PVC SCHEDULE 40 CONDUIT BURIED 36 INCHES MINIMUM WITH A 2" CONCRETE ENVELOPE TOP AND BOTTOM AND SIDES. WHERE CONDUIT IS INSTALLED ABOVE GRADE AT EXISTING TRANSFER BRIDGE OR AT TOWERS INSTALL CONDUCTORS IN PVC COATED RIGID STEEL CONDUIT.

(F) PROVIDE STAINLESS STEEL NEMA 4X WIRING BOXES ON EITHER SIDE OF INTERSECTION OF EXISTING PAVED ACCESS ROAD AND EXISTING TRANSFER BRIDGE. INSTALL WIRING IN A 2" LIQUID–TIGHT FLEXIBLE CONDUIT BETWEEN BOXES.

(G) PROVIDE STAINLESS STEEL NEMA 4X WIRING BOXES BETWEEN THE EXISTING TRANSFER SWITCH AND THE TOWER STRUCTURE. PROVIDE SEVERE DUTY, SUNLIGHT RESISTANT, RUBBER JACKETED, FLEXIBLE CABLE BETWEEN BOXES FOR MAXIMUM BRIDGE TRAVEL.



LIGHTING CONTROL DIAGRAM

10/13/2020

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	BASS HARBOR & SWAN'S ISLAND FERRY TERMINAL MODIFICATION	SHEET NUMBER E05
023476.00 (BH) 023480.00 (SI)	TOWER LIGHTING DETAILS	OF 3132

SPECIAL SPECIFICATIONS
SECTION 634
HIGHWAY LIGHTING

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 634 – HIGHWAY LIGHTING with the following additions:

634.01 Description

This work shall consist of furnishing and installing the following in accordance with these specifications and plans.

1. Relocation of existing navigation lights and support structures.
2. Provision of new support structure for relocated existing navigation lights.
3. Provision of replacement lamps and lenses for existing navigation lights.
4. Provision of new dolphin lighting poles and luminaires.
5. Provision of NEMA 4X stainless steel wiring boxes.
6. Provision of rigid PVC coated steel conduit.
7. Provision of flexible PVC coated steel conduit.
8. Provision of wiring conductors to serve dolphin lighting luminaires, and to serve navigation lights.
9. Ground of new electrical systems.
10. Removals of existing wiring boxes, conduit, and wiring conductors.

634.02 General

Where the Contract documents permit the selection from several product options, and where it becomes necessary to authorize a substitution, the Contractor shall not proceed with purchases until coordination of all interface requirements has been checked and satisfactorily established. Substitutions are subject to approval by the Authority or designated representative per the requirements of the Contract documents.

Refer to Supplemental Specification Section 100 for required construction sequencing.

Refer to the Structural Contract Plans for the exact routing of conduits to be installed under the pier deck. The Electrical Contract Plans show schematic arrangements only.

634.021 Materials

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

Steel Conduit	715.02
Non-Metallic Conduit	715.03
Metallic Junction and Fuse Box	715.05
Secondary Wiring	715.07
Service Equipment	715.11
Anchor Bolts	720.07

634.022 Equipment List and Drawings

Provide scale drawings and details for anchor bolt installation methods.

634.03 General

Coordinate conduit locations with existing conditions and other utilities. Where conflicts are found make all practical efforts to install new work to produce a minimum impact on existing conditions.

634.04 Cable Installation

Provide factory-fabricated wire of the size, rating, material and type as required for each branch circuit. Where not indicated, provide proper selection as determined by installer to comply with installation requirements and with NEC standards. Building wire in conduit shall be 600 volt class Type THWN-2 or Type XHHW-2, as manufactured by *Southwire* or approved equal. Conductors shall be rated 90º C with moisture and heat-resistant thermoset cross-linked polyethylene insulation.

634.041 Conduit

Conduit shall be PVC coated rigid steel. Exposed conduit threads shall be entirely coated with PVC to prevent corrosion.

Box and equipment connections at exterior locations shall be made with liquid-tight flexible steel conduit comprised of single strip, continuous, flexible interlocked, double-wrapped steel, galvanized inside and outside; forming smooth internal wiring channel; with liquid-tight jacket of flexible polyvinyl chloride (PVC), and with liquid-tight connectors.

Provide corrosion-resistant stainless steel strut members as manufactured by *Unistrut*, series P1001 SS, or approved equal for conduit support where exposed on concrete piers. Provide stainless steel hardware and stainless steel conduit clamps for all exposed conduit mounting applications.

634.042 Metallic Conduit Installation

Install conduit and tubing products as required, in accordance with manufacturer's written instructions, applicable requirements of NEC and National Electrical Contractors Association's "Standard of Installation", and in accordance with recognized industry practices to ensure that products serve intended function.

634.044 Pull Boxes:

Exterior pull boxes installed exposed at dolphins shall be UL listed NEMA 4X 316 stainless steel with stainless steel hardware. Provide size per NEC for the given number of entrance/exit conduits, but shall not be smaller in size than 16" x 16" x 8".

634.053 Re-Installation of Existing Navigation Lights:

The Contractor shall install relocated existing navigation light support structures, with attached existing navigation lights, to make them fully operational. The Contractor will be required to:

a. Remove the existing navigation light support structure with the attached navigation light.
b. Install the relocated navigation light with its support structure with new anchor bolts and nuts as specified on the plans.
c. Provide replacement lenses for the navigation lights as specified on the plans.
d. Provide circuit wiring to the relocated navigation lights.

634.054 Re-Installation of Existing Dolphin Lights:

The Contractor shall install relocated existing dolphin light poles, with attached existing luminaires, to make them fully operational. The Contractor will be required to:

a. Remove the existing dolphin light poles with the attached luminaires.
b. Install the relocated dolphin light poles new anchor bolts and nuts as specified on the plans.
c. Provide circuit wiring to the relocated dolphin lights.

634.055 New Dolphin Lighting Poles:

The Contractor shall dolphin lighting poles with attached luminaires. The Contractor will be required to:

a. Provide 10-foot tall, 4-inch square, aluminum lighting poles with bronze anodized finish. Provide anchor bolts in sizes as recommended by the pole manufacturer. Lighting poles shall be provided in conformance with EPA and weight ratings for luminaires as specified in the

MDOT Standard Specifications. Lighting poles shall be as manufactured by *Valmont,* or approved equal.

b. Provide a single luminaire per each dolphin lighting pole. Luminaires shall utilize LED lamp sources, with 4000K color temperature. Luminaire optical distribution pattern shall be IESNA Type IV. Luminaires shall be UL listed for wet locations with an IP66 rating, and shall have been tested according to IESNA LM-79 and IESNA LM-80. Luminaires shall be provided with a die-cast aluminum housing with bronze finish color. Provide an integral non-dimming universal voltage LED driver rated for 120-240 volts. Provide a twistlock photocell control. Luminaires shall be as manufactured by *RAB Lighting*, model # WPLED-4T-78-N/PCT, or approved equal.

c. Provide circuit wiring to the relocated navigation lights.

634.081 Grounding and Bonding:

Furnish labor and material to provide grounding facilities for the electrical installation as required by all inspecting and jurisdictional authorities as herein specified. The following are included, but not limited to, as items requiring grounding:

- Conduits, boxes and other conductor enclosures. Neutral or identified conductor of interior wiring system.
- Metallic cabinets and auxiliary systems cabinets.

Conduit Grounding: All grounding bushings within all enclosures, including equipment enclosures, shall be wired together and connected internally to the enclosure grounding lug or grounding bus with bare copper conductor. Grounding conductors sized in accordance with NEC shall be used with all grounding bushings.

Equipment Grounding: All electrical equipment shall be grounded. Most other equipment will be furnished with grounding pads or grounding lugs. All ground connections shall be cleaned immediately prior to connection. The Contractor shall provide all grounding material required but not furnished with the equipment.

No grounding conductor shall be smaller than 12 AWG wire unless it is a part of an acceptable cable assembly.

634.092 Method of Measurement:

Measurement for work associated with the installation of the relocated navigation lights and supporting structures as shown on the Plan drawings and described herein will be per each item.

Measurement for work associated with the relocation of existing dolphin lighting poles as shown on the Plan drawings and described herein will be per each item.

Measurement for work associated with the provision of new dolphin lighting poles as shown on the Plan drawings and described herein will be per each item.

Measurement for work associated all work associated with the provision of new NEMA 4X wiring boxes as shown on the Plan drawings and described herein will be per each item.

Measurement for work associated with the existing transformers as shown on the Plan drawings and described herein will be made as lump sum.

Measurement for the installation of the wire as described herein will be per foot, to the nearest 10 foot interval per run.

Measurement for the installation of PVC coated rigid conduit as shown on the Plan drawings and described herein will be per linear foot actually furnished, installed, and accepted at the Contract price per linear foot.

Measurement for installing the Liquid Tight Metallic Flexible Conduit as shown on the Plan drawings and described herein will be per foot actually furnished, installed, and accepted at the Contract price per linear foot.

Measurement for work associated all work associated with removals of existing electrical boxes, conduit, and wiring as shown on the Plan drawings and described herein will be made as lump sum.

634.093 Basis of Payment:

Payment for the accepted quantity of Liquid Tight Flexible Metallic Conduit as shown on the Plan drawings and described herein will be per linear foot actually furnished, installed, and accepted at the Contract price per linear foot. This price shall include the cost of: furnishing and installing the conduit; and fittings; grounding and bonding connections, and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for the accepted quantity of PVC coated rigid steel conduit as shown on the Plan drawings and described herein will be per linear foot actually furnished, installed, and accepted at the Contract price per linear foot. This price shall include the cost of: furnishing and installing the conduit; pull string, fittings, grounding and bonding connections, test cleaning interiors of conduits and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for the accepted quantity of relocated navigation lighting poles will be per each item. This payment shall include installation of the relocated support structure and anchor base, reinstallation of the existing luminaire, replacement of the luminaire lenses, replacement of the luminaire lamps, grounding and bonding connections, and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for the accepted quantity of relocated dolphin lighting poles will be per each item. This payment shall include installation of the relocated lighting pole and anchor base, reinstallation of the existing luminaire, grounding and bonding connections, and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for the accepted quantity of new dolphin lighting poles will be paid per each item. This payment shall include the installation of the new lighting pole and foundation base, installation of the new luminaire, grounding and bonding connections, and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for installing the NEMA 4X wiring pull boxes as shown on the Plan drawings and described herein will be per each item. It shall include the furnishing, installation, mounting of the boxes, and the drilling of holes into the box for conduits, grounding and bonding connections, and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for work associated with transformers as shown on the Plan drawings and described herein will be per lump sum. It shall include the replacement of the existing 15kVA, single-phase transformer, modifying the existing primary and secondary wiring to accommodate floor mounting of the transformer on the deck, as well as grounding and bonding connections. The work shall also include cleaning and painting the existing 45kVA 3-phase transformer enclosure. The work shall include all materials, labor, equipment and incidentals necessary to complete the work.

Payment for the accepted quantity of wire as described herein will be per foot, to the nearest 10 foot interval per run. It shall include the furnishing, installation, routing, termination, splices and connection of the wire per the wiring schedule, and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for work associated with system grounding as shown on the Plan drawings and described herein will be per lump sum. It shall include grounding connections for conduit, boxes, dolphin lighting poles, navigation lighting support structures and luminaires, and all materials, labor, equipment and incidentals necessary to complete the work.

Payment for work associated with electrical removals as shown on the Plan drawings and described herein will be per lump sum. It shall include the removal of conduits, boxes, and associated wiring, and all materials, labor, equipment and incidentals necessary to complete the work.

Payments will be made under:

Pay Item	Description	Pay Unit
634.1812	1" Liquid Tight Flexible Conduit	Linear Foot
634.189	1" PVC Coated Rigid Steel Conduit	Linear Foot
634.2075	Remove and Relocate Navigation Lighting	Each
634.2076	Dolphin Lighting (Bass Harbor)	Each
634.2076	Dolphin Lighting (Swan's Island)	Each
634.2311	Stainless Steel Exterior Wiring Pull Box	Each
634.316	#10 AWG Copper Wiring	Linear Foot
634.3161	#12 AWG Copper Wiring	Linear Foot
634.730	Remove Existing Electrical Components	Lump Sum

SPECIAL PROVISION
SECTION 645
HIGHWAY SIGNING
(Navigation Sign)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 645 – HIGHWAY SIGNING with the following additions:

645.01 Description

The following paragraph is added:

This section applies to the navigation sign to be installed on the outer-most turning dolphin by the Contractor. The sign material shall be an aluminum sheet.

645.02 General

The following paragraph is added:

The navigation sign shall be fabricated to the dimensions shown on the plans using black lettering on a reflective white background.

645.021 Materials

The navigation sign shall be fabricated of aluminum sheet in accordance with MaineDOT Material Specification 719.04, supported in accordance with Specification Section 720.08, and fastened in accordance with Specification 719.075, with the exception that hardware shall be fastened to the back of the steel fender panel. Background and lettering shall be of high-intensity material reflectorized material in accordance with MaineDOT Specification 719.02.

645.022 Submittals

The Contractor shall submit a shop drawing which illustrates the sign dimensions and lists the materials for fabrication for review and approval.

645.08 Method of Measurement

Navigation Sign will be measured by the unit, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications. Measurement shall include furnishing and installing the sign including the all connection hardware.

645.09 Basis of Payment

Navigation Sign will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Payment will be made under the following Pay Item:

Pay Item	Description	Pay Unit
645.265	Navigation Sign	Each

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 652 – MAINTENANCE OF TRAFFIC with the following additions:

652.3.2 Responsibility of the Contractor

The contractor shall provide continuous and effective traffic control and management for the Project that is appropriate to the construction while following the United States Coast Guard (USCG) requirements.

652.3.3 Submittal of Traffic Control Plan

The contractor shall submit to the Department, at or before the Preconstruction Meeting, a Traffic Control Plan (TCP) that follows USCG requirements. The Department will transmit the TCP to the local harbor master. The local harbor master review shall be concurrent with the Department review. The TCP shall comprise the following information in addition to the Standard Specification:

a. The name, telephone and mobile phone numbers of the Contractor's Traffic Control Supervisor (TCS). The TCS should be familiar with USCG requirements and maintain communication with the local harbor master and the vessel captains.

b. The Contractor shall provide proposed construction phasing or sequencing that reasonably minimizes impact. Where applicable, Contractor shall identify, in its construction schedule, specific activities which may impact the operation of the ferry service. The Contractor shall always maintain the facility for safe ferry service operations and overnight mooring. The Contractor's barge and equipment shall not present any safety hazards for vessel operations and other boating activities.

c. The Contractor shall ensure the normal operation of the ferry service and all other boating activities. The Contractor shall maintain all utilizes as operational, including but not limited to the site lighting, vessel electrical hook-up, hoist tower, terminal building, and harbor channel.

d. The Contractor shall coordinate with the terminal manager or the Ferry Vessels on all ferry traffic impacts.

SPECIAL PROVISION
SECTION 655
ELECTRICAL WORK
(Cathodic Protection by Sacrificial Anodes)

All work and materials shall conform to the Contract Drawings and the provisions of the State of Maine Department of Transportation Standard Specifications, March 2020, SECTION 655 – ELECTRICAL WORK, with the following additions:

655.01 Description

This section applies to all necessary steps taken by the Contractor to comply with the cathodic protection requirements listed herein and in accordance with the Plans. Contractor shall be qualified in the field of cathodic protection with a successful track record of at least five years.

Anodes shall be placed on all proposed steel pipe piles at the dolphin(s), as well as upon the proposed steel fender panel(s). The anodes shall be located on the backside of these elements away from the pen so as to prevent damage by vessels.

655.02 References

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)
- ASTM A 36 (1992) Carbon Structural Steel
- ASTM A 307 (2004) Carbon Steel Bolts and Studs
- ASTM A 563 (2007) Carbons and Alloy Steel Nuts
- ASTM F 436 (2010) HardenedSteel Washers

AMERICAN WELDING SOCIETY (AWS)
- AWS D3.6M (1999) Specifications for Underwater Welding

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)
- NFPA 70 (2005) National Electrical Code

655.03 Related Requirements

The Cathodic Protection System installation shall conform to the applicable rules of NFPA 70 and all applicable Federal, State, and local codes. The Cathodic Protection System shall be constructed in accordance with the design requirements set forth in the referenced NACE International and ASTM documents. All materials shall be installed and used in accordance with the recommendations of the manufacturer and safety procedures.

655.04 Submittals

Submit the following in accordance with Section 105.7, Working Drawings, of the State of Maine Department of Transportation Standard Specifications, March 2020:

Anode Data. Submit the following components as part of this submittal package:

A. Product Data: Manufacturer's data, catalog cuts, and other descriptive data shall be submitted for approval, which shall include the following:

   1) Anode dimensions and weight, including core details, illustrated in a shop drawing, and

2) Anode chemical composition

655.05 Materials

All materials shall conform to the requirements set forth herein or as designated on the Plans, unless otherwise specified. All materials must be new, free from defects and shall be of the best commercial quality for the purpose specified. All necessary items and accessories not shown on the Plans or specified herein, but which are required to fully carry out the specified intent of the work, shall be furnished without additional cost to the Department.

Anodes for Steel Pipe Piles and Fender Panels:

This project utilizes Type III Aluminum anodes. Aluminum anodes shall not contain any mercury. The location of the anodes is illustrated in the Plans.

A. Anode Dimensions and Weight

Anode Weight: 80 lbs
Anode Length: 3 ft (max.)
Anode Width: 4 in. (max., either direction)

B. Anode Chemical Composition

1) The aluminum alloy shall have the following composition (% by weight)

Zinc	2.80% to 5.75%
Indium	0.01% to 0.02%
Silicon	0.08% to 0.20% (max)
Aluminum	Remainder

2) Test efficiency of the aluminum alloy in seawater shall not be less than 85% on a 100% efficiency of 1150 ampere-hours per pound. The aluminum alloy shall have an open circuit potential in seawater of not less than -1.15 volts versus a copper-copper sulfate reference electrode.

C. Anode Core

1) The anodes shall have a continuous 1/4-inch flat-bar core with 90 degree bends as shown on the plans. The core member shall be dimensioned to allow a minimum stand-off from the pile 3 in. after its installation. The steel shall comply with ASTM A 36

2) The core of the anode shall be located in the center of the anode casting along the anode longitudinal axis.

3) To facilitate proper bonding of the aluminum alloy to the steel core during casting, the surface of the steel shall be prepared by a dry blast cleaning process. Rust discoloration and/or visible surface contamination shall not be permitted. Surface preparation shall be SSPC SP6 (commercial blast) or better.

D. Anode Surface Irregularities

1) Shrinkage depressions on the anode surface shall not exceed 10 percent of the nominal height of the anode as measured from the uppermost corner to the bottom of the depression.

2) Not more than 1 percent of the total surface of the anode casting shall be contaminated with nonmetallic inclusions visible to the naked eye.

3) The straightness of the anode shall not deviate more than 2 percent of the anode nominal length from the longitudinal axis of the anode.

4) Within the aluminum section transverse cracks of unlimited length and depth are permitted if width does not exceed 5 mm and there are not more than 10 cracks per anode. Small dense cracks shall be considered one crack and cracks of 0.5 mm width or less shall be ignored. Longitudinal cracks are not permitted in any length except in the final "topping-up" metal at shrinkage depressions.

Steel Hardware:

A. Threaded Rod: Shall be ASTM A307, course thread

B. Nuts: Shall be ASTM A563, to match threaded rod

C. Washers: Shall be ASTM F436

655.06 Installation

Unless otherwise indicated, all materials shall be installed in accordance with the manufacturer's recommendations, safety procedures and as directed by the Resident. Installation shall conform to NFPA 70.

A. Anode Connections

1) The anodes shall be installed vertically via bolted connections, at the depths and locations indicated on the drawing set. The threaded studs shall be welded to the wall of the pipe pile per AWS D3.6M.

2) The area on each pile where the anode is to be welded shall be cleaned to bare metal just prior to welding the anode. The weld for each anode shall be capable of fully supporting the anode weight.

3) The anode shall be maintained free of oils, chemicals, paint, petroleum products and other foreign chemicals or coatings. All coatings, wrapping and protective shipping material shall be removed from the anode prior to installation.

4) The State may perform a visual underwater inspection of the anode installations. A written report will be submitted indicating which anodes were inspected and the approval of the workmanship. Unacceptable workmanship shall be reworked to the approval of the Resident at no additional cost to the Government before final payment shall be made.

B. Anode Attachment

1) Anodes shall be attached to the piles via bolted connections. A system of double-nutted connections shall be used to attach the anodes to the piles. The diver shall hand-tighten the double-nuts using a wrench to prevent back-off. Do not use power tools.

655.07 Field Quality Control

Field tests shall be witnessed by the Resident. Advise the Resident at least five days prior to performing field tests.

655.08 Method of Measurement

Cathodic Protection by Sacrificial Anodes will be measured by the unit, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications. Measurement shall include furnishing and installing the anodes including the threaded rod connection and all hardware.

655.09 Basis of Payment

Cathodic Protection by Sacrificial Anodes will be paid for at the Contract unit price for the respective Contract items which shall be full compensation for all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications.

Payment will be made under the following Pay Item:

Pay Item	Description	Pay Unit
655.501	Cathodic Protection by Sacrificial Anodes	Each

SPECIAL PROVISIONS
SECTION 841
MOORING HARDWARE
(Mooring Bollard - Double Bitt)
(Mooring Cleat - Chock)
(Mooring Cleat – Chock, Retrieve and Install)

841.01 Description

Provide all labor, materials, equipment, and supervision necessary for the purchase and installation of new chocks, as well as the retrieval and installation of double bitts and chocks from the Rockland Ferry Terminal storage warehouse.

At Bass Harbor, the Contractor shall purchase and install one new double bitt and one new chock in accordance with the Plans and these Specifications.

At Swan's Island, the Contractor shall purchase and install two new chocks in accordance with the Plans and these Specifications. In addition, the Contractor shall retrieve, transport, and install two double bitts and four chocks currently located at the Rockland Ferry Terminal warehouse.

841.02 Materials

Mooring double bitts and chocks located atop concrete dolphins shall be cast steel manufactured by J.C. MacElroy Co., Inc. of New York or approved equal. Mooring hardware shall be cast carbon steel in compliance with ASTM A27/A27M, Grade 65-35.

Removal and resetting chocks shall comply with Section 202 – Demolition.

Mooring hardware shall be stored in a secure area as necessary to prevent loss and damage to protective coating. All existing bollards shall be inspected by the Owner and/or Engineer after removal due to demolition for acceptance for reuse. The Contractor shall take all precautions not to damage the existing hardware during demolition.

Anchor bolts and hardware shall conform to Section 504 – Structural Steel. Concrete work shall conform to Section 502 – Structural Concrete.

Grout work shall conform to Section 533 – Grout.

New mooring hardware shall be shop coated and shall receive a surface preparation in accordance with SSPC-SP10 with an anchor profile of 2.5 mils. The minimum DFT of the coating shall be 16 mils nominal and inspected per SSPC-PA2. One manufacturer shall provide the coating system to ensure compatibility between coats and quality control of the final product. The specified coating thickness of the three-coat system shall be as follows:

1st Coat:	7-8 mils of Carboguard 890 (or approved equal)
2nd Coat:	7-8 mils of Carboguard 890 (or approved equal)
3rd Coat:	2-3 mils of Carbothane 134 HG, black (or approved equal)

841.03 Submittals

Manufacturer's literature on all new mooring double bitts and chocks with make, model, and certified load capacity with directions of load indicated, method and orientation of installation, and size, type and location of fasteners.

841.04 Installation

Anchor bolts shall be of the size, type and location as recommended by the mooring item manufacturer. Where existing mooring items are to be used, the size and location of the anchor bolts shall be as determined from the anchor bolt holes. Embedment of anchor bolts shall be as detailed on the Drawings. Contractor shall verify bolt spacing for new and existing mooring hardware.

Prior to placement of concrete, areas of mooring hardware shall be formed out of concrete pour. Contractor shall verify orientation. Just prior to setting of mooring hardware, a bed of high-strength, non-shrink grout shall be placed to seal mooring hardware into position. Contractor is to ensure no voids are created beneath the mooring hardware. After mooring hardware is set and tightened down, excess grout shall be cleaned off immediately.

The heads of all bolts or ends of threaded rods which anchor the mooring hardware to the dolphin shall be recessed within the anchorage socket, and the socket filled with the self-leveling sealant. The Contractor shall verify through the submittal process that the anchor socket is sufficiently deep to allow for the recessed anchorage hardware.

841.05 Method of Measurement

Mooring Bollard - Double Bitts will be measured by the unit, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications. Measurement shall include furnishing and installing the cast steel double bitt, protective coating, fastening hardware, and grout bed.

Mooring Cleat - Chocks will be measured by the unit, and shall include all labor, materials, incidentals, and equipment necessary to satisfactorily complete the work in accordance with the Plans and Specifications. Measurement shall include furnishing and installing the cast steel chock, protective coating, fastening hardware, and grout bed.

Where retrieve and install is noted, the mooring device shall be transported from the Rockland Ferry Terminal warehouse to the project site.

841.06 Basis of Payment

The accepted quantity of Mooring Bollard – Double Bitts and Mooring Cleat – Chocks shall be paid for at the Contract unit price each, which shall be full compensation for all materials, equipment, labor, transport, and incidentals necessary for furnishing and installing the mooring hardware as shown on the contract drawings.

Payment will be made under:

Pay Item	Description	Pay Unit
841.55	Mooring Bollard - Double Bitt	Each
841.55	Mooring Bollard - Double Bitt, Retrieve and Install (Swan's Island)	Each
841.56	Mooring Cleat – Chock	Each
841.56	Mooring Cleat – Chock, Retrieve and Install (Swan's Island)	Each

February 11, 2021
Supersedes January 14, 2021

2020 STANDARD DETAIL UPDATES

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

Detail #	Description	Revision Date
507(20)	Steel Approach Railing 3-Bar	2/11/2021
507(21)	Steel Approach Railing 3-Bar	2/11/2021
507(22)	Steel Approach Railing 3-Bar	2/11/2021
507(23)	Steel Approach Railing 3-Bar	2/11/2021
507(27)	Steel Approach Railing	2/11/2021
526(01)	Portable Concrete Barrier	1/14/2021
526(01A)	Portable Concrete Barrier	1/14/2021
526(01B)	Portable Concrete Barrier	1/14/2021
526(02)	Portable Concrete Barrier	1/14/2021
526(02A)	Portable Concrete Barrier	1/14/2021
526(03)	Portable Concrete Barrier	1/14/2021
526(04)	Portable Concrete Barrier	1/14/2021
526(04A)	Portable Concrete Barrier	1/14/2021
526(04B)	Portable Concrete Barrier	1/14/2021
606(23)	Standard Bridge Transition – Type “1”	2/11/2021
606(24)	Standard Bridge Transition – Type “1A”	2/11/2021
609(09)	Precast Concrete Vertical Curb	2/11/2021
643(11)	ATCC Cabinet	12/14/2020
802(05)	Roadway Culvert End Slope Treatment	1/03/2017

SUPPLEMENTAL SPECIFICATIONS
(Corrections, Additions, & Revisions to Standard Specifications – March 2020)

SECTION 102
BIDDING

102.11 Bid Responsiveness Revise the paragraph that states
"The Bid is not signed by a duly authorized representative of the Bidder." So that it reads:

"**The Bid is not signed by a duly authorized representative of the Bidder.**
- **Properly submitted electronic bids meet this requirement.**
- **Paper bids must include at least one signed copy of the Contract Agreement Offer & Award form**."

SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES

104.2.1 Furnishing of Right-of-Way Revise the last sentence in the first paragraph by removing "105.4.5 – Special Detours" and replacing it with "**105.4.5 – Maintenance of Existing Structures**.".

SECTION 106
QUALITY

106.6 Acceptance Revise this Subsection by replacing the paragraph beginning with "Acceptance of Hot Mix Asphalt Pavement will be based" with:

> **"Acceptance of Hot Mix Asphalt Pavement will be based on Method A or C Statistical Acceptance, or Method B or D Acceptance as specified. The method of acceptance for each item is defined in Special Provision, Section 403, Hot Mix Asphalt Pavement. When items of Hot Mix Asphalt Pavement are not so designated, Method A will be utilized whenever there are more than 1000 tons per Hot Mix Asphalt Pavement item, and Method B will be utilized when there are less than or equal to 1000 tons per Hot Mix Asphalt Pavement item."**

Revise Subsection "B" by removing it and replacing it with:

> **"B. Items not designated for Statistical Acceptance will utilize Method B or D Acceptance testing to validate the quality of the material incorporated into the Project. For material paid under Item 403.209 – Method D, or designated to be visually accepted, the Contractor shall provide the Department with a Certification Letter that indicates that the material supplied complies with the Specifications. Test results representative of the certified material shall be attached to the letter.**

The Department will randomly sample and test the certified Material for properties noted in Table 1 of Section 502 - Structural Concrete or Table 14 of Section –401.21 Acceptance Method B & D. Material will be subject to rejection as noted in Structural Concrete Section 502.195 - Quality Assurance Method C Concrete or Hot Mix Asphalt, Section 401.2022 Pay Adjustment – Method B & D."

106.7.1 Standard Deviation Method Revise 106.7.1, subsection H by removing the following from the first paragraph:

"Method B: PF = [70 + (Quality Level * 0.33)] * 0.01"

SECTION 110
INDEMNIFICATION, BONDING, AND INSURANCE

110.3.9 Administrative & General Provisions Amend this subsection by adding "**Automobile Liability**" under letter A) Additional Insured to the list of exceptions.

SECTION 401
HOT MIX ASPHALT PAVEMENT

401.19 Contractor Quality Control Amend this Section by adding the following to the end:
"Failure to comply with the approved QCP will result in work suspension and pay reductions as outlined in Section 106.4.6. The Quality Control Plan Value shall be the total bid value for all items covered by the QCP as identified in Special Provision 403."

SECTION 502
STRUCTURAL CONCRETE

502.09 Forms and Falsework Amend this subsection by adding the subsection title "**502.10 Placing Concrete**" after section "D" Removal of Forms and False work" and after the paragraph beginning with "2. Forms and False work, including blocking…". So that a new subsection starts and reads:

"**502.10 Placing Concrete**

A. **General Concrete shall not be placed until forms** …."

502.1701 Quality Control, Method A and B Revise this Section so that the first paragraph and the first sentence of the second paragraph read:
"**502.17 Quality Control The Contractor shall control the quality of the concrete through testing, inspection, and practices which shall be described in the QCP, sufficient to assure a product meeting the Contract requirements. The QCP shall meet the requirements of Section 106, Quality, and this specification. No work under this item shall proceed until the QCP is submitted to and approved by the Department. Failure to comply with the approved QCP will result in work suspension and pay reductions as outlined in Section 106.4.6. The Quality Control Plan Value shall be the total bid value for all cast-in-place items covered by the QCP,**

using the P value listed in Special Provision 502. If no P value is listed, a value of $350, or bid value per cubic yard, whichever is less, shall be used.

502.1701 Quality Control, Method A and B The QCP shall address all elements that affect the quality of the structural concrete including, but not limited to, the following: "

502.18, Method of Measurement, Revise Subsection 'F' by removing the word 'transverse' so that it reads: "**Saw cut grooving of concrete wearing surfaces, complete and accepted, will be measured for payment as one lump sum**."

502.19, Basis of Payment, Revise the third paragraph by removing the word 'transverse' so that it reads: "**Saw cut grooving of concrete wearing surfaces will be paid for at the Contract Lump Sum Price, which shall be payment for furnishing all materials, labor, and equipment, including depth gauges and all incidentals, to satisfactorily complete the work."**

(Also see 535.24 and 535.25 for related changes)

SECTION 506
SHOP APPLIED PROTECTIVE COATING – STEEL

506.13 Surface Preparation Amend this section by adding this paragraph to the end:

"**Steel shall meet the requirements of SSPC SP8 Pickling prior to being immersed in the zinc tanks. Verification of the surface preparation shall be included in the QC documentation**."

SECTION 523
BEARINGS

523.22 Fabrication Amend this subsection by adding the following: "**Elastomeric Bearings shall be fabricated in accordance with AASHTO M251."**

SECTION 526
CONCRETE BARRIER

Amend this section by deleting it in its entirety and replacing it with:

"**526.01 Description This work shall consist of the furnishing, constructing, erecting, setting, resetting, and removal of concrete barrier and associated elements in accordance with these specifications, the Standard Details, and the lines and grades shown on the Plans or established by the Resident.**

The types of concrete barrier are designated as follows:

Portable Concrete Barrier Type I **Double faced removable barrier in accordance with the Standard Details.**

Permanent Concrete Barrier Type II **Double faced barrier as shown on the Plans.**

Permanent Concrete Barrier Type IIIa **Single faced barrier 32 inches high in accordance with the Standard Details or as shown on the Plans.**

Permanent Concrete Barrier Type IIIb **Single faced barrier 42 inches high in accordance with the Standard Details or as shown on the Plans.**

Permanent Concrete Transition Barrier **Barrier of various heights joining steel bridge rail to steel guardrail in accordance with the Standard Details or as shown on the Plans.**

Permanent Texas Classic Rail Barrier **Traffic rail or sidewalk rail, in accordance with the Standard Details or as shown on the Plans.**

526.02 Materials

a. Concrete **Concrete for barriers, both permanent and portable, shall have a design strength of 5,000 psi.**

For cast-in-place barrier: The concrete shall be Class LP, in accordance with Standard Specification Section 502, Structural Concrete.

For precast barrier: The concrete shall meet the requirements of Standard Specification 712.061, Structural Precast Concrete Units, except that the stripping strength for precast barriers is 4,000 psi.

b. Reinforcing Steel **Reinforcing steel shall meet the requirements of Section 503, Reinforcing Steel.**

c. Structural Steel **Plates and barrier connections shall meet the requirements specified in Standard Specification 504 - Structural Steel and shall be hot dip galvanized after fabrication in accordance with Standard Specification 506, Shop Applied Protective Coating – Steel**

d. Bolts **Bolts shall meet the requirements specified in Section 713.02, High Strength Bolts.**

e. Connecting Pins for Portable Concrete Barrier **Portable concrete barriers must be connected using a 1- inch diameter pin. The connecting pin must be smooth, not deformed, i.e., reinforcing bar may not be used, and shall meet the strength requirements of ASTM A449 steel. Materials with greater strength may be used with the approval of the Department.**

f. Anchor Pins for Portable Concrete Barrier Anchoring to concrete or asphalt will be required when specified on the Plans. When required, portable concrete barriers must be anchored using a 1 ½ - inch diameter anchor pin. The anchor pin must be smooth, not deformed, i.e., reinforcing bar may not be used, and shall meet the strength requirements of ASTM A36 steel. Materials with greater strength may be used with the approval of the Department.

g. Device Crashworthiness MaineDOT is transitioning to MASH2016 criteria for Portable Concrete Barrier on the following schedule:

New Portable Concrete Barrier shall be crash tested and/or evaluated to MASH2016 criteria.

Current Portable Concrete Barrier in useful serviceable condition that is successfully tested to NCHRP Report 350 or MASH2009 criteria may be utilized through December 31, 2029.

Other current Portable Concrete Barrier that is deemed acceptable by the Department may be utilized on projects off the National Highway System through December 31, 2024.

526.03 Construction Requirements

Cast-in-place barriers shall be fabricated in accordance with Standard Specification Section 502, Structural Concrete. Precast barriers shall be fabricated in accordance with Standard Specification 534, Precast Structural Concrete.

Concrete finish for permanent barrier shall be rubbed as defined in Standard Specification Section 502, Structural Concrete, 502.13 D2 or an approved equal.

Portable concrete barrier shall be generally free from fins and porous areas and shall present a neat and uniform appearance.

Permanent barrier shall have a protective coating applied in accordance with Standard Specification Section 515, Protective Coating for Concrete Surfaces.

Reflective delineators for concrete median barrier shall meet the requirements of Special Provision 645, Highway Signing.

Preformed Joint Filler shall meet the requirements specified in Subsection 705.01, Preformed Expansion Joint Filler.

Permissible dimensional tolerances for all concrete barriers shall be as follows:

a. Cross-sectional dimensions shall not vary from design dimensions by more than ¼ inch. The vertical centerline shall not be out of plumb by more than ¼ inch.

b. Longitudinal dimensions shall not vary from the design dimensions by more than ¼ inch per 10 feet of barrier section and shall not exceed ¾ inches per section.

c. Location of anchoring holes shall not vary by more than ½ inch from the dimensions shown in the concrete barrier details on the Plans.

d. Surface straightness shall not vary more than ¼ inch under a 10-foot straightedge.

e. The barrier shall have no significant cracking. Significant cracking is defined as fractures or cracks passing through the section, or any continuous crack extending for a length of 12 inches or more, regardless of position in the section.

526.04 Method of Measurement Permanent Concrete Barrier Type II, IIIa, IIIb, Texas Classic Rail, and Precast Median Barrier will be measured for payment by lump sum, complete in place.

Portable concrete barrier, both anchored and unanchored will be measured for payment by lump sum. Lump sum measurement will include verification of the installation and removal of all portable concrete at the completion of the Contractor's operations.

The Contractor shall replace sections of portable concrete barrier, including anchored barrier damaged by the traveling public when directed by the Resident. Replacement sections will be measured for payment in accordance with Standard Specification 109.7, Equitable Adjustments to Compensation and Time.

Transition barrier will be measured by each, complete in place.

526.05 Basis of Payment The accepted quantities of Concrete Barrier Type II, IIIa, IIIb, Texas Classic Rail, and Precast Median Barrier will be paid for at the Contract lump sum price for the type specified, complete in place.

The accepted quantities of Portable Concrete Barrier Type I, both anchored and unanchored will be paid for at the Contract lump sum price. Such payment shall be full compensation for furnishing all materials, assembling, moving, resetting, transporting, temporarily storing, removing barrier, furnishing new parts as necessary, and all incidentals necessary to complete the work.

Portable barrier shall become the property of the Contractor upon completion of the use of the barrier on the project and shall be removed from the project site by the Contractor.

Transition barrier will be paid for at the Contract price each, complete in place.

The accepted quantity of all types of concrete barrier, whether portable or permanent, will be paid for at the lump sum or per each price, as applicable, which payment shall be full compensation for all materials, including reinforcing steel, protective coating, reflective delineators, steel plates and hardware, equipment, labor and incidentals required, as necessary, to complete the work.

Payment will be made under:

	Pay Item	Pay Unit
526.301	**Portable Concrete Barrier, Type I**	**Lump Sum**
526.304	**Portable Concrete Barrier, Anchored Type I**	**Lump Sum**
526.312	**Permanent Concrete Barrier Type II**	**Lump Sum**
526.321	**Permanent Concrete Barrier Type IIIa**	**Lump Sum**
526.323	**Texas Classic Rail**	**Lump Sum**
526.331	**Permanent Concrete Barrier Type IIIb**	**Lump Sum**
526.34	**Permanent Concrete Transition Barrier**	**Each**
526.502	**Precast Concrete Median Barrier**	**Lump Sum**"

SECTION 527
ENERGY ABSORBING UNIT

527.02 Materials Amend this section by deleting it in its entirety and replacing it with:

"**MaineDOT is transitioning to MASH2016 criteria for Work Zone Traffic Control Devices on the following schedule:**

Portable Crash Cushions will be crash tested and/or evaluated to MASH2016 criteria by January 1, 2030. Current Category 3 devices in useful serviceable condition that are successfully tested to NCHRP Report 350 or MASH2009 criteria may be utilized through December 31, 2029.

Work Zone Crash Cushions shall be selected from the Department's Qualified Products List of Crash Cushions/Impact Attenuators or approved equal."

SECTION 535
PRECAST, PRESTRESSED CONCRETE SUPESTRUCTURE

535.24, Installation of Slabs, Beams, and Girders Revise the 5th paragraph by replacing "6.0 and 9.0" to "5.0 and 8.0" so it reads: **"Ready mixed grout shall achieve a design compressive strength of 6,000 psi at 28 days, have an entrained air content of between 5.0 and 8.0 percent, be non-shrink, flowable, and contain a non-shrink additive listed on the Department QPL for expansive cements."**

535.25, Installation of Precast/Prestressed Deck Panels Revise the 2nd paragraph by replacing "6.0 and 9.0" to "5.0 and 8.0" so it reads: **"Ready mixed grout shall achieve a design compressive strength of 6,000 psi at 28 days, have an entrained air content of between 5.0 and 8.0 percent,**

be non-shrink, flowable, and contain a non-shrink additive listed on the Department QPL for expansive cements."

SECTION 606
GUARDRAIL

Amend this section by replacing it with the following:

606.01 Description This work shall consist of furnishing and installing guardrail components in accordance with these specifications and in reasonably close conformity with the lines and grades shown on the plans or as established. Guardrail is designated as:

31" W-Beam Guardrail - Mid-Way Splice
Galvanized steel w-beam, 8" wood or composite offset blocks, galvanized steel posts

Thrie Beam
Galvanized steel thrie beam, 8" wood or composite offset blocks, galvanized steel posts

Median guardrail shall consist of two beams of the above types, mounted on single posts.

Bridge mounted guardrail shall consist of furnishing all labor, materials, and equipment necessary to install guardrail as shown on the plans. This work shall also include drilling for and installation of offset blocks if specified, and incidental hardware necessary for satisfactory completion of the work.

Remove and Reset and Remove, Modify, and Reset guardrail shall consist of removing the existing designated guardrail and resetting in a new location as shown on the plans or directed by the Resident. Remove, Modify, and Reset guardrail and Modify guardrail include the following guardrail modifications: Removing plate washers at all posts, except at anchorage assemblies as noted on the Standard Details, adding offset blocks, and other modifications as listed in the Construction Notes or General Notes. Modifications shall conform to the guardrail Standard Details.

Bridge Connection shall consist of the installation and attachment of beam guardrail to the existing bridge. This work shall consist of constructing a concrete end post or modifying an existing end post as required, furnishing, and installing a terminal connector, necessary hardware, and incidentals required to complete the work as shown on the plans. Bridge Transition shall consist of a bridge connection and furnishing and installing guardrail components as shown in the Standard Details.

606.02 Materials Materials shall meet the requirements specified in the following Sections of Division 700 - Materials:

Timber Preservative	708.05

Metal Beam Rail	710.04
Guardrail Posts	710.07
Guardrail Hardware	710.08

Guardrail components shall meet the applicable standards of "A Guide to Standardized Highway Barrier Hardware" prepared and approved by the AASHTO-AGC-ARTBA Joint Cooperative Committee, Task Force 13 Report.

Posts for underdrain delineators shall be “U” channel steel, 8 ft long, 2 ½ lb/ft minimum and have 3/8-inch round holes, 1-inch center to center for a minimum distance of 2 ft from the top of the post.

Reflectorized Flexible Guardrail Markers shall be mounted on all guardrails. A marker shall be mounted onto guardrail posts at the flared guardrail terminal end point and tangent point, both at the leading and trailing ends of each run of guardrail. The marker’s flexible posts shall be gray with either silver-white or yellow reflectors (to match the edge line striping) at the tangents, red at leading ends, and green at trailing ends. Whenever the guardrail terminal is not flared, markers will only be required at the terminal end point. These shall be red or green as appropriate. Markers shall be installed on the protected side of guardrail posts unless otherwise approved by the Resident. Reflectorized flexible guardrail markers shall be from the Department’s Qualified Products List of Delineators. The marker shall be gray, flexible, durable, and of a non-discoloring material to which 3-inch by 9-inch reflectors shall be applied, and capable of recovering from repeated impacts and meeting MASH 16 requirements. Reflective material shall meet the requirements of Section 719.01 for ASTM D 4956 Type III reflective sheeting. The marker shall be secured to the guardrail post with two fasteners, as shown in the Standard Details.

Reflectorized beam guardrail (“butterfly”-type) delineators shall be mounted on all “w”-beam guardrail. The delineators shall be mounted within the guardrail beam at guardrail posts. Delineators shall be fabricated from high-impact, ultraviolet & weather resistant thermoplastic. Reflectorized beam guardrail delineators shall be placed at approximately 62.5 ft intervals or every tenth post on tangents and at approximately 31.25 ft intervals or every fifth post on curves. Exact locations of the delineators shall be as directed by the Resident. On divided highways, the left-hand delineators shall be yellow, and the right-hand delineators shall be silver/white. On two directional highways, the right-hand side shall be silver/white, and no reflectorized delineator used on the left. All reflectors shall have reflective sheeting applied to only one side of the delineator facing the direction of traffic as shown in the Standard Details. Reflectorized sheeting for guardrail delineators shall meet the requirements of Section 719.01.

Single wood post shall be of cedar, white oak, or tamarack, well-seasoned, straight, and sound and have been cut from live trees. The outer and inner bark shall be removed, and all knots trimmed flush with the surface of the post. Posts shall be uniform taper and free of kinks and bends.

Single steel post shall conform to the requirements of Section 710.07 b.

Single steel pipe post shall be galvanized, seamless steel pipe conforming to the requirements of ASTM A120, Schedule No. 40, Standard Weight.

Acceptable multiple mailbox assemblies shall be listed on the Department's Qualified Products List and shall be MASH 16 tested and approved.

Flared and Tangent w-beam guardrail terminals and guardrail offset blocks shall be from the Department's Qualified Products List. Flared terminals shall be installed with a 4 ft offset as shown in the Manufacturer's installation instructions.

Anchorage assemblies used to anchor trailing ends, radius guardrail, or other ends not exposed to traffic shall meet the applicable standards of "A Guide to Standardized Highway Barrier Hardware" prepared and approved by the AASHTO-AGC-ARTBA Joint Cooperative Committee, Task Force 13 Report, Drawing SEW02a.

Existing materials damaged or lost during adjusting, removing and resetting, or removing, modifying, and resetting, shall be replaced by the Contractor without additional compensation. Existing guardrail posts and guardrail beams found to be unfit for reuse shall be replaced when directed by the Resident.

606.03 Posts Posts for guardrail shall be set plumb in holes or they may be driven if suitable driving equipment is used to prevent battering and distorting the post. When posts are driven through pavement, the damaged area around the post shall be repaired with approved bituminous patching. Damage to lighting and signal conduit and conductors shall be repaired by the Contractor.

When set in holes, posts shall be on a stable foundation and the space around the posts, backfilled in layers with suitable material, thoroughly tamped.

The reflectorized flexible guardrail markers shall be set plumb with the reflective surface facing the oncoming traffic. Markers shall be installed on the protected side of guardrail posts. Markers, which become bent or otherwise damaged, shall be removed and replaced with new markers.

Single wood posts shall be set plumb in holes and backfilled in layers with suitable material, thoroughly tamped. The Resident will designate the elevation and shape of the top. The posts, that are not pressure treated, shall be painted two coats of good quality oil base exterior house paint.

Single steel posts shall be set plumb in holes as specified for single wood posts or they may be driven if suitable driving equipment is used to prevent battering and distorting the post.

Additional bolt holes required in existing posts shall be drilled or punched, but the size of the holes shall not exceed the dimensions given in the Standard Details. Metal around the holes shall be thoroughly cleaned and painted with two coats of approved aluminum rust resistant paint. Holes shall not be burned.

606.04 Rails Brackets and fittings shall be placed and fastened as shown on the plans. Rail beams shall be erected and aligned to provide a smooth, continuous barrier. Beams shall be lapped with the exposed end away from approaching traffic.

End assemblies shall be installed as shown on the plans and shall be securely attached to the rail section and end post.

All bolts shall be of sufficient length to extend beyond the nuts but not more than ½ inch. Nuts shall be drawn tight.

Additional bolt holes required in existing beams shall be drilled or punched, but the size of the holes shall not exceed the dimensions given in the Standard Details. Metal around the holes shall be thoroughly cleaned and painted with two coats of approved aluminum rust resistant paint. Holes shall not be burned.

606.045 Offset Blocks The same offset block material is to be provided for the entire project unless otherwise specified.

606.05 Shoulder Widening At designated locations the existing shoulder of the roadway shall be widened as shown on the plans. All grading, paving, seeding, and other necessary work shall be in accordance with the Specifications for the type work being done.

606.06 Mail Box Post Single wood post shall be installed at the designated location for the support of the mailbox. The multiple mailbox assemblies shall be installed at the designated location in accordance with the Standard Details and as recommended by the Manufacturer. Attachment of the mailbox to the post will be the responsibility of the home or business owner.

606.07 Abraded Surfaces All galvanized surfaces of new guardrail and posts, which have been abraded so that the base metal is exposed, and the threaded portions of all fittings and fasteners and cut ends of bolts shall be cleaned and painted with two coats of approved rust resistant paint.

606.08 Method of Measurement Guardrail will be measured by the linear foot from center to center of end posts along the gradient of the rail except where end connections are made to masonry or steel structures, in which case measurement will be as shown on the plans. When connected to radius rail, measurement will be to the end of the last tangent beam.

Guardrail terminal, reflectorized flexible guardrail marker, terminal end, anchorage assembly, bridge transition, bridge connection, multiple mailbox post, and single post will be measured by each unit of the kind specified and installed.

Widened shoulder will be measured as a unit of grading within the limits shown on the plans.

Excavation in solid rock for placement of posts will be paid under force account unless otherwise indicated in the Bid Documents.

606.09 Basis of Payment The accepted quantities of guardrail will be paid for at the contract unit price per linear foot for the type specified, complete in place. Reflectorized beam guardrail (“butterfly”-type) delineators will not be paid for directly but will be considered incidental to guardrail items. Reflectorized flexible guardrail marker, terminal end, anchorage assembly, bridge transition, bridge connection, multiple mailbox post, and single post will be paid for at the contract unit price each for the kind specified complete in place.

Guardrail terminals will be paid for at the contract price each, complete in place which price shall be full payment for furnishing and installing all components including the terminal section, posts, offset blocks, "w" beam, cable foundation posts, plates and for all incidentals necessary to complete the installation within the limits as shown on the Standard Details or the Manufacturer's installation instructions. Pay limits for a flared terminal will be 37.5 feet. Pay limits for a tangent terminal will be 50 feet. Each guardrail terminal will be clearly marked with the Manufacturer's name and model number to facilitate any future needed repair. Such payment shall also be full compensation for furnishing all material, excavating, backfilling holes, assembling, and all incidentals necessary to complete the work, except that for excavation for posts or anchorages in solid ledge rock, payment will be made under 109.7.5 – Force Account. Type III Retroreflective Adhesive Sheeting shall be applied to the approach buffer end sections and sized to substantially cover the end section. On all roadways, the ends shall be marked with alternating black and retroreflective yellow stripes. The stripes shall be 3 in wide and sloped down at an angle of 45 degrees toward the side on which traffic is to pass the end section. Guardrail terminals shall also include a set of installation drawings supplied to the Resident.

Anchorages to bridge end posts will be part of the bridge work. Connections thereto will be considered included in the unit bid price for guardrail.

Guardrail to be placed on a radius of curvature of 150 ft or less will be paid for under the designated radius pay item for the type guardrail being placed.

Widened shoulder will be paid for at the contract unit price each complete in place and will be full compensation for furnishing and placing, grading and compaction of aggregate subbase and any required fill material.

Adjust guardrail will be paid for at the contract unit price per linear foot and will be full compensation for adjusting to grade. Payment shall also include adjusting guardrail terminals where required.

Modify guardrail will be paid for at the contract unit price per linear foot and will be full compensation for furnishing and installing offset blocks, additional posts, and other specified modifications; removing, modifying, installing, and adjusting to grade existing posts and beams; removing plate washers and backup plates, and all incidentals necessary to complete the work. Payment shall also include removing and resetting guardrail terminals where required.

Remove and Reset guardrail will be paid for at the contract unit price per linear foot and will be full compensation for removing, transporting, storing, reassembling all parts, necessary cutting, furnishing new parts when necessary, reinstalling at the new location, and all other incidentals necessary to complete the work. Payment shall also include removing and resetting guardrail terminals when required.

Remove, Modify, and Reset guardrail will be paid for at the contract unit price per foot and will be full compensation for the requirements listed in Modify guardrail and Remove and Reset guardrail.

Bridge Connections will be paid for at the contract unit price each. Payment shall include, attaching the connection to the endpost including furnishing and placing concrete and reinforcing steel

necessary to construct new endposts if required, furnishing and installing the terminal connector, and all miscellaneous hardware, labor, equipment, and incidentals necessary to complete the work.

Bridge Transitions will be paid for at the contract unit price each. Payment shall include furnishing and installing the thrie beam or "w"-beam terminal connector, doubled beam section, and transition section, where called for, posts, hardware, precast concrete transition curb, and any other necessary materials and labor, including the bridge connection as stated in the previous paragraph.

No payment will be made for guardrail removed, but not reset and all costs for such removal shall be considered incidental to the various contract pay items.

Payment will be made under:

Pay Item		Pay Unit
606.1301	31" W-Beam Guardrail - Mid-Way Splice – Single Faced	Linear Foot
606.1302	31" W-Beam Guardrail - Mid-Way Splice – Double Faced	Linear Foot
606.1303	31" W-Beam Guardrail - Mid-Way Splice, 15' Radius and Less	Linear Foot
606.1304	31" W-Beam Guardrail - Mid-Way Splice, Over 15' Radius	Linear Foot
606.1305	31" W-Beam Guardrail - Mid-Way Splice Flared Terminal	Each
606.1306	31" W-Beam Guardrail - Mid-Way Splice Tangent Terminal	Each
606.1307	Bridge Transition (Asymmetrical) – Type IA	Each
606.1721	Bridge Transition - Type I	Each
606.1722	Bridge Transition - Type II	Each
606.1731	Bridge Connection - Type I	Each
606.1732	Bridge Connection - Type II	Each
606.178	Guardrail Beam	Linear Foot
606.25	Terminal Connector	Each
606.257	Terminal Connector - Thrie Beam	Each
606.259	Anchorage Assembly	Each
606.265	Terminal End-Single Rail - Galvanized Steel	Each
606.266	Terminal End-Single Rail - Corrosion Resistant Steel	Each
606.275	Terminal End-Double Rail - Galvanized Steel	Each
606.276	Terminal End-Double Rail - Corrosion Resistant Steel	Each
606.353	Reflectorized Flexible Guardrail Marker	Each
606.354	Remove and Reset Reflectorized Flexible Guardrail Marker	Each
606.356	Underdrain Delineator Post	Each
606.358	Guardrail, Modify	Linear Foot
606.362	Guardrail, Adjust	Linear Foot
606.365	Guardrail, Remove, Modify, and Reset	Linear Foot
606.366	Guardrail, Remove and Reset	Linear Foot
606.367	Replace Unusable Existing Guardrail Posts	Each
606.47	Single Wood Post	Each
606.48	Single Galvanized Steel Post	Each
606.50	Single Steel Pipe Post	Each
606.51	Multiple Mailbox Support	Each

606.568	Guardrail, Modify - Double Rail	Linear Foot
606.63	Thrie Beam Rail Beam	Linear Foot
606.64	Guardrail Thrie Beam - Double Rail	Linear Foot
606.65	Guardrail Thrie Beam - Single Rail	Linear Foot
606.66	Terminal End Thrie Beam	Each
606.70	Transition Section - Thrie Beam	Each
606.71	Guardrail Thrie Beam - 15 ft radius and less	Linear Foot
606.72	Guardrail Thrie Beam - over 15 ft radius	Linear Foot
606.73	Guardrail Thrie Beam - Single Rail Bridge Mounted	Linear Foot
606.74	Guardrail - Single Rail Bridge Mounted	Linear Foot
606.753	Widen Shoulder for Low Volume Guardrail End	Each
606.754	Widen Shoulder for Flared Guardrail Terminal	Each
606.78	Low Volume Guardrail End	Each
606.80	Buried-in-Slope Guardrail End	Each

SECTION 609
CURB

609.02 Materials Revise the paragraph beginning "The Contractor shall submit a concrete mix…" so that it reads:

"**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 concrete fill**."

609.03 Vertical Stone Curb, Terminal Section and Transition Sections and Portland Cement Concrete Curb, Terminal Sections and Transition Sections Revise this section by underlining the section number and title so that it reads in the spec book as:

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

Revise the last paragraph beginning with "The Contractor may elect…" so that it reads:

"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 Concrete Fill shall **meet the requirements of 609.02."**

SECTION 610
STONE FILL, RIPRAP, STONE BLANKET, AND STONE DITCH PROTECTION

610.02 Materials Amend this subsection by adding the following to the end of the material list:
"**Stone Ditch Protection 703.29"**

SECTION 618
SEEDING

618.08 Mulching Revise this Section so that the third sentence reads: "Mulch for Seeding Method Number 1 shall only be cellulous fiber mulch Section 619.04 **(b)** or straw mulch Section 619.04 (**a**)."

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

626.034 Concrete Foundations Revise this Section by changing '626.037' to '**626.036**' in the Second Paragraph which begins with "Foundations shall consist of cast-in-place…".

Revise the 10th paragraph beginning with "Before placing concrete, the required elbows…" by removing "…**in accordance with Standard Specification 633**."

SECTION 627
PAVEMENT MARKINGS

627.06 Application Revise this subsection by replacing the paragraph beginning with " On other final pavement markings…" with the following:
"On other final pavement markings and on curb, where the paint is applied by hand painting or spraying, application shall be one uniform covering coat at least 16 mils thick. Before the 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.

Painted lines and markings shall be applied in accordance with the manufacturer's published recommendations. These recommendations will be supplied to the Resident prior to installation."

SECTION 643
TRAFFIC SIGNALS

643.021 Materials Amend this subsection by adding the following at the end:

"**MaineDOT is transitioning to MASH2016 criteria for Work Zone Traffic Control Devices on the following schedule:**

Temporary Traffic Control Signals will be crash tested and/or evaluated to MASH2016 criteria by January 1, 2030. Current Category 4 devices in useful serviceable condition that are successfully tested to NCHRP Report 350 or MASH2009 criteria may be utilized through December 31, 2029."

643.09 Service Connection Revise this subsection by removing the paragraph that begins with "Traffic signal services shall have…".

And by removing the paragraphs beginning with " A service ground rod shall be installed…" and "A total of 4, 10' service…" and replace them with "**A total of 4, 10' service ground rods shall be installed and properly connected together on the outside of the cabinet foundation. One ground rod shall be located at each corner and shall be either flush or slightly below finished grade. The connection between the ground rod and the ground wire shall be an exothermic connection such as a Cadweld. The ground wire from the interconnected ground rods shall be routed through a conduit in the foundation and into the base of the cabinet**".

SECTION 645
HIGHWAY SIGNING

Section 645.023 Sign Support Structures. Under letter "c.", revise the fifth paragraph beginning with "In addition to the required details…" by removing the words "**and foundation**" from the 5th sentence.

Section 645.08 Method of Measurement. Revise the second paragraph beginning with "Bridge-type, cantilever and…" by removing the words "**including the foundation**" .

Section 645.09 Basis of Payment. Revise the third paragraph beginning with "The accepted bridge-type, cantilever and…" by removing the word "**foundation**" from the second sentence. Add the following sentence to the end of the paragraph "**Conduits, Junction Boxes, and Foundations will be paid for under Section 626.**"

SECTION 652
MAINTENANCE OF TRAFFIC

Amend this Section by adding the following new subsection:

"**652.2.6 Device Crashworthiness MaineDOT is transitioning to MASH2016 criteria for Work Zone Traffic Control Devices on the following schedule:**

Category 1 (Cones, Drums, Tubular Markers, Flexible Delineators, and similar devices that have little chance if causing windshield penetration, tire damage, or other significant effect on the control or trajectory of a vehicle) – All Category 1 devices will be manufacturer self-certified as MASH2016 by January 1, 2025. Current Category 1 devices in useful serviceable condition that are not self-certified as MASH2016 compliant may be utilized through December 31, 2024.

Category 2 (Barricades, Portable Sign Supports, Category 1 devices with attachments, and similar devices that are not expected to produce significant vehicular velocity change but may be otherwise hazardous) – All Category 2 devices will be crash tested and/or evaluated to MASH2016 criteria by January 1, 2025. Current Category 2 devices in useful serviceable condition that are successfully tested to NCHRP Report 350 or MASH2009 criteria may be utilized through December 31, 2024.

Category 3 (Portable Concrete Barrier, Portable Crash Cushions, Truck Mounted Attenuators, Category 2 devices weighing more than 100 pounds, and similar devices that are expected to produce significant vehicular velocity change or other harmful reactions) – All Category 3 devices will be crash tested and/or evaluated to MASH2016 criteria by January 1, 2030. Current Category 3 devices in useful serviceable condition that are successfully tested to NCHRP Report 350 or MASH2009 criteria may be utilized through December 31, 2029. (See Standard Specification 526 for additional Portable Concrete Barrier information).

Category 4 (Trailer Mounted Devices: Arrow Boards, Temporary Traffic Control Signals, Area Lighting, Portable Changeable Message Sign, and other similar devices.) – All Category 4 devices will be crash tested and/or evaluated to MASH2016 criteria by January 1, 2030. Current Category 4 devices in useful serviceable condition that are successfully tested to NCHRP Report 350 or MASH2009 criteria may be utilized through December 31, 2029."

652.4 Flaggers Revise the first paragraph of this section so that it reads:

"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 who is employing that flagger. All flaggers must carry an official certification card with them while flagging that has been issued by their employer."

SECTION 681
PRECAST AGGREGATE-FILLED, CONCRETE BLOCK GRAVITY WALL

681.08 Basis of Payment Amend this section by adding the Item Number "**681.10**' in front of the item "Precast Aggregate-Filled Concrete Block Gravity Wall" at the end of the section.

SECTION 703
AGGREGATES

Add the following to Section 703 - Aggregates

703.01 Fine Aggregate for Concrete Fine aggregate for concrete shall consist of natural sand or, when approved by the Resident, other inert materials with similar characteristics or combinations thereof, having strong, durable particles. Fine aggregate from different sources of supply shall not be mixed or stored in the same pile nor used alternately in the same class of construction or mix without permission of the Resident.

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 the reference standard color solution (laboratory designation Plate III), the fine aggregate shall be rejected.

Fine aggregate shall have a sand equivalent value of not less than 75 when tested in accordance with AASHTO T 176.
Fine aggregate sources shall meet the Alkali Silica Reactivity (ASR) requirements of Section 703.0201.

The fineness modulus shall not be less than 2.26 or more than 3.14. If this value is exceeded, the fine aggregate will be rejected unless suitable adjustments are made in proportions of coarse and fine aggregate. The fineness modulus of fine aggregate shall be determined by adding the cumulative percentages of material by weight retained on the following sieves: Nos. 4, 8, 16, 30, 50, 100 and dividing by 100.

Fine aggregate, from an individual source when tested for absorption as specified in AASHTO T 84, shall show an absorption of not more than 2.3 percent.

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
⅜ inch	100
No. 4	95-100
No. 8	80-100
No. 16	50-85

No. 30	25-60
No. 50	10-30
No. 100	2-10
No. 200	0-5.0

703.02 Coarse Aggregate for Concrete Coarse aggregate for concrete shall consist of crushed stone or gravel having hard, strong, durable pieces, free from adherent coatings and of which the composite blend retained on the ⅜ inch sieve shall contain no more than 15 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 coarse aggregate from an individual source shall have an absorption no greater than 2.0 percent by weight determined in accordance with AASHTO T 85 modified for weight of sample.

