

Updated 2/6/2026

STATE PROJECT

BIDDING INSTRUCTIONS

FOR ALL PROJECTS:

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

For a Paper Bid:

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

For an Electronic Bid:

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.

February 5, 2026
Supersedes April 28, 2017

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 Guy Berthiaume at guy.berthiaume@maine.gov.

NOTICE

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

Bid Enclosed - Do Not Open

PIN:

Town:

Date of Bid Opening:

Name of Contractor with mailing address and telephone number:

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

Double Envelope: Bid Enclosed

PIN:

Town:

Date of Bid Opening:

Name of Contractor:

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

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

Bid Enclosed: Do Not Open

PIN:

Town:

Name of Contractor:

October 16, 2001

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

KNOW ALL MEN BY THESE PRESENTS THAT _____

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

as Principal, and _____ as Surety, a

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

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

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

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

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

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

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

_____ and if the Department shall accept said bid

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

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

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

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

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

force, and effect.

Signed and sealed this _____ day of _____ 20____

WITNESS:

WITNESS

PRINCIPAL:

By _____

By: _____

By: _____

SURETY:

By _____

By: _____

Name of Local Agency: _____

NOTICE

Bidders:

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

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

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

RFI No: _____

Date _____ **Time** _____

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

Question(s): _____

Request by: _____
Company Name: _____ **Phone:**(____) _____

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

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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 **Large Culvert Replacements** in the town of **Sebago**" 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 **July 22, 2026**, and at that time and place, publicly opened and read. Bids will be accepted from all bidders. The lowest responsive bidder must have completed, or successfully complete, a **Highway Construction, Paving**, 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: WINs 028150.00 & 028152.00

Location: In Cumberland County:

Project 028150.00 is located in the town of Sebago on Convene Road 0.30 of a mile east of the Baldwin town line
Project 028152.00 is located in the town of Sebago on Convene Road at the intersection of Robinson Hill Road.

Outline of Work: Large Culvert Replacements 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 **Ryan Hodgman** 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.

Bid Documents, specifications and bid forms can be viewed and obtained digitally at no cost at <http://www.maine.gov/mdot/contractors/>. They may be purchased from the Department between the hours of 7:00 a.m. to 3:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn.: Mailroom, 24 Child Street, Augusta, Maine 04333-0016. They also may be purchased by telephone at (207) 624-3536 between the hours of 7:00 a.m. to 3:30 p.m. Full size plans **\$26.00 (\$30.50 by mail)**. Half size plans **\$13.00 (\$16.00 by mail)**, Bid Book \$10 (\$13 by mail), Single Sheets \$2, payment in advance, all non-refundable.

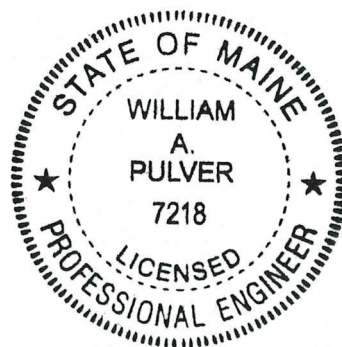
Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of 5% of the bid amount, payable to Treasurer,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

This Contract is subject to all applicable State Laws.

All work shall be governed by *State of Maine, Department of Transportation, Standard Specifications, 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 7:00 a.m. to 3:30 p.m. *Standard Detail* updates can be found at <https://www.maine.gov/dot/doing-business/bid-opportunities/standards>

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

Augusta, Maine
July 1, 2026



WILLIAM A. PULVER P. E.
CHIEF ENGINEER

NOTICE TO CONTRACTORS - PREFERRED EMPLOYEES

Sec. 1303. Public Works; minimum wage

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

SPECIAL PROVISION 102.7.3
ACKNOWLEDGMENT OF BID AMENDMENTS

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

Amendment Number	Date

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

CONTRACTOR

Date

Signature of authorized representative

(Name and Title Printed)

6/17/2026

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 4

Proposal ID: 028150.00

Project(s): 028150.00, 028152.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	203.20 COMMON EXCAVATION	860.000 CY	_____	_____	_____	_____
0020	203.25 GRANULAR BORROW	460.000 CY	_____	_____	_____	_____
0030	203.33 SPECIAL FILL	115.000 CY	_____	_____	_____	_____
0040	206.061 STRUCTURAL EARTH EXCAVATION - DRAINAGE AND MINOR STRUCTURES, BELOW GRADE	170.000 CY	_____	_____	_____	_____
0050	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	710.000 CY	_____	_____	_____	_____
0060	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	85.000 T	_____	_____	_____	_____
0070	403.213 HOT MIX ASPHALT 12.5 MM BASE	135.000 T	_____	_____	_____	_____
0080	409.15 BITUMINOUS TACK COAT - APPLIED	30.000 G	_____	_____	_____	_____
0090	508.13 SHEET WATERPROOFING MEMBRANE	LUMP SUM	LUMP SUM		_____	_____
0100	511.07 COFFERDAM: 28150.00 DOWNSTREAM	LUMP SUM	LUMP SUM		_____	_____
0110	511.07 COFFERDAM: 28150.00 UPSTREAM	LUMP SUM	LUMP SUM		_____	_____

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Maine Department of Transportation

Proposal Schedule of Items

Page 2 of 4

Proposal ID: 028150.00

Project(s): 028150.00, 028152.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0120	511.07 COFFERDAM: 28152.00 DOWNSTREAM	LUMP SUM	LUMP	SUM	_____	_____
0130	511.07 COFFERDAM: 28152.00 UPSTREAM	LUMP SUM	LUMP	SUM	_____	_____
0140	534.7101 PRECAST CONCRETE BOX CULVERT - STATE SUPPLIED	LUMP SUM	LUMP	SUM	_____	_____
0150	603.199 24 INCH CULVERT PIPE OPTION III	12.000 LF	_____	_____	_____	_____
0160	603.299 96" CULVERT PIPE OPTION III WITH WELDED WEIRS	85.000 LF	_____	_____	_____	_____
0170	610.08 PLAIN RIPRAP	90.000 CY	_____	_____	_____	_____
0180	610.212 STREAMBED ROCK FEATURES	30.000 CY	_____	_____	_____	_____
0190	610.213 VOID FILLED RIPRAP	170.000 CY	_____	_____	_____	_____
0200	618.14 SEEDING METHOD NUMBER 2	6.000 UN	_____	_____	_____	_____
0210	619.14 EROSION CONTROL MIX	65.000 CY	_____	_____	_____	_____
0220	620.58 EROSION CONTROL GEOTEXTILE	440.000 SY	_____	_____	_____	_____
0230	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	900.000 LF	_____	_____	_____	_____

6/17/2026

Maine Department of Transportation

Proposal Schedule of Items

Page 3 of 4

Proposal ID: 028150.00

Project(s): 028150.00, 028152.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0240	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	900.000 LF	_____	_____	_____	_____
0250	629.05 HAND LABOR, STRAIGHT TIME	60.000 HR	_____	_____	_____	_____
0260	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	30.000 HR	_____	_____	_____	_____
0270	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	60.000 HR	_____	_____	_____	_____
0280	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	_____	_____	_____
0290	652.312 TYPE III BARRICADE	12.000 EA	_____	_____	_____	_____
0300	652.33 DRUM	50.000 EA	_____	_____	_____	_____
0310	652.34 CONE	50.000 EA	_____	_____	_____	_____
0320	652.35 CONSTRUCTION SIGNS	400.000 SF	_____	_____	_____	_____
0330	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	30.000 CD	_____	_____	_____	_____
0340	652.38 FLAGGER	200.000 HR	_____	_____	_____	_____
0350	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	4.000 EA	_____	_____	_____	_____

6/17/2026

Maine Department of Transportation

Proposal Schedule of Items

Page 4 of 4

Proposal ID: 028150.00

Project(s): 028150.00, 028152.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0360	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP	SUM	_____	_____
0370	659.10 MOBILIZATION	LUMP SUM	LUMP	SUM	_____	_____
Section: 1			Total:		_____	_____
			Total Bid:		_____	_____

CONTRACT AGREEMENT, OFFER & AWARD

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

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

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

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, **WINs 028150.00 & 028152.00 for Large Culvert Replacements in the town of Sebago, County of Cumberland, Maine.** The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work; performing construction quality control including inspection, testing and documentation; providing 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 shall be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **October 3, 2026**. 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 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 028150.00 & 028152.00 - Large Culvert Replacements - in the town of Sebago, 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: That this offer shall remain open for 30 calendar days after the date of opening of bids.

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

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

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: Dale F. Doughty, 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 028150.00 & 028152.00 for Large Culvert Replacements in the town of Sebago, County of Cumberland, Maine.** The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work; performing construction quality control including inspection, testing and documentation; providing 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 shall be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **October 3, 2026**. 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 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 028150.00 & 028152.00 - Large Culvert Replacements - in the town of Sebago, 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: That this offer shall remain open for 30 calendar days after the date of opening of bids.

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

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

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: Dale F. Doughty, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

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

(Name of the firm bidding the job)

a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at **(address of the firm bidding the job)**

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

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No.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.

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.

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.

Date

(Witness Sign Here)
Witness

CONTRACTOR

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

(Print Name Here)
(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: Dale F. Doughty, Commissioner

(Witness)

BOND # _____

CONTRACT PERFORMANCE BOND
(Surety Company Form)

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

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

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

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

WITNESSES:

Signature.....
Print Name Legibly

Signature

Print Name Legibly
SURETY ADDRESS:

.....
.....
.....
TELEPHONE.....

SIGNATURES:

CONTRACTOR:

.....
Print Name Legibly

SURETY:

.....
Print Name Legibly

NAME OF LOCAL AGENCY:

ADDRESS

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

BOND # _____

CONTRACT PAYMENT BOND
(Surety Company Form)

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

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

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

Signed and sealed this day of, 20

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly

Print Name Legibly

SURETY:

Signature.....

.....

Print Name Legibly

Print Name Legibly

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

.....

ADDRESS

.....

.....

TELEPHONE

.....

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.

2026 Fair Minimum Wage Rates – Highway & Earth Cumberland County

Occupational Title	Minimum Wage	Minimum Benefit	Total
Brickmasons and Blockmasons	\$43.02	\$7.64	\$50.66
Bulldozer Operator	\$30.62	\$5.38	\$36.00
Carpenter	\$33.75	\$3.55	\$37.30
Cement Masons and Concrete Finisher	\$24.42	\$2.52	\$26.94
Construction and Maintenance Painters	\$33.00	\$0.00	\$33.00
Construction Laborer	\$26.57	\$3.61	\$30.18
Conveyor Operators and Tenders	\$30.17	\$13.77	\$43.94
Crane and Tower Operators	\$40.43	\$8.63	\$49.06
Crushing Grinding and Polishing Machine Operators	\$29.40	\$5.64	\$35.04
Earth Drillers - Except Oil and Gas	\$25.04	\$3.77	\$28.81
Electrical Power - Line Installer and Repairers	\$48.12	\$15.63	\$63.75
Electricians	\$37.80	\$18.82	\$56.62
Elevator Installers and Repairers	\$67.34	\$39.76	\$107.10
Excavator Operator	\$33.71	\$6.43	\$40.14
Fence Erectors	\$30.90	\$2.18	\$33.08
Flaggers	\$22.00	\$1.06	\$23.06
Floor Layers - Except Carpet/Wood/Hard Tiles	\$29.00	\$8.65	\$37.65
Glaziers	\$39.32	\$19.22	\$58.54
Hazardous Materials Removal Workers	\$24.12	\$1.60	\$25.72
Heating and Air Conditioning and Refrigeration Mechanics and Installers	\$35.68	\$5.93	\$41.61
Heavy and Tractor - Trailer Truck Drivers	\$35.95	\$3.09	\$39.04
Highway Maintenance Workers	\$23.30	\$1.14	\$24.44
Industrial Machinery Mechanics	\$29.97	\$6.74	\$36.71
Industrial Truck and Tractor Operators	\$24.61	\$4.21	\$28.82
Insulation Worker - Mechanical	\$27.35	\$6.05	\$33.40
Light Truck or Delivery Services Drivers	\$26.79	\$5.14	\$31.93
Loading Machine and Dragline Operators	\$30.11	\$5.48	\$35.59
Millwrights	\$35.99	\$10.52	\$46.51
Mobile Heavy Equipment Mechanics - Except Engines	\$32.76	\$7.19	\$39.95
Operating Engineers and Other Equipment Operators	\$39.18	\$3.39	\$42.57
Paving Surfacing and Tamping Equipment Operators	\$33.60	\$5.05	\$38.65
Pile-Driver Operators	\$37.15	\$3.12	\$40.27
Pipe/Steam/Sprinkler Fitter	\$32.33	\$7.56	\$39.89
Pipelayers	\$28.75	\$3.64	\$32.39
Plumbers	\$34.11	\$7.80	\$41.91
Radio Cellular and Tower Equipment Installers	\$34.72	\$5.63	\$40.35
Reinforcing Iron and Rebar Workers	\$32.94	\$20.82	\$53.76
Riggers	\$31.25	\$7.68	\$38.93
Roofers	\$25.50	\$3.49	\$28.99
Sheet Metal Workers	\$28.77	\$7.00	\$35.77
Structural Iron and Steel Workers	\$30.98	\$7.12	\$38.10
Tapers	\$29.16	\$5.64	\$34.80
Telecommunications Equipment Installers and Repairers - Except Line Installers	\$37.09	\$10.21	\$47.30
Telecommunications Line Installers and Repairers	\$28.49	\$5.29	\$33.78
Tile and Marble Setters	\$28.91	\$5.46	\$34.37

Welders are classified as the trade to which welding is incidental (e.g. welding structural steel is Structural Iron and Steel Worker)

Apprentices – The minimum wage rates for registered apprentices are the rates recognized in the sponsorship agreement for registered apprentices working in the pertinent classification.

For any other specific trade on this project not listed above, contact the Bureau of Labor Standards for further clarification.

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

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

A true copy

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

Supersedes 01-01-2025
Effective 01-10-2026

SPECIAL PROVISIONS

SECTION 104

Utilities

UTILITY COORDINATION

The Contractor has primary responsibility for coordinating their work with Utilities **AFTER** contract award. The Contractor shall communicate directly with the Utilities regarding any utility work necessary to maintain the Contractor's schedule and prevent project construction delays. The Contractor shall notify the Resident of any issues.

THE CONTRACTOR SHALL PLAN AND CONDUCT 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 have been notified and will be furnished a project specification.

The Contractor shall give all Utilities **ten (10) working days' notice** prior to beginning **ANY** work on this project. In addition to the 10 working days' notice, the Contractor shall adhere to any specific notification periods stipulated in the utility summaries below.

Overview & Utility Contact Information:

Utility/Railroad	Aerial	Subsurface	Contact Person	Contact Phone
Central Maine Power	X		Jason Ward	(207)242-5398
Charter Communications	X		Doug Fuzzell	(207)376-6824
Consolidated Communications	X		Marty Pease	(207)272-7993

Temporary utility and/or 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 and/or railroad unless otherwise specified herein.

***** Specific information regarding the line voltage can be requested from Central Maine Power Co. *****

AERIAL

Aerial utility adjustments are **NOT** anticipated at this time for the project. Though unexpected, if utility relocations become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the Utilities after the Contractor has finished their work.

Aerial utilities require **five (5) working days' notice** prior to any operations involving work around their lines.

PLEASE NOTE

Aerial utility lines are located near the culvert and OSHA aerial working clearances will need to be adhered to when using equipment around power lines. The contractor will be required to work around this line configuration and shall plan and conduct their work accordingly.

SUBSURFACE

There are **NO** subsurface utilities within this road project segment, therefore, utility adjustments are not anticipated in order to complete the scope of this project.

MAINTAINING UTILITY LOCATION MARKINGS

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

UTILITY SIGNING

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

SPECIAL PROVISIONS

SECTION 104

Utilities

UTILITY COORDINATION

The Contractor has primary responsibility for coordinating their work with Utilities **AFTER** contract award. The Contractor shall communicate directly with the Utilities regarding any utility work necessary to maintain the Contractor's schedule and prevent project construction delays. The Contractor shall notify the Resident of any issues.

THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.

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

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

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Aerial utilities require **five (5) working days' notice** prior to any operations involving work around their lines.

PLEASE NOTE

Aerial utility lines are located near the culvert and OSHA aerial working clearances will need to be adhered to when using equipment around power lines. The contractor will be required to work around this line configuration and shall plan and conduct their work accordingly.

SUBSURFACE

There are **NO** subsurface utilities within this road project segment, therefore, utility adjustments are not anticipated in order to complete the scope of this project.

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SPECIAL PROVISION 105
CONSTRUCTION AREA

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

The sections of highway under construction in Cumberland County:

Project 028150.00 is located in the town of Sebago on Convene Road 0.30 of a mile east of the Baldwin town line.

Project 028152.00 is located in the town of Sebago on Convene Road at the intersection of Robinson Hill Road.

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

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

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

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

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

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

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

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

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

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

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

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

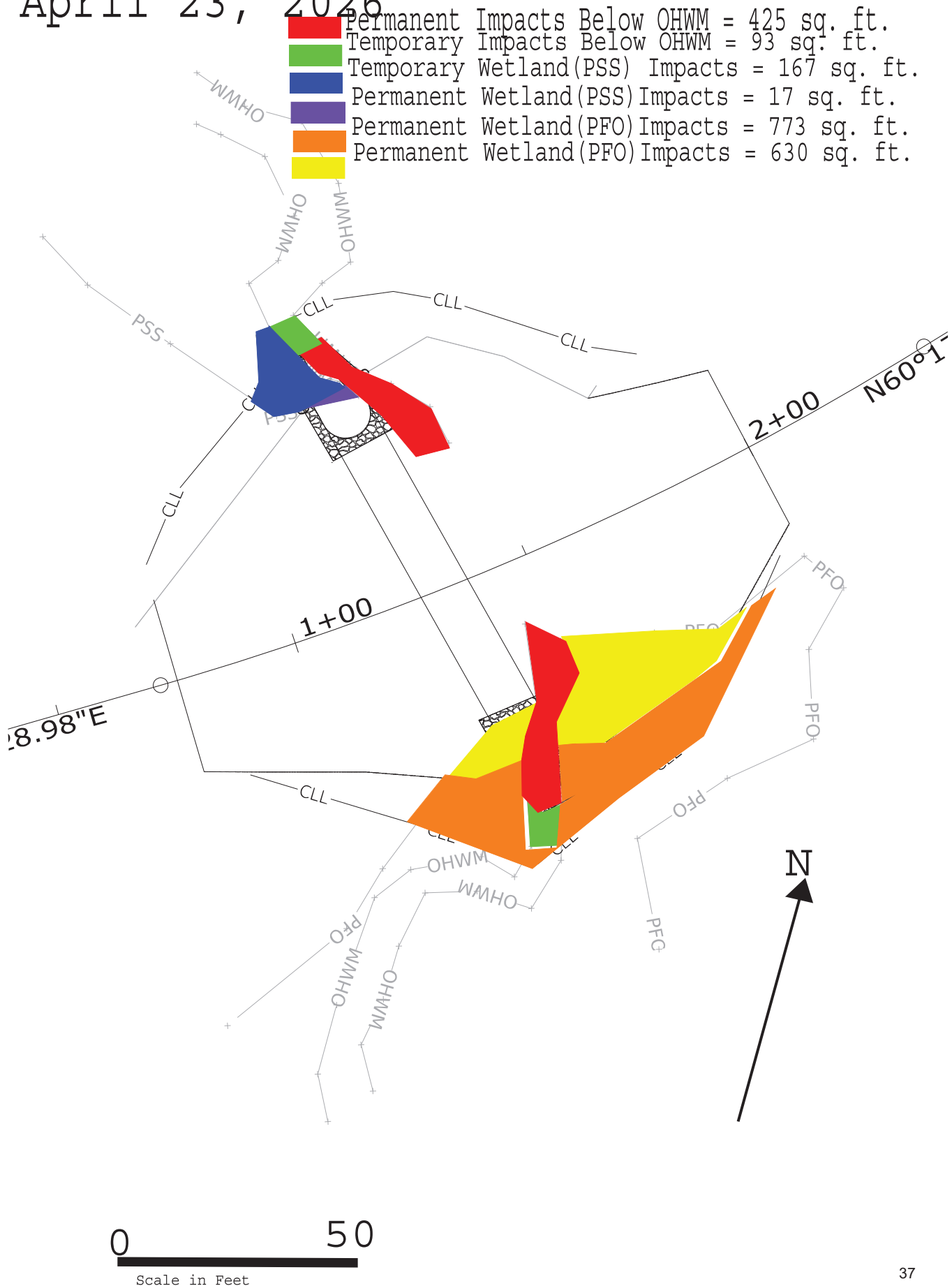
- I. Work within stream (“In Stream Work,” see MaineDOT Standard Specifications 101.2 Definitions) requires special conditions to minimize impacts. The following special conditions shall apply to this project:
 - A. In Stream work applies to the following culvert location:

XC 86111: Located approximately 0.32 of a mile south of the intersection of Convene and Robinson Hill Road in Sebago at GPS coordinates 43.87554, -70.73604.
 - B. If standing or flowing water is present at the above-identified culvert location, in stream work shall be conducted within a cofferdam constructed according to MaineDOT’s Standard Specifications, Section 511 and in adherence with the Contractor’s approved “Soil Erosion and Water Pollution Control Plan” for this project.
 - C. No work is allowed that completely blocks a river, stream, or brook without providing downstream flow.
 - D. In Stream Work shall not be allowed between the dates of October 1 and July 14 (**In-Stream work shall be allowed from July 15 to September 30**).
 - E. To maintain the projects non-notifying permit status any changes to the scope or location/amount of stream and or wetland impacts as depicted on the attached Resource Impact Plan, dated April 29, 2026, and the project designs dated September 2, 2025, must be brought to the attention of the MaineDOT Environmental Office prior to making design changes.
- II. The Contractor shall contact Justin Sweitzer, Regional Coordinator, MaineDOT Environmental Office (207-441-0651), justin.l.sweitzer@maine.gov at least two weeks prior to installation of cofferdams to coordinate fish evacuation. Fish evacuation includes electrofishing.
- III. Approvals:

Soil Erosion and Water Pollution Control Plan (SEWPCP).

Resource Impact Plan -

April 23, 2026



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

- I. Work within stream (“In Stream Work,” see MaineDOT Standard Specifications 101.2 Definitions) requires special conditions to minimize impacts. The following special conditions shall apply to this project:
 - A. In Stream work applies to the following culvert location:

XC 85804: Located approximately 30-feet north of the intersection of Convene and Robinson Hill Road in Sebago at GPS coordinates 43.87861, -70.73148.
 - B. If standing or flowing water is present at the above-identified culvert locations, in stream work shall be conducted within a cofferdam constructed according to MaineDOT’s Standard Specifications, Section 511 and in adherence with the Contractor’s approved “Soil Erosion and Water Pollution Control Plan” for this project.
 - C. No work is allowed that completely blocks a river, stream, or brook without providing downstream flow.
 - D. In Stream Work shall not be allowed between the dates of October 1 and July 14 (**In-Stream work shall be allowed from July 15 to September 30**).
 - E. To maintain the projects non-notifying permit status any changes to the scope or location/amount of stream and wetland impacts as depicted on the attached Resource Impact Plan, dated April 29, 2026, must be brought to the attention of the MaineDOT Environmental Office prior to making changes at the construction site.
- II. The Contractor shall contact Justin Sweitzer, Regional Coordinator, MaineDOT Environmental Office (207-441-0651), justin.l.sweitzer@maine.gov at least two weeks prior to installation of cofferdams to coordinate fish evacuation. Fish evacuation includes electrofishing.
- III. Approvals:

Soil Erosion and Water Pollution Control Plan (SEWPCP).

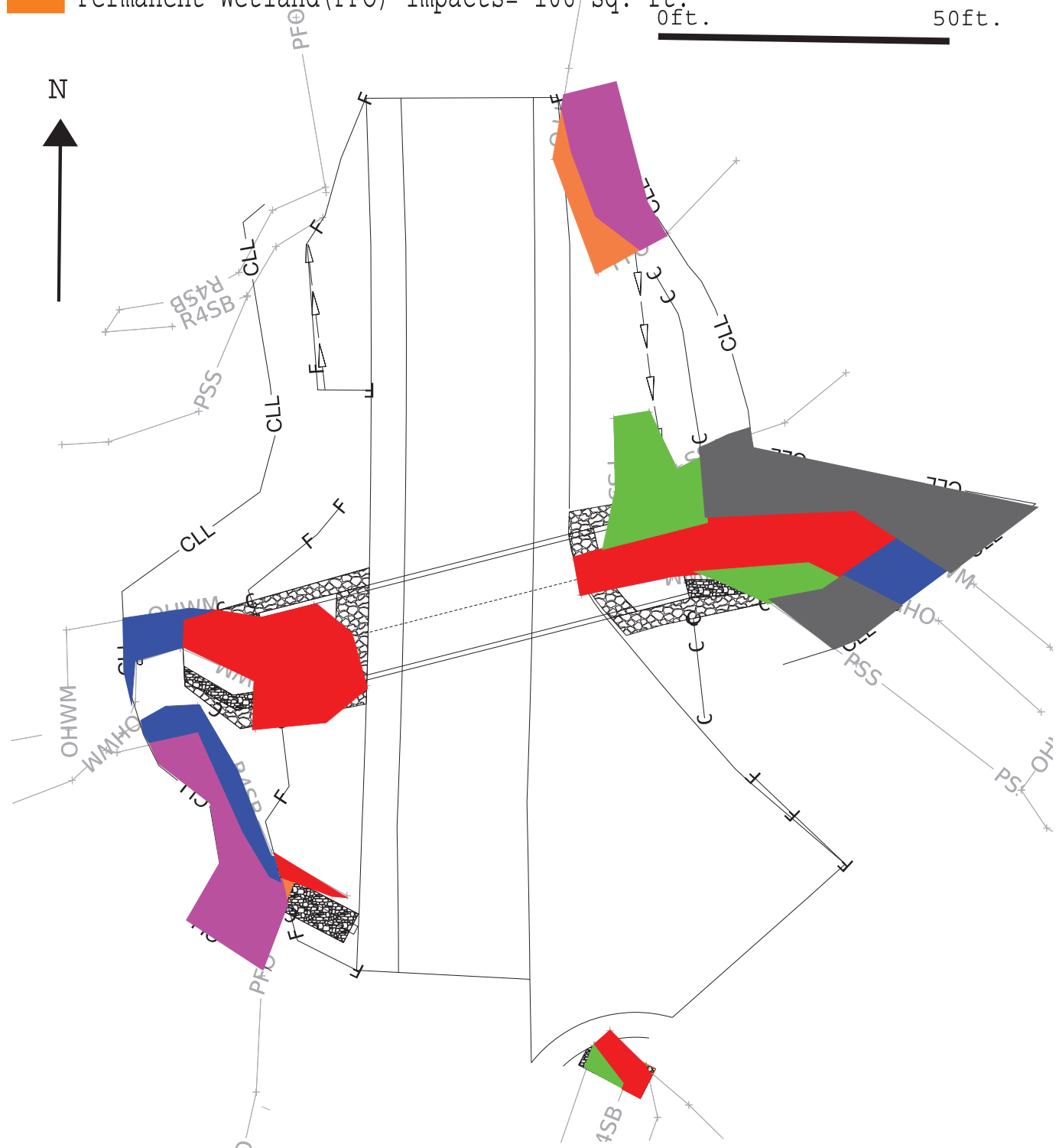
RESOURCE IMPACT PLAN-4/29/2026:

WIN 28152.00

Permanent Impacts Below OHWM= 873 sq. ft.

Permanent Wetland(PSS) Impacts= 353 sq. ft.

Permanent Wetland(PFO) Impacts= 106 sq. ft.



Temporary Impacts Below OHWM= 322 sq. ft.

Temporary Wetland(PSS) Impacts= 655 sq. ft.

Temporary Wetland(PFO) Impacts= 600 sq. ft.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(LIMITATIONS OF OPERATIONS)

1. Only one paving operation is allowed at one time, excluding hand placed paving, unless otherwise approved by Resident.
2. The Contractor shall plan operations so that the Resident will have sufficient advance notification to provide the necessary inspection and testing. Sufficient notification is considered 48 hours.
3. The Contractor shall provide the Resident with a 48-hour written notice before beginning night work. After receiving this notice, no work is allowed for 48 hours. Once work has been completed, the Contractor shall provide the same notice to return to day work.
4. The Contractor shall not schedule both day work and night work within the same 24-hour period without prior approval by the Resident and 48-hour notice.
5. Subsection 105.3 Traffic Control and Maintenance shall be amended by the addition of the following:
 - a. 105.3.2 Detour Route Traffic shall be detoured on Route 107, Route 113 and Route 117 as shown on the plans. Convene Road, within the project limits, may be closed during construction as allowed per Special Provision 107 – Time.

SPECIAL PROVISION
SECTION 106 - HOT MIX ASPHALT PAVEMENT

The following subsections of the most current version of Specification 100 – General Conditions have been revised and amended by the following:

106.7.3 Early Termination of Lots

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

1. For items under statistical acceptance where payfactors are generated
 - a. If three or more samples have been taken, then payfactors will be generated using the available samples results for the lot.
 - b. If the termination was requested by the Contractor and approved by the Department prior to three samples being taken, then each property's payfactor will be set to 0.80.
 - c. If the termination was initiated by the Department prior to three samples being taken, then each property's payfactor will be set to 1.00 for each property.
2. For items not under statistical acceptance
 - a. If initiated by the contractor and no random sample has been reached the entire lot shall be subject to a penalty of 20% of the item's price.
 - b. If initiated by the contractor and only the most recent sample tonnage has not been reached only the tonnage for that subplot will be subject to a penalty of 20% of the items price.