The composite blend shall have a Micro-Deval value of 18.0 percent or less as determined by AASHTO T 327 or not exceed 40 percent loss as determined by AASHTO T 96.

Coarse aggregate sources shall meet the Alkali Silica Reactivity (ASR) requirements of Section 703.0201.

Coarse aggregate shall conform to the requirements of the following table for the size or sizes designated and shall be well graded between the limits specified.

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves			
Grading	A	AA	S	LATEX
Aggregate Size	1 inch	¾ inch	1½ inch	½ inch
2 inch			100	
1½ inch	100		95-100	
1 inch	95-100	100	-	
¾ inch	-	90-100	35-70	100
½ inch	25-60	-	-	90-100
⅜ inch	-	20-55	10-30	40-70
No. 4	0-10	0-10	0-5	0-15
No. 8	0-5	0-5	-	0-5
No. 16	-	-	-	-
No. 50	-	-	-	-
No. 200	0 - 1.5	0 - 1.5	0 - 1.5	0 - 1.5

703.0201 Alkali Silica Reactive Aggregates All coarse and fine aggregates proposed for use in concrete shall be tested for Alkali Silica Reactivity (ASR) potential under AASHTO T 303 (ASTM C 1260), Accelerated Detection of Potentially Deleterious Expansion of Mortar Bars Due to Alkali-Silica Reaction, prior to being accepted for use. Acceptance will be based on testing performed by an accredited independent lab submitted to the Department. Aggregate submittals will be required on a

5-year cycle, unless the source or character of the aggregate in question has changed within 5 years from the last test date.

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

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

a. Class F Coal Fly Ash meeting the requirements of AASHTO M 295
b. Ground Granulated Blast Furnace Slag (Grade 100 or 120) meeting the requirements of AASHTO M 302
c. Densified Silica Fume meeting the requirements of AASHTO M 307
d. Lithium-based admixtures
e. 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.

703.05 Aggregate for Sand Leveling Aggregate for sand leveling shall be sand of hard durable particles free from vegetable matter, lumps or balls of clay and other deleterious substances. The aggregate shall meet the grading requirements of the following table.

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
⅜ inch	85-100
No. 200	0-5.0

703.06 Aggregate for Base and Subbase 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 ½ 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.

Recycled Asphalt Pavement (RAP) shall not be used for or blended with aggregate base or subbase.

a. Aggregate for base, Type A and B shall be crushed ledge or crushed gravel of hard durable particles free from vegetable matter, lumps or balls of clay and other deleterious substances. The gradation of the part that passes a 3 inch sieve shall meet the grading requirements of the following table:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves	
	Type A	Type B
½ inch	45-70	35-75
¼ inch	30-55	25-60
No. 40	0-20	0-25
No. 200	0-6.0	0-6.0

At least 50 percent by weight of the material retained on the No. 4 sieve shall have at least one fractured face as tested by AASHTO T 335.

Type A aggregate for base shall only contain particles of rock that will pass the 2 inch square mesh sieve.

Type B aggregate for base shall only contain particles of rock that will pass the 4 inch square mesh sieve.

b. Aggregate for base, Type C shall be crushed ledge or crushed gravel of hard durable particles free from vegetable matter, lumps or balls of clay and other deleterious substances. The material shall meet the grading requirements of the following table:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
	Type C
4 inches	100
3 inches	90-100
2 inches	75-100
1 inch	50-80
½ inch	30-60
No. 4	15-40
No. 200	0-6.0

At least 50 percent by weight of the material coarser than the No. 4 sieve shall have at least one fractured face as tested by AASHTO T 335.

c. Aggregate for subbase shall be sand or gravel of hard durable particles free from vegetable matter, lumps or balls of clay and other deleterious substances. The gradation of the part that passes a 3 inch sieve shall meet the grading requirements of the following table:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves	
	Type D	Type E
½ in	35-80	
¼ inch	25-65	25-100
No. 40	0-30	0-50
No. 200	0-7.0	0-7.0

Type D aggregate for subbase gravel may contain up to 50 percent by weight Recycled Concrete Aggregate (RCA). When RCA is used, the portion of the resulting blend of gravel and RCA retained on a ½" square mesh sieve shall contain a total of no more than 5 percent by weight of other recycled materials such as brick, concrete masonry block, or asphalt pavement as determined by visual inspection.

RCA shall be substantially free of wood, metal, plaster, and gypsum board as defined in Note 9 in Section 7.4 of AASHTO M 319. RCA shall also be free of all substances that fall under the category of solid waste or hazardous materials.

Aggregate for subbase shall not contain particles of rock which will not pass the 6 inch square mesh sieve.

703.08 Recycled Asphalt Pavement Recycled asphalt pavement shall consist of salvaged asphalt materials from milled pavements or production waste that has been processed before use to meet the requirements of the job mix formula. It shall be free of winter sand, granular fill, construction debris, or other materials not generally considered asphalt pavement.

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:

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**	

Table 4: Maximum Percent RAP According to Test Results

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.

SECTION 710
FENCE AND GUARDRAIL

710.06 Fence Posts and Braces Revise the first Paragraph so that it reads:

"Wood posts shall be of cedar, white oak, or tamarack or other AWPA approved species, of the diameter or section and length shown on the plans."

Remove the fourth paragraph which starts " That portion of wood posts…".

Revise the paragraph beginning with "Braces shall be of spruce, eastern hemlock … so that it now reads:

"Braces shall be of spruce, eastern hemlock, Norway pine, pitch pine, or tamarack timbers or other AWPA approved species, or spruce, cedar, tamarack or other AWPA approved species round posts of sufficient length to make a diagonal brace between adjacent posts. All wood posts and braces shall be pressure-treated in accordance with AASHTO M 133 and AWPA U1, UC4A Commodity Specification B: Posts. "

710.07 Guardrail Posts Revise this section so that the first sentence of section a. reads:

"a. Wood posts shall be of Norway pine, southern yellow pine, pitch pine, Douglas fir, red pine, white pine, or eastern hemlock or other AWPA approved species."

Revise the next paragraph so that it reads:

Wood posts and offset brackets shall be preservative treated in accordance with the requirements of AASHTO M 133 and AWPA U1, UC4A Commodity Specification B: Posts.

SECTION 712
MISCELLANEOUS HIGHWAY MATERIAL

712.061 Structural Precast Units Amend this section by adding the following sentence to the end of the first paragraph of the Construction subsection:

"Facilities certified by NPCA or PCI shall provide to the Fabrication Engineer a copy of their annual audit to include deficiency reports and corrective actions."

Revise this section by changing the letter "b" of ASTM C1611 of the Concrete Testing subsection so that it reads:

"**b. Air content shall be 5.0% to 8.0%**."

SECTION 718
TRAFFIC SIGNALS MATERIAL

718.03 Signal Mounting Amend the paragraph beginning with "All trunions, brackets and…" by adding "**For polycarbonate signal heads with more than 3 sections or requiring mounting extensions greater than 12 inches in length, reinforcing plates shall be used to reinforce the housings at the point of attachment.**" to the end of the paragraph.

718.08 Controller Cabinet Revise this subsection by replacing the paragraph beginning with "The cabinet shall be supplied with LED light panels…" on or about page 7-66 with "**The cabinet shall be supplied with white LED light panels which shall automatically illuminate via a door open switch whenever one of the four main cabinet doors are opened for the ground mount cabinet or two main doors for the side of pole cabinet. The ground mounted cabinet shall contain four LED light panels per side totaling eight panels for the cabinet; one panel each at the top and bottom portion of the front side and back side on the Control side and Power/Auxiliary side of the cabinet. Each light panel shall produce a minimum of 250 lumens for a total minimum lumen output of 2000 lumens with all eight panels illuminated. The minimum output per side would be 1000 lumens. The LED panels shall be protected by a clear shatterproof shield. The side of pole mounted cabinet shall contain four light panels; one at the top of the rack assembly and one at the bottom rack assembly on each side of the cabinet. A second door open status**

switch per door shall activate a controller input to log a report event that one of the doors was opened. All door open status switches shall be connected to the same controller input. For the ground mount cabinet, there shall be two switches on each of the four main doors. For the side-of-pole mount cabinet, there shall be two switches on each of the two main doors."

Revise this subsection by replacing the paragraph beginning with "The cabinet shall be supplied with a generator panel …" on or about page 7-68 with:

"The cabinet shall be supplied with a generator panel. The generator panel shall consist of a manual transfer switch and a twist-lock connector for generator hookup. The transfer switch knob and twist-lock connector shall be located inside a stainless steel enclosure with a separate lockable door accessed with a Corbin #2 key. The unit shall be mounted on the left, exterior of the control side wall of the ground mount cabinet a minimum of 36" above the surrounding grade and on the lower left side of the pole mounted cabinet. The generator transfer switch shall be a Reliance C30A1N Signa Series or approved equal. "

Revise this subsection by removing the following from the paragraph beginning with "The ground mounted cabinet shall be supplied and installed with an electric service meter socket trim and electrical service disconnect switch …" on or about page 7-69: **"(removed: thus preventing that space from being used either by equipment supplied as part of the project, or future equipment that would be installed in the rack system. Joe indicated that he would add this language to the detail so it is covered.)".**

Revise this subsection by replacing the following in the paragraph beginning with "The Contractor shall reconfigure the default user name…" on or around page 7-70; "MaineDOT IT" with "**MaineDOT Traffic Division**".

In the paragraph beginning with "Tests shall be conducted by the contractor…" on or around page 7-73, amend this subsection by removing **"in the state of Maine and"** after "The facility shall be".

Amend this Section by adding the following subsection:

718.13 Field Monitoring Unit (FMU) This item of work shall conform to this specification. This item shall consist of furnishing and installing a Field Monitoring Unit (FMU) and software, as well as all needed accessories required for a full and complete installation, including but not limited to power adapters, Ethernet cables, and interface cables, as described herein.

Where applicable, communications from MaineDOT's cloud-based Central Management System (CMS) to the on-street traffic signal controllers shall be made through fiber optic interconnect cable connected back to existing internet connections and/or the Field Monitoring Unit (FMU). The Contractor shall furnish and install all materials necessary for a complete and operational fiber optic interconnection to all project intersections as shown on the plans. All connections to the CMS cloud-based system shall be via a secure VPN network.

The FMU shall be the only remote connection device used by isolated intersections to connect to the cloud-based system. All connections shall be encrypted VPN tunnels. The Contractor shall coordinate all configuration settings with MaineDOT IT and the Engineer.

The FMU central web based interface shall be a separate element from the CMS.

MATERIALS: The materials for this work shall conform to the following requirements:

1. The work under this item specifies the requirements for the FMU. The FMU shall operate independent of the brand/type of intersection controller deployed in the ATC traffic cabinet.

2. The FMU shall conform to the following requirements:
   - 2.1 The FMU shall function correctly between -34 degrees C and +74 degrees C.
   - 2.2 The FMU shall be provided with appropriately rated connectors that allows the FMU to be exchanged by unplugging connectors, without tools.
   - 2.3 The FMU shall monitor and log all ATC Controller and ATC cabinet faults and or alarms.
   - 2.4 The FMU shall be wired directly to the ATC cabinet.
   - 2.5 The FMU shall have an internal cellular modem running at 4G LTE.
     - 2.5.1 The Cellular modem shall be designed to be replaced / upgraded to 5G service when available.
   - 2.6 The FMU shall incorporate an integrated GPS and cell modem.
   - 2.7 The configuration of the FMU shall be accomplished by accessing the internal web server with a browser. It shall be possible to configure the FMU without any special software.
   - 2.8 The FMU shall be powered via a standard 120V input power.
   - 2.9 The FMU shall allow for the routing of the controller configuration packets to and from the controller (either by Ethernet or serial communications) for any type of controller utilized by the MaineDOT. In this way it shall be possible to configure the controller and utilize the controller specific software to interrogate the controller, and the FMU shall provide the communications pipe which allows this to be accomplished.
   - 2.10 The FMU shall, within the size limitations above, include a battery and battery charging/monitoring circuit, to allow the FMU to function correctly even when all power to the intersection has failed. The battery shall continue to power the FMU for a minimum of 5 hours after all power has failed to the intersection.
   - 2.11 The FMU shall incorporate an integrated GPS which will allow the FMU to geo-locate itself on the FMU management software map, without configuration.
   - 2.12 The FMU shall operate without requiring a static IP address. The only configuration required at the FMU is to enter the URL of where the FMU management software is hosted.

2.13 In the event that the cell service is interrupted or is not available, the FMU shall store any events that occur in internal memory and forward these events automatically to the FMU management software when the cell service is restored. In this way, a complete record of events at the device can be maintained even if cell service is interrupted for a period. The system will store 5000 events.

2.14 The FMU shall utilize HTTP and HTTPS protocols, and XML data structures, for communication with the FMU management software. In this way the data will be open for future expansion and competition. The use of secret proprietary protocols is not permitted.

2.15 The FMU shall include Ethernet communications via an Ethernet Port with RJ45 connector.

2.16 The FMU shall include weather proof antennas.

3. **Map Display FMU Management Software**

3.1 The FMU shall include a scrollable, zoomable map display, with the intersections and other monitored devices shown as representative icons on the map. The map shall include the ability to see the intersections using Google Streetview.

3.2 The alarm status of the intersection shall be clearly indicated on the icon on the map, so that the user can see at a glance which intersections are in alarm.

3.3 The map display shall also include a list of intersections, with the number and priority of alarms indicated on the list. Intersections in high priority alarm shall be moved to the top of the list, followed by medium priority, low priority and then finally by intersections not in alarm.

3.4 The icons shall change to be able to clearly indicate if an intersection is offline.

3.5 Clicking on the icon on the map shall expose a box with the current parameters of the intersection shown.

3.6 The default map display position and zoom shall be configurable by user, so that the user's view will default to show the intersections that the user is responsible for managing.

3.7 The map view shall have the ability to show Google traffic overlays on the map.

4. **Intersection Detail Display FMU Management Software**

4.1 It shall be possible to drill down, either from the map icon or from the list, to a device level detail for the intersection, which as a minimum shall display the following parameters:

4.1.1 The alarm status, with priority indicated, and a text description of the alarm (if an alarm is present for this device).

4.1.2 The time since the last communication with the device

4.1.3 The following parameters (real time now values, minimum for the day values, maximum for the day values, and average for the day values)

4.1.3.1 The AC mains voltage (value)

4.1.3.2 The battery back-up voltage (value)

4.1.3.3 The cabinet temperature (value)

4.1.3.4 The cabinet humidity (value)

4.1.3.5 The presence of AC power (OK or Fail)

4.1.3.6 The flashing status of the intersection (OK or Flashing)

4.1.3.7 Stop Time status (OK or Stop Time Active)

4.1.3.8 The cabinet door status (Open or Closed)

4.1.3.9 The intersection fan status (Fan On or Fan off)

4.1.4 It shall be possible to view graphs of each of the value parameters in graphical form, over the recent two-week period. This includes real time graphs of:

4.1.4.1 The AC mains voltage

4.1.4.2 The battery back-up voltage

4.1.4.3 The cabinet temperature

4.1.4.4 The cabinet humidity

5. **Diagnostics and Log Display FMU Management Software**

5.1 From the device level detail within the FMU management software, it shall be possible to drill down to get the raw data; the error logs; and the communications logs to allow a technician to fault-find problems.

5.2 It shall be possible to filter the logs by Device; by Device Type and/or by Group as well as between dates.

5.3 It shall be possible to print these selected logs to a local printer or a PDF file.

5.4 It shall be possible to export these logs to Excel on the local computer for further analysis.

6. **Alarms FMU Management Software**

6.1 The FMU management software shall have a comprehensive alarm generation capability

6.2 It shall be possible to configure alarms to be generated on any parameter becoming out of tolerance, including analog values, digital values and enumerated values.

6.3 Alarms shall be configurable to be of Low, High or Critical Priority.

6.4 The alarm priority shall be displayed throughout the FMU management software, on all displays, using color codes such as red-critical; yellow – high; and amber-low to indicate the priority of the alarm.

6.5 The current active alarms shall be accessible for view via an expandable window, to see which alarms are active and when the alarm occurred. The highest priority alarms shall rise to the top of the list.

7. **Alerts FMU Management Software**

7.1 The FMU management software shall have comprehensive alerting capability, to enable the response personnel to be notified when an abnormal situation has occurred.

7.2 It shall be possible to configure alerts to one or more personnel for each alarm. This will cause, as selected, an SMS and/or an email to be sent to the person when an alarm occurs.

7.3 The alert shall be configurable to optionally send via email and/or via SMS a message when an alarm clears.

7.4 The intention is that the FMU management software provides the alerts to the user in near real time. The SMS and email shall be issued within 30 seconds of the occurrence of event which results in an alert being issued.

8. **Hosting and Connectivity and Service FMU / FMU Management Software**

8.1 The contractor shall supply the FMU with the FMU manufacturers 10 year options for Connectivity and Service, as part of the purchase price. The Connectivity and Service agreement shall include at a minimum:

8.1.1 Cellular Connectivity

8.1.2 No cellular overage charges

8.1.3 Extended warranty on the hardware for the period of the Connectivity and Service Agreement

8.1.4 Over-the-air software updates

8.1.5 Over-the-air security updates

8.1.6 Future Connected Vehicles Service

STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS

720.12 Wood Sign Posts Revise the first sentence so that it reads:

Wood sign posts shall be rectangular, straight and sound timber, cut from live growing native spruce, red pine, hemlock, cedar trees or other AWPA approved species, free from loose knots or other structurally weakening defects of importance, such as shake or holes or heart rot.

Revise the third paragraph that starts with "When pressure treated…" so that it reads:

All sign posts shall be pressure-treated in accordance with AASHTO M 133 and AWPA 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 then 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."

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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.

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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 that 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.

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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:

Goals for female participation in each trade	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	0.5%
(Androscoggin)	
6403 Portland, ME	0.6%
(Cumberland, Sagadahoc)	

Non-SMSA Counties: 0.5%
(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 make 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 through 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 sat 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

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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.

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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."

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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

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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 US.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 (FWHA)***, 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).

Environmental Summary Sheet

WIN: 23476.00 **Date Submitted: 4/8/2021**
Town: Bass Harbor
CPD Team Leader: Danielle Tetreau
ENV Field Contact: Ryan Annis

NEPA Complete: Programmatic Categorical Exclusion (CE) 23 CFR 771.117.c.23.i issued on 8/1/2019

☐ **Section 106**
No effect: SHPO Concurrence 10/1/2018
Section 106 Resources: none

☐ **Section 4(f) and 6(f)**

Section 4(f)	Section 6(f)
Review Complete - No use	Not Applicable - No takes

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

☒ **Section 7**
Informal Consultation - May affect, not likely to adversely affect.
Species of Concern: Atlantic salmon DPS
Atlantic sturgeon GOM DPS
shortnose sturgeon
northern long-eared bat: no effect, no tree clearing.

**Applicable Standards and Conditions are included with the contract.*

☒ **Essential Fish Habitat**
Adverse Effect, not substantial: consultation complete 7/31/2019.
Species of Concern: Multi-species, coastal EFH.

**Applicable Standards and Conditions are included with the contract.*

☒ **Maine Department of Conservation/Public Lands, Submerged Land Lease**
Applicable -
*To be completed by MaineDOT Legal Office

☐ **Maine Land Use Regulation Commission**
Not Applicable

☒ **Maine Department of Environmental Protection**
Permit By Rule – # 67728

**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.**
PCN Corps Permit #NAE-2019-01206 and all subsequent reauthorizations and amendments.
-Work Start Notification Form to be completed by ENV Field Contact and submitted to ACOE with copy to Danielle Tetreau
-Compliance Certification Form to be completed by ENV Field Contact and submitted to ACOE w/ copy to Danielle Tetreau

**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☒
Standard Specification 656-Erosion Control Plan	N/A☐	Applicable☒
General Note for Hazardous Waste	N/A☒	Applicable☐
Special Provision 203-Dredge Spec	N/A☒	Applicable☐

**All permits and approvals based on plans/scope as of: 2/12/2021*

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

REPLY TO
ATTENTION OF

Regulatory Division
CENAE-RDC

April 7, 2021

Danielle Tetreau
Environmental Office
Maine Dept. of Transportation
16 State House Station
Augusta, Maine 04333

Dear Ms. Tetreau:

This concerns Department of the Army General Permit, number NAE-2019-01206, which authorized upgrading the existing state ferry terminal in Bass Harbor at Tremont, Maine.

In response to your recent request, the permit is amended to eliminate Special Condition 3. In water work may proceed without a time of year restriction.

All other conditions of the permit remain in full force and effect.

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://per2.nwp.usace.army.mil/survey.html

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

For Frank J. Del Giudice
Chief, Permits & Enforcement Branch
Regulatory Division

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

REPLY TO ATTENTION OF

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-2019-01206
CORPS GP ID# 19-293
STATE ID# PBR

DESCRIPTION OF WORK:
Upgrade the existing state ferry terminal facility in Bass Harbor at Tremont, Maine. Regulated work includes the addition of a turning dolphin, a wave screen, improved fender systems, an elevated walkway to the new dolphin, and modifications to the existing lighting system. New piling installations will result in a total of 38 s.f. of permanent tidal bottom impact. This work is shown on the attached plans entitled "PROPOSED FERRY TERMINAL IMPROVEMENTS/MODIFICATIONS, BASS HAROBR FERRY TERMINAL" in two sheets
Project Description Continued on Page 2

LAT/LONG COORDINATES : 44.234802° N -68.348679° W USGS QUAD: BASS HARBOR, ME

I. CORPS DETERMINATION:
Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. **Your work is therefore authorized by the U.S. Army Corps of Engineers under the 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: 5/23/19 LEVEL OF REVIEW: CATEGORY 1: CATEGORY 2: X

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

8-2-2019

FRANK J. DEL GIUDICE DATE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

US Army Corps
of Engineers ®
New England District

Project Description Continued from Page 1

dated "OCTOBER 9, 2018" and "BASS HARBOR FERRY TERMINAL" in 17 sheets dated "02/19".

PLEASE NOTE THE FOLLOWING CONDITIONS FOR DEPARTMENT OF THE ARMY GENERAL PERMIT NO. NAE-2019-01206

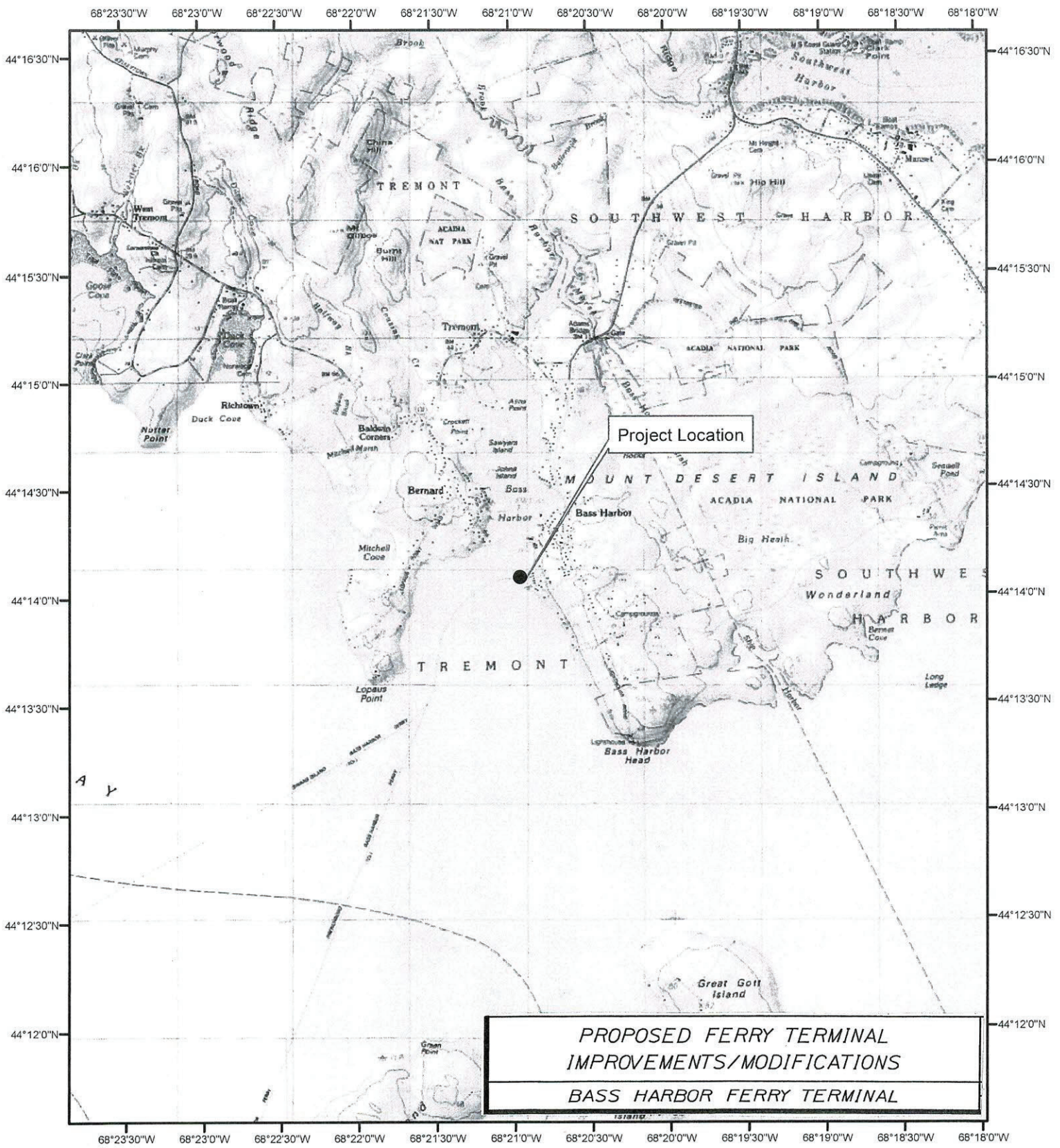
1. This authorization requires you to 1) notify us before beginning work so we may inspect the project, and 2) submit a Compliance Certification Form. You must complete and return the enclosed Work Start Notification Form(s) to this office at least two weeks before the anticipated starting date. You 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. In water work shall be conducted between August 1 and March 14 of any year in order to minimize potential impacts to fisheries, Essential Fish Habitat, and local water quality.

4. In accordance with the Project Verification Form supporting the work described in this permit (countersigned by National Marine Fisheries Service on February 25, 2019), the permittee shall comply with all designated Project Design Criteria (PDCs).

5. The permittee is required to mark the ferry terminal facility in accordance with appropriate US Coast Guard Regulations and to contact 1st Coast Guard District, Aids to Navigation Office at (617) 223-8347.



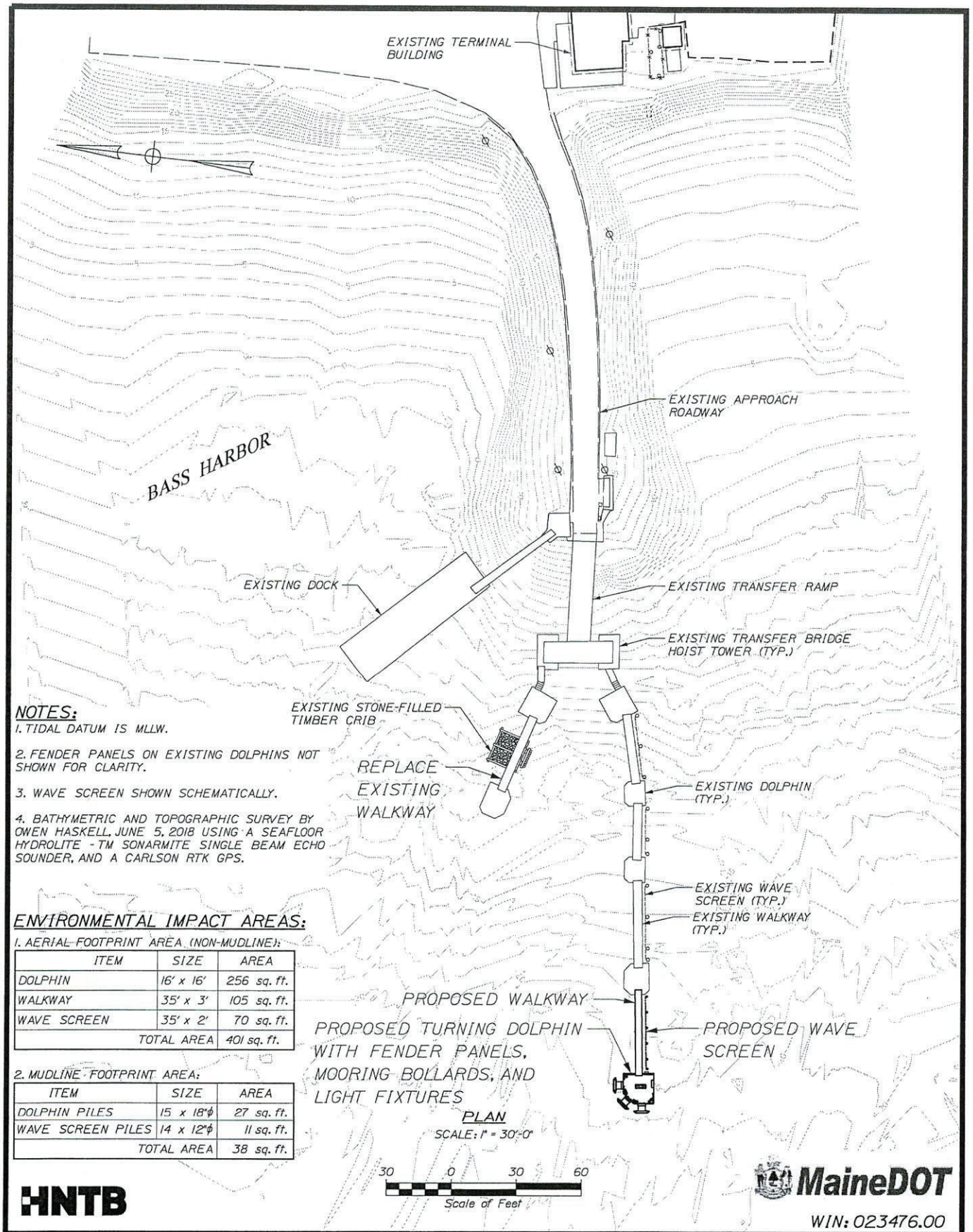
Bass Harbor Ferry Terminal Improvements
WIN 23476.00
Tremont, ME Hancock County)

Project Location: 44.234802, -68.348679

N
W E
S

0 0.9 1.8 Miles

OCTOBER 9, 2018



NOTES:

1. TIDAL DATUM IS MLLW.
2. FENDER PANELS ON EXISTING DOLPHINS NOT SHOWN FOR CLARITY.
3. WAVE SCREEN SHOWN SCHEMATICALLY.
4. BATHYMETRIC AND TOPOGRAPHIC SURVEY BY OWEN HASKELL, JUNE 5, 2018 USING A SEAFLOOR HYDROLITE - TM SONARMITE SINGLE BEAM ECHO SOUNDER, AND A CARLSON RTK GPS.

ENVIRONMENTAL IMPACT AREAS:

1. AERIAL FOOTPRINT AREA (NON-MUDLINE):

ITEM	SIZE	AREA
DOLPHIN	16' x 16'	256 sq. ft.
WALKWAY	35' x 3'	105 sq. ft.
WAVE SCREEN	35' x 2'	70 sq. ft.
	TOTAL AREA	401 sq. ft.

2. MUDLINE FOOTPRINT AREA:

ITEM	SIZE	AREA
DOLPHIN PILES	15 x 18"ϕ	27 sq. ft.
WAVE SCREEN PILES	14 x 12"ϕ	11 sq. ft.
	TOTAL AREA	38 sq. ft.

HNTB

MaineDOT

WIN: 023476.00

PROPOSED FERRY TERMINAL IMPROVEMENTS/MODIFICATIONS	WATERFRONT GENERAL PLAN	FIGURE 1
BASS HARBOR FERRY TERMINAL	DESIGNER: CRAIG R. MORIN, P.E. DATE: OCTOBER 9, 2018	

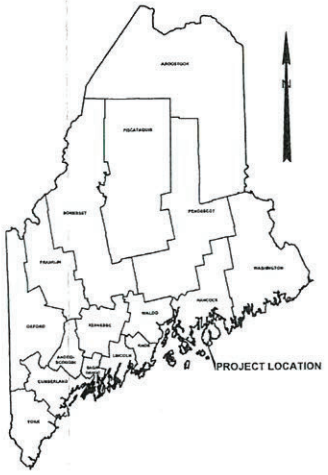
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

VILLAGE OF BASS HARBOR
HANCOCK COUNTY

BASS HARBOR FERRY TERMINAL

FENDER SYSTEM MODIFICATIONS

WIN: 023476.00



INDEX OF SHEETS

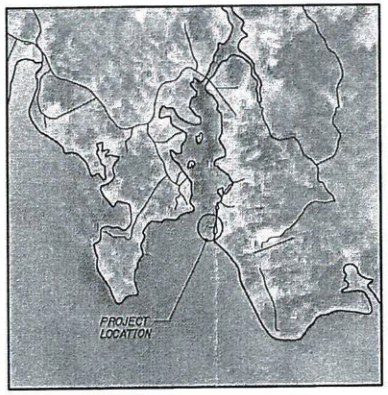
SHEET NO.		TITLE
GENERAL		
G01	1	TITLE SHEET
G02	2	GENERAL NOTES AND DESIGN CRITERIA
G03	3	EXISTING CONDITIONS
G04	4	BORING LOGS
MARINE PLANS		
S01	5	SITE PLAN
S02	6	BERTH PLAN
S03	7	DOLPHIN FOUNDATION PLAN
S04	8	DOLPHIN FOUNDATION DETAILS
S05	9	DOLPHIN PLAN, ELEVATION, AND DETAILS
S06	10	DOLPHIN DETAILS MOORING HARDWARE
S07	11	DOLPHIN DETAILS FENDER SYSTEM I
S08	12	DOLPHIN DETAILS FENDER SYSTEM II
S09	13	DOLPHIN DETAILS MISCELLANEOUS I
S10	14	DOLPHIN DETAILS MISCELLANEOUS II
S11	15	WAVE SCREEN PLAN AND ELEVATION
S12	16	GANGWAY PLAN AND ELEVATION
ELECTRICAL PLANS		
E01	17	ELECTRICAL PLAN
E02	18	ELECTRICAL DETAILS

THE PROFESSIONAL ENGINEER WHOSE STAMP APPEARS ON THIS COVER SHEET BEARS RESPONSIBILITY FOR THE FOLLOWING SHEETS WITHIN THIS DRAWING SET:

GENERAL	G01-G03
STRUCTURAL PLANS	S01-S12

ADDITIONAL WORK APPEARS WITHIN THIS DRAWING SET AND IS THE RESPONSIBILITY OF THE FOLLOWING ORGANIZATIONS, WHOSE STAMP APPEARS ON THOSE INDIVIDUAL SHEETS:

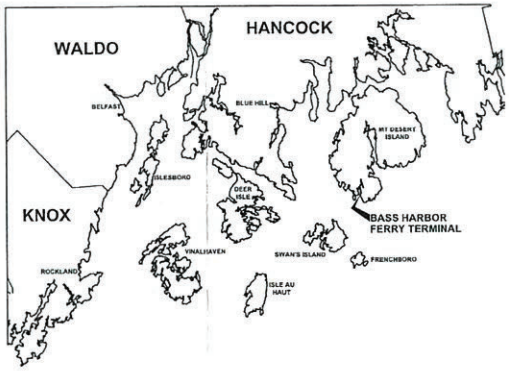
GENERAL	G04	GEOTECHNICAL BORING LOGS	SCHONEWALD ENGINEERING
ELECTRICAL PLANS	E01-E02	ELECTRICAL DESIGN	BARTLETT DESIGN, INC.



LOCATION MAP

1/2 0 1/2 1

Scale In Miles



98% PS&E
February 15, 2019

HNTB

WIN 023476.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

	APPROVED	DATE
COMMISSIONER:		
CHIEF ENGINEER:		

PROJECT INFORMATION

PROGRAM	MULTIMODAL		
PROJECT MANAGER	AURELE GONEAU II	SIGNATURE	
DESIGNER	CRAIG R. MORIN, P.E.	10209	
CONSULTANT	HNTB CORPORATION	P.E. NUMBER	
PROJECT RESIDENT			
CONTRACTOR		DATE	
PROJECT COMPLETION DATE			

BASS HARBOR FERRY TERMINAL
FENDER SYSTEM MODIFICATIONS
BASS HARBOR HANCOCK COUNTY

TITLE SHEET

SHEET NUMBER

G01

1 OF 17

Filename: ...\02 CADD\00L_Title.dgn Division: Username: Date:2/15/2019

GENERAL NOTES

1. These notes contain general information and are not complete for construction purposes. Contractor shall verify information given here with specifications and other drawings and bring any conflicts to the Engineer's attention before beginning work.

2. All dimensions and details shall be verified by the Contractor prior to construction.

3. Contractor shall provide and maintain horizontal and vertical controls in the Maine state plane coordinate system.

4. Upon project completion, the Contractor shall relocate the MaineDOT field office to the parking lot of the Islesboro ferry terminal. Payment shall be incidental to the Contract.

SPECIFICATIONS AND CODES

1. Project specifications titled, "Special Provisions For: Vinalhaven Ferry Terminal Fender System Modifications", dated February 15, 2019.

2. State of Maine, Department of Transportation, Standard Specifications, Highways and Bridges, 2014. Including all supplemental specifications and special provisions.

3. Codes and other references

   A. Unified Facilities Criteria Manuals:
      - UFC 4-150-06 Military Harbors and Coastal Facilities, with Change 1
      - UFC 4-150-07 Maintenance and Operation: Maintenance of Waterfront Facilities, with Change 1
      - UFC 4-150-08 Inspection of Mooring Hardware
      - UFC 4-151-10 General Criteria for Waterfront Construction, with Change 1
      - UFC 4-152-01 Design: Piers and Wharves
      - UFC 4-159-03 Design: Moorings, with Change 2
   B. US Army Corps of Engineers: Coastal Engineering Manual, current edition
   C. AASHTO LRFD specifications, 8th edition, 2017 with interims
   D. AWS, D1.1, "Structural Welding Code Steel", current edition
   E. AWS, D1.2, "Structural Welding Code Aluminum", current edition

SURVEY CONTROL

1. Vertical control for marine structures is in reference to MLLW (Mean Lower Low Water). To convert to National Geodetic Vertical Datum (NGVD), use the following formula:
El. (NGVD) = El. (MLLW) - 9.28 ft

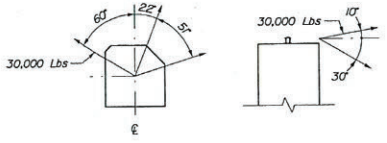
2. Horizontal control is the Maine state plane coordinate system (east zone), NAD 27.

BERTHING LOADS

Dolphin	Berthing Velocity		Energy to Fender	Minimum Fender Design Energy	Max. Reaction on Dolphin
	Ship Velocity (Vs)	⊥ to Fender			
Turning Dolphins	–	1.41 Knots	107,000 Ft Lbs	380,000 Ft Lbs	300,000 Lb

MOORING LOADS

Dolphin D7
Mooring line pull: Single line in each direction.



PLAN

PLAN

FENDER NOTES

1. All dimensions, details and existing conditions shall be verified by the Contractor prior to construction.

2. Contractor shall design fender panels, support chains and anchors for the indicated loads.

3. Support chain anchors shall be chemical or adhesive anchors with 9 inch minimum edge distance and a minimum embedment of 12 times the diameter of the anchor.

4. The anchor design shall be based on an existing concrete strength of 3,000 psi.

5. Anchors shall be set by template.

DOLPHIN/FENDER DESIGN LOADS

Design Vessel: MV Margaret Chase Smith*
Length = 166'-6"
Beam = 40'-0"
Max. Displacement = 633 long tons

* This vessel was chosen as the design vessel since it envelopes the existing vessel fleet as well as the new ferry currently in design (LOA = 154 ft).

Current Vessel: MV Captain Henry Lee
Length = 130'-0"
Beam = 35'-0"
Max. Displacement = 500 long tons (est.)

New Vessel: New Ferry (TBD)
Length = 154'-0"
Beam = 38'-0"
Max. Displacement = 600 long tons (est.)

STEEL PIPE PILES

1. Steel pipe piles shall conform to ASTM A252, Grade 3, Fy = 55 ksi minimum. Per standard specification 711.01, Concrete fill shall be MaineDOT class "A".

2. Steel pipe pile order lengths shall be determined by the Contractor based on pile embedment and driving allowances as indicated on the drawings and in the specifications.

3. Piles shall be coated with fusion bonded epoxy in accordance with the specifications.

4. Pile splices shall not be allowed without prior approval of the Engineer of record.

5. Any portion of pile cracked, deformed, or otherwise damaged by pile driving shall be replaced.

6. Pipe piles were designed using AASHTO LRFD specifications and shall be installed as follows:
   - Piles shall driven to a minimum ultimate capacity: ϕRn = 687 kips
   - The maximum factored axial pile load: Rn = 588 kips

7. Piles shall not be out of position shown by more than 6" longitudinally along the pile cap, and 2" transversely across the width of the pile cap.

8. Piles shall be 16"ϕ, ½" wall steel pipe piles with concrete fill. Piles shall be fabricated of seamless or straight-seamed material. Spiral welded pipe pile is not permitted.

DEMOLITION NOTES

1. Demolition shall be conducted to prevent debris from falling into the ocean. To the maximum extent practicable, all construction debris, including any liquids or slurries that are produced as part of the demolition, shall be captured and disposed of properly. The Contractor shall comply with applicable permit conditions and environmental regulations listed in the specifications. Work shall include removal of any construction debris from the river and installation and maintenance of appropriate turbidity controls during demolition and construction such that no turbidity escapes the immediate work area. Underwater inspections may be conducted by the Owner's representative to ensure all demolition and construction debris is removed from the ocean.

ENVIRONMENTAL CONDITIONS

1. Wind:
   - Transverse: 50 plf, Longitudinal: 12 plf
   - Wind on Live Load: Transverse 100 plf
   - Wind on Structure: 40 psf
   - Thermal: Temp. Range for Concrete Structure = 80°F
2. Railings:
   - Aluminum Pedestrian: Vertical 50 plf, Horizontal 50 plf (acting simultaneously)
3. Tidal ranges (elevations in feet):

Bass Harbor	Tidal Datums				
	NGVD29	MSL	MLLW	MLW	STND
Top of Dolphin*	9.10	12.71	18.38	18.00	21.85
Highest Observed Tide	6.93	10.54	16.21	15.83	19.68
MHHW	2.09	5.70	11.37	10.99	14.84
MHW	1.67	5.28	10.95	10.57	14.42
NGVD29**	0.00	3.61	9.28	8.90	12.75
MSL	-3.61	0.00	5.67	5.29	9.14
MLW	-8.90	-5.29	0.38	0.00	3.85
MLLW	-9.28	-5.67	0.00	-0.38	3.47
Lowest Observed Tide	-12.19	-8.58	-2.91	-3.29	0.56
STND (Station Datum)	-12.75	-9.14	-3.47	-3.85	0.00

*Along top edge of dolphin at corner nearest pen.
**NGVD29 conversion taken from archive project drawings.

Station ID: 8413320, Bar Harbor, ME
Tidal Epoch: 1983-2001

LEGEND:

- Baseline
- Plate
- Centerline
- XX-XX-XX Washboring
- Flood Light
- Navigation Marker Light
- Site Light - Existing
- Site Light - Proposed
- Curbing
- Diameter
- Double Bitt
- Chock
- Ladder

ABBREVIATIONS:

CY	Cubic Yard
EA	Each
EL	Elevation In Feet
HSS	Hollow Structural Sections
ID	Inside Diameter
K (KIP)	1000 Pounds
LBS	Pounds
LF	Linear Feet
MAX	Maximum
MIN.	Minimum
NTS	Not To Scale
OC	On Center
PSF	Pounds Per Square Foot
R	Radius
REF	Reference
SCHD.	Schedule
SF	Square Feet
TYP.	Typical
UON	Unless Otherwise Noted
USACE	United States Army Corps of Engineers

STRUCTURAL STEEL AND MISCELLANEOUS STEEL FABRICATIONS

1. Steel shapes and plates shall be ASTM A709, Grade 36 typical, ASTM A709 Grade 50 where noted.

2. Steel pipes shall be ASTM A53, Grade B.

3. Steel tubing shall be ASTM A500, Grade B.

4. All bolts and nuts shall conform to ASTM A307 and be hot-dip galvanized in accordance with ASTM A153. Set anchor bolts by template only.

5. All miscellaneous steel, including all fasteners, chains, shackles, and u-bolts unless noted otherwise, shall be hot-dip galvanized. Galvanize items after fabrication. Stress relieve bends before galvanizing. Galvanizing damaged accidentally or due to field welding shall be restored with a field applied galvanizing compound.

6. Welding Electrodes: E70XX, Low Hydrogen

7. All welding shall be in accordance with the requirements of the structural welding code, D1.1 and D3.6, of the American Welding Association (AWS).

ALUMINUM ANODES

1. Cathodic protection for steel pipe piles and fender panels shall be 80 lb aluminum alloy. Dimensions shall conform to the general configuration shown on the Plans.

ALUMINUM GANGWAYS

1. The design and construction of the aluminum gangways shall be in accordance with the special provisions for the item "Aluminum Gangway". The Contractor's manufacturer shall design the gangways in accordance with the plans, specifications, and loads shown below.

2. Vertical Loads: Uniform Live Load 85 psf, Additional Dead Load 50 plf

3. Horizontal Loads: Wind - Transverse 50 plf, Wind - Longitudinal 12 plf

4. The minimum support seat width, measured perpendicular to the edge of the concrete support shall be 18 inches.

5. Handrail shall be designed for a concentrated horizontal load of 200 pounds acting at the center of the railing.

CONCRETE

1. Concrete basic design stresses shall be:
   - Fill for Pipe Piles: Class "A"
   - Cast-in-place (non): Class "LP"
2. Marine concrete shall contain 5.0 gal/cy of calcium corrosion inhibitor admixture.
3. Clearances for reinforcement shall be 2" unless otherwise noted.
4. Chamfer all concrete edges 1" @ 45° unless otherwise noted.
5. All reinforcing shall be fully supported on non-metallic approved chairs. Reinforcing shall not be supported on timber blocks, bricks, concrete blocks, miscellaneous rebar, etc.
6. Construction joints shall be made only as shown unless approved otherwise.
7. All existing concrete surfaces to receive concrete shall be roughened to a minimum amplitude of ¼" and coated with a product listed on the MaineDOT pre-qualified list of concrete bonding agents.
8. Wet curing of concrete is to begin within 30 minutes after concrete finishing, or as soon as possible without damaging finished surface.
9. All framework for concrete shall be left in place and concrete surfaces shall be covered and kept moist for a period of not less than seven (7) full days after concrete placements.
10. Contractor shall submit detailed reinforcing drawings including bar and bending schedules to the Engineer for review and approval prior to delivery of any reinforcing steel.
11. All ferrous metal handling/lifting devices and existing embedded metals/anchors no longer in use shall be recessed or removed to a depth of one inch below the surface of the concrete and patched with an approved polymer-modified cementitious mortar. Devices located in areas to be totally encased in cast-in-place concrete shall be galvanized. Devices located in areas not to be encased in cast-in-place concrete shall be stainless steel, unless otherwise noted.

STEEL REINFORCEMENT

1. Reinforcing Steel: ASTM A615 Grade 60, deformed, epoxy coated, unless noted otherwise
2. Rock Anchors: ASTM A722, Grade 150, deformed, with triple corrosion protection
3. Splicing of reinforcing steel is permitted. Stagger splices one splice length minimum. No more than 50 percent of the reinforcing steel shall be spliced at any location. Provide a minimum splice length of 50 bar diameters, unless noted otherwise on the drawings.

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WIN
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PROJ. MANAGER	N. Wiley	P. Bishop	02/19
DESIGN DETAILED		C. Main	02/19
CHECKED DETAILED			
DESIGN STAFF LEAD			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

1209
P.E. NUMBER

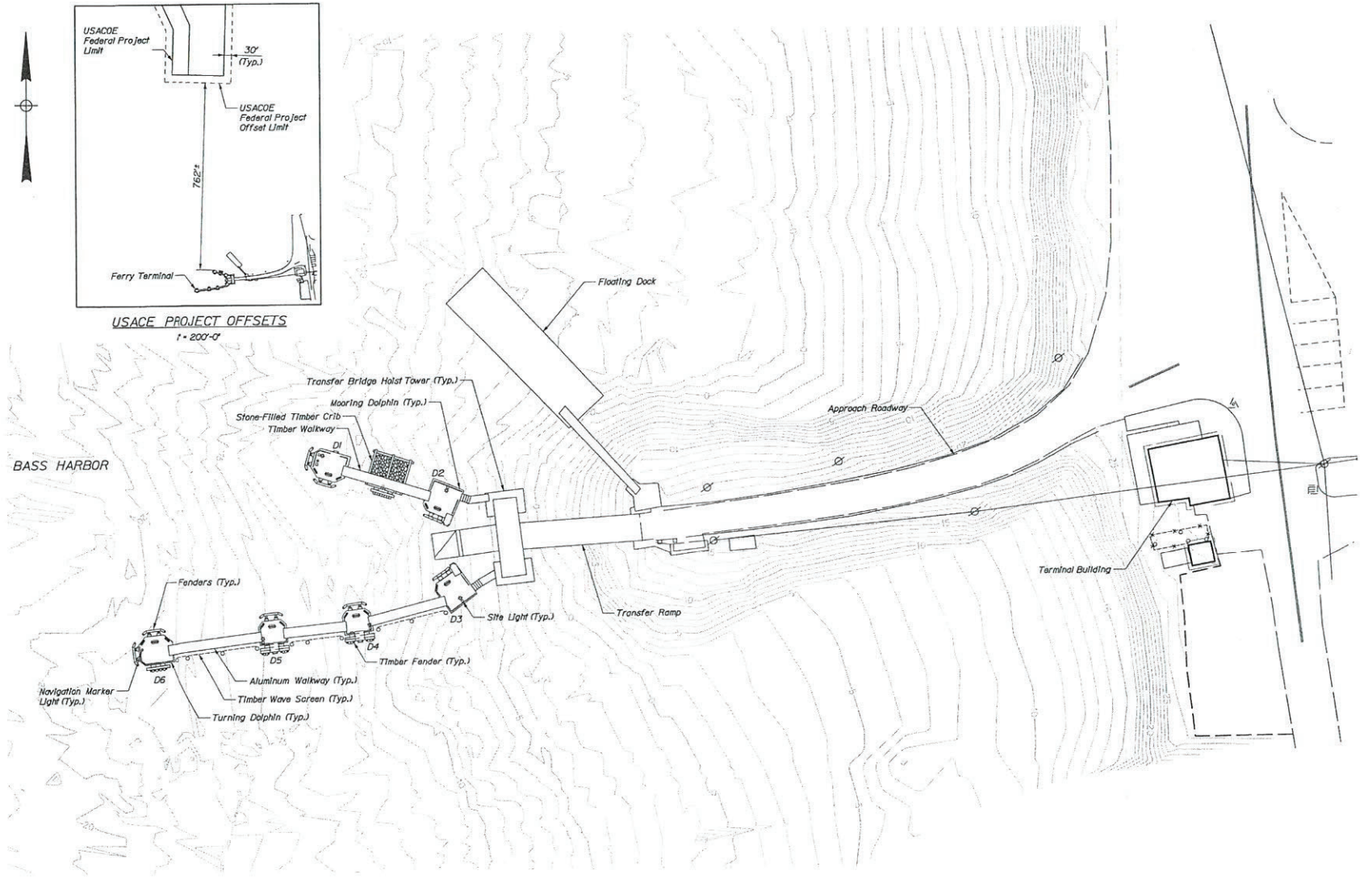
DATE

BASS HARBOR
FERRY TERMINAL

GENERAL NOTES AND DESIGN CRITERIA

SHEET NUMBER
G02
2 OF 17

Date: 2/15/2019
Username:
Division:
Filename: ...\02 CADD\002_GeneralNotes.dgn



SITE PLAN
1" = 20'-0"

20 0 20 40
Scale of Feet

NOTES:

1. For existing electrical details, see Sheet E01.
2. USACOE project limit per https://www.nae.usace.army.mil/Missions/Navigation/Maine-Proje Offset limit dimension determined by 3x water depth (mllw).

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WIN
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		BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	N. Wiley	P. Bishop	02/18
CHECKED-REVIEWED		C. Wirth	02/18
DESIGN-DETAILED			
CHECKED-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

1209
P.E. NUMBER

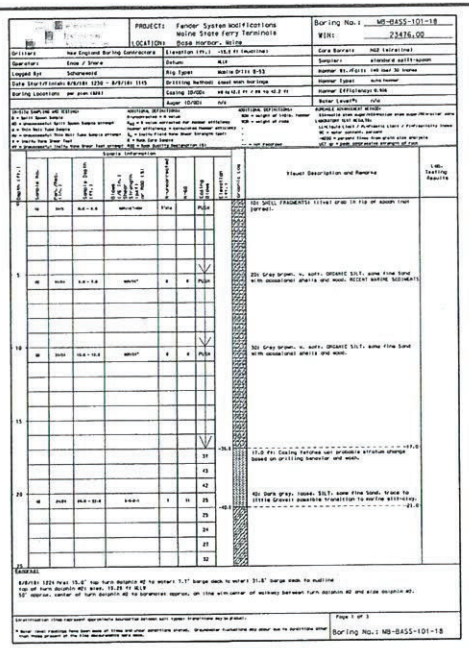
DATE

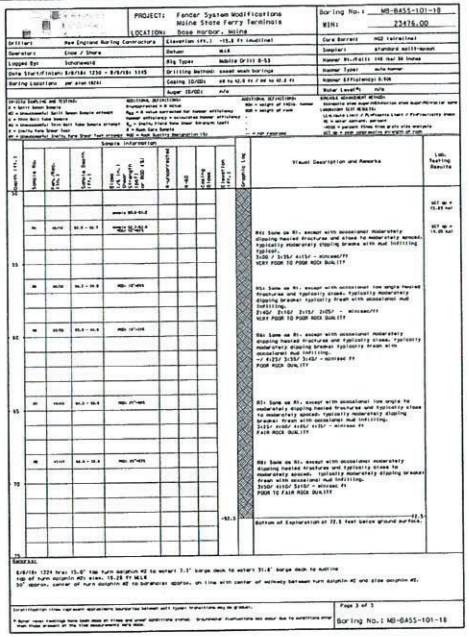
BASS HARBOR
FERRY TERMINAL

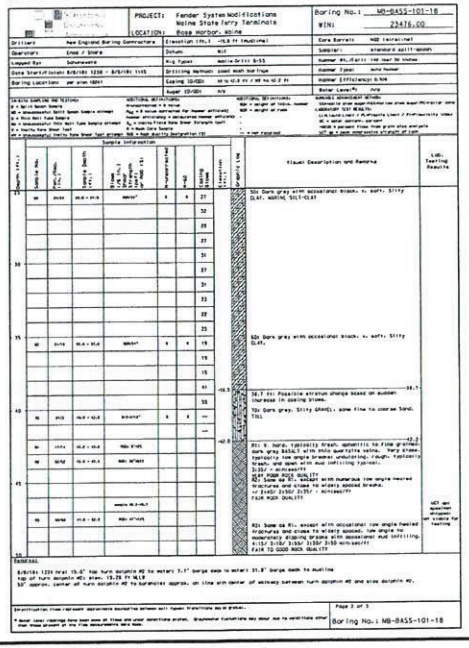
EXISTING CONDITIONS

SHEET NUMBER
G03
3 OF 17

Filename: ...\003_Existing Conditions.dgn Division: Username: Date:2/15/2019







GEOTECHNICAL NOTES:

1. Soil classification, properties, and descriptions are based on engineering interpretation of available subsurface information by Schoenewald Engineering Associates, Inc. and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual borings or sample locations.

2. Observed water levels and/or water conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall methods of exploration, and other factors.

3. Sound engineering judgment was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and intended for MaineDOT design and estimate purposes only. Presentation of the information on these plans or elsewhere is for the purpose of providing intended users with access to the same data available to MaineDOT. The subsurface information is presented in good faith and is not intended as a substitute for additional explorations. Independent interpretations, independent analysis, or judgment by the Contractor.

4. Grid north on the North American Datum 1983 (NAD83).

5. Tidal datum is Mean Lower Low Water (MLLW).

BORING COORDINATES		
Location	Northing	Easting
MB-BASS-101-18	207089.81	1023740.02

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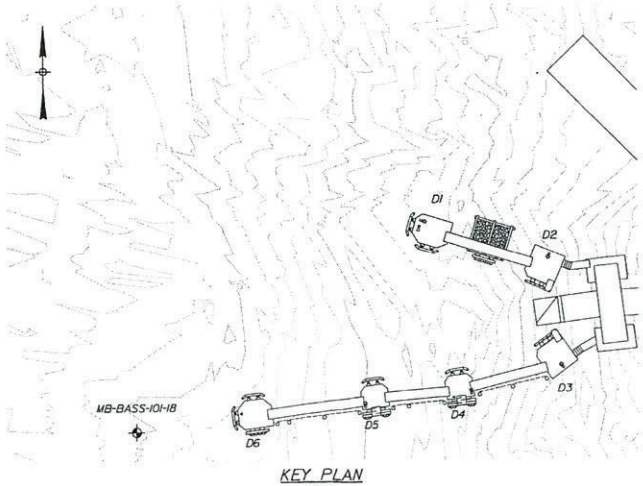


KEY PLAN
N.T.S.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

BASS HARBOR
FERRY TERMINAL

BORING LOGS

	PROJ. MANAGER	BY	DATE
DESIGN DETAILED	N. Riley	P. Bibbo	01/19
DESIGN DETAILED		C. Sam	01/19
DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
10259
P.E. NUMBER
DATE

SHEET NUMBER
G04
4 OF 17

Date:2/15/2019
Username:
Division:
Filename: ...\02 CADD\004_Boring Logs.dgn

EXISTING D1		
LOCATION	NORTHING	EASTING
A	207178.93	1023857.59
B	207174.79	1023871.95
C	207166.18	1023869.39
D	207164.47	1023865.22
E	207166.69	1023857.77
F	207170.86	1023855.26

EXISTING D2		
LOCATION	NORTHING	EASTING
A	207165.68	1023906.03
B	207160.60	1023918.36
C	207148.44	1023913.05
D	207153.54	1023900.77

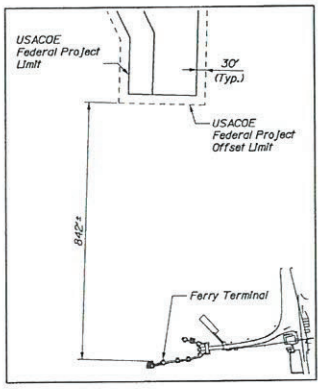
EXISTING D3		
LOCATION	NORTHING	EASTING
A	207129.11	1023915.84
B	207118.50	1023923.39
C	207110.74	1023912.78
D	207121.52	1023905.10

EXISTING D4		
LOCATION	NORTHING	EASTING
A	207113.34	1023879.07
B	207103.86	1023880.71
C	207102.15	1023869.20
D	207111.72	1023867.72

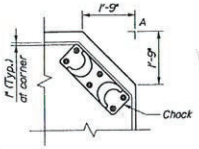
EXISTING D5		
LOCATION	NORTHING	EASTING
A	207109.10	1023844.55
B	207099.57	1023845.44
C	207098.35	1023834.01
D	207107.88	1023832.93

EXISTING D6		
LOCATION	NORTHING	EASTING
A	207103.20	1023792.75
B	207100.34	1023796.41
C	207092.19	1023797.55
D	207090.58	1023785.02
E	207098.70	1023782.02
F	207102.32	1023784.80

PROPOSED D7		
LOCATION	NORTHING	EASTING
A	207096.01	1023757.19
B	207080.11	1023758.96
C	207078.34	1023743.05
D	207089.28	1023741.84
E	207094.80	1023746.26

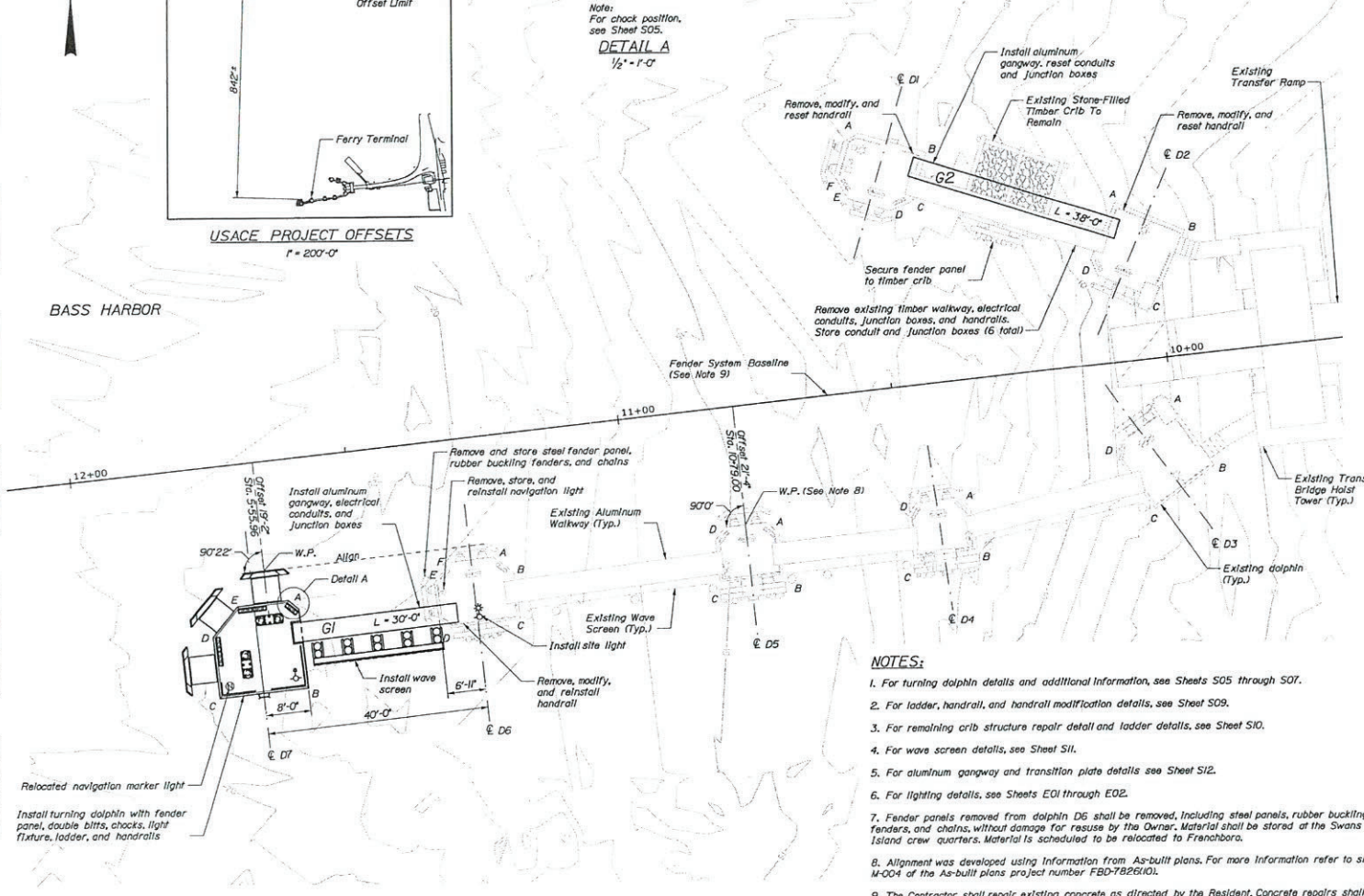


USACE PROJECT OFFSETS
1" = 200'-0"



Note:
For chock position, see Sheet S05.