An HMA mix design aim change request from the Contractor with open Lots in progress will constitute a contractor initiated lot termination. For methods A & C, the minimum samples required to generate a pay factor prior to termination will be three. If a minimum of three samples have not been obtained, then each property's payfactor will be set to 0.80. For methods B & D the minimum number of samples (sublots) required prior to an aim change will be the total tonnage of the lot, or a minimum of three, whichever is less. If the minimum number of samples have not been obtained then the pay adjustment for each of the subplot's properties will be set to 0.80.

SPECIAL PROVISION
SECTION 107 – TIME
(Contract Completion Date)
(Commencement of Contract Time and Work)
(Supplemental Liquidated Damages)

The Contractor may begin work anytime in accordance with Standard Specification 104.4.2 and upon approval of all required submittals. The Contract Completion Date will be no later than **October 3, 2026**.

Subsection 107.2 Commencement of Contract Time and Work is amended by the addition of the following:

The Contractor shall plan and conduct their operations in such a manner that Convene Road within the project limits is closed to traffic for no more than twenty-one (21) consecutive Calendar Days. The closure period will be considered complete when at least two lanes of traffic are maintained during off work hours. The Resident will be the sole authority in determining when the closure period has started and ended.

To maintain access to private properties between 28150.00 and 28152.00, the Contractor shall not have Convene Road closed for both projects at the same time.

Subsection 107.8 Supplemental Liquidated Damages is amended by the addition of the following:

The Contractor will be assessed Supplemental Liquidated Damages at the rate of one thousand five hundred dollars (\$1,500.00) per Calendar Day that Convene Road is closed to traffic beyond twenty-one (21) consecutive Calendar Days.

The assessment of Supplemental Liquidated Damages will be in addition to Liquidated Damages specified in Section 107.7.2 of the Standard Specifications.

SPECIAL PROVISION
SECTION 203
(Special Fill - Streambed Material)

203.01 Description This work shall consist of furnishing and placing stone and granular material downstream of the culvert to form a nature-like streambed. The mixture is referred to as Special Fill.

203.02 Materials Special fill shall be obtained from earth borrow pits and may be available from existing stockpile or may require a blend of screenings (tailings) and other aggregates. Unwashed stone and stone with naturally fractured faces may be used. The final material shall be a dense well-graded mix of bank run materials that meet the requirements listed below.

Where applicable, suitable material excavated on-site within the limits of the stream channel in accordance with Special Provision Section 203, Excavation and Embankment - Dredge Materials, may be used to meet the mix requirements, or as filler material with the approval of the Resident.

Materials for special fill shall conform to the following requirements:

a. 12-inch Boulders and Cobbles - shall be a well graded mix of subangular to subrounded stones with a maximum size of 12 inches average dimension. Approximately 15 percent of the stones by volume shall have an average dimension greater than 9 inches, 50 percent greater than 5 inches, and 85 percent greater than 1 inch,

b. Streambed Gravel - shall be well-graded bank run or screened gravel similar to a Type D gravel (section 703.06), except that 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
½ inch	35 – 80
¼ inch	25 – 65
No. 40	5.0 – 30
No. 200	2.0 – 8

c. Filler material - the purpose of Filler Material is to fill and seal the voids so that water ponds on the surface of the streambed. Filler Material shall consist of streambed gravel 203.02, dredge material, or other suitable material approved by the Resident.

d. Mix Proportions Special Fill shall be mixed in the approximate proportions listed in the following table:

12-inch minus boulder & cobble	Streambed Gravel	Mix - Appr D85	Mix - Minimum D50 (average)	Mix - Appr D15
5 part	2 part	9 inch	2 - 3 inch	1/8 – 1/4

Mix proportions and material gradations are approximate and may be adjusted by the Resident to obtain a dense well-graded mix with enough stone for stability, and gravel and fines to fill voids and to keep water on the surface of the streambed. Special fill shall conform to the requirements at the time it is placed.

e. Testing and Inspection At least 10 working days prior to the start of stream channel construction the Contractor shall identify the source and proposed materials for inspection and shall furnish to the Resident a copy of gradation test results from a certified laboratory for the streambed gravel portion of the mix. The Department will obtain samples of the streambed gravel for Process Control prior to placement.

The grading of stone shall be determined by the Resident in accordance with the Standard Specifications, Section 610.032.d Inspection.

Acceptance will be based on the test results and visual inspection by the Resident.

203.03 Construction Requirements

1. Construct a channel with a streambed surface, banklines and rock features as shown on the plans and in accordance with Special Provision 610 – Streambed Rock Features (rock bands & cobble bars). The Contractor shall construct a test section that includes one complete set of rock features (which may include some or all of the following: band, bar, banklines), beginning at the downstream end of the culvert for review by the Resident.

2. Place special fill in 2 generally equal lifts, without pockets of either fines or coarse material. Rock Bands (to be placed on the first lift) and the second lift of Special Fill shall not be placed until the first lift of special fill has been approved by the Resident.

3. Special fill shall be placed by machine or by hand as necessary to achieve the specified shape and thickness. Larger stones may protrude above the average surface but shall be firmly embedded in the mix.

4. Special fill shall be machine tamped and thoroughly washed-in with water immediately after placement of each lift. After the initial washing-in, place additional special fill on soft areas of the streambed, tamp and wash-in until firm. Place filler material as needed to fill remaining voids. Wash-in until water remains on the surface with minimal infiltration.

5. After washing-in and compaction of the final lift, the final elevation of the special fill shall be as called for on the plans with an allowable surcharge of up 3 inches above the design grade.

6. Larger individual stones protruding more than 6 inches above the average surface grade shall be embedded, re-oriented, or replaced.

7. Mechanical methods of compaction may be used with the approval of the Resident. If the Contractor uses mechanical methods the void-filling and washing-in requirements shall still apply.

8. Special Fill shall be placed on the inlet and outlet riprap aprons in the same way as placed in the culvert. Riprap aprons shall be washed in and sealed prior to placing the Special Fill.

9. Prior to cofferdam removal and exposure to natural flow conditions the streambed shall be thoroughly wetted and compacted with voids filled, and the surface reviewed and approved by the Resident.

203.04 Method of Measurement Special fill will be measured in place by the cubic yard.

203.05 Basis of Payment The accepted quantity of special fill will be paid for at the contract price per cubic yard complete in place. Payment shall be full compensation for furnishing all materials, equipment, and labor and washing-in with water.

Pay Item

Pay Unit

203.33 Special Fill – Streambed Material

CY

SECTION 401 - HOT MIX ASPHALT PAVEMENT

401.01 Description The Contractor shall furnish a uniformly blended, homogeneous mixture placed as one or more courses of Hot Mix Asphalt Pavement (HMA) using a single approved design for each item on an approved base in accordance with the contract documents and in reasonably close conformity with the lines, grades, thickness, and typical cross sections shown on the plans or established by the Resident. The Department will accept this work under Quality Assurance provisions, in accordance with these specifications and the requirements of Section 106 – Quality, the provisions of AASHTO M 323 except where otherwise noted in sections 401 and 703 of these specifications, and the MaineDOT Policies and Procedures for HMA Sampling and Testing.

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

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

401.03 Composition of Mixtures The Contractor shall compose the Hot Mix Asphalt Pavement with aggregate, Performance Graded Asphalt Binder (PGAB), approved antistrip, warm mix additive, and/or mineral filler if required. HMA shall be designed and tested according to AASHTO R 35 and the volumetric criteria in Table 1. The Contractor shall size, uniformly grade, and combine the aggregate fractions in proportions that provide a mixture meeting the grading requirements of the Job Mix Formula (JMF). Unless otherwise noted in Special Provision 403 - Hot Mix Asphalt Pavement, the design, verification, Quality Control, and Acceptance tests for this mix will be performed at 65 gyrations.

TABLE 1: VOLUMETRIC DESIGN CRITERIA

Design ESAL's (Millions)	Required Density (Percent of G _{mm})			Voids in the Mineral Aggregate (VMA) (Minimum Percent)					Voids Filled with Binder (VFB) (Minimum %)	Fines/Eff · Binder Ratio
				Nominal Maximum Aggregate Size (mm)						
	N _{initial}	N _{design}	N _{max}	25.0	19.0	12.5	9.5	4.75		
	< 3.0	≤90.5	96.0	≤98.0	13.0	14.0	15.0	16.0		
3 to <10	≤89.0									
> 10										

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

The Contractor shall submit a JMF to the Department for each mixture to be supplied. The JMF will be approved by the Department in accordance with the MaineDOT HMA Policies and Procedures for HMA Sampling and Testing Manual. At the time of JMF submittal, the Contractor shall identify and make available the stockpiles of all proposed aggregates at the plant site. There must be a minimum of 150 ton for coarse aggregate stockpiles and 75 ton for fine aggregate stockpiles before

the JMF may be submitted. The Contractor shall provide aggregate samples to the Department unless otherwise required. The Contractor shall also make available to the Department the PGAB proposed for use in the mix in sufficient quantity to test the properties of the asphalt and to produce samples for testing of the mixture. The first day's production shall be monitored, and the approval may be withdrawn if the mixture exhibits undesirable characteristics such as checking, shoving or displacement. The Contractor shall be allowed to submit aim changes for a JMF as outlined in the MaineDOT HMA Policies and Procedures for HMA Sampling and Testing Manual: Mix Design Approval Section.

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

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

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

TABLE 2: ALLOWABLE TEMPERATURE RANGES

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

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

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

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

TABLE 3: SEASONAL AND TEMPERATURE LIMITATIONS

Description	Zone 1 Allowable Placement Dates	Zone 2 Allowable Placement Dates	Minimum Ambient Air Temperature
HMA Surface Course greater than or equal to 1” (Travelway)	May 1 to Saturday following October 1	April 15 to Saturday following October 15	50°F
HMA Surface Course less than 1” (Travelway)	May 15 to Saturday following September 15	May 15 to Saturday following October 1	
HMA Surface Course less than 1” considered to be “Night Work” (Travelway)	June 1 to the Saturday following September 1		
HMA Surface Course less than 1” (Shoulders)	May 15 to the Saturday following October 15		
HMA for Surface Course on Bridge Decks	May 1 to Saturday following October 1	April 15 to Saturday following October 15	
HMA for Base or Shim Course on Bridge Decks	April 15 to November 15		40°F
HMA for use other than Travelway Surface Course (Shoulders greater than or equal to 1”, Intermediate, Base, Shim)	April 15 to November 15		
HMA for curb, driveways, sidewalks, islands, or other incidentals	N/A		
With Use of Approved Warm Mix Technology as Compaction Aid (Surface Course Ambient Air Temperature Allowances)			
HMA Surface Course greater than or equal to 1” (Travelway)	May 1 to Saturday following October 1	April 15 to Saturday following October 15	Begin at 50°F and pave down to 45°F
HMA Surface Course less than 1” (Travelway)	May 15 to Saturday following October 1	May 15 to Saturday following October 15	
HMA Surface Course less than 1” considered to be “Night Work” (Travelway)	June 1 to the Saturday following September 15		
HMA Surface Course less than 1” (Shoulders)	May 15 to the Saturday following October 15		
With Use of Approved Warm Mix Technology as Compaction Aid (Seasonal Limitation Extensions)			
HMA Surface Course greater than or equal to 1” (Travelway)	Saturday following October 1 to Saturday following October 15	Saturday following October 15 to Saturday following October 29	50°F
HMA Surface Course less than 1” (Shoulders)	Saturday following October 15 to Saturday following October 29		
HMA for use other than Travelway Surface Course (Shoulders greater than or equal to 1”, Intermediate, Base, Shim)	April 15 to Saturday following November 15		35°F

1. Shoulders paved with the travelway pass shall meet travelway ambient air temperatures

2. Refer to the 461 SP for UTBWC for seasonal and temperature requirements.

3. The minimum ambient air temperature for placement of HMA for curbs, driveways, sidewalks, islands, and other incidental work shall be 40°F, regardless of whether the mixture is produced using an approved WMA technology.

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

401.07 Hot Mix Asphalt Plant

401.071 General Requirements HMA plants shall conform to AASHTO M 156, Standard Specification for Requirements for Mixing Plants for Hot-Mixed, Hot-Laid Bituminous Paving Mixtures with exception of Section 4.2.1, 4.2.2, 4.3.4, 4.3.5, and 4.12.2.

All HMA plants will be inspected annually by the Department prior to producing HMA for Department projects. The Contractor shall provide the Department at least 72 hours' notice that the plant is ready for inspection. The Contractor shall equip the plant with ladders and platforms that are accessible and safe to obtain samples of PGAB, aggregate and mix from the relevant tanks, collector belts and haul units. Silo storage time of mixtures shall not exceed 36 hours.

401.072 Stockpiles The Contractor shall provide sufficient space for stockpiles and maintain a minimum of supply for 2 days production of all aggregate products used in MaineDOT approved mix designs currently under production. A minimum stockpile supply of 100 ton (70 yards) shall be maintained at all times. The Contractor shall construct stockpiles to prevent intermingling and to minimize segregation. All stockpiles used in MaineDOT mixes shall be identified with weatherproof signs at least 12" high and 24" wide, with reflective lettering at least 2" high.

401.073 Cold Feeds Cold Feed Bins will have bin dividers to keep aggregate products separated. Adequate means must be provided for obtaining samples of the combined flow of all Cold feed bins.

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

401.075 Asphalt Binder The plant shall include a heating system and insulation to maintain the asphalt binder at a uniform temperature for proper mixing and compaction. A thermometer shall be provided in the asphalt binder line. No direct flame may come in contact with tank. A sampling valve shall be provided in the circulation line downstream of any binder additive used unless otherwise approved by the Department. The Contractor shall drain down the asphalt as low as safely possible in any tank that will be switched to a new source or grade prior to adding the new PGAB.

401.076 Additives Additives (WMA, anti-strip, etc.) introduced into the binder at the HMA plant shall be introduced per the supplier's recommendations and shall be approved by the Department. The system for introducing additives shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all production rates and batch sizes. Additive introduction systems shall be controlled by a proportioning device to the amount required on the JMF plus or minus 0.1% of the target. Additive introduction systems shall be interlocked with the plant and the recordation (batch tickets or drum recordation) shall display the additive and the weight and percentage added. A means for sampling the PG binder with additive introduced will be provided. The sampling point shall be after the additive is mixed with the PGAB before entering the drum or mixer unit.

401.077 Batch Plants

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

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

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

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

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

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

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

401.078 Drum Plants

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

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

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

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

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

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

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

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

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

- b. Where platform scales are not readily available, a check will be made to verify the accuracy and sensitivity of each scale within the normal weighing range and to assure that the interlocking devices and automatic printer system are functioning properly. If platform scales are not readily available, a weight with a known mass-verified and sealed annually by a licensed scale company, may be used by hanging weight from silo or surge hopper, at lower middle and upper third levels upon request to verify scale accuracy.
- c. In the event of a malfunction of the automatic printer system, production may be continued without the use of platform truck scales for a period not to exceed the next two working days, providing total weights of each batch are recorded on weight tickets and certified by a Licensed Public Weighmaster.

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

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

401.09 Pavers The Contractor shall use pavers meeting the requirements of this section unless otherwise authorized by the Department. Pavers shall meet the requirements of Table 4: Paver Requirements.

TABLE 4: PAVER REQUIREMENTS

Use	Paver Requirement
Traveled Way & Auxiliary Lanes	Equipped with a 10 ft minimum main screed with activated extensions. The minimum tractor weight shall be 30,000 pounds.
	Equipped with automatic grade and slope controls that automatically adjust the screed and increase or decrease the layer thickness to compensate for irregularities in the preceding course. The controls shall maintain the proper transverse slope and be readily adjustable so that transitions and superelevated curves can be properly paved. The controls shall operate from a fixed or moving reference such as a grade wire or ski type device (floating beam) with a minimum length of 30 ft, a non-contact grade control with a minimum span of 24 ft, except that a 40 ft reference shall be used on interstate and divided highway projects.
All HMA Placement	Self-contained, self-propelled units of sufficient class and size to place Hot Mix Asphalt Pavement in full lane widths specified in the contract on the main line, shoulder, or similar construction.
	Equipped with a free-floating activated heated main screed with activated extensions. Pavers with extendible screeds shall have auger extensions and tunnel extenders as per the manufacturer's recommendations, a copy of which shall be available if requested.
	Equipped with a receiving hopper with sufficient capacity for a uniform spreading operation and a distribution system to place the mixture uniformly, without segregation in front of the screed.
	Operated in such a manner as to produce a visually uniform surface texture and a thickness within the requirements of Section 401.11 - Surface Tolerances. The screed assembly shall produce a finished surface of the required evenness and texture without tearing, shoving, or gouging the mixture.

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

401.10 Rollers Rollers shall be static steel, pneumatic tire, oscillatory, or approved vibrator type. Rollers shall be in good mechanical condition, capable of starting and stopping smoothly, and be free from backlash when reversing direction. Rollers shall be equipped and operated in such a way as to prevent the picking up of hot mixed material by the roller drums or tires. Crushing of the aggregate or displacement of the HMA during rolling will not be permitted. Any HMA Pavement that becomes loose, broken, contaminated, shows an excess or deficiency of PGAB, or is in any other way defective shall be removed and replaced at no additional cost with fresh material which shall be immediately compacted to conform to the adjacent area.

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

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

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

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

- a. Longitudinally: The pavement surface profile shall be free of deviations in excess of $\pm \frac{1}{4}$ inches from the required pavement surface profile grade. To verify the surface tolerance a straight plane shall be established using 16 foot straight edge or a taught string line placed parallel to the direction of travel and checked continuously across the width of the lane.
- b. Transversely: The pavement surface profile shall be free of deviations in excess of 0 inches below and $\frac{1}{4}$ inches above the required cross-sectional profile grade. To verify the surface tolerance a straight plane shall be established using a 10 foot straight edge or taught string line placed perpendicular to the direction of travel and checked continuously along the length of the lane.

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

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

When covering portland cement concrete surfaces (concrete slabs or concrete backfill), as a minimum, a triple application of tack coat shall be applied on the surface prior to pavement being placed over the concrete.

Tack coat shall conform to the requirements of Section 409 – Bituminous Tack Coat, Section 702 – Bituminous Material, and all applicable sections of the contract.

401.13 Spreading and Finishing In areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, the Contractor shall spread, rake, and lute the HMA with hand tools to provide the required compacted thickness. Release agents that dissolve or strip asphalts, including diesel fuel, will not be allowed. On roadways with adjoining lanes carrying traffic, the Contractor shall place each course per the conditions in Table 5, unless otherwise noted by the Department in Section 403 - Hot Mix Asphalt Pavement.

TABLE 5: PLACEMENT CONDITIONS FOR ADJOINING LANES

Depth (at centerline)	Placement Conditions
Vertical Longitudinal Joint	
¾" and less (incl. shim)	The Contractor may place the HMA course over the full single travel lane width for each production day.
1" to 1 ¼"	The Contractor may place the HMA course over the full single travel lane width for each production day and will be required to place a matching course of HMA over the adjacent section of travel lane before weekend or holiday suspension. A maximum unmatched centerline joint of the project's 1 days' average production will be permitted over the weekend.
1 ½" to 2"	The Contractor may place the HMA course over the full single travel lane width for each production day and will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day.
Greater than 2"	The Contractor shall place each course over the full width of the traveled way section being paved that day.
Notched-Wedge Longitudinal Joint	
1 ½" to 2"	The Contractor may place the HMA course over the full single travel lane width for each production day and will be required to place a matching course of HMA over the adjacent section of travel lane before weekend or holiday suspension. A maximum unmatched centerline joint of the project's 1 days' average production will be permitted over the weekend.
Greater than 2"	The Contractor may place the HMA course over the full single travel lane width for each production day and will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day.
Longitudinal Joints (<45 mph) *	
Greater than 2"	With use of a Notch-Wedge device, the Contractor may place the HMA course over the full single travel lane width for each production day and will be required to place a matching course of HMA over the adjacent section of travel lane before weekend or holiday suspension. A maximum unmatched centerline joint of the project's 1 days' average production will be permitted over the weekend.

* Longitudinal joint allowances for segments under 45 mph will only be permitted if the segment length is continuous for one mile or greater or the total length of the project is one mile or less.

Constructed wedge joints that degrade or break off will not qualify for the open joint duration as described above. The impacted area shall be matched up within 48 hours of notification by the Department. Prior to matching, the Contractor shall trim off the impacted area and construct a vertical joint. Failure to comply will result in an automatic Traffic Control Violation as per section 652.8.

The Contractor shall place the specified course over the full width of the mainline traveled way being paved, regardless of use, depth, or longitudinal joint type prior to Memorial Day, July 4th, Labor Day, paving suspensions exceeding three days, or other dates as specified by special provision.

The Contractor shall install additional warning signage that clearly defines the centerline elevation differential hazard. Unless otherwise addressed in the contract, the Contractor shall install additional centerline delineation such as a double application of raised pavement markers at 100 foot intervals, or temporary painted line. For any exposed vertical edge between the shoulder and traveled way, at a minimum, the use of temporary painted line, or RPMs placed along the edge of traveled way at 200 foot intervals is required. The Traffic Control Plan shall be amended to include this option and the additional requirements. All signs and traffic control devices will conform to Section 719.01, and Section 652, and will be installed prior to the work, at a maximum spacing of 0.50 mile for the entire length of effected roadway section. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, will be considered incidental to the appropriate 652 items.

When covering a portland cement concrete surface (concrete slabs or concrete backfill) a minimum of 3 inches of HMA pavement will be required over the concrete.

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

- a. The minimum production and placement temperature for the Hot Mix Asphalt placed over membrane shall conform to the manufacturer's recommendations.
- b. The bottom course shall be placed with an approved rubber mounted paver of such type and operated in such a manner that the membrane waterproofing will not be damaged in any way.
- c. The top course shall not be placed until the bottom course has cooled sufficiently to provide stability.
- d. The Contractor will not be required to cut sample cores from the compacted pavement on the bridge deck, unless otherwise directed by Special Provision.
- e. After the top course has been placed, the shoulder areas shall be sealed 3 ft wide with two applications of an emulsified bituminous sealer meeting the requirements of Section 612.03 - Sealing and Section 702.12 - Emulsified Bituminous Sealing Compound. The first application shall be pre-mixed with fine, sharp sand, similar to mortar sand, as needed to fill all voids in the mix in the area being sealed. The second application may be applied without sand. The sealer shall be carried to the curb at the gutter line in sufficient quantity to leave a bead or fillet of material at the face of the curb. The area to be sealed shall be clean, dry and the surface shall be at ambient temperature. The furnishing and applying of the required quantity of sealer for the bridge shoulder areas shall be incidental to placing the hot mix asphalt pavement.
- f. The area between the edge of the membrane and the vertical surface of bridge curbing and concrete bridge headers shall be completely sealed with hot-applied asphaltsealant material, meeting the requirements of Type 4 or mastic crack seal. Sealant shall be applied to form a complete seal between the membrane and the vertical surface and shall extend up the vertical surface to within ½ inch of the top of the HMA wearing surface. This work shall be considered incidental to the contract pavement items unless 508 membrane items are included in the contract.

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

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

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

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

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

For all items requiring pavement density testing, the Contractor shall cut 6-inch diameter cores at no additional cost to the Department by the end of the working day following paving. Cores shall be cut such that the nearest edge at least 9 inches from any joint. Pre-testing of the cores will not be allowed. If the Contractor and the Department mutually determine that a core is damaged, the Contractor shall cut new core(s) at the same offset and within 3 ft of the initial sample. The Contractor and the Department will mutually determine if underlying material is adhered to the core and if so will mark the core at the point where sawing is needed. The Department will place the cores in a secure container and the Contractor shall transport the cores to the designated MaineDOT lab. The cores will be saw cut by the Department to remove underlying layers. No recuts are allowed at a test location after the core has been tested.

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

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

401.16 Joints The Contractor shall construct wearing course transverse and longitudinal joints in such a manner that minimum tolerances shown in Section 401.11 - Surface Tolerances are met when measured with a straightedge. The paver screed shall maintain a uniform head of HMA during transverse and longitudinal joint construction. The HMA shall be free of segregation and meet temperature requirements outlined in Section 401.04. Transverse joints of the wearing course shall be straight and neatly trimmed. The Contractor may form a vertical face exposing the full depth of the course by inserting a header, by breaking the bond with the underlying course, or by cutting back with hand tools. The Contractor shall apply a coating of emulsified asphalt immediately before paving all joints to the vertical face and 3 in of the adjacent portion of any pavement being overlaid except those formed by pavers operating in echelon. The Contractor shall use an approved spray apparatus designed for covering a narrow surface. The Department may approve application by a brush for small surfaces, or in the event of a malfunction of the spray apparatus, but for a period of not more than one working day.

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

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

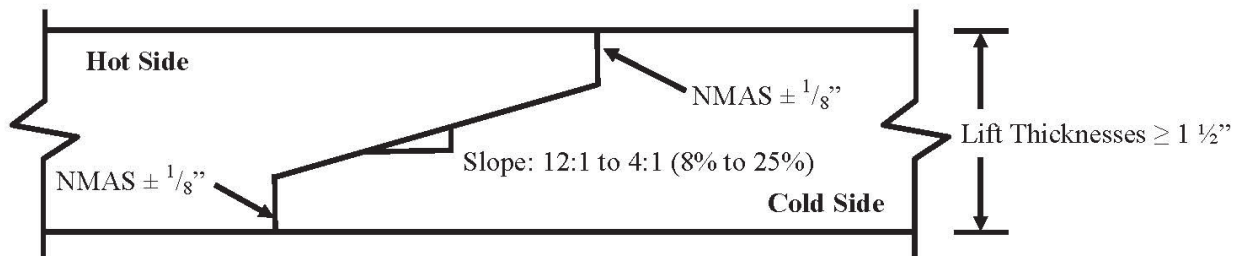


FIGURE 1: Notched Wedge Joint

Notes

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

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

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

The Contractor shall apply a coating of emulsified asphalt on the vertical and tapered surface of the longitudinal centerline joint immediately before paving if the notched wedge joint device is used.

The total rate of application shall be 0.050 G/SY plus the normal specified tack coat rate. The Contractor shall use an approved spray apparatus designed for covering a narrow surface. The Department may approve application by a brush for small surfaces.

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

401.18 Prepave Meeting Prior to placing any mix, the Department and the Contractor shall hold a Pre-paving conference to discuss the paving schedule, source of mix, type and amount of equipment to be used, sequence of paving pattern, rate of mix supply, random sampling, project lots and sublots and traffic control. A copy of the density QC random numbers to be used on the project shall be provided to the Resident. The Departments' random numbers for Acceptance testing shall be generated and on file with the Resident and the Project Manager. All personnel of the Department and the Contractor who have significant information relevant to the paving items shall attend, including the responsible onsite paving supervisor for the Contractor. The Resident will prepare minutes of the conference and distribute them to all attendees. Any requests to revise the minutes must be made to the Resident within 7 Days of Receipt. These minutes will constitute the final record of the Pre-paving conference. On the first day of paving and whenever there is a change in the onsite paving foreman or paving inspector, the Department and the Contractor shall hold an informal onsite meeting to review the minutes of the Pre-paving conference, Project Specific QCP, Plans, Typical, Special Provisions and communication process. This meeting shall be held prior to placing any mix and, at minimum, shall occur yearly for multi-year contracts. The onsite paving supervisor, QCT, Superintendent, Resident and/or paving inspector shall attend.

401.19 Contractor Quality Control – Method A, B, C & D

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

401.191 Quality Control The QCP shall meet the requirements of Section 106.6 – Acceptance and this Section. The QCP shall address any items that affect the quality of the Hot Mix Asphalt Pavement, and shall include the following personnel meeting these minimum requirements:

- a. QCP Administrator – The QCP Administrator must be a full-time employee of or a consultant engaged by the Contractor or paving subcontractor. The QCP Administrator shall have full authority to institute any and all actions necessary for the successful operation of the QCP. The QCP Administrator (or their designee in the QCP Administrator's absence) shall be available to communicate with the Department at all times.

- For items accepted under Methods A and B, the QCP Administrator shall be certified as a Quality Assurance Technologist (QAT) by NETTCP.
 - For items accepted under Methods C and D, the QCP Administrator shall be certified by NETTCP as a Quality Assurance Technologist (QAT), Plant Technician, or Paving Inspector.
- b. Process Control Technician(s) (PCT) shall utilize test results and other quality control practices to assure the quality of aggregates and other mix components and control proportioning to meet the JMF(s). The PCT shall inspect all equipment used in mixing to assure it is operating properly and that mixing conforms to the mix design(s) and other Contract requirements, and that delivery slips and plant recordation accurately reflects the mix being produced with all the required information. The QCP shall detail how these duties and responsibilities are to be accomplished and documented, and whether more than one PCT is required. The Plan shall include the criteria to be utilized by the PCT to correct or reject unsatisfactory materials. The PCT shall be certified as a Plant Technician by the NETTCP.
- c. Quality Control Technician(s) (QCT) shall perform and utilize quality control tests at the job site to assure that delivered materials meet the requirements of the JMF(s). The QCT shall inspect all equipment utilized in transporting, laydown, and compacting to assure it is operating properly and that all laydown and compaction conform to the Contract requirements. The QCP shall detail how these duties and responsibilities are to be accomplished and documented, and whether more than one QCT is required. The QCP shall include the criteria utilized by the QCT to correct or reject unsatisfactory materials. The QCT shall be certified as a Paving Inspector by the NETTCP.