DETAIL A
½" = 1'-0"



SITE PLAN
1" = 10'-0"

Scale of Feet: 10 0 10 20

NOTES:

1. For turning dolphin details and additional information, see Sheets S05 through S07.
2. For ladder, handrail, and handrail modification details, see Sheet S09.
3. For remaining crib structure repair detail and ladder details, see Sheet S10.
4. For wave screen details, see Sheet S11.
5. For aluminum gangway and transition plate details see Sheet S12.
6. For lighting details, see Sheets E01 through E02.
7. Fender panels removed from dolphin D6 shall be removed, including steel panels, rubber buckling fenders, and chains, without damage for resuse by the Owner. Material shall be stored at the Swans Island crew quarters. Material is scheduled to be relocated to Frenchboro.
8. Alignment was developed using information from As-built plans. For more information refer to sheet M-004 of the As-built plans project number FBD-7826(10).
9. The Contractor shall repair existing concrete as directed by the Resident. Concrete repairs shall be measured for payment under pay items, 518.50, 518.51, and 518.60, Repair of Upward Facing Surfaces - Reinforcing Steel < 8 inches, Repair of Upward Facing Surfaces - below Reinforcing Steel, and Repair of Vertical Surfaces < 8 inches, respectively.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
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PROJ. MANAGER	N. Wiley
DESIGN-DETAILED	
DESIGN-DETAILED	
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
FIELD CHANGES	

BY	DATE
P. Sipsas	2/15/19
C. Bard	2/15/19

SIGNATURE
M288
P.E. NUMBER
DATE

BASS HARBOR
FERRY TERMINAL

SITE PLAN

SHEET NUMBER
S01
5 OF 17

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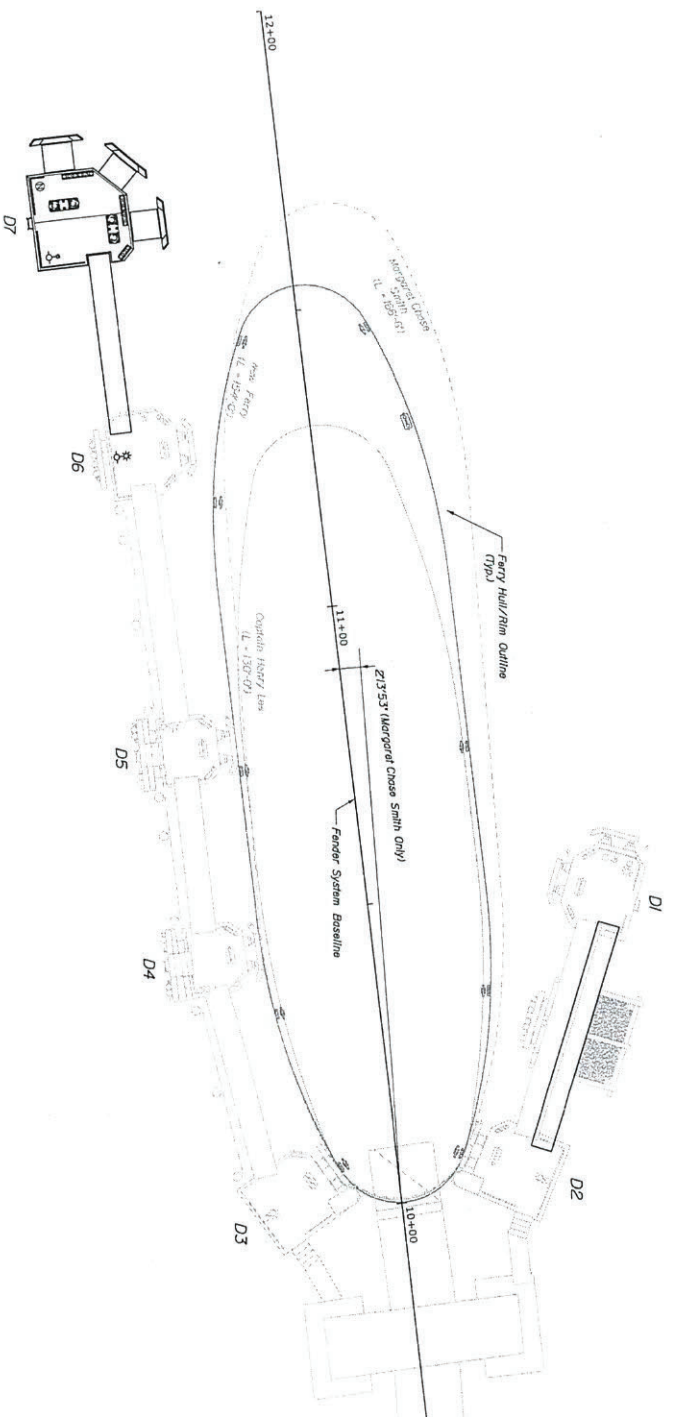
Filename: ...\02 CADD\006_Berth Plan.dgn Division: Username: Date:2/15/2019



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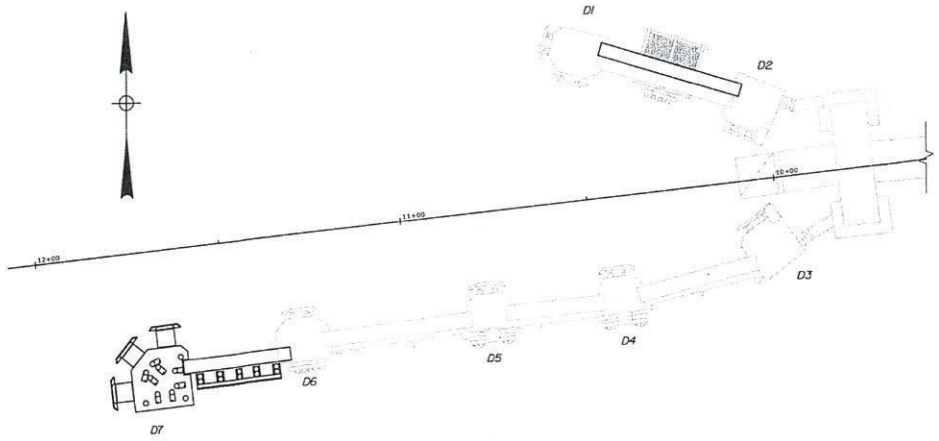
NOTES:
1. MV Captain Harry Lee is currently in operation. Harry Lee's proposed Margaret Chase Smith is shown for comparative purposes.

HNTB

SHEET NUMBER S02 6 OF 17	BASS HARBOR FERRY TERMINAL	PROJ. MANAGER		BY	DATE
		DESIGN-DETAILED	N. Wiley	P. Bishop	02\19
		CHECKED-REVIEWED		C. Morin	02\19
		DESIGN2-DETAILED2			
		DESIGN3-DETAILED3			
		REVISIONS 1			
		REVISIONS 2			
		REVISIONS 3			
		REVISIONS 4			
		FIELD CHANGES			
	BERTH PLAN	SIGNATURE			
		P.E. NUMBER	10209		
		DATE			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

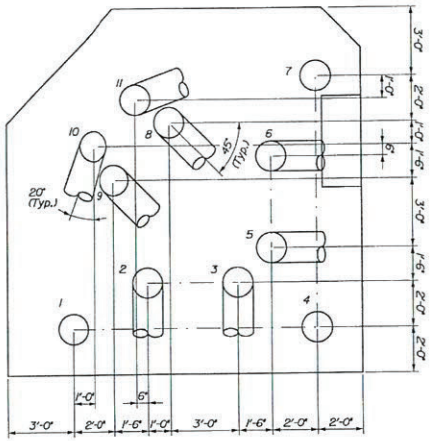
WIN
WIN 023476.00



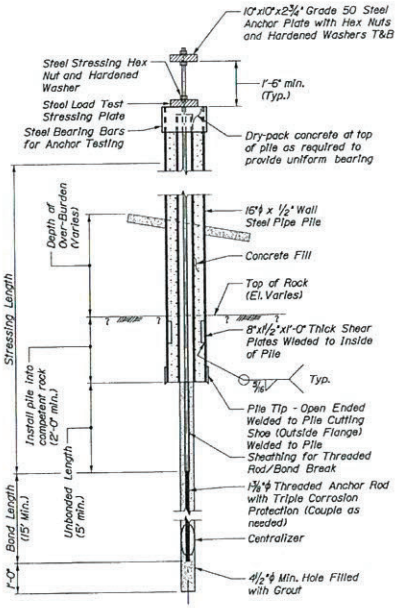
PLAN

STEEL PIPE PILE TABLE			
	Pile No.	Estimated Pile Length	Vertical or Batter (Rise/Run)
Turning Dolphin D1	1	80	Vert.
	2	85	Batter 4:12
	3	85	Batter 4:12
	4	80	Vert.
	5	85	Batter 4:12
	6	85	Batter 4:12
	7	80	Vert.
	8	85	Batter 4:12
	9	85	Batter 4:12
	10	82	Batter 2:12
	11	82	Batter 2:12

Pile Load Schedule	
Max. Design Load - Compression (LRFD):	588 kips
Max. Design Load - Tension (LRFD):	155 kips
Req. Ultimate Pile Capacity Compression (LRFD):	687 kips
Req. Ultimate Rock Anchor Capacity Tension (ASD):	361 kips
Rock Anchor Proof Load (LRFD):	213 kips
Rock Anchor Lock Off Load (LFRD):	176 kips



D7 FOUNDATION PLAN
(Dimensions shown at pile cut-off elevation)
3/8" = 1'-0"



ROCK ANCHOR DETAIL
½" = 1'-0"

NOTES:

1. A length of 5' has been included for contingency to each estimated pile length to determine order length.
2. All steel pipe piles shall have rock anchors. For rock anchors, see detail.
3. All steel pipe piles shall have aluminum anodes.
4. Overburden and rock materials removed during pile installation activities shall be disposed in accordance with Special Provision 203.
5. For anode details, see Sheet S04.
6. Pile splices shall not be allowed without prior approval of the Engineer of Record (EOR). Pile splices approved by the EOR and installed by the Contractor to achieve the installed pile length as noted herin shall be incidental to pay item 501.241, Steel Pipe Piles In-Place. If the estimated pile length is less than the required length due to varying field conditions then the Contractor shall submit for approval a request to splice the piles which shall be paid under 501.91, Pile Splices.

PILE AND ROCK ANCHOR SUGGESTED CONSTRUCTION SEQUENCE:

1. Advance pipe pile open ended with cutting shoe to the top of or near top of bedrock. Drive to required ultimate capacity (see pile schedule). Advance pipe pile into competent rock.
2. Pile shall be cut off at final top elevation to perform anchor load test. Refer to structural drawings for top of pile elevations.
3. Install casing with centralizers as required to top of soil plug inside the pipe pile. Advance sacrificial casing until it is seated in bedrock or refusal of the casing is achieved.
4. Insert rock anchor drill casing and drill bit into sacrificial casing and drill anchor hole. Minimum length of anchor hole bond zone per the detail.
5. Clean and flush rock cuttings from socket. Do not allow drill cuttings to enter the pipe pile.
6. Install double corrosion protected anchor, anchor with centralizers.
7. Install 5,000 psi cement grout inside of anchor hole and casing using tremie tube. Place 5,000 psi concrete Class "A" between casing and pipe piles to 7.5 feet below top of finish pile elevation.
8. Install two grade 50 bearing stress plates at top of pile.
9. Install load test stressing plate.
10. Verify that pile head is restrained from moving laterally by fixing the pile head to the driving template, falsework or other appropriate means.
11. Perform rock anchor proof test to 133% of the design load (See pile schedule).
12. Lock off rock anchor at 110% of the dead load (See pile schedule).
13. Install anchor plate at top of anchor with hex nuts and hardened washers, top and bottom.
14. Proceed with dolphin construction.

98% PS&E
February 15, 2019

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

BASS HARBOR
FERRY TERMINAL

DOLPHIN
FOUNDATION PLAN

	PROJ. MANAGER	BY	DATE
DESIGN DETAILED	N. Wiley	P. Bishop	02/19
CHECKED - REVIEWED		C. Morin	02/19
DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
FIELD CHANGES			

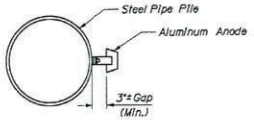
SIGNATURE

12209
P.E. NUMBER

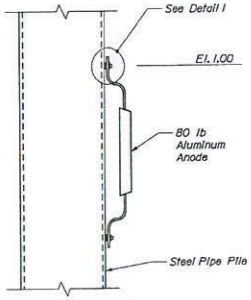
DATE

SHEET NUMBER
S03
7 OF 17

Filename: ...\007_Dolphin Foundation Plan.dgn Division: Username: Date: 2/15/2019



PLAN

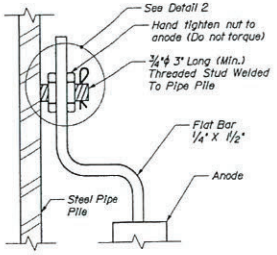


ELEVATION

Note: Anode shall be positioned along the inshore face of piles.

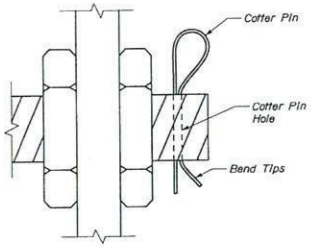
ANODE DETAIL

N.T.S.



DETAIL 1

N.T.S.



DETAIL 2

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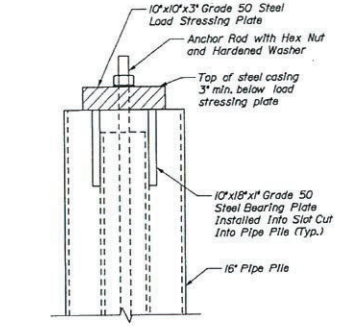
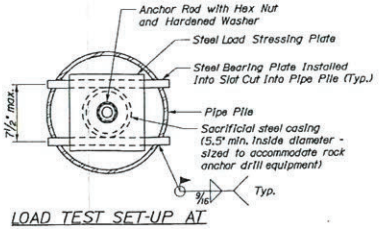


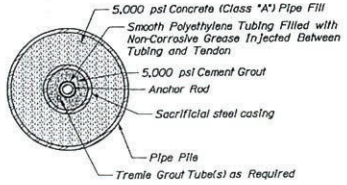
PILE LOAD TESTING DETAIL

N.T.S.



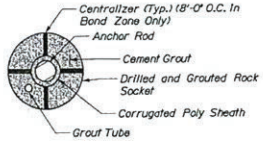
LOAD TEST SET-UP AT TOP OF PILES DETAIL

N.T.S.



ROCK ANCHOR SECTION (UNBONDED ZONE)

N.T.S.



ROCK ANCHOR SECTION (BOND ZONE)

N.T.S.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

	BY:	DATE
PROJ. MANAGER	N. Riley	
DESIGN-DETAILED	P. Bibbo	02/19
CHECKED-DETAILED	C. Bibbo	02/19
DESIGN-DETAILED3		
DESIGN-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

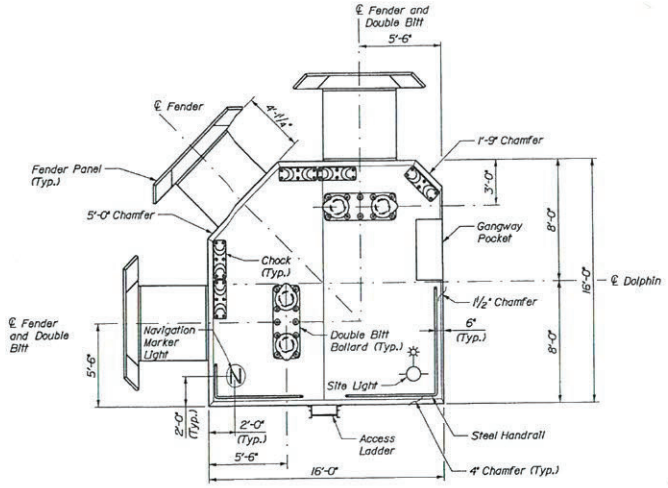
SIGNATURE
ENTER NUMBER
P.E. NUMBER
DATE

BASS HARBOR
FERRY TERMINAL

DOLPHIN FOUNDATION DETAILS

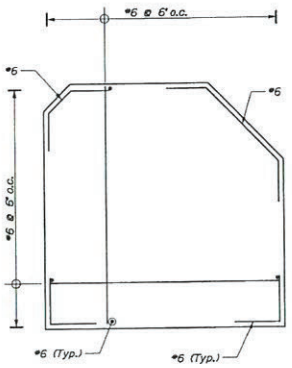
SHEET NUMBER
S04
OF 17

Filename: ...\008_Dolphin Foundation Details.dgn Division: Username: Date:2/15/2019



TURNING DOLPHIN PLAN

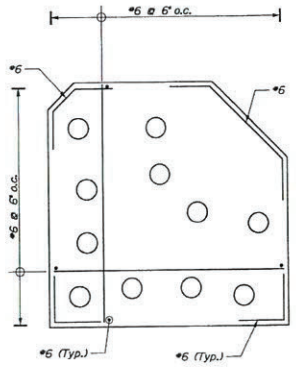
1/4" = 1'-0"



SECTION A-A

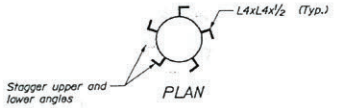
(Same as shown for El. 9.50 and down, but with pile cutouts)

1/4" = 1'-0"

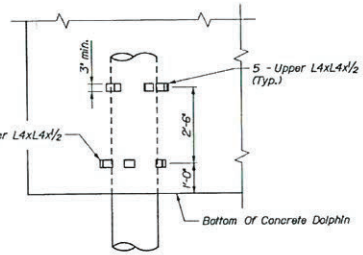


SECTION B-B

1/4" = 1'-0"



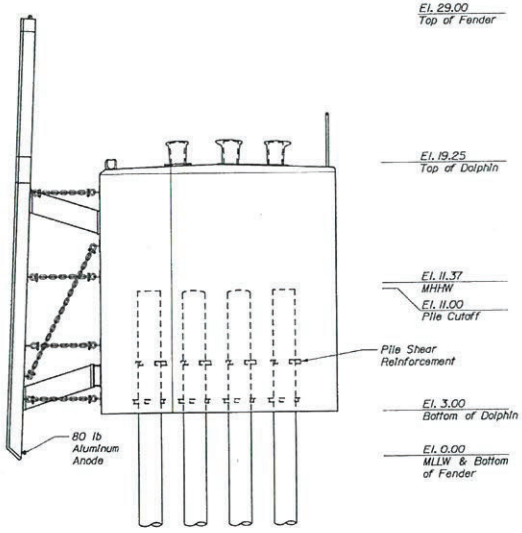
PLAN



ELEVATION

PILE SHEAR REINFORCEMENT

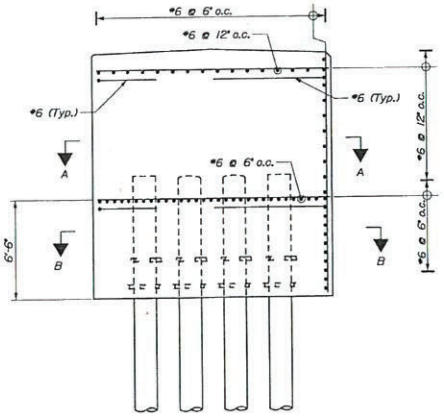
½" = 1'-0"



TURNING DOLPHIN ELEVATION

(Light, additional fenders, and chocks not shown for clarity)

1/4" = 1'-0"



TURNING DOLPHIN REINFORCING PLAN

1/4" = 1'-0"

NOTES:

1. For anode details, see Sheet S04.
2. For double bitt and chock details, see Sheet S06.
3. For access ladder and handrail details, see Sheet S09.
4. For gangway pocket and transition plate detail, see Sheet S12.
5. All reinforcing shall maintain 2" clear from piles and 3" clear of concrete surfaces.
6. Reinforcing bars shall be adjusted to maintain 1" clear from anchor rods.

98% PS&E
February 15, 2019

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

PROJ. MANAGER		BY	Date
DESIGN DETAILED	N. Riley	P. Bishop	02/19
CHECKED - REVIEWED		C. Morin	02/19
DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

BASS HARBOR
FERRY TERMINAL

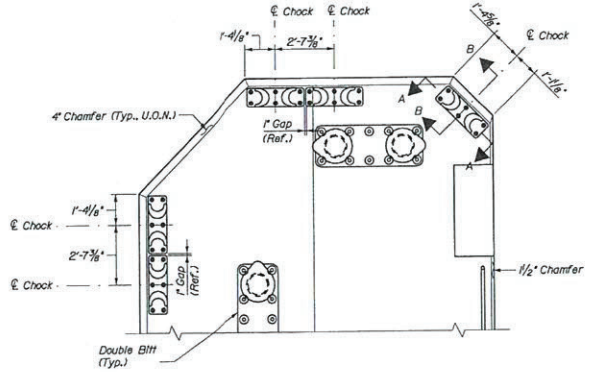
DOLPHIN PLAN, ELEVATION, AND DETAILS

SHEET NUMBER

S05

9 OF 17

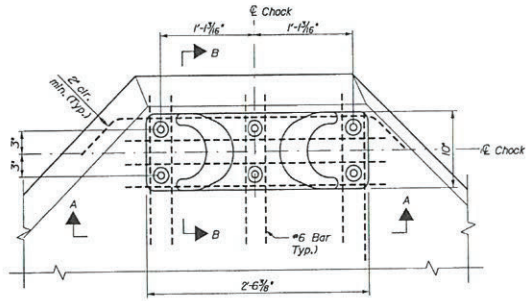
Filename: ...\009_Dolphin Plan and Elevation.dgn Division: Username: Date:2/15/2019



PLAN VIEW OF DOLPHIN

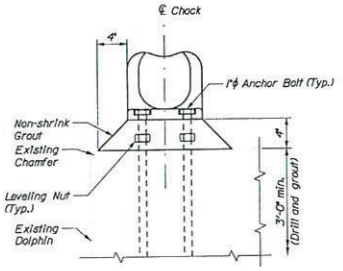
(Hand rails, lights, and fenders not shown for clarity)

3/8" = 1'-0"



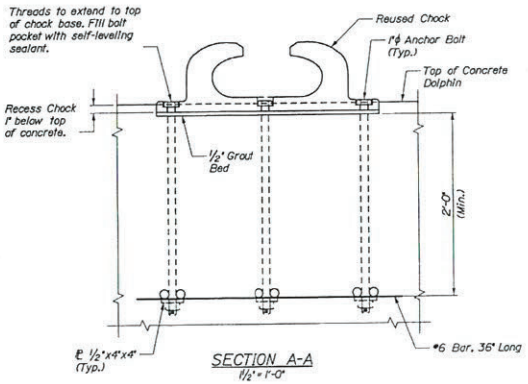
CHOCK PLAN AT CHAMFER

1 1/2" = 1'-0"



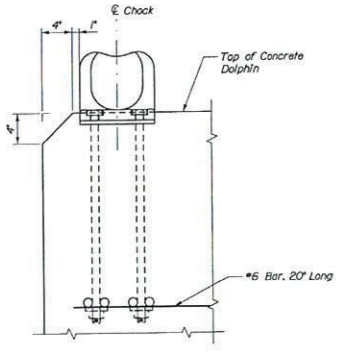
EXISTING CONCRETE CHOCK DETAIL

1 1/2" = 1'-0"



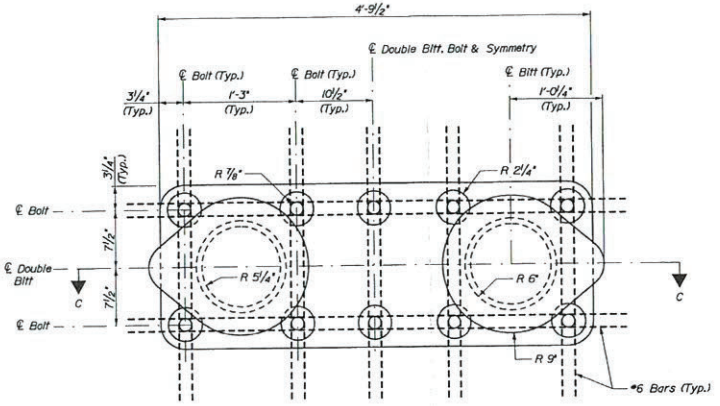
SECTION A-A

1 1/2" = 1'-0"



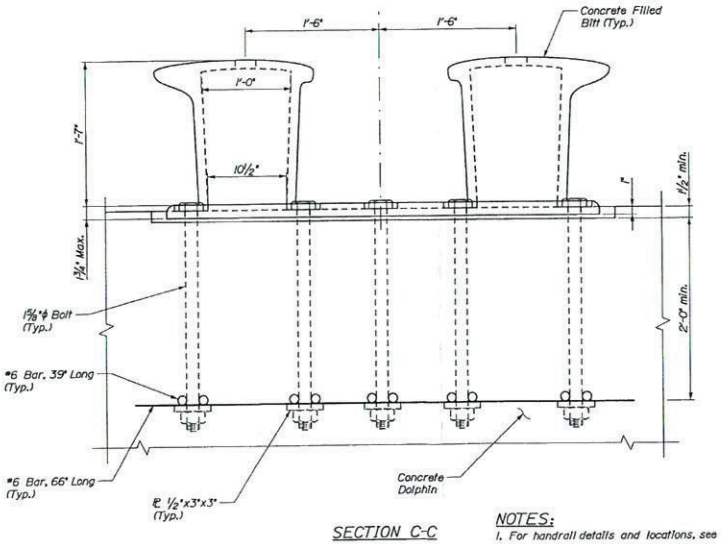
SECTION B-B

1 1/2" = 1'-0"



DOUBLE BITT PLAN

1 1/2" = 1'-0"



SECTION C-C

1 1/2" = 1'-0"

NOTES:

1. For handrail details and locations, see Sheet S09.
2. For gangway pocket dimensions, see Sheet S12.

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February 15, 2019

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

PROJ MANAGER	N. Riley	BY	DATE
DESIGN DETAILED		P. Bibbo	12/19
CHECKED DETAILED		C. Bahr	12/19
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

92289
P.E. NUMBER

DATE

BASS HARBOR
FERRY TERMINAL

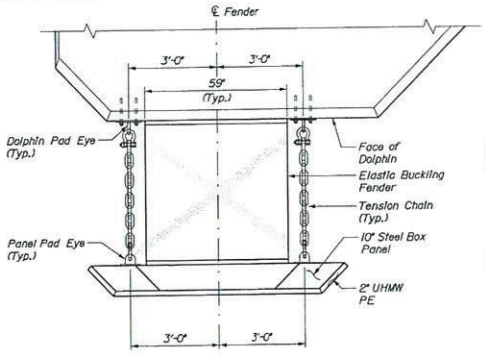
DOLPHIN DETAILS
MOORING HARDWARE

SHEET NUMBER

S06

10 OF 17

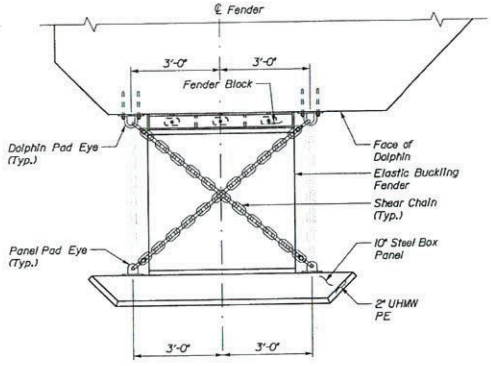
Filename: ...\010_Mooring Hardware.dgn Division: Username: Date:2/15/2019



PLAN - TYPE I TOP OF FENDER PANEL

(D7 Pen facing fender shown, others similar)

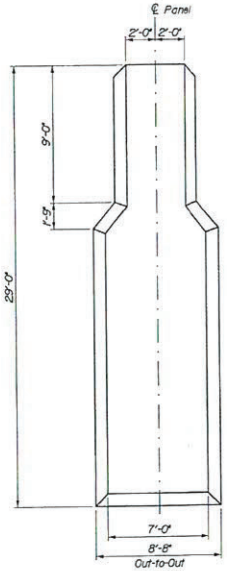
1/2" = 1'-0"



PLAN - TYPE I BOTTOM OF FENDER PANEL

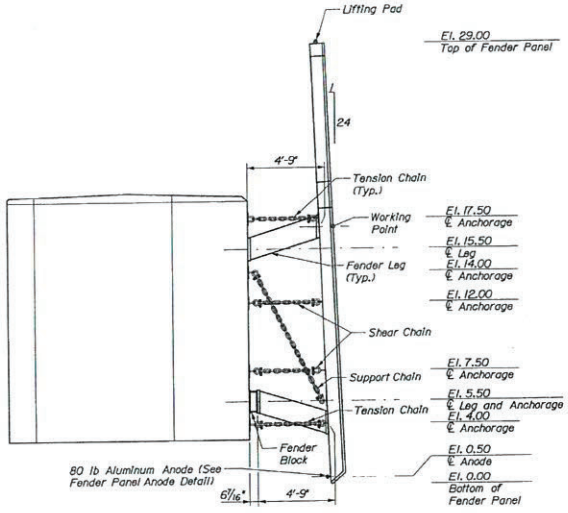
(D7 Pen facing fender shown, others similar)

1/2" = 1'-0"



TYPE I PANEL

1/4" = 1'-0"



ELEVATION - TYPE I PANEL

(Foundation piles and hardware not shown for clarity)

1/4" = 1'-0"

NOTES:

1. Contractor shall use fender plate or fender block detail to maintain proposed fender panel alignment.

2. For fender block, panel pad eye, panel anode, dolphin pad eye and spacer plate details, see Sheet S08.

98% PS&E
February 15, 2019

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

PROJ. MANAGER
DESIGN DETAILED H. Wiley 02/18
CHECKED-REVIEWED P. Bishop 02/18
DESIGN DETAILED C. Bryan 02/18
DESIGN DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

SIGNATURE
12209
P.E. NUMBER
DATE

BASS HARBOR
FERRY TERMINAL

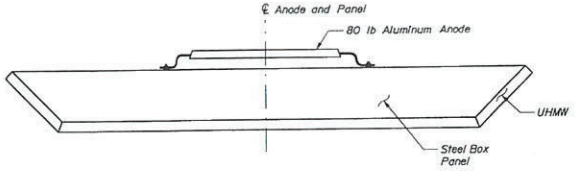
DOLPHIN DETAILS
FENDER SYSTEM 1

SHEET NUMBER
S07
11 OF 17

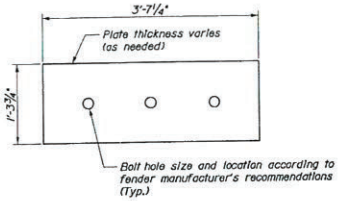
Filename: ...\011_Fender System 1.dgn Division: Username: Date:2/15/2019

NOTES:

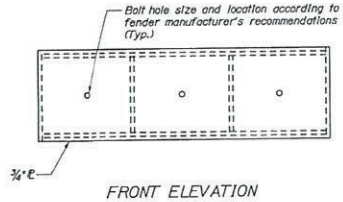
1. For anode attachment details, see Sheet S04.
2. For additional details on chock setting, see Sheet S06.



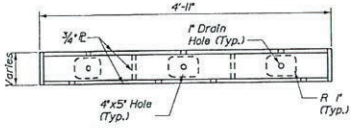
FENDER PANEL ANODE DETAIL



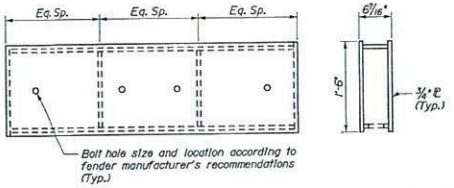
TYPE I PANEL SPACER PLATE DETAIL
1" = 1'-0"



FRONT ELEVATION



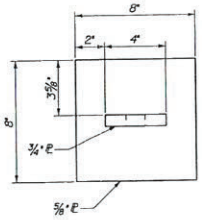
PLAN

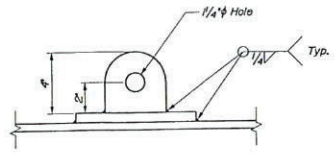


BACK ELEVATION

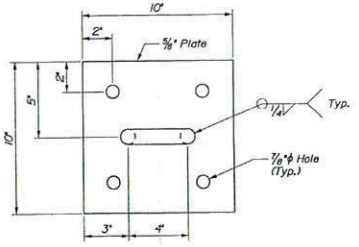
SECTION

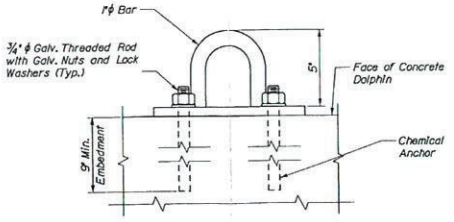
STEEL FENDER BLOCK
1" = 1'-0"





PANEL PAD EYE DETAIL
3" = 1'-0"





DOLPHIN PAD EYE DETAIL
3" = 1'-0"

98% PS&E
February 15, 2019

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

	By	Date
PROJ. MANAGER		
DESIGN DETAILED	N. Wiley	2/15/19
CHECKED QA/QC'D	P. Bishop	2/15/19
DESIGN DETAILED	C. Mayo	2/15/19
DESIGN CHECKED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

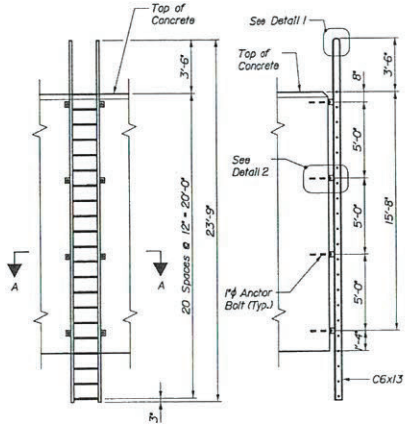
SIGNATURE
12209
P.E. NUMBER
DATE

BASS HARBOR
FERRY TERMINAL

DOLPHIN DETAILS
FENDER SYSTEM II

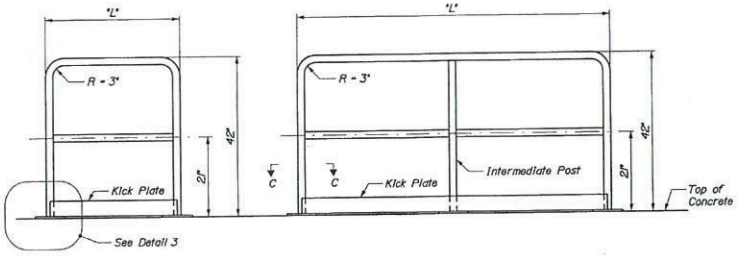
SHEET NUMBER
S08
12 OF 17

Filename: ...\012_Fender System II.dgn Division: Username: Date:2/15/2019



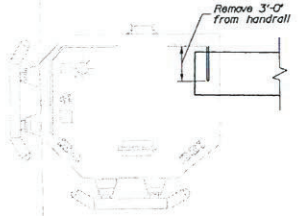
ELEVATION SECTION

DOLPHIN ACCESS LADDER
1/4" = 1'-0"

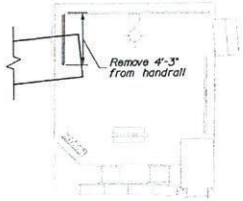


Type 1 Type 2

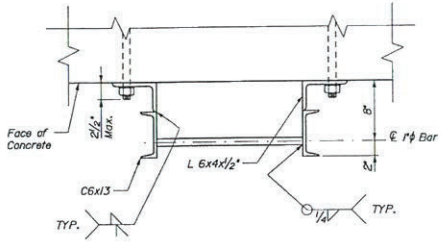
HANDRAIL DETAIL
1" = 1'-0"



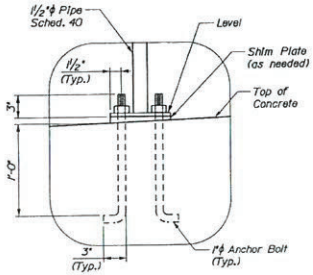
D1 HANDRAIL MODIFICATION PLAN
1" = 5'-0"



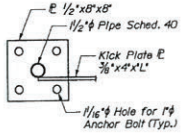
D2 HANDRAIL MODIFICATION PLAN
1" = 5'-0"



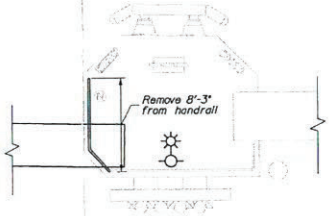
SECTION A-A
1½" = 1'-0"



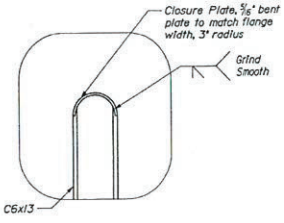
DETAIL 3
(Applies to all railing mounting locations. Kick plate not shown for clarity)
1½" = 1'-0"



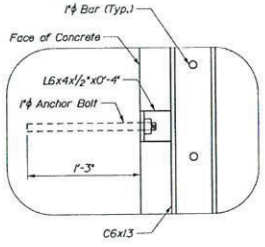
SECTION B-B
1½" = 1'-0"



D6 HANDRAIL MODIFICATION PLAN
1" = 5'-0"



DETAIL 1
(Typical for all ladders)
1½" = 1'-0"

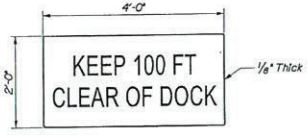


DETAIL 2
(Typical all ladder mounting locations)
1½" = 1'-0"

TABLE 1
HANDRAIL SUMMARY TABLE

Dolphin	Location	Identification
D7	SE	T2 - 13'-2" - 3
D7	SW	T2 - 8'-4" - 2

Railing Identification: T2 - L - X
Type — Length — Inter. Post Quantity



SIGN DETAIL
¾" = 1'-0"

NOTES:

1. The panel mounted access ladder shall be designed by the Contractor for a 350 Lb concentrated vertical load acting at any point on the ladder. The ladder shall conform with all applicable provisions of OSHA regulations for laddders and with dimensions shown on the drawings. The ladder assembly shall be hot-dip galvanized after fabrication.
2. Where handrail posts or line guard anchorages are removed, fill with Sika Flex 1A self leveling sealant, or approved equal.
3. Contractor shall grind smooth and cap ends of cut handrails.

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February 15, 2019

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

BASS HARBOR
FERRY TERMINAL

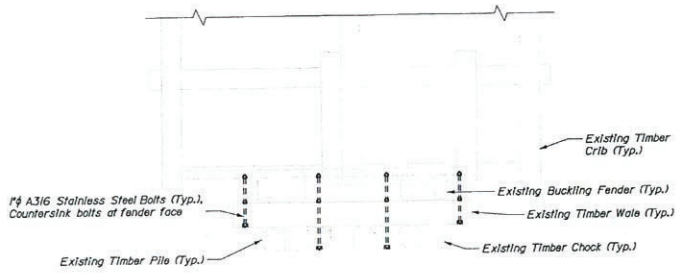
DOLPHIN DETAILS
MISCELLANEOUS I

	BY	DATE
PROJ. MANAGER	K. Wiley	
DESIGN DETAILED		
CHECKED DETAILED	P. Bishop	02/19
DESIGN DETAILED	L. Ware	02/19
CHECKED DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

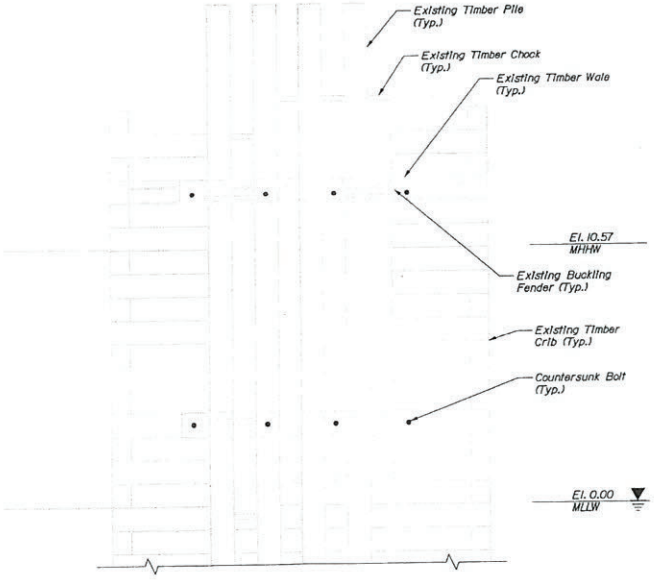
SIGNATURE
17259
P.E. NUMBER
DATE

SHEET NUMBER
S09
13 OF 17

Filename: ...\013_Miscellaneous Details 1.dgn Division: Username: Date: 2/15/2019



REMAINING CRIB STRUCTURE REPAIR PLAN
3/8" = 1'-0"



REMAINING CRIB STRUCTURE REPAIR ELEVATION
3/8" = 1'-0"

NOTES:
1. Bolts drilled through the lower fender attachment may be angled to avoid rock fill.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

	PROJ. MANAGER	N. Miller	BY:	DATE
	DESIGN DETAILED		P. Blake	07/19
	CHECKED BY		C. Sayre	07/19
	DESIGN DETAILED			
	DESIGN DETAILED			
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			

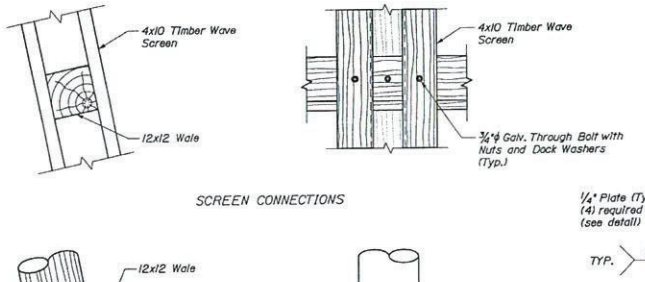
SIGNATURE
10206
P.E. NUMBER
DATE

BASS HARBOR
FERRY TERMINAL

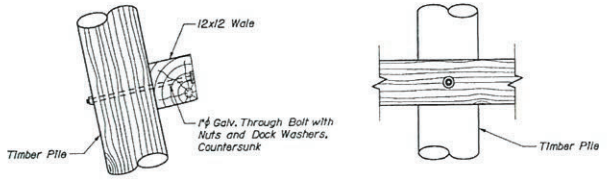
DOLPHIN DETAILS
MISCELLANEOUS II

SHEET NUMBER
S10
14 OF 17

Filename: ...\014_Miscellaneous Details II.dgn Division: Username: Date:2/15/2019



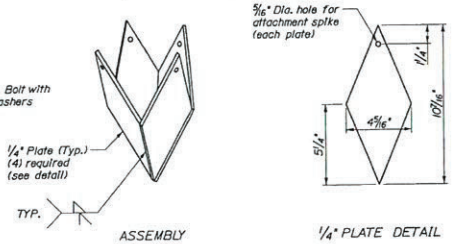
SCREEN CONNECTIONS



WALE CONNECTIONS

WAVE SCREEN CONNECTIONS

¾" = 1'-0"



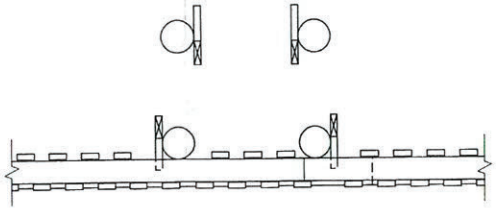
ASSEMBLY

¼" PLATE DETAIL

Note: Dimensions shown similar to pile point manufactured by Associated Pile & Fitting

TIMBER PILE POINT DETAIL

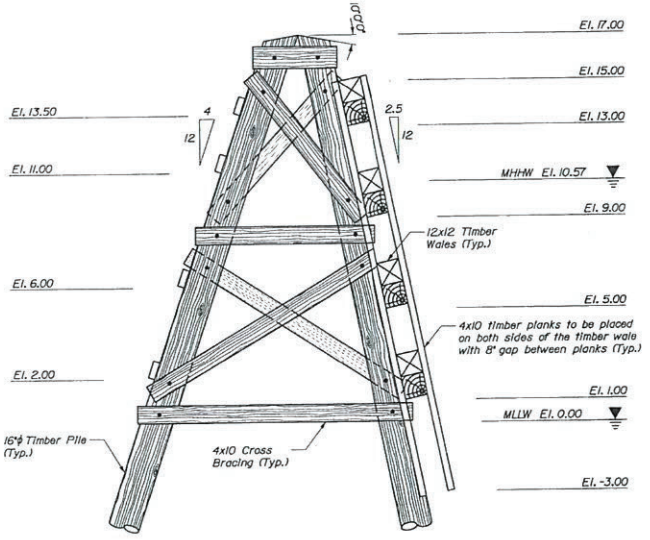
3" = 1'-0"



WAVE SCREEN PLAN VIEW

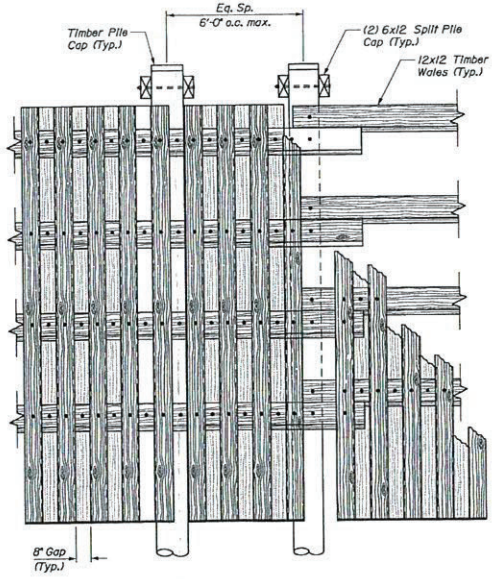
(View shown at El. 11.00)

⅜" = 1'-0"



WAVE SCREEN END ELEVATION

⅜" = 1'-0"



WAVE SCREEN FRONT ELEVATION

⅜" = 1'-0"

NOTES:

1. All bolts are 1" dia. galv. with nuts and dock washers, except where noted.
2. All timber associated with wave screen shall be 2.5 cca treated.
3. All timber vertical and batter piles shall have a driven capacity of 16 tons or a minimum embedment length of 20 feet. See timber pile point detail.
4. All timber battered piles for wave screens shall be installed at a batter of 4 horiz. on 12 vert. except for the slip side piles which shall have a batter of 2.5 horiz. on 12 vert.
5. Timber shall be southern pine with a stress rating of 1,200 psi. Timber shall be pressure treated in accordance with the specifications.
6. All timber construction shall conform to the national design specification for wood construction of the American Forest and Paper Association.
7. All connections shall be made with ¾"ϕ ASTM A325, type 1 galvanized bolts and 13/16"ϕ holes and shall have washers on both ends, unless otherwise noted.
8. Field treat all cut and drilled timber surfaces with two coats of preservative containing copper napthanate solution (min. 2% metallic solution) per specifications.
9. Wave screens shall be 6" minimum clear from dolphins.

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February 15, 2019

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

PROJ. MANAGER	BY	DATE
DESIGN DETAILED	R. Wiley	02/19
DESIGN DETAILED	J. Bishop	02/19
DESIGN DETAILED	G. Merry	02/19
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

12265
P.E. NUMBER

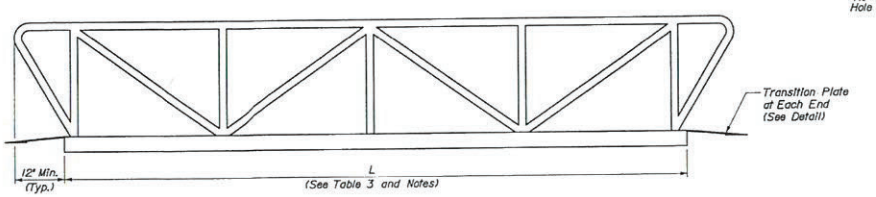
DATE

BASS HARBOR
FERRY TERMINAL

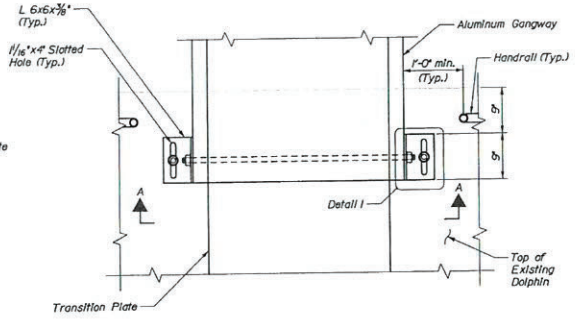
WAVE SCREEN
PLAN AND ELEVATION

SHEET NUMBER
S11
15 OF 17

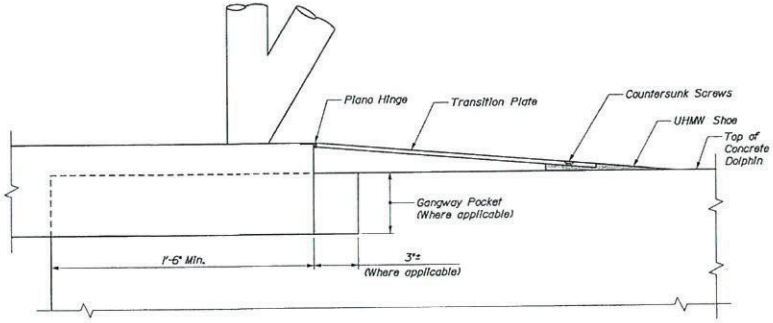
Filename: ...\015_Wave Screen Plan and Elevation.dgn Username: Date:2/15/2019



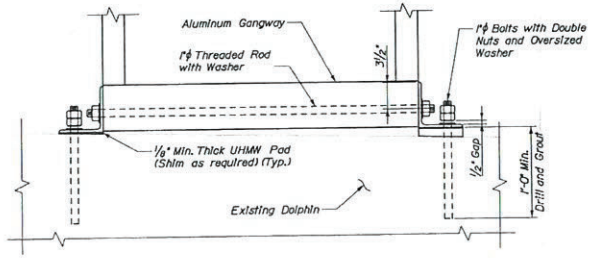
GANGWAY ELEVATION
(Schematically Shown)
1/2" = 1'-0"



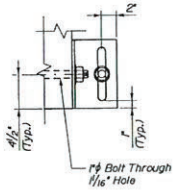
DOLPHIN GANGWAY CONNECTION
(Existing Dolphin shown, proposed Dolphin similar)
1" = 1'-0"



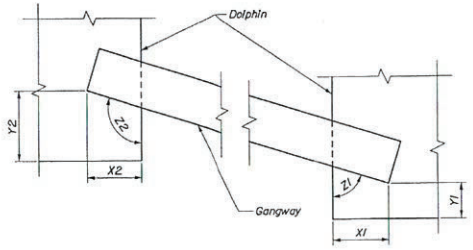
TRANSITION PLATE DETAIL
3" = 1'-0"



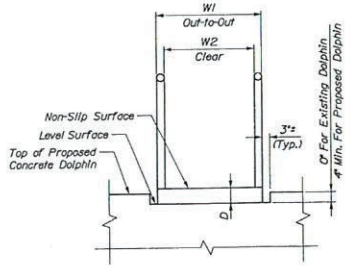
SECTION A-A
1 1/2" = 1'-0"



DETAIL I
1 1/2" = 1'-0"



GANGWAY LAYOUT
N.T.S.



PROPOSED DOLPHIN GANGWAY TYPICAL SECTION
1/2" = 1'-0"

TABLE 1
GANGWAY DIMENSIONS

	Dimensions											
Gangway I.D.	W1	W2	D	L	Dolphin 1	X1	Y1	Z1	Dolphin 2	X2	Y2	Z2
G1	42"	36"	6"	30'-0"	D6	2'-2"	0'-10"	45°40'	D7	1'-6"	8'-0"	90°0'
G2	42"	36"	6"	38'-0"	D2	2'-0"	2'-6"	83°31'	D1	2'-0"	1'-6"	89°34'

NOTES:

1. See Sheet G02 for design loads.
2. Gangway shall be truss type constructed, fabricated of aluminum grade 6061-T6 marine alloy.
3. Gangway length shall be confirmed or adjusted once dolphins are constructed.
4. Contractor shall field verify dimensions of dolphins for pocket sizes and distances between dolphins.
5. Install bolt through gangway prior to installing bolts into existing concrete.
6. Contractor shall provide shims at gangway ends as required.

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February 15, 2019

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

	BY	DATE
PROJ MANAGER		
DESIGN-DETAILED	K. Wiley	02/19
CHECKED-REVIEWED	P. Bishop	02/19
DESIGN-DETAILED	C. Mann	02/19
CHECKED-REVIEWED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

12259
P.E. NUMBER

DATE

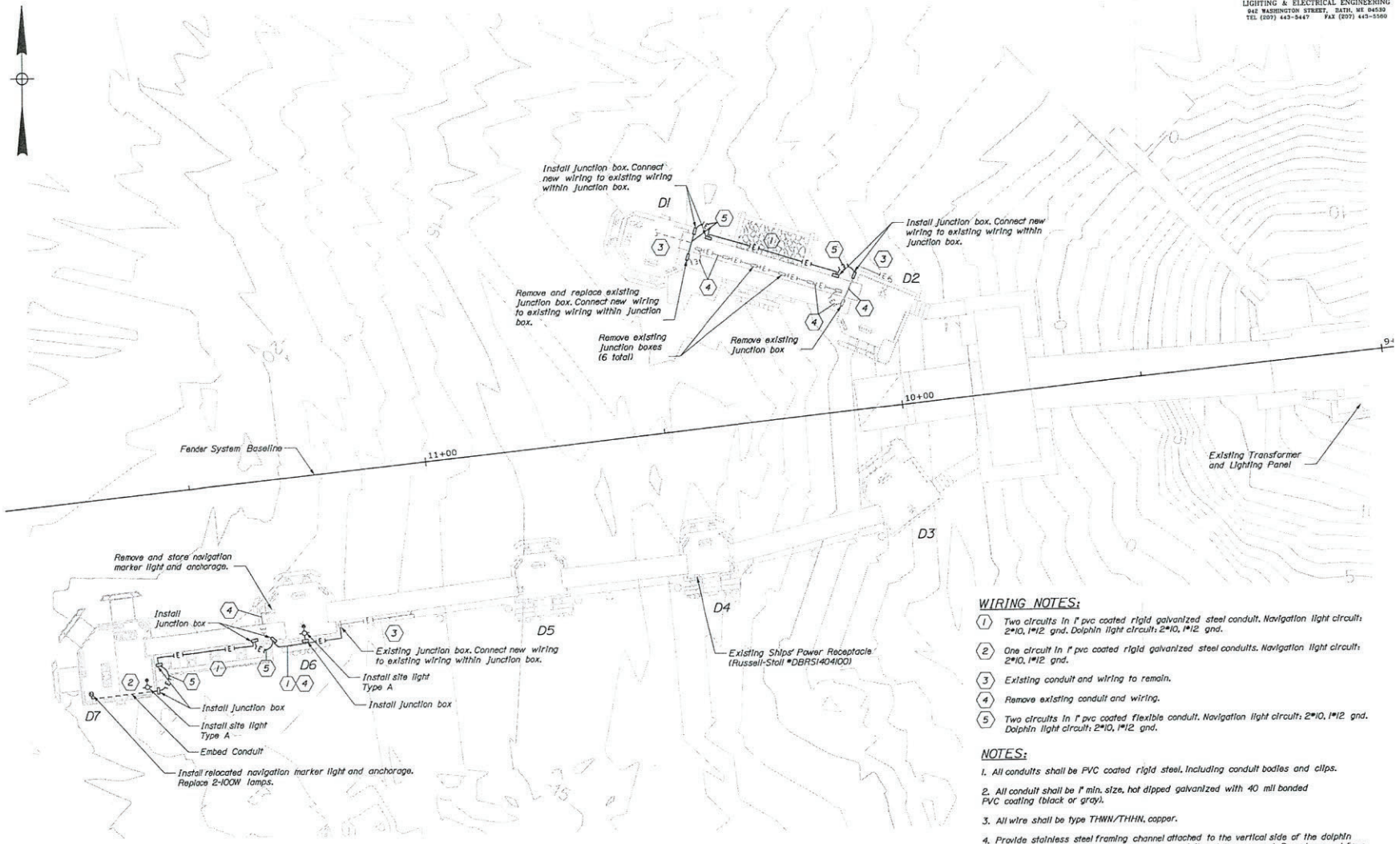
BASS HARBOR
FERRY TERMINAL

GANGWAY
PLAN AND ELEVATION

SHEET NUMBER
S12
16 OF 17

Filename: ...\016_Gangway Plan and Elevation.dgn Division: Username: Date:2/15/2019

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
962 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-9447 FAX (207) 443-5500



PLAN
1" = 10'-0"
10 0 10 20
Scale of Feet

WIRING NOTES:

1. Two circuits in 1" pvc coated rigid galvanized steel conduit. Navigation light circuit: 2#10, 1#12 gnd. Dolphin light circuit: 2#10, 1#12 gnd.
2. One circuit in 1" pvc coated rigid galvanized steel conduits. Navigation light circuit: 2#10, 1#12 gnd.
3. Existing conduit and wiring to remain.
4. Remove existing conduit and wiring.
5. Two circuits in 1" pvc coated flexible conduit. Navigation light circuit: 2#10, 1#12 gnd. Dolphin light circuit: 2#10, 1#12 gnd.

NOTES:

1. All conduits shall be PVC coated rigid steel, including conduit bodies and clips.
2. All conduit shall be 1" min. size, hot dipped galvanized with 40 mil bonded PVC coating (black or gray).
3. All wire shall be type THWN/THHN, copper.
4. Provide stainless steel framing channel attached to the vertical side of the dolphin extending above the top of the dolphin for conduit and box support. Do not support from handrails.
5. New junction boxes shall be 16"x16" stainless steel.
6. All electrical work shall conform to NFPA 70.
7. Verify existing electrical conditions to determine proper installation means and methods.
8. Bond all new junction boxes and connectors to the equipment grounding conductor inside the box.

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February 15, 2019

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

PROJ MANAGER	N. Wiley	BY	DATE
DESIGN-DETAILED		P. Bishop	02/19
DESIGN-DETAILED		C. Sayre	02/19
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

92258
P.E. NUMBER

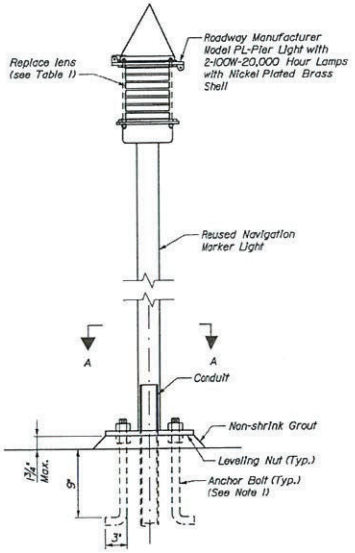
DATE

BASS HARBOR
FERRY TERMINAL

ELECTRICAL PLAN

SHEET NUMBER
E01
17 OF 17

Filename: ...\017_Electrical Plan.dgn Division: Username: Date:2/15/2019

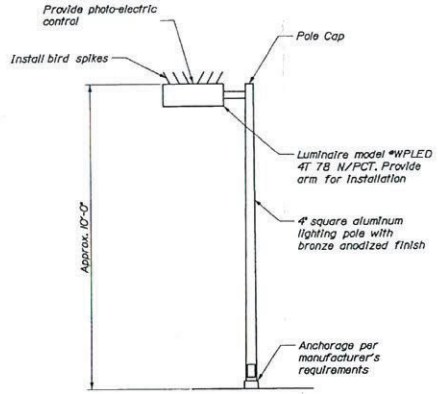


NAVIGATION MARKER INSTALLATION DETAIL

N.T.S.

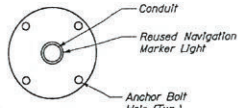
TABLE I
NAVIGATIONAL MARKER LENS REPLACEMENT SUMMARY

Location	# of Light Opening	Lamp Size	Lens
Dolphin D7	In Kind	2-100W A-19	In Kind



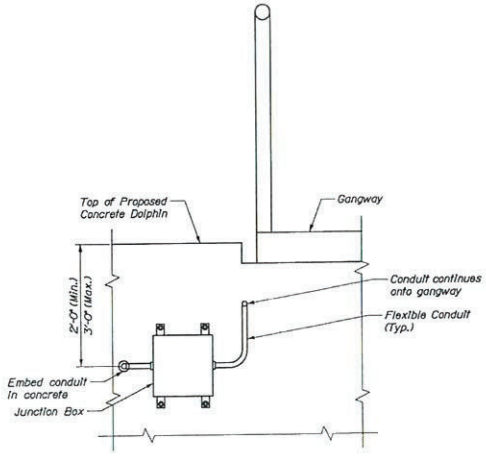
SITE LIGHT TYPE A DETAIL

N.T.S.



SECTION A-A

N.T.S.



EMBEDDED CONDUIT JUNCTION BOX DETAIL

1" = 1'-0"

NOTES:

1. Anchor bolt size and pattern shall match the existing condition.
2. Navigation marker wiring connection shall match the existing condition.
3. Where anchorages are removed, bolts and rods shall be cut, ground flush to concrete, and filled with Sika 1A Flex self-leveling sealant, or approved equal.