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

The QCP shall address any items that affect the quality of the Hot Mix Asphalt Pavement including, but not limited to, the following:

a. General Requirements:

- Job Mix Formulas (JMFs)
- Name of QCP Administrator, and certification number
- Description of corrective action process
- Disposition of defective material
- A procedure to take immediate possession of acceptance samples once released by MaineDOT and deliver said samples to the designated acceptance laboratory.
- Type of release agent to be used on haul units, tools and rollers.
- A note stating that the use of petroleum-based fuel oils, such as diesel or kerosene, or asphalt stripping solvents will not be permitted.

b. Process Control Requirements: Each Hot Mix Asphalt plant shall have a Plant Specific Process Control Plan. At minimum the plan shall include:

- Name of Plant Specific Process Control Technician(s) and certification number(s)
- Hot mix asphalt plant details
- Stockpile Management
- Mixing & transportation
- Silo management and details
- A detailed description of RAP processing, stockpiling and introduction into the plant
- PG Binder management:
 - Tanks and storage (including polymer modified binders if applicable)
 - Binder temperature
 - Sample points
 - Method to ensure mixture contains the specified binder grade
 - Additive introduction details if introduced at the plant
- Testing and inspection plan for control of aggregates and RAP
- Mix Testing and inspection plan

c. Quality Control Requirements – Method A & B:

- Name of Quality Control Technicians(s) and certification number(s)
- Laydown operations
- Longitudinal joint construction including the tacking of all joints.
- Procedures for avoiding paving in inclement weather
- Compaction of shoulders
- Methods to ensure that segregation is minimized
- Procedures to determine the maximum rolling and paving speeds based on best engineering practices and past experience in achieving acceptable pavement smoothness.
- Sequence for paving around drainage structures, under guard rail, around curb, at bridges, intersections, drives and minor approaches to ensure proper compaction, finish, and drainage.

d. Quality Control Requirements – Method C and D:

- Name of QCP Administrator and certification number(s) as specified in Section 401.19.
- Name of Process Control Technicians(s) and certification number(s).
- Name of Quality Control Technicians(s) and certification number(s).
- Anticipated Compaction Temperature Zones for each roller zoned during placement.
- Mix TMD to be used for density gauge setting for method spec density work
- Procedures for avoiding paving in inclement weather.

The Contractor shall also supply a Laydown Operation Plan that addresses sequence of work, layout of work, longitudinal joint construction, compaction of shoulders, methods to minimize segregation, and procedures to achieve acceptable pavement smoothness.

For each production day, a summary of each day's results, including a daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and the number of roller passes, shall be recorded and signed by the QCT and presented to the Department's representative by 1 PM the following working day.

Unless otherwise noted in Section 403 – Hot Mix Asphalt Pavement, the Contractor shall submit a modified QC Plan every year detailing, how the mix is to be placed, what equipment is to be used, and what HMA plant is to be used for Items covered under the Plan. All mix designs (JMF) shall be approved and verified by MaineDOT prior to use.

The Contractor shall certify the mix and the test results for each item by a Certificate of Compliance.

The Contractor shall have a testing lab at the plant site, equipped with all testing equipment necessary to complete the tests in Table 6. The Contractor shall generate QC sampling random numbers for each approved mix design every year. A copy of the random numbers shall be emailed to the QC.mainedot@maine.gov email address and remain on-file (in print) and be available for inspection at the QC laboratory. The Contractor shall sample, test, and evaluate Hot Mix Asphalt Pavement in accordance with the minimum frequencies per each approved mix design.

TABLE 6: MINIMUM QUALITY CONTROL FREQUENCIES

Test or Action	Frequency	Test Method
Temperature of mix	6 per day at street and plant	-
Temperature of mat	4 per day	-
%TMD (In-Place Density - Surface)	1 per 125 ton	AASHTO T 355 or AASHTO T 343
%TMD (In-Place Density - Base)	1 per 250 ton	AASHTO T 355 or AASHTO T 343
Fines / Effective Binder	1 per 500 ton	AASHTO T 312*
Gradation	1 per 500 ton	AASHTO T 30
PGAB Content	1 per 500 ton	AASHTO T 164 or AASHTO T 308
Voids at N_{design}	1 per 500 ton	AASHTO T 312*
VMA at N_{design}	1 per 500 ton	AASHTO T 312*
Rice Specific Gravity	1 per 500 ton	AASHTO T 209
Percent Fractured Particles	1 per 5,000 ton	AASHTO T 335
Flat and Elongated Particles	1 Per 5,000 ton	ASTM D4791
Fine Aggregate Angularity	1 Per 5,000 ton	AASHTO T 304

The Contractor shall monitor plant production on each approved mix design using running average of three control charts as specified in Section 106 - Quality. Control limits shall be as noted in Table 7 below. The UCL and LCL, shall not exceed the allowable gradation control points for the particular type of mixture as outlined in Table 1 of Section 703.09.

TABLE 7: CONTROL LIMITS

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

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

The Contractor shall also retain splits of the previous 5 QC tests, with QC results enclosed for random selection and testing by the Department. Test results of splits that do not meet the Dispute Resolution

Variance Limits in Table 18 shall trigger an investigation by the MaineDOT Independent Assurance Unit and may result in that lab losing NETTCP certification and the ability to request a dispute [Section 401.50 - Process for Dispute Resolution].

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

If the Contractor's control chart shows the process for a given mix design to be out of control (defined as a single point outside of the control limits on the running average of three chart) on any property listed in Table 7: Control Limits, the Contractor shall notify the Resident of all affected projects in writing of the corrective action by 1:00 PM the next working day. The written description shall detail what action is being taken by the Contractor to bring the property in question back within control limits. Subsequent quality control results are expected to demonstrate an improvement and regression towards the aim. The Department reserves the right to take action, to include cessation of production, in the case of repeated results outside the Table 7 control chart control limits.

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

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

- a. The quality level for density using all quality control tests for the current Lot is less than 60 PWL.
- b. The Coarse Aggregate Angularity or Fine Aggregate Angularity value falls below the requirements of Section 703.07, Table 3: Aggregate Consensus Properties Criteria for the design traffic level.
- c. The Flat and Elongated Particles value exceeds 10% by ASTM D4791.
- d. There is any visible damage to the aggregate due to over-densification other than on variable depth shim courses.
- e. The Contractor fails to follow the approved QCP.

The Contractor shall notify the Resident in writing as to the reason for shutdown, as well as the corrective action, by the end of the workday. Failure to do so will be treated as a second incident under 106.4.6 QCP Non-compliance. The Department will only allow the continuation of paving operations when it is satisfied the corrective action will result in an improvement in results. The Department may require the submittal of a passing verification sample to allow further production. The Department

retains the exclusive right, with the exception of the first day's production of a new JMF, to determine whether the resumption of production involves a significant change to the production process. If the Department so determines, then the current lot will be terminated, a pay factor established, and a new lot will begin.

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

401.192 Quality Control and Acceptance for Item 403.209 Hot Mix Asphalt, 9.5 mm Nominal Maximum Size, (sidewalks, drives, islands & incidentals) and visual acceptance items Item 403.209 will be accepted under method D acceptance unless otherwise noted in the 403 special provision. A QCP, certified QC personnel, or Prepave Meeting shall not be required for Item 403.209 - Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (sidewalks, drives, islands & incidentals) when accepted under either visual acceptance or under Method D acceptance unless otherwise specified in the 403 SP. An approved JMF shall be provided to the Resident prior to placement.

401.20 Acceptance Method A & C These methods utilize Quality Level Analysis and pay factor specifications. For Hot Mix Asphalt Pavement designated for acceptance under Quality Assurance provisions, the Department will sample once per subplot on a statistically random basis, test, and evaluate in accordance with the Acceptance Properties as outlined in Table 8:

TABLE 8: ACCEPTANCE PROPERTIES – METHOD A & C

Properties	Point of Sampling	Test Method
Gradation	Paver Hopper	AASHTO T 30
PGAB Content	Paver Hopper	AASHTO T 308
% TMD (In-Place Density)	Mat behind all Rollers	AASHTO T 269
Voids at N_{design}	Paver Hopper	AASHTO T 312
VMA at N_{design}	Paver Hopper	AASHTO T 312
Fines to Effective Binder	Paver Hopper	AASHTO T 312
VFB	Paver Hopper	AASHTO T 312

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

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

Lot sizes and subplot sizes shall be determined as outlined in Table 9.

TABLE 9: LOT AND SUBLOT SIZES – METHOD A & C

Lot Size*	Entire production per item per contract per year up to 6000 ton
Maximum Sublot Size – Mix	750 ton
Maximum Sublot Size – Density	Surface Layers – 250 ton Base / Intermediate Layers – 500 ton
Minimum Number of Samples – Mix	Four
Minimum Number of Samples – Density	Five

*General – Lot and Sublot size may be adjusted to accommodate the work scope and schedule, or as otherwise agreed upon at the Prepave Meeting

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

Isolated Areas During the course of inspection, should it appear that there is an isolated area that is not representative of the lot based on a lack of observed compactive effort, excessive segregation, a change in process or any other questionable practice, that area may be isolated and tested separately.

An area so isolated that has a calculated pay factor below 0.80 for Method A, based on three random tests shall be removed and replaced at the expense of the Contractor for the full lane width and a length not to be less than 150 ft.

TABLE 10: ACCEPTANCE LIMITS – METHOD A & C

Property	USL and LSL	
	Method A	Method C
Percent Passing 4.75 mm and larger sieves	Target +/- 7%	Target +/- 7%
Percent Passing 2.36 mm to 1.18 mm sieves	Target +/- 4%	Target +/- 5%
Percent Passing 0.60 mm sieve	Target +/- 3%	Target +/- 4%
Percent Passing 0.30 mm to 0.075 mm sieve	Target +/- 2%	Target +/- 2%
PGAB Content	Target +/- 0.4%	Target +/- 0.4%
Voids at N_{design}	4.0% +/- 1.5%	N/A
Fines to Effective Binder	0.9 +/- 0.3	N/A
VMA at N_{design}	LSL from Table 1	N/A
VFB	Table 1 plus a 4% production tolerance for USL	N/A
% TMD (In-place Density)	94.5% +/- 2.5%	94.5% +/- 2.5%

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

TABLE 11: CEASE PRODUCTION – METHOD A & C

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

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

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

401.201 Pay Adjustment - Method A & C The Department will use the following criteria for pay adjustment at the completion of the Lot using the pay adjustment factors under Section 106.7 - Quality Level Analysis.

Density Upon conclusion of each lot, density results shall be examined for statistical outliers as stated in Section 106.7.2. If the pay factor for Density falls below 0.80, all of the cores will be randomly re-cut by Sublot. A new pay factor will be calculated that combines all initial and retest results. If the resulting pay factor is below 0.80, the entire Lot shall be removed and replaced with material meeting the specifications at no additional cost to the Department, except that the Department may, when it appears that there is a distinct pattern of defective material, isolate any defective material by investigating each mix sample subplot and require removal of defective mix sample sublots only, leaving any acceptable material in place if it is found to be free of defective material. Pay factors equal to or greater than the reject level will be paid accordingly.

Mix Properties The Department will determine a pay factor (PF) using the applicable Acceptance Limits. If all three pay factors for PGAB Content, VMA at N_{design} , and Voids at N_{design} fall below 0.80 for Method A, then the composite pay factor for PGAB Content, VMA at N_{design} , and Voids at N_{design} shall be 0.50.

The following variables will be used for pay adjustment:

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

The Department will determine a pay adjustment using Table 12: Pay Adjustment Calculations as follows:

TABLE 12: PAY ADJUSTMENT CALCULATIONS – METHOD A & C

Acceptance Method	Mix Properties / Gradation	Density
Method A	$PA = (\text{Voids @ } N_d \text{ PF} - 1.0)(Q)(P)x0.20 + (\text{VMA @ } N_d - 1.0)(Q)(P)x0.20 + (\text{PGAB Content PF} - 1.0)(Q)(P)x0.10$	$PA = (\text{density PF} - 1.0)(Q)(P)x0.50$
Method C	$PA = (\% \text{ Passing Nom. Max PF} - 1.0)(Q)(P)x0.05 + (\% \text{ passing 2.36 mm PF} - 1.0)(Q)(P)x0.05 + (\% \text{ passing 0.30 mm PF} - 1.0)(Q)(P)x0.05 + (\% \text{ passing 0.075 mm PF} - 1.0)(Q)(P)x0.10 + (\text{PGAB Content PF} - 1.0)(Q)(P)x0.25$	$PA = (\text{density PF} - 1.0)(Q)(P)x0.50$

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

The average percent passing for the 0.075 mm sieve shall be evaluated for each Lot. If the average is greater than 6.5%, a pay adjustment according to Table 13 below shall apply in addition to the other pay adjustments for the given method of testing.

TABLE 13: 0.075 MM SIEVE PAY ADJUSTMENT

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

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

401.21 Acceptance Method B & D Unless otherwise stated in the 403 special provision, the Lot shall be the entire mix quantity per item per contract per year. The Department will sample once per subplot per pay item on a statistically random basis, test, and evaluate in accordance with the Acceptance Properties in Table 14. The Department will obtain samples of Hot Mix Asphalt Pavement in conformance with AASHTO R 97, Sampling Asphalt Mixtures, and the MaineDOT Policies and Procedures for HMA Sampling and Testing. The Contractor shall transport the samples in containers provided by the Department to the designated MaineDOT Laboratory within 48 hours except when otherwise noted in the project specific QCP or as directed by the Resident. Failure to deliver an acceptance sample to the designated acceptance laboratory will be considered the second incident under 106.4.6–QCP Non-Compliance. Target values shall be as specified in the JMF. The Department will withhold reporting of the test results for the Acceptance sample until 7:00 AM, on the second working day of receipt of the sample, or after receipt of the Contractors results of the Acceptance sample split.

TABLE 14: ACCEPTANCE PROPERTIES – METHOD B & D

Properties	Point of Sampling		Test Method
	Method B	Method D	
Gradation	Paver Hopper	Paver Hopper or Truck	AASHTO T 30
PGAB Content	Paver Hopper	Paver Hopper or Truck	AASHTO T 308
% TMD (In-Place Density)	Mat behind all Rollers	Mat behind all Rollers	AASHTO T 269
Voids at N_{design}	Paver Hopper	N/A	AASHTO T 312
VMA at N_{design}	Paver Hopper	N/A	AASHTO T 312
Fines to Effective Binder	Paver Hopper	N/A	AASHTO T 312
VFB	Paver Hopper	N/A	AASHTO T 312

TABLE 15: LOT AND SUBLOT SIZES – METHOD B & D

Lot Size*	Entire mix quantity per item per contract per year
Maximum Sublot Size – Mix	250 ton (Max 4 Sublots)
Sublot Size – Density	125 ton (Max 5 Sublots)

*General – Lot and Sublot size may be adjusted to accommodate the work scope and schedule, or as otherwise agreed upon at the Prepave Meeting

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

TABLE 16: ACCEPTANCE LIMITS – METHOD B & D

Property	USL and LSL	
	Method B	Method D
Percent Passing 4.75 mm and larger	Target +/- 7%	Target +/- 7%
Percent Passing 2.36 mm sieve	Target +/- 5%	Target +/- 7%
Percent Passing 1.18 mm sieve	Target +/- 5%	Target +/- 5%
Percent Passing 0.60 mm sieve	Target +/- 4%	Target +/- 4%
Percent Passing 0.30 mm sieve	Target +/- 3%	Target +/- 3%
Percent Passing 0.075 mm sieve	Target +/- 3%	Target +/- 3%
PGAB Content	Target +/- 0.5%	Target +/- 0.5%
Voids at N _{design}	4.0% +/- 2.0%	N/A
Fines to Effective Binder	0.9 +/- 0.3	N/A
VMA at N _{design}	LSL from Table 1	N/A
VFB	Table 1 plus a 4% production tolerance for USL	N/A
% TMD (In-place Density)	94.5% +/- 2.5%	LSL of 92.0%

The Contractor shall cease paving operations whenever two consecutive Method B or D tests fall outside specification limits on the same property. The Contractor will submit a corrective action plan to the Department. The Department will only allow the continuation of paving operations when it is satisfied the corrective action will result in an improvement in results. The Department may require the submittal of a passing verification sample to allow further production.

401.211 Pay Adjustment - Method B & D For items accepted under Method B or D, if the mix is within the tolerances listed in Table 16, the Department will pay the contract unit price. Otherwise, pay adjustments as shown in Table 17 shall be applied to the quantity of mix represented by the test. The Contractor shall cut one 6 in core per subplot unless otherwise noted in Section 403 - Hot Mix Asphalt Pavement. If the density result is not within the specified limits the disincentive shall apply. If the subplot density is less than 88.5 percent or greater than 99.0 percent of the subplot TMD, two additional cores shall be cut at random locations determined by the Department. If either of the additional cores has a density less than 88.5 percent or greater than 99.0 percent of the subplot TMD, the subplot shall be removed and replaced at no cost to the Department; otherwise, the average of the three cores will be used to determine the subplot pay adjustment.

TABLE 17: PAY ADJUSTMENTS – METHOD B & D

Property	Method B		Method D	
Percent Passing 2.36 mm sieve	N/A		-2.0%	
Percent Passing 0.30 mm sieve	N/A		-1.0%	
Percent Passing 0.075 mm sieve	-2.0%		-2.0%	
PGAB Content	-5.0%		-5.0%	
Voids at N _{design}	-3.0%		N/A	
% TMD (In-place Density)	91.5% - 91.9% or 97.1% - 97.5%	-5.0%	91.5% - 91.9%	-5.0%
	90.5% - 91.4% or 97.6% - 98.5%	-10.0%	90.5% - 91.4%	-10.0%
	89.5% - 90.4% or 98.6% - 99.0%	-20.0%	89.5% - 90.4%	-20.0%
	88.5% - 89.4%	-30.0%	88.5% - 89.4%	-30.0%
	<88.5% or >99.0%	Reject	<88.5% or >99.0%	Reject

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

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

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

401.50 Process for Dispute Resolution At the time of Hot-Mix Asphalt sampling, the Department will obtain a split sample of each Acceptance test random sample for possible dispute resolution testing. The Contractor shall also obtain a split sample of the HMA at this same time. If the Contractor wishes to retain the option of requesting dispute testing of the initial Acceptance sample, the Contractor will test their split of the Acceptance sample in accordance with applicable AASHTO procedure and accepted supplemental practice as described in the Department's HMA Sampling and Testing Policies and Procedures manual. The Contractor shall report their results to the Resident, with a copy to Contractor.mainedot@maine.gov by 7:00 AM, on the second working day from time of QA sampling, otherwise dispute resolution will not be initiated. The Department's dispute resolution split sample will be properly labeled and stored for a period of at least two weeks after it has been reported, or until the sample is tested. The properties eligible for dispute and the respective variances are shown in Table 18.

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

- Acceptance sample reference number
- The specific test result(s) or property(ies) being disputed, and
- The complete, signed report of the Contractor's testing (In a lab certified by the NETTCP and MaineDOT) of their split of the Acceptance sample indicating that the variances in Table 18 for the specific test result(s) or property(ies) were met or exceeded.

TABLE 18: DISPUTE RESOLUTION VARIANCE LIMITS

Property	Method A & B	Method C & D*	Variance Limits
PGAB Content	Yes	Yes	+/- 0.4%
G _{mb}	Yes	No	+/- 0.030
G _{mm}	Yes	Only if referenced to a Core	+/- 0.020
Voids at N _{design}	Only if G _{mb} or G _{mm} is not disputable	No	+/- 0.8%
VMA at N _{design}	Only if G _{mb} or G _{mm} is not disputable	No	+/- 0.8%
Percent Passing 4.75 mm and larger sieves	No	Yes^	+/- 4.0%
Percent Passing 2.36 mm to 0.60 mm sieves	No	Yes^	+/- 3.0%
Percent Passing 0.30 mm to 0.15 mm sieves	No	Yes^	+/- 2.0 %
0.075 mm sieve	Only for 9.5 mm NMAS mixes	Yes	+/- 0.8%

*Disputes will not be allowed on Item 403.209

^Disputes will only be allowed on Sieve Sizes used for pay adjustment calculations

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

SECTION 402 - PAVEMENT SMOOTHNESS

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

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

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

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

- Bridge decks and joints (no smoothness measurements will be taken within 100 ft of bridge joints)
- Acceleration and deceleration lanes
- Shoulders and ramps
- Side streets and roads
- Within 100 ft of transverse joints at the beginning and end of the project
- Within 100 ft of railroad crossings
- Urban areas with speed limits of 30 mph or lower

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

TABLE 1: ACCEPTANCE LIMITS

Level	USL
I	55 in/mile
II	65 in/mile
III	75 in/mile

Computation of Smoothness Pay Adjustment:

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

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

PF = smoothness pay factor for the Lot

P = Contract unit price for surface pavement

PA = pay adjustment

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

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

Payment will be made under:

Pay Item

402.10 Incentive/Disincentive - Pavement Smoothness

Pay Unit

Lump Sum

SECTION 403 - HOT MIX ASPHALT PAVEMENT

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

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

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

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

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

Payment will be made under:

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

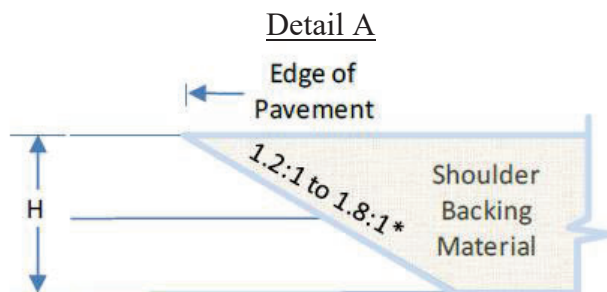
SPECIAL PROVISION
DIVISION 400
PAVEMENTS

SECTION 401 - HOT MIX ASPHALT PAVEMENT
(Pavement Safety Edge)

Special Provision 400, Section 401 – Hot Mix Asphalt Pavement, subsection 401.13 – Spreading and Finishing, has been modified with the following revisions: All sections not revised by this Special Provision shall be as outlined in the Special Provision 400 Pavements, Section 401 – Hot Mix Asphalt Pavement. References to Standard Specifications, Special Provisions, or other documents, shall be determined as the most current version available at the time of bid, or as amended. All costs associated with this Item will not be paid for directly, but shall be considered included in the associated contract items.

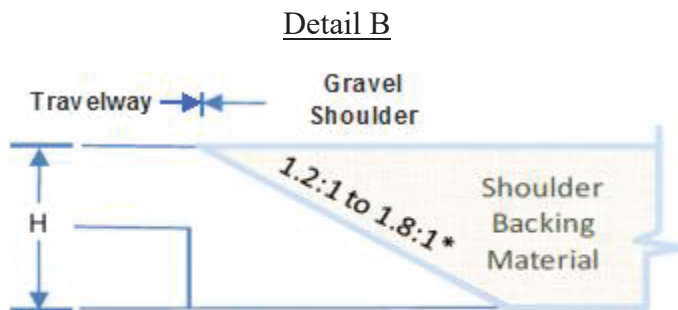
401.13 – Spreading and Finishing The section has been amended as follows:

A manufactured Safety Edge device shall be used to form the edge of travel way or shoulder pavement surface to the dimensions shown in this special provision and at locations designated in the contract documents. The finished shape of the Safety Edge shall conform to the cross-section drawings shown in Detail A for newly constructed pavement sections, and Detail B for overlay sections.



For $H \leq 5$ in. Configuration 1

Newly constructed pavements - Top 3 to 4 inch surface
and intermediate pavement course



For $H \leq 5$ in. Configuration 2

Overlay of existing pavement - surface course only

Equipment The Contractor shall use an approved longitudinal shoulder wedge system to create a sloped edge profile onto the roadway shoulder. The Contractor shall use a shoulder wedge system that compacts the HMA and provides a sloped wedge equal to 32° plus or minus 5° , measured from the pavement surface cross slope extended. The use of a single plate strike off is not allowed.

The Contractor will utilize a shoulder wedge system that is adjustable, or can adjust to accommodate varying paving thicknesses.

All shoulder wedge systems to be used for the purpose of creating a Safety Edge must meet the approval of the Department. The Resident may require documentation that the system has been used on previous projects with acceptable results or may require a test section constructed prior to the beginning of work to demonstrate wedge shape and compaction to the satisfaction of the Engineer.

Construction Prior to placing hot mix asphalt pavement, the Contractor will prepare the shoulder material where the Safety Edge will be placed to provide support for the placement of the Safety Edge. This work will be in accordance with the Department's standard practice.

The pavement used to construct the Safety Edge shall be compacted utilizing the standard roller train used for HMA pavements and overlays. A pneumatic roller shall be used to seal the upper edge of the formed edge, without rolling off the edge. Pavement adjacent to the formed wedge shall be compacted in accordance with the owner agency construction joint specification.

In areas where it is not possible to place the Safety Edge in conjunction with mainline paving but the Safety Edge is designated (e.g., transitions at driveways, intersections, interchanges, etc.,) the Department may allow handwork for short sections.

Measurement and Payment The purchase of equipment, use of approved equipment, and construction of the Safety Edge will not be paid for directly, but shall be considered included in the contract per ton unit price for the related pavement item.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>4" HMA - Full Depth Reconstruction</u>					
<u>Travelway (As Indicated)</u>					
Wearing	12.5 mm	403.208	1 ½"	1	1,4,10,24,30,31,33,43
Base	12.5 mm	403.213	2 ½"	1	1,4,10,24,30,31,33,43

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 64-28** grading. All asphalt grades utilized on the travelway and shoulders shall be treated with an approved liquid anti-strip. PG binders shall be treated with a minimum 0.50 percent anti-strip by weight of asphalt binder used unless otherwise recommended by the anti-strip manufacturer. The PGAB and anti-strip blend shall meet the **PG 64-28** requirements. The Contractor shall provide supporting test data showing the PGAB and anti-strip blend meet the required criteria.
4. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **65 gyrations**.
10. Section 106.6 Acceptance, (2) **Method D** as specified Section 401.21 - Quality Assurance Methods C and D.
24. See Special Provision 401 - Pavement Safety Edge for project specifics.
30. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on **bridge decks**.
31. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, **12 ton** pneumatic, and a **10 ton** finish roller for roadway work. A **Quality Control Technician (QCT) equipped with a density meter** shall be required for all roadway mixtures placed under this contract. Density testing of the mixture will be performed by the QCT in accordance with AASHTO T355 or AASHTO T343. The mixture will be rolled until the density readings show less than 1 pcf change for the final roller passes. This density will be used as the target TMD for the mixture. The remaining mixture shall be compacted to a minimum density of 95% of the target density as determined in the control section. The Contractor shall make density test results, including randomly sampled densities, available to the Department's representative onsite. Summaries of each day's results, including a daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and number of roller passes, shall be recorded and signed by the QCT and presented to the Department's representative by the **end of the working day**. The Department may require cores for informational purposes.
33. Roadway HMA mixtures may be placed with a track or rubber tire mounted highway class paver with a minimum tractor weight of 28,000 pounds, equipped with a minimum main screed width of eight feet, equipped with automatic grade and slope controls.

43. The contractor shall mill a stepped butt joint into the existing pavement at both the beginning and end joints for each pavement layer excluding the bottom base layer. For each layer, the stepped joint shall be cut to the depth and width of the pavement layer being placed and extend 5 feet beyond the immediate underlying layer. **At the beginning of project WIN 28152.00, the stepped joint shall extend approximately 15 feet to encompass the full limits of Robinson Hill Road.** The **butt joint** for the overlying layer shall be **completed prior** to placing the adjacent layer. The Resident may extend this length as determined by the condition of the match point. No additional payment will be made for the milling of the butt joints but will instead be considered incidental to associated paving items.

Tack Coat

A tack coat of emulsified asphalt, RS-1, RS-1h, CRS-1 or CRS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.030 gal/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.030 gal/yd². Tack used will be **paid for at the contract unit price** for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 534 - PRECAST STRUCTURAL CONCRETE
Installation of State Supplied Precast Concrete Box Culvert

Amend Standard Specification Section 534 – Precast Structural Concrete as follows:

534.01 Description Delete this Section of the Standard Specification and replace with the following:

534.01 Description The Contractor shall unload, store and install the precast concrete box culvert in accordance with the Contract Documents. The precast concrete box culvert will be supplied by the Department and delivered to the site by the Manufacturer. The box culvert is now available for installation for the onsite contractor. Coordination with the box manufacturer is the responsibility of the awarded-on site contractor. The manufacture must be given a 14 calendar days' notice for coordination delivery of the box.

Manufacturer's Contact Information:

Concrete Systems Inc
9 Commercial Street
Hudson, NH 03051
Attn: Michael Worden
(603) 889-4163 x404
mworden@csigroup.com

534.02 Materials Delete the first three (3) paragraphs of Section of the Standard Specification.

Add the following sentence to this Section:

Grout, concrete patching material, cementitious anchoring material shall be one of the products listed on the MaineDOT Qualified Products List (QPL), unless otherwise approved by the Department.

534.03 Drawings Delete this Section of the Standard Specification.

534.04 Design Requirements Delete this Section of the Standard Specification.

534.05 Facilities for Inspection Delete this Section of the Standard Specification.

534.06 Notice of Beginning Work Delete this Section of the Standard Specification.

534.07 Quality Control Delete this Section of the Standard Specification.

534.08 Quality Assurance Delete this Section of the Standard Specification.

534.09 Nonconforming Work Delete this Section of the Standard Specification.

534.10 Forms Delete this Section of the Standard Specification.

534.11 Reinforcing Steel and Welded Steel Wire Fabric Delete this Section of the Standard Specification.

534.12 Inserts Delete this Section of the Standard Specification.

534.13 Concrete Placement Delete this Section of the Standard Specification.

534.14 Acceptance and Quality Control Testing of Concrete Delete this Section of the Standard Specification.

534.15 Manufacture of Precast Units Delete this Section of the Standard Specification.

534.16 Tolerances Delete this Section of the Standard Specification.

534.17 Finishing Concrete Delete this Section of the Standard Specification.

534.18 Repairing Defects Delete this Section of the Standard Specification.

534.19 Handling, Storage and Transportation Delete the second paragraph of this Section of the Standard Specification.

Add the following paragraphs to this Section of the Standard Specification:

The Contractor shall be responsible for unloading the precast concrete box culvert units at the project site. Any incidental equipment and materials needed to unload, handle, and temporarily store the precast concrete box culvert units at the project site shall be provided by the Contractor.

Precast concrete box culvert units damaged by improper storing, hoisting or handling shall be replaced by the Contractor at no additional cost to the Department.

534.20 Installation of Precast Units Delete the first, second and third paragraphs of this Section of the Standard Specification.

Add the following paragraphs to this Section of the Standard Specification:

Precast concrete box culvert joints shall be sealed with an approved flexible joint sealant in accordance AASHTO M 198 (ASTM C 990). Joints shall be closed tight to within 0.625 inches $\pm$ 0.125 inch.

Completely fill the exterior face of joints between precast units with a material from the Department QPL and cover with a minimum 12 inch wide joint wrap. Additionally, for box culverts and three sided frames, cover the entire top surface with waterproofing membrane; waterproofing membrane shall extend from the top down the sides of the units a minimum of four inches below the lap joint between the top and bottom sections. The surfaces shall be free of dirt and deleterious materials before applying the filler material and joint wrap. Install the external wrap in one continuous piece over each unit joint, taking care to keep the joint wrap in place during backfilling.

534.21 Method of Measurement Delete this Section of the Standard Specification and replace with:

Precast concrete box culvert installation will be measured as one lump sum complete, in place and accepted.

534.22 Basis of Payment Delete this Section of the Standard Specification and replace with:

The accepted installation of the Department supplied Precast Concrete Box Culvert will be paid for at the Contract lump sum price. The lump sum price shall be full compensation for all labor, equipment, materials, professional services, and incidentals for coordinating delivery, unloading, handling, storing on site, and installing the precast concrete elements and accessories. Falsework, jointing tape, flexible joint sealant, cementitious patching material, grout, cast-in-place concrete fill or grout fill will be incidental to the lump sum pay item. Excavation for precast structural structures, including excavation below culverts for bedding and backfilling, will be measured and paid for as provided in Section 206, Structural Excavation.

Payment will be made under:

Pay Item

534.7101 Precast Concrete Box Culvert – State Supplied

Pay Unit

Lump Sum

SPECIAL PROVISION
SECTION 603
PIPE CULVERTS AND STORM DRAIN
(Corrugated Metal Pipe - Polymer Coated)

Add the following to Section 603 – Pipe Culverts and Storm Drains

Add the following subsection 603.031

Pipe shall be Option III Polymer-Precoated Galvanized Corrugated Steel Pipe.

Add the following to the list of items in Subsection 603.12 Basis of Payment

<u>Pay Item</u>		<u>Pay Unit</u>
603.299	96 Inch Culvert Pipe Option III	Linear Foot

SPECIAL PROVISION
SECTION 610

Streambed Rock Features: Rock Bands, Cobble Bars & Banklines

610.01 Description This work consists of furnishing and placing large stones in the streambed of a culvert to simulate naturally occurring Streambed Rock Features.

610.02 Materials Material for Streambed Rock Features (Rock Bands, Cobble Bars) shall consist of (1) hard, sound durable stone that will not disintegrate by exposure to water or weather, (2) streambed gravel (see SP 203) or other gravel readily available on the project, and Special Fill (see SP 203).

Stone for Streambed Rock Features shall be subangular to subrounded and may be obtained by screening oversized rock from earth borrow pits or as fieldstone. Unwashed stone, and stone with naturally fractured faces will be allowed. Material from blasting or crushing operations will not be allowed unless approved by the Resident. Large stone and rock that is harvested and set aside during excavation may be suitable for use in Stream Rock Features. Final determination of stone suitability shall be made by the Resident.

Stone for Streambed Rock features shall generally be 15-inch minus Boulder and Cobble, ranging from 3-inch to 15-inch. The smallest size fraction (8-inch minus) should be reserved for Cobble Bars. This same material can be used for Rock Bands, provided it is augmented with an equal volume of stone between 8-inch and 15-inch.

Rock Bands: shall be mix of Boulder/Cobble and Streambed Gravel (Special Provision 203). Stone shall be a well-graded mix of 3-inch to 15-inch Boulder & Cobble with 50% larger than 8-inch

15-inch minus Boulder/Cobble	Streambed Gravel
3 parts	1 part

Cobble Bars: shall be a mix of 8-inch minus Boulder/Cobble and Streambed Gravel. Stone shall be a well-graded mix of 3-inch to 8-inch Boulder & Cobble.

Cobble bars shall be mixed as

8-inch minus Boulder/Cobble	Streambed Gravel
3 parts	1 part

The Contractor shall identify the source and proposed stones for inspection at least ten (10) working days prior to the start of the stream channel construction. The grading of stone shall be determined by the Resident by visual inspection in accordance with the Standard Specifications, Section 610.032.d Inspection.

610.03a Construction Requirements

1. Rock Bands

- a. Place material for rock bands according to the location, shape, orientation and height as shown on the plans or as directed by the Resident.
- b. Place rock bands inside the culvert in a compact mass laterally across the width of the constructed channel on first lift of Special Fill as described in Special Provision Section 203 – Special Fill. Seal voids by washing in suitable filler material, paying particular attention to where bands meet culvert walls, banklines and top of first Special Fill lift. The top of the stone should not protrude above the average finished streambed surface more than 3 inches, as shown on the plans.
- c. The stone for rock bands shall be in close contact and securely interlocked with all stones firmly embedded in the special fill forming the streambed.
- d. Loose or excessively protruding stones shall be embedded, reoriented, or rearranged by machine or handwork as required to achieve the specified shape, thickness, and elevations.

2. Cobble Bars (WIN 28152 only)

- a. Place cobble bar mix on top of the finished top lift of Special Fill as shown on the plans. Seal voids by washing in suitable filler material.

610.04 Method of Measurement Streambed Rock Features quantity shall be measured by the cubic yard, complete in place.

610.05 Basis of Payment The accepted quantity of Streambed Rock Features will be paid for at the contract unit price per cubic yard complete in place. Payment shall be full compensation for furnishing all materials, equipment, and labor and washing-in with water.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
610.212 Streambed Rock Features	CY

SPECIAL PROVISION
SECTION 610
 STONE FILL, RIPRAP, STONE BLANKET, AND STONE DITCH PROTECTION
 (Void-Filled (Plain) Riprap)

The following is added to Standard Specification Section 610.

610.01 Description This work shall consist of furnishing and placing a mixture of stone and aggregate to form banklines, riprap aprons and/or slopes as part of constructing a nature-like stream channel. The mixture is referred to as Void-Filled Riprap (VFRR).

610.02 Materials Void-Filled Riprap shall conform to the following requirements:

Plain Riprap - shall be stone meeting the requirements of Section 703.26 - Plain and Hand Laid Riprap

5-inch crushed stone – shall be a well graded mix of crushed stone with a maximum size of 5 inches and a minimum size of 3/4 inches.

Aggregate – shall be aggregate meeting the requirements of Section 703.06 - Type C aggregate for base or Streambed Gravel as described in Special Provision 203 - Special Fill (if used).

Where applicable, suitable material excavated on-site within the limits of the stream channel in accordance with Special Provision Section 203, Excavation and Embankment - Dredge Materials, may be used in the Void-Filled Riprap mixture with the approval of the Resident.

a. Mix proportions: Void-Filled Riprap shall be pre-mixed in the proportions listed in the following table:

Stone:	Void-fill material:	
Plain Riprap	5-inch crushed stone	Aggregate
3 parts	1 part	1 part

The mix proportions and materials listed in the table are approximate and may be adjusted by the Resident to obtain a mix that maintains contact between the larger stones for stability and has sufficient material to chock and fill the voids in the riprap. Void-Filled Riprap shall conform to the requirements at the time it is placed.

b. Inspection - The Contractor shall identify the source and proposed materials for inspection at least 10 working days prior to the start of stream channel and riprap embankment construction. The grading of the stone for Void-Filled Riprap shall be determined by the Resident by visual inspection in accordance with the Standard Specifications, Section 610.032.d Inspection.

610.03 Construction Requirements

1. Place VFRR within the culvert to form the VFRR features with shape and thickness as shown on the plans or as directed by the Resident. Banklines shall extend upstream and downstream from the culvert and match into existing streambanks as directed.
2. Thoroughly pre-mix and place VFRR in a manner that minimizes segregation.
3. Place VFRR in a minimum of two well-mixed layers, unless otherwise approved by the Resident. After initial placement, areas that consist primarily of void-fill material shall be remixed with the larger stone as necessary.
4. All stones shall be securely interlocked and tamped into place such that contact between the stones is maintained, with void-fill material between and below the larger stones. Larger stones should extend to, and may protrude above, the average surface but shall be well embedded in the mix. The larger stones should be in contact in a manner that is similar to the placement of plain riprap.
5. VFRR shall be thoroughly washed in with water immediately after placement of each layer. After initial washing-in, place and spread additional void-fill material on the surface and wash-in until the remaining voids are filled prior to placing the next layer. Contractor shall allow sufficient time for the Resident to review each layer prior to placing subsequent layers of VFRR or other materials.
6. After settlement and washing-in, the minimum height of the void-filled riprap shall be as shown on the plans. Placement of areas of only void-fill material to achieve the full height or thickness will not be allowed.
7. Prior to cofferdam removal and exposure to natural flow conditions the Void-Filled Riprap shall be at the specified height and thickness, thoroughly wetted with voids filled, and reviewed and approved by the Resident.

610.05 Method of Measurement

Void-Filled Riprap will be measured in place by the cubic yard.

610.06 Basis of Payment

The accepted quantity of Void-Filled Riprap will be paid for at the contract price per cubic yard complete in place. Payment shall be full compensation for furnishing all materials, equipment, and labor and washing-in with water. Costs of all required excavation below the slope line for the placement of void filled riprap will be considered incidental and no separate payment will be made

Payment will be made under:

Pay ItemPay Unit

610.213 Void-Filled Riprap

CY

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

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

Road Work Next X* Miles
Road Work 500 Feet (Ahead)
End Road Work

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

Signs include:

Road Work xxxx¹.
One Lane Road Ahead
Flagger Sign

Other typical signs include:

Be Prepared to Stop
Low Shoulder
Bump
Pavement Ends

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

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

- The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 2,500 feet at each work area and no more than 4,000 feet for paving, milling, and crack seal/repair work areas.
- Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1 mile of two-way operation.

Temporary Centerline A temporary centerline shall be placed each day on all new pavement to be used by traffic. The temporary centerline, when specified of reflectorized traffic paint, shall conform to the standard marking patterns used for permanent markings. Failure to apply a temporary centerline daily will result in a Traffic Control Violation and suspension of paving operations until temporary markers are applied to all previously placed pavement.

¹ "Road Work Ahead" to be used in short duration operations and "Road Work xx feet" to be used in stationary operations as directed by the Resident.

2020 STANDARD DETAIL UPDATES

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

<u>Detail #</u>	<u>Description</u>	<u>Posted Date</u>
502(06)	Concrete Sidewalk on Bridges	9/22/2025
502(19)	Bridge Drains	3/17/2023
502(15)	Bridge Drains	3/17/2023
502(20)	Bridge Drains	3/17/2023
502(23)	Bridge Drains	3/17/2023
502(24)	Bridge Drains	3/17/2023
502(25)	Bridge Drains	3/17/2023
502(26)	Bridge Drains	3/17/2023
504(07)	Diaphragm & Crossframe Notes	3/17/2023
507(04)	Steel Bridge Railing	9/22/2025
507(05)	Steel Bridge Railing	9/22/2025
507(06)	Steel Bridge Railing	9/22/2025
507(07)	Steel Bridge Railing	9/22/2025
507(14)	Steel Bridge Railing	9/22/2025
507(15)	Steel Bridge Railing	9/22/2025
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	9/22/2025
507(23)	Steel Approach Railing, 3 Bar	9/22/2025
507(26)	Steel Approach Railing, 3 Bar	9/22/2025
507(27)	Steel Approach Railing	9/22/2025
507(39)	Barrier – Mounted Steel Bridge Rail	9/22/2025
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
526(05)	Permanent Concrete Barrier	3/17/2023
526(21)	Permanent Concrete Barrier	3/17/2023
526(22)	Concrete Transition Barrier	9/22/2025
526(23)	Concrete Transition Barrier	9/22/2025
526(23)A	Concrete Transition Barrier	9/22/2025
526(34)	Concrete Transition Barrier	9/22/2025
526(35)	Concrete Transition Barrier	9/22/2025
526(36)	Concrete Transition Barrier	9/22/2025
526(37)	Concrete Transition Barrier	9/22/2025
526(37) A	Concrete Transition Barrier	9/22/2025
526(38)	Concrete Transition Barrier	9/22/2025
526(39)	Texas Classic Rail	3/17/2023
526(55)	Texas Classic Rail	3/17/2023
603(10)	Concrete Pipe Ties	6/10/2021
605(01)	Underdrain	7/8/2022
605(01)	Underdrain Notes	7/8/2022
606(17)	Midway Splice Guardrail Transition	6/10/2022
606(21)	Guardrail Type 3 – Single Rail Bridge Mounted	9/22/2025
606(22)	Guardrail Treatment over Buried Structures	9/22/2025
606(23)	Standard Bridge Transition – Type “1”	2/11/2021
606(24)	Bridge Transition – Type “1A”	9/22/2025
606(25)	Bridge Transition – Type “2”	9/22/2025
607(10)	Snow Fence Details (New Detail)	9/22/2025
607(11)	Snow Fence Details (New Detail)	9/22/2025
607(12)	Snow Fence Details (New Detail)	9/22/2025
607(13)	Snow Fence Details (New Detail)	9/22/2025
607(14)	Snow Fence Details (New Detail)	9/22/2025
607(15)	Snow Fence Details (New Detail)	9/22/2025
607(16)	Snow Fence Details (New Detail)	9/22/2025
608(02)	Detectable Warnings	6/10/2021
609(08)	Precast Concrete Transition Curb	9/22/2025
609(09)	Precast Concrete Vertical Curb	9/22/2025
627(07)	Crosswalk	2/22/2022
627(08)	Crosswalk	2/22/2022

643(11)	ATCC Cabinet	12/14/2020
645(06)	H Beam Posts Highway Signing	12/17/2024
645(21)	Overpass Mounted Sign Support Highway Signing	9/22/2025
645 (22)	Overpass Mounted Sign Support Highway Signing	9/22/2025
<u>801(10) Pavement Transition at Bridge</u> DISCONTINUE THIS STD DETAIL		9/22/2025
801(11)	Pedestrian Ramp Notes	11/20/2023
801(12)	Pedestrian Ramp Requirements	11/20/2023
801(13)	Ramp Length Table	11/20/2023
801(14)	Parallel Pedestrian Ramp	11/20/2023
801(15)	Perpendicular Pedestrian Ramp – Option 1	11/20/2023
801(16)	Parallel Pedestrian Ramp – Option 2A	11/20/2023
801(17)	Perpendicular Pedestrian Ramp – Option 2A	11/20/2023
801(18)	Parallel Pedestrian Ramp – Option 2B	11/20/2023
801(19)	Perpendicular Pedestrian Ramp – Option 2B	11/20/2023
801(20)	Parallel Pedestrian Ramp – Option 3	11/20/2023
801(21)	Perpendicular Pedestrian Ramp – Option 3	11/20/2023
801(22)	Side Street Pedestrian Ramp	11/20/2023
801(23)	Parallel Pedestrian Ramp – Esplanade	11/20/2023
801(24)	Perpendicular Pedestrian Ramp – Esplanade	11/20/2023
801(25)	Island Crossings	11/20/2023
801(26)	Blended Transition	11/20/2023
801(26)	Blended Transition	1/19/2024
801(27)	Pedestrian Ramp Adjacent to Driveway or Entrance	11/20/2023
802(05)	Roadway Culvert End Slope Treatment	1/03/2017
802(05)	Roadway Culvert End Slope Treatment	11/01/2024

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

SECTION 101
CONTRACT INTERPRETATION

101.2 Definitions

Construction Easement revise this definition by removing it in its entirety and replace with:
“A right acquired by the Department for a specific use of private property outside of the established Right-of-Way. Examples include but are not limited to Drainage Easements, Construction and Maintenance Easements, and Slope Easements. Construction Easement areas, including Temporary Construction Limits and Temporary Road Limits, outside of the Right-of-Way remain private property. No use other than to access and perform the specified work activity is permitted without written permission of the owner.”

Construction Limit Line Remove this definition in its entirety.

Holidays Amend this paragraph by adding “**Juneteenth**” between ‘Memorial Day’ and ‘Independence Day’.

Plans Revise this paragraph by removing “**Standard Details, Supplemental Standard Details**” from the first sentence.

Project Limits Revise this definition by removing it in its entirety and replacing it with:
“Areas within the Right-of-Way, Construction Easements, or Temporary Construction Limits shown on the Plans or otherwise indicated in the Contract. If no Project Limits are indicated in the Contract, the Project Limits shall be determined by the Department. For a related Maine statute, see 23 MRSA § 653. “

Right-Of-Way Revise this definition by removing it in its entirety and replacing it with:
“The area of land, property, or interest therein, acquired for or devoted to the Project or other purposes. Portions of the Right-of-Way may be used for storage of materials and equipment and the location of engineering facilities, subject to written approval by the Department.”

Amend this Section by adding the following two definitions (that replace Construction Limit Line);

Temporary Construction Limits The area within which the Contractor may access and perform the Physical Work and outside of which Work may not be performed without written authorization by the property owner.

Temporary Road Limits The area within which the Contractor may construct and maintain a temporary detour for maintenance of traffic.

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 103 AWARD AND CONTRACTING

103.3.1 Qualification Requirement for Award Revise this subsection so that it reads:

“103.3.1 Qualification Requirement for Award If the Notice to Contractors lists a Prequalification requirement, the Apparent Successful Bidder must successfully complete the Prequalification process as a condition of Award. The Apparent Successful Bidder who does not already hold an Annual Prequalification shall have 21 days to provide the Department with their Prequal documents or the Department may move on to the next low bidder.”

SECTION 104 GENERAL RIGHTS AND RESPONSIBILITIES

104.2.1 Furnishing of Right-of-Way Revise this subsection by removing it in its entirety and replace with the new subsection:

“104.2.1 Furnishing of Property Rights The Department will secure all necessary rights to real property within the Project Limits shown on the Right-of-Way Plans that are provided with the Bid Documents. For related provisions, see Sections 104.3.2 – Furnishing of Other Property Rights, Licenses and Permits and 105.4.5 - Maintenance of Existing Structures. For related definitions, see Construction Easements and Right-of-Way.”

104.3.2 Furnishing of Other Property Rights, Licenses and Permits Revise this subsection by replacing “104.2.1 Furnishing of Right-of-Way” with “**104.2.1 Furnishing of Property Rights**”.

SECTION 105 GENERAL SCOPE OF WORK

Amend this Section by adding this new sub-section:

105.8.8 Protected Species If the Contractor witnesses a bat (dead or alive), any activities that may injure any live bats must cease immediately and the Contractor shall contact the

Resident. Dead and/or injured bats will be collected by the Department. Work in the vicinity of the live/dead bat sighting will not resume until the Department confirms it is acceptable to do so.

If the Contractor observes an active bird nest within the project limits, any activities that may disturb the nest or injure birds (i.e., nesting adults, chicks, eggs) must cease immediately, and the Contractor shall contact the Resident.

Amend this Section by adding this new sub-section to cover incidents in the field:

105.6.5 Survey Control Markers If a survey control marker will be disturbed by Work on a project, the Resident shall be informed a minimum of 2 weeks prior to performing any Work that may disturb the marker. If a survey control marker is accidentally disturbed by Work on a project, the Resident shall be informed immediately. A disturbed marker will remain the property of the Department.

105.10.1.4 Race-conscious Project Goals Revise the second paragraph of this section so it reads as follows:

“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. This form must be filled out in its entirety. The dollar total of each commitment shall be totaled and a percentage determined.”

105.10.2 Requirements Applicable to All Contracts Under section A, number 2, in the first sentence of the first paragraph, revise this Section by replacing the word “handicap” in two places with the word “disability” so it now reads:

“2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, State that all qualified applicants will receive consideration for employment without regard to race, color, sexual orientation, religious creed, sex, national origin, ancestry, age, physical disability, or mental disability.”

105.10.1.6 Bidders’ List Survey This section shall be revised to meet the May 9, 2024 CFR changes as follows:

Revise the title of this Section to “Bidders’ List**” by removing the word “**Survey**”.**

Revise the current information required to:

- (i) Firm name;**
- (ii) Firm address including ZIP code;**
- (iii) Firm's status as a DBE or non-DBE;**
- (iv) Race and gender information for the firm's majority owner;**
- (v) NAICS code applicable to each scope of work the firm sought to perform in its bid;**
- (vi) Age of the firm; and**

(vii) The annual gross receipts of the firm. You may obtain this information by asking each firm to indicate into what gross receipts bracket they fit (*e.g.*, less than \$1 million; \$1-3 million; \$3-6 million; \$6-10 million; etc.) rather than requesting an exact figure from the firm.

Revise this section by removing the paragraph beginning with “This information...” and replacing it with the following:

“This data is required from all bidders for federally assisted contracts to be submitted with their bids as this information is critical in determining the availability of DBE Businesses relative to other businesses that do similar work.”

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: $PF = [70 + (Quality\ Level * 0.33)] * 0.01$ ”

106.9.1 Warranty by Contractor Revise the third paragraph of this section so that it reads:

“For a related provision regarding obligations regarding plantings, see section 621.36 – Maintenance Period. “

SECTION 107
TIME

107.3.1 General Amend this paragraph by adding “**Juneteenth**” between ‘Patriot’s Day’ and ‘the Friday after Thanksgiving’.

SECTION 108
PAYMENT

108.2.3 Mobilization Payments Replace Standard Specification 108.2.3 – Mobilization Payments with the following:

“108.2.3 Mobilization Payments “Mobilization” includes the mobilization and demobilization of all resources as many times as necessary during the Work.

Percent Mobilization Bid will be determined by taking the amount Bid for Mobilization and dividing by the Total Contract Amount less Mobilization. Mob/(Total Contract – Mob).

Payment will be made at the following intervals:

% Mobilization Bid	% Mobilization Paid at Contract Award	% Mobilization Paid after the Department determines 50% of the work is Complete	% Mobilization Paid at Final Acceptance
10% or less	50%	50%	
More than 10% to 15%	33%	33%	34%
More than 15% to 20%	25%	25%	50%
More than 20% to 30%	15%	15%	70%
Greater than 30%	10%	10%	80%

108.3 Retainage Revise the third paragraph of this section so that it reads:

“Upon Final Acceptance, and determination by the department that there are no claims either by or on the Contractor or Subcontractors; no over payments by the department; no LDs due; and no disincentives due, the Department will reduce Retent to 1% of the original Contract Award amount, or \$100,000, whichever is less, as it deems desirable and prudent.”

108.4.1 Price Adjustment for Hot Mix Asphalt Revise this section by removing it in its entirety and replacing it with the following:

“108.4.1 Price Adjustment for Hot Mix Asphalt: For each Contract, a price adjustment for performance graded binder will be made for the following pay items, when the total quantity of Hot Mix Asphalt included in these items is in excess of 500 tons, based on the estimated quantities of these items at the time of bid.

Item 403.102	Hot Mix Asphalt – Special Areas
Item 403.207	Hot Mix Asphalt - 19 mm
Item 403.2071	Hot Mix Asphalt - 19 mm (Polymer Modified)
Item 403.2072	Hot Mix Asphalt - 19 mm (Asphalt Rich Base)
Item 403.208	Hot Mix Asphalt - 12.5 mm
Item 403.2081	Hot Mix Asphalt - 12.5 mm (Polymer Modified)
Item 403.2084	Hot Mix Asphalt - 12.5 mm (Highly Modified HiMAP)
Item 403.209	Hot Mix Asphalt - 9.5 mm (sidewalks, drives, & incidentals)
Item 403.210	Hot Mix Asphalt - 9.5 mm
Item 403.2101	Hot Mix Asphalt - 9.5 mm (Polymer Modified)
Item 403.2104	Hot Mix Asphalt - 9.5 mm (Thin Lift Surface Treatment)
Item 403.21041	Hot Mix Asphalt - 9.5 mm (Polymer Modified Thin Lift Surface Treatment)
Item 403.211	Hot Mix Asphalt – Shim
Item 403.2111	Hot Mix Asphalt – Shim (Polymer Modified)
Item 403.212	Hot Mix Asphalt - 4.75 mm (Shim)
Item 403.213	Hot Mix Asphalt - 12.5 mm (base and intermediate course)
Item 403.2131	Hot Mix Asphalt - 12.5 mm (base and intermediate course Polymer Modified)
Item 403.2132	Hot Mix Asphalt - 12.5 mm (Asphalt Rich Base and intermediate course)
Item 403.301	Hot Mix Asphalt (Asphalt Rubber Gap-Graded)
Item 461.13	Light Capital Pavement
Item 461.210	9.5 mm HMA - Paver Placed Surface
Item 461.2101	Hot Mix Asphalt - 9.5 mm (Polymer Modified)
Item 461.216	Hot Mix Asphalt (Shim)
Item 462.30	Ultra-Thin Bonded Wearing Course
Item 462.301	Polymer Modified Ultra-Thin Bonded Wearing Course

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

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

Item 403.102–6.2%
Item 403.207–5.2%
Item 403.2071–5.2%
Item 403.2072–5.8%
Item 403.208–5.6%
Item 403.2081–5.6%
Item 403.2084 – 6.2%
Item 403.209–6.2%
Item 403.210–6.2%
Item 403.2101–6.2%
Item 403.2104–6.2%
Item 403.21041–6.2%
Item 403.211–6.2%
Item 403.2111–6.2%
Item 403.212–6.8%
Item 403.213–5.6%
Item 403.2131–5.6%
Item 403.2132–6.2%
Item 403.301–6.2%
Item 461.13–6.7%
Item 461.210 – 6.4%
Item 461.2101 – 6.4%
Item 461.216 – 6.7%
Item 462.30–0.0021 tons/SY
Item 462.301–0.0021 tons/SY”

SECTION 110 INDEMNIFICATION, BONDING, AND INSURANCE

110.3.2 Commercial General Liability Revise the last sentence in this Section that starts with “The coverage shall also...” and add a sentence to the end so that it reads:

“The coverage shall also include protection against damage claims due to explosives, collapse, and underground coverage. No endorsement excluding damage caused by subsidence, earth movement, and/or earth pressure shall be permitted.”

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

10. Assurance Required by 49 CFR: 26.13(a)(b) Revise this section by removing it in its entirety and replacing it with the following:

“a. MaineDOT shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE Program or the requirements of 49 CFR part 26. MaineDOT shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. MaineDOT’s DBE Program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. The implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the MaineDOT of its failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the MaineDOT of its failure to carry out its approved program, the Department may impose sanctions as provided for under 49 CFR Part 26, and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Remedies Act of 1986 (31 U.S.C. 3801 et seq.). This language will appear in financial assistance agreements with sub-recipients.

b. The contractor, sub-recipient, 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 recipient deems appropriate, including, but not limited to:

- 1. Withholding monthly progress payments;**
- 2. Assessing sanctions;**
- 3. Liquidated damages; and/or**
- 4. Disqualifying the contractor from future bidding as non-responsible.”**

SECTION 206 STRUCTURAL EXCAVATION

206.01 Description – *Structural Earth Excavation, Below Grade* delete the entire sentence and replace with **“shall consist of the removal of excavation required for unknown or unanticipated subsurface condition. See 206.04 – Method of Measurement for pay limits.”**

206.04 Method of Measurement – Drainage and Minor Structures Paragraph 1, sentence 2, delete the remainder of the sentence beginning with “...provided the maximum allowable...” And replace with: **“...in accordance with the following limits:”**

- Vertical pay limits:**

- Below a plane parallel with and 12 inches below the bottom of the drainage or minor structure or
 - Below the excavation limits shown in the Bid Documents; whichever is greater.
- **Horizontal pay limits** – The maximum allowable horizontal dimensions shall not exceed those bounded by vertical surfaces 18 inches outside the base, or extreme limits of, the structure, and to the vertical neat lines of underdrain trenches, as shown in the Contract Documents.

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 501 FOUNDATION PILES

501.044 Special Requirements for Steel Pipe Piles and Steel Casings Amend this section by deleting it in its entirety and replacing with:

Pipe piles shall be driven closed ended, unless otherwise specified. When open-ended pipe piles are specified or when the ends are not completely closed ended when driven, the inside of the pile shall be thoroughly cleaned out, and the inside walls cleaned by jetting or other means approved by the Resident. The sediment control required for the cleaning operations shall be covered in the Contractor’s SEWPCP.

Pipe piles shall be inspected and approved by the Resident immediately before concrete is placed in them. They shall be free from rupture and undue deformation and shall be free from water unless the Resident determines that the concrete can be placed without damage to the pile and such that the discharged water will be contained. The Contractor shall provide lights and other equipment necessary to enable the Resident to inspect each pipe pile.