98% PS&E
February 15, 2019

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023476.00

	PROJ. MANAGER		BY:	DATE
	DESIGNED BY	L. Bartlett	P. Bibbo	02/15
	DESIGN REVIEWED	C. Boyer	C. Boyer	02/15
	DESIGN DETAILED			
	DESIGN DETAILED			
	REVISIONS 1			
	REVISIONS 2			
	REVISIONS 3			
	REVISIONS 4			
	FIELD CHANGES			

SIGNATURE

9209
P.E. NUMBER

DATE

BASS HARBOR
FERRY TERMINAL

ELECTRICAL DETAILS

SHEET NUMBER
E02
18 OF 17

Filename: ...\018_ElectricalDetails.dgn Division: Username: Date:2/15/2019

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-2019-01206

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-2019-01206 was issued to the Maine Dept. of Transportation. This work is located in Bass Harbor at Tremont, Maine and authorized the permittee to upgrade the existing state ferry terminal facility. Regulated work includes the addition of a turning dolphin, a wave screen, improved fender systems, an elevated walkway to the new dolphin, and modifications to the existing lighting system. New piling installations will result in a total of 38 s.f. of permanent tidal bottom 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

_____

Applicant: General Public, State of Maine

Effective Date: October 14, 2020
Expiration Date: October 14, 2025

DEPARTMENT OF THE ARMY
GERNERAL PERMITS FOR
THE STATE OF MAINE

The New England District of the U.S. Army Corps of Engineers (Corps) hereby issues 23 General Permits (GPs), listed below, for activities subject to Corps jurisdiction in waters of the United States within the boundaries of the State of Maine including tribal lands, and in adjacent ocean waters to the seaward limit of the outer continental shelf. These GPs are issued in accordance with Corps regulations at 33 CFR 320 – 332 and specifically 33 CFR 325.2(e)(2). These GPs will protect the aquatic environment and the public interest while effectively authorizing activities that have no more than minimal individual and cumulative adverse environmental effects.

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I. CORPS JURISDICTION

1. Permits are required from the Corps for the following work:

a. The construction of any structure in, over, or under any navigable water of the U.S. (see 33 CFR 328), 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. including wetlands. The Corps regulates these activities under Section 404 of the Clean Water Act (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 of 1972 (see 33 CFR 324).

2. Related laws: Section 408 of the Rivers and Harbors Act of 1899, Section 401 of the Clean Water Act, Section 402 of the Clean Water Act, Section 307(c) of the Coastal Zone Management Act of 1972, Section 106 of the National Historic Preservation Act of 1966, Section 7 of the Endangered Species Act, the Fish and Wildlife Coordination Act of 1956, the Magnuson-Stevens Fishery Conservation and Management Act, Section 302 of the Marine Protection, Research and Sanctuaries Act of 1972, and Section 7(a) of the Wild and Scenic Rivers Act.

II. GENERAL CRITERIA

1. In order for activities to qualify for these General Permits (GPs), they shall meet the GPs terms and eligibility criteria on pages 1-4, all applicable general conditions (GCs) in Section IV, and terms of the Maine General Permits in Section V. Any activity not specifically listed may still be eligible for authorization under these GPs; prospective permittees are advised to contact the Corps for specific eligibility determination.

2. Under these GPs, activities may qualify for the following:

- **SELF-VERIFICATION (SV)**: Notification to the Corps is required at least two weeks before work commences; the Corps will acknowledge receipt and GP eligibility of the SV activity in writing.
- **PRE-CONSTRUCTION NOTIFICATION (PCN)**: Notification to and written verification from the Corps is required. *No work under PCN may proceed until written verification from the Corps is received.*

The thresholds for activities eligible for SV and PCN are defined in the general conditions in Section IV and Maine General Permits in Section V.

3. Prospective permittees shall review:

a. Section I to determine if the activity requires Corps authorization.

b. Sections III , IV, and V to determine if the activity is eligible for authorization under these GPs, and specifically whether it is eligible for SV, or whether a PCN is required.

4. Prospective permittees are encouraged to contact the Corps with questions at any time (U.S. Army Corps of Engineers, Maine Project Office, 442 Civic Center Drive, Suite 350, Augusta, Maine 04330, ph. 207-623-8367). Pre-application meetings, whether arranged by the Corps or requested by a prospective permittee, are encouraged to facilitate the review of projects. Pre-application meetings and/or site visits help streamline the authorization process by alerting the prospective permittee to potentially time-consuming factors 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, vernal pools, and dredging of contaminated sediments).

5. Permittees shall ensure compliance with all applicable GCs in Section IV and GPs in Section V. Non-compliance with these GPs and GCs may subject the permittee to criminal, civil, or administrative criminal penalties, and/or an ordered restoration, and/or the permit may be modified, suspended or revoked by the Corps.

III. PROCEDURES

1. State Approvals. Applicants are responsible for applying for and obtaining any required state or local approvals. Federal and state jurisdiction and review criteria may differ in some instances. State permits may be required for specific projects regardless of the GP category.

In order for authorizations under these GPs to be valid, when any of the following state approvals or statutorily-required reviews is also required, the approvals shall 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 Agriculture, Conservation and Forestry: Land Use Planning Commission (LUPC) permit.
- Maine Department of Marine Resources: Aquaculture Leases and Licenses.
- Maine Department of Agriculture, Conservation and Forestry, Bureau of Parks and Lands, Submerged Lands: Submerged Lands Lease.

2. How to Obtain/Apply for Corps Authorization.

a. **Self-Verification (SV)**: Prospective permittees shall confirm that the activity meets all the applicable terms and conditions of SV. 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 (GC 15), the Endangered Species Act (GC 16), the Magnuson-Stevens Fishery Conservation and Management Act (GC 17), and the Wild and Scenic Rivers Act (GC 13). Activities that are eligible for SV are authorized under these GPs provided the prospective permittee has:

i. Confirmed that the activity meets all applicable terms and conditions of SV.

ii. Provided notifications to the State Historic Preservation Officer (SHPO) (the SHPO in the State of Maine is the Maine Historic Preservation Commission, or MHPC) and all five federally-recognized tribes in the State of Maine (Tribal Historic Preservation Officers, or THPOs) listed in Section VIII before submitting the SV to the Corps in order to be reviewed for the presence of historic, archeological, architectural, or tribal resources in the action area that the activity may affect (see GC 15). Prospective permittees are not required to wait for a response to their notifications before submitting the SV to the Corps.

iii. At least two weeks before work is to commence, submitted to the Corps a Self-Verification Notification Form (SVNF, page 36) with all of the following attachments: location map, project plans, and an Official Species List of federally threatened and endangered species that may occur in the activity's action area and the email address of the person who generated the list (see GC 16).

NOTE: A copy of a state permit application form may be an acceptable surrogate for the SVNF itself; however, the applicant shall not rely on the state permitting agency to provide the Corps a copy of their state permit application.

b. **Pre-Construction Notification (PCN)**: Notification to, and written verification from the Corps is required. For activities that do not qualify for SV or where otherwise required by the terms and conditions of the GPs, the prospective permittee shall submit a PCN and obtain written verification from the Corps before starting work in Corps jurisdiction. The Corps will coordinate review of all PCN activities with other federal and state agencies, as appropriate. The Corps will attempt to issue written verification of the PCN within 60 days of receiving a complete application.

All prospective permittees for PCN activities shall follow the instructions on found on pages 37 – 42, and in particular:

i. Submit directly to the Corps application form *ENG Form 4345* (pages 40 – 42), or the surrogate state permit application form as noted above.

ii. Provide project information outlined on pages 37 – 42 (Content of a Pre-Construction Notification).
iii. Submit an Official Species List of federally threatened and endangered species that may occur in the activity's action area and the email address of the person who generated the list (GC 16).
iv. Provide notifications to the SHPO (MHPC) and all five THPOs in the State of Maine listed in Section VIII before submitting the PCN to the Corps in order to be reviewed for the presence of historic, archeological, architectural, or tribal resources in the action area that the activity may affect (see GC 15). The PCN shall include documentation that MHPC and all of the THPOs were notified (a copy of the prospective permittee's cover letter or emails to MHPC and the THPOs is acceptable). Prospective permittees are not required to wait for a response to their notifications before submitting a PCN to the Corps.

c. **Individual Permit (IP):** Projects that are not eligible for these GPs require an IP (33 CFR 325.5(b)) and prospective permittees shall submit an application directly to the Corps. These GPs do not affect the Corps IP review process or activities exempt from Corps regulation. For general information regarding IPs prospective permittees are encouraged to contact the Corps. ***In addition, the Corps retains discretionary authority on a case-by-case basis to elevate GP-eligible activities 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 a prospective permittee that an IP is required, no work in Corps jurisdiction may be conducted until the Corps issues the required authorization in writing indicating that the work may proceed.***

d. **Emergency Situations:** Contact the Corps immediately in the event of an emergency situation for information on the verification process. Emergency situations are limited to sudden, unexpected occurrences that could potentially 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 an application under standard procedures. Emergency work is subject to the same terms and conditions of these GPs as non-emergency work, and similarly, must qualify for authorization under these GPs; otherwise an IP is required. The Corps will work with all applicable agencies to expedite verification according to established procedures in emergency situations.

IV. GENERAL CONDITIONS

An activity is authorized under the General Permits (GPs) only if that activity and the permittee satisfy all of the applicable GPs terms and following general conditions (GCs):

1. Federal Jurisdiction.
2. Minimal Direct, Secondary and Cumulative Effects.
3. Other Permits.
4. Water Quality and Coastal Zone Management.
5. Fills Within 100-Year Floodplains.
6. Discretionary Authority.
7. Single and Complete Project.
8. Use of Multiple General Permits.
9. Mitigation (Avoidance, Minimization, and Compensatory Mitigation).
10. Corps Projects and Property.
11. Navigation.
12. National Lands.
13. Wild and Scenic Rivers.
14. St. John/St. Croix Rivers.
15. Historic Properties.
16. Federal Threatened and Endangered Species.
17. Essential Fish Habitat.
18. Aquatic Life Movements and Management of Water Flows.
19. Spawning, Breeding, and Migratory Areas.
20. Vernal Pools.
21. Restoration of Special Aquatic Sites (Including Wetland Areas).
22. Invasive and Other Unacceptable Species.
23. Soil Erosion, Sediment, and Turbidity Controls.
24. Time-of-Year Work Windows/Restrictions.
25. Pile Driving and Pile Removal in Navigable Waters.
26. Temporary Fill.
27. Heavy Equipment in Wetlands or Mudflats.
28. Bank and Shoreline Stabilization Including Living Shorelines.
29. Stream Work and Crossings, and Wetland Crossings.
30. Utility Line Installation and Removal.
31. Storage of Seasonal Structures.
32. Aquaculture.
33. Permit(s)/Authorization Letter On-Site.
34. Inspections.
35. Maintenance.
36. Federal Liability.
37. Property Rights.
38. Previously Authorized Activities.
39. Transfer of GP Verifications.
40. Modification, Suspension, and Revocation.
41. Special Conditions.
42. False or Incomplete Information.
43. Abandonment.
44. Enforcement Cases.
45. Duration of Authorization.

1. Federal Jurisdiction.

a. Applicability of these GPs shall be evaluated with reference to federal jurisdictional boundaries (e.g. mean high water mark, high tide line, ordinary high water mark, and wetland boundary). Activities shall be evaluated with reference to "waters of the U.S." under the Clean Water Act (33 CFR 328) and "navigable waters of the U.S." under Section 10 of the Rivers and Harbors Act of 1899 (33 CFR 329). Prospective permittees are responsible for ensuring that the boundaries used satisfy the federal criteria defined at 33 CFR 328 – 229. These sections prescribe the policy, practice and procedures to be used in determining the extent of the Corps jurisdiction. Note: Waters of the U.S. includes all waters pursuant to 33 CFR 328.3(a), and in adjacent wetlands as that term is defined in 33 CFR 328.3(c).

b. Permittees shall identify on project plans wetlands, other special aquatic sites (SAS) including vegetated shallows (or submerged aquatic vegetation, SAV) and mudflats, and other waters, such as lakes and ponds, and perennial and intermittent streams on the project site. Wetlands shall be delineated in accordance with the Corps of Engineers Wetlands Delineation Manual and the most recent regional supplement pertaining to the State of Maine. GP-eligible activities may utilize wetland determinations conducted by State of Maine staff in-lieu of a wetland delineation. For activities located in Essential Fish Habitat (GC 17), permittees shall also identify on project plans natural rocky habitats and shellfish areas in order to satisfy the Magnuson-Stevens Fishery Conservation and Management Act.

2. Minimal Direct, Secondary and Cumulative Effects. To be eligible and subsequently authorized by these GPs, an activity shall 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 these GPs and GCs. This may require project modifications involving avoidance, minimization, or compensatory mitigation for unavoidable impacts to ensure that the net adverse effects of an activity are no more than minimal.

3. Other Permits. Permittees shall obtain other Federal, State, or local authorizations as required by law. Permittees are responsible for applying for and obtaining all required State of Maine or local approvals including a Flood Hazard Development Permit issued by the town/city. Work that is not regulated by the State of Maine, but is subject to Corps jurisdiction, may still be eligible for authorization under these GPs.

4. Water Quality and Coastal Zone Management.

a. Permittees shall satisfy any conditions imposed by the State of Maine and EPA, where applicable, in their Clean Water Act Section 401 Water Quality Certification (WQC) for these GPs, or in any Individual Section 401 WQC. See Section VIII for state-specific contact info 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 these GPs shall be designed, constructed and operated to minimize or eliminate the discharge of pollutants.

b. Permittees shall satisfy any additional conditions imposed by the State of Maine in their Coastal Zone Management (CZM) Act of 1972 consistency concurrences for these GPs, 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.

5. Fills Within 100-Year Floodplains. The activity shall comply with applicable Federal Emergency Management Agency (FEMA) approved State of Maine or municipal floodplain management requirements. Permittees should contact FEMA and/or the State of Maine Floodplain Management Program regarding floodplain management requirements (see Section VIII for Federal and state-specific contact info).

6. Discretionary Authority. Notwithstanding compliance with the terms and conditions of these GPs, the Corps retains discretionary authority to require a PCN or IP review based on concerns for the aquatic environment or for any other factor of the public interest (see 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.

7. Single and Complete Project. 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. These GPs shall not be used for piecemeal work and shall be applied to single and complete projects and as such, the same GP shall not be used more than once for the same single and complete project.

a. For non-linear projects, a single and complete project shall have independent utility. 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.

b. Unless the Corps determines the activity has independent utility, 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. If any component of a single and complete project requires a PCN, the entire single and complete project shall be reviewed under PCN.

c. For linear projects such as power lines or pipelines with multiple crossings, a "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.

8. Use of Multiple General Permits. The use of more than one GP for a single and complete project is prohibited, except when the acreage loss of waters of the U.S. authorized by the GPs does not exceed the acreage limit of the GPs with the highest specified acreage limit. For example, if a road crossing over waters is constructed under GP 10, with an associated utility line crossing authorized by GP 9, if the maximum acreage loss of waters of the U.S. for the total project is ≥3 acres it shall be evaluated as an IP.

9. Mitigation (Avoidance, Minimization, and Compensatory Mitigation).

a. Activities shall be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the U.S. to the maximum extent practicable to ensure that adverse effects to the aquatic environment are no more than minimal.

b. Compensatory mitigation for unavoidable impacts to waters of the U.S., including direct, secondary and temporal loss, will generally be required for permanent impacts that exceed the SV limits (SV limits are detailed in Section V), and may be required for temporary impacts that exceed the SV 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 secondary effects may generally be excluded from this requirement.

c. Mitigation proposals shall follow the guidelines found in the Compensatory Mitigation for Losses of Aquatic Resources; Final Rule April 10, 2008; 33 CFR 332 (which can be found at: *www.nae.usace.army.mil/Missions/Regulatory/Mitigation* under "Compensatory Mitigation for Losses of Aquatic Resources, 33 CFR 332 (Compensatory Mitigation Rule)") and any other regulation. Permittees considering the use of a monetary payment *in-lieu* of permittee-responsible mitigation as compensation for unavoidable impacts to waters of the U.S. in the State of Maine may utilize the Maine Natural Resources Conservation Program (MNRCP). Information regarding this compensatory program can be found at: *www.mnrcp.org* For unavoidable jurisdictional impacts affecting federally-endangered Atlantic salmon and/or its critical habitat, permittees may be required to compensate for the impacts by utilizing the Maine Atlantic Salmon Restoration and Conservation Program. Information regarding this *in-lieu-fee* compensatory program can be found at: *www.maine.gov/dmr/science-research/searun/programs/ilffacts.html*

10. Corps Projects and Property.

a. Corps projects and property can be found at: *www.nae.usace.army.mil/Missions/Civil-Works*

b. In addition to any authorization under these GPs, prospective permittees shall 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.

c. Any proposed temporary or permanent modification or use of a Federal project (including but not limited to a levee, dike, floodwall, channel, anchorage, breakwater, seawall, bulkhead, jetty, wharf, pier, or other work built or maintained but not necessarily owned by the United States), which may obstruct or impair the usefulness of the Federal project in any manner, is not eligible for SV and requires review and approval by the Corps pursuant to 33 USC 408 (Section 408).

d. A PCN is required for all work in, over, under, or within a distance of three times the authorized depth of a Corps Federal Navigation Project (FNP) and may require permission under Section 408.

e. Any structure or work that extends closer to the horizontal limits of any FNP 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.

f. Where a Section 408 permission is applicable, written verification for the PCN will not be issued prior to the decision on the Section 408 permission request.

11. Navigation

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

b. Work in, over, under, or within a distance of three times the authorized depth of an FNP shall specifically comply with GC 10.

c. Any safety lights and/or signals prescribed by the U.S. Coast Guard, State of Maine or municipality, through regulations or otherwise, shall be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the U.S.

d. The permittee understands and agrees that, if future operations by the U.S. 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.

12. National Lands. Activities that impinge upon the value of any National Lands or Federal Properties including but not limited to a National Wildlife Refuge, National Forest, or any area administered by the National Park Service , U.S. Fish and Wildlife Service or U.S. Forest Service are not eligible for SV and require PCN.

13. Wild and Scenic Rivers.

a. The following activities in designated rivers of the National Wild and Scenic River (NWSR) System, or in a river designated by Congress as a "study river" for possible inclusion in the system, require a PCN unless the National Park Service has determined in writing to the prospective permittee that the proposed work will not adversely affect the NWSR designation or study status:

i. Activities that occur in NWSR segments, in and 0.25 miles up or downstream of NWSR segments, or in tributaries within 0.25 miles of NWSR segments.
ii. Activities that occur in wetlands within 0.25 miles of NWSR segments.
iii. Activities that have the potential to alter free-flowing characteristics in NWSR segments.

b. As of October 14, 2020, National Wild and Scenic Rivers and congressional study rivers in Maine include: the 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 92.5 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 tributaries (the York River is currently under study).

14. St. John/St. Croix Rivers. A PCN is required for any work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission. In addition, a PCN is required if any temporary or permanent use, obstruction or diversion of international boundary waters could affect the natural flow or levels of waters on the Canadian side of the 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.

15. Historic Properties.

a. No undertaking shall cause effects (as 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 Places, 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 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 archeological consultants in coordination with the Corps and the State Historic Preservation Officer (SHPO) (the SHPO in the State of Maine is the Maine Historic Preservation Commission, MHPC) and/or the five federally-recognized tribes in the State of Maine (Tribal Historic Preservation Officers, or THPOs). The MHPC, the THPOs, 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 MHPC and/or the THPO(s).

b. For activities eligible for these GPs, permittees shall ensure that the activity will not cause effects as stated above in 15(a). In order to comply with this condition, both SV and PCN prospective permittees shall notify MHPC and all five THPOs for their identification of historic properties. MHPC and the THPOs will generally respond within 30 days of receiving the notification if they believe that the activity may have an adverse effect to historic properties. A PCN is required if an activity may have an adverse effect to historic properties. The PCN shall be submitted as soon as possible if a proposed activity may cause effects as stated above in 15(a) a to ensure that the Corps is aware of any potential effects of the proposed activity on any historic property to ensure all Section 106 requirements are met.

c. All PCNs shall:

i. Show notification to MHPC and all five THPOs 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 MHPC or the THPO(s) indicating that there are or are not historic properties affected.

d. The requirements to comply with Section 106 of the NHPA may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at *www.nae.usace.army.mil/Missions/Regulatory*

e. If the permittee discovers any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by these permits, the permittee shall immediately notify the district engineer of what was found, and avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

f. Federal agencies should follow their own procedures for complying with the requirements of Section 106 of the NHPA. Federal permittees shall provide the Corps with the appropriate documentation to demonstrate compliance with those requirements.

g. Federal and non-federal applicants should coordinate with the Corps before conducting any onsite archeological work (reconnaissance, surveys, recovery, etc.) requested by MHPC or the THPOs, as the Corps will determine the Permit Area for the consideration of historic properties based on 33 CFR 325 Appendix C. This is to ensure that work done is in accordance with Corps requirements.

16. Federal Threatened and Endangered Species.

a. No activity is authorized by these GPs 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 or proposed 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;

iii. Is "likely to adversely affect" a listed species or critical habitat unless Section 7 consultation has been completed by the Corps or another lead action agency in coordination with the Corps under the provisions of a Programmatic Agreement (PA) or Programmatic Consultation (PC); or

iv. Violates the ESA.

b. All prospective permittees shall attach to their SVNF or PCN an Official Species List obtained from the U.S. Fish and Wildlife Service's Information for Planning and Consultation (IPaC) found at: *https://ecos.fws.gov/ipac* and provide the email address of the person who generated the list.

c. For proposed activities in tidal waters, prospective permittees should also refer to the National Oceanic and Atmospheric Administration (NOAA) Fisheries' Section 7 Mapper for federally-listed species found at: *https://noaa.maps.arcgis.com/apps/webappviewer/index.html*

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, may be affected by the proposed work. An activity may remain eligible for SV if the only listed species affected is the northern long-eared bat (*Myotis septrionalis*), and only after Section 7 consultation has been completed by the Corps under the 4(d) Rule Streamlined Consultation.

e. Federal agencies shall follow their own procedures for complying with the requirements of the ESA while ensuring that the Corps and any other federal action agencies are included in the consultation process.

f. Non-federal representatives designated by the Corps to conduct informal consultation or prepare a biological assessment shall follow the requirements in the designation document(s) and the ESA. Non-federal representatives shall also provide the Corps with the appropriate documentation to demonstrate compliance with those requirements. The Corps will review the documentation and determine whether it is sufficient to address ESA compliance for the GP activity, or whether additional ESA consultation is necessary.

g. The requirements to comply with Section 7 of the ESA may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at: *www.nae.usace.army.mil/Missions/Regulatory*

17. Essential Fish Habitat (EFH).

a. PCN activities in tidal waters and the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration, shall be reviewed for the potential to adversely affect EFH (activities meeting SV criteria have been determined to result in no more than minimal adverse effects to EFH and therefore need no additional review):

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			

b. Prospective permittees may be required to describe and identify potential adverse effects to EFH and should refer to the NOAA Fisheries' EFH Mapper found at: *www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper*

c. The requirements to comply with the Magnuson-Stevens Fishery Conservation and Management Act may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at: *www.nae.usace.army.mil/Missions/Regulatory*

18. Aquatic Life Movements and 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 permanently 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 and wetlands shall be:

i. Suitably spanned, bridged, culverted, 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 crossing.

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. For work in tidal waters, in-stream controls (e.g. cofferdams) should be installed in such a way as to not obstruct fish passage.

d. To the maximum extent practicable, the preconstruction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity shall 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 pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g. stream restoration or relocation activities).

e. Activities that temporarily or permanently adversely impact upstream or downstream flood conditions require a PCN.

19. Spawning, Breeding, and Migratory Areas.

a. Jurisdictional activities in waters of the U.S. such as certain excavations, discharges of dredged or fill material, and/or suspended sediment producing activities 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 U.S. that provide value as breeding areas for migratory birds must be avoided to the maximum extent practicable. The permittee is responsible for ensuring their action complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the U.S. Fish and Wildlife's Maine Field Office (see Section VIII for contact info) to determine applicable measures to reduce impacts to migratory birds or eagles, including whether "incidental take" permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

20. Vernal Pools.

a. A PCN is required if a discharge of dredged or fill material is proposed within a vernal pool depression located within waters of the U.S.

b. GC 20(a) above does not apply to projects that are within a municipality that meets the provisions of a Corps-approved vernal pool Special Area Management Plan (SAMP) and are otherwise eligible for SV, and the applicant meets the requirements to utilize the vernal pool SAMP.

21. Restoration of Special Aquatic Sites (Including Wetland Areas).

a. In areas of authorized temporary disturbance, if trees are cut they 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.

b. The introduction or spread of invasive plant species in disturbed areas shall be controlled. If construction mats are to be used in areas of invasive plant species, they shall be thoroughly cleaned before re-use.

c. Wetland areas where permanent disturbance is not authorized shall be restored to their original condition and elevation. Original condition means 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. Restoration shall typically commence no later than the completion of construction.

d. Upon completion of construction, all areas of authorized disturbed wetland area shall be stabilized with a wetland seed mix containing only plant species native to New England and shall not contain any species listed in the "Invasive and Other Unacceptable Plant Species" Appendix K in the "New England District Compensatory Mitigation Guidance" found at: *www.nae.usace.army.mil/Missions/Regulatory/Mitigation*

22. Invasive and Other Unacceptable Species.

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 these GPs. 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 shall justify the use of non-native species or cultivars.

c. For the purposes of these GPs, plant species that are considered invasive and unacceptable areprovided in Appendix K "Invasive and Other Unacceptable Plant Species" of the most recent "New England District Compensatory Mitigation Guidance" and is found at: *www.nae.usace.army.mil/Missions/Regulatory/Mitigation* The June 2009 "U.S. Army Corps of Engineers Invasive Species Policy" provides policy, goals and objectives and is located at *www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species* If an Invasive Species Control/Management Plan has been prepared it should be included with any SV or PCN.

23. 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, geotextilesilt 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 orwetland.

c. All exposed soil and other fills shall be permanently stabilized at the earliest practicable date.

24. Time-of-Year Work (TOY) Windows/Restrictions. In-water work shall be conducted during the following TOY work windows (work allowed) under SV and any in-water work proposed during the following TOY restrictions (no work) shall be reviewed under PCN (and shall contain written justification for deviation from the work allowed windows). The term "in-water work" does not include conditions where the work site is "in-the-dry" (e.g. intertidal areas exposed at low tide). The term also does not include work contained in a cofferdam so long as the cofferdam was installed and subsequently removed within the work allowedwindow.

	TOY Restriction (***no work***)	TOY Work Window (***work allowed***)
Non-tidal waters	Oct. 1st to Jul. 14th	Jul. 15th to Sep. 30th
Tidal waters	Apr. 10th to Nov. 7th	Nov. 8th to Apr. 9th

Alternate work windows proposed under PCN will generally be coordinated with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, Maine Department of Inland Fisheries and Wildlife, and/or Maine Department of Marine Resources and resulting written verifications may include species-specific work allowed windows.

25. Pile Driving and Pile Removal in Navigable Waters.

a. Derelict, degraded, or abandoned piles and sheet piles in the project area shall be removed in their entirety as practicable and properly disposed of in an upland location and not in wetlands. In areas of fine-grained substrates, piles/sheets shall be removed by direct, vibratory, or clamshell pull method in order to minimize potential turbidity and sedimentation impacts. If removal is not practicable, said piles/sheets shall be cut off or driven to a depth of at least one foot below substrate.

b. Work involving pile installation and/or removal should adhere to one of the five methods below:

i. "In-the-dry", or

ii. In-water between Nov. 8th to Apr. 9th, or

iii. Drilled and pinned to ledge, or

iv. Vibratory hammers used to install any size and quantity of wood, concrete, or steel, or impact hammers limited to one hammer and <50 piles installed/day with the following: wood piles of any diameter, concrete piles ≤18-inches diameter, steel piles ≤12-inches diameter if: (1) the hammer is ≤3,000 pounds and a wood cushion or equivalent is used between the hammer and steel pile, or (2) a soft start is used. Soft starts require an initial set of three strikes from the impact hammer at 40% energy, followed by a 1-minute waiting period between subsequent three-strike sets. The soft-start procedure shall be conducted any time hammering ceases for more than 30 minutes.

26. Temporary Fill.

a. Temporary fills, including but not limited to 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.

b. 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. Temporary fill shall be placed in a manner that will prevent it from being eroded by expected high flows.

c. Unconfined temporary fill authorized for discharge into waters of the U.S. shall consist of material that minimizes impacts to water quality (e.g. washed stone, stone, etc.).

d. Appropriate measures shall 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. Materials shall be placed 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.

e. Construction debris and/or deteriorated materials shall not be placed or otherwise located in waters of the U.S.

27. **Heavy Equipment in Wetlands or Mudflats.** Operating heavy equipment (drill rigs, fixed cranes, etc.) within wetlands shall be minimized, and to the maximum extent practicable such equipment shall not be stored, maintained or repaired in wetlands. Where construction requires heavy equipment operation in wetlands, the equipment shall: a) have low ground pressure (typically <3 psi); b) be placed on swamp/construction/timber mats (herein referred to as "mats") that are adequate to support the equipment in such a way as to minimize disturbance of wetland soil and vegetation; or c) be operated on adequately dry or frozen wetlands such that shear pressure does not cause subsidence of the wetlands immediately beneath equipment and upheaval of adjacent wetlands. Mats are to be placed in the wetland from the upland or from equipment positioned on mats if already working within a wetland. Other support structures that are capable of safely supporting equipment may be used with written Corps authorization. Similarly, the permittee may request written authorization from the Corps to waive use of mats during frozen or dry conditions. Construction mats should be managed in accordance with construction mat best management practices (BMPs) found at:
www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit

28. Bank and Shoreline Stabilization Including Living Shorelines.

a. Projects involving construction of or repair, replacement, and maintenance of bank or shoreline stabilization structures including living shorelines within Corps jurisdiction shall be designed to minimize environmental effects, effects to neighboring properties, scour, etc. to the maximum extent practicable.

b. Prospective permittees shall design and construct these stabilization projects using this sequential avoidance and minimization process: avoidance of aquatic resource impacts, diversion of overland flow, vegetative stabilization, living shorelines, stone-sloped surfaces, and walls/bulkheads. New vertical walls/bulkheads shall only be used in situations where reflected wave energy can be tolerated. Prospective permittees proposing new vertical walls/bulkheads shall provide written justification demonstrating why other methods of stabilization are not practicable and how the surrounding area would be affected by the resulting reflected wave energy.

Additional conditions to meet SV eligibility criteria for *non-tidal* bank and shoreline stabilization activities:

a. Fill shall be ≤500 linear feet in total length as measured below the plane of the ordinary high water mark (OHWM), includes total if more than one stream bank.
b. Fill placed below the plane of the OHWM shall be ≤1 cubic yard per linear foot.
c. Fill shall not be angled steeper than 1H:1V.
d. No discharge of fill in special aquatic sites other than wetlands.
e. Stone revetment shall be comprised of angular material.
f. No material shall be of the type, or placed in any location, or in any manner, to impair surface water flow into or out of any water of the U.S.
g. No material shall be 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).
h. The activity shall not be a stream channelization activity.

Additional conditions to meet SV eligibility criteria for *tidal* bank and shoreline stabilization activities:

a. All in-water work shall be conducted "in-the-dry".
b. Fill shall be ≤500 linear feet in total length as measured below the plane of the high tide line (HTL) and shall be ≤200 linear feet in total length as measured below the plane of the mean high water mark (MHWM), includes total for more than one bank. Vertical structures shall be ≤200 linear feet in total length as measured below the plane of the MHWM and shall be ≤18 inches waterward of the existing vertical face.
c. Fill placed below the plane of the HTL shall be ≤1 cubic yard per linear foot.
d. Stone revetment shall be comprised of angular material.
e. Shall not impact special aquatic sites (SAS, incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitats are ≤100 square feet, and impacts to intertidal and shellfish areas are ≤1,000 square feet).
f. No structures/fill shall be steeper than 1H:1V.
g. No new groins, breakwaters, or jetties.

29. Stream Work and Crossings, and Wetland Crossings.

a. A PCN is required for all new and replacement crossings in navigable waters.

b. In order to effectively size and configure crossings in navigable waters, new and replacement crossings shall consider factors including but not limited to: local tidal elevations over the range of tidal heights, basin topography and bathymetry, existing and proposed road elevations. Flood risk tolerance, conditions of habitat and natural community types present, and sea level rise during the useful life of the crossing.

c. A PCN is required for activities that result in unavoidable impacts to wetlands in excess of SV thresholds.

d. In-stream work and crossings and wetland crossings shall adhere to all applicable GCs including but not limited to:

i. GC 16 (Federally Threatened and Endangered Species)
ii. GC 17 (Essential Fish Habitat)
iii. GC 18 (Aquatic Life Movements and Management of Water Flows)

iv. GC 23 (Soil Erosion, Sediment and Turbidity Controls)
v. GC 24 (Time-of-Year Work Windows/Restrictions)
vi. GC 26 (Temporary Fill)
vii. GC 28 (Bank Stabilization)

e. Slip Lining. Work resulting in a decreased width, height, or diameter of an existing crossing (e.g. slip lining and invert lining) is discouraged and requires PCN. Written justification shall be provided for this activity.

f. Culvert Extensions. A PCN is required for any extension to an existing culvert.

g. Scour protection or armoring of the inlet and/or outlet of a crossing shall not disrupt normal flow patterns or 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 (see GC 18).

h. 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 18. 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 temporary stream crossings).

Additional conditions to meet SV eligibility criteria for Stream Work and Crossings:

a. Crossings shall be designed and constructed using the techniques and principles outlined in Stream Simulation, Stream Smart, Habitat Connectivity Design.
b. Crossings shall be designed to be at least 1.2 times bankfull width. Any footings, abutments, and/or abutment armoring shall also be at least 1.2 times bankfull width.
c. Crossings shall have a natural bottom substrate under or within the structure matching the characteristics of the substrate in the natural stream channel. Crossings shall be designed and constructed with appropriate streambed forms and streambed characteristics so that water depths and velocities are comparable to those found in the adjacent natural channel at a variety of flows.
d. Crossings shall include a bank on both sides of the stream matching the horizontal profile of the existing stream and banks in order to allow terrestrial passage for wildlife and to prevent undermining of the footings as applicable.
e. Closed bottom culverts shall be embedded at least 25 percent of the maximum height of the culvert.
f. No unconfined fill or excavation in flowing waters is allowed. In-stream construction work shall be conducted "in-the-dry" under no-flow conditions or by using cofferdams, temporary flume pipes, culverts, etc. Downstream flows shall be maintained during in-stream construction. It is recommended that project plans include pertinent details for working in-the-dry and maintaining downstream flows.
g. Conditions (a) thru (e) immediately above do not apply to temporary stream crossings; however, in addition to conditions (f) immediately above, temporary stream crossings shall adhere to the following:
    i. Be 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 shall be large enough to allow for easy removal without disrupting the streambed.
    ii. Be designed and maintained to withstand and pass high flows. Water height shall be no higher than the top of the culvert's inlet. A minimum culvert diameter of two feet is required to pass debris. Culverts shall be aligned to prevent bank erosion or streambed scour.
    iii. Be equipped with energy dissipating devices installed downstream if necessary to prevent scour.
    iv. Be designed and maintained to prevent soil from entering the waterbody.
    v. Be removed upon the completion of work. Impacts to the streambed or banks requires restoration to their original condition using the methods in (a) above.

PCN Conditions for Stream Work and Crossings:

a. Crossings are recommended to meet the conditions for SV; written justification shall be provided for any deviation from SV conditions.

b. Crossings shall 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, Stream Smart, or Habitat Connectivity.

Additional Conditions for Wetland Crossings:

a. New and replacement wetland crossings that are permanent shall be constructed in such a manner as to preserve hydraulic and ecological connectivity, at its present level, between the wetlands on either side of the road. Crossing structures commonly include but are not limited to spans and culverts. To meet this condition, spans or culverts should be placed at least every 50 feet with an opening at least 2 feet high and 3 feet wide at ground level. Closed bottom culverts should be embedded at least 6 inches and should have a natural bottom substrate within the structure. Alternative crossing designs that preserve wetland hydraulic and ecological connectivity (e.g. "rock sandwiches) may also be considered.

b. Any work that results in flooding, or impacts to wetland drainage from the upgradient side of the wetland crossing does not qualify for SV.

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.

30. Utility Line Installation and Removal.

a. Utility lines in jurisdictional waters should be installed subsurface and shall be maintained in such a way so that they remain subsurface. If it is necessary to discharge dredged or filled material 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 casting into wetlands from utility trenches).

b. For subsurface utility lines the bottom and side slope cover associated with the initial installation under Federal Navigation Projects (FNPs) is a technical determination. The depth requirement varies based on geotechnical (composition of bottom materials and layering), hydraulic (current, or wave induced scour depth), navigation (propeller induced scour depth and ships' anchor penetration), maintenance dredging (penetration of barge spuds), construction factors (energy from blasting potentially transmitted to utility crossings), physical conditions (exposed open water conditions or sheltered/harbor conditions), and the proposed location of the utility crossing within any FNP or within navigable waters, including areas dredged by others. On a case-by-case basis, the Corps will determine the depth and cover requirements for each proposed utility crossing. Additional conditions to the GP will be attached to address pre and post installation requirements. 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 crossing navigable waters require PCN and shall meet minimum clearances per 33 CFR 322.5(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 these GPs. 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. For new installations within waters of the U.S., any abandoned or inactive utility lines should be removed and faulty lines (e.g., leaking hazardous substances, petroleum products, etc.) shall be removed or repaired to the extent practicable. A PCN 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.

g. Trenches should be backfilled with native sediment immediately after completion of work.

h. Pre-construction elevations should be re-established. Any additional material needed to accomplish this should be of consistent type and grain-size as the existing substrate sediment.

i. Utility line activities in non-tidal waters adjacent to special aquatic sites, and all work in tidal waters should utilize horizontal directional drilling as practicable.

31. 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 shall be stored in an upland location and not in wetlands, tidal wetlands, their substrate, or on mudflats. These seasonal structures may be stored on the fixed, pile-supported portion of a structure that is waterward of the mean high water mark or the ordinary high water mark, e.g. the storage of a ramp or gangway on the pile-supported pier. Seasonal storage of structures in navigable waters, e.g., in a protected cove, requires prior Corps approval and local harbormaster approval.

32. Aquaculture. Activities involving the cultivation of Atlantic salmon and other salmonids, or other federally-listed threatened or endangered species are not eligible for authorization under these GPs. All other aquaculture activities shall adhere to all applicable GCs including but not limited to:

a. GC 3 (Other Permits) In particular, permittees shall maintain a current State of Maine Department of Marine Resources lease or license.
b. GC 10 (Corps Projects and Property)
c. GC 11 (Navigation)
d. GC 16 (Federal Threatened and Endangered Species)
e. GC 17 (Essential Fish Habitat)
f. GC 18 (Aquatic Life Movements and Management of Water Flows)
g. GC 31 (Storage of Seasonal Structures)

Additional conditions to meet SV eligibility criteria for Tidal Aquaculture:

a. Shall not exceed 400 square feet in area.
b. Shall receive signed approval from Harbormaster or appropriate Town Official.
c. Shall not include enclosures or impoundments.
d. Shall not be located in or within a distance of three times the authorized depth of a FNP.
e. Shall not be located in or impinge upon the value of National Lands and Federal Properties including but not limited to National Parks and National Wildlife Refuges.
f. Shall not impact special aquatic sites (SAS, incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitats are ≤100 square feet, and impacts to intertidal and shellfish areas are ≤1,000 square feet.
g. No structures, cages, gear, or shell hash shall be located in/within 25 feet of SAV.
h. All gear, except for mooring tackle, when not in use on the site shall be stored in an upland location above the mean high water mark and not on wetland (incl. salt marsh).

33. Permit(s)/Authorization Letter On-Site. The permittee shall ensure that a copy of the terms and conditions of these GPs and any accompanying authorization letter with attached plans are at the site of the work authorized by these GPs whenever work is being performed and that all construction personnel performing work which may affect waters of the U.S. are fully aware of the accompanying 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 these GPs. This shall be achieved by including the entire permit authorization in the specifications for work. The term "entire permit authorization" means all terms and conditions of the GPs, the GPs, and the authorization letter (including its drawings, plans, appendices and other attachments) and subsequent permit modifications as applicable. 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.

34. Inspections. The permittee shall allow the Corps to make periodic inspections at any time deemed necessary in order to ensure that the work is eligible for authorization under these GPs, is being, or has been performed in accordance with the terms and conditions of these GPs. To facilitate these inspections, the permittee shall

complete and return to the Corps the Work-Start Notification Form and the Compliance Certification Form when either is provided with an authorization letter. The Corps may also require post-construction engineering drawings and/or photographs for completed work or post-dredging survey drawings for any dredging work to verify compliance.

35. Maintenance. The permittee shall maintain the activity authorized by these GPs in good condition and in conformance with the terms and condition of these permits. This does not include maintenance dredging, related disposal, or beach nourishment projects, which are subject to review thresholds for GP 5 on page 30, unless specified in written authorization from the Corps.

36. Federal Liability. In issuing these permits, 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; or

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

37. Property Rights. Per 33 CFR 320.4(g)(6), these GPs do 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.

38. Previously Authorized Activities.

a. Projects that received prior authorization from the Corps (via Category 1 or 2) and that completed authorized work under the previous nationwide permits, programmatic permits, regional general permits or letters of permission, shall remain authorized in accordance with the original terms and conditions of those authorizations, including their terms, general conditions, expiration date, and any special conditions provided in a written verification.

b. Activities authorized pursuant to 33 CFR Part 330.3 ("Activities occurring before certain dates") are not affected by these GPs.

c. Any work not commenced, not under contract to commence, nor completed that was originally authorized by the Corps under the GP in effect between October 13, 2015 and October 13, 2020 remains authorized subject to the terms and general conditions of this GP along with any special conditions included in written authorizations. Exception: if previously authorized work has not commenced or not under contract to commence and a new federally-listed threatened or endangered species may be affected, the Corps shall consult with the U.S. Fish and Wildlife Service or NOAA Fisheries prior to re-authorizing the work under these GPs. Requests for re-authorization shall include an Official Species List per GC 16.

39. Transfer of GP Verifications. 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 to validate the transfer. A copy of the GP verification shall be attached to the letter, the letter shall contain the name, address, phone number and email of the transferee (new owner), shall include the following statement and signature, and be mailed to: U.S. Army Corps of Engineers, Maine Project Office, 442 Civic Center Drive, Suite 350, Augusta, Maine 04330:

> "When the structures or work authorized by these GPs are still in existence at the time the property is transferred, the terms and conditions of these GPs, including any special conditions, will continue to be binding on the new owner(s) of the property."
>
> _____
> Transferee Printed Name
>
> _____
> Transferee Signature Date

40. Modification, Suspension, and Revocation. These GPs and any individual authorization issued thereof may be either modified, suspended, or revoked, in whole or in part, pursuant to the policies and procedures of 33 CFR 325.7, and any such action shall not be the basis for any claim for damages against the U.S.

41. Special Conditions. The Corps may independently or in coordination with federal resource agencies impose special conditions on a project authorized pursuant to these GPs 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.

42. False or Incomplete Information. If the Corps makes a determination regarding the eligibility of a project under these GPs 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.

43. Abandonment. If the permittee decides to abandon the activity authorized under these GPs, 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.

44. Enforcement cases. These GPs do 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.

45. Duration of Authorization.

a. These GPs expire on October 14, 2025 unless otherwise specifically indicated in an individual authorization letter. Activities authorized under these GPs that have either commenced or are under contract to commence in reliance upon this authorization will have an additional year from the expiration date to complete the work. The permittee must be able to document to the Corps' satisfaction that the activity commenced or was under contract to commence by the expiration date of these GPs. If work is not completed within the one year extended timeframe, the permittee must contact the Corps. The Corps may issue a new authorization, provided the activity meets the applicable terms and conditions of the Maine GPs that are in effect at the time.

b. Activities authorized under these GPs will remain authorized until these GPs expire, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with 33 CFR 325.2(e)(2). Activities completed under the SV or PCN authorizations of these GPs will continue to be authorized after its expiration date.

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Tammy R. Turley
Chief, Regulatory Division

V. MAINE GENERAL PERMITS

An activity is authorized under General Permits 1 through 23 listed below only if that activity and the permittee satisfy all of the applicable GP terms and general conditions. Any activity not specifically listed may still be eligible for authorization under these GPs; prospective permittees are advised to contact the Corps for specific eligibility determination.

1. Repair, Replacement, and Maintenance of Authorized Structures and Fills;
Repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure, or fill and minor expansions thereof.

2. Moorings
New moorings and mooring fields, the relocation of previously authorized moorings, expansions, boundary reconfigurations or modifications of previously authorized mooring fields, conversion of mooring types (e.g. private to rental), and maintenance and replacement of moorings. Moored floats, lobster cars, rafts, and similar float structures are not included in this GP.

3. Structures, Floats and Lifts
New, expansions, reconfigurations or modifications of structures for navigational access in waters of the U.S. including but not limited to temporary/seasonal or permanent pile and crib-supported piers, floats, stairs, shore outhauls, and boat and float lifts/ways. Floats may include lobster cars, work floats, moored floats, swim floats, and shellfish upweller floats.

4. Aids to Navigation, and Temporary Recreational Structures
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, chapter I, subchapter C, part 66) and temporary buoys, markers, small floating docks, and similar structures placed for recreational use during specific events such as fireworks displays, water skiing competitions, and boat races or seasonal use.

5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation
New, maintenance, and improvement dredging, including: a) Disposal of dredged material at a confinedaquatic disposal, beach nourishment, near shore, designated open water or ocean water disposal site(s), provided the Corps finds the dredged material to be suitable for such disposal; (b) Beach nourishment not associated with dredging; (c) Rock removal and relocation for navigation.

6. U.S. Coast Guard Approved Bridges and Causeways
Discharges of dredged or fill material incidental to the construction and modification of bridges across navigable waters of the U.S., including cofferdams abutments, foundation seals, piers, approach fills, and temporary construction and access fills provided that the USCG authorizes the construction of the bridge structure under Section 9 of the Rivers and Harbors Act of 1899 or other applicable laws.

7. Bank and Shoreline Stabilization Including Living Shorelines
Bank stabilization activities necessary for erosion protection along the banks of lakes, ponds, streams, and marine/tidal waters. Includes bulkheads, seawalls, riprap, revetments or slope protection & similar structures as well as vegetative planting, soil bioengineering or alternative techniques that are a combination of the two (i.e. living shorelines), specifically for the purpose of shoreline protection.

8. Residential, Commercial and Institutional Developments, and Recreational Facilities
Discharges of dredged or fill material into waters of the U.S for the construction or expansion of: residences and residential subdivisions; commercial and institutional buildings or subdivisions; and recreational facilities; and attendant features including but not limited to roads, parking lots, garages, stormwater management facilities, yards, and utilities.

9. Utility Line Activities
Activities required for (a) the construction, maintenance, relocation, repair, & removal of utility lines, including outfall and intake structures, and the associated excavation, backfill, or bedding for utility lines; (b) the construction, maintenance or expansion of utility line substation facilities associated with a power/utility line in non-tidal waters; and (c) the construction and maintenance of foundations for overhead utility line towers, poles, and anchors provided the foundations are the minimum size necessary and separate footings for each tower leg (rather than a larger single pad) are used where feasible. This GP authorizes the construction of access roads to facilitate construction of the above activities provided the activity, in combination with all other activities included in one single and complete project.

10. Linear Transportation Projects
Activities required for the construction, expansion, modification, or improvement of linear transportation projects (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features.

11. Mining Activities
Temporary or permanent discharges of dredged or fill material into waters of the U.S. for mining activities.

12. Boat Ramps and Marine Railways
Temporary or permanent discharges of dredged or fill material, excavation and other work in waters of the U.S. required for the construction of temporary or permanent boat ramps and marine railways.

13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects
Structures and work and discharges of dredged or fill material into waters of the U.S. for the construction, expansion, modification or removal of: (a) land-based renewable energy production facilities (e.g. solar and wind) and their attendant features; (b) water-based wind or hydrokinetic renewable energy generation pilot projects and their attendant features; and (c) discharges of dredged or fill material associated with hydropower projects. Attendant features may include, but are not limited to, land-based collection and distribution facilities, control facilities, and parking lots.

14. Reshaping Existing Drainage Ditches and Mosquito Management
Discharges to modify the cross-sectional configuration of currently serviceable drainage ditches constructed in waters of the U.S., for the purpose of improving water quality by regrading the drainage ditch with gentler slopes, which can reduce erosion, increase growth of vegetation, and increase uptake of nutrients and other substances by vegetation. Also authorized are mosquito reduction activities.

15. Response Operations for Oil or Hazardous Substances
Activities conducted in response to a discharge or release of oil and hazardous substances that are subject to the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300) including containment, cleanup, and mitigation efforts, provided activities are done under either (i) The Spill Prevent, Control & Countermeasure Plan require by 40 CFR 112.3; (ii) The direction or oversight of the Federal on-site coordinator designated by 40 CFR 300; or (iii) Any approved existing State, regional or local contingency plan provided that the Regional Response Team (if one exists in the area) concurs with the proposed response efforts or does not object to the response effort. Activities required for the cleanup of oil releases in waters of the U.S. from electrical equipment that are governed by EPA's polychlorinated biphenyl (PCB) spill response regulations at 40 CFR 761. Booms placed in tidal waters. Use of temporary structures & fills for spill response training exercises.

16. Cleanup of Hazardous and Toxic Waste
Specific 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.

17. Scientific Measurement Devices
Scientific devices for measuring and recording scientific data, such as staff gauges, tide and current gauges, meteorological stations, water recording and biological observation devices, water quality testing and improvement devices, and similar structures.

18. Survey Activities
Survey activities such as soil borings, core sampling, seismic exploratory operations, plugging of seismic shot holes and other exploratory-type bore holes, exploratory trenching and historic resources surveys (but not recovery).

19. Agricultural Activities
Regulated discharges of dredged or fill material in non-tidal waters of the U.S. for agricultural activities, including the construction of building pads for farm buildings. Authorized activities include: (a) installation, placement, or construction of drainage tiles, ditches, or levees; mechanized land clearing; land leveling; the relocation of existing serviceable drainage ditches; and similar activities; (b) construction of farm ponds, excluding perennial streams, provided the farm pond is used solely for agricultural purposes; and (c) discharges of dredged or fill material to relocate existing serviceable drainage ditches constructed in non-tidal streams.

20. Fish and Wildlife Harvesting, Enhancement, and Attraction Devices
Activities in waters of the U.S. associated with fish and wildlife harvesting devices including pound nets, crab and lobster traps, crab dredging, eel pots, duck blinds, and clam and oyster digging, fish aggregating devices, and small fish attraction devices such as open water fish concentrators (sea kites, etc.). This GP does not include aquaculture activities.

21. Habitat Restoration, Establishment and Enhancement Activities
Activities in waters of the U.S. associated with the restoration, enhancement and establishment of non-tidal and tidal wetlands and riparian areas, including invasive, non-native or nuisance species control; the restoration and enhancement of non-tidal streams and other non-tidal open waters; the relocation of non-tidal waters, including non-tidal streams & associated wetlands for reestablishment of a natural stream morphology and reconnection of the floodplain; the restoration and enhancement of shellfish, finfish and wildlife; and the rehabilitation or enhancement of tidal streams, tidal wetlands and tidal open waters; provided those activities result in net increases in aquatic resource functions and services. Also included are shellfish enhancement measures including but not limited to “brushing”, clam pots, boxes, and netting.

22. Stream and Wetland Work and Crossings
Activities required for the construction, expansion, modification, or improvement of linear transportation projects that cross waters of the U.S. (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features. Crossing structures include, but are not limited to temporary or permanent jurisdictional spans, bridges, culverts, and fords. Any stream channel modification is limited to the minimum necessary to construct or protect the project; such modifications must be in the immediate vicinity of the project.

23. Aquaculture
The installation of buoys, floats, racks, trays, nets, lines or other structures in waters of the U.S. for the containment and cultivation of fish, shellfish and seaweed/kelp. Also authorized are anchored upweller floats, small-scale shellfish hatchery seawater intake/discharge structures, and discharges of dredged or fill material associated with cultivation such as the placement of cultch or spatted-shell on bottom.

USER NOTE: All Self-Verification and Pre-Construction Notification activities shall comply with all applicable terms (pages 1 - 4), General Conditions (pages 5 - 19), and additional terms below.

GENERAL PERMITS FOR THE STATE OF MAINE		
A. INLAND WATERS AND WETLANDS	Inland Waters and Wetlands are defined as waters that are regulated under Section 404 of the Clean Water Act, including rivers, streams, lakes, ponds, and wetlands, and ***excludes Section 10 Navigable Waters of the U.S.*** The jurisdictional boundaries are the ordinary high water mark (OHWM) in the absence of adjacent wetlands; beyond the OHWM to the limit of adjacent wetlands when adjacent wetlands are present; and the wetland limit when only wetlands are present. For the purposes of these GPs and designated activities, fill placed in the area between the mean high water mark (MHWM) and the high tide line (HTL), and in the bordering and contiguous wetlands to tidal waters are reviewed in the Navigable Waters section below beginning on page 28.	
	Activities not meeting the Self-Verification terms below require Pre-Construction Notification and activities not meeting the Pre-Construction Notification terms below require an application for an Individual Permit (IP).	
GENERAL PERMIT #	**SELF-VERIFICATION (SV)**	**PRE-CONSTRUCTION NOTIFICATION (PCN)**
1. Repair, Replacement, and Maintenance of Authorized Structures and Fills *(for stream crossings see GP 22)*	Repair, replacement, and maintenance of existing, currently serviceable, authorized fills with no expansion or change in use, provided: • Conditions of the original authorization apply. • Minor deviations in fill design allowed. • 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 work is commenced, or is under contract to commence, within two years of the date of their destruction or damage. • Drawdown of impoundments for dam/levee repair does not exceed 18 months and one growing season (Apr-Sept).	Repair, replacement, and maintenance of existing authorized fills not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
2. Moorings	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.
3. Structures, Floats, and Lifts	Pile-supported structures, floats and lifts located in non-navigable inland waters do not require Corps authorization. Solid fill or crib-supported structures with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.	Fill activities associated with structures, floats, and lifts not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
4. Aids to Navigation and Temporary Recreational Structures	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.
5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation	Those activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments or discharges of tailings into streams.	Those activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
6. U.S. Coast Guard Approved Bridges and Causeways	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 31 below.	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 31 below.
7. Bank and Shoreline Stabilization Including Living Shorelines (see also GC 28)	Bank and shoreline stabilization activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • Fill is ≤500 LF in total length as measured below the plane of the OHWM, includes total if more than one stream bank. • Fill placed below the plane of the OHWM is ≤1 CY per linear foot. • There is no discharge in special aquatic sites other than wetlands. • Revetment is comprised of angular material. • In-stream work is limited to Jul. 15th to Sep. 30th • No structures angled steeper than 1H:1V.	Bank and shoreline stabilization activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
8. Residential, Commercial and Institutional Developments, and Recreational Facilities	Those developments and facilities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. Fill area includes all temporary and permanent fill, and regulated discharges associated with excavation. Provided: • The historic fill and proposed fill area <15,000 SF specifically complies with GC 5 Single and Complete Projects. • No work in special aquatic sites other than wetlands.	Those developments and facilities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*
9. Utility Line Activities (see also GC 30)	Utility line activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill (excluding mats), and associated secondary impacts, provided: • There is no permanent change in pre-construction contours in waters in the U.S. • 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 is not dispersed by current or other forces. • The line does not run parallel to, or along a streambed. • No stream channelization, relocation, or loss of streambed including impoundments. • There is no discharge in special aquatic sites other than wetlands. • Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season. • In-stream work is limited to Jul. 15th to Sep. 30th • In-water work is conducted in-the-dry. • Intake structures that are dry hydrants used exclusively for firefighting activities with no stream impoundments. • Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season.	Utility line activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
10. Linear Transportation Projects *(for stream crossings refer to GP 22)*	Linear transportation activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill (excl. mats), and associated secondary impacts, provided: • The historic fill and proposed fill area <15,000 SF specifically complies with GC 5 Single and Complete Projects. • There is no discharge in special aquatic sites other than wetlands. • Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season.	Linear transportation activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*
11. Mining Activities	Mining activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments.	Mining activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
12. Boat Ramps	Boat ramps with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, and temporary fills.	Boat ramps not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects	Those facilities and projects with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments. • No new water-based facilities are eligible.	Those facilities and projects not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*
14. Reshaping Existing Ditches and Mosquito Management	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 33 below.	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 33 below.
15. Response Operations for Oil or Hazardous Substances	The SVNF or a surrogate state reporting form may be submitted after-the-fact for response operations. This GP also authorizes the use of temporary structures and fills in waters of the U.S. for spill response training exercises with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts (*SVNF is required prior to the activity*).	Those response operations not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
16. Cleanup of Hazardous and Toxic Waste	Those cleanup activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments. • The activity does not involve establishing new disposal sites or expanding existing sites used for the disposal of hazardous or toxic waste.	Those cleanup activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. • The activity does not involve establishing new sites for the disposal of hazardous or toxic waste.
17. Scientific Measurements Devices	Those devices with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No biological sampling devices. • Devices do not restrict or concentrate movement of aquatic organisms. • Upon completion of use, the devices and any associated fills shall be removed in their entirety.	Those devices not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
18. Survey Activities	Those survey activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • Exploratory trenches are restored in accordance with GC 21. • No discharge of excavated material from test wells for oil and gas exploration (the plugging of such wells is authorized).	Those survey activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
19. Agricultural Activities	Those agricultural activities subject to Corps jurisdiction with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments.	Those agricultural activities subject to Corps jurisdiction not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
20. Fish and Wildlife Harvesting, Enhancement and Attraction Devices and Activities	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 34 below.	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 34 below.
21. Habitat Restoration, Establishment, and Enhancement	Those activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No water impoundments allowed. • No conversion of a stream to wetland or vice versa, a wetland to a pond or uplands, or one wetland type to another. • No dam removal.	Those activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
22. Stream and Wetland Work and Crossings (see also GC 29)	Stream work and crossings with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No work in designated or proposed critical habitat for endangered species. • Crossings are designed and constructed using the techniques and principles outlined in Stream Simulation, Stream Smart, or Habitat Connectivity Design. • Crossings are designed to be 1.2 times bankfull width. • Crossings have a natural bottom substrate. • Crossings include a bank on both sides of the channel. • Closed bottom culverts are embedded at least 25% of the maximum width of the culvert. • In-stream work is limited to Jul. 15th to Sep. 30th • In-stream work is conducted "in-the-dry". • No slip lining. • No culvert extensions. • No stream channelization, relocation, or loss of streambed including impoundments. Wetland work and crossings, provided: • No flooding or impacts to wetland drainage from the upgradient side of the crossing.	Stream and Wetland Work and Crossings not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
23. Aquaculture (see also GC 32)	Aquaculture activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No water impoundments allowed. • No conversion of i) a stream to wetland or vice versa, a wetland to a pond or uplands, and ii) one wetland type to another.	Aquaculture activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

USER NOTE: All Self-Verification and Pre-Construction Notification activities shall comply with all applicable terms (pages 1 - 4), General Conditions (pages 5 - 19), and additional terms below.