Portland cement concrete for filling the pipe piles shall be placed in one continuous operation to fill the pile completely without causing water contamination. An internal type vibrator shall be used in the top 25 feet. Pile heads shall be protected and cured in accordance with Section 502, Structural Concrete.

The placing of concrete and the driving of piles shall be scheduled so that fresh and setting concrete will not be injured by the pile driving.

Concrete shall not be placed in pipe piles until pile driving has progressed beyond a radius of 15 feet from the pile to be concreted. If pile heave is detected for pipe piles that have been filled with concrete, the piles shall be redriven to the original position after the concrete has attained sufficient strength and a proper hammer-pile cushion system, is in place and is satisfactory to the Resident.

When a reinforcing steel cage is specified, it shall be placed inside the piles to allow for a minimum of 2 inches of concrete cover and the piles shall be filled with concrete to the elevation shown on the Plans.

Full-length pipe piles and steel casings shall be used wherever practicable; however, splicing may be permitted when approved by the Resident. The method of splicing shall be as follows:

- a. Steel pipe piles and steel casings shall be spliced by full penetration butt joint welds.
- b. When the pipe piles and steel casings are to be spliced while in a vertical position, splicing shall be accomplished utilizing single-bevel groove welds with the use of back-up rings. When the pipe piles and steel casings are to be spliced while in a horizontal position, splicing shall be accomplished utilizing single-vee groove welds with the use of back-up rings.
- c. Welded joints shall conform to the Standard Details.

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

Full-length piles shall always be used wherever practicable. When full-length piles cannot be used, the number of splices, locations, and details shall be noted in the QCP. Piles fabricated from multiple pieces will be acceptable only if they comply with the following:

H-Beam Piles ^a		Pipe Piles and Steel Casings ^{a,b}	
Lengths	Maximum No. Field Splices	Lengths	Maximum No. Field Splices
Less than 20 ft.	0	Less than 20 ft.	0
Over 20 – 35 ft.	1	Over 20 – 40 ft.	1
Over 35 – 79 ft.	2	Over 40 – 60 ft.	2
Over 79 ft.	1 per 40 ft.	Over 60 – 80 ft.	3
		Over 80 ft.	1 per 20 ft.
^a Pile lengths less than 10 feet will not be spliced, except as the final (top) section of the pile. ^b Where pipe piles are used for pile bent piers, no splices will be allowed in the length of pile from the cutoff elevation to 2 feet below the channel bottom.			

When pre-planned splicing is approved, the pile piece of lesser length shall be placed at the tip of the pile (the first part of the pile that enters the ground).

When splicing is allowed, the work shall be done in accordance with the following:

- A. Welding shall be done in accordance with the requirements of the AWS D1.1 welding code.
- B. Qualify welders in accordance with the most recent edition of the AWS D1.5 code.
- C. Submit a written Weld Procedure Specification (WPS) for each joint to be included as part of the QCP. The WPSs shall be provided to the Fabrication Engineer for review and approval prior to beginning welding. Provide copies of the approved WPSs to the welder, QC Inspector and Resident prior to beginning welding. Welding performed without an approved WPS and approved QCP will be considered Unacceptable Work.
- D. Provide a list of qualified welders with copies of their AWS certifications to the Fabrication Engineer for review prior to beginning welding. Welders shall have in their possession, at the time of welding, a valid certification for the process and position to be used in production from the AWS. The welder shall show the Resident their credentials upon request.
- E. The Contractor shall only use electrodes that are on the Department's Qualified Products List for Welding Electrodes or shall submit alternative electrodes for review and approval by the Fabrication Engineer. Electrodes used shall match those approved for use in the WPS.
- F. Welding shall not be done: When the temperature in the immediate vicinity of the weld is below 0°F; when the surfaces are damp or exposed to rain, snow, or high wind; or when the welders or welding operators are exposed to inclement conditions.
- G. The pile shall be preheated to and maintained at 150°F minimum, within 6 inches from the joint during welding.
- H. Power sources for welders shall have meters indicating amperage/voltage that have been calibrated within 1 year at the time of welding.
- I. The Contractor shall provide the Department with notice, a minimum of, 7 Days prior to the start of any welding.
- J. The Contractor shall provide a QC Inspector to perform QC for the welds in accordance with the AWS D1.1 welding code. The QC Inspector shall be an AWS Certified Welding Inspector (CWI) in conformance with the requirements of AWS QC1, Standard for AWS Certifications of Welding Inspectors. The Contractor may submit, in lieu of a CWI, an alternative QC Inspector with documented training and experience in metals fabrication, inspection, and testing for approval by the Fabrication Engineer. The QC Inspector shall be someone other than the welder performing the welds to be inspected.
- K. The QC Inspector shall inspect all production stages of the welded splice to ensure that workmanship and materials meet the requirements of the AWS D1.1 welding code and the Contract. The QC Inspector shall submit a signed record of all weld inspection documentation to the Resident after welding is completed.

Record of weld inspection shall include, but not be limited to, the following:

- 1. Name of QC Inspector
- 2. Project WIN and Location
- 3. Date
- 4. Weather conditions
- 5. Type, size, length, and location of welds.

6. Confirmation of appropriate equipment and materials used, including proper handling of welding electrodes.
7. Confirmation that welder has approved WPS onsite, and welding is performed in accordance with approved WPS.
8. Confirmation that welder is qualified to perform work per approved WPS. Include name and certifications of qualified welder who performed the work.
9. Confirm that 100% visual testing, in accordance with AWS D1.1 Table 8.1, has been conducted and any subsequent repairs are made prior to non-destructive testing (NDT).
10. Document NDT testing including name of NDT technician, NDT personnel qualifications, type and extent of NDT testing performed, and include NDT testing reports provided by the NDT testing technician.

L. Piles shall not be driven until all pile welding has been inspected and accepted by the Department.

501.0471 Specific Requirements for Splicing H-Beam Piles

- A. Damaged material shall be removed from the end of the driven pile. Lifting holes shall be repaired or trimmed off. The ends of both pieces to be spliced shall be cut off square with the longitudinal axis of the pile and beveled per the approved WPS. All cutting shall be done with the use of a mechanical guide, except that minor trimming may be allowed, as approved by the Resident.
- B. The Contractor shall use an approved mechanical splicer or a full penetration butt weld for the entire cross section of the pile. Mechanical splicers shall be installed per the manufacturer's recommendations, except that the flanges shall be welded using a complete joint penetration weld, per the AWS D1.1 welding code.
- C. In addition to the 100% visual testing (VT) performed by the QC Inspector, the Contractor shall perform NDT on the first two welded splices of the same type/size. The welds shall be radiographically (RT) or ultrasonically (UT) tested for their full length for acceptance per Table 8.2 of AWS D1.1. If both RT/UT-tested splices are determined to be acceptable, no further NDT will be required. If either of the first two RT/UT-tested splices contain defects warranting rejection, RT/UT testing of splices shall continue until two consecutive splices are found to be acceptable.
- D. Should the Department determine that the Quality Control of the Contractor is not producing welds with acceptable quality, then the Department may request the Contractor to perform additional NDT, such as RT or UT of any or all welds. Should the NDT testing identify defects warranting rejection, the welds shall be repaired and retested. The Contractor shall perform the NDT and weld repair work at no additional cost to the Department. If the NDT does not identify defects warranting rejection, then the Department will pay for the cost of the NDT testing. RT and UT defect indications will be evaluated according to the statically loaded criteria of AWS D1.1.

501.0472 Specific Requirements for Splicing Steel Pipe Piles and Steel Casings

- A. Damaged material shall be removed from the end of the driven pile. Lifting holes shall be trimmed off. The ends of both pieces to be spliced shall be cut off square with the

longitudinal axis of the pile and beveled per the approved WPS. All cutting shall be done with the use of a mechanical guide, except that minor trimming may be allowed, as approved by the Resident.

B. Splices shall be welded using an AWS D1.1 Complete Joint Penetration butt weld with a backer ring.

C. In addition to the 100% VT performed by the QC Inspector, the Contractor shall perform NDT on the first two welded splices of the same type/size. The welds shall be RT or UT tested for their full length for acceptance per Table 8.2 of AWS D1.1. If both RT/UT-tested splices are determined to be acceptable, no further NDT will be required. If either of the first two RT/UT-tested splices contain defects warranting rejection, RT/UT testing of splices shall continue until two consecutive splices are found to be acceptable.

D. Should the Department determine that the Quality Control of the Contractor is not producing welds with acceptable quality, then the Department may request the Contractor to perform additional NDT, such as RT or UT of any or all welds. Should the NDT testing identify defects warranting rejection, the welds shall be repaired and retested. The Contractor shall perform the NDT and weld repair work at no additional cost to the Department. If the NDT does not identify defects warranting rejection, then the Department will pay for the cost of the NDT testing. RT and UT defect indications will be evaluated according to the statically loaded criteria of AWS D1.1.

501.048 Prefabricated Pile Tips Amend this section by deleting it in its entirety and replacing it with:

Welding of pile tips shall be done in accordance with the following:

A. Welding shall be done in accordance with the requirements of the AWS D1.1 welding code.

B. Qualify welders in accordance with the most recent edition of the AWS D1.5 code.

C. Submit a written WPS for each tip to be included as part of the QCP. The WPSs shall be provided to the Fabrication Engineer for review and approval prior to beginning welding. Provide copies of the approved the WPS to the welder and Resident prior to beginning welding. Welding performed without an approved WPS and approved QCP will be considered Unacceptable Work.

D. Provide a list of qualified welders with copies of their AWS certifications to the Fabrication Engineer for review prior to beginning welding. Welders shall have in their possession, at the time of welding, a valid certification for the process and position to be used in production from the AWS or other organization acceptable to the Resident. The welder shall show the Resident their credentials upon request.

E. The Contractor shall only use electrodes that are on the Department's Qualified Products List for Welding Electrodes or shall submit alternative electrodes for review and approval by the Fabrication Engineer. Electrodes used shall match those approved for use in the WPS.

F. Pile tips shall be approved by the Resident.

G. Welding shall not be done: When the temperature in the immediate vicinity of the weld is below 0°F; when the surfaces are damp or exposed to rain, snow, or high wind; or when the welders or welding operators are exposed to inclement conditions.

- H. The pile shall be preheated to and maintained at 150°F minimum within 6 inches from the joint during welding.
- I. Power sources for welders shall have meters indicating amperage/voltage that have been calibrated within 1 year at the time of welding.
- J. Pile tips may be welded to the piles by the pile supplier upon approval by the Department. Approval is contingent upon submission of the following: A welding QC Plan; proof that the proposed welder(s) is certified per AWS D1.5; and an AWS D1.1 WPS, with base metal preheated to a minimum of 150°F. The Contractor shall provide notice a minimum of 14 Days prior to the start of any welding by the pile supplier. At a minimum, welds shall be 100% visually inspected by the pile supplier's QC representative.
- K. The Contractor shall provide a QC Inspector to perform QC for the welds in accordance with the AWS D1.1 welding code. The QC Inspector shall be an CWI in conformance with the requirements of AWS QC1, Standard for AWS Certifications of Welding Inspectors. The Contractor may submit, in lieu of a CWI, an alternative QC Inspector with documented training and experience in metals fabrication, inspection, and testing for approval by the Fabrication Engineer. The QC Inspector shall be someone other than the welder performing the welds to be inspected.
- L. The QC Inspector shall inspect all production stages of the welded splice to ensure that workmanship and materials meet the requirements of the AWS D1.1 welding code and the Contract. The QC Inspector shall submit a signed record of all weld inspection documentation to the Resident after welding is completed.

M.

Record of weld inspection shall include, but not be limited to, the following:

- 1. Name of QC Inspector**
- 2. Project WIN and Location**
- 3. Date**
- 4. Weather conditions**
- 5. Type, size, length, and location of welds.**
- 6. Confirmation of appropriate equipment and materials used, including proper handling of welding electrodes.**
- 7. Confirmation that welder has approved WPS onsite, and welding is performed in accordance with approved WPS.**
- 8. Confirmation that welder is qualified to perform work per approved WPS. Include name and certifications of qualified welder who performed the work.**
- 9. Confirm that 100% VT, in accordance with AWS D1.1 Table 8.1, has been conducted and any subsequent repairs are made prior to NDT.**
- 10. Document NDT testing including name of NDT technician, NDT personnel qualifications, type and extent of NDT testing performed, and include NDT testing reports provided by the NDT testing technician.**

- N. The Contractor shall provide notice a minimum of 7 Days prior to the start of any field welding.

- O. Piles shall not be driven until all pile welding has been inspected and accepted by the Department.

501.0481 Specific Requirements for Installing H-Beam Pile Tips

- A. Damaged material shall be removed from the end of the driven pile, as applicable. Lifting holes shall be trimmed off. The end of the pile to which the tip is to be attached shall be cut off square with the longitudinal axis of the pile and prepared per the approved WPS. All cutting shall be done with the use of a mechanical guide, except that minor trimming may be allowed, as approved by the Resident.
- B. Regarding weld size, prefabricated pile tips shall be attached to H-beam piles with 5/16-inch groove welds along each flange, or as recommended by the manufacturer of the pile tips, whichever weld size is larger.
- C. The QC Inspector shall, at a minimum, perform 100% VT on each pile tip weld.
- D. Should the Department determine that the Quality Control of the Contractor is not producing welds with acceptable quality, then the Department may request the Contractor to perform additional NDT, such as RT or UT of any or all welds. Should the NDT testing identify defects warranting rejection, the welds shall be repaired and retested. The Contractor shall perform the NDT and weld repair work at no additional cost to the Department. If the NDT does not identify defects warranting rejection, then the Department will pay for the cost of the NDT testing. RT and UT defect indications will be evaluated according to the statically loaded criteria of AWS D1.1.

501.0482 Specific Requirements for Installing Steel Pipe Pile Tips

- A. Damaged material shall be removed from the end of the driven pile, as applicable. Lifting holes shall be trimmed off. The end of the pile to which the tip is to be attached shall be cut off square with the longitudinal axis of the pile and prepared per the approved WPS. All cutting shall be done with the use of a mechanical guide, except that minor trimming may be allowed, as approved by the Resident.
- B. Unless otherwise shown on the Plans, steel pipe piles shall have pointed cast steel pile tips.
- C. Regarding weld size, prefabricated pile tips shall be attached to steel pipe piles with a continuous 5/16-inch groove weld along the full perimeter of the pile, or as recommended by the manufacturer of the pile tips, whichever weld size is larger.
- D. The QC Inspector shall, at a minimum, perform 100% VT on each pile tip weld.
- E. Should the Department determine that the Quality Control of the Contractor is not producing welds with acceptable quality, then the Department may request the Contractor to perform additional NDT, such as RT or UT of any or all welds. Should the NDT testing identify defects warranting rejection, the welds shall be repaired and retested. The Contractor shall perform the NDT and weld repair work at no additional cost to the Department. If the NDT does not identify defects warranting rejection, then the Department will pay for the cost of the NDT testing. RT and UT defect indications will be evaluated according to the statically loaded criteria of AWS D1.1.

501.05 Method of Measurement

c. Piles in Place Revise the third paragraph by replacing the “10” with “20” so that it reads:

Unused pile cutoffs **20** feet or more in length, except those required to accommodate the Contractor’s construction method, as discussed herein, will remain the property of the Department and will be stored at a bridge maintenance yard nearest the project. Hauling and unloading of piles will be done by the Contractor or by the Department, depending upon availability of services.

SECTION 502
STRUCTURAL CONCRETE

502.03 Materials Amend this section by adding the following to the list of materials:

Combined Aggregate Grading for Concrete 703.03

502.07 Mixing and Delivery Remove the last sentence in Paragraph A that starts with “With prior approval... and replace with the following:

“An approved hydration stabilizing admixture may be used to increase the discharge time. Justification for the need for a hydration stabilizing admixture shall be provided in the QC Plan. When a hydration stabilizing admixture is used, the manufacturer, dosage rate and discharge time, from the time cement is added to the aggregate, shall be documented in the approved QC Plan. The proposed discharge time(s) shall be based on the manufacturer’s written recommendations, the anticipated concrete temperatures and anticipated ambient conditions at the time of placement(s). Discharge time(s) shall be adjusted when conditions change or are not as anticipated as outlined in the approved QC Plan. The discharge time(s) approved by the Department shall be subject to change at any time, and discharge of concrete into the permanent work shall cease immediately if the concrete is determined to have attained Accelerated Hydration Gain. Accelerated Hydration Gain being the condition where the fresh concrete has hydrated to the point where the workability and finishability is detrimental to the quality of the final product. Determination of when concrete has attained Accelerated Hydration Gain shall be made by the Contractor’s Quality Control Technician(s) and shall be based on parameters proposed by the Contractor in the QC Plan, such as, but not limited to, loss of slump, plasticity, or workability, an increase in concrete temperature, or a change in the percentage of entrained air.”

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: “

Under the list with the heading, “The QCP shall address all elements that affect the quality of the structural concrete including, but not limited to, the following.”:

Replace “F” to read: “**Mix and Transportation, including Time from Batching to Completion of Delivery, as well as manufacturer, product name, proposed dosage(s) and discharge time(s) if a hydration stabilizing admixture is used.**”

Replace “H” to read: “**Process QC Testing, including monitoring for attainment of Accelerated Hydration Gain when a hydration stabilizing admixture is used.**”

Revise this section by replacing the paragraph before Table 4 that starts out “The Contractor shall maintain...” to read:

“The Contractor shall maintain records of all QC tests and calculations. All QC test data shall be signed by the person who performed the test. The representative gradation test results shall be reported to the Department before the placement they represent. This initial representative gradation test shall be sampled a maximum of 30 days prior to the production day. The Contractor or supplier shall retain split samples of the most recent QC gradations for possible testing by the Department. In addition, the Department will sample the aggregates at the plant monthly to determine compliance with 703.03 Combined Aggregate Grading for Concrete. The Combined Aggregate Grading will be calculated by mathematically blending the individual aggregate gradations using the batch percentages from the approved mix design. If the Department’s gradation tests determine that the aggregate does not meet the specified gradation limits, the current procedure mentioned in MaineDOT PCC Policies and Procedures Manual shall be followed. The compressive strength test results shall be reported to the Department by 10:00 A.M. of the first working day following the test. The Contractor shall record all onsite QC test data and calculations at the time of the placement and present this information, on a form acceptable to the Department, to the Department by 10:00 A.M. of the first working day following the concrete placement. Batch tickets shall be representative of that day’s total moisture in aggregate value, QC test data for total moisture in aggregate shall be provided to the

Department by 10:00 A.M. of the first working day following the concrete placement. All Method A and B QC testing shall meet the minimum requirements found in Table 4.”

Section 502.1701, Quality Control, Revise Table 4 of this Subsection by removing it in its entirety and replacing it with:

**TABLE 4
METHOD A & B MINIMUM QUALITY CONTROL TESTING REQUIREMENTS***

TEST	TEST METHOD	SAMPLING LOCATION	FREQUENCY
Gradation	AASHTO T 27 & T 11	Stockpile	One representative set per proposed grading before production One set every 100 yd ³ (Min. 1 set per month)
Organic Impurities	AASHTO T 21	Stockpile	Once per fine aggregate per year**
% Absorption	AASHTO T 84 & T 85	Stockpile	Once per aggregate per year
Specific Gravity	AASHTO T 84 & T 85	Stockpile	Once per aggregate per year
Total Moisture in Aggregate	AASHTO T 255	Stockpile	One set per day's production
Free Water and Aggregate Wt.	N/A		One per day's production
% Entrained Air	AASHTO T 152	On Project	On first two loads and every third load thereafter provided consistent results are achieved
Compressive Strength	AASHTO T 22	On Project	One set per subplot
Compressive Strength	AASHTO T 22	On Project	One set per subplot

*Additional QC testing will be required any time a process change occurs during a placement, including changes in type or dosage of admixture. Additional testing shall include, but is not limited to, entrained air testing.

**If the color produced is a laboratory designation Plate III, then the fine aggregate shall be tested once per month

502.1702 Quality Control, Method C Remove this sub section and replace it with:

“The Contractor shall submit a QCP listing the mix design(s) to be used, the name and location of the production facility, a brief description of the placement and curing process and the name and qualifications of any QCT to be used. When a hydration stabilizing admixture is proposed for use, the manufacturer, product name, dosage rate and discharge time, from the time cement is added to the aggregate, shall be included, as well as procedures for monitoring attainment of Accelerated Hydration Gain. A QCT will be required. The Contractor shall provide a Certificate of Compliance for each truckload of concrete to the Department at the time of the load placement.”

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 503 REINFORCING STEEL

Section 503.07 Splicing Revise this section by removing the table and following footnote and replacing them with:

Minimum Lap Splice Length (inches)									
Bar Type	Bar Size								
	#3	#4	#5	#6	#7	#8	#9	#10	#11
Plain or Galvanized	16	20	24	29	38	47	59	72	85
Epoxy or Dual Coated	17	24	36	43	56	71	88	107	128
Stainless	19	24	30	36	47	59	73	89	107
Low-carbon Chromium	24	32	39	47	63	78	97	119	142

“The minimum lap splice lengths in the table above are based on the parameters below. When any of these parameters are altered, appropriate minimum lap splice lengths will be as shown on the Plans.

- Normal weight concrete
- Minimum 28-day concrete compressive strength from 4,000 psi to 10,000 psi

- **Class B tension lap splice**
- **Minimum center-to-center spacing between bars of 6 inches**
- **Minimum clear cover of 2 inches**
- **Nominal reinforcing steel yield strengths**
 - **Low-carbon Chromium = 100 ksi**
 - **Stainless = 75 ksi**
 - **All others = 60 ksi**
- **Reinforcement with yield strengths greater than 75 ksi shall have beam transverse reinforcement and column ties provided over the required lap splice length in accordance with the current edition of the AASHTO LRFD Bridge Design Specifications**

When lap splices are placed horizontally in an element where the concrete depth below the splice will be 12 inches, or more, the indicated lap splice lengths shall be multiplied by a factor of 1.3.”

Amend the Paragraph starting with Welded Splices may be made...” by adding to the last sentence beginning so that it reads **“The Contractor shall submit complete details of their proposed method of making welded splices for the Resident's approval at least 10 days prior to use.”**

504.12 Protective Coatings Revise this subsection by removing the paragraph beginning with “When galvanizing is specified” and replacing it with:

“When galvanizing is specified, clean the steel in accordance with SSPC-SP 6 prior to galvanizing. Galvanize in accordance with AASHTO M 111 (ASTM A123). Galvanize fasteners in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I. Galvanized nuts shall be lubricated with a water-soluble lubricant containing a dye that contrasts with the color of the galvanizing.”

SECTION 506

SHOP APPLIED PROTECTIVE COATING – STEEL

506.10 Description Revise this subsection by removing the entire paragraph in its entirety and replacing it with:

“This work shall consist of surface preparation and application of coating systems in accordance with the Plans and this Specification. The color of structural steel painted in its entirety shall comply with SAE AMS-STD-595 – Colors Used in Government Procurement Color No. 14272 (Green), unless otherwise specified in the Contract. The color of partially painted weathering steel shall comply with SAE AMS-STD-595 – Colors Used in Government Procurement Color No. 30045 (Brown), unless otherwise specified in the Contract. All other coating colors shall be as specified in the Contract.”

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 518 STRUCTURAL CONCRETE REPAIR

518.02 Repair Materials Replace the paragraph beginning with “Where the depth of placement...” with the following:

“Where the depth of placement is equal to or greater than 1 inch, the Contractor may use concrete as the repair material. When concrete is used, the coarse aggregate shall conform to the requirements of the table below and Standard Specification Section 703.02, Coarse Aggregate for Concrete, or 703.03, Combined Aggregate Grading for Concrete.”

Remove the second table with the heading, “Sieve Designation Percent by Weight Passing a Square Mesh Sieve”

SECTION 523 BEARINGS

523.051 Protective Coating Revise this subsection by removing the paragraph beginning with “Anchor rods shall be galvanized...” and replacing with:

“Anchor rods shall be galvanized. When anchor rods are designated to secure bare unpainted steel or painted steel, a dielectric coating (epoxy or bituminous type coatings are acceptable) shall be applied to the anchor rod and/or adjacent steel to prevent contact between galvanized surfaces and painted or unpainted steel.”

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 $\frac{1}{4}$ inch per 10 feet of barrier section and shall not exceed $\frac{3}{4}$ inches per section.

c. Location of anchoring holes shall not vary by more than $\frac{1}{2}$ inch from the dimensions shown in the concrete barrier details on the Plans.

d. Surface straightness shall not vary more than $\frac{1}{4}$ 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:

	<u>Pay Item</u>	<u>Pay Unit</u>
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 SUPERSTRUCTURE

535.02 Materials Replace the description of “Coarse Aggregate for Concrete (Class A, AA, or Latex) in its entirety with: **“Coarse Aggregate for Concrete (Class A, AA, or SP-1-7)”**

535.22 Tolerances Amend this section by deleting it in its entirety and replacing it with: **“Product dimensional tolerances shall be in conformance with the latest edition of PCI MNL-135, Tolerance Manual for Precast and Prestressed Concrete Construction, as applicable to the particular product (e.g., slab, I-girder, box beam), the Plans, and this Specification. Use Box**

Beam fabrication tolerances for voided or solid slab beams and use Double Tee tolerances for NEXT beams. In case of dispute, the Fabrication Engineer shall determine the allowable tolerance.”

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 reflectors shall be mounted on all "w" beam guardrail and shall be either the "butterfly" type or linear delineation system panels. "Butterfly" or linear delineation panels shall be installed at approximately 62.5 foot intervals on tangents (after every tenth post) and 31.25 feet on curves (after every fifth post), and shall be centered on the guardrail beam. On Divided highways, the left-hand delineators shall be yellow and the right-hand delineators shall be silver/ white. On two-way directional highways, the right-hand side will have silver / white reflectors and no reflectorized delineator used on the left. Delineators shall have reflective sheeting that meets or exceeds the requirements of Section 719.01.

“Butterfly” reflectors shall be fabricated from high-impact, ultraviolet & weather resistant thermoplastic. Aluminum, galvanized metal or other materials shall not be used. Reflective sheeting will be applied to only one side of the delineator facing the direction of traffic and shall be centered vertically on the guardrail beam as shown in the Standard Detail 606(7).

Linear delineation system panels shall be 1.5 inches wide by approximately 11 inches nominal length, with a minimum of 5 raised lateral ridges spaced at approximately 2.25 inches. The height of each ridge shall be 0.34 inches with a 45 degree profile and a 0.28 inches radius at the top. Sheeting shall be laminated to thin gauge aluminum with a pre-applied adhesive tape on the back. Panels shall not be installed over seams or bolt heads and shall be centered horizontally on the guardrail beam; linear delineation panels shall be attached to only one guardrail beam. The guardrail beam surface shall be cleaned and prepared according to the manufacturer’s instructions. Air temperature and guardrail surface temperature must be a minimum of 50 degrees F (10 C) with rising temperature at the time of installation.

Exact locations of the either the “butterfly” type or the linear delineation panels shall be approved by the Resident prior to installation.

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.

Reflectorized beam guardrail reflectors ("butterfly" type or linear delineation system panels) when identified by pay item, will be measured for payment by each.

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.

Anchorage 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 and vertical 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.

Reflectorized beam guardrail reflectors ("butterfly" type and the linear delineation panels) will not be paid for directly but will be considered incidental to all new guardrail items. The Contractor shall

furnish and install either the “butterfly” type or linear delineation panels, at its discretion, for new guardrail items.

Reflectorized beam guardrail reflectors (either “butterfly” type or linear delineation system panels) will be paid for under the applicable pay items for installation in conjunction with Adjust, Modify, Remove and Reset, Remove Modify and Reset guardrail items. The accepted quantity of “butterfly” type or linear delineation system panels will be paid for at the contract unit price each for all work and materials furnished to install, complete in place, including all incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
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
606.352 Reflectorized Beam Guardrail Delineators (“Butterfly” type)	Each
606.3521 Linear Delineation System Panel	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
606.3671 Replace Unusable Offset Blocks	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 608 SIDEWALKS

Section 608.022 Detectable Warning Materials Standard Revise this section by removing the last sentence of this section beginning with “Concrete...” and replacing it with “**Concrete shall meet the requirements of Section 608.021, Sidewalk Materials, of this specification or may be a prepackaged concrete mix from the Department’s Qualified Products List (QPL).**”

SECTION 609 CURB

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

609.01 Description Construct or reset curb, gutter, or combination curb and gutter, paved ditch, and paved flume. The types of curb are designated as follows:

- Type 1 - Stone curbing of quarried granite stone
- Type 2 – Concrete Curbing
- Type 3 - Bituminous curbing
- Type 5 - Stone edging of quarried granite stone

609.02 Materials Except as provided below, the materials used shall meet the requirements of the following Sections of Division 700 - Materials:

Portland Cement and Portland Pozzolan Cement	701.01
Water	701.02
Air Entraining Chemical Admixture	701.03
Fine Aggregate for Concrete	703.01

Coarse Aggregate for Concrete	703.02
Joint Mortar	705.02
Reinforcing Steel	709.01
Stone Curbing and Edging	712.04
Epoxy Resin	712.35
Hot Mix Asphalt Curbing	712.36
Structural Precast Concrete Units (Concrete Curb)	712.061

The Contractor shall submit a concrete mix design for the Portland Cement Concrete to the Resident, for the uses specified below or in accordance with the Contract Documents.

Circular curb, terminal sections and transition sections shall be in reasonably close conformity with the shape and dimensions shown on the Plans and to the applicable material requirements herein for the type of curb specified.

Dowels shall be reinforcing steel deformed bars.