B. NAVIGABLE WATERS	**Navigable Waters of the U.S. are defined as** those waters that are subject to the ebb and flow of the tide in addition to the non-tidal portions of the following federally-designated waters in Maine (the Kennebec River to Moosehead Lake, the Penobscot River to the confluence of the East and West Branch at Medway and, Lake Umbagog within the State of Maine) (Section 10 Rivers and Harbors Act of 1899). The jurisdictional limits are the mean high water mark (MHWM) in tidal waters and the ordinary high water mark (OHWM) in non-tidal portions of the federally-designated navigable rivers. For the purposes of these GPs, fill placed in the area between the mean high water mark (MHWM) and the high tide line (HTL), and in the bordering and contiguous wetlands to tidal waters are also reviewed in this Navigable Waters section.	
	Activities not meeting the Self-Verification terms below require Pre-Construction Notification and activities not meeting the Pre-Construction Notification terms below require an application for an Individual Permit.	
GENERAL PERMIT #	**SELF-VERIFICATION**	**PRE-CONSTRUCTION NOTIFICATION**
1. Repair, Replacement, and Maintenance of Authorized Structures and Fills **See GC 25 for pile driving and removal conditions.*	Repair, replacement, or maintenance of previously authorized, currently serviceable structures or fills, provided: • Conditions of the original authorization apply. • No expansion or change in use. Shall be rebuilt in same footprint, however minor deviations in design allowed. • The repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events is authorized, provided that work is commenced, or is under contract to commence, within two years of the date of their destruction or damage. • In-water work is conducted "in-the-dry" (see GC 24). • No impacts to special aquatic sites (SAS) (incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF • Slope stabilization is ≤500 LF in total length as measured below the plane of the HTL and is ≤200 LF in total length as measured below the plane of the MHWM or OHWM. Vertical structures are ≤200 LF in total length as measured below the plane of the MHWM or OHWM and are ≤18 inches waterward of existing face. • Dam and flood control, or levee work does not alter water levels or flood elevations. • Discharge of accumulated bottom sediments from or through a dam is not more than *de minimus*. • Tide gate work has a Corps-approved operation and maintenance plan and no effect to hydraulic regime, or tide gates that solely convey stormwater and/or Maine National Pollutant Discharge Elimination System-permitted discharges.	Repair, replacement, or maintenance of previously authorized structures or fills not eligible for SV, provided: • ≤0.5 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
2. Moorings	Private, non-commercial, non-rental, single-boat moorings, provided: • Authorized by the local harbormaster/town. • Not associated with any boating facility (e.g. marinas). • Not located within a Federal Navigational Project (other than in a Federal Anchorage) or within a distance of three times the authorized depth of a Federal Navigation Project. Moorings in a Federal Anchorage must not be associated with a boating facility and must not be for rent. • No interference with navigation. • Mooring is not located in SAS (incl. SAV) or intertidal areas. Minor relocation of previously authorized moorings, provided: • Authorized by the local harbormaster/town. • Relocation is not within a Federal Navigational Project (other than in a Federal Anchorage) or within a distance of three times the authorized depth of a Federal Navigation Project. • No interference with navigation. • Relocated mooring is not located in SAS (incl. SAV) or intertidal areas. **SV Moorings above do not require a SVNF.*	Moorings not eligible for SV and don't require an IP. This includes private moorings with no harbormaster or means of local approval or moorings associated with a boating facility (e.g. marina). *Locating new moorings in SAS (incl. SAV) shall be avoided to the maximum extent practicable. If SAS cannot be avoided, consideration shall be given to alternative mooring systems that prevents mooring chains from resting or dragging on the bottom substrate at all tides.* An IP is required for moorings located within the horizontal limits, or with moored vessels that extend into the horizontal limits of a Federal Navigation Project (other than in a Federal Anchorage).
3. Structures, Floats, and Lifts *Cont'd below on page 30*	Reconfiguration of such existing authorized structures with all intertidal work conducted "in-the-dry" (see GC 24). Minor relocation of previously authorized floats provided: • Relocation is not into a Federal Navigation Project or within a distance of three times the authorized depth of a Federal Navigation Project (other than a Federal Anchorage). • No interference with navigation. • Not relocated in or within 25 feet of SAV. • Seasonal floats are stored above the MHWM and not on wetland (incl. salt marsh). New private, non-commercial ramp and float structures attached to land (no piers) or new floats provided: • Not located in or within a distance of three times the authorized depth of a Federal Navigation Project. • No interference with navigation. • No structure extends across >25% of the waterway width at mean low water. • Not located in or within 25 feet of SAV. • Ramp is <150 LF over salt marsh waterward of the MHWM and is ≥1:1 height:width ratio over salt marsh.	New structures, floats, and/or lifts including floatways/skidways, built to access waterway (both seasonal and permanent). Includes pile-supported, solid fill-supported, and crib-supported structures. Also includes expansions to existing authorized boating facilities (e.g. marinas). Provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF **See GC 25 for pile driving and pile removal conditions.* Compliance with the following is recommended: • *Lowermost part of floats are ≥18 inches above the substrate during all tides.* • *Structures are ≥1:1 height:width ratio over salt marsh.* • *Structures and floats are not located in or within 25 feet of SAV.* • *Moored vessels are not positioned over SAV.* • *Structures attached to land are located ≥ 25 feet from the property line (The Corps may require a letter of no objection from the abutter if located within 25 feet of the property line.)*

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
Cont'd from page 29	• Ramp and floats attached to land are located ≥25 feet from the property line. • Seasonal ramp and floats are stored above the HTL and not on wetland (incl. salt marsh). Compliance with the following is recommended: • *Lowermost part of floats is ≥18 inches above the substrate during all tides.*	• *No structure extends across >25% of the waterway width at mean low water.* • *Not located within a distance of three times the authorized depth of a Corps Federal Navigation Project.* An IP is required for structures, floats, and/or lifts including floatways/skidways, located in such that they and/or vessels docked or moored at them are within the horizontal limits of a Corps Federal Navigation Project. An IP is also required for structures and floats associated with a new or previously unauthorized boating facility (e.g. marinas).
4. Aids to Navigation and Temporary Recreational Structures	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). **These SV Aids do not require a SVNF.* Temporary buoys, markers, floats, etc. for recreational use during specific events, provided: • They are removed within 30 days after the specific event has concluded. • No interference with navigation. • No impact to SAV.	Aids and temporary structures not eligible for SV.
5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation	Maintenance dredging of <1,000 CY for navigational purposes with upland disposal including return water from upland contained disposal area, provided: • Proper siltation controls are used. • No expansion of footprint. • No dredging in or within a distance of three times the authorized depth of a Federal Navigation Project. • Dredging operation is limited to Nov. 8th to Apr. 9th (it is recommended that in areas populated by winter flounder, dredging should cease by March 15th). • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF • No dredging within 25 feet of SAV. • No dredging in or within 100 feet of shellfish areas. • No blasting. • No dredging in designated or proposed critical habitat for endangered species.	Maintenance dredging not eligible for SV and new dredging <25,000 CY Includes return water from upland contained disposal areas. Disposal includes: • Upland. • Beach nourishment (above MHW line) 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. Beach nourishment associated with dredging when the primary purpose is not navigation requires at least a PCN. Temporary and/or permanent fill or excavation in SAV <1,000 SF and Permanent fill or excavation in other SAS <4,300 SF

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
6. U.S. Coast Guard Approved Bridges and Causeways	Discharges of dredged or fill material associated with U.S. Coast Guard Approved Bridges and Causeways, provided: • In-water work is conducted "in-the-dry" (see GC 24). • Discharge of dredged or fill material <15,000 SF • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF Compliance with the following is recommended: • *Discharge of dredged or fill material should not occur within 100 feet of SAV or within 25 feet of natural rocky habitat or other SAS.* *Note: new causeways and approach fills are not eligible for SV.*	Discharges of dredged or fill material associated with U.S. Coast Guard Approved Bridges and Causeways not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
7. Bank and Shoreline Stabilization Including Living Shorelines (see also GC 28)	Bank and shoreline stabilization activities, provided: • In-water work is conducted "in-the-dry" (see GC 24). • Fill is ≤500 LF in total length as measured below the plane of the HTL and is ≤200 LF in total length as measured below the plane of the MHWM or OHWM (includes total for more than one bank). Replacement vertical structures are ≤200 LF in total length as measured below the plane of the MHWM or OHWM and are ≤18 inches waterward of existing face. • Fill placed below HTL is ≤1 CY per linear foot. • Stone revetment is comprised of angular material. • No fills angled steeper than 1H:1V. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF • No new groins, breakwaters, or jetties.	Bank and shoreline stabilization activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided: • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
8. Residential, Commercial and Institutional Developments, and Recreational Facilities	Not Eligible	Residential, commercial and institutional developments and recreational facilities, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided: • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF Conversions of previously authorized pile-supported buildings over navigable waters to residences, offices, or other non-water dependent uses require PCN. Floating house boats or businesses on floats require PCN.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
9. Utility Line Activities (see also GC 30)	Repair, replacement, or maintenance of previously authorized, currently serviceable utilities with no expansion or change in use, provided: • Conditions of the original authorization apply. • In-water work limited to Nov. 8th to Apr. 9th. • Trenching or filling confined to existing footprint and <100 LF; trenches shall be backfilled immediately. • Jet-plow, fluidization, or other direct burial methods confined to existing footprint and <200 LF • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF • No work in designated or proposed critical habitat for endangered species. New work in, over, or under navigable waters including new outfalls and any intake structure work requires PCN. Aerial utility lines over navigable waters requires PCN.	Those utility activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
10. Linear Transportation Projects *(for stream crossings refer to GPs 6 and 22)*	Not Eligible	Linear transportation projects, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
11. Mining Activities	Not Eligible	Not Eligible
12. Boat Ramps and Marine Railways	No new boat ramps or marine railways. In-water work is conducted "in-the-dry" (see GC 24). No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF Boat ramp and marine railway work not eligible for maintenance (i.e. not currently serviceable) may be replaced "in-kind" with minor deviations provided: • Work is confined to the intertidal zone. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF	Those ramps and railways not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided: • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects	Not Eligible	Work associated with those facilities and projects, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF For each single and complete project, no more than 10 generation units (e.g., wind turbines or hydrokinetic devices) may be authorized. No new impoundments.
14. Reshaping Existing Ditches and Mosquito Management	≤500 LF 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 shall be the same as originally constructed and it cannot drain additional wetlands or other waters of the U.S.). 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 shall be approximately the same as the location of the centerline of the original drainage ditch. No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF	Those activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
15. Response Operations for Oil or Hazardous Substances	The SVNF or a surrogate state reporting form may be submitted after-the-fact for spill response activities. This GP also authorizes the use of temporary structures and fills in waters of the U.S. for spill response training exercises (*SVNF is required prior to the activity*), provided: • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal or shellfish areas ≤1,000 SF, and impacts to tidal resources <0.5 acre	Those response operations not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
16. Cleanup of Hazardous and Toxic Waste	Only booms placed for hazardous and toxic waste containment and absorption and prevention are eligible for SV. *A SVNF is not required for these eligible containment booms.*	Cleanup activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF An IP is require for the establishment of new disposal sites or expanding existing sites used for the disposal of hazardous or toxic waste.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
17. Scientific Measurements Devices	Those scientific measurements devices, provided: • Devices do not restrict or concentrate movement of aquatic organisms. • No interference with navigation. • No blasting. • No biological sampling devices. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources ≤0.5 acre • Upon completion of use, the devices and any associated structures or fills are removed in their entirety.	Those scientific measurements devices not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
18. Survey Activities	Those survey activities, provided: • No blasting. • No interference with navigation. • No seismic exploratory operations. • No oil and gas exploration. • No trenching or other silt-producing activities. • No fill for roads or construction pads. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources <0.5 acre • No blasting. • No biological sampling devices. *A SVNF is not required for required sediment sampling for Corps-regulated dredge proposals.*	Those survey activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
19. Agricultural Activities	Not Eligible	Not Eligible
20. Fish and Wildlife Harvesting, Enhancement and Attraction Devices and Activities *(for aquaculture refer to GP 23)*	Those devices and activities, provided: • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources ≤0.5 acre • No interference with navigation. • No artificial reefs or enclosures • No impoundments or semi-impoundments for the culture or holding of motile species such as lobster, or the use of covered oyster trays or clam racks. • Structures and shell hash should not be located within 25 feet of SAV. • All gear, except for mooring tackle, when not in use on the site is stored in an upland location above the MHWM and not on wetland (incl. salt marsh). *A SVNF is not required for these eligible devices and activities.*	Those devices and activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF 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 <0.5 acre

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
21. Habitat Restoration, Establishment, and Enhancement	Those activities, provided: • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources <0.5 acre • No thin layer deposition for salt marsh restoration. • SAS planting and transplanting is <100 SF • No artificial or living reefs. • The activity is authorized 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.	Those activities not eligible for SV provided those activities are proactive and result in net increases in aquatic resource functions and services.
22. Stream and Wetland Work and Crossings (see also GC 29) (*see GP 6 for bridges & causeways*)	Not Eligible	Those crossings of tidal navigable water not including bridges and causeways, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
23. Aquaculture* (see also GC 32)	Shellfish and marine algae installations that do not exceed 400 SF in area, provided: • Signed approval from Harbormaster or appropriate Town Official. • No enclosures or impoundments. • Not located in or within a distance of three times the authorized depth of a Federal Navigation Project. • Not located in or impinge upon the value of any National Lands or Federal Properties. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal and shellfish areas ≤1,000 SF • No structures, cages, gear, or shell hash located in/within 25 feet of SAV. • All gear, except for mooring tackle, when not in use on the site is stored in an upland location above the MHWM and not on wetland (incl. salt marsh).	Shellfish, finfish, and marine algae 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. ***State of Maine Aquaculture guidelines are provided at: *www.maine.gov/dmr/aquaculture/index.html***

US Army Corps of Engineers ®
New England District

Section VI: Self-Verification Notification Form

(for all tidal and non-tidal projects in Maine subject to Corps jurisdiction)

At least two weeks before work commences, complete all fields (write "none" if applicable) below or use the fillable form found at www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/ The two-week lead time is not required for emergency situations. **Send this form, an Official Species List, and project plans to the following email address: cenae-r-me@usace.army.mil**

Maine Project Office
U.S. Army Corps of Engineers
442 Civic Center Drive, Suite 350
Augusta, Maine 04330

State Permit #: _____
Date of State Permit: _____
State Project Manager: _____

Permittee: _____

Address, City, State, Zip: _____

Email, Phone: _____

Agent: _____

Address, City, State, Zip: _____

Email, Phone: _____

Contractor: _____

Address, City, State, Zip: _____

Email, Phone: _____

Project Name: _____

Address, City, State, Zip: _____

Lat °N, Long °W: _____ Tax Map/Lot: _____

Waterway Name: _____

Description of Work: _____

Proposed Starting Date: _____ Proposed Finish Date: _____

Area of wetland impact (SF): Permanent: _____ Temporary: _____
Area of waterway impact (SF): Permanent: _____ Temporary: _____

Work will be done under the following Section V General Permits (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
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

Have MHPC and all five federally-recognized tribes in Maine been notified of the proposed work? _____Yes _____No

Your signature below, as permittee, indicates that you accept and agree to comply with the terms, eligibility criteria, and general conditions for Self-Verification under the Maine General Permit.

Permittee Signature: _____ Date: _____

US Army Corps
of Engineers ®
New England District

Section VII: Content of a 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:

- □ DIGITAL SUBMISSIONS ARE ENCOURAGED (email PCN to **cenae-r-me@usace.army.mil**)
- □ Completed Corps application form (ENG Form 4345 attached below or found electronically at *www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit*) or appropriate state application form. Forms may need to be supplemented to include the information noted below.
- □ Proof of notification to MHPC and all five federally-recognized tribes (see Section VIII for contact info).
- □ Official Species List for any federally-listed endangered or threatened species and email address of the person who generated the list.
- □ 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 8.5”x11”, with bar scale (plans overlaid on aerial photos are discouraged). Wetland area impact sheets shall 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 be on a section of color USGS topographic map.
- □ 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.
  - □ Document on project plans wetlands, other special aquatic sites (SAS) including vegetated shallows (or submerged aquatic vegetation, SAV) and mudflats, natural rocky habitat, shellfish areas, vernal pools, and other waters, such as lakes and ponds, and perennial, and intermittent streams on the project site (GC1).
  - □ MLW line, MHW mark, and HTL elevations in tidal waters. Show OHWM elevation in lakes and non-tidal streams.
  - □ **Existing and proposed conditions.**
- □ 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 OHWM in inland waters and below the HTL in coastal waters.
- □ If applicable, a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre-project conditions (see GC 21).

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 and projects in towns bordering coastal waters shall be in U.S. survey feet and referenced to MLLW and include current tidal epoch, with a reference chart showing conversion factor to the North American Vertical Datum of 1988. 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 shown on plan and elevation views and shall be in the North American Datum of 1983 (NAD83) State Plane Coordinate System in U.S. survey feet.
- □ 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;
- □ Alternatives analysis;
- □ Wetland delineation data sheets;
- □ 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 (see GC 17).
- □ Identification of potential discharges of pollutants to waters, including potential impacts to impaired waters, in the project area.
- □ Invasive Species Control Plan (see GC 22). For sample control plans, see *www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species*
- □ Wildlife Action Plan (WAP) maps. Contact the Maine Department of Inland Fisheries & Wildlife (Section VIII) or online at *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 must 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 tidal crossing projects that may be required:

- □ A graphic longitudinal elevation profile plot of the tidal stream channel thalweg, both up and downstream of the proposed project site. Thalweg elevations shall extend from the crossing to beyond the zone of scour, channel widening, or other channel alteration resulting from the present or pre-existing crossings. The profile plot should include labeled elevations for the:
  - □ crossing invert and top of the inlet and outlet
  - □ roadbed crown
  - □ lowest and highest recorded tides at the site
  - □ reference datums, such as MLLW, MHHW, and astronomical high tide
  - □ hydraulic controls and nearest crossings that could influence or be influenced by the proposed crossing
- □ A graphic plot of continuous tidal water levels recorded up and downstream, simultaneously, of the proposed crossing for an entire lunar cycle. The water level plot should include labeled elevations for the:
  - □ crossing invert and crossing top at the inlet and outlet
  - □ roadbed crown
  - □ reference datums, such as MLLW, MHHW, and astronomical high tide
- □ A map showing projected extents of maximum flooding within the area influenced by the crossing under current conditions and as a result of sea level rise. The present minimum sea level rise scenario suggested for planning purposes by the Maine Climate Council Scientific and Technical Subcommittee is the Intermediate Scenario, which projects an increase of 3.0-4.6 feet by 2100.

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 should also include:
  - □ Results of coordination with Harbor Master and U.S. Coast Guard
  - □ Whether canopy predator nets are being used.

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 02-28-2022

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Middle - Last -	First - Middle - Last -
Company -	Company -
E-mail Address -	E-mail Address -
6. APPLICANT'S ADDRESS:	9. AGENT'S ADDRESS:
Address-	Address-
City - State - Zip - Country -	City - State - Zip - Country -
7. APPLICANT'S PHONE NOs. w/AREA CODE	10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business c. Fax	a. Residence b. Business c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize,_____to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

_____ _____

SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
	Address
15. LOCATION OF PROJECT	City - State- Zip-
Latitude: ◦N Longitude: ◦W	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

State Tax Parcel ID Municipality

Section - Township - Range -

17. DIRECTIONS TO THE SITE

18. Nature of Activity (Description of project, include all features)

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

24. Is Any Portion of the Work Already Complete? ☐ Yes ☐ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address-

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT | DATE | SIGNATURE OF AGENT | DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Section VIII: Agency Contacts

1. Federal

U.S. Army Corps of Engineers
Maine Project Office
442 Civic Center Drive, Suite 350
Augusta, Maine 04330
(207) 623-8367; (207) 623-8206 (fax)
Email: cenae-r-me@usace.army.mil

U.S. Environmental Protection Agency
5 Post Office Square
Suite 100 (OEP05–2)
Boston, Massachusetts 02109-3912
(617) 918-1589

U.S. Fish and Wildlife Service
Maine Field Office
P.O. Box A
East Orland, Maine 04431
(207) 469-7300; (207) 902-1588 (fax)
(Federal endangered species)

National Marine Fisheries Service
Maine Field Office
17 Godfrey Drive, Suite 1
Orono, Maine 04473
(207) 866-7379; (207) 866-7342 (fax)
(Federal endangered species)

FEMA Region 1
Federal Insurance and Mitigation Division
99 High Street 6th Floor
Boston, Massachusetts 02110
(floodplains)

Federal Emergency Management Agency
99 High Street
Boston, Massachusetts 02110
(877) 336-2734
(Floodplain Management)

National Marine Fisheries Service
55 Great Republic Drive
Gloucester, Massachusetts 01930
(978) 281-9102; (978) 281-9301 (fax)
(Federal endangered species & EFH)

National Park Service
North Atlantic Region
15 State Street
Boston, Massachusetts 02109
(617) 223-5203
(Wild and Scenic Rivers)

Commander (dpb)
First Coast Guard District
One South Street - Battery Building
New York, New York 10004-1466
(212) 668-7021; (212) 668-7967 (fax)
(bridge permits)

2. State of Maine

a. Department of Environmental Protection (*State permits & Water Quality Certifications*)

Augusta Regional Office
17 State House Station
Augusta, Maine 04333
(207) 287-7688

Southern Maine Regional Office
312 Canco Road
Portland, Maine 04103
(201) 822-6300

Eastern Maine Regional Office
106 Hogan Road
Bangor, Maine 04401
(207) 941-4570

Northern Maine Regional Office
1235 Central Drive
Presque Isle, Maine 04769
(207) 764-0477

b. Department of Agriculture, Conservation and Forestry

i. Maine Land Use Planning Commission (LUPC) (*State permits & Water Quality Certifications for the unorganized areas of the State*)

Augusta Office
22 State House Station
Augusta, Maine 04333-0022
(207) 287-2631; (207) 287-7439 (fax)

Greenville Regional Office
43 Lakeview Drive
P.O. Box 1107
Greenville, Maine 04441
(207) 695-2466; (207) 695-2380 (fax)

Western Region Office
932 U.S. Route 2
East Wilton, Maine 04992
(207) 670-7492; (207) 287-7439 (fax)

Downeast Regional Office
106 Hogan Road, Suite 8
Bangor, Maine 04401
(207) 215-4685; (207) 941-4222 (fax)

Ashland Regional Office
45 Radar Road
Ashland, Maine 04732-3600
(207) 435-7963; (207) 435-7184 (fax)

Eastern Region Office
191 Main Street
East Millinocket, Maine 04430
(207) 399-2176; (207) 746-2243 (fax)

ii. Maine Coastal Program

21 State House Station
Augusta, Maine 04333
(207) 707-2324; (207) 624-6024 (fax)
(CZM consistency determinations)

iii. Division of Parks and Public Lands

22 State House Station
Augusta, Maine 04333
(207) 287-3061; (207) 287-6170 (fax)
(submerged lands leases)

iv. Maine Floodplain Management Program

17 Elkins Lane
Augusta, Maine 04333
(207) 287-8063
(floodplains)

c. Department of Marine Resources

21 State House Station
Augusta, Maine 04333
(207) 633-9500; (207) 624-6024 (fax)
(aquaculture leases/licenses)

3. Historic Properties

a. State Historic Preservation Officer (SHPO)

Kirk F. Mohney, Director
Maine Historic Preservation Commission
65 State House Station
Augusta, Maine 04333-0065
(207) 287-2132; (207) 287-2335 (fax)

b. Tribal Historic Preservation Officers (THPOs)

Houlton Band of Maliseet Indians
88 Bell Road
Littleton, Maine 04730
(207) 532-4273, x215; (207) 532-6883 (fax)
istjohn@maliseets.com

Aroostook Band of Micmacs
7 Northern Road
Presque Isle, Maine 04769
(207) 764-1972; (207) 764-7667 (fax)
jdennis@micmac-nsn.gov

Passamaquoddy Tribe of Indians
Pleasant Point Reservation
P.O. Box 343
Perry, Maine 04667
(207) 853-2600; (207) 853-6039 (fax)
soctomah@gmail.com

Penobscot Nation
Cultural and Historic Preservation Dept.
12 Wabanaki Way
Indian Island, Maine 04468
(207) 817-7471
chris.sockalexis@penobscotnation.org

Passamaquoddy Tribe of Indians
Indian Township Reservation
P.O. Box 301
Princeton, Maine 04668
(207) 796-2301; (207) 796-5256 (fax)
soctomah@gmail.com

Section IX: Definitions

Action Area: 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]."

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)). Prospective permittees are strongly advised to contact the Corps for a determination of whether their activity is exempt or requires a permit.

Attendant Features: Occurring with or as a result of; accompanying.

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 January 6, 2017 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 shall be planted at the site.

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.

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 mark 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.

Brushing: 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."

Currently Serviceable: Useable as-is or with some maintenance, but not so degraded as to essential require reconstruction.

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.

Fill area: Fill area includes all temporary and permanent fill (including mats), and regulated discharges associated with excavation.

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.

Habitat Connectivity Design: projects designed and constructed for consistency with natural stream dimensions, profiles, and dynamics, in accordance with the following technical references: U.S. Forest Service guide (Forest Service Stream-Simulation Working Group 2008), augmented by documents published by the states of Washington (Barnard et al. 2013), Vermont (Bates and Kirn 2009) and California (Love and Bates 2009).

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.

Living Shoreline: Living shorelines stabilize banks and shores in coastal waters along shores with small fetch and gentle slopes that are subject to low-to mid-energy waves. A living shoreline has a footprint that is made up mostly of native material. It incorporates vegetation or other living, natural "soft" elements alone or in combination with some type of harder shoreline structure (e.g., oyster or mussel reefs or rock sills) for added protection and stability. Living shorelines shall maintain the natural continuity of the land-water interface, and retain or enhance shoreline ecological processes. Living shorelines must have a substantial biological component, either tidal or lacustrine fringe wetlands or oyster or mussel reef structures.

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 SV 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 SV or PCN thresholds in Section V.

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 PCN.

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."

The following definition is also 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 environ-mental effects resulting from such repair, rehabilitation, or replacement are minimal.

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.

Natural Rocky Habitats: Natural rocky habitats are intertidal and subtidal substrates composed of pebble-gravel, cobble, boulder, or rock ledge and outcrops. Manufactured stone (e.g. cut or engineered rip-rap) is not considered a natural rocky habitat. Natural rocky habitats are either found as pavement (consolidated pebble-gravel, cobble, or boulder areas) or as a mixture with fines (i.e. clay and sand) and other substrates.

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.

Pre-construction notification (PCN): A request submitted by a prospective permittee 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.

Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/ historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in again in aquatic resource area and functions.

Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area. Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

Riffle and pool complexes: Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a course substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

Secondary effects: See "Direct, secondary, and cumulative effects."

Shellfish Areas: Areas that currently support molluscan shellfish. Information regarding these locations can be obtained from the State of Maine GeoLibrary Data Catalog at: *www.maine.gov/geolib/catalog.html*

Shellfish seeding: The placement of shellfish seed and/or suitable substrate to increase shellfish production. Shellfish seed consists of immature individual shellfish or individual shellfish attached to shells or shell fragments (i.e., spat on shell). Suitable substrate may consist of shellfish shells, shell fragments, or other appropriate materials placed into waters for shellfish habitat.

Single and complete linear project: A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term "single and complete project" is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the 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 shall have independent utility (see definition).

Special aquatic sites (SAS): These are defined at 40 CFR 230 Subpart E. They include sanctuaries and refuges, wetlands, mud flats, vegetated shallows (submerged aquatic vegetation, SAV), coral reefs, and riffle and pool complexes.

Stream: The term "stream" in the document means rivers, streams, brooks, etc.

Stream bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

Stream 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.

Stream Simulation: A method for designing and building road-stream crossings intended to permit free and unrestricted movements of any aquatic species. Reference:
https://www.nae.usace.army.mil/Missions/Regulatory/Stream-and-River-Continuity/

Stream Smart Design: projects designed to allow the stream to act like a stream by passing fish and wildlife as well as the higher flows that come with large infrequent storms while protecting the stability of the road and public safety. Stream Smart Design follows the "Four S's": The culvert must SPAN the stream, allowing for passage of aquatic and terrestrial wildlife. The culvert has to be SET at the right elevation. The SLOPE of the culvert must match the stream. There must be SUBSTRATE (natural sediment) in the crossing. Reference:
www1.maine.gov/mdot/publications/docs/brochures/pocket_guide_stream_smart_web.pdf

Temporary impacts: Temporary impacts include waters of the U.S. that are temporarily filled, flooded, excavated, drained or mechanically cleared because of the regulated activity.

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).

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/Submerged Aquatic Vegetation (SAV): Permanently inundated areas that under normal circumstances support communities of rooted aquatic vegetation, such as eelgrass in marine systems as well as a number of freshwater species in rivers and lakes. Note: Eelgrass surveys should be conducted be conducted between May and October unless otherwise directed.

Vernal pools (VPs): The State of Maine, Department of Environmental Protection has specific protections for VPs. For the purposes of these GPs, 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). In most years, VPs support one or more of the following obligate indicator species: wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*Ambystoma laterale*), and fairy shrimp (*Eubranchipus* sp.). However, they should preclude sustainable populations of predatory fish.

Water dependency: activity requiring access or proximity to or siting within a special aquatic site (SAS) to fulfill its basic project purpose.

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 United States (U.S.)

Waters of the 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 shall not be taken as an indication that the waterbody is not navigable: In Maine, navigable waters are those waters that are subject to the ebb and flow of the tide in addition to the non-tidal portions of the following federally-designated waters in Maine (the Kennebec River to Moosehead Lake, the Penobscot River to the confluence of the East and West Branch at Medway and, Lake Umbagog within the State of Maine).

Non-tidal wetland: A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters. Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

Tidal wetland: A tidal wetland is a jurisdictional wetland that is inundated by tidal waters. Tidal waters rise and fall in a predictable and measurable rhythm or cycle due to the gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tideline.

04/06/2017

DEPARTMENT OF ENVIRONMENTAL PROTECTION
PERMIT BY RULE NOTIFICATION FORM

DEP-BANGORAM11:44-MAY13'19RC

(For use with DEP Regulation, Natural Resouces Protection Act- Permit by Rule Standards, Chapter 305)

PLEASE TYPE OR PRINT IN *BLACK INK ONLY*

APPLICANT INFORMATION (Owner)		AGENT INFORMATION (If Applying on Behalf of Owner)	
Name:	MaineDOT c/o Danielle Tetreau	**Name:**	
Mailing Address:	16 State House Station	**Mailing Address:**	
Town:	Augusta	**Town:**	
State and Zip Code:	Maine 04333	**State and Zip Code:**	
Daytime Phone #:	207-592-2358	**Daytime Phone #:**	
Email Address:	danielle.tetreau@maine.gov	**Email Address:**	

PROJECT INFORMATION

Part of a larger project? (check one):	☐ Yes ■ No	**After the Fact? (check one):**	☐ Yes ■ No	**Project involves work below mean low water? (check one):**	■ Yes ☐ No	**Name of waterbody:**	Bass Harbor
Project Town:	Tremont	**Project Location (Address):**	Ferry Terminal			**Map & Lot Number:**	Delorme Map 16, D-2
Brief Project Description:	Add 1 turning dolphin, wave screen, walkways, and lighting and fender modifications.						
Brief Directions to Site:	Located at the seaward end of the Bass Harbor ferry terminal.						

PERMIT BY RULE (PBR) SECTIONS (Check at least one): I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Rules, Chapter 305. **I and my agents, if any, have read and will comply with all of the standards in the Sections checked below.**

- ☐ **Sec. (2) Act. Adj. to Protected Natural Res.**
- ☐ **Sec. (3) Intake Pipes**
- ☐ **Sec. (4) Replacement of Structures**
- ☐ **Sec. (5) REPEALED**
- ☐ **Sec. (6) Movement of Rocks or Vegetation**
- ☐ **Sec. (7) Outfall Pipes**
- ☐ **Sec. (8) Shoreline stabilization**
- ☐ **Sec. (9) Utility Crossing**
- ☐ **Sec.(10) Stream Crossing**
- ■ **Sec. (11) State Transportation Facil.**
- ☐ **Sec. (12) Restoration of Natural Areas**
- ☐ **Sec. (13) F&W Creation/Enhance/Water Quality Improvement**
- ☐ **Sec. (14) REPEALED**
- ☐ **Sec. (15) Public Boat Ramps**
- ☐ **Sec. (16) Coastal Sand Dune Projects**
- ☐ **Sec. (17) Transfers/Permit Extension**
- ☐ **Sec. (18) Maintenance Dredging**
- ☐ **Sec. (19) Activities in/on/over significant vernal pool habitat**
- ☐ **Sec. (20) Activities located in/on/over high or moderate value inland waterfowl & wading bird habitat or shorebird feeding & roosting areas**

NOTE: Municipal permits *may* also be required. Contact your local code enforcement office for more information. Federal permits may be required for stream crossings and for projects involving wetland fill. Contact the Army Corps of Engineers at the Maine Project Office for more information.

NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS

- ■ ***Attach*** **all required submissions for the PBR Section(s) checked above. The required submissions for each PBR Section are outlined in Chapter 305 and may differ depending on the Section you are submitting under.**
- ☐ ***Attach*** **a check for the correct fee made payable to: "Treasurer, State of Maine".The current fee for NRPA PBR Notifications can be found at the Department's website: http://www.maine.gov/dep/feesched.pdf**
- ■ ***Attach*** **a location map that clearly identifies the site (U.S.G.S. topo map, Maine Atlas & Gazetteer, or similar).**
- ☐ ***Attach Proof of Legal Name*** **if applicant is a corporation, LLC, or other legal entity. Provide a copy of Secretary of State's *registration information* (available at http://icrs.informe.org/nei-sos-icrs/ICRS?MainPage=x) Individuals and municipalities are not required to provide any proof of identity.**

I authorize staff of the Departments of Environmental Protection, Inland Fisheries & Wildlife, and Marine Resources to access the project site for the purpose of determining compliance with the rules.

I also understand that this PBR becomes effective 14 calendar days after receipt by the Department *unless the Department approves or denies the PBR prior to that date.*

By signing this Notification Form, I represent that the project meets all applicability requirements and standards in the rule and that the applicant has sufficient title, right, or interest in the property where the activity takes place.

Signature of Agent or Applicant:	Danielle Tetreau	**Date:**	5-10-2019

Keep a copy as a record of permit. Send the form with attachments via certified mail or hand deliver to the Maine Dept. of Environmental Protection **at the appropriate regional office listed below.** The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Permits are valid for two years. **Work carried out in violation of any standard is subject to enforcement action.**

AUGUSTA DEP
17 STATE HOUSE STATION
AUGUSTA, ME 04333-0017
(207)287-7688

PORTLAND DEP
312 CANCO ROAD
PORTLAND, ME 04103
(207)822-6300

BANGOR DEP
106 HOGAN ROAD
BANGOR, ME 04401
(207)941-4570

PRESQUE ISLE DEP
1235 CENTRAL DRIVE
PRESQUE ISLE, ME 04769
(207)764-0477

OFFICE USE ONLY	Ck.# Internal Bill		Staff HL	Staff	
PBR # 67728	FP $80.00	Date 5/13/19	Acc. Date 5/15/2019	Def. Date	After Photos

11. State transportation facilities

A. Applicability

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

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

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

B. Standards

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(4) Riprap. Heavy, irregularly shaped rocks that are fit into place, without mortar, on a slope as defined in the MaineDOT Standard Specifications, dated **November 2014**.

Environmental Summary Sheet

WIN: 23480.00 **Date Submitted: 4/8/2021**
Town: Swans Island
CPD Team Leader: Danielle Tetreau
ENV Field Contact: Ryan Annis

NEPA Complete: Programmatic Categorical Exclusion (CE) 23 CFR 771.117.c.23.i issued on 3/23/2020

☒ **Section 106**
Review Complete: SHPO Concurrence- - No effect, 10/1/2018
Section 106 Resources: none

☒ **Section 4(f) and 6(f)**

Section 4(f)	Section 6(f)
Review Complete - No use	Not Applicable - No takes

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

☒ **Section 7**
Informal Consultation Complete – May affect, not likely to adversely affect
Species of Concern: Atlantic salmon DPS
Atlantic sturgeon DPS
Shortnose sturgeon
Green sea turtle
Kemp's ridley sea turtle
Loggerhead sea turtle (Northwest Atlantic DPS)
Leatherback sea turtle:
northern long-eared bat: No effect, no clearing

☒ **Essential Fish Habitat**
Adverse Effect, not substantial – consultation complete 3/4/2020
Species of Concern: multi-species, coastal EFH

☒ **Maine Department of Conservation/Public Lands, Submerged Land Lease**
Applicable
*To be completed by MaineDOT legal office

☐ **Maine Land Use Regulation Commission**
Not Applicable

☒ **Maine Department of Environmental Protection**
Permit-By-Rule –#69326
**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.**
PCN - Corps Permit #NAE-2020-00491 and all subsequent reauthorizations and amendments.
-Work Start Notification form to be completed by ENV Field Contact and submitted to ACOE with copy to Team Leader.
-Compliance Certification Form to be completed by ENV Field Contact and submitted to ACOE with copy to Team Leader.
**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☒
Standard Specification 656-Erosion Control Plan	N/A☐	Applicable☒
Special Provision 656-Minor Soil Disturbance	N/A☒	Applicable☐
Special Provision 203-Dredge Spec	N/A☒	Applicable☐

**All permits and approvals based on plans/scope as of: 2/12/2021*

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

REPLY TO
ATTENTION OF

Regulatory Division
CENAE-RDC

April 7, 2021

Danielle Tetreau
Environmental Office
Maine Dept. of Transportation
16 State House Station
Augusta, Maine 04333

Dear Ms. Tetreau:

This concerns Department of the Army General Permit, number NAE-2020-00491, which authorized upgrading the existing state ferry terminal in Mackerel Cove at Swans Island, Maine.

In response to your recent request, the permit is amended as follows:

- Special Condition 4 is hereby eliminated. In water work may proceed without a time of year restriction.
- Special Condition 7 is hereby amended to remove the prohibition against project vessels anchoring or contacting the bottom within 50 feet of identified eelgrass beds. Instead, the contractor shall avoid identified eelgrass beds to the maximum extent practicable. In addition to the required pre-construction eelgrass survey, Maine DOT shall also complete a post-construction survey of any identified eelgrass beds within 150' of the project to determine if construction results in loss of eelgrass habitat.
- Special Condition 8 is hereby added to address the need for compensatory mitigation. Mitigation shall consist of a payment of $106.80 to the Natural Resource Mitigation Fund. The completed ILF Project Data Worksheet is attached, which must be mailed with a cashier's check or bank draft, made out to "Treasurer, State of Maine", with the permit number noted on the check. The check and worksheet should be mailed to: ME DEP, Attn: ILF Program Administrator, State House Station 17, Augusta, ME 04333. **No project construction may begin until the permittee provides the Corps with a copy of the check, with the permit number noted on the check.** The ILF amount is only valid for a period of one year from the date on the authorization letter. After that time, the project would need to be reevaluated and a new amount determined.

All other conditions of the permit remain in full force and effect.

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://per2.nwp.usace.army.mil/survey.html

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

For Frank J. Del Giudice
Chief, Permits & Enforcement Branch
Regulatory Division

MAINE IN-LIEU-FEE (ILF)
PROJECT IMPACT WORKSHEET

DEP Invoice # *Filled in by ILF Administrator in Augusta*

Project name: Maine DOT – Swans Island Ferry Terminal Upgrade, WIN 23480.00; Swans Island, ME

Permittee(s): Maine DOT

DEP/Corps permit #: DEP PBR/NAE-2020-00491 *Attach a copy of the permit*

DEP/Corps Project Manager: J. Damon/J. Clement

ILF Fee Amount: $106.80

Check Date: *Filled in by ILF Administrator in Augusta*

Project address: Swans Island, Maine *Attach a locus map*

Biophysical region - Section: Central Interior & Midcoast

Biophysical region - Subsection: Penobscot Bay Coast

Total impact area subject to compensatio 12 SF

Resource(s) impacted:

Resource Types (list all that apply)	**Functions & Values** (for wetland impacts) (list all that apply, by resource type)	**Types of Impacts** (list all that apply, by resource type)	**SF Impacted** (by resource type)	**Linear FT of Streams Impacted (for Corps use)**
PFO	FSH, STR, NR, PE, SS	Conversion	12	
		Total impacts:	12	N/A

Resource Types: Wetlands by NWI Type (PEM, PFO, PSS, PUB, M1, M2, E1, E2, etc), significant vernal pool depression (SVP), significant vernal pool critical terrestrial habitat (VPCTH), shorebird feeding & staging habitat (shorebird), inland waterfowl & wading bird habitat (IWWH), Tidal waterfowl & wading bird habitat (TWWH), lake or pond (L1, L2), river/stream/brook (RSB)

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

Types of Impacts: May include: filling, dredging, vegetation conversion (e.g. forested to shrub/scrub), excavation with associated discharge, etc.

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

REPLY TO ATTENTION OF

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-2020-00491
CORPS GP ID# 20-096
STATE ID# PBR

DESCRIPTION OF WORK:
Upgrade the existing state ferry terminal facility in Mackerel Cove at Swans Island, Maine. Regulated work includes the addition of two turning dolphins, wave screens, elevated walkways to the new turning dolphins, and modifications to the existing lighting system. New piling installations will result in a cumulative total of 69 s.f. of permanent tidal bottom impact. This work is shown on the attached plans entitled "Ferry Terminal Improvements, WIN 23480.00, Swans Island, ME (Hancock County)" in one sheet undated, "SWAN'S ISLAND
Project Description Continued on Page 2

LAT/LONG COORDINATES : 44.181941° N -68.424511° W USGS QUAD: SWANS ISLAND, 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: 2/20/20 LEVEL OF REVIEW: CATEGORY 1:____ CATEGORY 2: X

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

For Jay L. Clement 3/27/20

FRANK J. DEL GIUDICE DATE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

Project Description Continued from Page 1

FERRY TERMINAL, FENDER SYSTEM MODIFICATIONS, SWAN'S ISLAND, HANCOCK COUNTY" in one sheet dated "11/22/19", and "SWAN'S ISLAND FERRY TERMINAL" in 17 sheets dated "09/19".

PLEASE NOTE THE FOLLOWING CONDITIONS FOR DEPARTMENT OF THE ARMY GENERAL PERMIT NO. NAE-2020-00491

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.

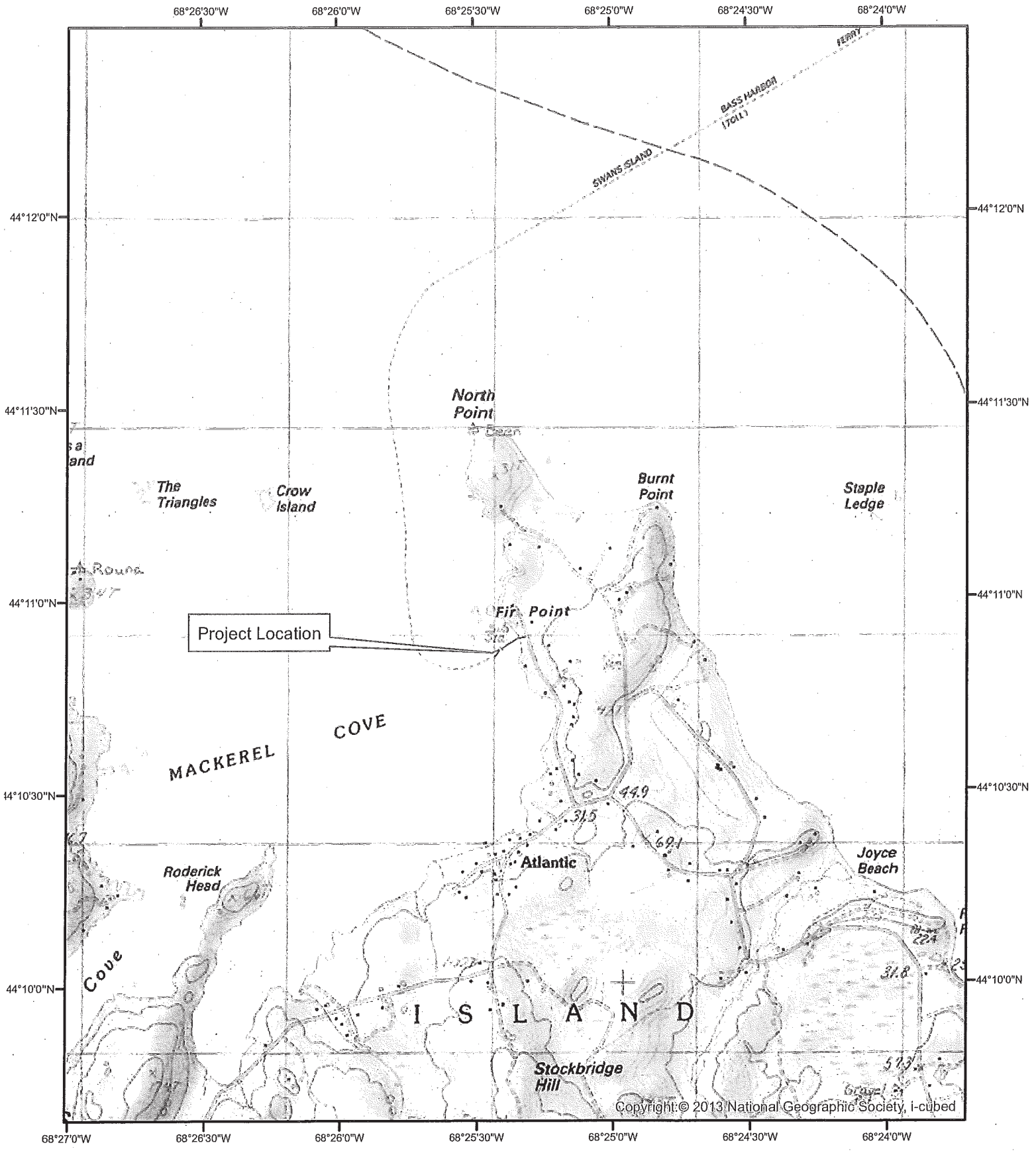
3. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause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

4. In water work shall be conducted between August 1 and April 9 of any year in order to minimize potential impacts to fisheries and local water quality.

5. In accordance with the Project Verification Form supporting the work described in this permit (countersigned by National Marine Fisheries Service on January 31, 2020), the permittee shall comply with all designated Project Design Criteria (PDCs).

6. The permittee is required to mark the ferry terminal facility in accordance with appropriate US Coast Guard Regulations and to contact 1st Coast Guard District, Aids to Navigation Office at (617) 223-8347.

7. In order to minimize potential impacts to Essential Fish Habitat (EFH), the permittee shall conduct a pre-construction survey during the normal eelgrass growing season between May and September at the Frenchboro ferry terminal per the Submerged Aquatic Vegetation Survey Guidance for the New England Region (2016). The survey will identify and map the extent and edges of any existing eelgrass beds. Maps showing the location of delineated eelgrass beds shall be provided to all contractors. Project vessels will be prohibited from anchoring or contacting the bottom within 50 feet of the eelgrass beds. Project impacts to coastal resources, including eelgrass, will be monitored by the Project resident and Maine DOT Environmental staff. Any impacts to eelgrass will be reported to NOAA in writing. Point of contact at NMFS is Mike Johnson at mike.r.johnson@noaa.gov; 978-281-9130.



Ferry Terminal Improvements
WIN 23480.00
Swans Island, ME (Hancock County)

0 0.5 1 Miles

N
W E
S

Project Location: ~~44.181066, -68.362218~~
44.181941, -68.424511

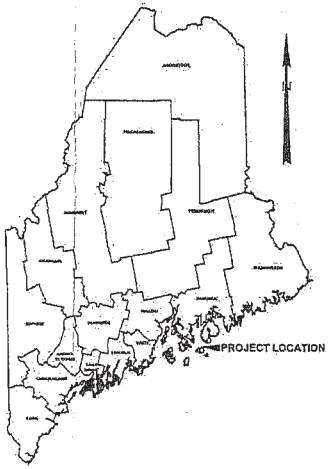
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TOWN OF SWAN'S ISLAND
HANCOCK COUNTY

SWAN'S ISLAND FERRY TERMINAL

FENDER SYSTEM MODIFICATIONS

FEDERAL PROJECT NO. 02348000
MAINEDOT WIN: 023480.00



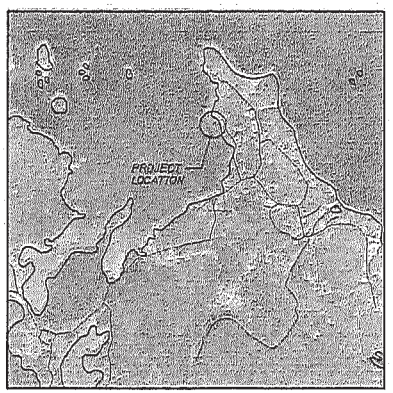
INDEX OF SHEETS

SHEET NO.		TITLE
GENERAL		
G01	1	TITLE SHEET
G02	2	GENERAL NOTES AND DESIGN CRITERIA
G03	3	EXISTING CONDITIONS
G04	4	BORING LOGS
MARINE PLANS		
S01	5	SITE PLAN
S02	6	BERTH PLAN
S03	7	DOLPHIN FOUNDATION PLAN
S04	8	DOLPHIN FOUNDATION DETAILS
S05	9	DOLPHIN PLAN, ELEVATION, AND DETAILS
S06	10	DOLPHIN DETAILS MOORING HARDWARE
S07	11	DOLPHIN DETAILS FENDER SYSTEM I
S08	12	DOLPHIN DETAILS FENDER SYSTEM II
S09	13	DOLPHIN DETAILS MISCELLANEOUS
S10	14	DOLPHIN REPAIR DETAILS
S11	15	WAVE SCREEN PLAN AND ELEVATION
S12	16	GANGWAY PLAN AND ELEVATION
ELECTRICAL PLANS		
E01	17	ELECTRICAL PLAN
E02	18	ELECTRICAL DETAILS

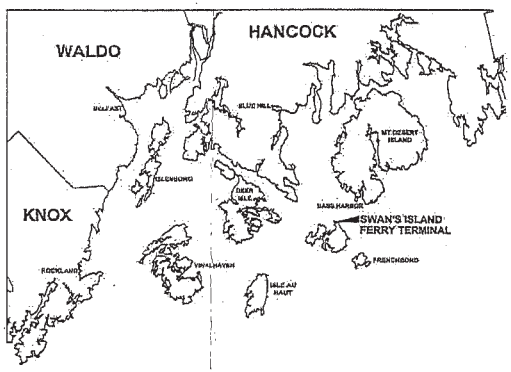
THE PROFESSIONAL ENGINEER WHOSE STAMP APPEARS ON THIS COVER SHEET BEARS RESPONSIBILITY FOR THE FOLLOWING SHEETS WITHIN THIS DRAWING SET:
GENERAL PLANS G01-G03
STRUCTURAL PLANS S01-S12

ADDITIONAL WORK APPEARS WITHIN THIS DRAWING SET AND IS THE RESPONSIBILITY OF THE FOLLOWING ORGANIZATIONS, WHOSE STAMP APPEARS ON THOSE INDIVIDUAL SHEETS:

GENERAL PLANS	G04	GEOTECHNICAL BORING LOGS	SCHNEWALD ENGINEERING
ELECTRICAL PLANS	E01-E02	ELECTRICAL DESIGN	BARTLETT DESIGN, INC.



LOCATION MAP
1/2 0 1/2 1
Scale: In Miles



FEDERAL PROJECT NO. 02348000

WIN 023480.00

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED _____ DATE _____
COMMISSIONER
CHIEF ENGINEER

PROJECT INFORMATION

DESIGN	MATHSON	
PROJECT MANAGER	AUDRIE GOSSELIN	
ENGINEER	CRAIG R. MASON, P.E.	SIGNATURE
CHECKED BY	HNTB CORPORATION	13269 P.E. NUMBER
PROJECT ENGINEER		11/22/19 DATE
CONTRACTOR		
PROJECT COMPLETION DATE		

SWAN'S ISLAND FERRY TERMINAL
FENDER SYSTEM MODIFICATIONS
SWAN'S ISLAND HANCOCK COUNTY

TITLE SHEET

SHEET NUMBER
G01
1 OF 18

Date: 11/22/2019 Username: Division: Filename: 001_Title.dgn

GENERAL NOTES

1. These notes contain general information and are not complete for construction purposes. Contractor shall verify information given here with specifications and other drawings and bring any conflicts to the Engineer's attention before beginning work.

2. All geotechnical and electrical notes may be found on Sheets G04 and E01, respectively.

3. All dimensions and details shall be verified by the Contractor prior to construction.

4. Contractor shall provide and maintain horizontal and vertical controls in the Maine state plane coordinate system.

5. The MaineDOT field office shall be placed on terminal property near the crew's quarters at a location approved/determined by the Resident. The Contractor shall make accomodations off-site for their field office, lay down area, restroom facilities, etc.

SPECIFICATIONS AND CODES

1. Project specifications titled, "Special Provisions For: Swan's Island Ferry Terminal Fender System. Modifications", dated May 31, 2019.

2. State of Maine, Department of Transportation, Standard Specifications, November 2014, including all supplemental specifications and special provisions.

3. Codes and other references
   - A. Unified Facilities Criteria Manuals:
     - UFC 4-150-06 Military Harbors and Coastal Facilities, with Change 1
     - UFC 4-150-07 Maintenance and Operation: Maintenance of Waterfront Facilities, with Change 1
     - UFC 4-150-08 Inspection of Mooring Hardware
     - UFC 4-151-10 General Criteria for Waterfront Construction, with Change 1
     - UFC 4-152-01 Design: Piers and Wharves
     - UFC 4-159-03 Design: Moorings, with Change 2
   - B. US Army Corps of Engineers: Coastal Engineering Manual, current edition
   - C. AASHTO LRFD specifications, 8th edition, 2017 with interims
   - D. AWS, D1.1, "Structural Welding Code Steel", current edition
   - E. AWS, D1.2, "Structural Welding Code Aluminum", current edition

SURVEY CONTROL

1. Vertical control for marine structures is in reference to MLLW (Mean Lower Low Water). To convert to National Geodetic Vertical Datum (NGVD), use the following formula:
   El. (NGVD) = El. (MLLW) - 9.28 ft

2. Horizontal control is the Maine state plane coordinate system (east zone), NAD 27.

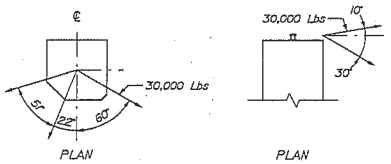
BERTHING LOADS

Dolphin	Berthing Velocity: Ship Velocity (Vs)	Berthing Velocity: ⊥ to Fender	App. Angle	Energy to Fender	Minimum Fender Design Energy	Max. Reaction on Dolphin*
Turning Dolphins: Normal	2.0 Knots	1.41 Knots	45°	112,000 Ft Lbs	380,000 Ft Lbs	244,000 Lb
Turning Dolphins: Extreme	3.0 Knots	2.60 Knots	60°	378,000 Ft Lbs	380,000 Ft Lbs	244,000 Lb

* Includes 1.4 load factor

MOORING LOADS

Dolphin D7 and D8
Mooring line pull: Single line in each direction.



PLAN

PLAN

FENDER NOTES

1. All dimensions, details and existing conditions shall be verified by the Contractor prior to construction.

2. Contractor's steel manufacturer shall design the fender panels for the indicated loads.

3. Embedded anchors for chains shall be set by chemical/adhesive material with 9 inch minimum edge distance and a minimum embedment of 12 times the diameter of the anchor. Strength of existing concrete is 3,000 psi.

4. Anchors shall be set by template.

DOLPHIN/FENDER DESIGN LOADS

Design Vessel: MV Margaret Chase Smith*
- Length = 168'-6"
- Beam = 40'-0"
- Max. Displacement = 633 long tons

* This vessel was chosen as the design vessel since it envelopes the existing vessel fleet as well as the new ferry currently in design (LOA = 154 ft).

Current Vessel: Captain Henry Lee
- Length = 130'-0"
- Beam = 36'-0"
- Max. Displacement = 500 long tons (est.)

New Vessel: TBD
- Length = 154'-0"
- Beam = 38'-0"
- Max. Displacement = 600 long tons (est.)

STEEL PIPE PILES

1. Steel pipe piles shall conform to ASTM A252, Grade 3, Fy = 45 ksi minimum. Per standard specification 711.01, Concrete fill shall be MaineDOT class "A".

2. Piles shall be coated with fusion bonded epoxy in accordance with the specifications.

3. Pile splices shall not be allowed without prior approval of the Engineer of record.

4. Any portion of pile cracked, deformed, or otherwise damaged by pile driving shall be replaced.

5. Piles shall not be out of position shown by more than 2" longitudinally along the pile cap, and 2" transversely across the width of the pile cap.

6. The distance from the side of any pile to the nearest edge of concrete shall not be less than 9".

7. Piles shall be 16"ϕ, ⅝" wall steel pipe piles with concrete fill. Piles shall be fabricated of seamless or straight-seamed material. Spiral welded pipe pile is not permitted.

DEMOLITION NOTES

1. Demolition shall be conducted to prevent debris from falling into the ocean. To the maximum extent practicable, all construction debris, including any liquids or slurries that are produced as part of the demolition, shall be captured and disposed of properly. The Contractor shall comply with applicable permit conditions and environmental regulations listed in the specifications. Work shall include removal of any construction debris from the river and installation and maintenance of appropriate turbidity controls during demolition and construction such that no turbidity escapes the immediate work area. Underwater inspections may be conducted by the Owner's representative to ensure all demolition and construction debris is removed from the ocean.

ENVIRONMENTAL CONDITIONS

1. Wind:
   - Transverse 50 plf, Longitudinal 12 plf
   - Wind on Live Load: Transverse 100 plf
   - Wind on Structure: 40 psf
   - Thermal: Temp. Range for Concrete Structure = 80°F
2. Railings:
   - Aluminum Pedestrian: Vertical 50 plf, Horizontal 50 plf (acting simultaneously)
3. Tidal ranges (elevations in feet):

Swan's Island	Tidal Datums: NGVD29	MSL	MLW	MLLW	STND
Top of Dolphin*	9.12	12.94	18.04	18.40	19.31
Highest Observed Tide	6.93	10.75	15.85	16.21	17.12
MHHW	1.64	5.46	10.56	10.92	11.83
MHW	1.23	5.05	10.15	10.51	11.42
NGVD29**	0.00	3.82	8.92	9.28	10.19
MSL	-3.82	0.00	5.10	5.46	6.37
MLW	-8.92	-5.10	0.00	0.36	1.27
MLLW	-9.28	-5.46	-0.36	0.00	0.91
Lowest Observed Tide	-10.19	-6.37	-1.27	-0.91	0.00
STND (Station Datum)	-12.19	-8.37	-3.27	-2.91	-2.00

* Along top edge of dolphin at corner nearest pen.

** NGVD29 conversion taken from archive project drawings.

Station ID: 8413825, Swans Island, ME
Tidal Epoch: 1983-2001

LEGEND:

- Baseline
- Plate
- ℄ Centerline
- XX-XX-XX Washboring
- Flood Light
- Navigation Marker Light
- Site Light - Existing
- Site Light - Proposed
- Curbing
- ϕ Diameter
- Double Bitt
- Chock
- Ladder

ABBREVIATIONS:

CY	Cubic Yard
EA	Each
EL	Elevation In Feet
HSS	Hollow Structural Sections
ID	Inside Diameter
K (KIP)	1000 Pounds
LBS	Pounds
LF	Linear Feet
MAX.	Maximum
MIN.	Minimum
NA	Not Applicable
N.T.S.	Not To Scale
OC	On Center
PSF	Pounds Per Square Foot
R	Radius
REF	Reference
SCHD.	Schedule
SF	Square Feet
TYP.	Typical
UON	Unless Otherwise Noted
USACOE	United States Army Corps of Engineers

STRUCTURAL STEEL AND MISCELLANEOUS STEEL FABRICATIONS

1. Steel shapes and plates shall be ASTM A709, Grade 36 typical, ASTM A709 Grade 50 where noted.

2. Steel pipes shall be ASTM A53, Grade B.

3. Steel tubing shall be ASTM A500, Grade B.

4. All bolts and nuts for steel connections shall conform to ASTM A325 and be hot-dip galvanized in accordance with ASTM A153. Set anchor bolts by template only. All bolts and nuts for timber connections shall conform to ASTM A307 and be hot-dip galvanized.

5. All miscellaneous steel, including all fasteners, chains, shackles, and u-bolts unless noted otherwise, shall be hot-dip galvanized. Galvanize items after fabrication. Stress relieve bends before galvanizing. Galvanizing damaged accidentally or due to field welding shall be restored with a field applied galvanizing compound.

6. Welding Electrodes: E70XX, Low Hydrogen.

7. All welding shall be in accordance with the requirements of the structural welding code, D1.1 and D3.6, of the American Welding Association (AWS).

ALUMINUM ANODES

1. Cathodic protection for steel pipe piles and fender panels shall be 80 lb aluminum alloy. Dimensions shall conform to the general configuration shown on the Plans.

ALUMINUM GANGWAYS

1. The design and construction of the aluminum gangways shall be in accordance with the special provisions for the item "Aluminum Gangway". The Contractor's manufacturer shall design the gangways in accordance with the plans, specifications, and loads shown below.

2. Vertical Loads: Uniform Live Load 85 psf, Additional Dead Load 50 plf

3. Horizontal Loads: Wind - Transverse 50 plf, Wind - Longitudinal 12 plf

4. The minimum support seat width, measured perpendicular to the edge of the concrete support shall be 18 inches.

5. Handrail shall be designed for a concentrated horizontal load of 200 pounds acting at the top of the railing.

CONCRETE

1. Concrete basic design stresses shall be:
   - Fill for Pipe Piles: Class "A"
   - Fill for Double Bitts: Class "A"
   - Cast-in-place (con): Class "LP"
2. Concrete shall contain 5.0 gal/cy of calcium corrosion inhibitor admixture.
3. Clearances for reinforcement shall be 3" unless otherwise noted.
4. Chamfer all concrete edges 1" @ 45° unless otherwise noted.
5. All reinforcing shall be fully supported on non-metallic approved chairs. Reinforcing shall not be supported on timber blocks, bricks, concrete blocks, miscellaneous rebar, etc.
6. Construction joints shall be made only as shown unless approved otherwise.
7. All existing concrete surfaces to receive concrete shall be roughened to a minimum amplitude of ¼" and coated with a product listed on the MaineDOT pre-qualified list of concrete bonding agents.
8. Wet curing of concrete is to begin within 30 minutes after concrete finishing, or as soon as possible without damaging finished surface.
9. All formwork for concrete shall be left in place and concrete surfaces shall be covered and kept moist for a period of not less than seven (7) full days after concrete placements.
10. Contractor shall submit detailed reinforcing drawings including bar and bending schedules to the Engineer for review and approval prior to delivery of any reinforcing steel.
11. All ferrous metal handling/lifting devices and existing embedded metals/anchors no longer in use shall be recessed or removed to a depth of one inch below the surface of the concrete and patched with an approved polymer-modified cementitious mortar. Devices located in areas to be totally encased in cast-in-place concrete shall be galvanized. Devices located in areas not to be encased in cast-in-place concrete shall be stainless steel, unless otherwise noted.

STEEL REINFORCEMENT

1. Reinforcing Steel: ASTM A775, unless noted otherwise.
2. Rock Anchors: ASTM A722, Grade 150, deformed, with triple corrosion protection.
3. Splicing of reinforcing steel is permitted. Stagger splices one splice length minimum. No more than 50 percent of the reinforcing steel shall be spliced at any location. Provide a minimum splice length of 50 bar diameters, unless noted otherwise on the drawings.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023480.00

	BY	DATE
PROJ. MANAGER	N. Wray	
DESIGN DETAILED	P. Bishop	09/19
CHECKED/REVIEWED	C. Nash	09/19
DESIGN SUPV. (AUG)		
QUANTITIES (AUG)		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

0209
P.E. NUMBER

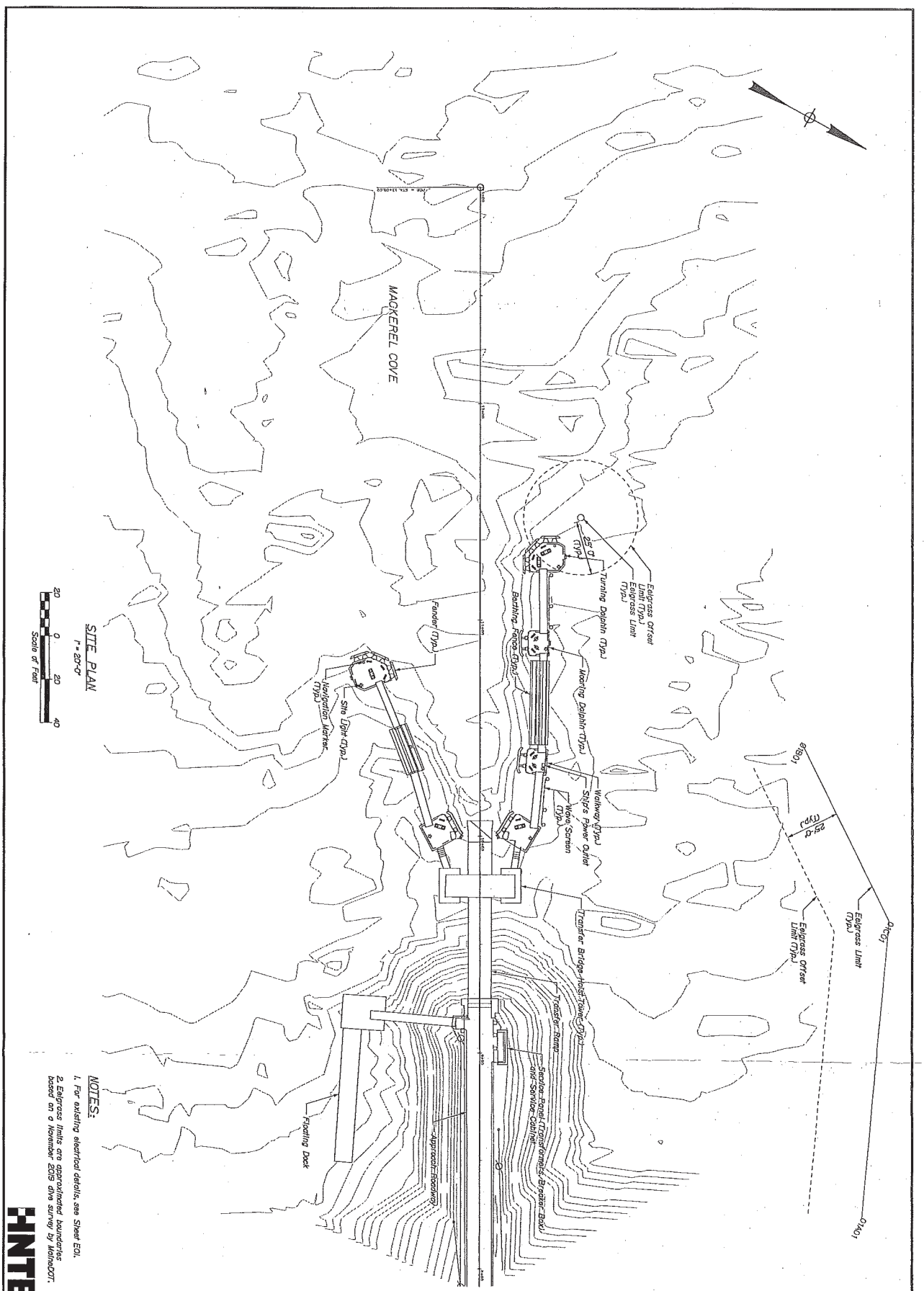
DATE

SWAN'S ISLAND
FERRY TERMINAL

GENERAL NOTES AND
DESIGN CRITERIA

SHEET NUMBER
G02
2 OF 18

Filename: 002_GeneralNotes.dgn Division: Username: Date: 11/22/2019

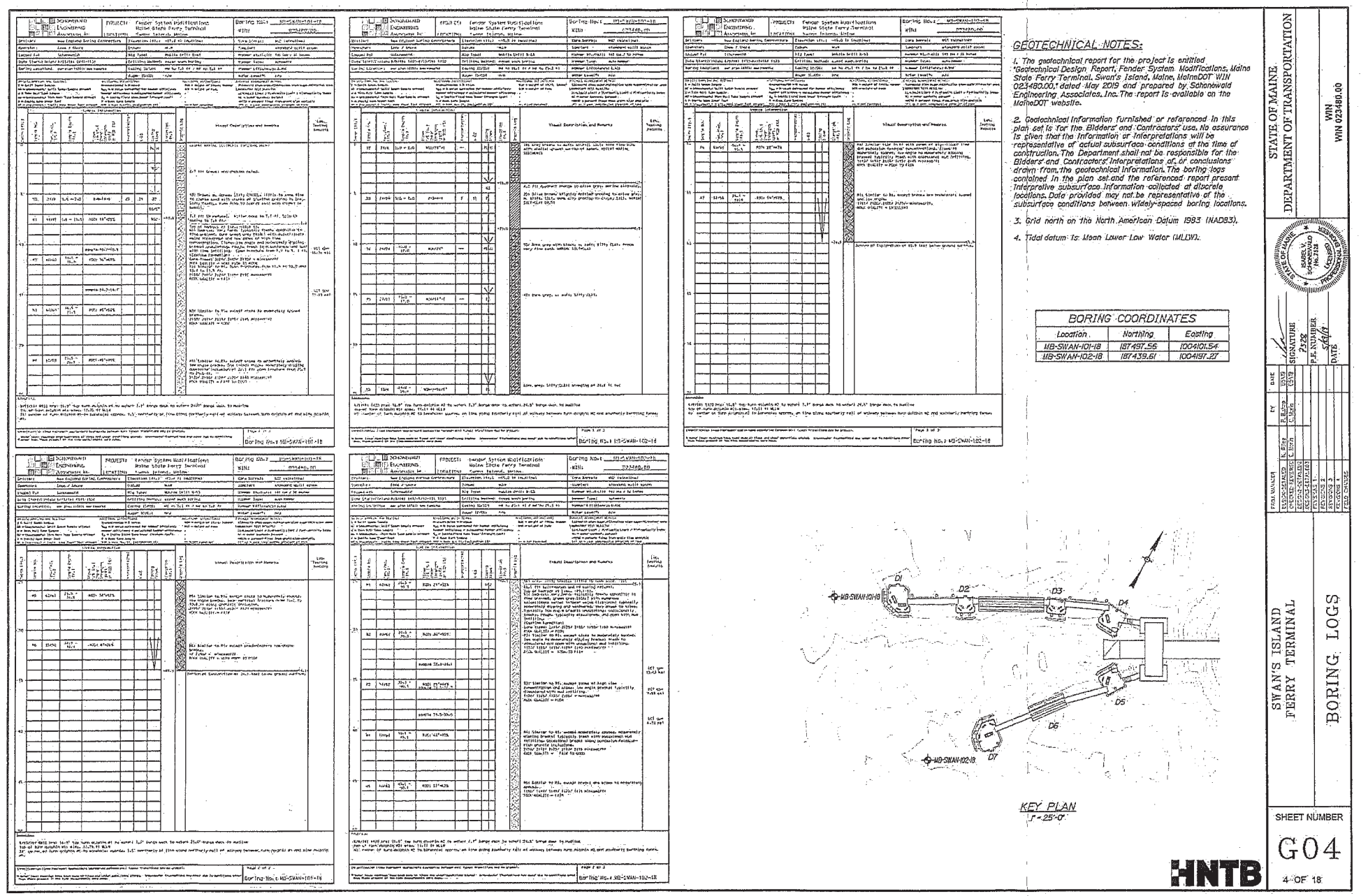


NOTES:

1. For existing electrical details, see Sheet E01.
2. Eelgrass limits are approximated boundaries based on a November 2019 dive survey by MaineDOT.

HNTB

SHEET NUMBER G03 3 OF 18	SWAN'S ISLAND FERRY TERMINAL	PROJ. MANAGER		BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
		DESIGN-DETAILED	N. Wiley	P. Bishop	09/19	
		CHECKED-REVIEWED	C. Morin	C. Morin	09/19	SIGNATURE
		DESIGN2-DETAILED3				10209
		DESIGN3-DETAILED3				P.E. NUMBER
	EXISTING CONDITIONS	REVISIONS 1				DATE
		REVISIONS 2				
		REVISIONS 3				WIN 023480.00
		REVISIONS 4				
		FIELD CHANGES				



GEOTECHNICAL NOTES:

1. The geotechnical report for the project is entitled "Geotechnical Design Report, Fender System Modifications, Maine State Ferry Terminal, Swan's Island, Maine, MaineDOT WIN 023480.00," dated May 2019 and prepared by: Sahanwald Engineering Associates, Inc. The report is available on the MaineDOT website.

2. Geotechnical information furnished or referenced in this plan set is for the Bidders' and Contractors' use. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the time of construction. The Department shall not be responsible for the Bidders' and Contractors' interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set and the referenced report present interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between widely-spaced boring locations.

3. Grid north on the North American Datum 1983 (NAD83).

4. Tidal datum is: Mean Lower Low Water (MLLW).

BORING COORDINATES

Location	Northing	Easting
MB-SWAN-101-18	187497.56	1004101.54
MB-SWAN-102-18	187439.61	1004197.27

KEY PLAN
1" = 25'-0"

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
WIN 023480.00

SWAN'S ISLAND
FERRY TERMINAL

BORING LOGS

SHEET NUMBER
G04
4 OF 18

Filename: ...\02 CAD\004_Boring Logs.dgn Division: Username: Date:5/29/2019

DOLPHIN COORDINATES

EXISTING D1

LOCATION	NORTHING	EASTING
A	187518.94	1004125.14
B	187511.34	1004145.32
C	187507.47	1004138.63
D	187509.71	1004130.46
E	187525.71	1004137.15

EXISTING D2

LOCATION	NORTHING	EASTING
A	187538.14	1004174.69
B	187529.81	1004179.33
C	187523.90	1004169.29
D	187532.48	1004164.54

EXISTING D3

LOCATION	NORTHING	EASTING
A	187563.79	1004223.83
B	187554.91	1004227.43
C	187550.29	1004216.89
D	187558.99	1004212.99

EXISTING D4

LOCATION	NORTHING	EASTING
A	187573.23	1004259.46
B	187560.02	1004258.93
C	187560.18	1004245.37
D	187573.66	1004245.98

EXISTING D5

LOCATION	NORTHING	EASTING
A	187541.78	1004258.87
B	187534.95	1004279.84
C	187523.85	1004272.69
D	187531.08	1004261.70

EXISTING D6

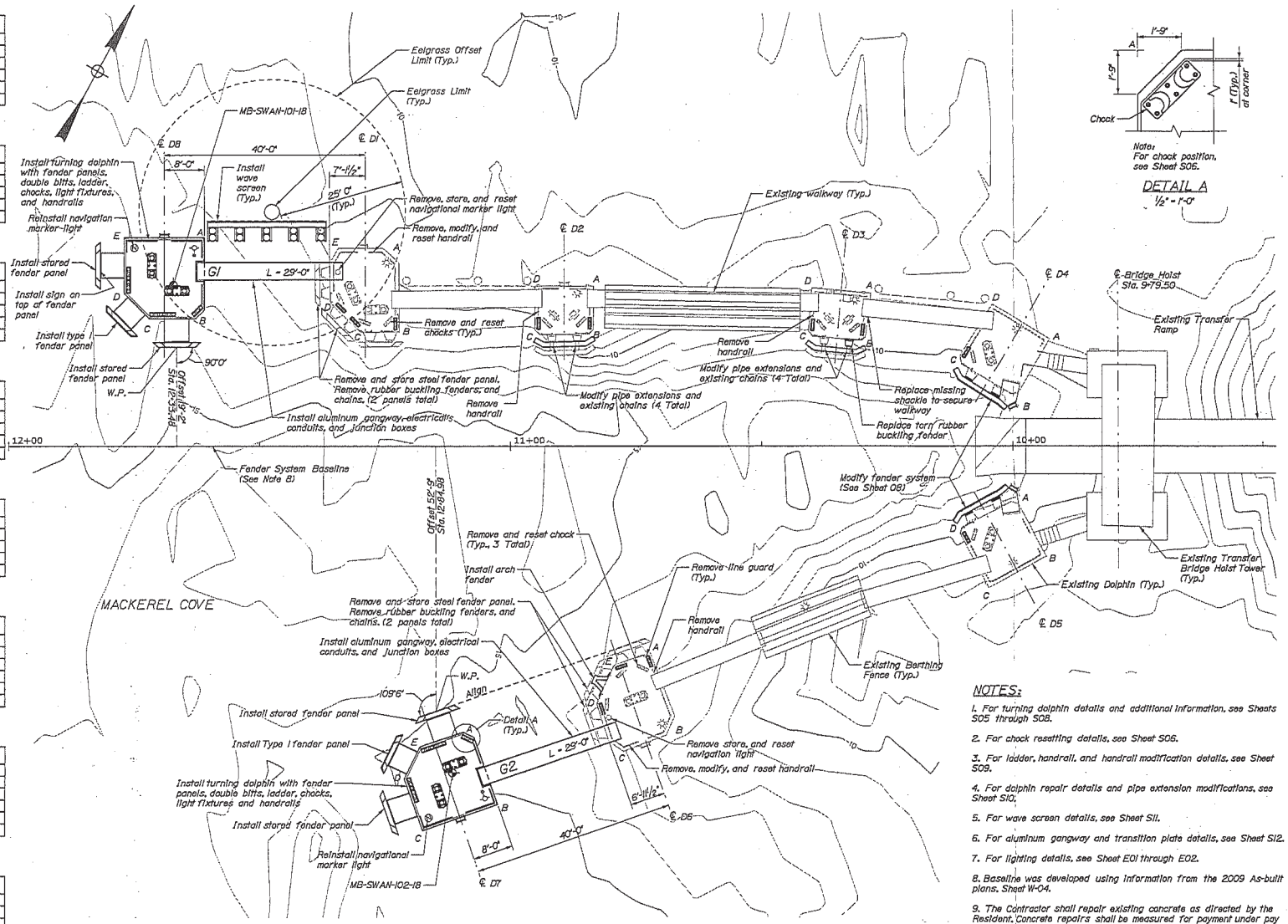
LOCATION	NORTHING	EASTING
A	187479.83	1004220.00
B	187469.20	1004232.73
C	187458.39	1004223.56
D	187465.64	1004215.55
E	187474.08	1004214.86

PROPOSED D7

LOCATION	NORTHING	EASTING
A	187449.13	1004196.37
B	187438.47	1004208.30
C	187426.54	1004197.64
D	187433.87	1004189.44
E	187440.92	1004189.04

PROPOSED D8

LOCATION	NORTHING	EASTING
A	187508.76	1004102.40
B	187494.71	1004110.34
C	187489.43	1004100.57
D	187491.37	1004093.77
E	187500.98	1004088.42



SITE PLAN

1" = 10'-0"

10 0 10 20

Scale of Feet

NOTES:

1. For turning dolphin details and additional information, see Sheets S05 through S08.
2. For chock resetting details, see Sheet S06.
3. For ladder, handrail, and handrail modification details, see Sheet S09.
4. For dolphin repair details and pipe extension modifications, see Sheet S10.
5. For wave screen details, see Sheet S11.
6. For aluminum gangway and transition plate details, see Sheet S12.
7. For lighting details, see Sheet E01 through E02.
8. Baseline was developed using information from the 2009 As-built plans, Sheet W-04.
9. The Contractor shall repair existing concrete as directed by the Resident. Concrete repairs shall be measured for payment under pay items, 518.50, 518.51, and 518.60, Repair of Upward Facing Surfaces - Reinforcing Steel < 8 Inches, Repair of Upward Facing Surfaces - below Reinforcing Steel, and Repair of Vertical Surfaces < 8 Inches, respectively.
10. Eelgrass limits are approximated boundaries based on a November 2019 dive survey by MaineDOT.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 023480.00

PROJ MANAGER	N. Wall		
DESIGN DETAILED	N. Wall	P. Bishop	09/19
CHECKED-REVIEWED	C. Lynn	C. Lynn	09/19
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

P.E. NUMBER 12109

SIGNATURE

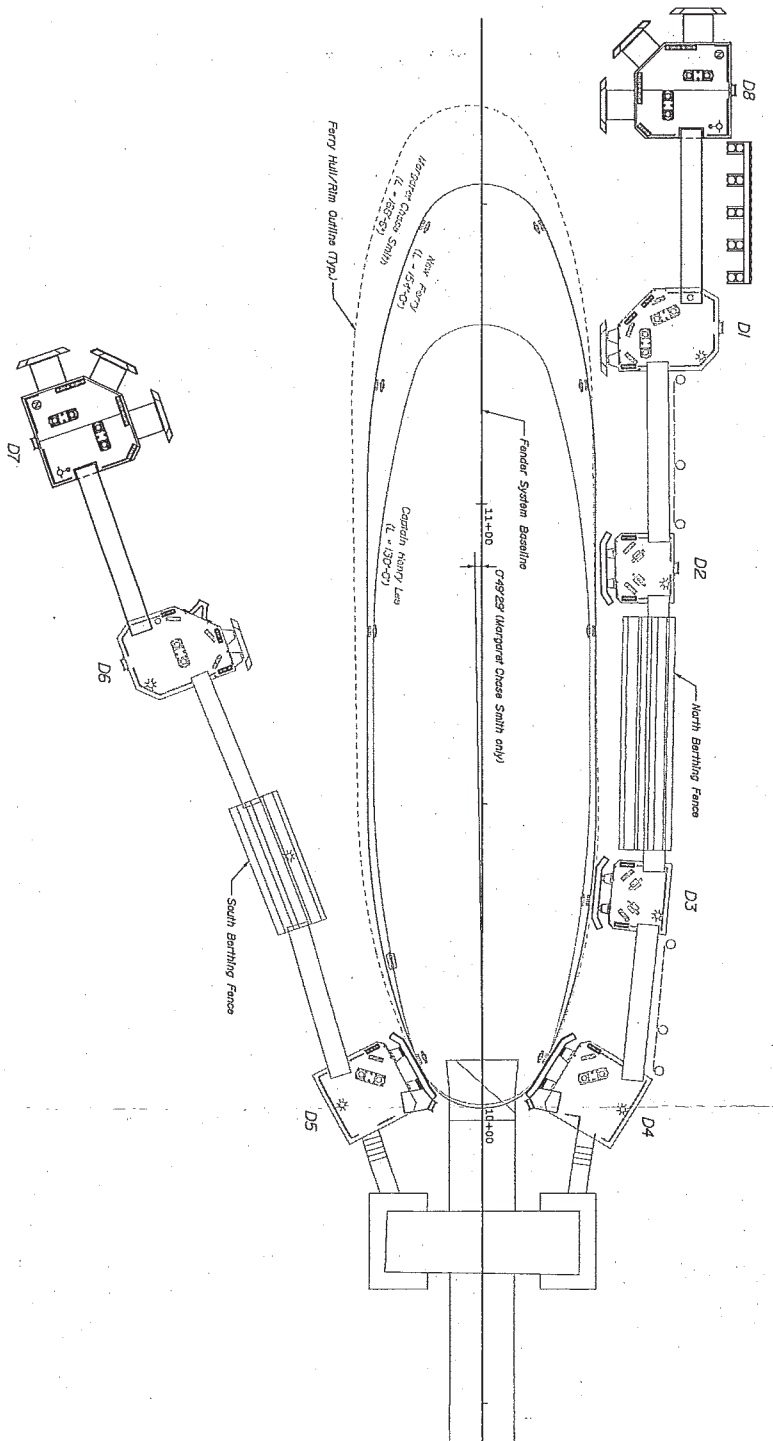
DATE

SWAN'S ISLAND
FERRY TERMINAL

SITE PLAN

SHEET NUMBER
S01
5 OF 18

Filename: 005_Site Plan.dgn Division: Username: Date: 12/11/2019

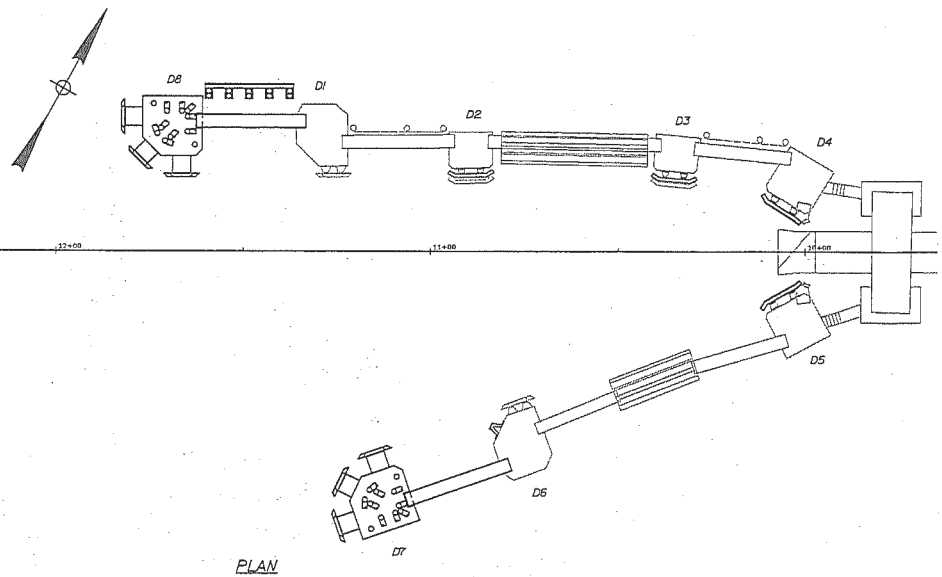


PLAN
1" = 10'-0"
Scale of Feet
10 0 10 20

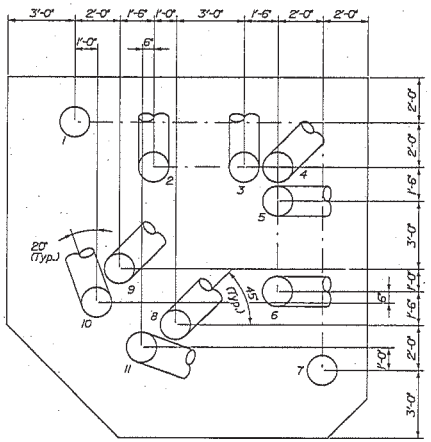
NOTES:
1. MV Captain Henry Lee is currently in operation. New Ferry is proposed. Margaret Chase Smith is shown for comparative purposes.

HNTB

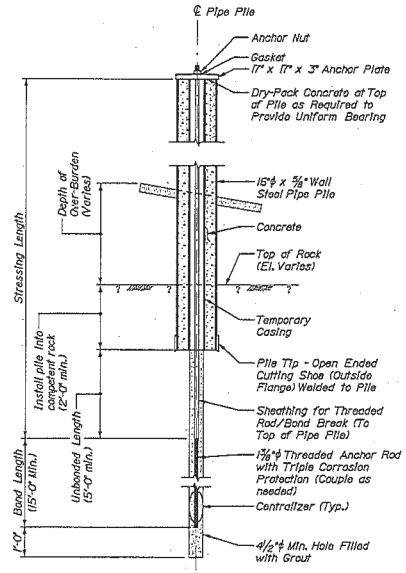
SHEET NUMBER S02 6 OF 18	SWAN'S ISLAND FERRY TERMINAL	PROJ. MANAGER		BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
		DESIGN-DETAILED	N. Wiley	P. Bishop	09\19	
		CHECKED-REVIEWED	C. Morin	C. Morin	09\19	SIGNATURE
		DESIGN2-DETAILED2				D209
		DESIGN3-DETAILED3				P.E. NUMBER
		REVISIONS 1				
		REVISIONS 2				DATE
		REVISIONS 3				
		REVISIONS 4				
		FIELD CHANGES				
	BERTH PLAN					WIN 023480.00



PLAN
1/16" = 1'-0"



FOUNDATION PLAN
(Dimensions shown at pile cut-off elevation, El. 11.00 ft)
(Dolphin D8 shown, D7 similar)
3/8" = 1'-0"



ROCK ANCHOR DETAIL
1/2" = 1'-0"

STEEL PIPE PILE TABLE

	Pile No.	Estimated Pile Length	Vertical or Batter (Rise/Run)
Turning Dolphin D7	1	59	Vert.
	2	62	Batter 4:12
	3	62	Batter 4:12
	4	62	Batter 4:12
	5	62	Batter 4:12
	6	62	Batter 4:12
	7	59	Vert.
	8	62	Batter 4:12
	9	62	Batter 4:12
	10	59	Batter 2:12
	11	59	Batter 2:12
Turning Dolphin D8	1	39	Vert.
	2	41	Batter 4:12
	3	41	Batter 4:12
	4	41	Batter 4:12
	5	41	Batter 4:12
	6	41	Batter 4:12
	7	39	Vert.
	8	41	Batter 4:12
	9	41	Batter 4:12
	10	39	Batter 2:12
	11	39	Batter 2:12

NOTES:

1. A length of 5' has been included for contingency to each estimated pile length to determine order length.
2. All steel pipe piles shall have rock anchors. For rock anchors, see detail.
3. All steel pipe piles shall have aluminum anodes.
4. For anode details, see Sheet S04.
5. Pile splices shall not be allowed without prior approval of the Engineer of Record (EOR). Pile splices approved by the EOR and installed by the Contractor to achieve the installed pile length as noted herein shall be incidental to pay item 501.241, Steel Pipe Piles In-Place.

PILE AND ROCK ANCHOR SUGGESTED CONSTRUCTION SEQUENCE:

1. Advance pipe pile open ended using drilling methods to top of competent rock and socketed into competent rock per detail.
2. Pile shall be cut off at final top elevation to perform anchor load test. Refer to structural drawings for top of pile elevations.
3. Clean and flush rock cuttings and soil from inside the pile and socket. Confirm pile socketed into bedrock per detail. Check tolerances. Inspect integrity of pipe pile. Resident shall accept pipe pile prior to optional grout plug installation and/or to rock anchor installation. Install grout plug (Contractor's option).
4. Install temporary casing with centralizers as needed until it is seated into the grout plug or into bedrock at the bottom of pile.
5. Insert rock anchor drill casing and drill bit into temporary casing and drill anchor hole. Minimum length of anchor hole per the detail.
6. Clean and flush rock cuttings from anchor hole. Do not allow drill cuttings to enter the pipe pile.
7. Install triple corrosion protected anchor, sheathing and centralizers, preassembled to the required dimensions.
8. Using tremie methods, fill the annular space between the anchor rod / sheathing and the anchor hole with 5,000 psi cement grout to above the top of the bedrock surface.
9. Install anchor plate at top of anchor with hex nut and hardened washer.
10. Verify that pile head is restrained from moving laterally by fixing the pile head to the pile template, falsework or other appropriate means.
11. Perform rock anchor proof and performance tests to 133% of the max. pile tension load (See pile schedule). Release proof load and remove anchor plate.
12. Place concrete in the annular space between the anchor rod sheathing and the pipe pile as the temporary casing is withdrawn, maintaining the concrete surface above the bottom of the temporary casing at all times.
13. Re-install anchor plate at top of anchor with hex nut and hardened washer. Apply 110% of the max. pile tension load (see pile schedule). Lock off rock anchor.
14. Proceed with dolphin construction.

Pile Load Schedule

Max. Factored Applied Pile Compression Load (LRFD):	345 kips
Max. Factored Applied Pile Tension Load (LRFD):	217 kips
Max. Applied Pile Tension Load (ASD):	112 kips
Min. Pile Compression Resistance (LRFD):	390 kips
Min. Rock Anchor Tension Capacity (ASD):	361 kips
Rock Anchor Test Load:	150 kips
Rock Anchor Lock Off Load:	124 kips

NOTES:

1. In the absence of definitive guidance in AASHTO's LRFD Bridge Design Specifications (LRFD Manual), Article 10.7.3.2.3 "Point Bearing Piles on Rock - Piles Driven to Hard Rock," the geotechnical axial capacity of pipe piles end-bearing on rock was determined using established ASD methods with a Factor of Safety of 2.0, equivalent to a resistance factor of 0.5 as required per the LRFD Manual.
2. The tensile capacity of rock anchors was determined using established ASD methods in the absence of definitive guidance in the LRFD Manual, Article 11.9.4.2 - "Anchor Pullout Capacity." A resistance factor equal to 1.0 is allowed per the LRFD Manual since all the rock anchors will be tested.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023460.00

	BY	DATE
PROJ. MANAGER		
DESIGN DETAILED	N. Wing	09/19
DESIGN PLANS (FIELD)	P. Bishop	
DESIGN DETAILED	C. Bohn	09/19
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
10209
P.E. NUMBER
DATE

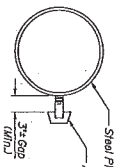
SWAN'S ISLAND
FERRY TERMINAL

DOLPHIN
FOUNDATION PLAN

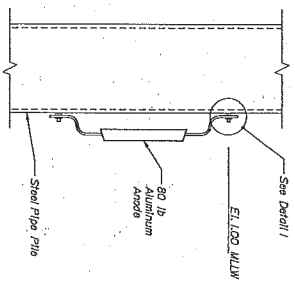
SHEET NUMBER
S03
7 OF 18

Filename: 007_Dolphin Foundation Plan.dgn Division: Username: Date: 11/22/2019

PLAN

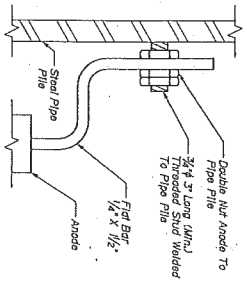


ELEVATION



Note: Anode shall be positioned along the pile to obtain a minimum clearance of 4'-0" between the bottom of Anode at +4.00 MLLW

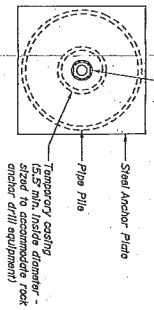
ANODE DETAIL
N.T.S.



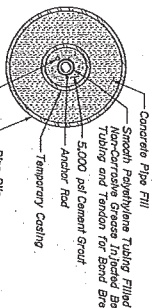
DETAIL 1
N.T.S.

NOTE:
1. Studs and hardware shall be stainless steel.

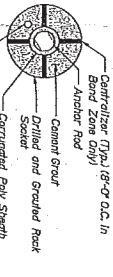
TOP OF PILE DETAIL
N.T.S.



ROCK ANCHOR SECTION
(UNBONDED ZONE)
N.T.S.

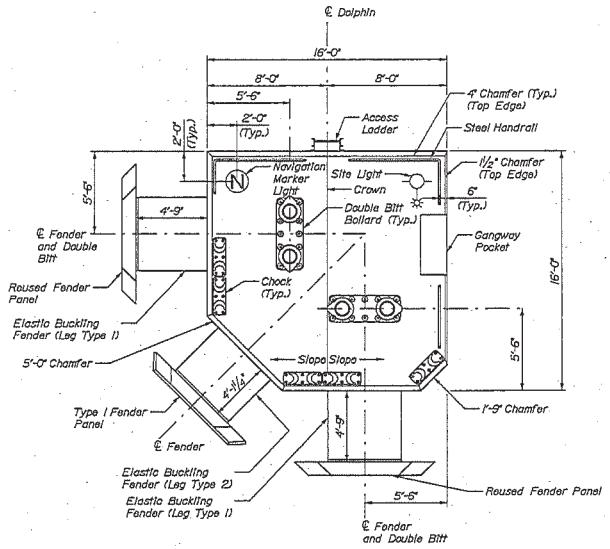


ROCK ANCHOR SECTION
(BOND ZONE)
N.T.S.



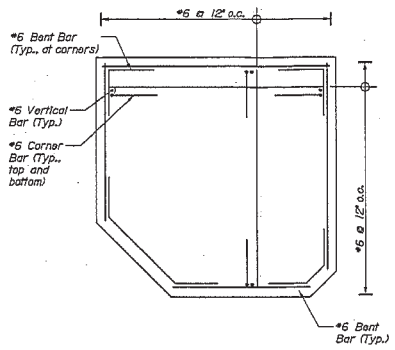
HNTB

SHEET NUMBER: S04, 8 OF 18	SWAN'S ISLAND FERRY TERMINAL DOLPHIN FOUNDATION DETAILS	PROJ. MANAGER / DESIGN-DETAILED / CHECKED-REVIEWED / DESIGN2-DETAILED2 / DESIGN3-DETAILED3 / REVISIONS 1 / REVISIONS 2 / REVISIONS 3 / REVISIONS 4 / FIELD CHANGES	BY: N. Wiley, P. Bishop, C. Morin, C. Morin; DATE: 09\19, 09\19
		SIGNATURE 10209 P.E. NUMBER DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION WIN 023460.00



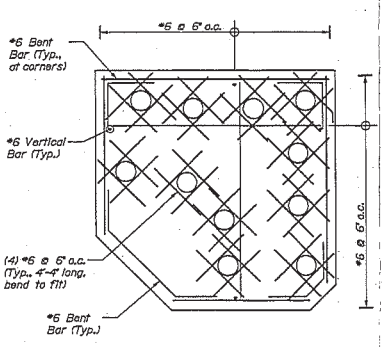
TURNING DOLPHIN PLAN

(Dolphin D8 shown, D7 mirror image horizontally)
1/4" = 1'-0"



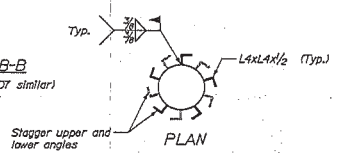
SECTION A-A

(Dolphin D8 shown, D7 similar)
(Same as shown for El. 9.50 - 11.00, but with pile cutouts)
1/4" = 1'-0"

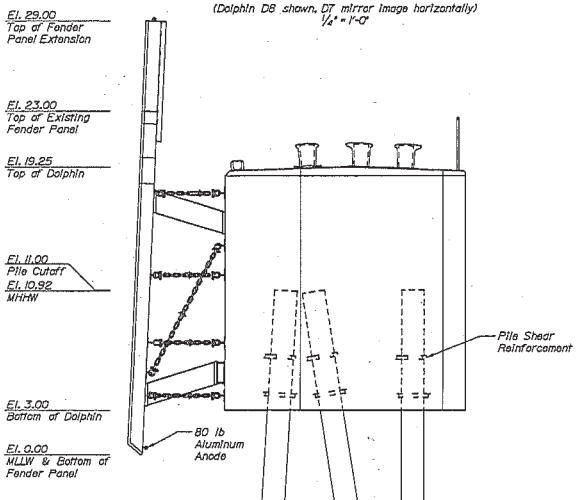


SECTION B-B

(Dolphin D8 shown, D7 similar)
1/4" = 1'-0"

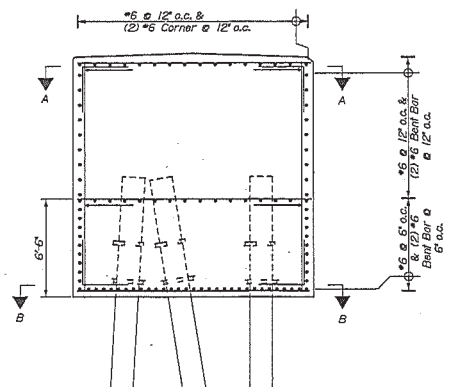


PLAN



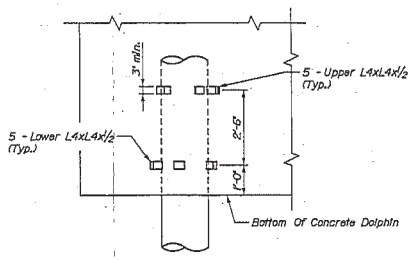
TURNING DOLPHIN ELEVATION

(Select fenders and chocks not shown for clarity)
1/4" = 1'-0"



TURNING DOLPHIN REINFORCING TYPICAL SECTION

1/4" = 1'-0"



ELEVATION

PILE SHEAR REINFORCEMENT

1/2" = 1'-0"

NOTES:

1. For anode details, see Sheet S04.
2. For double bitt and chock details, see Sheet S06.
3. For handrail and access ladder details, see Sheet S09.
4. For gangway pocket and transition plate detail, see Sheet S12.
5. All reinforcing shall be cut to maintain 2" clear from piles and 3" clear of concrete surfaces.
6. Reinforcing bars shall be adjusted to maintain 1" clear from anchor rods.
7. Crown slope at top of dolphin shall be ¼" per foot and pitched as shown.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 023480.00

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	P. Ellzey	05/19
CHECKED-REVIEWED	C. Wirth	05/19
DESIGN-DETAILED		
DESIGN-CHECKED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER
12209

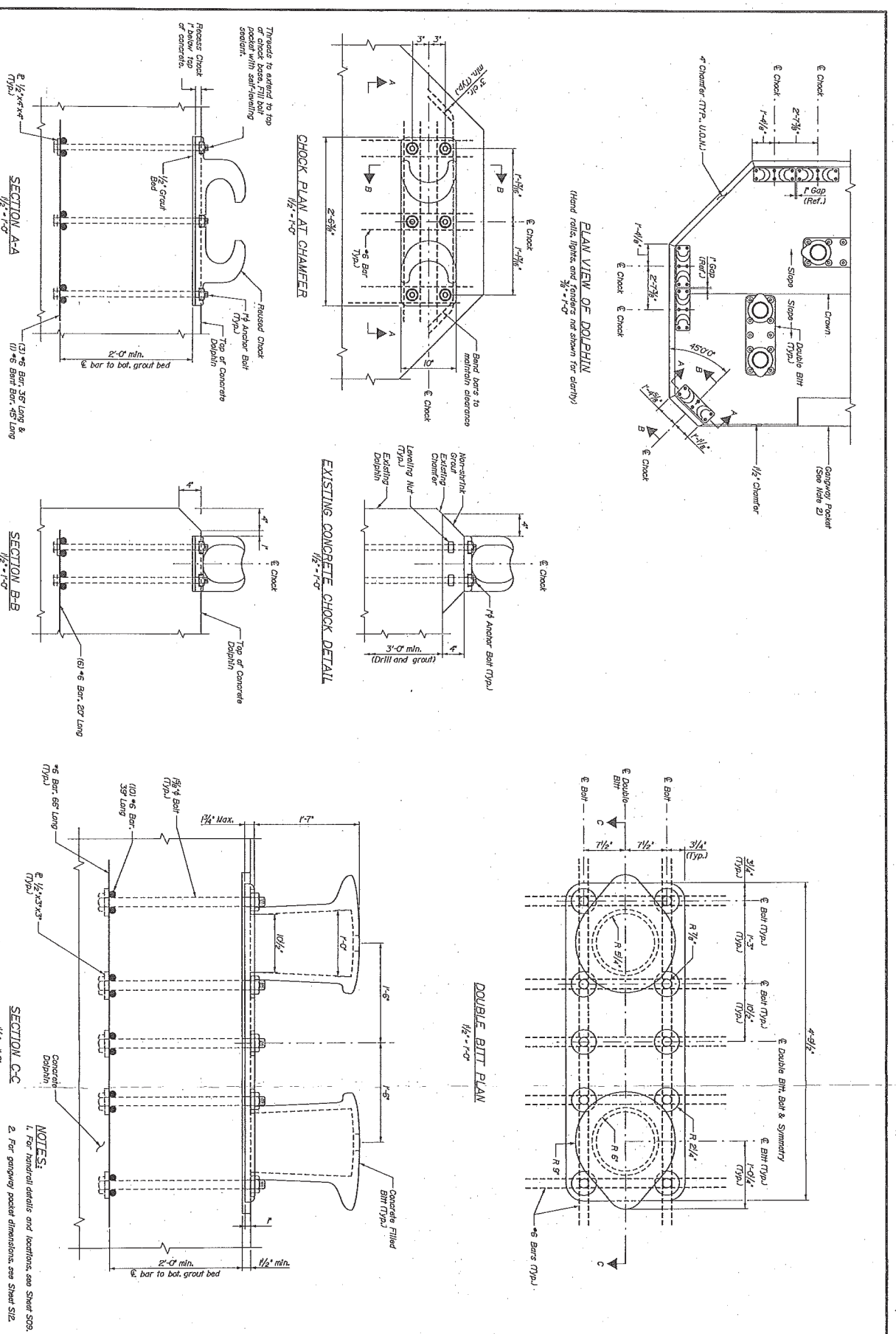
DATE

SWAN'S ISLAND
FERRY TERMINAL

DOLPHIN PLAN, ELEVATION, AND DETAILS

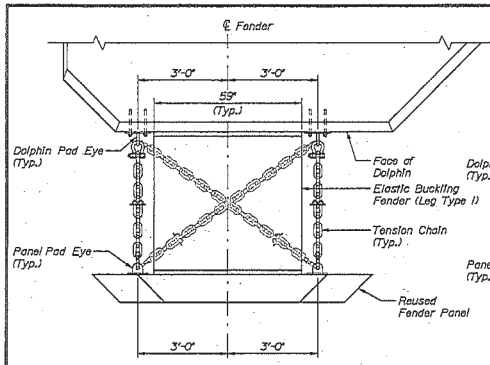
SHEET NUMBER
S05
9 OF 18

Filename: 009_Dolphin Plan and Elevation.dgn Division: Username: Date:11/22/2019



HNTB

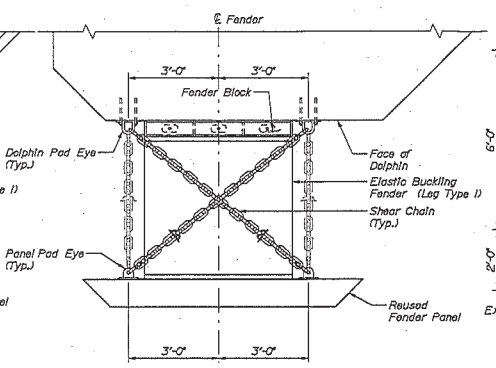
SHEET NUMBER S06 10 OF 16	SWAN'S ISLAND FERRY TERMINAL	PROJ. MANAGER	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
	DOLPHIN DETAILS MOORING HARDWARE	DESIGN-DETAILED: N. Wiley 09\19; P. Bishop 09\19	SIGNATURE
		CHECKED-REVIEWED: C. Morin 09\19	10209
		DESIGN2-DETAILED2	P.E. NUMBER
		DESIGN3-DETAILED3	DATE
		REVISIONS 1	WIN 023480.00
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	



PLAN - TOP OF FENDER PANEL

(D7 Pen facing fender with Leg Type I shown, others similar)

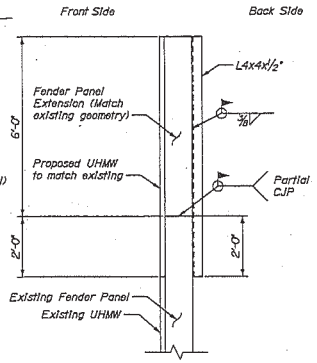
1/2" = 1'-0"



PLAN - BOTTOM OF FENDER PANEL

(D7 Pen facing fender with Leg Type I shown, others similar)

1/2" = 1'-0"

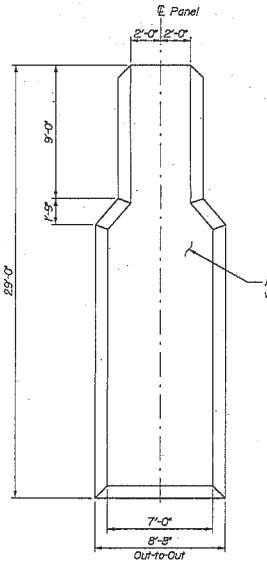


TYPICAL PANEL EXTENSION DETAIL

1/2" = 1'-0"

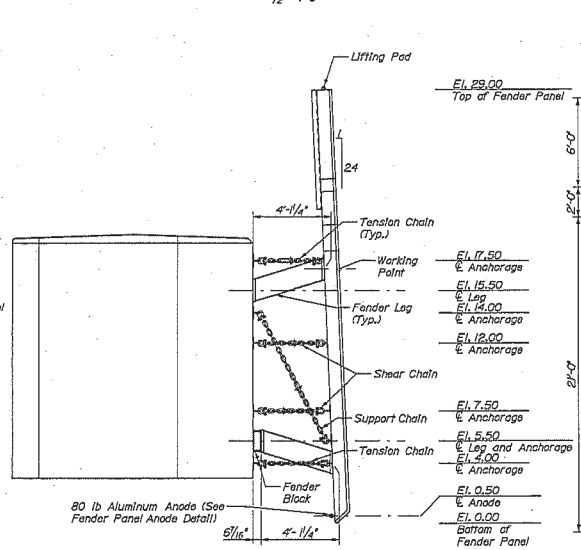
NOTES:

1. Contractor shall use fender plate or fender block detail to maintain proposed fender panel alignment.
2. For dolphin pad eye, panel pad eye, steel fender block, panel anode, and spacer plate details, see Sheet S08.
3. Contractor shall remove obstructions or modify detail for panel extension.
4. Elastic buckling fenders (Leg Type 1) shall be Trelleborg Compound B MV 1450x1500, or approved equal.
5. Elastic buckling fenders (Leg Type 2) shall be Trelleborg Compound B MV 1250x1500, or approved equal.
6. Contractor shall verify geometry and dimensions of existing panels based on field measurements.



TYPE I PANEL

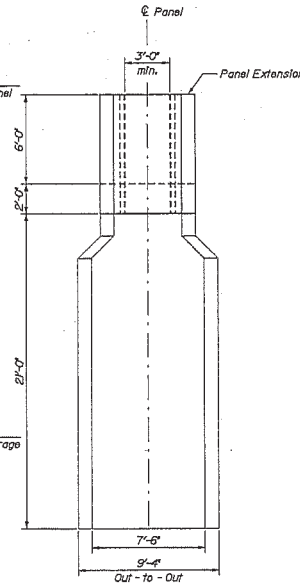
1/4" = 1'-0"



ELEVATION - TYPE I PANEL WITH LEG TYPE 2

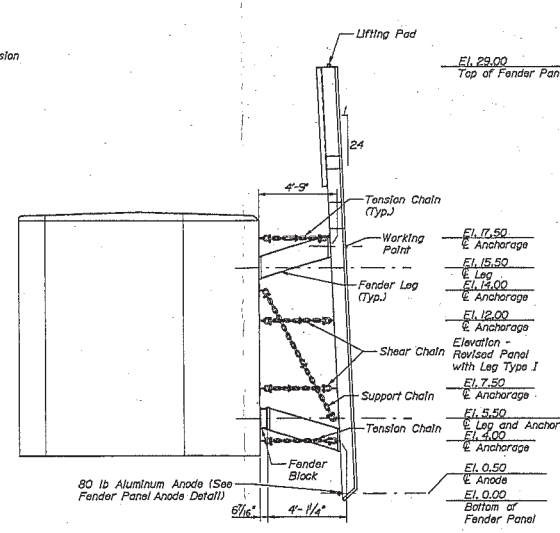
(Foundation piles and hardware not shown for clarity)

1/4" = 1'-0"



REUSED PANEL

1/4" = 1'-0"



ELEVATION - REUSED PANEL WITH LEG TYPE I

(Foundation piles and hardware not shown for clarity)

1/4" = 1'-0"

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023480.00

	BY	DATE
PROJ. MANAGER		
DESIGN DETAILED	K. Wiley	09/18
CHECKED RECEIPTED	C. Mann	09/18
DESIGN DETAILED		
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

10209
P.E. NUMBER

DATE

SWAN'S ISLAND
FERRY TERMINAL

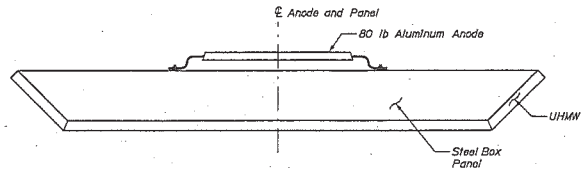
DOLPHIN DETAILS
FENDER SYSTEM I

SHEET NUMBER

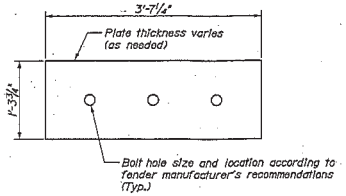
S07

11 OF 18

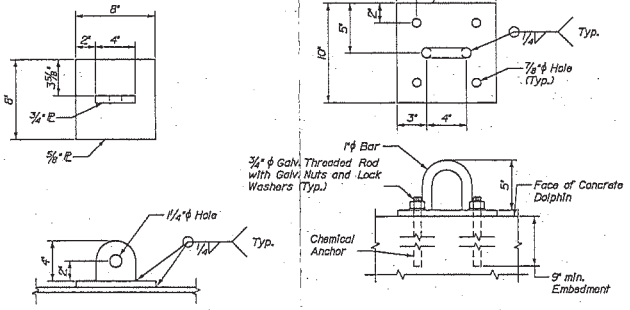
Filename: 01L_Fender System 1.dgn Division: Username: Date:11/22/2019



FENDER PANEL ANODE DETAIL
1" = 1'-0"

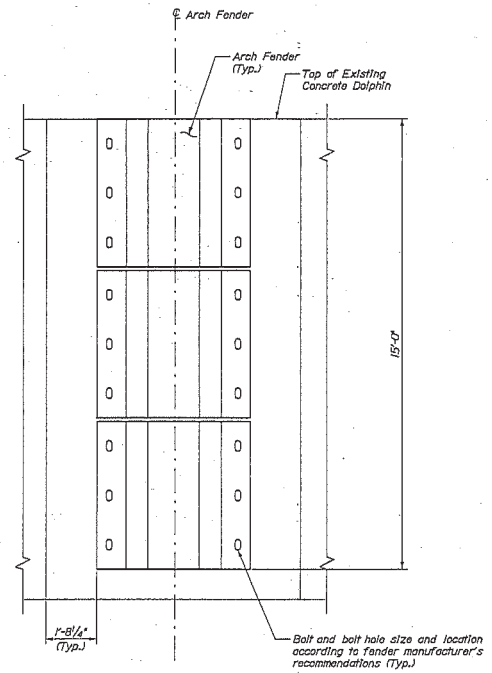


TYPE I PANEL SPACER PLATE DETAIL
1" = 1'-0"

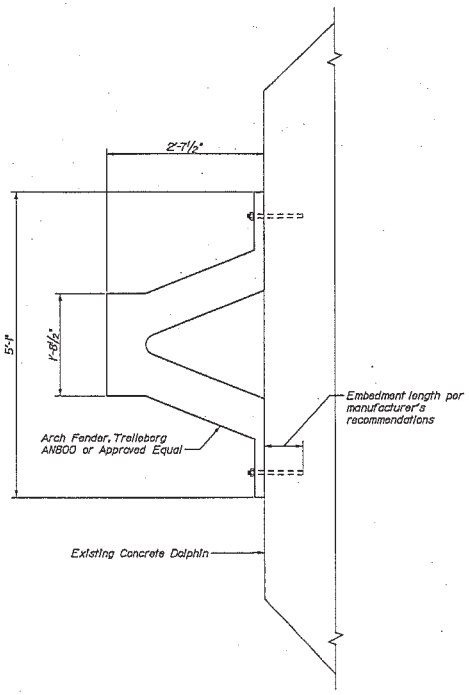


PANEL PAD EYE DETAIL
2" = 1'-0"

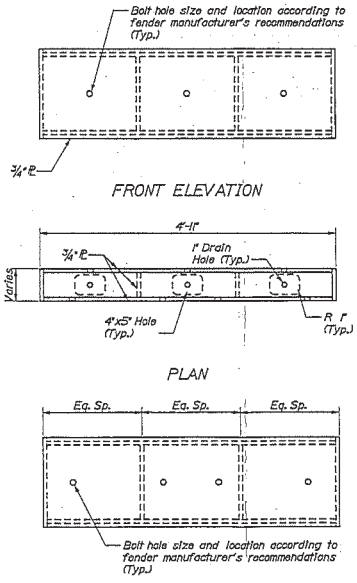
DOLPHIN PAD EYE DETAIL
2" = 1'-0"



ELEVATION - ARCH FENDER
1" = 1'-0"



ARCH FENDER TYPICAL SECTION
1" = 1'-0"



STEEL FENDER BLOCK
1" = 1'-0"

NOTES:
1. For anode attachment details, see Sheet S04.
2. All steel hardware shall be hot-dip galvanized.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023460.00

PROJ. MANAGER			
DESIGN-DETAILED	K. Riley	BY	DATE
CHECKED-REVIEWED	C. Mohn	P. Bishop	09/19
DESIGN-DETAILED		C. Mohn	09/19
DESIGN-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

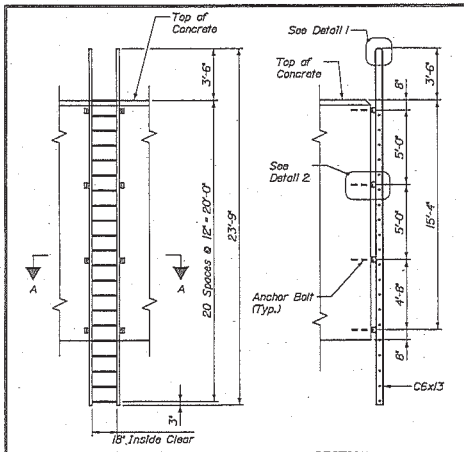
SIGNATURE
12109
P.E. NUMBER
DATE

SWAN'S ISLAND
FERRY TERMINAL

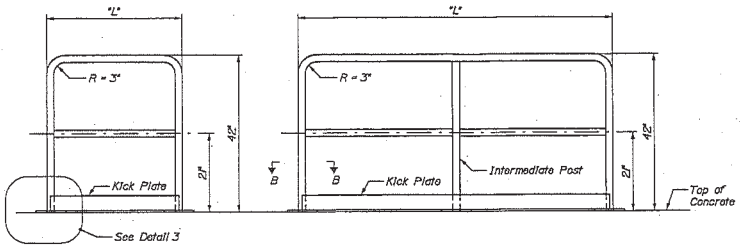
DOLPHIN DETAILS
FENDER SYSTEM II

SHEET NUMBER
S08
12 OF 18

Filename: 012_Fender System 2.dgn Division: Username: Date: 11/22/2019

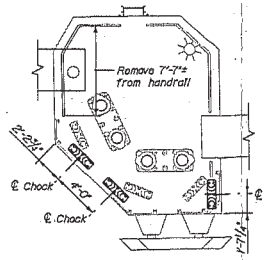


DOLPHIN ACCESS LADDER
1/4" = 1'-0"

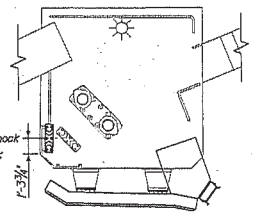


Type 1 Handrail

Type 2 Handrail

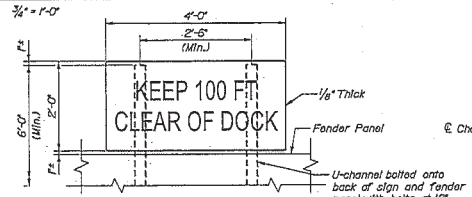


D1 CHOCK MODIFICATION PLAN
1" = 5'-0"

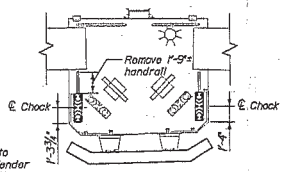


D4 CHOCK MODIFICATION PLAN
1" = 5'-0"

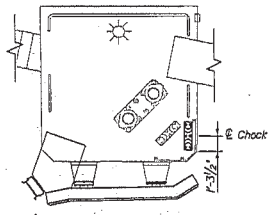
HANDRAIL DETAIL
3/4" = 1'-0"



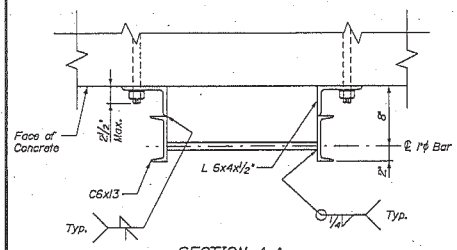
SIGN DETAIL
3/4" = 1'-0"



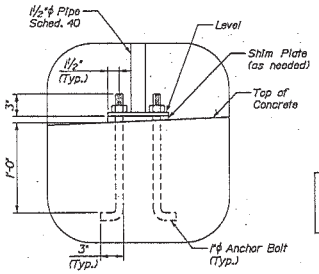
D2 CHOCK MODIFICATION PLAN
1" = 5'-0"



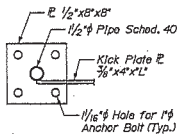
D5 CHOCK MODIFICATION PLAN
1" = 5'-0"



SECTION A-A
1½" = 1'-0"



DETAIL 3
(Applies to all railing mounting locations, Kick plate not shown for clarity)
1½" = 1'-0"

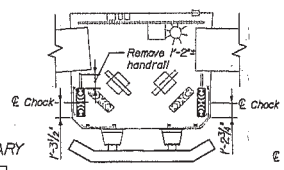


SECTION B-B
1½" = 1'-0"

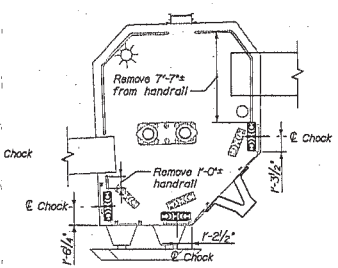
TABLE 1
HANDRAIL SUMMARY TABLE

Dolphin	Location	Identification
D1	S	T2 - 8'-2" - 2
D1	E	T2 - 9'-0" - 2
D1	N	T1 - 4'-2" - 0
D3	W	T2 - 8'-2" - 2
D3	N	T2 - 9'-4" - 2
D3	E	T1 - 3'-8" - 0

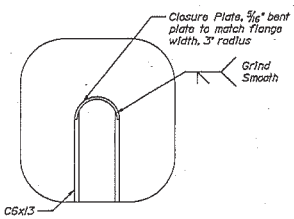
Railing Identification: T2 - L - X
Type
Length
Inter. Post Quantity



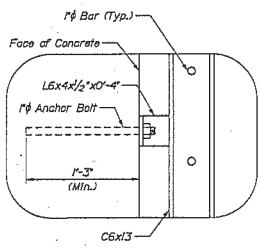
D3 CHOCK MODIFICATION PLAN
1" = 5'-0"



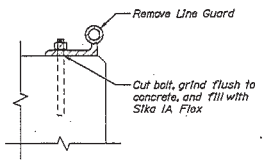
D6 CHOCK MODIFICATION PLAN
1" = 5'-0"



DETAIL 1
(Typical for all ladders)
1½" = 1'-0"



DETAIL 2
(Typical all ladder mounting locations)
1½" = 1'-0"



LINE GUARD REMOVAL DETAIL
1½" = 1'-0"

TABLE 2
LINE GUARD REMOVAL SUMMARY

Dolphin	Length of Removal (ft)	No. of Bolts
D1	16	10
D2	13	8
D3	13	8
D4	7	4
D5	7	4
D6	16	10

NOTES:
1. Contractor to field verify dimensions of line guards & number of bolts to be removed.

NOTES:
1. The panel mounted access ladder shall be designed by the Contractor for a 350 Lb concentrated vertical load acting at any point on the ladder. The ladder shall conform with all applicable provisions of OSHA regulations for ladders and with dimensions shown on the drawings. The ladder assembly shall be hot-dip galvanized after fabrication.
2. Where handrail posts or line guard anchorages are removed, fill with Sika Flex 1A self leveling sealant, or approved equal.
3. For additional details on chock setting, see Sheet S06.
4. Contractor shall grind smooth, cap ends of cut handrails, and galvanize exposed steel.
5. Contractor shall support the navigation sign along the back of the fender panel with a pair of u-channels in accordance with Special Provision 645, Highway Signing.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 023480.00

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	N. West	05/19
CHECKED-REVIEWED	C. Mack	05/19
DESIGNED-DETAILED		
CHECKED-REVIEWED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER 12969

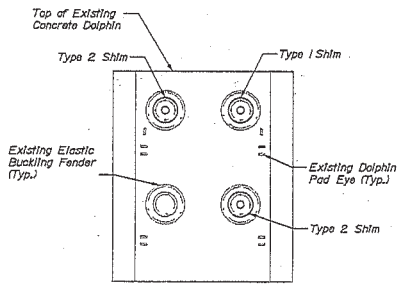
DATE

SWAN'S ISLAND
FERRY TERMINAL

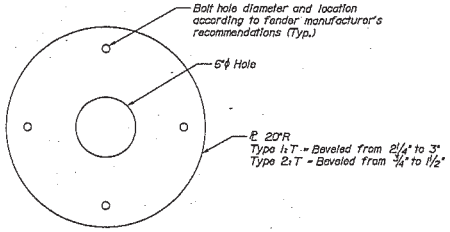
DOLPHIN DETAILS
MISCELLANEOUS

SHEET NUMBER
S09
13 OF 18

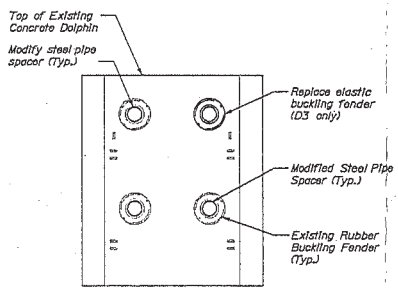
FFilename: 013_Miscellaneous Details.dgn Division: Username: Date: 11/22/2019



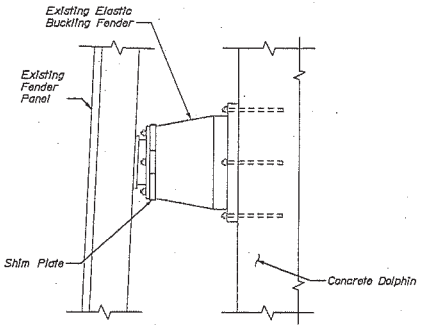
ELEVATION - DOLPHIN D4
(Dolphin D5 opposite hand)
1/4" = 1'-0"



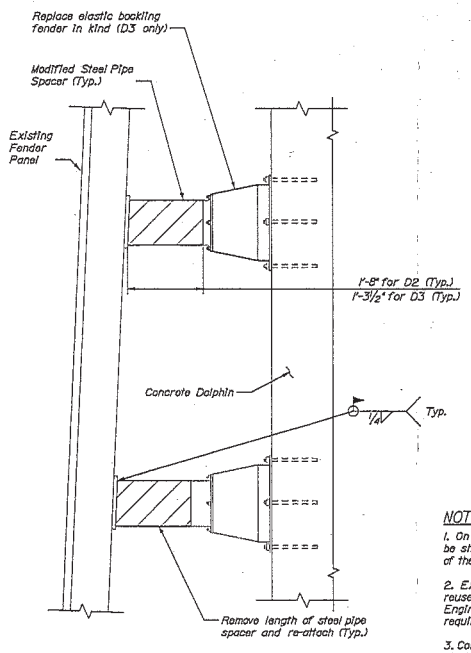
SHIM DETAIL
2" = 1'-0"



ELEVATION - DOLPHIN D2
(Dolphin D2 shown, D3 similar)
1/4" = 1'-0"



TYPICAL DOLPHIN FENDER
SHIM ATTACHMENT DETAIL
3/4" = 1'-0"



TYPICAL DOLPHIN D2
FENDER ATTACHMENT DETAIL
(Dolphin D2 shown, D3 similar)
3/4" = 1'-0"

NOTES:

1. On dolphins D2 and D3, support chains shall be shortened to accomodate the change in length of the steel pipe spacers.

2. Existing chains and connectors shall be reused unless damaged or corroded. The Engineer shall determine if replacement is required and Contractor shall replace in kind.