Concrete for Slipform Concrete Curb shall meet the requirements below:

- a. Class A, with the exception that permeability requirements shall be waived.
- b. Entrained air content of Slipform Concrete Curb shall be 4.0% to 7.0%
- c. Concrete temperature, prior to discharge, shall not exceed 90 F.
- d. Proposed mix designs may contain polypropylene fibers.
- e. Partially discharged loads may be retempered with water provided the maximum water to cement ratio is not exceeded.

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

a. Installation The curb stone shall be set on a compacted foundation so that the front top arris line conforms to the lines and grades required. The foundation shall be prepared in advance of setting the stone by grading the proper elevation and shaping to conform as closely as possible to the shape of the bottom of the stone. The required spacing between stones shall be assured by the use of an approved spacing device to provide an open joint between stones of at least ¼ inch and no greater than ⅝ inch.

b. Backfilling All remaining spaces under the curb shall be filled with approved material and thoroughly hand tamped so the stones will have a firm uniform bearing on the foundation for the entire length and width. Any remaining excavated areas surrounding the curb shall be filled to the required grade with approved materials. This material shall be placed in layers not exceeding 8 inches in depth, loose measure and thoroughly tamped.

When backfill material infiltrates through the joints between the stones, small amounts of joint mortar or other approved material shall be placed in the back portion of the joint to prevent such infiltrating.

c. Protection The curb shall be protected and kept in good condition. All exposed surfaces smeared or discolored shall be cleaned and restored to a satisfactory condition or the curb stone removed and replaced.

d. Curb Inlets Curb placed adjacent to curb inlets shall be installed with steel dowels cemented into each stone with epoxy grout as shown in the Standard Details.

The epoxy grout shall be used in accordance with the manufacturer's instructions. The grout shall be forced into the hole, after which the dowel shall be coated with grout for one-half its length and inserted into the grout filled hole. The hole shall be completely filled with grout around the dowel. All tools and containers must be clean before using.

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. The Contractor shall submit a concrete design for the Portland Cement Concrete, with a minimum designated compressive strength of 3000 PSI meeting the requirements of Class S or Class Fill Concrete. The Contractor may elect to choose a Prepackaged Concrete Mix from the Departments Qualified Products list (QPL). Concrete backfill shall be completed in conformance with a Department supplied concrete backfill detail.

609.04 Bituminous Curb

a. Preparation of Base Before placing the curb, the foundation course shall be thoroughly cleaned of all foreign and objectionable material. String or chalk lines shall be positioned on the prepared base to provide guidelines. The foundation shall be uniformly painted with tack coat at a rate of 0.04 to 0.14 gal/yd².

b. Placing The curb shall be placed by an approved power operated extruding type machine using the shape mold called for. A tight bond shall be obtained between the base and the curb. The Resident may permit the placing of curbing by other than mechanical curb placing machines when short sections or sections with short radii are required. The resulting curbing shall conform in all respects to the curbing produced by the machine.

c. When required, the curb shall be painted and coated with glass beads in accordance with Section 627 - Pavement Marking. Curb designated to be painted shall not be sealed with bituminous sealing compound.

d. Acceptance Curb may be accepted or rejected based on appearance concerning texture, alignment, or both. All damaged curb shall be removed and replaced at the Contractor's expense.

e. Polyester fibers shall be uniformly incorporated into the dry mix at a rate of 0.25 percent of the total batch weight. Certification shall be provided from the supplier with each shipment meeting the following requirements:

Average Length	0.25 inches $\pm$ 0.005
Average Diameter	0.0008 inches $\pm$ 0.0001
Specific Gravity	1.32-1.40
Melting Temperature	480 °F Minimum

609.05 Slipform Concrete Curb

a. Preparation of Base Before placing the curb, the foundation course shall be thoroughly cleaned of all foreign and objectionable material. The Contractor shall not place Slipform Concrete Curb on a wet or frozen foundation. The foundation (HMA or concrete) may be in a Saturated Surface Dry condition, but no standing water shall be allowed. String or chalk lines shall be positioned on the prepared foundation to provide guidelines. Prior to placing the curb, the foundation shall be uniformly coated with an epoxy resin adhesive that meets the requirements of AASHTO M 235, Type I, II, III, IV or V and has been tested by AASHTO Product Evaluation & Audit Solutions. The Contractor shall submit the epoxy resin adhesive that they propose to utilize with the concrete mix design. The epoxy resin adhesive must be approved prior to placement and used in accordance with manufacturer's recommendations.

b. Placing Concrete shall be placed with an approved Slipform machine that will produce a finished product according to the design specified in the Plans. For cold weather slip forming, the outside temperature must be at least 36°F and rising. The curb shall be placed on a firm, uniform foundation, shall conform to the section profile specified in the Plans, and shall match the appropriate grade. Expansion joints shall be placed in the curb where it meets rigid structures such as but not limited to building foundations, catch basin headers or fire hydrants. Contraction joints will be placed at 10-foot intervals using sawing methods, which shall cut 1 to 3 inches into the concrete. Contraction joints shall be cut between 1 and 7 days after placement of the concrete. Joints shall be constructed perpendicular to the subgrade and match other joints in roadways, sidewalks, or other structures when applicable.

c. Curing and Sealing Proper curing shall be provided using either a combination curing/sealing compound spray that meets ASTM 1315 Type 1-Class A, or a curing compound spray that meets ASTM 309 Type 1-D – Class A. Curing may also be accomplished by the methods specified in Standard Specification Section 502.14, Curing Concrete.

If a combination curing/sealing compound spray is not used, a separate sealing compound from the MaineDOT Qualified Products List for a Type 1c sealer shall be applied after the concrete has cured.

d. Protection Slipform curb must be adequately protected after placement. The concrete shall be allowed to cure for at least 72 hours. During cold weather conditions, when temperatures drop below the required temperature of 36°F after placement, curbing shall be protected by concrete blankets or a combination of plastic sheeting and straw. After any

placement of Slipform curb, regardless of weather conditions, the placed curb shall be adequately protected by traffic control devices as necessary.

e. Marking When required, the curb shall be painted and coated with glass beads in accordance with Section 627 - Pavement Marking. Curb designated to be painted shall not be sealed unless a combination curing/sealing compound is used.

f. Acceptance Curb shall be accepted or rejected based on finish, alignment, entrained air content, and compressive strength. Concrete Quality Control and Acceptance shall be done in accordance with Standard Specification Section 502, Method C. All damaged curb shall be removed and replaced at the Contractor's expense.

609.06 Stone Edging The curb shall be installed, backfilled and protected in accordance with Section 609.03, except as follows:

a. Slope The edging shall be set on a slope as shown on the Plans or as directed.

b. Joints Joints shall be open and not greater than 1½ inch in width.

609.07 Stone Bridge Curb

a. Installation Each stone and the bed upon which it is to be placed shall be cleaned and thoroughly wetted with water before placing the mortar for bedding and setting the stone. The stone shall be set on a fresh bed of joint mortar and well bedded before the mortar has set so that the front top arris line conforms to the line and grade required. Whenever temporary supporting wedges or other devices are used in setting the stones, they shall be removed before the mortar in the bed has become set, and the holes left by them shall be filled with mortar. Concrete behind the stones shall not be placed until the stones have been in place at least two days. Bedding and pointing mortar for joints shall be cured as required under Section 502 - Structural Concrete.

b. Joints Vertical joints shall be ½ inch in width plus or minus ⅛ inch. Whenever possible, the face and top of the joint shall be pointed with joint mortar to a depth of 1½ inch, before the bedding mortar has set. Joints which cannot be so pointed, shall be prepared for pointing by raking them to a depth of 1½ inch before the mortar has set. Joints not pointed at the time the stone is laid shall be thoroughly wetted with clean water and filled with mortar. The mortar shall be well driven into the joint and finished with an approved pointing tool, flush with the pitch line of the stones.

609.08 Resetting Stone or Portland Cement Concrete Curb, Including Terminal Sections and Transitions

The curb shall be installed, backfilled and protected in accordance with Section 609.03, except as follows:

a. Removal of Curbing The Contractor shall carefully remove and store curb specified on the Plans or designated for resetting. Curb damaged or destroyed, because of the

Contractor's operations or because of their failure to store and protect it in a manner that would prevent its loss or damage, shall be replaced with curbing of equal quality at the Contractor's expense.

b. Cutting and Fitting Cutting or fitting necessary in order to install the curbing at the locations directed shall be done by the Contractor.

609.09 Method of Measurement Curb, both new and reset, will be measured by the linear foot along the front face of the curb at the elevation of the finished pavement, complete in place and accepted. Curb inlets at catch basins, including doweling, will not be measured for payment but shall be considered included in the cost of the catch basin. New transition sections and terminal curb will be measured by the unit. Reset transition sections and terminal curb will be included in the measurement for resetting curb.

Concrete Slipform Curb and terminal ends will be measured by the linear foot along the front face of the curb at the elevation of the finished pavement, complete in place and accepted.

609.10 Basis of Payment The accepted quantities of curbing will be paid for at the contract unit price per linear foot for each kind and type of curbing as specified.

Payment for terminal curb shall include only that portion of the curbing modified for installation at ends of curb runs shown in the Standard Details. Curb adjacent to terminal ends shall be paid for at the contract unit price per linear foot for the type of curb installed.

Vertical Curb Type 1 is required to have a radius of 60 feet or less, will be paid for as Vertical Curb Type 1 - Circular.

Curb, Type 5 required to have a radius of 30 feet or less will be paid for as Curb Type 5 - Circular.

There will be no separate payment for concrete fill, mortar, reinforcing steel, anchors, tack coat, drilling for and grouting anchors, pointing and bedding of curbing, and for cutting and fitting, but these will be considered included in the work of the related curb.

Removal of existing curb and necessary excavation for installing new or reset curbing will not be paid for directly but shall be considered to be included in the appropriate new or reset curb pay item. Base and Subbase material will be paid for under Section 304 - Aggregate Base and Subbase Course. Backing up bituminous curb is incidental to the curb items. Loam, as directed, will be paid under 615 - Loam.

Payment will be made under:

	<u>Pay Item</u>	<u>Pay Unit</u>
609.11	Vertical Curb Type 1	Linear Foot
609.12	Vertical Curb Type 1 - Circular	Linear Foot
609.13	Vertical Bridge Curb Type 1	Linear Foot
609.131	Vertical Bridge Curb Type 1A	Linear Foot
609.132	Vertical Bridge Curb Type 1B	Linear Foot
609.142	Vertical Bridge Curb Type 1B - Circular	Linear Foot
609.15	Sloped Curb Type 1	Linear Foot
609.151	Sloped Curb Type 1 - Circular	Linear Foot
609.161	Concrete Slipform Curb – Vertical Type 2	Linear Foot
609.21	Concrete Slipform Curb Type 2	Linear Foot
609.219	Concrete Slipform Terminal End Type 2	Linear Foot
609.23	Terminal Curb Type 1	Each
609.234	Terminal Curb Type 1 - 4 foot	Each
609.237	Terminal Curb Type 1 - 7 foot	Each
609.2371	Terminal Curb Type 1 - 7 foot – Circular	Each
609.238	Terminal Curb Type 1 - 8 foot	Each
609.26	Curb Transition Section B Type 1	Each
609.31	Curb Type 3	Linear Foot
609.34	Curb Type 5	Linear Foot
609.35	Curb-Type 5 - Circular	Linear Foot
609.38	Reset Curb Type 1	Linear Foot
609.39	Reset Curb Type 2	Linear Foot
609.40	Reset Curb Type 5	Linear Foot

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 619 MULCH

619.03 General Amend this Section by adding the following sentence to the end: **“Straw mulch shall be used in all wetland areas.”**

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

Section 626.021 Miscellaneous Materials Revise this section by removing the fourth paragraph beginning with “ All Concrete for concrete encasement...” and replace it with **“All concrete for concrete encasement of conduit shall be Class S or Class Fill concrete in accordance with the applicable requirements of Section 502 – Structural Concrete, or a Prepackaged Concrete Mix from the Department’s Qualified Products List (QPL).”**

Section 626.031 Conduit Revise the fifth paragraph beginning with “After the trench has been...” by removing the last sentence beginning with “Where concrete encasement...” and replacing it with **“Where concrete encasement is required around the conduit, the concrete shall meet Class S, Class Fill in accordance with the applicable requirements of Section 502 – Structural Concrete, or a Prepackaged Concrete Mix from the Department’s Qualified Products List (QPL).”**

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.**”

626.036 Precast Foundations Revise the last sentence of paragraph one so that it reads: **“Construction of precast foundations shall conform to the Standard Details and all requirements of 712.061.”**

SECTION 627 PAVEMENT MARKINGS

627.02 Materials Amend this section by adding the following to the existing Specification:

“When pavement marking paint must be applied on pavement with an air temperature between 35 °F and 50 °F, a low temperature waterborne paint may be used upon the Department’s approval as noted below.

The Contractor shall submit the following information for Department review and approval at least 10 calendar days prior to application:

The manufacturer and product name of the low temperature waterborne paint

The manufacturer's technical product data sheets

The product's SDS sheets

All required and recommended application specifications for the product

The manufacturer's requirements for temperature, surface preparation, paint thickness and the bead application shall be followed. No additional payment will be made for the use of low temperature waterborne paint. “

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.”

Revise this subsection by replacing the paragraph beginning with “ If the final reflectivity values are less...” with the following:

“The final reflectivity will be acceptable if 90 percent or more of the painted pavement lines and markings meet the specified minimum value. If less than 90 percent of the painted pavement lines and markings meet the specified minimum final reflectivity values, the Contractor shall repaint those areas not meeting required reflectivity at no cost to the Department.

If, after repainting, analysis of the final reflectivity values results in the need for a second repainting, the Contractor will submit in writing a plan of action to meet the reflectivity minimums prior to continuing any work. Once the plan has been reviewed and approved by the Department, the Contractor shall reapply at no cost to the Department.”

SECTION 634

HIGHWAY LIGHTING

634.021 Materials Revise this subsection by removing the paragraph beginning with “All bolts for mounting lighting fixtures” and replacing with:

“All bolts for mounting lighting fixtures under bridge structures shall conform to the requirements of ASTM A307. These bolts and other fastening hardware shall be galvanized in

accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I.”

SECTION 637 DUST CONTROL

Revise this section by removing it in its entirety.

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.”

643.023 Traffic Signal Structures Remove the third paragraph and replace it with the following:

“Traffic signal support structures shall be classified as Fatigue Category III if they are located on roads with a speed limit of 35 mph or less, Fatigue Category II if they are located on roads with a speed limit of greater than 35 mph, and Fatigue Category I if noted on the Contract Plans. Fatigue Importance Factors shall be as specified in Table 11.6-1 (Fatigue Importance Factors). Fatigue analyses are not required for span-wire (strain) pole traffic signal support structures with heights of 55 feet or less unless required by the current edition of AASHTO “LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals”.

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

652.2.5 Portable Changeable Message Sign Revise the fifth paragraph so it reads:

“The control system shall include a display screen upon which messages can be reviewed before being displayed on the message sign. The control system shall be capable of maintaining memory when power is unavailable. Messages must be changeable with either a portable electronic device like a notebook computer or an on-board keypad. The controller shall have the capability to store a minimum of 200 user-defined and 200 pre-programmed messages. Controller and battery compartments shall be enclosed in lockable, weather-tight boxes. The cabinet shall be locked at all times that the Contractor is not actively changing the message. The Contractor shall change the password for the controller prior to stationing the PCMS and shall provide the password to the Resident. The password shall be unique per PCMS and secure and shall not be written anywhere in, on, around, or stored in the PCMS.”

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.”

652.3.3 Submittal of Traffic Control Plan Amend this section by adding:

“n. A security plan for any PCMS shall be included. The Contractor shall provide a plan for secure access to the PCMS and protection from unauthorized users. The plan shall have details on securing the cabinets via a lock and password from unauthorized users, password changing protocols, and where the access information will be kept so it can be used in the event of emergency. The Contractor shall not Identify or store passwords in the TCP.”

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 701 STRUCTURAL CONCRETE RELATED MATERIAL

701.01 Portland Cement and Portland Pozzolan Cement Amend the first sentence of Paragraph 3 by adding “**or Type 1L Portland Limestone cement**” so that it reads:

“A Type IP (MS) Portland-pozzolan cement (blended hydraulic cement with moderate sulfate resistance) or Type 1L Portland Limestone cement meeting the requirements of AASHTO M 240, may be used instead of Type II or where Type I Portland cement, meeting the requirements of AASHTO M 85, is allowed.”

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
¾ 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 ¾ 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	S	A	AA	SP-1-7	SP-1-78	SP-2-8	SP-2-89
Aggregate Size	1 ½ inch	1 inch	¾ inch	½ inch	½ inch	⅜ inch	⅜ inch
2 inch	100						
1 ½ inch	95-100	100					
1 inch	-	95-100	100				
¾ inch	35-70	-	90-100	100	100		
½ inch	-	25-60	-	90-100	90-100	100	100
⅜ inch	10-30	-	20-55	40-70	40-75	85-100	90-100
No. 4	0-5	0-10	0-10	0-15	5-25	10-30	20-55
No. 8	-	0-5	0-5	0-5	0-10	0-10	5-30
No. 16	-	-	-	-	0-5	0-5	0-10
No. 50	-	-	-	-	-	-	0-5
No. 200*	0-1.5	0-1.5	0-1.5	0-1.5	0-1.5	0-1.5	0-1.5

*This limit will be 0-2.0 for Department production samples. Yearly quality samples will be held to 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:

- Class F Coal Fly Ash meeting the requirements of AASHTO M 295
- Ground Granulated Blast Furnace Slag (Grade 100 or 120) meeting the requirements of AASHTO M 302
- Densified Silica Fume meeting the requirements of AASHTO M 307
- Lithium-based admixtures
- Metakaolin

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

Amend this section by adding the new sub section:

“703.03 Combined Aggregate Grading for Concrete The combined gradation of the fine and coarse aggregates when mathematically blended using the mix design percentages 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	S	A	AA	SP-1-7	SP-1-78	SP-2-8	SP-2-89
Aggregate Size	1½ inch	1 inch	¾ inch	½ inch	½ inch	⅜ inch	⅜ inch
2 inch	100						
1½ inch	95–100	100					
1 inch	80–100	95–100	100				
¾ inch	55–90	90–100	93–100	100	100		
½ inch	45–80	55–80	60–90	90–100	90–100	100	100
⅜ inch	40–65	40–65	50–80	55–85	65–90	90–100	90–100
No. 4	35–55	35–55	35–60	30–60	40–70	45–75	50–80
No. 8	25–53	28–50	30–55	25–55	30–65	35–65	35–75
No. 16	15–40	18–45	19–45	18–50	20–55	20–55	20–55
No. 30	7–30	9–30	10–33	8–32	10–38	10–38	10–40
No. 50	3–14	4–14	4–16	3–16	4–20	4–20	4–20
No. 100	0–6	0–6	0–6	0–6	0–7	0–8	0–8
No. 200	0–3.5*	0–3.5*	0–3.5*	0–3.5*	0–3.5*	0–3.5*	0–3.5*

***The percent passing the No. 200 sieve shall not exceed 6.0 percent for any fine aggregate. The percent passing the No. 200 sieve shall not exceed 2.0 percent for any single coarse aggregate. The percent passing the No. 200 sieve shall not exceed 4.0 percent for the combined gradation of self-consolidating concrete (SCC) mix designs.”**

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.

Revise this Section by removing 703.7 and 703.9 in its entirety and replace with the following:

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

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

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

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

TABLE 3: Aggregate Consensus Properties Criteria

Estimated Traffic, Million 18 kip ESALs	AASHTO T 335 (minimum %)	AASHTO T 304 Method A **	ASTM D 4791 Method B	AASHTO T 176	Aggregate shall meet at least one of these:		
					AASHTO T 327	AASHTO T 96	WSDOT T 113*
< 3.0	75/60	≥ 40%	≤ 10%	≥ 45	≤ 18.0%	≤ 40%	≥ 30
3.0 to < 10	90/80	≥ 45%		≥ 50		≤ 35%	
≥ 10	95/90					≤ 30%	N/A

* As determined by Washington State DOT Test Method T 113, Method of Test for Determination of Degradation Value except that the reported degradation value will be the result of testing a single composite specimen from that portion of the sample that passes the ½ inch sieve and is retained on the No. 10 sieve.

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

AASHTO T 335 - “90/80” denotes that 90 percent of the coarse aggregate has one fractured face and 80 percent has two fractured faces.

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

ASTM D4791 - Criteria are presented as maximum percent by weight of flat and elongated particles (5:1 ratio).

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

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

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

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

SECTION 709 REINFORCING STEEL AND WELDED STEEL WIRE FABRIC

709.01 Reinforcing Steel Remove the second paragraph of Section 709.01 of the standard specification beginning with “Low-Carbon, Chromium,...” and replace with the following:

“ Low-carbon, chromium, reinforcing steel shall be deformed bars conforming to the requirements of ASTM A1035. Bars shall be Grade 100 and alloy Type CS unless otherwise specified on the Plans. “

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 AWP 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 AWP approved species, or spruce, cedar, tamarack or other AWP 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 AWP 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 AWP 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 AWP U1, UC4A Commodity Specification B: Posts.

710.08 Guardrail Hardware Revise this subsection by replacing “AASHTO M 298” with “ASTM B695”

SECTION 711 MISCELLANEOUS BRIDGE MATERIAL

711.06 Stud Shear Connector Anchors and Fasteners Amend this section by deleting it in its entirety and replacing it with:

“Shear connectors shall meet the dimensional tolerances of Figure 9.1 of the ANSI/AASHTO/AWS D1.5 Bridge Welding Code (D1.5 Code). Shear connectors, anchors and fasteners shall meet the material requirements of Section 9 of the D1.5 Code. Shear connectors shall meet the mechanical property requirements of Table 9.1, Type B of the D1.5 Code. Anchors and fasteners shall meet the mechanical property requirements of Table 9.1 of the D1.5 Code, Type A.”

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 713 STRUCTURAL STEEL AND RELATED MATERIAL

Section 713.01 Structural Steel Replace paragraph two in its entirety with the following:

“Main load-carrying components subject to tensile stresses or stress reversal shall meet the notch toughness requirements in AASHTO M 270M, Table 11, Zone 2, for non-fracture critical steel or Table 12, Zone 2 for fracture critical steel. Frequency of tension tests shall comply with the requirements of S1.”

Section 713.02 High Strength Bolts Revise this subsection by removing the portion from the beginning up to and including TABLE 1 – Test Schedule*, and replace it with:

“Bolts shall conform to the requirements of ASTM F3125, Grade A325, Type 1 or Type 3. Type 3 bolts shall be supplied for all structures utilizing unpainted AASHTO M 270M weathering steel. Type 1 galvanized bolts shall be used for all structures utilizing metallized or galvanized steel.

Nuts shall meet the requirements of ASTM A563.

Circular and beveled washers shall conform to the requirements of ASTM F436.

Direct Tension Indicators (DTI’S) shall conform to the requirements of ASTM F959. DTI’s for use with painted steel shall have a plain “as fabricated” finish. DTI’s for use with unpainted steel shall be galvanized to the requirements of ASTM B695 Class 50, Type I and have a fusion-bonded epoxy coating. DTI’s used with galvanized steel, metallized steel and steel coated with a zinc-rich primer shall be galvanized to the requirements of ASTM B695 Class 50, Type I.

“Twist Off” Type Tension Control Structural Bolt/Nut/Washer Assemblies shall meet the requirements of ASTM F3125, Grade F1852.

Bolts, nuts and washers specified to be galvanized, shall be galvanized in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695 Class 50, Type I.

All fastener (bolts and nuts), whether black or galvanized, shall be coated with a suitable lubricant. Galvanized nuts shall be lubricated with a lubricant containing a visible dye.

Each lot of bolts, nuts, washers and DTI's shall be tested by the manufacturer in accordance with the tests tabulated in Table 1 - Test Schedule. The testing frequency for bolts, nuts and washers from each shipping lot of fasteners shall be as specified in the applicable AASHTO/ASTM Standard Specifications. The testing frequency for each production lot of DTI's shall be as specified in ASTM F959.

TABLE 1 - Test Schedule*

Bolts	Tensile Strength (Wedge Test)	ASTM F606
	Proof Load	ASTM F606
	Hardness	ASTM F606
	Coating Thickness	ASTM B695
Nuts	Proof Load	ASTM F606
	Hardness	ASTM F606
	Coating Thickness	ASTM B695
Washers	Hardness	ASTM F606
	Coating Thickness	ASTM B695
DTI's	Coating Thickness	ASTM B695
	Compression Load	ASTM F959

Section 716

STRUCTURAL ALUMINUM AND RELATED MATERIAL

716.01 Aluminum Railings: Revise this subsection by removing section d. and replacing with:

d. Steel Anchor Assembly Steel spacers for post anchors shall conform to the requirements of ASTM A36. Nuts embedded in concrete shall conform to the requirements of ASTM A307.

Anchor bolts, exposed nuts and washers shall conform to the requirements of ASTM A449 or ASTM F1554, Grade 55 and shall be galvanized in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I.

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

Section 719 **SIGNING MATERIAL**

719.072 Overhead Signing: Revise this subsection by replacing it in entirety with:

“Sign panels mounted to independent sign support structures and support structure components mounted to bridges passing over the highway are considered to be overhead signing. Overhead signing shall be mounted on W6 by 9 steel beams conforming to the requirements of ASTM A992/A992M, galvanized in accordance with AASHTO M 111 (ASTM A123), or the same size aluminum beams conforming to ASTM B221M, alloys and tempers of 6061-T6, 6063-T6 or 6005-T5. These components shall be horizontally spaced a maximum of 5¼ feet on center, extending from the bottom of sign panel to the top. If supplemental signs are included in the contract, these beams will extend from the bottom of the main sign panel to the top of the supplemental sign panel. The maximum distance from the edge of the sign to the center of the W6 by 9 shall not exceed approximately 3¼ feet.

On independent sign support structures, these W6 by 9 beam components shall be fastened to chords with a pair of appropriately sized U-bolts on each side of the web at each fastening

location. A similar pair of U-bolt assemblies shall be used in attaching each chord of an overhead component to upright supports. U-bolts for steel support structures shall conform to ASTM A449, Type 1. U-bolt hardware, which includes nuts, flat washers, and helical lock washers, shall be galvanized in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I. Washers shall conform to the requirements of ASTM F436. The U-bolt material for aluminum support structures, or a combination of steel and aluminum structural components, shall be stainless steel conforming to the requirements of ASTM F593, alloy group 1, with a minimum yield strength of 45 ksi. Steel support structures may also utilize stainless steel hardware assemblies as an alternative to galvanized steel. Nuts shall be of the locking type with nylon inserts. Washers shall conform to the requirements of ASTM A276, Type 302. Flat washers, without helical lock washers, will be acceptable in this stainless steel assembly.

On bridge mounted structures, the fastener configurations shall be depicted in the contract documents. “

SECTION 720 STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS

720.03 Steel Supports: Revise this subsection by removing the paragraph beginning with “Chord flange splice fastener” and replacing with:

“Chord flange splice fastener assemblies shall conform to ASTM A325, Type 1, and galvanized in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I. Other fastener assemblies shall be as specified in Section 719.07, or as approved by the Fabrication Engineer.”

720.06 Steel H-beam: Revise this subsection by replacing it in its entirety with:

“Steel H-beam Post shall conform to the requirements of ASTM A992. All work shall conform to the applicable provisions of Section 504 – Structural Steel. Steel shall be hot-dip galvanized in accordance with AASHTO M 111 (ASTM A123). All steel hardware for use with H-beam poles shall be galvanized in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I.”

720.07 Anchor Bolts: Revise this subsection by replacing it in its entirety with:

“Anchor bolts and nuts supplied for aluminum and/or steel supports shall conform to ASTM A449, Type 1, or ASTM F1554, Grade 55, both with a minimum yield strength of 55 ksi. Anchor bolts shall be supplied with 2 heavy hex nuts and 2 hardened washers and unless otherwise specified the anchor bolts shall have a 90° bend with a 6 inch minimum leg length at the lower end. The anchor bolts, nuts and hardened washers shall be galvanized in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I. The bolt

shall be zinc-coated 12 inches from the exposed end, unless otherwise specified. If the anchor bolts are to be used with breakaway devices incorporating the function of a nut, for example, longitudinally grooved breakaway couplings, nuts or washers will not be required.

Alternate materials, grades, and designs may be used for anchor bolts subject to approval of the Fabrication Engineer.”

720.09 Wood Ornamental Light Standard: Revise this subsection by removing the paragraph beginning with “All bolts shall be” and replacing it with:

“All bolts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), ASTM F2329, or ASTM B695, Class 50, Type I.”

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 AWWA 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 AWWA Standard U1, UC4A, Commodity Specification A: Sawn Products.”

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 **Federal Highway Administration** (herein referred to as "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 **FHWA Program**.

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.2(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all **FHWA Programs** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Maine Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds,

leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

- a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - A. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, **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's** 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**. You must keep records, reports, and submit the material for review upon request to **FHWA** 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.

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 **FHWA Programs**. This ASSURANCE is binding on the State of Maine, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors, transferees, successors in interest, and any other participants in the **FHWA Programs**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Maine Department of Transportation
Dale F. Doughty, Commissioner
(Name of Recipient)

By: 
(Signature of Authorized Official)

Dated: 2-13-26

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 Aviation Administration (FHWA)**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **FHWA** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **FHWA** as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **FHWA** may determine to be appropriate, including, but not limited to:

- a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the **Maine Department of Transportation** will accept title to the lands and maintain the project constructed thereon in accordance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted Programs of the 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), the Regulations for the Administration of **Federal Aviation Administration (FHWA) 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, Non- discrimination 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 **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, **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, **Maine Department of Transportation** will there upon revert to and vest in and become the absolute property of **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 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).