3. Contractor shall field verify dimensions of steel pipe spacer.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023480.00

	BY	DATE
PROJ. MANAGER		
DESIGNED/CHECKED	K.Berry	09/19
DRAWN/CHECKED	C.Davis	09/19
QUANTITIES/CHECKED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER
8209

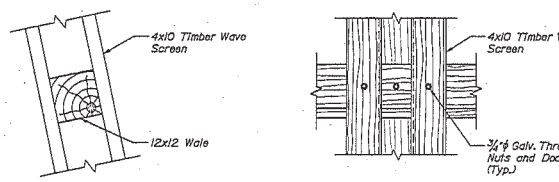
DATE

SWAN'S ISLAND
FERRY TERMINAL

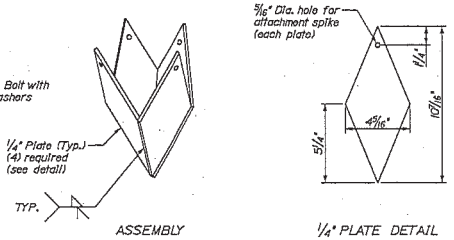
DOLPHIN REPAIR DETAILS

SHEET NUMBER
S10
14 OF 18

Filename: 014_Dolphin Repair Details.dgn Division: Username: Date:11/22/2019



SCREEN CONNECTIONS

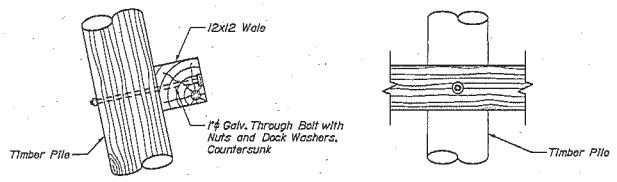


ASSEMBLY

¼" PLATE DETAIL

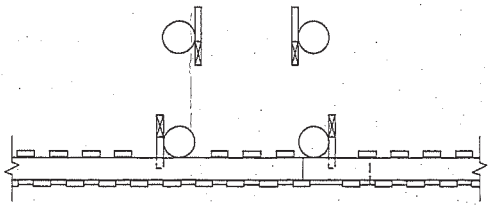
Note: Dimensions shown similar to pile point manufactured by Associated Pile & Fitting

TIMBER PILE POINT DETAIL
3" = 1'-0"

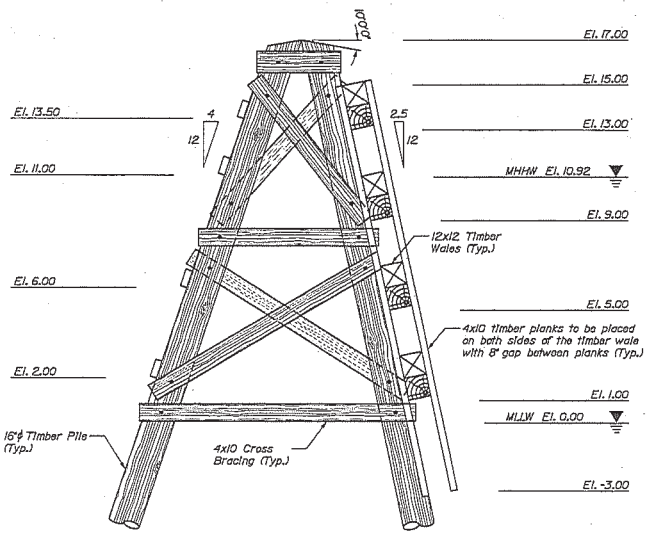


WALE CONNECTIONS

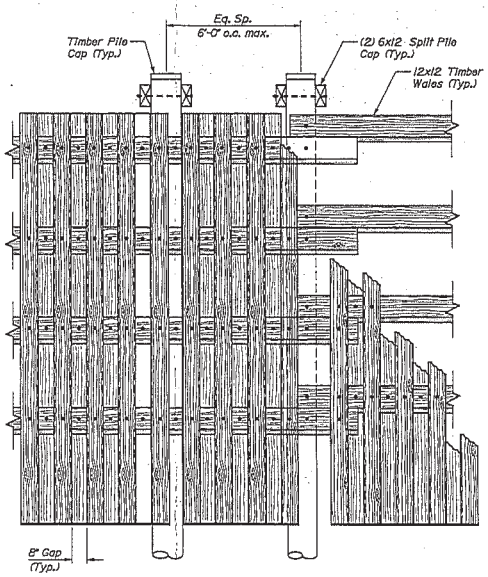
WAVE SCREEN CONNECTIONS
¾" = 1'-0"



WAVE SCREEN PLAN VIEW
(View shown at El. 11.00)
⅜" = 1'-0"



WAVE SCREEN END ELEVATION
⅜" = 1'-0"



WAVE SCREEN FRONT ELEVATION
⅜" = 1'-0"

NOTES:

1. All bolts for timber connections are 1" dia. galv. with nuts and dock washers per ASTM A307. except where noted.
2. All timber associated with wave screen shall be 2.5 cca treated.
3. All timber vertical and batter piles shall have a driven capacity of 15 tons or a minimum embedment length of 20 feet. See timber pile point detail.
4. All timber battered piles for wave screens facing towards the Pen shall be installed at a batter of 4 horiz. on 12 vert. All timber battered piles for wave screens with timber wales and planks facing away from the Pen shall have a batter of 2.5 horiz. on 12 vert.
5. Timber shall be southern pine with a stress rating of 1,200 psi. Timber shall be pressure treated and branded in accordance with the specifications.
6. All timber construction shall conform to the national design specification for wood construction of the American Forest and Paper Association.
7. All other connections shall be made with ASTM A325, type I galvanized bolts and 1/16"ϕ oversized holes and shall have washers on both ends, unless otherwise noted.
8. Field treat all cut and drilled timber surfaces with two coats of preservative containing copper napthanate solution (min. 2% metallic solution) per specifications.
9. Wave screens shall be 6' minimum clear from dolphins.
10. Contractor shall take care while installing timber piles to avoid conflict with steel pipe piles.
11. Timber pile cap shall be white with flat top.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023480.00

	BY	DATE
PROJ. MANAGER	N. Riley	09/19
DESIGN-DETAILED	P. Bishop	09/19
DESIGN-CHECKED	C. Lash	09/19
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER
12093

DATE

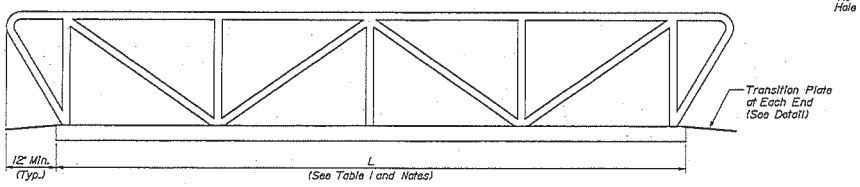
SWAN'S ISLAND
FERRY TERMINAL

WAVE SCREEN
PLAN AND ELEVATION

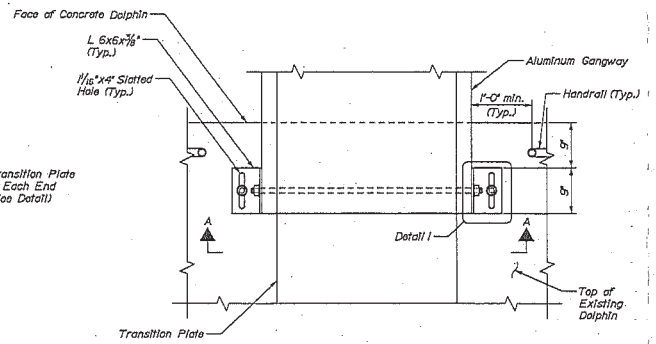
SHEET NUMBER
S11
15 OF 18

HNTB

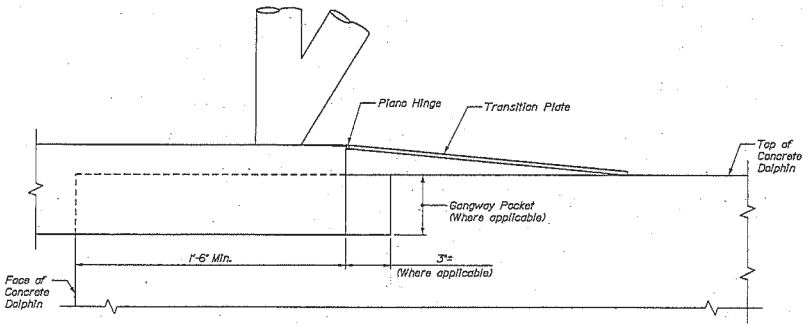
Filename: 015_Wave Screen Plan and Elevation.dgn Division: Username: Date: 11/22/2019



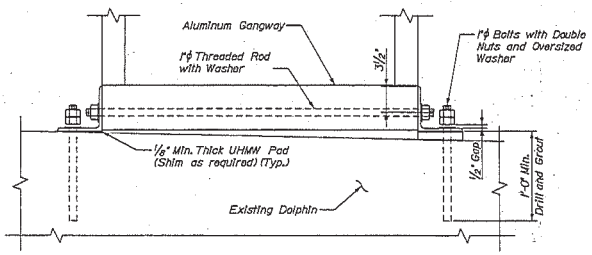
GANGWAY ELEVATION
(Schematically Shown)
1/2" = 1'-0"



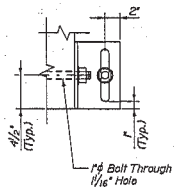
EXISTING DOLPHIN
GANGWAY CONNECTION
1" = 1'-0"



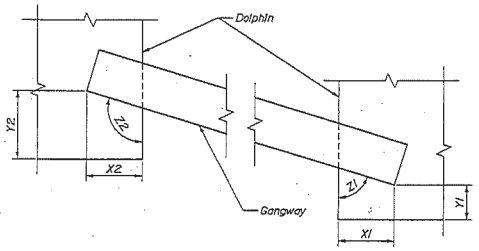
TRANSITION PLATE DETAIL
3" = 1'-0"



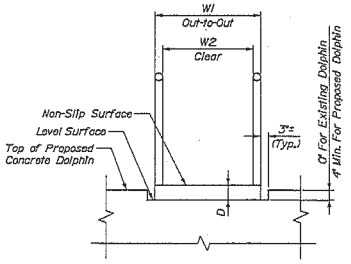
SECTION A-A
1 1/2" = 1'-0"



DETAIL 1
1 1/2" = 1'-0"



GANGWAY LAYOUT
N.T.S.



PROPOSED DOLPHIN GANGWAY TYPICAL SECTION
1/2" = 1'-0"

TABLE 1
GANGWAY DIMENSIONS

	Dimensions											
Gangway I.D.	W1	W2	D	L	Dolphin 1	X1	Y1	Z1	Dolphin 2	X2	Y2	Z2
G1	42"	36"	6"	29'-0"	D8	1'-6"	4'-11"	90°0'	D1	7"	2'-9"	89°55'
G2	42"	36"	6"	29'-0"	D6	6"	2'-6"	90°22'	D7	1'-6"	4'-2"	90°0'

NOTES:

1. See Sheet G02 for design loads.
2. Gangway shall be truss type constructed, fabricated of aluminum grade 6061-T6 marine alloy.
3. Gangway length shall be confirmed or adjusted once dolphins are constructed.
4. Contractor shall field verify dimensions of dolphins for pocket sizes and distances between dolphins.
5. Install bolt through gangway prior to installing bolts into existing concrete.
6. Contractor shall provide shims at gangway ends as required.
7. A kick plate is not required along the bottom of the rail posts.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
023480.00

	BY	DATE
PROJ. MANAGER		
DESIGNED-DETAILED	M. Kiley	09/19
CHECKED-REVIEWED	P. Bolduc	09/19
DESIGN-DETAILED	C. Merk	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
1009
P.E. NUMBER
DATE

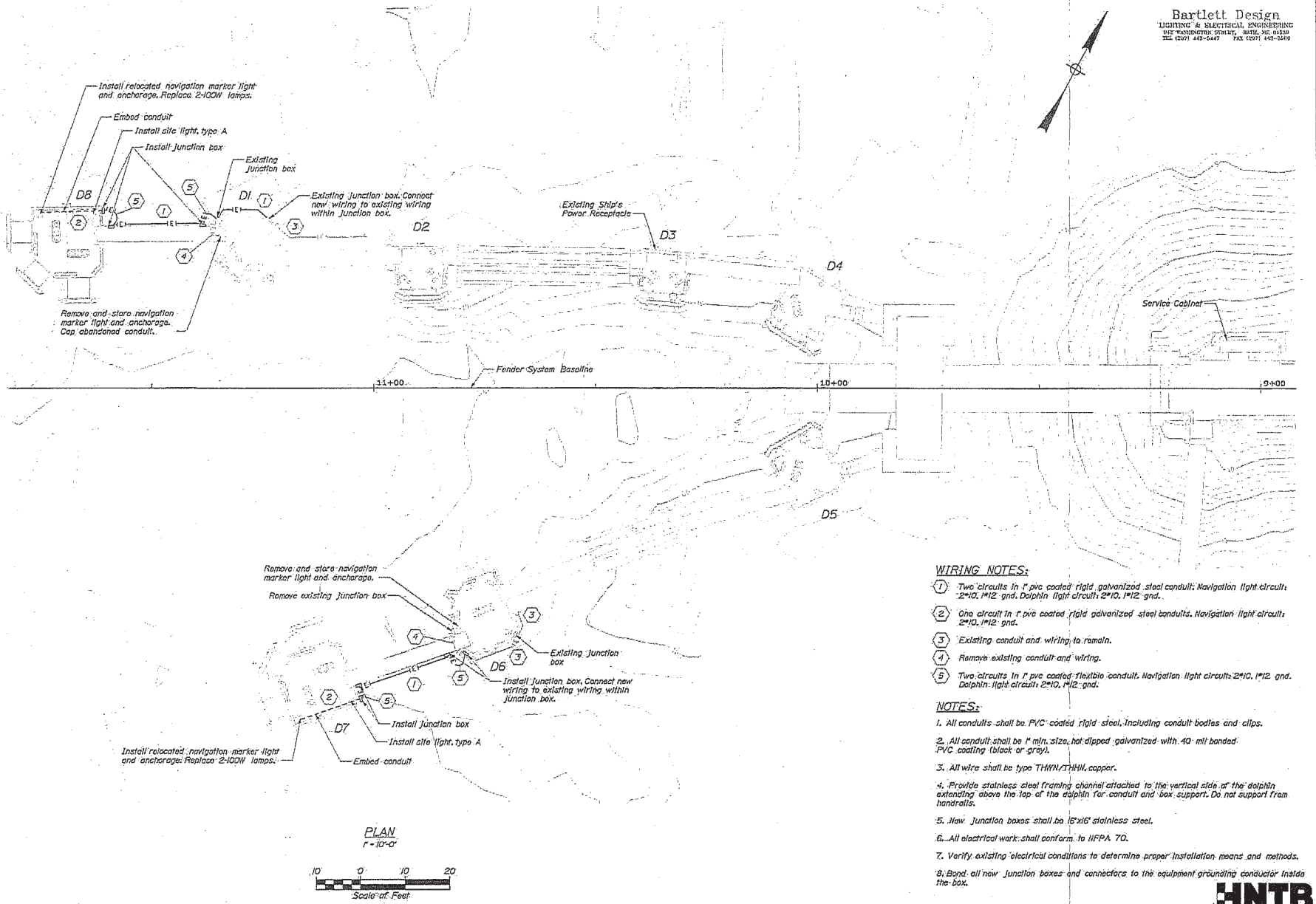
SWAN'S ISLAND
FERRY TERMINAL

GANGWAY
PLAN AND ELEVATION

SHEET NUMBER
S12
16 OF 18

FFilename: 016_Gangway Plan and Elevation.dgn Division: Username: Date:11/22/2019

Filename: ...\01_ElectricalPlan.dgn Division: Username: Date:5/30/2019



PLAN
1" = 10'-0"

10 0 10 20
Scale: of Feet

WIRING NOTES:

1. Two circuits in 1" pvc coated rigid galvanized steel conduit: Navigation light circuit: 2#10, 1#12 gnd. Dolphin light circuit: 2#10, 1#12 gnd.
2. One circuit in 1" pvc coated rigid galvanized steel conduits. Navigation light circuit: 2#10, 1#12 gnd.
3. Existing conduit and wiring to remain.
4. Remove existing conduit and wiring.
5. Two circuits in 1" pvc coated flexible conduit. Navigation light circuit: 2#10, 1#12 gnd. Dolphin light circuit: 2#10, 1#12 gnd.

NOTES:

1. All conduits shall be PVC coated rigid steel, including conduit bodies and clips.
2. All conduit shall be 1" min. size, hot dipped galvanized with 40 mil bonded PVC coating (black or gray).
3. All wire shall be type THWN/THHN, copper.
4. Provide stainless steel framing channel attached to the vertical side of the dolphin extending above the top of the dolphin for conduit and box support. Do not support from handrails.
5. New junction boxes shall be 16"x16" stainless steel.
6. All electrical work shall conform to NFPA 70.
7. Verify existing electrical conditions to determine proper installation means and methods.
8. Bond all new junction boxes and connectors to the equipment grounding conductor inside the box.

Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
612 WASHINGTON STREET, BATH, ME 04530
TEL (207) 443-5447 FAX (207) 443-5549

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 023480.00

LAWRENCE E. BARTLETT No. 7926 REGISTERED PROFESSIONAL ENGINEER STATE OF MAINE

PROJ MANAGER		BY	DATE
RECEIVED/ISSUED	L.Bartlett	L.Bartlett	05/19
REVISED/REVISED		P.Kane	05/19
RECEIVED/ISSUED		C.Lord	05/19
REVISED/REVISED			
REVISED 3			
REVISED 2			
REVISED 1			
FIELD CHANGES			

P.E. NUMBER 7926

SIGNATURE

DATE 5/30/2019

SWAN'S ISLAND
FERRY TERMINAL

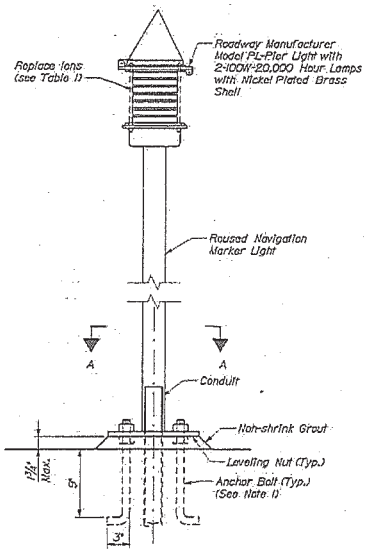
ELECTRICAL PLAN

SHEET NUMBER
E01
17 OF 18

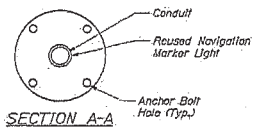
Filename: ...\018_ElectricalDetails.dgn Division: Username: Date: 5/30/2019

TABLE 1
NAVIGATIONAL MARKER LENS REPLACEMENT SUMMARY

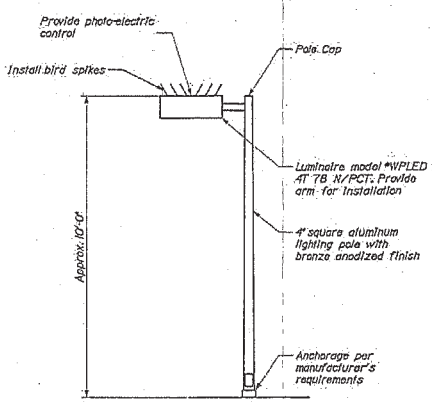
Location	# of Light Opening	Lamp Size	Lens
Dolphin D7	In Kind	2-100W A-19	In Kind
Dolphin D8	In Kind	2-100W A-19	In Kind



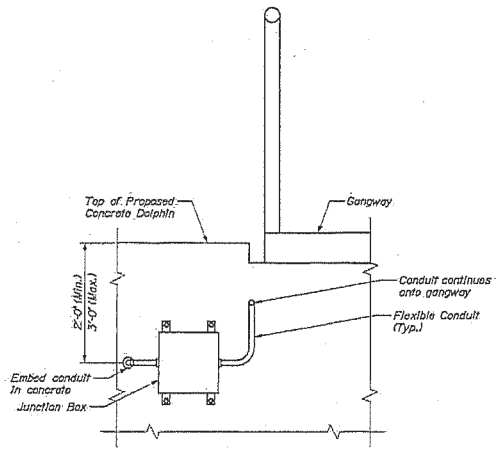
NAVIGATION MARKER INSTALLATION DETAIL
N.T.S.



SECTION A-A
N.T.S.



SITE LIGHT TYPE A DETAIL
N.T.S.



EMBEDDED CONDUIT JUNCTION BOX DETAIL
1"=1'-0"

NOTES:

1. Anchor bolt size and pattern shall match the existing condition.
2. Navigation marker wiring connection shall match the existing condition.
3. Where anchorages are removed, bolts and rods shall be cut, ground flush to concrete, and filled with Sika 1A Flex self-leveling sealant, or approved equal.

HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN 023490.00

FOR MASTER	BY	DATE
100% SUBMISSION	J.L.B.	5/2019
90% SUBMISSION REVIEWS	P.B.D.	5/2019
100% SUBMISSION REVIEWS	C.M.B.	5/2019
100% SUBMISSION REVISIONS		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LAWRENCE E. BARTLETT 18787 REGISTERED PROFESSIONAL ENGINEER STATE OF MAINE

Lawrence E. Bartlett SIGNATURE

P.E. NUMBER 18787

DATE 5/30/2019

SWAN'S ISLAND
FERRY TERMINAL

ELECTRICAL DETAILS

SHEET NUMBER
E02
18 OF 18

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-2020-00491

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-2020-00491 was issued to the Maine Dept. of Transportation. This work is located in Mackerel Cove at Swans Island, Maine and authorized the permittee to upgrade the existing state ferry terminal facility. Regulated work includes the addition of two turning dolphins, wave screens, elevated walkways to the new turning dolphins, and modifications to the existing lighting system. New piling installations will result in a cumulative total of 69 s.f. of permanent tidal bottom 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

_____

Applicant: General Public, State of Maine

Effective Date: October 14, 2020
Expiration Date: October 14, 2025

DEPARTMENT OF THE ARMY
GERNERAL PERMITS FOR
THE STATE OF MAINE

The New England District of the U.S. Army Corps of Engineers (Corps) hereby issues 23 General Permits (GPs), listed below, for activities subject to Corps jurisdiction in waters of the United States within the boundaries of the State of Maine including tribal lands, and in adjacent ocean waters to the seaward limit of the outer continental shelf. These GPs are issued in accordance with Corps regulations at 33 CFR 320 – 332 and specifically 33 CFR 325.2(e)(2). These GPs will protect the aquatic environment and the public interest while effectively authorizing activities that have no more than minimal individual and cumulative adverse environmental effects.

This document contains the following sections:		Pages
I.	CORPS JURISDICTION	1
II.	GENERAL CRITERIA	2
III.	PROCEDURES	3 – 4
IV.	GENERAL CONDITIONS	5 – 19
V.	MAINE GENERAL PERMITS	20 – 35
VI.	SELF-VERIFICATION NOTIFICATION FORM	36
VII.	CONTENT OF A PRE-CONSTRUCTION NOTIFICATION	37 – 42
VIII.	AGENCY CONTACTS	43 – 45
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I. CORPS JURISDICTION

1. Permits are required from the Corps for the following work:

a. The construction of any structure in, over, or under any navigable water of the U.S. (see 33 CFR 328), 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. including wetlands. The Corps regulates these activities under Section 404 of the Clean Water Act (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 of 1972 (see 33 CFR 324).

2. Related laws: Section 408 of the Rivers and Harbors Act of 1899, Section 401 of the Clean Water Act, Section 402 of the Clean Water Act, Section 307(c) of the Coastal Zone Management Act of 1972, Section 106 of the National Historic Preservation Act of 1966, Section 7 of the Endangered Species Act, the Fish and Wildlife Coordination Act of 1956, the Magnuson-Stevens Fishery Conservation and Management Act, Section 302 of the Marine Protection, Research and Sanctuaries Act of 1972, and Section 7(a) of the Wild and Scenic Rivers Act.

II. GENERAL CRITERIA

1. In order for activities to qualify for these General Permits (GPs), they shall meet the GPs terms and eligibility criteria on pages 1-4, all applicable general conditions (GCs) in Section IV, and terms of the Maine General Permits in Section V. Any activity not specifically listed may still be eligible for authorization under these GPs; prospective permittees are advised to contact the Corps for specific eligibility determination.

2. Under these GPs, activities may qualify for the following:

- **SELF-VERIFICATION (SV)**: Notification to the Corps is required at least two weeks before work commences; the Corps will acknowledge receipt and GP eligibility of the SV activity in writing.
- **PRE-CONSTRUCTION NOTIFICATION (PCN)**: Notification to and written verification from the Corps is required. *No work under PCN may proceed until written verification from the Corps is received.*

The thresholds for activities eligible for SV and PCN are defined in the general conditions in Section IV and Maine General Permits in Section V.

3. Prospective permittees shall review:

a. Section I to determine if the activity requires Corps authorization.

b. Sections III , IV, and V to determine if the activity is eligible for authorization under these GPs, and specifically whether it is eligible for SV, or whether a PCN is required.

4. Prospective permittees are encouraged to contact the Corps with questions at any time (U.S. Army Corps of Engineers, Maine Project Office, 442 Civic Center Drive, Suite 350, Augusta, Maine 04330, ph. 207-623-8367). Pre-application meetings, whether arranged by the Corps or requested by a prospective permittee, are encouraged to facilitate the review of projects. Pre-application meetings and/or site visits help streamline the authorization process by alerting the prospective permittee to potentially time-consuming factors 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, vernal pools, and dredging of contaminated sediments).

5. Permittees shall ensure compliance with all applicable GCs in Section IV and GPs in Section V. Non-compliance with these GPs and GCs may subject the permittee to criminal, civil, or administrative criminal penalties, and/or an ordered restoration, and/or the permit may be modified, suspended or revoked by the Corps.

III. PROCEDURES

1. State Approvals. Applicants are responsible for applying for and obtaining any required state or local approvals. Federal and state jurisdiction and review criteria may differ in some instances. State permits may be required for specific projects regardless of the GP category.

In order for authorizations under these GPs to be valid, when any of the following state approvals or statutorily-required reviews is also required, the approvals shall 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 Agriculture, Conservation and Forestry: Land Use Planning Commission (LUPC) permit.
- Maine Department of Marine Resources: Aquaculture Leases and Licenses.
- Maine Department of Agriculture, Conservation and Forestry, Bureau of Parks and Lands, Submerged Lands: Submerged Lands Lease.

2. How to Obtain/Apply for Corps Authorization.

a. **Self-Verification (SV)**: Prospective permittees shall confirm that the activity meets all the applicable terms and conditions of SV. 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 (GC 15), the Endangered Species Act (GC 16), the Magnuson-Stevens Fishery Conservation and Management Act (GC 17), and the Wild and Scenic Rivers Act (GC 13). Activities that are eligible for SV are authorized under these GPs provided the prospective permittee has:

i. Confirmed that the activity meets all applicable terms and conditions of SV.

ii. Provided notifications to the State Historic Preservation Officer (SHPO) (the SHPO in the State of Maine is the Maine Historic Preservation Commission, or MHPC) and all five federally-recognized tribes in the State of Maine (Tribal Historic Preservation Officers, or THPOs) listed in Section VIII before submitting the SV to the Corps in order to be reviewed for the presence of historic, archeological, architectural, or tribal resources in the action area that the activity may affect (see GC 15). Prospective permittees are not required to wait for a response to their notifications before submitting the SV to the Corps.

iii. At least two weeks before work is to commence, submitted to the Corps a Self-Verification Notification Form (SVNF, page 36) with all of the following attachments: location map, project plans, and an Official Species List of federally threatened and endangered species that may occur in the activity's action area and the email address of the person who generated the list (see GC 16).

NOTE: A copy of a state permit application form may be an acceptable surrogate for the SVNF itself; however, the applicant shall not rely on the state permitting agency to provide the Corps a copy of their state permit application.

b. **Pre-Construction Notification (PCN)**: Notification to, and written verification from the Corps is required. For activities that do not qualify for SV or where otherwise required by the terms and conditions of the GPs, the prospective permittee shall submit a PCN and obtain written verification from the Corps before starting work in Corps jurisdiction. The Corps will coordinate review of all PCN activities with other federal and state agencies, as appropriate. The Corps will attempt to issue written verification of the PCN within 60 days of receiving a complete application.

All prospective permittees for PCN activities shall follow the instructions on found on pages 37 – 42, and in particular:

i. Submit directly to the Corps application form *ENG Form 4345* (pages 40 – 42), or the surrogate state permit application form as noted above.

ii. Provide project information outlined on pages 37 – 42 (Content of a Pre-Construction Notification).
iii. Submit an Official Species List of federally threatened and endangered species that may occur in the activity's action area and the email address of the person who generated the list (GC 16).
iv. Provide notifications to the SHPO (MHPC) and all five THPOs in the State of Maine listed in Section VIII before submitting the PCN to the Corps in order to be reviewed for the presence of historic, archeological, architectural, or tribal resources in the action area that the activity may affect (see GC 15). The PCN shall include documentation that MHPC and all of the THPOs were notified (a copy of the prospective permittee's cover letter or emails to MHPC and the THPOs is acceptable). Prospective permittees are not required to wait for a response to their notifications before submitting a PCN to the Corps.

c. **Individual Permit (IP):** Projects that are not eligible for these GPs require an IP (33 CFR 325.5(b)) and prospective permittees shall submit an application directly to the Corps. These GPs do not affect the Corps IP review process or activities exempt from Corps regulation. For general information regarding IPs prospective permittees are encouraged to contact the Corps. ***In addition, the Corps retains discretionary authority on a case-by-case basis to elevate GP-eligible activities 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 a prospective permittee that an IP is required, no work in Corps jurisdiction may be conducted until the Corps issues the required authorization in writing indicating that the work may proceed.***

d. **Emergency Situations:** Contact the Corps immediately in the event of an emergency situation for information on the verification process. Emergency situations are limited to sudden, unexpected occurrences that could potentially 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 an application under standard procedures. Emergency work is subject to the same terms and conditions of these GPs as non-emergency work, and similarly, must qualify for authorization under these GPs; otherwise an IP is required. The Corps will work with all applicable agencies to expedite verification according to established procedures in emergency situations.

IV. GENERAL CONDITIONS

An activity is authorized under the General Permits (GPs) only if that activity and the permittee satisfy all of the applicable GPs terms and following general conditions (GCs):

1. Federal Jurisdiction.
2. Minimal Direct, Secondary and Cumulative Effects.
3. Other Permits.
4. Water Quality and Coastal Zone Management.
5. Fills Within 100-Year Floodplains.
6. Discretionary Authority.
7. Single and Complete Project.
8. Use of Multiple General Permits.
9. Mitigation (Avoidance, Minimization, and Compensatory Mitigation).
10. Corps Projects and Property.
11. Navigation.
12. National Lands.
13. Wild and Scenic Rivers.
14. St. John/St. Croix Rivers.
15. Historic Properties.
16. Federal Threatened and Endangered Species.
17. Essential Fish Habitat.
18. Aquatic Life Movements and Management of Water Flows.
19. Spawning, Breeding, and Migratory Areas.
20. Vernal Pools.
21. Restoration of Special Aquatic Sites (Including Wetland Areas).
22. Invasive and Other Unacceptable Species.
23. Soil Erosion, Sediment, and Turbidity Controls.
24. Time-of-Year Work Windows/Restrictions.
25. Pile Driving and Pile Removal in Navigable Waters.
26. Temporary Fill.
27. Heavy Equipment in Wetlands or Mudflats.
28. Bank and Shoreline Stabilization Including Living Shorelines.
29. Stream Work and Crossings, and Wetland Crossings.
30. Utility Line Installation and Removal.
31. Storage of Seasonal Structures.
32. Aquaculture.
33. Permit(s)/Authorization Letter On-Site.
34. Inspections.
35. Maintenance.
36. Federal Liability.
37. Property Rights.
38. Previously Authorized Activities.
39. Transfer of GP Verifications.
40. Modification, Suspension, and Revocation.
41. Special Conditions.
42. False or Incomplete Information.
43. Abandonment.
44. Enforcement Cases.
45. Duration of Authorization.

1. Federal Jurisdiction.

a. Applicability of these GPs shall be evaluated with reference to federal jurisdictional boundaries (e.g. mean high water mark, high tide line, ordinary high water mark, and wetland boundary). Activities shall be evaluated with reference to "waters of the U.S." under the Clean Water Act (33 CFR 328) and "navigable waters of the U.S." under Section 10 of the Rivers and Harbors Act of 1899 (33 CFR 329). Prospective permittees are responsible for ensuring that the boundaries used satisfy the federal criteria defined at 33 CFR 328 – 229. These sections prescribe the policy, practice and procedures to be used in determining the extent of the Corps jurisdiction. Note: Waters of the U.S. includes all waters pursuant to 33 CFR 328.3(a), and in adjacent wetlands as that term is defined in 33 CFR 328.3(c).

b. Permittees shall identify on project plans wetlands, other special aquatic sites (SAS) including vegetated shallows (or submerged aquatic vegetation, SAV) and mudflats, and other waters, such as lakes and ponds, and perennial and intermittent streams on the project site. Wetlands shall be delineated in accordance with the Corps of Engineers Wetlands Delineation Manual and the most recent regional supplement pertaining to the State of Maine. GP-eligible activities may utilize wetland determinations conducted by State of Maine staff in-lieu of a wetland delineation. For activities located in Essential Fish Habitat (GC 17), permittees shall also identify on project plans natural rocky habitats and shellfish areas in order to satisfy the Magnuson-Stevens Fishery Conservation and Management Act.

2. Minimal Direct, Secondary and Cumulative Effects. To be eligible and subsequently authorized by these GPs, an activity shall 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 these GPs and GCs. This may require project modifications involving avoidance, minimization, or compensatory mitigation for unavoidable impacts to ensure that the net adverse effects of an activity are no more than minimal.

3. Other Permits. Permittees shall obtain other Federal, State, or local authorizations as required by law. Permittees are responsible for applying for and obtaining all required State of Maine or local approvals including a Flood Hazard Development Permit issued by the town/city. Work that is not regulated by the State of Maine, but is subject to Corps jurisdiction, may still be eligible for authorization under these GPs.

4. Water Quality and Coastal Zone Management.

a. Permittees shall satisfy any conditions imposed by the State of Maine and EPA, where applicable, in their Clean Water Act Section 401 Water Quality Certification (WQC) for these GPs, or in any Individual Section 401 WQC. See Section VIII for state-specific contact info 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 these GPs shall be designed, constructed and operated to minimize or eliminate the discharge of pollutants.

b. Permittees shall satisfy any additional conditions imposed by the State of Maine in their Coastal Zone Management (CZM) Act of 1972 consistency concurrences for these GPs, 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.

5. Fills Within 100-Year Floodplains. The activity shall comply with applicable Federal Emergency Management Agency (FEMA) approved State of Maine or municipal floodplain management requirements. Permittees should contact FEMA and/or the State of Maine Floodplain Management Program regarding floodplain management requirements (see Section VIII for Federal and state-specific contact info).

6. Discretionary Authority. Notwithstanding compliance with the terms and conditions of these GPs, the Corps retains discretionary authority to require a PCN or IP review based on concerns for the aquatic environment or for any other factor of the public interest (see 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.

7. Single and Complete Project. 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. These GPs shall not be used for piecemeal work and shall be applied to single and complete projects and as such, the same GP shall not be used more than once for the same single and complete project.

a. For non-linear projects, a single and complete project shall have independent utility. 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.

b. Unless the Corps determines the activity has independent utility, 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. If any component of a single and complete project requires a PCN, the entire single and complete project shall be reviewed under PCN.

c. For linear projects such as power lines or pipelines with multiple crossings, a "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.

8. Use of Multiple General Permits. The use of more than one GP for a single and complete project is prohibited, except when the acreage loss of waters of the U.S. authorized by the GPs does not exceed the acreage limit of the GPs with the highest specified acreage limit. For example, if a road crossing over waters is constructed under GP 10, with an associated utility line crossing authorized by GP 9, if the maximum acreage loss of waters of the U.S. for the total project is ≥3 acres it shall be evaluated as an IP.

9. Mitigation (Avoidance, Minimization, and Compensatory Mitigation).

a. Activities shall be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the U.S. to the maximum extent practicable to ensure that adverse effects to the aquatic environment are no more than minimal.

b. Compensatory mitigation for unavoidable impacts to waters of the U.S., including direct, secondary and temporal loss, will generally be required for permanent impacts that exceed the SV limits (SV limits are detailed in Section V), and may be required for temporary impacts that exceed the SV 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 secondary effects may generally be excluded from this requirement.

c. Mitigation proposals shall follow the guidelines found in the Compensatory Mitigation for Losses of Aquatic Resources; Final Rule April 10, 2008; 33 CFR 332 (which can be found at: *www.nae.usace.army.mil/Missions/Regulatory/Mitigation* under "Compensatory Mitigation for Losses of Aquatic Resources, 33 CFR 332 (Compensatory Mitigation Rule)") and any other regulation. Permittees considering the use of a monetary payment *in-lieu* of permittee-responsible mitigation as compensation for unavoidable impacts to waters of the U.S. in the State of Maine may utilize the Maine Natural Resources Conservation Program (MNRCP). Information regarding this compensatory program can be found at: *www.mnrcp.org* For unavoidable jurisdictional impacts affecting federally-endangered Atlantic salmon and/or its critical habitat, permittees may be required to compensate for the impacts by utilizing the Maine Atlantic Salmon Restoration and Conservation Program. Information regarding this *in-lieu-fee* compensatory program can be found at: *www.maine.gov/dmr/science-research/searun/programs/ilffacts.html*

10. Corps Projects and Property.

a. Corps projects and property can be found at: *www.nae.usace.army.mil/Missions/Civil-Works*

b. In addition to any authorization under these GPs, prospective permittees shall 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.

c. Any proposed temporary or permanent modification or use of a Federal project (including but not limited to a levee, dike, floodwall, channel, anchorage, breakwater, seawall, bulkhead, jetty, wharf, pier, or other work built or maintained but not necessarily owned by the United States), which may obstruct or impair the usefulness of the Federal project in any manner, is not eligible for SV and requires review and approval by the Corps pursuant to 33 USC 408 (Section 408).

d. A PCN is required for all work in, over, under, or within a distance of three times the authorized depth of a Corps Federal Navigation Project (FNP) and may require permission under Section 408.

e. Any structure or work that extends closer to the horizontal limits of any FNP 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.

f. Where a Section 408 permission is applicable, written verification for the PCN will not be issued prior to the decision on the Section 408 permission request.

11. Navigation

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

b. Work in, over, under, or within a distance of three times the authorized depth of an FNP shall specifically comply with GC 10.

c. Any safety lights and/or signals prescribed by the U.S. Coast Guard, State of Maine or municipality, through regulations or otherwise, shall be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the U.S.

d. The permittee understands and agrees that, if future operations by the U.S. 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.

12. National Lands. Activities that impinge upon the value of any National Lands or Federal Properties including but not limited to a National Wildlife Refuge, National Forest, or any area administered by the National Park Service , U.S. Fish and Wildlife Service or U.S. Forest Service are not eligible for SV and require PCN.

13. Wild and Scenic Rivers.

a. The following activities in designated rivers of the National Wild and Scenic River (NWSR) System, or in a river designated by Congress as a "study river" for possible inclusion in the system, require a PCN unless the National Park Service has determined in writing to the prospective permittee that the proposed work will not adversely affect the NWSR designation or study status:

i. Activities that occur in NWSR segments, in and 0.25 miles up or downstream of NWSR segments, or in tributaries within 0.25 miles of NWSR segments.
ii. Activities that occur in wetlands within 0.25 miles of NWSR segments.
iii. Activities that have the potential to alter free-flowing characteristics in NWSR segments.

b. As of October 14, 2020, National Wild and Scenic Rivers and congressional study rivers in Maine include: the 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 92.5 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 tributaries (the York River is currently under study).

14. St. John/St. Croix Rivers. A PCN is required for any work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission. In addition, a PCN is required if any temporary or permanent use, obstruction or diversion of international boundary waters could affect the natural flow or levels of waters on the Canadian side of the 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.

15. Historic Properties.

a. No undertaking shall cause effects (as 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 Places, 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 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 archeological consultants in coordination with the Corps and the State Historic Preservation Officer (SHPO) (the SHPO in the State of Maine is the Maine Historic Preservation Commission, MHPC) and/or the five federally-recognized tribes in the State of Maine (Tribal Historic Preservation Officers, or THPOs). The MHPC, the THPOs, 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 MHPC and/or the THPO(s).

b. For activities eligible for these GPs, permittees shall ensure that the activity will not cause effects as stated above in 15(a). In order to comply with this condition, both SV and PCN prospective permittees shall notify MHPC and all five THPOs for their identification of historic properties. MHPC and the THPOs will generally respond within 30 days of receiving the notification if they believe that the activity may have an adverse effect to historic properties. A PCN is required if an activity may have an adverse effect to historic properties. The PCN shall be submitted as soon as possible if a proposed activity may cause effects as stated above in 15(a) a to ensure that the Corps is aware of any potential effects of the proposed activity on any historic property to ensure all Section 106 requirements are met.

c. All PCNs shall:

i. Show notification to MHPC and all five THPOs 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 MHPC or the THPO(s) indicating that there are or are not historic properties affected.

d. The requirements to comply with Section 106 of the NHPA may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at *www.nae.usace.army.mil/Missions/Regulatory*

e. If the permittee discovers any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by these permits, the permittee shall immediately notify the district engineer of what was found, and avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

f. Federal agencies should follow their own procedures for complying with the requirements of Section 106 of the NHPA. Federal permittees shall provide the Corps with the appropriate documentation to demonstrate compliance with those requirements.

g. Federal and non-federal applicants should coordinate with the Corps before conducting any onsite archeological work (reconnaissance, surveys, recovery, etc.) requested by MHPC or the THPOs, as the Corps will determine the Permit Area for the consideration of historic properties based on 33 CFR 325 Appendix C. This is to ensure that work done is in accordance with Corps requirements.

16. Federal Threatened and Endangered Species.

a. No activity is authorized by these GPs 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 or proposed 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;

iii. Is "likely to adversely affect" a listed species or critical habitat unless Section 7 consultation has been completed by the Corps or another lead action agency in coordination with the Corps under the provisions of a Programmatic Agreement (PA) or Programmatic Consultation (PC); or

iv. Violates the ESA.

b. All prospective permittees shall attach to their SVNF or PCN an Official Species List obtained from the U.S. Fish and Wildlife Service's Information for Planning and Consultation (IPaC) found at: *https://ecos.fws.gov/ipac* and provide the email address of the person who generated the list.

c. For proposed activities in tidal waters, prospective permittees should also refer to the National Oceanic and Atmospheric Administration (NOAA) Fisheries' Section 7 Mapper for federally-listed species found at: *https://noaa.maps.arcgis.com/apps/webappviewer/index.html*

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, may be affected by the proposed work. An activity may remain eligible for SV if the only listed species affected is the northern long-eared bat (*Myotis septrionalis*), and only after Section 7 consultation has been completed by the Corps under the 4(d) Rule Streamlined Consultation.

e. Federal agencies shall follow their own procedures for complying with the requirements of the ESA while ensuring that the Corps and any other federal action agencies are included in the consultation process.

f. Non-federal representatives designated by the Corps to conduct informal consultation or prepare a biological assessment shall follow the requirements in the designation document(s) and the ESA. Non-federal representatives shall also provide the Corps with the appropriate documentation to demonstrate compliance with those requirements. The Corps will review the documentation and determine whether it is sufficient to address ESA compliance for the GP activity, or whether additional ESA consultation is necessary.

g. The requirements to comply with Section 7 of the ESA may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at: *www.nae.usace.army.mil/Missions/Regulatory*

17. Essential Fish Habitat (EFH).

a. PCN activities in tidal waters and the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration, shall be reviewed for the potential to adversely affect EFH (activities meeting SV criteria have been determined to result in no more than minimal adverse effects to EFH and therefore need no additional review):

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			

b. Prospective permittees may be required to describe and identify potential adverse effects to EFH and should refer to the NOAA Fisheries' EFH Mapper found at: *www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper*

c. The requirements to comply with the Magnuson-Stevens Fishery Conservation and Management Act may be satisfied by a Programmatic Agreement (PA) or Programmatic Consultation (PC) with the Corps, New England District or another federal agency. New England District PAs and PCs are found at: *www.nae.usace.army.mil/Missions/Regulatory*

18. Aquatic Life Movements and 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 permanently 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 and wetlands shall be:

i. Suitably spanned, bridged, culverted, 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 crossing.

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. For work in tidal waters, in-stream controls (e.g. cofferdams) should be installed in such a way as to not obstruct fish passage.

d. To the maximum extent practicable, the preconstruction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity shall 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 pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g. stream restoration or relocation activities).

e. Activities that temporarily or permanently adversely impact upstream or downstream flood conditions require a PCN.

19. Spawning, Breeding, and Migratory Areas.

a. Jurisdictional activities in waters of the U.S. such as certain excavations, discharges of dredged or fill material, and/or suspended sediment producing activities 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 U.S. that provide value as breeding areas for migratory birds must be avoided to the maximum extent practicable. The permittee is responsible for ensuring their action complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the U.S. Fish and Wildlife's Maine Field Office (see Section VIII for contact info) to determine applicable measures to reduce impacts to migratory birds or eagles, including whether "incidental take" permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

20. Vernal Pools.

a. A PCN is required if a discharge of dredged or fill material is proposed within a vernal pool depression located within waters of the U.S.

b. GC 20(a) above does not apply to projects that are within a municipality that meets the provisions of a Corps-approved vernal pool Special Area Management Plan (SAMP) and are otherwise eligible for SV, and the applicant meets the requirements to utilize the vernal pool SAMP.

21. Restoration of Special Aquatic Sites (Including Wetland Areas).

a. In areas of authorized temporary disturbance, if trees are cut they 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.

b. The introduction or spread of invasive plant species in disturbed areas shall be controlled. If construction mats are to be used in areas of invasive plant species, they shall be thoroughly cleaned before re-use.

c. Wetland areas where permanent disturbance is not authorized shall be restored to their original condition and elevation. Original condition means 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. Restoration shall typically commence no later than the completion of construction.

d. Upon completion of construction, all areas of authorized disturbed wetland area shall be stabilized with a wetland seed mix containing only plant species native to New England and shall not contain any species listed in the "Invasive and Other Unacceptable Plant Species" Appendix K in the "New England District Compensatory Mitigation Guidance" found at: *www.nae.usace.army.mil/Missions/Regulatory/Mitigation*

22. Invasive and Other Unacceptable Species.

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 these GPs. 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 shall justify the use of non-native species or cultivars.

c. For the purposes of these GPs, plant species that are considered invasive and unacceptable areprovided in Appendix K "Invasive and Other Unacceptable Plant Species" of the most recent "New England District Compensatory Mitigation Guidance" and is found at: *www.nae.usace.army.mil/Missions/Regulatory/Mitigation* The June 2009 "U.S. Army Corps of Engineers Invasive Species Policy" provides policy, goals and objectives and is located at *www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species* If an Invasive Species Control/Management Plan has been prepared it should be included with any SV or PCN.

23. 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, geotextilesilt 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 orwetland.

c. All exposed soil and other fills shall be permanently stabilized at the earliest practicable date.

24. Time-of-Year Work (TOY) Windows/Restrictions. In-water work shall be conducted during the following TOY work windows (work allowed) under SV and any in-water work proposed during the following TOY restrictions (no work) shall be reviewed under PCN (and shall contain written justification for deviation from the work allowed windows). The term "in-water work" does not include conditions where the work site is "in-the-dry" (e.g. intertidal areas exposed at low tide). The term also does not include work contained in a cofferdam so long as the cofferdam was installed and subsequently removed within the work allowedwindow.

	TOY Restriction (***no work***)	TOY Work Window (***work allowed***)
Non-tidal waters	Oct. 1st to Jul. 14th	Jul. 15th to Sep. 30th
Tidal waters	Apr. 10th to Nov. 7th	Nov. 8th to Apr. 9th

Alternate work windows proposed under PCN will generally be coordinated with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, Maine Department of Inland Fisheries and Wildlife, and/or Maine Department of Marine Resources and resulting written verifications may include species-specific work allowed windows.

25. Pile Driving and Pile Removal in Navigable Waters.

a. Derelict, degraded, or abandoned piles and sheet piles in the project area shall be removed in their entirety as practicable and properly disposed of in an upland location and not in wetlands. In areas of fine-grained substrates, piles/sheets shall be removed by direct, vibratory, or clamshell pull method in order to minimize potential turbidity and sedimentation impacts. If removal is not practicable, said piles/sheets shall be cut off or driven to a depth of at least one foot below substrate.

b. Work involving pile installation and/or removal should adhere to one of the five methods below:

i. "In-the-dry", or

ii. In-water between Nov. 8th to Apr. 9th, or

iii. Drilled and pinned to ledge, or

iv. Vibratory hammers used to install any size and quantity of wood, concrete, or steel, or impact hammers limited to one hammer and <50 piles installed/day with the following: wood piles of any diameter, concrete piles ≤18-inches diameter, steel piles ≤12-inches diameter if: (1) the hammer is ≤3,000 pounds and a wood cushion or equivalent is used between the hammer and steel pile, or (2) a soft start is used. Soft starts require an initial set of three strikes from the impact hammer at 40% energy, followed by a 1-minute waiting period between subsequent three-strike sets. The soft-start procedure shall be conducted any time hammering ceases for more than 30 minutes.

26. Temporary Fill.

a. Temporary fills, including but not limited to 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.

b. 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. Temporary fill shall be placed in a manner that will prevent it from being eroded by expected high flows.

c. Unconfined temporary fill authorized for discharge into waters of the U.S. shall consist of material that minimizes impacts to water quality (e.g. washed stone, stone, etc.).

d. Appropriate measures shall 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. Materials shall be placed 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.

e. Construction debris and/or deteriorated materials shall not be placed or otherwise located in waters of the U.S.

27. **Heavy Equipment in Wetlands or Mudflats.** Operating heavy equipment (drill rigs, fixed cranes, etc.) within wetlands shall be minimized, and to the maximum extent practicable such equipment shall not be stored, maintained or repaired in wetlands. Where construction requires heavy equipment operation in wetlands, the equipment shall: a) have low ground pressure (typically <3 psi); b) be placed on swamp/construction/timber mats (herein referred to as "mats") that are adequate to support the equipment in such a way as to minimize disturbance of wetland soil and vegetation; or c) be operated on adequately dry or frozen wetlands such that shear pressure does not cause subsidence of the wetlands immediately beneath equipment and upheaval of adjacent wetlands. Mats are to be placed in the wetland from the upland or from equipment positioned on mats if already working within a wetland. Other support structures that are capable of safely supporting equipment may be used with written Corps authorization. Similarly, the permittee may request written authorization from the Corps to waive use of mats during frozen or dry conditions. Construction mats should be managed in accordance with construction mat best management practices (BMPs) found at:
www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit

28. Bank and Shoreline Stabilization Including Living Shorelines.

a. Projects involving construction of or repair, replacement, and maintenance of bank or shoreline stabilization structures including living shorelines within Corps jurisdiction shall be designed to minimize environmental effects, effects to neighboring properties, scour, etc. to the maximum extent practicable.

b. Prospective permittees shall design and construct these stabilization projects using this sequential avoidance and minimization process: avoidance of aquatic resource impacts, diversion of overland flow, vegetative stabilization, living shorelines, stone-sloped surfaces, and walls/bulkheads. New vertical walls/bulkheads shall only be used in situations where reflected wave energy can be tolerated. Prospective permittees proposing new vertical walls/bulkheads shall provide written justification demonstrating why other methods of stabilization are not practicable and how the surrounding area would be affected by the resulting reflected wave energy.

Additional conditions to meet SV eligibility criteria for *non-tidal* bank and shoreline stabilization activities:

a. Fill shall be ≤500 linear feet in total length as measured below the plane of the ordinary high water mark (OHWM), includes total if more than one stream bank.
b. Fill placed below the plane of the OHWM shall be ≤1 cubic yard per linear foot.
c. Fill shall not be angled steeper than 1H:1V.
d. No discharge of fill in special aquatic sites other than wetlands.
e. Stone revetment shall be comprised of angular material.
f. No material shall be of the type, or placed in any location, or in any manner, to impair surface water flow into or out of any water of the U.S.
g. No material shall be 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).
h. The activity shall not be a stream channelization activity.

Additional conditions to meet SV eligibility criteria for *tidal* bank and shoreline stabilization activities:

a. All in-water work shall be conducted "in-the-dry".
b. Fill shall be ≤500 linear feet in total length as measured below the plane of the high tide line (HTL) and shall be ≤200 linear feet in total length as measured below the plane of the mean high water mark (MHWM), includes total for more than one bank. Vertical structures shall be ≤200 linear feet in total length as measured below the plane of the MHWM and shall be ≤18 inches waterward of the existing vertical face.
c. Fill placed below the plane of the HTL shall be ≤1 cubic yard per linear foot.
d. Stone revetment shall be comprised of angular material.
e. Shall not impact special aquatic sites (SAS, incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitats are ≤100 square feet, and impacts to intertidal and shellfish areas are ≤1,000 square feet).
f. No structures/fill shall be steeper than 1H:1V.
g. No new groins, breakwaters, or jetties.

29. Stream Work and Crossings, and Wetland Crossings.

a. A PCN is required for all new and replacement crossings in navigable waters.

b. In order to effectively size and configure crossings in navigable waters, new and replacement crossings shall consider factors including but not limited to: local tidal elevations over the range of tidal heights, basin topography and bathymetry, existing and proposed road elevations. Flood risk tolerance, conditions of habitat and natural community types present, and sea level rise during the useful life of the crossing.

c. A PCN is required for activities that result in unavoidable impacts to wetlands in excess of SV thresholds.

d. In-stream work and crossings and wetland crossings shall adhere to all applicable GCs including but not limited to:

i. GC 16 (Federally Threatened and Endangered Species)
ii. GC 17 (Essential Fish Habitat)
iii. GC 18 (Aquatic Life Movements and Management of Water Flows)

iv. GC 23 (Soil Erosion, Sediment and Turbidity Controls)
v. GC 24 (Time-of-Year Work Windows/Restrictions)
vi. GC 26 (Temporary Fill)
vii. GC 28 (Bank Stabilization)

e. Slip Lining. Work resulting in a decreased width, height, or diameter of an existing crossing (e.g. slip lining and invert lining) is discouraged and requires PCN. Written justification shall be provided for this activity.

f. Culvert Extensions. A PCN is required for any extension to an existing culvert.

g. Scour protection or armoring of the inlet and/or outlet of a crossing shall not disrupt normal flow patterns or 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 (see GC 18).

h. 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 18. 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 temporary stream crossings).

Additional conditions to meet SV eligibility criteria for Stream Work and Crossings:

a. Crossings shall be designed and constructed using the techniques and principles outlined in Stream Simulation, Stream Smart, Habitat Connectivity Design.

b. Crossings shall be designed to be at least 1.2 times bankfull width. Any footings, abutments, and/or abutment armoring shall also be at least 1.2 times bankfull width.

c. Crossings shall have a natural bottom substrate under or within the structure matching the characteristics of the substrate in the natural stream channel. Crossings shall be designed and constructed with appropriate streambed forms and streambed characteristics so that water depths and velocities are comparable to those found in the adjacent natural channel at a variety of flows.

d. Crossings shall include a bank on both sides of the stream matching the horizontal profile of the existing stream and banks in order to allow terrestrial passage for wildlife and to prevent undermining of the footings as applicable.

e. Closed bottom culverts shall be embedded at least 25 percent of the maximum height of the culvert.

f. No unconfined fill or excavation in flowing waters is allowed. In-stream construction work shall be conducted "in-the-dry" under no-flow conditions or by using cofferdams, temporary flume pipes, culverts, etc. Downstream flows shall be maintained during in-stream construction. It is recommended that project plans include pertinent details for working in-the-dry and maintaining downstream flows.

g. Conditions (a) thru (e) immediately above do not apply to temporary stream crossings; however, in addition to conditions (f) immediately above, temporary stream crossings shall adhere to the following:
   i. Be 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 shall be large enough to allow for easy removal without disrupting the streambed.
   ii. Be designed and maintained to withstand and pass high flows. Water height shall be no higher than the top of the culvert's inlet. A minimum culvert diameter of two feet is required to pass debris. Culverts shall be aligned to prevent bank erosion or streambed scour.
   iii. Be equipped with energy dissipating devices installed downstream if necessary to prevent scour.
   iv. Be designed and maintained to prevent soil from entering the waterbody.
   v. Be removed upon the completion of work. Impacts to the streambed or banks requires restoration to their original condition using the methods in (a) above.

PCN Conditions for Stream Work and Crossings:

a. Crossings are recommended to meet the conditions for SV; written justification shall be provided for any deviation from SV conditions.

b. Crossings shall 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, Stream Smart, or Habitat Connectivity.

Additional Conditions for Wetland Crossings:

a. New and replacement wetland crossings that are permanent shall be constructed in such a manner as to preserve hydraulic and ecological connectivity, at its present level, between the wetlands on either side of the road. Crossing structures commonly include but are not limited to spans and culverts. To meet this condition, spans or culverts should be placed at least every 50 feet with an opening at least 2 feet high and 3 feet wide at ground level. Closed bottom culverts should be embedded at least 6 inches and should have a natural bottom substrate within the structure. Alternative crossing designs that preserve wetland hydraulic and ecological connectivity (e.g. "rock sandwiches) may also be considered.

b. Any work that results in flooding, or impacts to wetland drainage from the upgradient side of the wetland crossing does not qualify for SV.

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.

30. Utility Line Installation and Removal.

a. Utility lines in jurisdictional waters should be installed subsurface and shall be maintained in such a way so that they remain subsurface. If it is necessary to discharge dredged or filled material 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 casting into wetlands from utility trenches).

b. For subsurface utility lines the bottom and side slope cover associated with the initial installation under Federal Navigation Projects (FNPs) is a technical determination. The depth requirement varies based on geotechnical (composition of bottom materials and layering), hydraulic (current, or wave induced scour depth), navigation (propeller induced scour depth and ships' anchor penetration), maintenance dredging (penetration of barge spuds), construction factors (energy from blasting potentially transmitted to utility crossings), physical conditions (exposed open water conditions or sheltered/harbor conditions), and the proposed location of the utility crossing within any FNP or within navigable waters, including areas dredged by others. On a case-by-case basis, the Corps will determine the depth and cover requirements for each proposed utility crossing. Additional conditions to the GP will be attached to address pre and post installation requirements. 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 crossing navigable waters require PCN and shall meet minimum clearances per 33 CFR 322.5(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 these GPs. 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. For new installations within waters of the U.S., any abandoned or inactive utility lines should be removed and faulty lines (e.g., leaking hazardous substances, petroleum products, etc.) shall be removed or repaired to the extent practicable. A PCN 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.

g. Trenches should be backfilled with native sediment immediately after completion of work.

h. Pre-construction elevations should be re-established. Any additional material needed to accomplish this should be of consistent type and grain-size as the existing substrate sediment.

i. Utility line activities in non-tidal waters adjacent to special aquatic sites, and all work in tidal waters should utilize horizontal directional drilling as practicable.

31. 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 shall be stored in an upland location and not in wetlands, tidal wetlands, their substrate, or on mudflats. These seasonal structures may be stored on the fixed, pile-supported portion of a structure that is waterward of the mean high water mark or the ordinary high water mark, e.g. the storage of a ramp or gangway on the pile-supported pier. Seasonal storage of structures in navigable waters, e.g., in a protected cove, requires prior Corps approval and local harbormaster approval.

32. Aquaculture. Activities involving the cultivation of Atlantic salmon and other salmonids, or other federally-listed threatened or endangered species are not eligible for authorization under these GPs. All other aquaculture activities shall adhere to all applicable GCs including but not limited to:

a. GC 3 (Other Permits) In particular, permittees shall maintain a current State of Maine Department of Marine Resources lease or license.
b. GC 10 (Corps Projects and Property)
c. GC 11 (Navigation)
d. GC 16 (Federal Threatened and Endangered Species)
e. GC 17 (Essential Fish Habitat)
f. GC 18 (Aquatic Life Movements and Management of Water Flows)
g. GC 31 (Storage of Seasonal Structures)

Additional conditions to meet SV eligibility criteria for Tidal Aquaculture:

a. Shall not exceed 400 square feet in area.
b. Shall receive signed approval from Harbormaster or appropriate Town Official.
c. Shall not include enclosures or impoundments.
d. Shall not be located in or within a distance of three times the authorized depth of a FNP.
e. Shall not be located in or impinge upon the value of National Lands and Federal Properties including but not limited to National Parks and National Wildlife Refuges.
f. Shall not impact special aquatic sites (SAS, incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitats are ≤100 square feet, and impacts to intertidal and shellfish areas are ≤1,000 square feet.
g. No structures, cages, gear, or shell hash shall be located in/within 25 feet of SAV.
h. All gear, except for mooring tackle, when not in use on the site shall be stored in an upland location above the mean high water mark and not on wetland (incl. salt marsh).

33. Permit(s)/Authorization Letter On-Site. The permittee shall ensure that a copy of the terms and conditions of these GPs and any accompanying authorization letter with attached plans are at the site of the work authorized by these GPs whenever work is being performed and that all construction personnel performing work which may affect waters of the U.S. are fully aware of the accompanying 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 these GPs. This shall be achieved by including the entire permit authorization in the specifications for work. The term "entire permit authorization" means all terms and conditions of the GPs, the GPs, and the authorization letter (including its drawings, plans, appendices and other attachments) and subsequent permit modifications as applicable. 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.

34. Inspections. The permittee shall allow the Corps to make periodic inspections at any time deemed necessary in order to ensure that the work is eligible for authorization under these GPs, is being, or has been performed in accordance with the terms and conditions of these GPs. To facilitate these inspections, the permittee shall

complete and return to the Corps the Work-Start Notification Form and the Compliance Certification Form when either is provided with an authorization letter. The Corps may also require post-construction engineering drawings and/or photographs for completed work or post-dredging survey drawings for any dredging work to verify compliance.

35. Maintenance. The permittee shall maintain the activity authorized by these GPs in good condition and in conformance with the terms and condition of these permits. This does not include maintenance dredging, related disposal, or beach nourishment projects, which are subject to review thresholds for GP 5 on page 30, unless specified in written authorization from the Corps.

36. Federal Liability. In issuing these permits, 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; or

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

37. Property Rights. Per 33 CFR 320.4(g)(6), these GPs do 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.

38. Previously Authorized Activities.

a. Projects that received prior authorization from the Corps (via Category 1 or 2) and that completed authorized work under the previous nationwide permits, programmatic permits, regional general permits or letters of permission, shall remain authorized in accordance with the original terms and conditions of those authorizations, including their terms, general conditions, expiration date, and any special conditions provided in a written verification.

b. Activities authorized pursuant to 33 CFR Part 330.3 ("Activities occurring before certain dates") are not affected by these GPs.

c. Any work not commenced, not under contract to commence, nor completed that was originally authorized by the Corps under the GP in effect between October 13, 2015 and October 13, 2020 remains authorized subject to the terms and general conditions of this GP along with any special conditions included in written authorizations. Exception: if previously authorized work has not commenced or not under contract to commence and a new federally-listed threatened or endangered species may be affected, the Corps shall consult with the U.S. Fish and Wildlife Service or NOAA Fisheries prior to re-authorizing the work under these GPs. Requests for re-authorization shall include an Official Species List per GC 16.

39. Transfer of GP Verifications. 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 to validate the transfer. A copy of the GP verification shall be attached to the letter, the letter shall contain the name, address, phone number and email of the transferee (new owner), shall include the following statement and signature, and be mailed to: U.S. Army Corps of Engineers, Maine Project Office, 442 Civic Center Drive, Suite 350, Augusta, Maine 04330:

> "When the structures or work authorized by these GPs are still in existence at the time the property is transferred, the terms and conditions of these GPs, including any special conditions, will continue to be binding on the new owner(s) of the property."
>
> _____
> Transferee Printed Name
>
> _____
> Transferee Signature Date

40. Modification, Suspension, and Revocation. These GPs and any individual authorization issued thereof may be either modified, suspended, or revoked, in whole or in part, pursuant to the policies and procedures of 33 CFR 325.7, and any such action shall not be the basis for any claim for damages against the U.S.

41. Special Conditions. The Corps may independently or in coordination with federal resource agencies impose special conditions on a project authorized pursuant to these GPs 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.

42. False or Incomplete Information. If the Corps makes a determination regarding the eligibility of a project under these GPs 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.

43. Abandonment. If the permittee decides to abandon the activity authorized under these GPs, 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.

44. Enforcement cases. These GPs do 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.

45. Duration of Authorization.

a. These GPs expire on October 14, 2025 unless otherwise specifically indicated in an individual authorization letter. Activities authorized under these GPs that have either commenced or are under contract to commence in reliance upon this authorization will have an additional year from the expiration date to complete the work. The permittee must be able to document to the Corps' satisfaction that the activity commenced or was under contract to commence by the expiration date of these GPs. If work is not completed within the one year extended timeframe, the permittee must contact the Corps. The Corps may issue a new authorization, provided the activity meets the applicable terms and conditions of the Maine GPs that are in effect at the time.

b. Activities authorized under these GPs will remain authorized until these GPs expire, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with 33 CFR 325.2(e)(2). Activities completed under the SV or PCN authorizations of these GPs will continue to be authorized after its expiration date.