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

Final PIC plans 9/8/2025

PLAN LEGEND	
Town, County, State Property Lines R/W Lines-Existing R/W Lines-Proposed Culvert-Existing Culvert-Proposed Curb Type 1 Type 3 Type 5 Outline of Bodies of Water Exposed Bedrock Buildings Trees Tree Line Clearing Limit Line Railroad Boring Pavement Core Test Pit	Existing Proposed Proposed Underdrain Existing Ditch Utility Poles Fire Hydrants Existing San. Sewer Existing San. Sewer Manhole Guardrail-Existing Guardrail-Proposed Centerline-Existing Centerline-Proposed Travelway-Existing Travelway-Proposed Probe #.# = Depth P-#-#X X = W (Weathered Rock) R (Refusal) NR (No Refusal)



SEBAGO

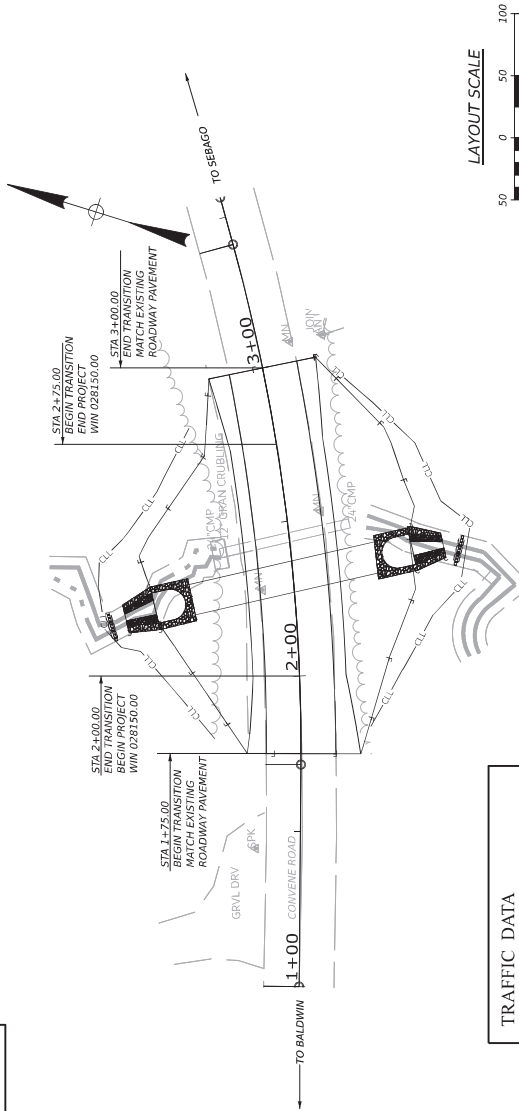
CUMBERLAND COUNTY
CONVENE ROAD

FEDERAL PROJECT NO. 2815000
PROJECT LENGTH: 0.02 MILES

INDEX OF SHEETS

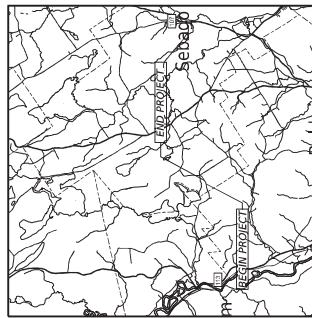
Description	Sheet No.
Title Sheet	1
Typical Sections	2
Estimated Quantities & General Notes	3
Special Details - Corrugated Metal Pipe	4
Plan and Profile	5
Cross Sections	6-9
Preliminary Detour Plan	10
Right of Way Map	11

Not included in submission



TRAFFIC DATA

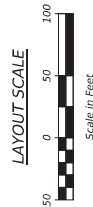
Current (2025) AADT	300
Future (2045) AADT	330
DHV - % of AADT	13%
Design Hour Volume	43
% Heavy Trucks (AADT)	16%
% Heavy Trucks (DHV)	15%
Directional Distribution (DHV)	63%
18-kip Equivalent P 2.0	24
18-kip Equivalent P 2.5	22
Design Speed (mph)	45
Corridor Priority	4



Scale in Miles

LOCATION MAP

PROJECT LOCATION:	0.30 OF A MILE EAST OF THE BALDWIN TOWN LINE
PROGRAM AREA:	REGIONAL PROGRAM
SCOPE OF WORK:	LARGE CULVERT REPLACEMENT



FEDERAL PROJECT NO. 2815000 WIN 28150.00

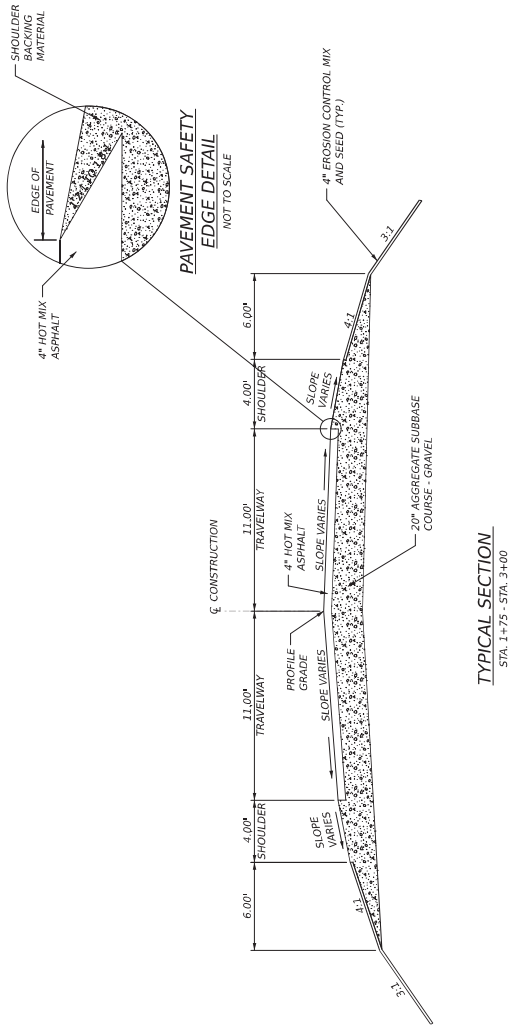
SEBAGO
CONVENE ROAD
TITLE SHEET

SHEET NUMBER
1
OF 11

SHEET NUMBER 2		OF 11	
SEBAGO CONVENE ROAD		TYPICAL SECTIONS	
PROJ. MANAGER R. HODGMAN		DESIGN-ORIGINATOR K. WOOD	
BY P. MARTIN		CHECKED A. BOWEN	
DATE 8/28/2025		SIGNATURE P. MARTIN	
P.E. NUMBER		DATE	
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2815000	
WIN		28150.00	
HIGHWAY PLANS			

NOTES

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROSS SLOPES SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
3. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
4. THE STATIONING SHOWN UNDER EACH TYPICAL SECTION IS APPROXIMATE.



[illegible]

GENERAL NOTES

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
3. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
4. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
5. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
6. THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT, UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.
7. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING, AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
8. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW SHOWN ON THE PLANS. WATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
9. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHMARKED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REVIEWED.
10. PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATION).
11. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
12. UNLESS OTHERWISE NOTED, SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWSNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
13. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKING. THE CONTRACTOR SHALL MAINTAIN THE TEMPORARY PAVEMENT MARKING AS A CONSIDERED PART OF STANDARD SPECIFICATIONS ITEM 627.78, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.
14. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE INCIDENTAL TO THE CONTRACT.
15. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS PAVEMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
16. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION SECTION 105.6.2, CONTRACTOR PROVIDED SERVICES. SIDE STAKES GRADINGS SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAY OUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MainRoad. ALL LAYOUT, STAKES AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT. (REABSTAKING ONLY)
17. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REQUIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
18. THE PROJECT GEOTECHNICAL REPORT TITLED XXXXXX, SOILS REPORT 20XX-xx, DATE CAN BE ACCESSSED AT THE MAINROAD WEBSITE <https://www.maine.gov/roads-busd-busd-opportunities>
19. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS, NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MainRoad will NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONFLICTS IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
20. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE, OR EQUIPMENT RENTAL AREAS.
21. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
22. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
23. FINAL STRIKING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIKING LAYOUT IN THE CONTRACT DOCUMENTS AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

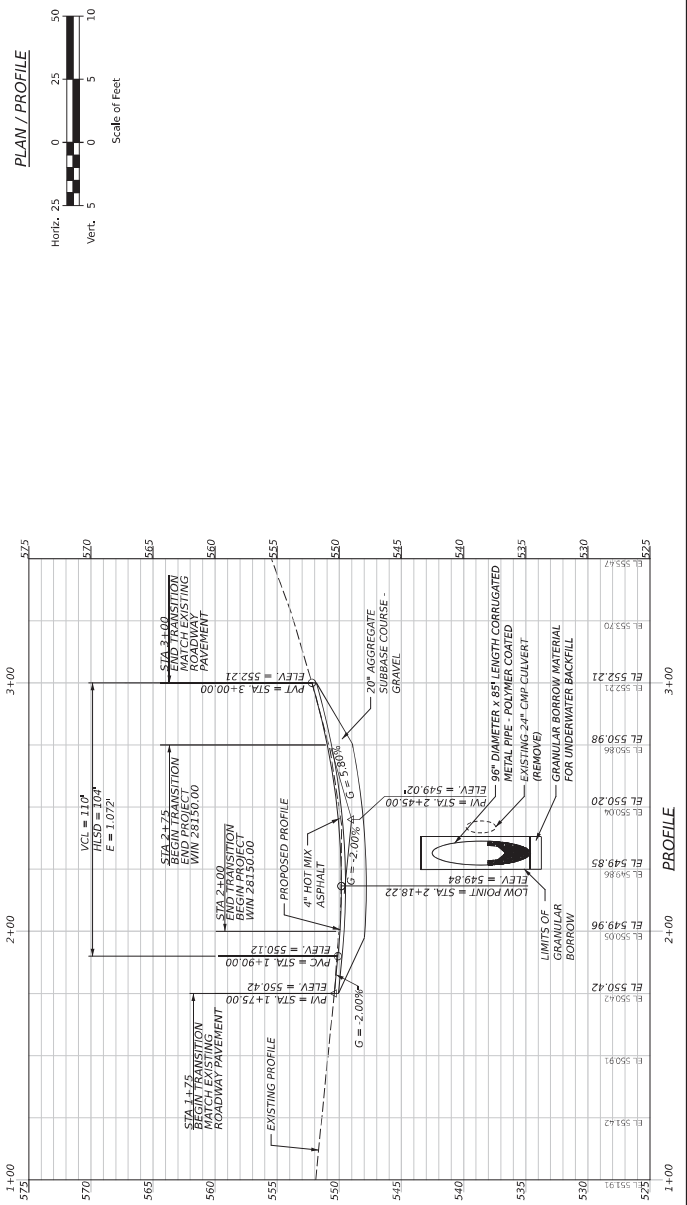
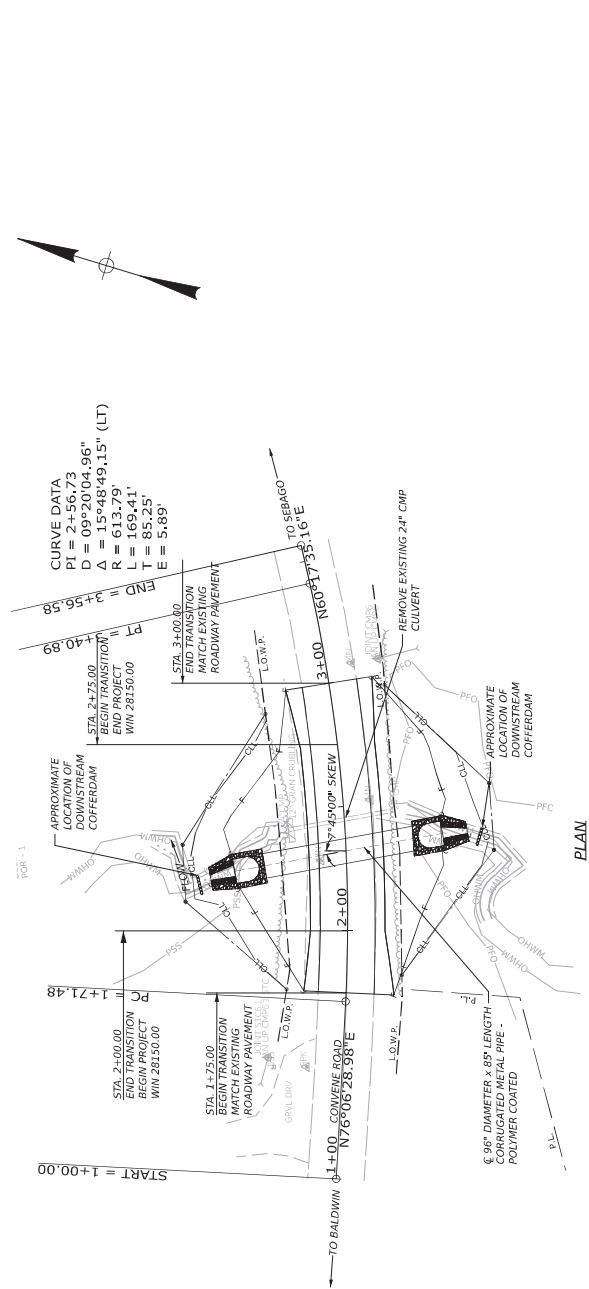
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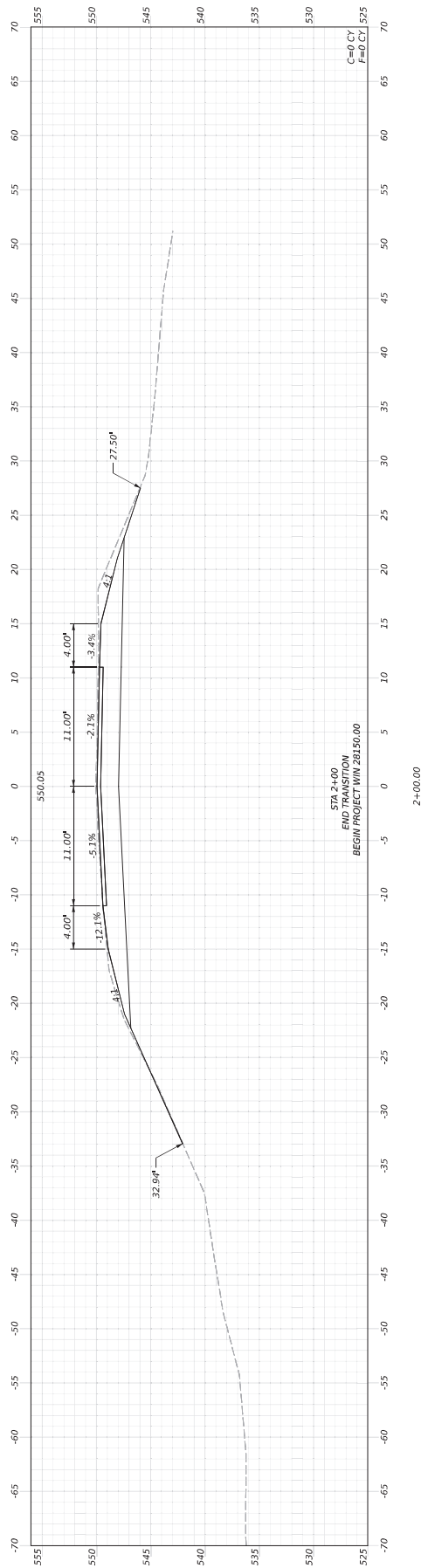
SEBAGO
CONVENE ROAD

PLAN AND PROFILE

PROJECT MANAGER	R. HOGGARD	BY	DATE
DESIGNED BY	N. WOOD	CHECKED BY	DATE
ENGINEER	N. WOOD	IN CHARGE	DATE
PROJECT NUMBER	25000396.002A		
DATE	9/5/2025		

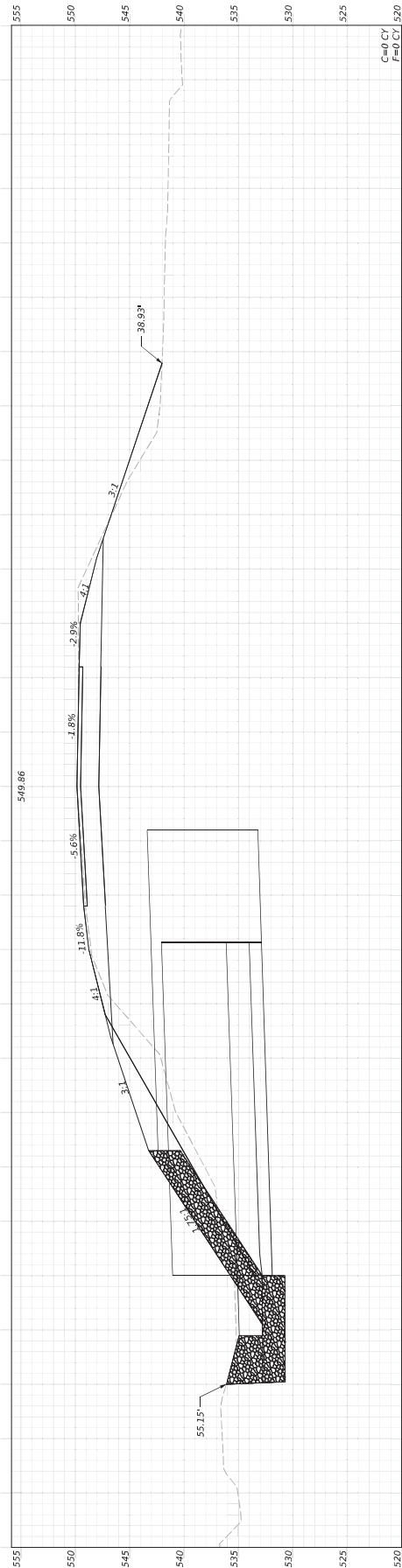
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2815000	WIN	28150.00
HIGHWAY PLANS			



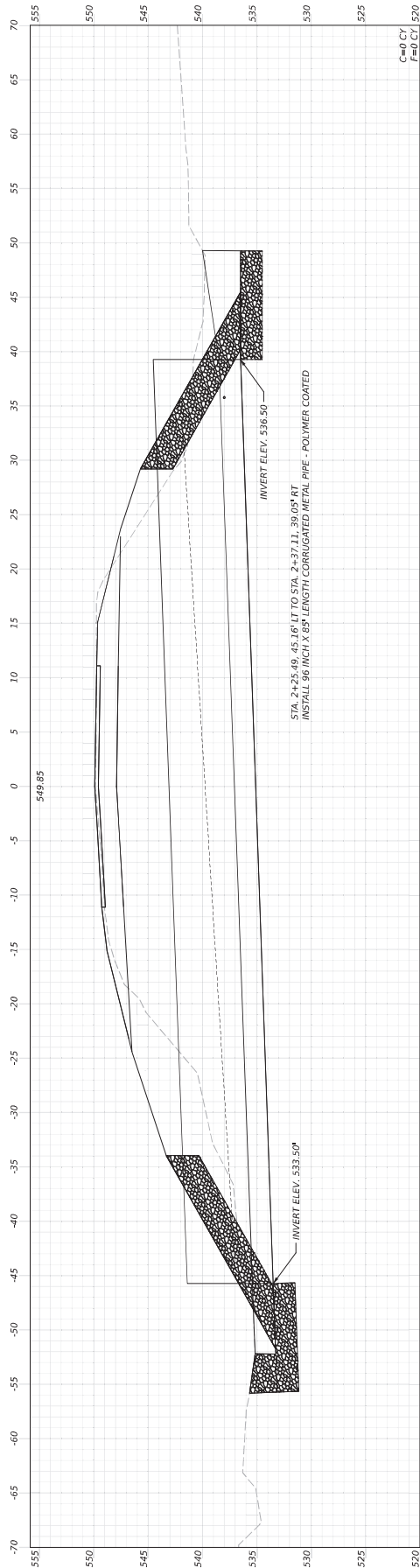


DEPARTMENT OF TRANSPORTATION	SIGNATURE	DATE	P.E. NUMBER	DATE	2815000	WM	HIGHWAY PLANS
STATE OF MAINE							

2+25.00



2+32.50 (7*45'00" SKEW)



STA 2+25.49-45.16 CUT TO STA 2+27.11-39.05 RT
INSTALL 96 INCH 1.8' LENGTH CORRUGATED METAL PIPE - POLYMER COATED

INVERT ELEV. 533.50'

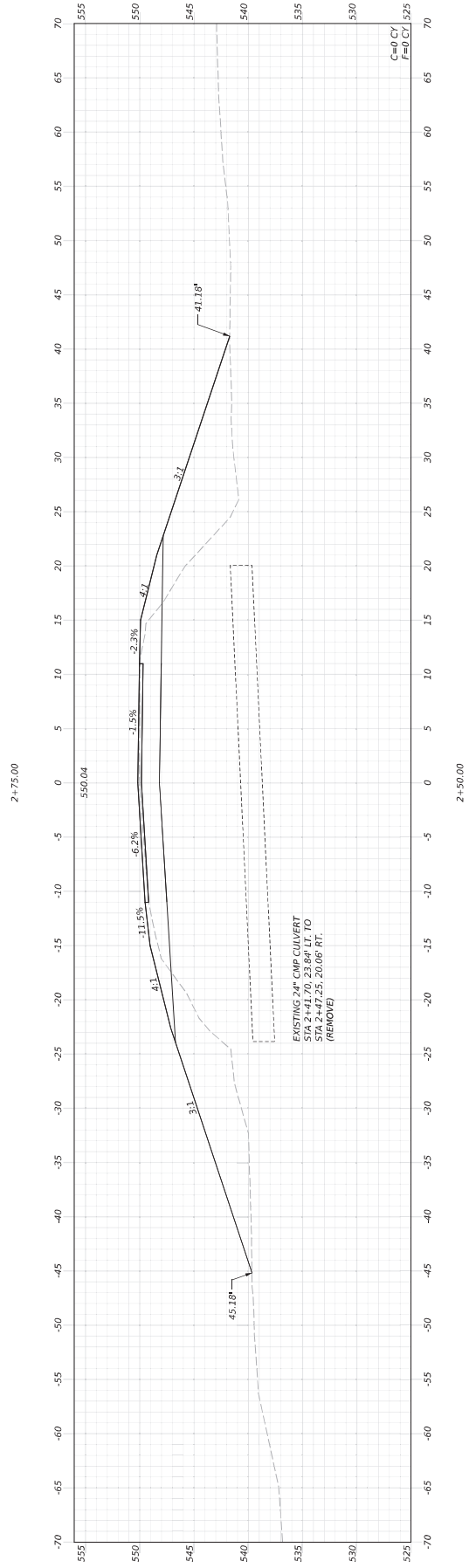
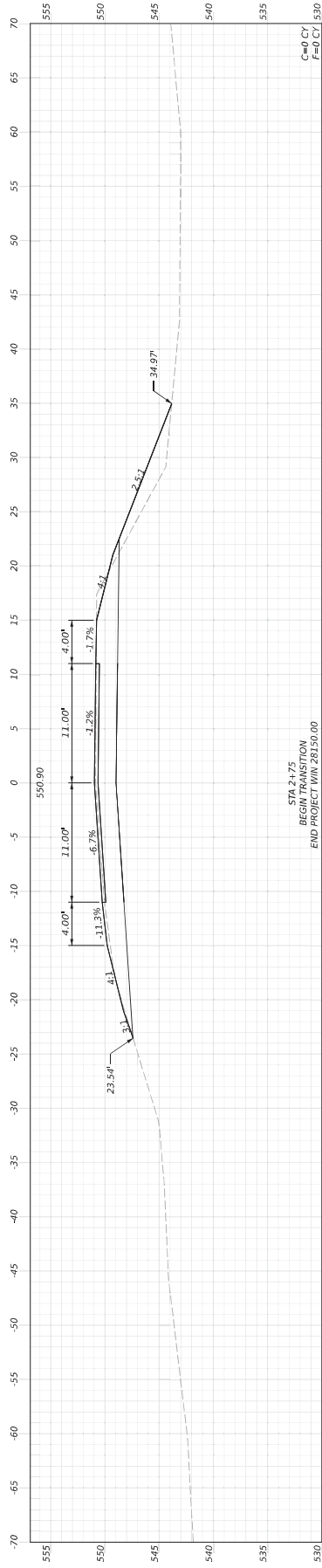
INVERT ELEV. 536.50'

SHEET NUMBER		7	OF	11
SEBAGO		CONVENE ROAD		
CROSS SECTIONS				
PROJECT MANAGER	R. HOGAN	BY	DATE	
DESIGNED BY	R. HOGAN	CHECKED BY	DATE	
PROJECT NO.	00258377	PROJECT NAME	SEBAGO	
PROJECT LOCATION	CONVENE ROAD	PROJECT DATE	09/04/2025	
PROJECT STATUS	DESIGNED	PROJECT TYPE	ROADWAY	
PROJECT PHASE	DESIGNED	PROJECT SCALE	1"=40'	
PROJECT DRAWN BY	R. HOGAN	PROJECT CHECKED BY	R. HOGAN	
PROJECT DATE	09/04/2025	PROJECT SIGNATURE		
PROJECT P.E. NUMBER		PROJECT SIGNATURE		
PROJECT DATE		PROJECT SIGNATURE		
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		
2815000				
WN		HIGHWAY PLANS		

SEBAGO
CONVEENE ROAD
CROSS SECTIONS

PROJECT MANAGER R. HOGGARD	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023
DESIGNED BY R. HOGGARD	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023
CHECKED BY R. HOGGARD	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023
CONSTRUCTION C. HOGGARD	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023
REVISIONS 1. 10/20/2023	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023
DESIGNED BY R. HOGGARD	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023
CONSTRUCTION C. HOGGARD	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023
PROJECT MANAGER R. HOGGARD	DATE 10/20/2023	SIGNATURE P. MARTIN	DATE 10/20/2023

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2815000	WIN 28150.00	HIGHWAY PLANS
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3+00.00

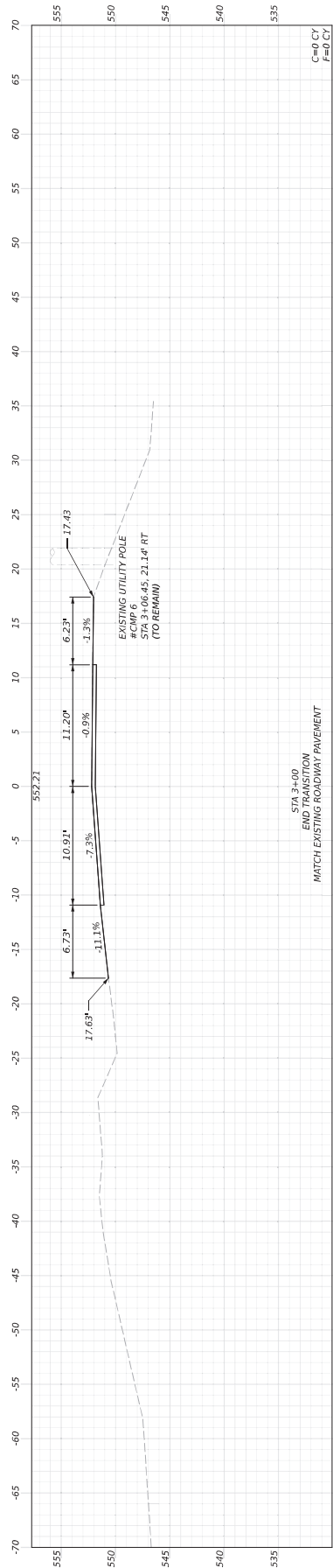
OF 11

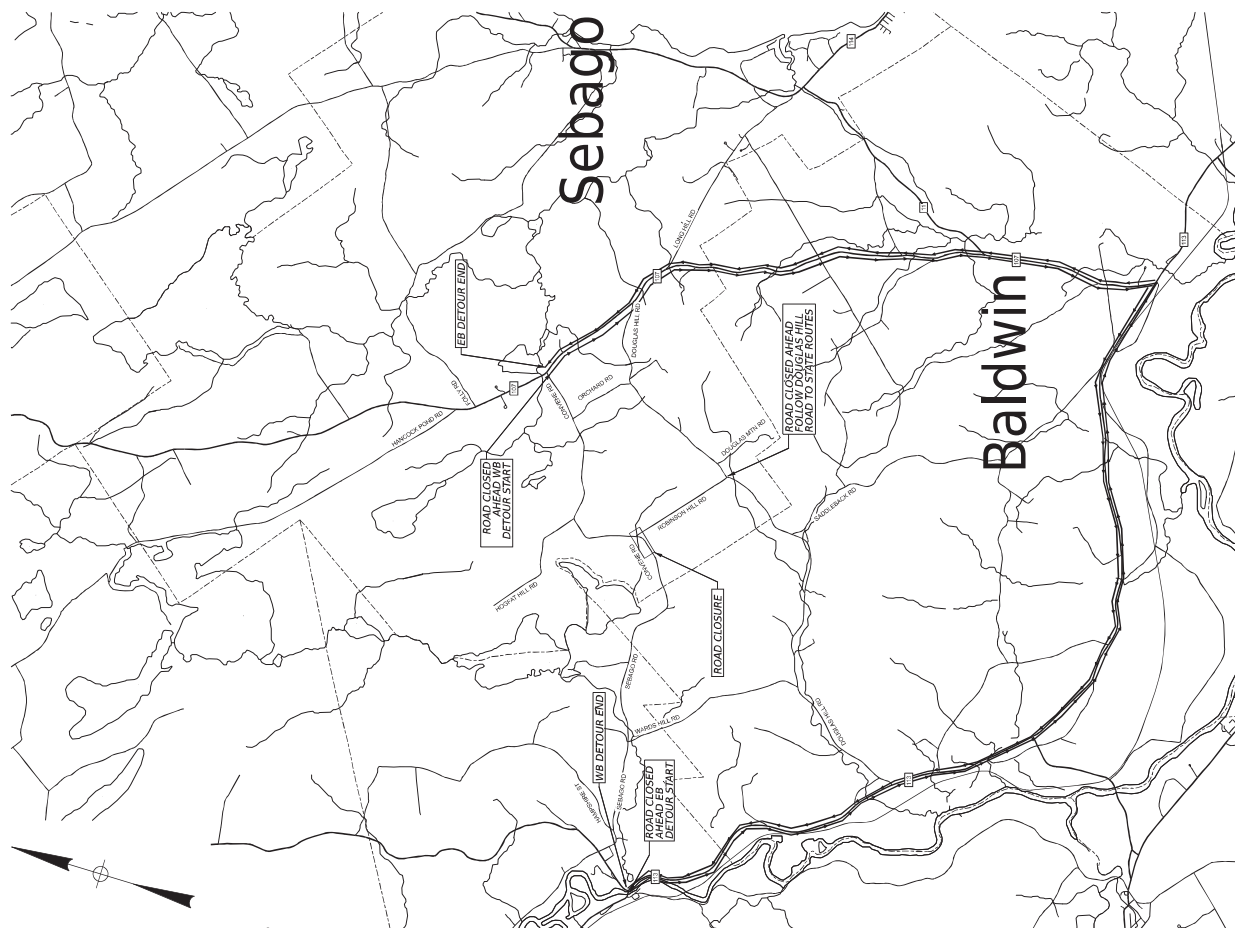
9

SHEET NUMBER

SEBAGO
CONVENE ROAD
CROSS SECTIONS

PROJECT MANAGER R. HOGGARD	BY DATE	DESIGNED R. HOGGARD	CHECKED R. HOGGARD	APPROVED R. HOGGARD	DATE 10/20/2025
PROJECT NUMBER 2815000	DATE 10/20/2025	PROJECT NUMBER 2815000	DATE 10/20/2025	PROJECT NUMBER 2815000	DATE 10/20/2025
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE 10/20/2025	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE 10/20/2025	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE 10/20/2025
WNN 28150.00	DATE 10/20/2025	WNN 28150.00	DATE 10/20/2025	WNN 28150.00	DATE 10/20/2025
HIGHWAY PLANS	DATE 10/20/2025	HIGHWAY PLANS	DATE 10/20/2025	HIGHWAY PLANS	DATE 10/20/2025





SECTION IV: General Conditions

To qualify for RGP authorization, the prospective permittee must comply with the following general conditions (GCs), as applicable. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an RGP.