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Tammy R. Turley
Chief, Regulatory Division

V. MAINE GENERAL PERMITS

An activity is authorized under General Permits 1 through 23 listed below only if that activity and the permittee satisfy all of the applicable GP terms and general conditions. Any activity not specifically listed may still be eligible for authorization under these GPs; prospective permittees are advised to contact the Corps for specific eligibility determination.

1. Repair, Replacement, and Maintenance of Authorized Structures and Fills;
Repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure, or fill and minor expansions thereof.

2. Moorings
New moorings and mooring fields, the relocation of previously authorized moorings, expansions, boundary reconfigurations or modifications of previously authorized mooring fields, conversion of mooring types (e.g. private to rental), and maintenance and replacement of moorings. Moored floats, lobster cars, rafts, and similar float structures are not included in this GP.

3. Structures, Floats and Lifts
New, expansions, reconfigurations or modifications of structures for navigational access in waters of the U.S. including but not limited to temporary/seasonal or permanent pile and crib-supported piers, floats, stairs, shore outhauls, and boat and float lifts/ways. Floats may include lobster cars, work floats, moored floats, swim floats, and shellfish upweller floats.

4. Aids to Navigation, and Temporary Recreational Structures
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, chapter I, subchapter C, part 66) and temporary buoys, markers, small floating docks, and similar structures placed for recreational use during specific events such as fireworks displays, water skiing competitions, and boat races or seasonal use.

5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation
New, maintenance, and improvement dredging, including: a) Disposal of dredged material at a confinedaquatic disposal, beach nourishment, near shore, designated open water or ocean water disposal site(s), provided the Corps finds the dredged material to be suitable for such disposal; (b) Beach nourishment not associated with dredging; (c) Rock removal and relocation for navigation.

6. U.S. Coast Guard Approved Bridges and Causeways
Discharges of dredged or fill material incidental to the construction and modification of bridges across navigable waters of the U.S., including cofferdams abutments, foundation seals, piers, approach fills, and temporary construction and access fills provided that the USCG authorizes the construction of the bridge structure under Section 9 of the Rivers and Harbors Act of 1899 or other applicable laws.

7. Bank and Shoreline Stabilization Including Living Shorelines
Bank stabilization activities necessary for erosion protection along the banks of lakes, ponds, streams, and marine/tidal waters. Includes bulkheads, seawalls, riprap, revetments or slope protection & similar structures as well as vegetative planting, soil bioengineering or alternative techniques that are a combination of the two (i.e. living shorelines), specifically for the purpose of shoreline protection.

8. Residential, Commercial and Institutional Developments, and Recreational Facilities
Discharges of dredged or fill material into waters of the U.S for the construction or expansion of: residences and residential subdivisions; commercial and institutional buildings or subdivisions; and recreational facilities; and attendant features including but not limited to roads, parking lots, garages, stormwater management facilities, yards, and utilities.

9. Utility Line Activities

Activities required for (a) the construction, maintenance, relocation, repair, & removal of utility lines, including outfall and intake structures, and the associated excavation, backfill, or bedding for utility lines; (b) the construction, maintenance or expansion of utility line substation facilities associated with a power/utility line in non-tidal waters; and (c) the construction and maintenance of foundations for overhead utility line towers, poles, and anchors provided the foundations are the minimum size necessary and separate footings for each tower leg (rather than a larger single pad) are used where feasible. This GP authorizes the construction of access roads to facilitate construction of the above activities provided the activity, in combination with all other activities included in one single and complete project.

10. Linear Transportation Projects

Activities required for the construction, expansion, modification, or improvement of linear transportation projects (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features.

11. Mining Activities

Temporary or permanent discharges of dredged or fill material into waters of the U.S. for mining activities.

12. Boat Ramps and Marine Railways

Temporary or permanent discharges of dredged or fill material, excavation and other work in waters of the U.S. required for the construction of temporary or permanent boat ramps and marine railways.

13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects

Structures and work and discharges of dredged or fill material into waters of the U.S. for the construction, expansion, modification or removal of: (a) land-based renewable energy production facilities (e.g. solar and wind) and their attendant features; (b) water-based wind or hydrokinetic renewable energy generation pilot projects and their attendant features; and (c) discharges of dredged or fill material associated with hydropower projects. Attendant features may include, but are not limited to, land-based collection and distribution facilities, control facilities, and parking lots.

14. Reshaping Existing Drainage Ditches and Mosquito Management

Discharges to modify the cross-sectional configuration of currently serviceable drainage ditches constructed in waters of the U.S., for the purpose of improving water quality by regrading the drainage ditch with gentler slopes, which can reduce erosion, increase growth of vegetation, and increase uptake of nutrients and other substances by vegetation. Also authorized are mosquito reduction activities.

15. Response Operations for Oil or Hazardous Substances

Activities conducted in response to a discharge or release of oil and hazardous substances that are subject to the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300) including containment, cleanup, and mitigation efforts, provided activities are done under either (i) The Spill Prevent, Control & Countermeasure Plan require by 40 CFR 112.3; (ii) The direction or oversight of the Federal on-site coordinator designated by 40 CFR 300; or (iii) Any approved existing State, regional or local contingency plan provided that the Regional Response Team (if one exists in the area) concurs with the proposed response efforts or does not object to the response effort. Activities required for the cleanup of oil releases in waters of the U.S. from electrical equipment that are governed by EPA's polychlorinated biphenyl (PCB) spill response regulations at 40 CFR 761. Booms placed in tidal waters. Use of temporary structures & fills for spill response training exercises.

16. Cleanup of Hazardous and Toxic Waste

Specific 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.

17. Scientific Measurement Devices
Scientific devices for measuring and recording scientific data, such as staff gauges, tide and current gauges, meteorological stations, water recording and biological observation devices, water quality testing and improvement devices, and similar structures.

18. Survey Activities
Survey activities such as soil borings, core sampling, seismic exploratory operations, plugging of seismic shot holes and other exploratory-type bore holes, exploratory trenching and historic resources surveys (but not recovery).

19. Agricultural Activities
Regulated discharges of dredged or fill material in non-tidal waters of the U.S. for agricultural activities, including the construction of building pads for farm buildings. Authorized activities include: (a) installation, placement, or construction of drainage tiles, ditches, or levees; mechanized land clearing; land leveling; the relocation of existing serviceable drainage ditches; and similar activities; (b) construction of farm ponds, excluding perennial streams, provided the farm pond is used solely for agricultural purposes; and (c) discharges of dredged or fill material to relocate existing serviceable drainage ditches constructed in non-tidal streams.

20. Fish and Wildlife Harvesting, Enhancement, and Attraction Devices
Activities in waters of the U.S. associated with fish and wildlife harvesting devices including pound nets, crab and lobster traps, crab dredging, eel pots, duck blinds, and clam and oyster digging, fish aggregating devices, and small fish attraction devices such as open water fish concentrators (sea kites, etc.). This GP does not include aquaculture activities.

21. Habitat Restoration, Establishment and Enhancement Activities
Activities in waters of the U.S. associated with the restoration, enhancement and establishment of non-tidal and tidal wetlands and riparian areas, including invasive, non-native or nuisance species control; the restoration and enhancement of non-tidal streams and other non-tidal open waters; the relocation of non-tidal waters, including non-tidal streams & associated wetlands for reestablishment of a natural stream morphology and reconnection of the floodplain; the restoration and enhancement of shellfish, finfish and wildlife; and the rehabilitation or enhancement of tidal streams, tidal wetlands and tidal open waters; provided those activities result in net increases in aquatic resource functions and services. Also included are shellfish enhancement measures including but not limited to “brushing”, clam pots, boxes, and netting.

22. Stream and Wetland Work and Crossings
Activities required for the construction, expansion, modification, or improvement of linear transportation projects that cross waters of the U.S. (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features. Crossing structures include, but are not limited to temporary or permanent jurisdictional spans, bridges, culverts, and fords. Any stream channel modification is limited to the minimum necessary to construct or protect the project; such modifications must be in the immediate vicinity of the project.

23. Aquaculture
The installation of buoys, floats, racks, trays, nets, lines or other structures in waters of the U.S. for the containment and cultivation of fish, shellfish and seaweed/kelp. Also authorized are anchored upweller floats, small-scale shellfish hatchery seawater intake/discharge structures, and discharges of dredged or fill material associated with cultivation such as the placement of cultch or spatted-shell on bottom.

USER NOTE: All Self-Verification and Pre-Construction Notification activities shall comply with all applicable terms (pages 1 - 4), General Conditions (pages 5 - 19), and additional terms below.

GENERAL PERMITS FOR THE STATE OF MAINE		
A. INLAND WATERS AND WETLANDS	Inland Waters and Wetlands are defined as waters that are regulated under Section 404 of the Clean Water Act, including rivers, streams, lakes, ponds, and wetlands, and ***excludes Section 10 Navigable Waters of the U.S.*** The jurisdictional boundaries are the ordinary high water mark (OHWM) in the absence of adjacent wetlands; beyond the OHWM to the limit of adjacent wetlands when adjacent wetlands are present; and the wetland limit when only wetlands are present. For the purposes of these GPs and designated activities, fill placed in the area between the mean high water mark (MHWM) and the high tide line (HTL), and in the bordering and contiguous wetlands to tidal waters are reviewed in the Navigable Waters section below beginning on page 28.	
	Activities not meeting the Self-Verification terms below require Pre-Construction Notification and activities not meeting the Pre-Construction Notification terms below require an application for an Individual Permit (IP).	
GENERAL PERMIT #	**SELF-VERIFICATION (SV)**	**PRE-CONSTRUCTION NOTIFICATION (PCN)**
1. Repair, Replacement, and Maintenance of Authorized Structures and Fills *(for stream crossings see GP 22)*	Repair, replacement, and maintenance of existing, currently serviceable, authorized fills with no expansion or change in use, provided: • Conditions of the original authorization apply. • Minor deviations in fill design allowed. • 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 work is commenced, or is under contract to commence, within two years of the date of their destruction or damage. • Drawdown of impoundments for dam/levee repair does not exceed 18 months and one growing season (Apr-Sept).	Repair, replacement, and maintenance of existing authorized fills not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
2. Moorings	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.
3. Structures, Floats, and Lifts	Pile-supported structures, floats and lifts located in non-navigable inland waters do not require Corps authorization. Solid fill or crib-supported structures with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.	Fill activities associated with structures, floats, and lifts not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
4. Aids to Navigation and Temporary Recreational Structures	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.	Not Applicable – these activities in non-navigable inland waters do not require Corps authorization.
5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation	Those activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments or discharges of tailings into streams.	Those activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
6. U.S. Coast Guard Approved Bridges and Causeways	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 31 below.	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 31 below.
7. Bank and Shoreline Stabilization Including Living Shorelines (see also GC 28)	Bank and shoreline stabilization activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • Fill is ≤500 LF in total length as measured below the plane of the OHWM, includes total if more than one stream bank. • Fill placed below the plane of the OHWM is ≤1 CY per linear foot. • There is no discharge in special aquatic sites other than wetlands. • Revetment is comprised of angular material. • In-stream work is limited to Jul. 15th to Sep. 30th • No structures angled steeper than 1H:1V.	Bank and shoreline stabilization activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
8. Residential, Commercial and Institutional Developments, and Recreational Facilities	Those developments and facilities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. Fill area includes all temporary and permanent fill, and regulated discharges associated with excavation. Provided: • The historic fill and proposed fill area <15,000 SF specifically complies with GC 5 Single and Complete Projects. • No work in special aquatic sites other than wetlands.	Those developments and facilities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*
9. Utility Line Activities (see also GC 30)	Utility line activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill (excluding mats), and associated secondary impacts, provided: • There is no permanent change in pre-construction contours in waters in the U.S. • 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 is not dispersed by current or other forces. • The line does not run parallel to, or along a streambed. • No stream channelization, relocation, or loss of streambed including impoundments. • There is no discharge in special aquatic sites other than wetlands. • Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season. • In-stream work is limited to Jul. 15th to Sep. 30th • In-water work is conducted in-the-dry. • Intake structures that are dry hydrants used exclusively for firefighting activities with no stream impoundments. • Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season.	Utility line activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
10. Linear Transportation Projects *(for stream crossings refer to GP 22)*	Linear transportation activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill (excl. mats), and associated secondary impacts, provided: • The historic fill and proposed fill area <15,000 SF specifically complies with GC 5 Single and Complete Projects. • There is no discharge in special aquatic sites other than wetlands. • Construction mats of any area necessary to conduct activities provided mats are removed as soon as work is completed and shall be in place no longer than one single growing season.	Linear transportation activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*
11. Mining Activities	Mining activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments.	Mining activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
12. Boat Ramps	Boat ramps with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, and temporary fills.	Boat ramps not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects	Those facilities and projects with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments. • No new water-based facilities are eligible.	Those facilities and projects not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. *Mechanical clearing of areas within Corps jurisdiction without grubbing or other soil disturbance >3 acres as a secondary impact may still be eligible for PCN at the discretion of the Corps.*
14. Reshaping Existing Ditches and Mosquito Management	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 33 below.	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 33 below.
15. Response Operations for Oil or Hazardous Substances	The SVNF or a surrogate state reporting form may be submitted after-the-fact for response operations. This GP also authorizes the use of temporary structures and fills in waters of the U.S. for spill response training exercises with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts (*SVNF is required prior to the activity*).	Those response operations not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
16. Cleanup of Hazardous and Toxic Waste	Those cleanup activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments. • The activity does not involve establishing new disposal sites or expanding existing sites used for the disposal of hazardous or toxic waste.	Those cleanup activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts. • The activity does not involve establishing new sites for the disposal of hazardous or toxic waste.
17. Scientific Measurements Devices	Those devices with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No biological sampling devices. • Devices do not restrict or concentrate movement of aquatic organisms. • Upon completion of use, the devices and any associated fills shall be removed in their entirety.	Those devices not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
18. Survey Activities	Those survey activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • Exploratory trenches are restored in accordance with GC 21. • No discharge of excavated material from test wells for oil and gas exploration (the plugging of such wells is authorized).	Those survey activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
19. Agricultural Activities	Those agricultural activities subject to Corps jurisdiction with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No stream channelization, relocation, or loss of streambed including impoundments.	Those agricultural activities subject to Corps jurisdiction not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
20. Fish and Wildlife Harvesting, Enhancement and Attraction Devices and Activities	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 34 below.	Not applicable in inland waters and wetlands; see B. Navigable Waters on page 34 below.
21. Habitat Restoration, Establishment, and Enhancement	Those activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No water impoundments allowed. • No conversion of a stream to wetland or vice versa, a wetland to a pond or uplands, or one wetland type to another. • No dam removal.	Those activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
22. Stream and Wetland Work and Crossings (see also GC 29)	Stream work and crossings with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No work in designated or proposed critical habitat for endangered species. • Crossings are designed and constructed using the techniques and principles outlined in Stream Simulation, Stream Smart, or Habitat Connectivity Design. • Crossings are designed to be 1.2 times bankfull width. • Crossings have a natural bottom substrate. • Crossings include a bank on both sides of the channel. • Closed bottom culverts are embedded at least 25% of the maximum width of the culvert. • In-stream work is limited to Jul. 15th to Sep. 30th • In-stream work is conducted "in-the-dry". • No slip lining. • No culvert extensions. • No stream channelization, relocation, or loss of streambed including impoundments. Wetland work and crossings, provided: • No flooding or impacts to wetland drainage from the upgradient side of the crossing.	Stream and Wetland Work and Crossings not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.
23. Aquaculture (see also GC 32)	Aquaculture activities with <15,000 SF of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts, provided: • No water impoundments allowed. • No conversion of i) a stream to wetland or vice versa, a wetland to a pond or uplands, and ii) one wetland type to another.	Aquaculture activities not eligible for SV, provided: • <3 acres of permanent and/or temporary inland waterway and/or wetland fill, and associated secondary impacts.

USER NOTE: All Self-Verification and Pre-Construction Notification activities shall comply with all applicable terms (pages 1 - 4), General Conditions (pages 5 - 19), and additional terms below.

B. NAVIGABLE WATERS	**Navigable Waters of the U.S. are defined as** those waters that are subject to the ebb and flow of the tide in addition to the non-tidal portions of the following federally-designated waters in Maine (the Kennebec River to Moosehead Lake, the Penobscot River to the confluence of the East and West Branch at Medway and, Lake Umbagog within the State of Maine) (Section 10 Rivers and Harbors Act of 1899). The jurisdictional limits are the mean high water mark (MHWM) in tidal waters and the ordinary high water mark (OHWM) in non-tidal portions of the federally-designated navigable rivers. For the purposes of these GPs, fill placed in the area between the mean high water mark (MHWM) and the high tide line (HTL), and in the bordering and contiguous wetlands to tidal waters are also reviewed in this Navigable Waters section.	
	Activities not meeting the Self-Verification terms below require Pre-Construction Notification and activities not meeting the Pre-Construction Notification terms below require an application for an Individual Permit.	
GENERAL PERMIT #	**SELF-VERIFICATION**	**PRE-CONSTRUCTION NOTIFICATION**
1. Repair, Replacement, and Maintenance of Authorized Structures and Fills **See GC 25 for pile driving and removal conditions.*	Repair, replacement, or maintenance of previously authorized, currently serviceable structures or fills, provided: • Conditions of the original authorization apply. • No expansion or change in use. Shall be rebuilt in same footprint, however minor deviations in design allowed. • The repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events is authorized, provided that work is commenced, or is under contract to commence, within two years of the date of their destruction or damage. • In-water work is conducted "in-the-dry" (see GC 24). • No impacts to special aquatic sites (SAS) (incl. submerged aquatic vegetation, SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF • Slope stabilization is ≤500 LF in total length as measured below the plane of the HTL and is ≤200 LF in total length as measured below the plane of the MHWM or OHWM. Vertical structures are ≤200 LF in total length as measured below the plane of the MHWM or OHWM and are ≤18 inches waterward of existing face. • Dam and flood control, or levee work does not alter water levels or flood elevations. • Discharge of accumulated bottom sediments from or through a dam is not more than *de minimus*. • Tide gate work has a Corps-approved operation and maintenance plan and no effect to hydraulic regime, or tide gates that solely convey stormwater and/or Maine National Pollutant Discharge Elimination System-permitted discharges.	Repair, replacement, or maintenance of previously authorized structures or fills not eligible for SV, provided: • ≤0.5 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
2. Moorings	Private, non-commercial, non-rental, single-boat moorings, provided: • Authorized by the local harbormaster/town. • Not associated with any boating facility (e.g. marinas). • Not located within a Federal Navigational Project (other than in a Federal Anchorage) or within a distance of three times the authorized depth of a Federal Navigation Project. Moorings in a Federal Anchorage must not be associated with a boating facility and must not be for rent. • No interference with navigation. • Mooring is not located in SAS (incl. SAV) or intertidal areas. Minor relocation of previously authorized moorings, provided: • Authorized by the local harbormaster/town. • Relocation is not within a Federal Navigational Project (other than in a Federal Anchorage) or within a distance of three times the authorized depth of a Federal Navigation Project. • No interference with navigation. • Relocated mooring is not located in SAS (incl. SAV) or intertidal areas. **SV Moorings above do not require a SVNF.*	Moorings not eligible for SV and don't require an IP. This includes private moorings with no harbormaster or means of local approval or moorings associated with a boating facility (e.g. marina). *Locating new moorings in SAS (incl. SAV) shall be avoided to the maximum extent practicable. If SAS cannot be avoided, consideration shall be given to alternative mooring systems that prevents mooring chains from resting or dragging on the bottom substrate at all tides.* An IP is required for moorings located within the horizontal limits, or with moored vessels that extend into the horizontal limits of a Federal Navigation Project (other than in a Federal Anchorage).
3. Structures, Floats, and Lifts *Cont'd below on page 30*	Reconfiguration of such existing authorized structures with all intertidal work conducted "in-the-dry" (see GC 24). Minor relocation of previously authorized floats provided: • Relocation is not into a Federal Navigation Project or within a distance of three times the authorized depth of a Federal Navigation Project (other than a Federal Anchorage). • No interference with navigation. • Not relocated in or within 25 feet of SAV. • Seasonal floats are stored above the MHWM and not on wetland (incl. salt marsh). New private, non-commercial ramp and float structures attached to land (no piers) or new floats provided: • Not located in or within a distance of three times the authorized depth of a Federal Navigation Project. • No interference with navigation. • No structure extends across >25% of the waterway width at mean low water. • Not located in or within 25 feet of SAV. • Ramp is <150 LF over salt marsh waterward of the MHWM and is ≥1:1 height:width ratio over salt marsh.	New structures, floats, and/or lifts including floatways/skidways, built to access waterway (both seasonal and permanent). Includes pile-supported, solid fill-supported, and crib-supported structures. Also includes expansions to existing authorized boating facilities (e.g. marinas). Provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF **See GC 25 for pile driving and pile removal conditions.* Compliance with the following is recommended: • *Lowermost part of floats are ≥18 inches above the substrate during all tides.* • *Structures are ≥1:1 height:width ratio over salt marsh.* • *Structures and floats are not located in or within 25 feet of SAV.* • *Moored vessels are not positioned over SAV.* • *Structures attached to land are located ≥ 25 feet from the property line (The Corps may require a letter of no objection from the abutter if located within 25 feet of the property line.)*

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
Cont'd from page 29	• Ramp and floats attached to land are located ≥25 feet from the property line. • Seasonal ramp and floats are stored above the HTL and not on wetland (incl. salt marsh). Compliance with the following is recommended: • *Lowermost part of floats is ≥18 inches above the substrate during all tides.*	• *No structure extends across >25% of the waterway width at mean low water.* • *Not located within a distance of three times the authorized depth of a Corps Federal Navigation Project.* An IP is required for structures, floats, and/or lifts including floatways/skidways, located in such that they and/or vessels docked or moored at them are within the horizontal limits of a Corps Federal Navigation Project. An IP is also required for structures and floats associated with a new or previously unauthorized boating facility (e.g. marinas).
4. Aids to Navigation and Temporary Recreational Structures	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). **These SV Aids do not require a SVNF.* Temporary buoys, markers, floats, etc. for recreational use during specific events, provided: • They are removed within 30 days after the specific event has concluded. • No interference with navigation. • No impact to SAV.	Aids and temporary structures not eligible for SV.
5. Dredging, Disposal of Dredged Material, Beach Nourishment, and Rock Removal and Relocation	Maintenance dredging of <1,000 CY for navigational purposes with upland disposal including return water from upland contained disposal area, provided: • Proper siltation controls are used. • No expansion of footprint. • No dredging in or within a distance of three times the authorized depth of a Federal Navigation Project. • Dredging operation is limited to Nov. 8th to Apr. 9th (it is recommended that in areas populated by winter flounder, dredging should cease by March 15th). • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF • No dredging within 25 feet of SAV. • No dredging in or within 100 feet of shellfish areas. • No blasting. • No dredging in designated or proposed critical habitat for endangered species.	Maintenance dredging not eligible for SV and new dredging <25,000 CY Includes return water from upland contained disposal areas. Disposal includes: • Upland. • Beach nourishment (above MHW line) 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. Beach nourishment associated with dredging when the primary purpose is not navigation requires at least a PCN. Temporary and/or permanent fill or excavation in SAV <1,000 SF and Permanent fill or excavation in other SAS <4,300 SF

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
6. U.S. Coast Guard Approved Bridges and Causeways	Discharges of dredged or fill material associated with U.S. Coast Guard Approved Bridges and Causeways, provided: • In-water work is conducted "in-the-dry" (see GC 24). • Discharge of dredged or fill material <15,000 SF • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal area ≤1,000 SF Compliance with the following is recommended: • *Discharge of dredged or fill material should not occur within 100 feet of SAV or within 25 feet of natural rocky habitat or other SAS.* *Note: new causeways and approach fills are not eligible for SV.*	Discharges of dredged or fill material associated with U.S. Coast Guard Approved Bridges and Causeways not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
7. Bank and Shoreline Stabilization Including Living Shorelines (see also GC 28)	Bank and shoreline stabilization activities, provided: • In-water work is conducted "in-the-dry" (see GC 24). • Fill is ≤500 LF in total length as measured below the plane of the HTL and is ≤200 LF in total length as measured below the plane of the MHWM or OHWM (includes total for more than one bank). Replacement vertical structures are ≤200 LF in total length as measured below the plane of the MHWM or OHWM and are ≤18 inches waterward of existing face. • Fill placed below HTL is ≤1 CY per linear foot. • Stone revetment is comprised of angular material. • No fills angled steeper than 1H:1V. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF • No new groins, breakwaters, or jetties.	Bank and shoreline stabilization activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided: • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
8. Residential, Commercial and Institutional Developments, and Recreational Facilities	Not Eligible	Residential, commercial and institutional developments and recreational facilities, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided: • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF Conversions of previously authorized pile-supported buildings over navigable waters to residences, offices, or other non-water dependent uses require PCN. Floating house boats or businesses on floats require PCN.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
9. Utility Line Activities (see also GC 30)	Repair, replacement, or maintenance of previously authorized, currently serviceable utilities with no expansion or change in use, provided: • Conditions of the original authorization apply. • In-water work limited to Nov. 8th to Apr. 9th. • Trenching or filling confined to existing footprint and <100 LF; trenches shall be backfilled immediately. • Jet-plow, fluidization, or other direct burial methods confined to existing footprint and <200 LF • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF • No work in designated or proposed critical habitat for endangered species. New work in, over, or under navigable waters including new outfalls and any intake structure work requires PCN. Aerial utility lines over navigable waters requires PCN.	Those utility activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
10. Linear Transportation Projects *(for stream crossings refer to GPs 6 and 22)*	Not Eligible	Linear transportation projects, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
11. Mining Activities	Not Eligible	Not Eligible
12. Boat Ramps and Marine Railways	No new boat ramps or marine railways. In-water work is conducted "in-the-dry" (see GC 24). No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF Boat ramp and marine railway work not eligible for maintenance (i.e. not currently serviceable) may be replaced "in-kind" with minor deviations provided: • Work is confined to the intertidal zone. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF	Those ramps and railways not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts, provided: • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
13. Land and Water-Based Renewable Energy Generation Facilities and Hydropower Projects	Not Eligible	Work associated with those facilities and projects, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF For each single and complete project, no more than 10 generation units (e.g., wind turbines or hydrokinetic devices) may be authorized. No new impoundments.
14. Reshaping Existing Ditches and Mosquito Management	≤500 LF 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 shall be the same as originally constructed and it cannot drain additional wetlands or other waters of the U.S.). 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 shall be approximately the same as the location of the centerline of the original drainage ditch. No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal or shellfish areas ≤1,000 SF	Those activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
15. Response Operations for Oil or Hazardous Substances	The SVNF or a surrogate state reporting form may be submitted after-the-fact for spill response activities. This GP also authorizes the use of temporary structures and fills in waters of the U.S. for spill response training exercises (*SVNF is required prior to the activity*), provided: • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal or shellfish areas ≤1,000 SF, and impacts to tidal resources <0.5 acre	Those response operations not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
16. Cleanup of Hazardous and Toxic Waste	Only booms placed for hazardous and toxic waste containment and absorption and prevention are eligible for SV. *A SVNF is not required for these eligible containment booms.*	Cleanup activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF An IP is require for the establishment of new disposal sites or expanding existing sites used for the disposal of hazardous or toxic waste.

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
17. Scientific Measurements Devices	Those scientific measurements devices, provided: • Devices do not restrict or concentrate movement of aquatic organisms. • No interference with navigation. • No blasting. • No biological sampling devices. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources ≤0.5 acre • Upon completion of use, the devices and any associated structures or fills are removed in their entirety.	Those scientific measurements devices not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
18. Survey Activities	Those survey activities, provided: • No blasting. • No interference with navigation. • No seismic exploratory operations. • No oil and gas exploration. • No trenching or other silt-producing activities. • No fill for roads or construction pads. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources <0.5 acre • No blasting. • No biological sampling devices. *A SVNF is not required for required sediment sampling for Corps-regulated dredge proposals.*	Those survey activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
19. Agricultural Activities	Not Eligible	Not Eligible
20. Fish and Wildlife Harvesting, Enhancement and Attraction Devices and Activities *(for aquaculture refer to GP 23)*	Those devices and activities, provided: • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources ≤0.5 acre • No interference with navigation. • No artificial reefs or enclosures • No impoundments or semi-impoundments for the culture or holding of motile species such as lobster, or the use of covered oyster trays or clam racks. • Structures and shell hash should not be located within 25 feet of SAV. • All gear, except for mooring tackle, when not in use on the site is stored in an upland location above the MHWM and not on wetland (incl. salt marsh). *A SVNF is not required for these eligible devices and activities.*	Those devices and activities not eligible for SV, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF 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 <0.5 acre

	SELF-VERIFICATION (SV)	PRE-CONSTRUCTION NOTIFICATION (PCN)
21. Habitat Restoration, Establishment, and Enhancement	Those activities, provided: • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, impacts to intertidal areas ≤1,000 SF, and impacts to tidal resources <0.5 acre • No thin layer deposition for salt marsh restoration. • SAS planting and transplanting is <100 SF • No artificial or living reefs. • The activity is authorized 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.	Those activities not eligible for SV provided those activities are proactive and result in net increases in aquatic resource functions and services.
22. Stream and Wetland Work and Crossings (see also GC 29) (*see GP 6 for bridges & causeways*)	Not Eligible	Those crossings of tidal navigable water not including bridges and causeways, provided: • <1 acre temporary or permanent impacts, fill, excavation, and/or secondary impacts. • Temporary and/or permanent fill or excavation in SAV <1,000 SF • Permanent fill or excavation in other SAS <4,300 SF
23. Aquaculture* (see also GC 32)	Shellfish and marine algae installations that do not exceed 400 SF in area, provided: • Signed approval from Harbormaster or appropriate Town Official. • No enclosures or impoundments. • Not located in or within a distance of three times the authorized depth of a Federal Navigation Project. • Not located in or impinge upon the value of any National Lands or Federal Properties. • No impacts to SAS (incl. SAV), impacts to natural rocky habitat ≤100 SF, and impacts to intertidal and shellfish areas ≤1,000 SF • No structures, cages, gear, or shell hash located in/within 25 feet of SAV. • All gear, except for mooring tackle, when not in use on the site is stored in an upland location above the MHWM and not on wetland (incl. salt marsh).	Shellfish, finfish, and marine algae 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. ***State of Maine Aquaculture guidelines are provided at: *www.maine.gov/dmr/aquaculture/index.html***

US Army Corps of Engineers®
New England District

Section VI: Self-Verification Notification Form

(for all tidal and non-tidal projects in Maine subject to Corps jurisdiction)

At least two weeks before work commences, complete all fields (write "none" if applicable) below or use the fillable form found at www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/ The two-week lead time is not required for emergency situations. **Send this form, an Official Species List, and project plans to the following email address: cenae-r-me@usace.army.mil**

Maine Project Office
U.S. Army Corps of Engineers
442 Civic Center Drive, Suite 350
Augusta, Maine 04330

State Permit #: _____
Date of State Permit: _____
State Project Manager: _____

Permittee: _____

Address, City, State, Zip: _____

Email, Phone: _____

Agent: _____

Address, City, State, Zip: _____

Email, Phone: _____

Contractor: _____

Address, City, State, Zip: _____

Email, Phone: _____

Project Name: _____

Address, City, State, Zip: _____

Lat °N, Long °W: _____ Tax Map/Lot: _____

Waterway Name: _____

Description of Work: _____

Proposed Starting Date: _____ Proposed Finish Date: _____

Area of wetland impact (SF): Permanent: _____ Temporary: _____
Area of waterway impact (SF): Permanent: _____ Temporary: _____

Work will be done under the following Section V General Permits (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
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

Have MHPC and all five federally-recognized tribes in Maine been notified of the proposed work? _____Yes _____No

Your signature below, as permittee, indicates that you accept and agree to comply with the terms, eligibility criteria, and general conditions for Self-Verification under the Maine General Permit.

Permittee Signature: _____ Date: _____

US Army Corps
of Engineers ®
New England District

Section VII: Content of a 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:

- □ DIGITAL SUBMISSIONS ARE ENCOURAGED (email PCN to **cenae-r-me@usace.army.mil**)
- □ Completed Corps application form (ENG Form 4345 attached below or found electronically at *www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit*) or appropriate state application form. Forms may need to be supplemented to include the information noted below.
- □ Proof of notification to MHPC and all five federally-recognized tribes (see Section VIII for contact info).
- □ Official Species List for any federally-listed endangered or threatened species and email address of the person who generated the list.
- □ 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 8.5”x11”, with bar scale (plans overlaid on aerial photos are discouraged). Wetland area impact sheets shall 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 be on a section of color USGS topographic map.
- □ 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.
  - □ Document on project plans wetlands, other special aquatic sites (SAS) including vegetated shallows (or submerged aquatic vegetation, SAV) and mudflats, natural rocky habitat, shellfish areas, vernal pools, and other waters, such as lakes and ponds, and perennial, and intermittent streams on the project site (GC1).
  - □ MLW line, MHW mark, and HTL elevations in tidal waters. Show OHWM elevation in lakes and non-tidal streams.
  - □ **Existing and proposed conditions.**
- □ 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 OHWM in inland waters and below the HTL in coastal waters.
- □ If applicable, a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre-project conditions (see GC 21).

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 and projects in towns bordering coastal waters shall be in U.S. survey feet and referenced to MLLW and include current tidal epoch, with a reference chart showing conversion factor to the North American Vertical Datum of 1988. 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 shown on plan and elevation views and shall be in the North American Datum of 1983 (NAD83) State Plane Coordinate System in U.S. survey feet.
- □ 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;
- □ Alternatives analysis;
- □ Wetland delineation data sheets;
- □ 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 (see GC 17).
- □ Identification of potential discharges of pollutants to waters, including potential impacts to impaired waters, in the project area.
- □ Invasive Species Control Plan (see GC 22). For sample control plans, see *www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species*
- □ Wildlife Action Plan (WAP) maps. Contact the Maine Department of Inland Fisheries & Wildlife (Section VIII) or online at *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 must 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 tidal crossing projects that may be required:

- □ A graphic longitudinal elevation profile plot of the tidal stream channel thalweg, both up and downstream of the proposed project site. Thalweg elevations shall extend from the crossing to beyond the zone of scour, channel widening, or other channel alteration resulting from the present or pre-existing crossings. The profile plot should include labeled elevations for the:
  - □ crossing invert and top of the inlet and outlet
  - □ roadbed crown
  - □ lowest and highest recorded tides at the site
  - □ reference datums, such as MLLW, MHHW, and astronomical high tide
  - □ hydraulic controls and nearest crossings that could influence or be influenced by the proposed crossing
- □ A graphic plot of continuous tidal water levels recorded up and downstream, simultaneously, of the proposed crossing for an entire lunar cycle. The water level plot should include labeled elevations for the:
  - □ crossing invert and crossing top at the inlet and outlet
  - □ roadbed crown
  - □ reference datums, such as MLLW, MHHW, and astronomical high tide
- □ A map showing projected extents of maximum flooding within the area influenced by the crossing under current conditions and as a result of sea level rise. The present minimum sea level rise scenario suggested for planning purposes by the Maine Climate Council Scientific and Technical Subcommittee is the Intermediate Scenario, which projects an increase of 3.0-4.6 feet by 2100.

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 should also include:
  - □ Results of coordination with Harbor Master and U.S. Coast Guard
  - □ Whether canopy predator nets are being used.

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 02-28-2022

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Middle - Last -	First - Middle - Last -
Company -	Company -
E-mail Address -	E-mail Address -
6. APPLICANT'S ADDRESS:	9. AGENT'S ADDRESS:
Address-	Address-
City - State - Zip - Country -	City - State - Zip - Country -
7. APPLICANT'S PHONE NOs. w/AREA CODE	10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business c. Fax	a. Residence b. Business c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize,_____to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

_____ _____

SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
	Address
15. LOCATION OF PROJECT	City - State- Zip-
Latitude: ◦N Longitude: ◦W	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

State Tax Parcel ID Municipality

Section - Township - Range -

17. DIRECTIONS TO THE SITE

18. Nature of Activity (Description of project, include all features)

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

24. Is Any Portion of the Work Already Complete? ☐ Yes ☐ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address-

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT DATE SIGNATURE OF AGENT DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Section VIII: Agency Contacts

1. Federal

U.S. Army Corps of Engineers
Maine Project Office
442 Civic Center Drive, Suite 350
Augusta, Maine 04330
(207) 623-8367; (207) 623-8206 (fax)
Email: cenae-r-me@usace.army.mil

U.S. Environmental Protection Agency
5 Post Office Square
Suite 100 (OEP05–2)
Boston, Massachusetts 02109-3912
(617) 918-1589

U.S. Fish and Wildlife Service
Maine Field Office
P.O. Box A
East Orland, Maine 04431
(207) 469-7300; (207) 902-1588 (fax)
(Federal endangered species)

National Marine Fisheries Service
Maine Field Office
17 Godfrey Drive, Suite 1
Orono, Maine 04473
(207) 866-7379; (207) 866-7342 (fax)
(Federal endangered species)

FEMA Region 1
Federal Insurance and Mitigation Division
99 High Street 6th Floor
Boston, Massachusetts 02110
(floodplains)

Federal Emergency Management Agency
99 High Street
Boston, Massachusetts 02110
(877) 336-2734
(Floodplain Management)

National Marine Fisheries Service
55 Great Republic Drive
Gloucester, Massachusetts 01930
(978) 281-9102; (978) 281-9301 (fax)
(Federal endangered species & EFH)

National Park Service
North Atlantic Region
15 State Street
Boston, Massachusetts 02109
(617) 223-5203
(Wild and Scenic Rivers)

Commander (dpb)
First Coast Guard District
One South Street - Battery Building
New York, New York 10004-1466
(212) 668-7021; (212) 668-7967 (fax)
(bridge permits)

2. State of Maine

a. Department of Environmental Protection (*State permits & Water Quality Certifications*)

Augusta Regional Office
17 State House Station
Augusta, Maine 04333
(207) 287-7688

Southern Maine Regional Office
312 Canco Road
Portland, Maine 04103
(201) 822-6300

Eastern Maine Regional Office
106 Hogan Road
Bangor, Maine 04401
(207) 941-4570

Northern Maine Regional Office
1235 Central Drive
Presque Isle, Maine 04769
(207) 764-0477

b. Department of Agriculture, Conservation and Forestry

i. Maine Land Use Planning Commission (LUPC) (*State permits & Water Quality Certifications for the unorganized areas of the State*)

Augusta Office
22 State House Station
Augusta, Maine 04333-0022
(207) 287-2631; (207) 287-7439 (fax)

Greenville Regional Office
43 Lakeview Drive
P.O. Box 1107
Greenville, Maine 04441
(207) 695-2466; (207) 695-2380 (fax)

Western Region Office
932 U.S. Route 2
East Wilton, Maine 04992
(207) 670-7492; (207) 287-7439 (fax)

Downeast Regional Office
106 Hogan Road, Suite 8
Bangor, Maine 04401
(207) 215-4685; (207) 941-4222 (fax)

Ashland Regional Office
45 Radar Road
Ashland, Maine 04732-3600
(207) 435-7963; (207) 435-7184 (fax)

Eastern Region Office
191 Main Street
East Millinocket, Maine 04430
(207) 399-2176; (207) 746-2243 (fax)

ii. Maine Coastal Program

21 State House Station
Augusta, Maine 04333
(207) 707-2324; (207) 624-6024 (fax)
(CZM consistency determinations)

iii. Division of Parks and Public Lands

22 State House Station
Augusta, Maine 04333
(207) 287-3061; (207) 287-6170 (fax)
(submerged lands leases)

iv. Maine Floodplain Management Program

17 Elkins Lane
Augusta, Maine 04333
(207) 287-8063
(floodplains)

c. Department of Marine Resources

21 State House Station
Augusta, Maine 04333
(207) 633-9500; (207) 624-6024 (fax)
(aquaculture leases/licenses)

3. Historic Properties

a. State Historic Preservation Officer (SHPO)

Kirk F. Mohney, Director
Maine Historic Preservation Commission
65 State House Station
Augusta, Maine 04333-0065
(207) 287-2132; (207) 287-2335 (fax)

b. Tribal Historic Preservation Officers (THPOs)

Houlton Band of Maliseet Indians
88 Bell Road
Littleton, Maine 04730
(207) 532-4273, x215; (207) 532-6883 (fax)
istjohn@maliseets.com

Aroostook Band of Micmacs
7 Northern Road
Presque Isle, Maine 04769
(207) 764-1972; (207) 764-7667 (fax)
jdennis@micmac-nsn.gov

Passamaquoddy Tribe of Indians
Pleasant Point Reservation
P.O. Box 343
Perry, Maine 04667
(207) 853-2600; (207) 853-6039 (fax)
soctomah@gmail.com

Penobscot Nation
Cultural and Historic Preservation Dept.
12 Wabanaki Way
Indian Island, Maine 04468
(207) 817-7471
chris.sockalexis@penobscotnation.org

Passamaquoddy Tribe of Indians
Indian Township Reservation
P.O. Box 301
Princeton, Maine 04668
(207) 796-2301; (207) 796-5256 (fax)
soctomah@gmail.com

Section IX: Definitions

Action Area: 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]."

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)). Prospective permittees are strongly advised to contact the Corps for a determination of whether their activity is exempt or requires a permit.

Attendant Features: Occurring with or as a result of; accompanying.

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 January 6, 2017 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 shall be planted at the site.

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.

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 mark 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.

Brushing: 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."

Currently Serviceable: Useable as-is or with some maintenance, but not so degraded as to essential require reconstruction.

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.

Fill area: Fill area includes all temporary and permanent fill (including mats), and regulated discharges associated with excavation.

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.

Habitat Connectivity Design: projects designed and constructed for consistency with natural stream dimensions, profiles, and dynamics, in accordance with the following technical references: U.S. Forest Service guide (Forest Service Stream-Simulation Working Group 2008), augmented by documents published by the states of Washington (Barnard et al. 2013), Vermont (Bates and Kirn 2009) and California (Love and Bates 2009).

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.

Living Shoreline: Living shorelines stabilize banks and shores in coastal waters along shores with small fetch and gentle slopes that are subject to low-to mid-energy waves. A living shoreline has a footprint that is made up mostly of native material. It incorporates vegetation or other living, natural "soft" elements alone or in combination with some type of harder shoreline structure (e.g., oyster or mussel reefs or rock sills) for added protection and stability. Living shorelines shall maintain the natural continuity of the land-water interface, and retain or enhance shoreline ecological processes. Living shorelines must have a substantial biological component, either tidal or lacustrine fringe wetlands or oyster or mussel reef structures.

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 SV 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 SV or PCN thresholds in Section V.

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 PCN.

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."

The following definition is also 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 environ-mental effects resulting from such repair, rehabilitation, or replacement are minimal.

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.

Natural Rocky Habitats: Natural rocky habitats are intertidal and subtidal substrates composed of pebble-gravel, cobble, boulder, or rock ledge and outcrops. Manufactured stone (e.g. cut or engineered rip-rap) is not considered a natural rocky habitat. Natural rocky habitats are either found as pavement (consolidated pebble-gravel, cobble, or boulder areas) or as a mixture with fines (i.e. clay and sand) and other substrates.

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.

Pre-construction notification (PCN): A request submitted by a prospective permittee 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.

Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/ historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in again in aquatic resource area and functions.

Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area. Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

Riffle and pool complexes: Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a course substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

Secondary effects: See "Direct, secondary, and cumulative effects."

Shellfish Areas: Areas that currently support molluscan shellfish. Information regarding these locations can be obtained from the State of Maine GeoLibrary Data Catalog at: *www.maine.gov/geolib/catalog.html*

Shellfish seeding: The placement of shellfish seed and/or suitable substrate to increase shellfish production. Shellfish seed consists of immature individual shellfish or individual shellfish attached to shells or shell fragments (i.e., spat on shell). Suitable substrate may consist of shellfish shells, shell fragments, or other appropriate materials placed into waters for shellfish habitat.

Single and complete linear project: A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term "single and complete project" is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the 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 shall have independent utility (see definition).

Special aquatic sites (SAS): These are defined at 40 CFR 230 Subpart E. They include sanctuaries and refuges, wetlands, mud flats, vegetated shallows (submerged aquatic vegetation, SAV), coral reefs, and riffle and pool complexes.

Stream: The term "stream" in the document means rivers, streams, brooks, etc.

Stream bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

Stream 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.

Stream Simulation: A method for designing and building road-stream crossings intended to permit free and unrestricted movements of any aquatic species. Reference:
https://www.nae.usace.army.mil/Missions/Regulatory/Stream-and-River-Continuity/

Stream Smart Design: projects designed to allow the stream to act like a stream by passing fish and wildlife as well as the higher flows that come with large infrequent storms while protecting the stability of the road and public safety. Stream Smart Design follows the "Four S's": The culvert must SPAN the stream, allowing for passage of aquatic and terrestrial wildlife. The culvert has to be SET at the right elevation. The SLOPE of the culvert must match the stream. There must be SUBSTRATE (natural sediment) in the crossing. Reference:
www1.maine.gov/mdot/publications/docs/brochures/pocket_guide_stream_smart_web.pdf

Temporary impacts: Temporary impacts include waters of the U.S. that are temporarily filled, flooded, excavated, drained or mechanically cleared because of the regulated activity.

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).

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/Submerged Aquatic Vegetation (SAV): Permanently inundated areas that under normal circumstances support communities of rooted aquatic vegetation, such as eelgrass in marine systems as well as a number of freshwater species in rivers and lakes. Note: Eelgrass surveys should be conducted be conducted between May and October unless otherwise directed.

Vernal pools (VPs): The State of Maine, Department of Environmental Protection has specific protections for VPs. For the purposes of these GPs, 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). In most years, VPs support one or more of the following obligate indicator species: wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*Ambystoma laterale*), and fairy shrimp (*Eubranchipus* sp.). However, they should preclude sustainable populations of predatory fish.

Water dependency: activity requiring access or proximity to or siting within a special aquatic site (SAS) to fulfill its basic project purpose.

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 United States (U.S.)

Waters of the 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 shall not be taken as an indication that the waterbody is not navigable: In Maine, navigable waters are those waters that are subject to the ebb and flow of the tide in addition to the non-tidal portions of the following federally-designated waters in Maine (the Kennebec River to Moosehead Lake, the Penobscot River to the confluence of the East and West Branch at Medway and, Lake Umbagog within the State of Maine).

Non-tidal wetland: A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters. Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

Tidal wetland: A tidal wetland is a jurisdictional wetland that is inundated by tidal waters. Tidal waters rise and fall in a predictable and measurable rhythm or cycle due to the gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tideline.

04/06/2017

DEPARTMENT OF ENVIRONMENTAL PROTECTION
PERMIT BY RULE NOTIFICATION FORM

(For use with DEP Regulation, Natural Resouces Protection Act- Permit by Rule Standards, Chapter 305)

PLEASE TYPE OR PRINT IN *BLACK INK ONLY*

APPLICANT INFORMATION (Owner)		AGENT INFORMATION (If Applying on Behalf of Owner)	
Name:	Maine DOT - Danielle Tetreau	**Name:**	
Mailing Address:	16 State House Station	**Mailing Address:**	
Town:	Augusta	**Town:**	
State and Zip Code:	Maine 04333	**State and Zip Code:**	
Daytime Phone #:	207-592-2358	**Daytime Phone #:**	
Email Address:	danielle.tetreau@maine.gov	**Email Address:**	

PROJECT INFORMATION

Part of a larger project? (check one):	☐ Yes ■ No	**After the Fact? (check one):**	☐ Yes ■ No	**Project involves work below mean low water? (check one):**	☐ Yes ■ No	**Name of waterbody:**	Mackerel Cove, Atlantic Ocean
Project Town:	Swans Island	**Project Location (Address):**	Ferry Road, Ferry Terminal			**Map & Lot Number:**	Delorme Map 16, D-1
Brief Project Description:	Modifications and repairs to terminal fenders.						
Brief Directions to Site:	Located at the existing ferry terminal on Swans Island						

PERMIT BY RULE (PBR) SECTIONS (Check at least one): I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Rules, Chapter 305. **I and my agents, if any, have read and will comply with all of the standards in the Sections checked below.**

- ☐ **Sec. (2) Act. Adj. to Protected Natural Res.**
- ☐ **Sec. (3) Intake Pipes**
- ☐ **Sec. (4) Replacement of Structures**
- ☐ **Sec. (5) REPEALED**
- ☐ **Sec. (6) Movement of Rocks or Vegetation**
- ☐ **Sec. (7) Outfall Pipes**
- ☐ **Sec. (8) Shoreline stabilization**
- ☐ **Sec. (9) Utility Crossing**
- ☐ **Sec.(10) Stream Crossing**
- ■ **Sec. (11) State Transportation Facil.**
- ☐ **Sec. (12) Restoration of Natural Areas**
- ☐ **Sec. (13) F&W Creation/Enhance/Water Quality Improvement**
- ☐ **Sec. (14) REPEALED**
- ☐ **Sec. (15) Public Boat Ramps**
- ☐ **Sec. (16) Coastal Sand Dune Projects**
- ☐ **Sec. (17) Transfers/Permit Extension**
- ☐ **Sec. (18) Maintenance Dredging**
- ☐ **Sec. (19) Activities in/on/over significant vernal pool habitat**
- ☐ **Sec. (20) Activities located in/on/over high or moderate value inland waterfowl & wading bird habitat or shorebird feeding & roosting areas**

NOTE: Municipal permits *may* also be required. Contact your local code enforcement office for more information. Federal permits may be required for stream crossings and for projects involving wetland fill. Contact the Army Corps of Engineers at the Maine Project Office for more information.

NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS

- ☐ ***Attach*** **all required submissions for the PBR Section(s) checked above. The required submissions for each PBR Section are outlined in Chapter 305 and may differ depending on the Section you are submitting under.**
- ☐ ***Attach*** **a check for the correct fee made payable to: "Treasurer, State of Maine".The current fee for NRPA PBR Notifications can be found at the Department's website: http://www.maine.gov/dep/feesched.pdf**
- ■ ***Attach*** **a location map that clearly identifies the site (U.S.G.S. topo map, Maine Atlas & Gazetteer, or similar).**
- ☐ ***Attach Proof of Legal Name*** **if applicant is a corporation, LLC, or other legal entity. Provide a copy of Secretary of State's *registration information* (available at http://icrs.informe.org/nei-sos-icrs/ICRS?MainPage=x) Individuals and municipalities are not required to provide any proof of identity.**

I authorize staff of the Departments of Environmental Protection, Inland Fisheries & Wildlife, and Marine Resources to access the project site for the purpose of determining compliance with the rules.

I also understand that this PBR becomes effective 14 calendar days after receipt by the Department *unless the Department approves or denies the PBR prior to that date.*

By signing this Notification Form, I represent that the project meets all applicability requirements and standards in the rule and that the applicant has sufficient title, right, or interest in the property where the activity takes place.

Signature of Agent or Applicant:		**Date:**	1/28/2020

Keep a copy as a record of permit. Send the form with attachments via certified mail or hand deliver to the Maine Dept. of Environmental Protection **at the appropriate regional office listed below.** The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Permits are valid for two years. **Work carried out in violation of any standard is subject to enforcement action.**

AUGUSTA DEP
17 STATE HOUSE STATION
AUGUSTA, ME 04333-0017
(207)287-7688

PORTLAND DEP
312 CANCO ROAD
PORTLAND, ME 04103
(207)822-6300

BANGOR DEP
106 HOGAN ROAD
BANGOR, ME 04401
(207)941-4570

PRESQUE ISLE DEP
1235 CENTRAL DRIVE
PRESQUE ISLE, ME 04769
(207)764-0477

OFFICE USE ONLY	Ck.# IB		Staff JAC	Staff	
PBR # 69326	FP $250.00	Date 1/29/2020	Acc. Date 2/5/20	Def. Date	After Photos

MaineDOT Authorized Agent: Danielle Tetreau.

Project Scope: Ferry terminal modifications and improvements.

Project Description: The terminal is currently experiencing an increase in ridership which has spurred the design and construction of a new, larger ferry vessel. The new vessel will exceed the spatial capacity of the existing pen, requiring the addition of infrastructure and other modification. The scope of work proposed includes a wide range of modifications including: adding 2 turning dolphins, adding wave screens between the existing and new dolphins, adding walkways to the new turning dolphins, and modifying the existing lighting.

Funding Source: Federal

Resource Impacts:

	Permanent (s.f.)	Temporary (s.f.)
Direct Impacts	69	0
Indirect Impacts	802	0

Proposed in-water work window: August 1 – April 9

Maintenance of Traffic: This project will not result in disruptions to the maintenance of traffic.

Erosion & Sedimentation Control Best Management Practices: This project will be performed in accordance with erosion control measures conforming with the latest versions of the *State of Maine Department of Transportation Standard Specifications for Highways and Bridges* and the *Department of Transportation's Best Management Practices for Erosion and Sediment Control.*

Mitigation: The project is proposing 69 sf of unavoidable permanent sub-tidal impact as new piles for this project. The impacts are minor and near an active ferry terminal. For these reasons, compensation is not proposed.

Purpose and Need: The purpose of the project is to modify and expand upon the existing fender system at the ferry terminal to accommodate a new larger ferry vessel commencing service in 2021. The proposed project is needed due to the increased demand of the ferry service, which has resulted in the need for a new, larger ferry vessel. The current ferry terminal fender system is insufficient to accommodate the new ferry and modifications need to be made to improve the structural condition of the fender system. The ferry terminal is a vital component to summer tourism and is greatly utilized by the island community.

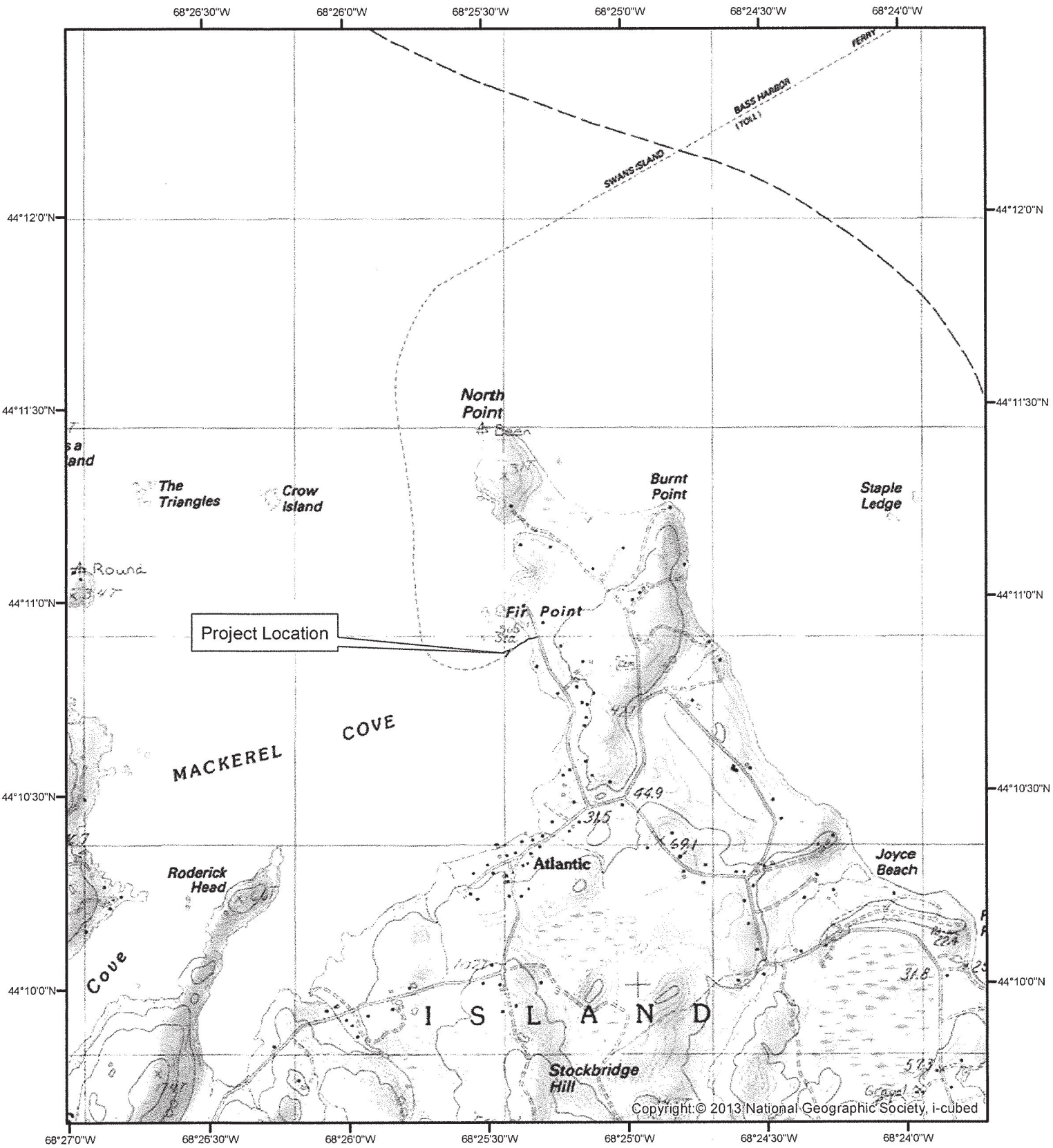
Alternatives Analysis: During the design phase of the project, MaineDOT considered the alternatives for the ferry terminal structure. The design team coordinated with the MaineDOT vessel captains and port officials to determine the appropriate level of

modifications necessary to safely and adequately satisfy the operational requirements for the project. Collectively the design team considered the following alternatives:

1. No build alternative – this alternative was not selected as the preferred alternative. It does not meet the purpose and need of the project by adding capacity to the existing ferry terminal infrastructure.
2. Modify the terminal by adding 1 dolphin – this alternative was not selected as the preferred alternative. It meets the purpose and need of the project by adding capacity of the terminal, however just one dolphin would compromise the safety of the vessel and passengers. The vessel overnights at this location, one dolphin is not sufficient to stabilize the boat overnight during all weather conditions.
3. Modify the terminal by adding 2 dolphins – this was the selected alternative. Larger vessels such as the one being constructed for this location normally requires dolphins on each side of the pen to accommodate a wide range of wind and wave forces.

Avoidance and Minimization: This project involves direct and indirect impacts to sub-tidal portions of Mackerel Cove, including modified aerial/shading impacts. In-water work will occur between August 1 and April 9 to coincide with construction proposed at the Bass Harbor and Frenchboro ferry terminals. A small (approximately 3-foot diameter) eelgrass patch was observed during a November 2019 dive survey and unavoidable impacts are proposed within 25 feet of that patch. The infrastructure is not able to be shifted to avoid the patch. Details from the dive survey and a site visit, including photos is provided in Section 7 and 10.

MaineDOT employs erosion and sedimentation control measures and best management practices to a higher standard than other sectors for all its projects. Further, MaineDOT utilizes standards at or above the state and federal requirements where practicable.



Ferry Terminal Improvements
WIN 23480.00
Swans Island, ME (Hancock County)

0 0.5 1 Miles

N
W E
S

Project Location: 44.181066, -68.362218

Photo 1. View to the head of the seaward-most dolphin showing wave screens, lighting, and walkway. Facing west. MaineDOT, July 25, 2018

Photo 2. Existing ferry slip infrastructure showing wave screens and dolphins, facing north. MaineDOT, July 25, 2018

Photo 3. Northern side of the ferry slip showing wave screen timber cribs on the seaward side, facing east. MaineDOT, July 25, 2018

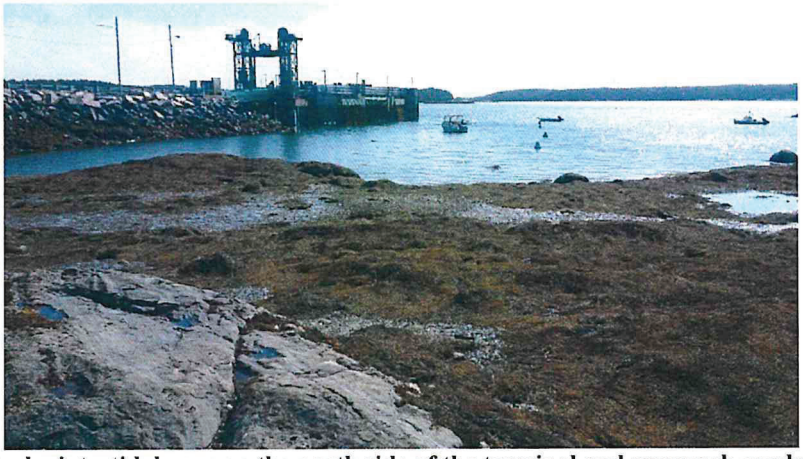


Photo 4. Rocky intertidal zone on the north side of the terminal and approach roadway, facing southwest. MaineDOT, July 25, 2018

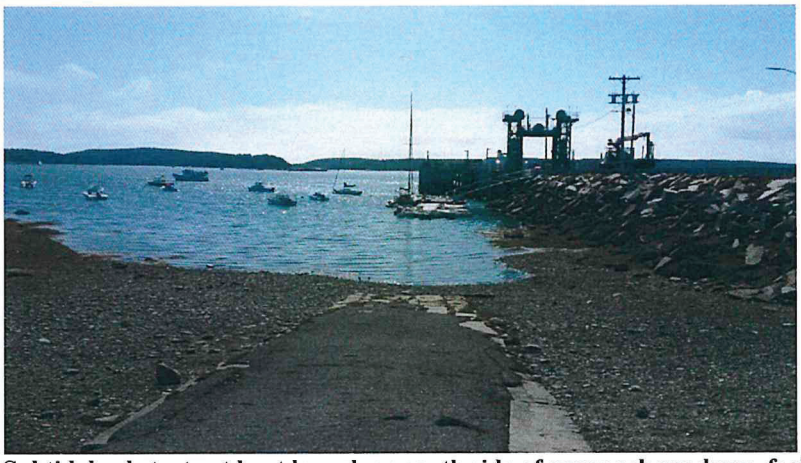


Photo 5. Subtidal substrate at boat launch on south side of approach roadway, facing west. MaineDOT, July 25, 2018

Photo 6. Rocky intertidal shoreline and saltmarsh north of ferry terminal, facing south. MaineDOT, July 25, 2018

Photo 7. Existing seaward infrastructure at ferry terminal: timber breasting dolphin with wave screen and turning dolphin, facing southeast. MaineDOT, July 25, 2018

Photo 8. Existing timber pilings at breasting dolphin and wave screen. MaineDOT, July 25, 2018

Photo 9. Existing pilings at dolphin. MaineDOT, July 25, 2018

11. State transportation facilities

A. Applicability

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

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

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

B. Standards

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(4) Riprap. Heavy, irregularly shaped rocks that are fit into place, without mortar, on a slope as defined in the MaineDOT Standard Specifications, dated **November 2014**.