1. Navigation
2. Aquatic Life Movements
3. Spawning Areas
4. Migratory Bird Breeding Areas
5. Shellfish Beds
6. Suitable Material
7. Water Supply Intakes
8. Adverse Effects From Impoundments
9. Management of Water Flows
10. Fills Within 100-Year Floodplains.
11. Equipment.
12. Soil Erosion and Sediment Controls.
13. Removal of Temporary Structures and Fills.
14. Proper Maintenance
15. Single and Complete Project
16. Wild and Scenic Rivers
17. Tribal Rights.
18. Federal Threatened and Endangered Species
19. Migratory Birds and Bald and Golden Eagles
20. Historic Properties
21. Discovery of Previously Unknown Remains and Artifacts
22. Designated Critical Resource Waters
23. Mitigation
24. Safety of Impoundment Structures.
25. Water Quality
26. Coastal Zone Management
27. Regional and Case-By-Case Conditions
28. Use of Multiple Regional General Permits
29. Transfer of General Permit Verifications
30. Compliance Certification
31. Activities Affecting Structures or Works Built by the United States
32. Pre-Construction Notification
33. PCN Summary Table
34. Essential Fish Habitat
35. Invasive Species
36. General Permit Documentation On-Site
37. Abandonment
38. Expiration of Regional General Permits

1. Navigation.

- (a) No activity may cause more than a minimal adverse effect on navigation.
- (b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.
- (c) 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 or her 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.
- (d) Aquaculture:

Navigation Risk Assessment (NRA), Aids to Navigation (AtoN), and Charting:

- i. Coordination with the USCG can be completed by contacting via email: D01-SMB-SecNNE-Waterways@uscg.mil.

The applicant shall provide the following information to facilitate completion of the NRA: applicant name/company affiliation, license/lease type (commercial, research, shellfish, kelp, new or modified), nautical chart, detailed drawing with dimensions, time of year, potential lighting/markings, types/materials of structures in water, planned anchoring, cultivation techniques (number of weekly/monthly visits, vessel tending/type), and any other significant information.

If the applicant receives a medium- or high-risk assessment, they shall coordinate with the Corps and apply safety risk mitigations. The USCG will refer the project to the Corps unless the Corps makes the determination that it may proceed.

Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense. For required permitting, the applicant shall contact USCG First District Private Aid Program Manager through D01-SMB-D01PrivateAtoN@uscg.mil. Only actual AtoNs are permitted; floats, balls, markers, mooring balls and 'highflier flags' are not considered Aids to Navigation (AtoN). See: <http://www.usharbormaster.com>.

Applicants shall notify NOAA's National Ocean Service (NOS) Nautical Data Branch Office of Coast Survey to initiate chart and Coast Pilot corrections. See:

<https://nauticalcharts.noaa.gov/>. Applicants must also notify NOAA on removal. See Note 2 below.

ii. For marine safety information during construction or other significant periods, applicants may use the First District's Marine Safety Information form and email to: D01-SMB-LNM@uscg.mil.

Note 1: If a PCN is required, applicants shall include documentation of all required coordination with their PCN.

Note 2: For nautical chart and coast pilot updates, activities owners should use the status report form at <https://nauticalcharts.noaa.gov/charts/docs/charts-updates/USACE+Permit+Status+Report.pdf>. For aquaculture activities owners should use: <https://nauticalcharts.noaa.gov/charts/docs/charts-updates/Artificial+Reef+Aquaculture+Status+Report.pdf> to notify the Office of Coast Survey of the project completion. The form should be emailed to ocs.ndb@noaa.gov and should include a copy of as-built drawings.

Note 3: There shall be no unreasonable interference with navigation by the existence or use of any activity authorized by any RGP, and no attempt shall be made by a permittee to prevent the full and free use by the public of all navigable waters at or adjacent to any activity authorized by any RGP.

2. Aquatic Life Movements.

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. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

Note: Compliance with this condition may be achieved by ensuring that during in-stream work, the low flow channel/thalweg remains unobstructed during periods of low flow, except when it is necessary to perform the authorized work. Additionally, for work in tidal waters, in-stream controls should be installed in such a manner that do not obstruct fish passage.

3. Spawning Areas.

Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

4. Migratory Bird Breeding Areas.

Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

5. Shellfish Beds.

No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by RGPs 4, 48, 55 or is a shellfish seeding or habitat restoration activity authorized by RGP 27.

Note: Contact the Maine Department of Marine Resource (ME DMR) for further conservation measures if a proposed activity would result in excess turbidity (i.e., dredging) and is located within 100 feet of ME DMR shellfish areas. Reference materials can be found at: <https://dmr-maine.opendata.arcgis.com/datasets/mainedmr-molluscan-shellfish-2010/explore?location=43.733484%2C-69.767928%2C10.43> and <https://mgs-maine.opendata.arcgis.com/datasets/maine-coastal-marine-geologic-environments/explore>.

6. Suitable Material.

No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

7. Water Supply Intakes.

No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent stabilization.

8. Adverse Effects From Impoundments.

If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

Note: Permanent wetland crossings shall be constructed in such a manner as to prevent excessive ponding or drying on either side of the authorized crossing after completion of the work. Measures shall be taken to maintain the existing hydrology. Such measures may include road cross drains such as culverts that are appropriately sized and placed at intervals to maintain the existing hydrology of the contiguous wetland.

9. Management of Water Flows.

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, including tidal flows. The activity must not restrict or impede the passage of normal or high flows, including tidal flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the preconstruction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

10. Fills Within 100-Year Floodplains.

The activity must comply with applicable FEMA approved state or local floodplain management requirements.

11. Equipment.

Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

If mats are used to minimize soil disturbance, the affected areas must be returned to pre-construction elevations, and revegetated as appropriate. In circumstances where the use of mats has caused significant soil compaction efforts using techniques (e.g., soil reaeration techniques) to break up the compaction should be employed to return the soil to a pre-construction state prior to returning to pre-construction elevations.

Note 1: Compliance with this condition may be achieved through the implementation of best management practices outline in NAE's "*Construction Mat BMPs*" document available at:

<https://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/>.

Note 2: Compliance with this condition may be achieved by ensuring that construction equipment such as barges in tidal waters always provide clearance above the substrate to avoid impacts to SAS during all tides.

Note 3: Compliance with this condition may be achieved by ensuring that construction equipment that would cross or access streams utilizes temporary bridges, spans, construction mats, culverts, or cofferdams to minimize disturbance to the waterway.

12. Soil Erosion and Sediment Controls.

Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

Note: Compliance with this condition may be achieved by ensuring that all discharge points back into waters of the U.S., including wetlands use appropriate energy dissipaters and erosion and sedimentation control BMPs. Controls that are biodegradable can be left in place but should be removed if not biodegradable. Temporary controls should be removed upon completion of work, but not before all exposed soil and other fills and any work waterward of the OHWM are permanently stabilized. Once permanently stabilized, temporary controls should be removed as soon as possible. Sediment and debris collected by these controls should be removed and placed at an upland location and in a manner that will prevent its later erosion into a waterway or wetland.

13. Removal of Temporary Structures and Fills.

Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. The affected areas must be revegetated, as appropriate.

Note: Compliance with this general condition may be achieved through the use of underlying temporary fills with geotextile fabric which may help to facilitate the restoration to pre-construction elevations.

14. Proper Maintenance.

Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable RGP general conditions, as well as any activity-specific conditions added by the district engineer to an RGP authorization.

Note: Derelict, degraded or abandoned piles and sheet piles in navigable waters of the U.S., except for those inside existing work footprints for piers, must be completely removed, cut and/or driven to three feet below the substrate to prevent interference with navigation. Existing creosote piles that are affected by project activities shall be completely removed if practicable. In areas of fine-grained substrates, piles must be removed by the direct, vibratory or clamshell pull method to minimize sedimentation and turbidity impacts and prevent interference with navigation from cut piles. Removed piles shall be disposed of in an upland location landward of MHW or OHW and not in wetlands, tidal wetlands, their substrate, or mudflats.

15. Single and Complete Project.

The activity must be a single and complete project. The same RGP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers.

(a) No RGP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible

inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed RGP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the pre-construction notification with the Federal agency with direct management responsibility for that river. Permittees shall not begin the RGP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed RGP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: <http://www.rivers.gov/>.

Note: See also: General Condition 33(c), Additional PCN Requirement (Wild and Scenic Rivers).

17. Tribal Rights.

No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

18. Federal Threatened and Endangered Species.

(a) No activity is authorized under any RGP which 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 designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any RGP which “may affect” a listed species or critical habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity on listed species or critical habitat has been completed. See 50 CFR 402.02 for the definition of “effects of the action” for the purposes of ESA section 7 consultation.

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has

been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

Note: Federal agencies should refer to “*Multiple Federal Agency & Lead Federal Agency Best Practices*” when a Corps permit is required, which can be found on the Corps webpage at: www.nae.usace.army.mil/Missions/Regulatory/. *(This is a pending document and will be published on our website when completed.)*

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat or critical habitat proposed for such designation, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation), the pre-construction notification must include the name(s) of the endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or that utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. The district engineer will determine whether the proposed activity “may affect” or will have “no effect” to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps’ determination within 45 days of receipt of a complete pre-construction notification. For activities where the non-Federal applicant has identified listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have “no effect” on listed species (or species proposed for listing or designated critical habitat (or critical habitat proposed for such designation), or until ESA section 7 consultation or conference has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(d) As a result of formal or informal consultation or conference with the FWS or NMFS the district engineer may add species-specific permit conditions to the RGPs.

(e) Authorization of an activity by an RGP does not authorize the “take” of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with “incidental take” provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word “harm” in the definition of “take” means an act which actually kills or injures wildlife. Such an act may include significant habitat

modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed RGP activity, the non-federal permittee should provide a copy of that ESA section 10(a)(1)(B) permit with the pre-construction notification required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed RGP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed RGP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district engineer does not need to conduct a separate ESA section 7 consultation for the proposed RGP activity. The district engineer will notify the non-federal applicant within 45 days of receipt of a complete preconstruction notification whether the ESA section 10(a)(1)(B) permit covers the proposed RGP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their web pages at <http://www.fws.gov/> or <http://www.fws.gov/ipac> and <http://www.nmfs.noaa.gov/pr/species/esa/> respectively.

19. Migratory Birds and Bald and Golden Eagles.

The permittee is responsible for ensuring that an action authorized by an RGP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects 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. Historic Properties.

(a) No activity is authorized under any RGP which may have the potential to cause effects on properties listed, or eligible for listing, in the National Register of Historic Places until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)(1)). If pre-construction notification is required for the proposed RGP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that

the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

Note: Federal agencies should refer to “*Multiple Federal Agency & Lead Federal Agency Best Practices*” when a Corps permit is required, which can be found on the Corps webpage at: www.nae.usace.army.mil/Missions/Regulatory/. *(This is a pending document and will be published on our website when completed.)*

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the RGP activity might have the potential to cause effects on any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed RGP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts commensurate with potential impacts, which may include background research, consultation, oral history interviews, sample field investigation, and/or field survey. Based on the information submitted in the pre-construction notification and these identification efforts, the district engineer shall determine whether the proposed RGP activity has the potential to cause effects on historic properties. Section 106 consultation is not required when the district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: no historic properties affected, no adverse effect, or adverse effect.

(d) Where the non-Federal applicant has identified historic properties on which the proposed RGP activity might have the potential to cause effects and has so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects on historic properties or that NHPA section 106 consultation has been completed. For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the

non-Federal applicant that he or she cannot begin the activity until section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(e) Prospective permittees should be aware that section 110k of the NHPA (54 U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

Note: To comply with GC 20 above, the *State Historic Preservation Office & Tribal Scoping Request* template should be submitted to the Maine Historic Preservation Commission and the Federally Recognized Tribes and included in the PCN submission to the Corps, which can be found on the Corps website. Also, the document titled “*Best Practices for Historic Properties & Cultural Resources*” is also found on the Corps website at: <https://www.nae.usace.army.mil/Missions/Regulatory/>. (The above documents are pending and will be published on our website when completed. Please continue to notify the MHPC and THPOs through current practices.)

21. Discovery of Previously Unknown Remains and Artifacts.

Permittees that discover any previously unknown historic, cultural or archaeological remains and artifacts while accomplishing the activity authorized by an RGP, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

22. Designated Critical Resource Waters.

Critical resource waters include, NOAA managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district

engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by RGPs 7, 12, 17, 29, 39, 42, 43, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For RGPs 3, 13, 15, 18, 19, 27, 33, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these RGPs only after she or he determines that the impacts to the critical resource waters will be no more than minimal.

23. Mitigation.

The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10 -acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-

by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, because streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for RGP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas involves planting vegetation, only native species should be planted. The width of the required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the RGPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the pre-construction notification is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the RGP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal agency holds an easement, the district engineer will coordinate with that federal agency to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If in-lieu fee program credits are the proposed option, the mitigation plan needs to address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the RGP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the RGPs. For example, if an RGP has an acreage limit of $\frac{1}{2}$ -acre, it cannot be used to authorize any RGP activity resulting in the loss of greater than $\frac{1}{2}$ -acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an RGP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the RGPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the RGP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may

be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

Note 1: In addition to the requirements of GC 23 above - *Mitigation*, compensatory mitigation requirements for unavoidable impacts to waters of the U.S. will be evaluated in accordance with the current *New England District Compensatory Mitigation Standard Operating Procedures* (April 26, 2024) and any superseding versions thereof (<https://www.nae.usace.army.mil/Missions/Regulatory/Mitigation/>).

Note 2: Applicants are encouraged to utilize the Regulatory In-lieu Fee and Bank Information Tracking System (RIBITS) in order to determine which in-lieu fee programs and/or mitigation banks have a sufficient amount of appropriate and available credits which they may propose to use to offset their proposed activity's unavoidable impacts to waters of the U.S., including wetlands. RIBITS is available at: <https://ribits.ops.usace.army.mil/ords/f?p=107:2:::..>.

24. Safety of Impoundment Structures.

To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality.

(a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an RGP with CWA section 401, a CWA section 401 water quality certification for the proposed activity which may result in any discharge from a point source into waters of the United States must be obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by the certifying authority for the issuance of the RGP, then the permittee must obtain a water quality certification or waiver for the proposed activity which may result in any discharge from a point source into waters of the United States in order for the activity to be authorized by an RGP.

(b) If the RGP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an RGP with CWA section 401, the proposed activity which may result in any discharge from a point source into waters of the United States is not authorized by an RGP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge into waters of the United States, the permittee must submit a copy of the certification to the district engineer. The discharge into waters of the United States is not authorized by an RGP until the district engineer has notified the permittee that the water quality

certification requirement has been satisfied (i.e., by the issuance of a water quality certification or a waiver and completion of the Section 401(a)(2) process).

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

Note 1: For information concerning how to apply to EPA for a Water Quality Certification for activities located within a Indian Reservation and Acadia National Park, please see: <https://www.epa.gov/cwa-401/resources-when-epa-acts-certifying-authority-under-section-401> and/or contact: R1CWA401@epa.gov.

Note 2: For information concerning how to apply to LUPC or MEDEP for a Water Quality Certification, please see: <https://www.maine.gov/dep/water/wd/wqc/>.

26. Coastal Zone Management.

In coastal states where an RGP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an RGP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

Note 1: If an individual state coastal zone management consistency concurrence is required, applicants should submit a determination of consistency (see 15 CFR 930 Subpart C) or a consistency determination to the state (see 15 CFR 930 subpart D) at the same time as the PCN is submitted to the Corps, or shortly thereafter.

Note 2: For information concerning how to apply to the Maine Office of Community Affairs for a coastal zone management consistency certification, please see: <https://www.maine.gov/dmr/programs/maine-coastal-program/federal-consistency-review>.

27. Regional and Case-By-Case Conditions.

The activity must comply with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Regional General Permits.

The use of more than one RGP for a single and complete project is authorized, subject to the following restrictions:

(a) The total acreage loss of waters of the United States for a single and complete project cannot exceed the acreage limit of the RGP with the highest specified acreage limit when multiple RGPs are used to authorize an activity.

(b) If only one of the RGPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States for that single and complete project cannot exceed that specified acreage limit. For example, if a road crossing over tidal waters is constructed under RGP 14 (which has an acreage limit of 1/3 acre in tidal waters), with associated bank stabilization authorized by RGP 13 (which does not have a specified acreage limit), the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.

(c) If two or more of the RGPs used to authorize the single and complete project have specified acreage limits, the acreage loss of waters of the United States authorized by each of those RGPs cannot exceed the specified acreage limits of each of those RGPs. For example, if a commercial development is constructed under RGP 39 (which has a 1/2-acre limit), and the single and complete project includes the filling of a ditch authorized by RGP 46 (which has a 1-acre limit), the maximum acreage loss of waters of the United States for the construction of the commercial development under RGP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States caused by the combination of the RGP 39 and RGP 46 activities cannot exceed 1 acre.

29. Transfer of General Permit Verifications.

If the permittee sells the property associated with a regional general permit verification, the permittee may transfer the regional general permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the regional general permit verification must be attached to the letter, and the letter must contain the following statement and signature:

“When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this regional general permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.”

(Transferee)

(Date)

30. Compliance Certification.

Each permittee who receives an RGP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The successful completion of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the RGP verification letter. The certification document will include:

- (a) A statement that the authorized activity was done in accordance with the RGP authorization, including any general, regional, or activity-specific conditions;
- (b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and
- (c) The signature of the permittee certifying the completion of the activity and mitigation. The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States.

If an RGP activity also requires review by, or permission from, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an RGP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written RGP verification.

Note: Refer to the New England District's Section 408 Program webpage that can be found at: <https://www.nae.usace.army.mil/Missions/Section-408/>. See also: Regional Condition 33(b), Additional PCN Requirement (Federal Projects).

32. Pre-Construction Notification.

- (a) Timing. Where required by the terms of the RGP, the prospective permittee must notify the district engineer by submitting a preconstruction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information

necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the RGP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee cannot begin the activity until receiving written notification from the Corps that there is "no effect" on listed species or "no potential to cause effects" on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. If the proposed activity requires a written waiver to exceed specified limits of an RGP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee's right to proceed under the RGP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) Contents of Pre-Construction Notification: The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific RGP or RGP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity's purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the RGP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental

effects caused by the proposed activity; and any other RGP(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require preconstruction notification, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an RGP but do not require PCNs). This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non PCN RGP activities into RGP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the RGP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of waters, wetlands, and other special aquatic sites on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate. For RGP 27 activities that require PCNs because of other general conditions or regional conditions imposed by division engineers, see Note 2 of that RGP;

Note: To comply with the above GC 32(5), the following methodologies should be utilized:

- (a) Wetlands should be delineated in accordance with the Corps Wetlands Delineation Manual and the most recent Northcentral/Northeast Regional Supplement. Wetland delineation and jurisdiction information can be found at: www.nae.usace.army.mil/missions/regulatory/jurisdiction-and-wetlands and <https://www.usace.army.mil/Media/Announcements/Article/4262089/1-august-2025-us-army-corps-of-engineers-enhances-aquatic-resource-delineation/>.
- (b) Refer to the “Best Practices for Jurisdictional Determinations and Wetland Delineations,” which can be found on the Corps webpage at:

<https://www.nae.usace.army.mil/missions/regulatory/>. *(This is a pending document and will be published on our website when completed.)*

(c) The ordinary high water mark should be delineated (on both sides) when streams, rivers, non-tidal open waters are present on the project site. Ordinary high water mark guidance can be found in RGL 05-05

(<https://usace.contentdm.oclc.org/utis/getfile/collection/p16021coll9/id/1253>).

For complex, atypical, or problematic sites see:

<https://www.erdc.usace.army.mil/Media/Fact-Sheets/Fact-Sheet-Article-View/Article/486085/ordinary-high-water-mark-ohwm-research-development-and-training/>.

(d) Vegetated shallows should be delineated when present on the project site.

Vegetated shallow survey guidance and maps can be found on the Corps webpage at: <https://www.nae.usace.army.mil/Missions/Regulatory/Jurisdiction-and-Wetlands/>.

(e) All Essential Fish Habitat should be delineated when present on the project site. EFH survey guidance can be found in the current EFH programmatic, which can be found on the Corps webpage at

<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>.

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the compensatory mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For RGP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the RGP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For RGP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the “study river” (see general condition 16); and

(10) For an RGP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the preconstruction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

Note: Refer to the “*Best Practices for 408 Procedures*”, which can be found on the Corps webpage at: <https://www.nae.usace.army.mil/missions/regulatory/state-general-permits/maine-general-permit/>.

(c) Form of Pre-Construction Notification: The regional general permit pre-construction notification form (Form ENG 4342) should be used for RGP PCNs. A letter containing the required information may also be used. All PCN forms shall be submitted to the Maine Project Office via email: cenae-r-me@usace.army.mil.

(d) Agency Coordination:

(1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity’s compliance with the terms and conditions of the RGPs and the need for mitigation to reduce the activity’s adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for:

(i) all RGP activities that require preconstruction notification and result in the loss of greater than 1/2-acre of waters of the United States;

(ii) RGP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and

(iii) RGP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters.

(iv) All activities that require a waiver.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). These agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district

engineer will fully consider agency comments received within the specified time frame concerning the proposed activity's compliance with the terms and conditions of the RGPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered.

(4) In cases where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants will submit necessary documents and files to the Corps electronically via email at cenae-r-me@usace.army.mil or using the RRS at <https://rrs.usace.army.mil/rrs>

(6) The USACE will require additional information not listed here be provided with the PCN if necessary for compliance with other federal laws.

33. **PCN Summary Table.**

The following activities may require a PCN regardless of the terms of the applicable RGP. Please read the applicable GC to determine if a PCN is required.

Exceedance of loss thresholds within streams, non-tidal and tidal wetlands, tidal submerged aquatic vegetation, mudflats, and intertidal areas	See GC 33 - a
Located within or the vicinity of a Federal Project	See GC 33 - b
Located within or the vicinity of a Wild and Scenic River	See GC 33 - c
Involving discharges of temporary fill material	See GC 33 - d
Located within Vernal Pools	See GC 33 - e
Involving slip lining	See GC 33 - f
Activities within Time-of-Year Restrictions	See GC 33 - g
Located within the Saint John and Saint Croix River basins (Maine)	See GC 33 - h
Authorized by RGP 48, Commercial Shellfish Mariculture Activities and within the State of Maine > 5	See GC 33 - i
Additional aquatic resource protection - activities within Important Rare Resources	See GC 33 - j
Involving stream crossings	See GC 33 - k

(a) Additional PCN Requirement (Specific Resources):

A PCN is required for any proposed activities which would result in the loss of waters of the United States³ that exceed the listed thresholds to the following aquatic resources if not already required by the RGP.

Aquatic Resource:	Threshold:
Non-tidal Wetlands	4,356 square feet (0.1 acre)
Tidal and Non-Tidal Stream	200 linear feet or 0.03 acre (whichever is less)
Tidal Wetland	500 square feet
Tidal Submerged Aquatic Vegetation (SAV)	25 square feet
Mudflat	1,000 square feet
Intertidal	1,000 square feet

(b) Additional PCN Requirement (Federal Projects):

A PCN is required for any proposed activities which would involve the temporary or permanent occupation of, or alteration 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). This includes all structures and work in, over, or under a Corps' federal navigation project (FNP) or in the FNP's buffer zone. The buffer zone is an area that extends from the horizontal limits of the FNP to a distance three times the FNP's authorized depth.

The activity may also require review and approval by the Corps pursuant to 33 USC 408 (Section 408 Permission). The applicant may reach out to the points of contact listed here: <https://www.nae.usace.army.mil/Missions/Section-408/> and consult the National Channel Framework mapper:

<https://experience.arcgis.com/experience/b413139f18c046009ebcf62abea941dd/page/Map/>. For activities which require a Section 408 permission, verification under a RGP will not be issued prior to the decision the Section 408 permission requires. Any structure or work constructed in an FNP, or its buffer zone shall be subject to removal at the owner's expense prior to any future Corps dredging or hydrographic surveys.

Applicants should contact the Corps Real Estate Division (<https://www.nae.usace.army.mil/Missions/Real-Estate-Division/>) at (978) 318-8585 for work that would occur on or would potentially affect a Corps property (or properties) and/or Corps-controlled easements. Work may not commence on Corps properties and/or Corps-controlled easements until they have received any required Corps real estate documents demonstrating site-specific permission to perform work.

A PCN is not required if an applicant has previously obtained a Section 408 permission for their proposed activities, or a determination from the Corps that a Section 408

³ See Section VI – Definitions and Acronyms for loss of Waters of the United States.

permission is not required for their proposed activities, and the proposed activities qualify for a non-notifying RGP.

(c) Additional PCN Requirement (Wild and Scenic Rivers):

A PCN is required under GC 16, Wild and Scenic Rivers, and for: 1) any proposed activities which would be located in and within 0.25 mile up or downstream of a Wild and Scenic River (WSR) segment, or in tributaries within 0.25 mile of a WSR segment; 2) any proposed activities which would be located in wetlands within 0.25 mile of a WSR segment; and 3) any proposed activities that have the potential to alter free-flowing characteristics in a WSR segment. Applicants should utilize <http://www.rivers.gov/> for the most up-to-date WSR designations.

Note: Applicants may coordinate with the Federal agency that has direct management responsibility of the WSR segment or tributary their proposed activity would be within 0.25 mile of prior to submitting a PCN to the Corps. If that Federal agency determines that the proposed activity would not adversely affect the subject WSR, a PCN is not required to be submitted.

(d) Additional PCN Requirement (Temporary Fills):

A PCN is required for any proposed activities that would involve the discharge of temporary fill (33 CFR 323.2(e) and (f)) greater than 1/10-acre to be left in place in non-tidal wetlands for more than one growing season. The growing season is generally defined as April 1 to September 30 (See the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region* for more information about determining growing season.

<https://www.nae.usace.army.mil/Missions/Regulatory/Jurisdiction-and-Wetlands/Wetland-Delineation-Manual/>).

Note 1: The Corps will decide on a case-by-case basis, after evaluating site-specific and activity-specific circumstances whether temporary construction mats proposed for use are considered as temporary fill.

Note 2: For linear projects, crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of RGP authorization (33 CFR 330.2(i)). Therefore, each crossing of a water of the U.S., including wetlands could have up to 0.1 acre of temporary fill without requiring the submittal of a PCN.

(e) Additional PCN Requirement (Vernal pools):

A PCN is required for any proposed discharges of dredged or fill material within a vernal pool depression which has been determined to be a water of the U.S. For information

on vernal pools, please visit:

<https://www.nae.usace.army.mil/Missions/Regulatory/Vernal-Pools/>

Note: Please note that the state may regulate additional vernal pools that the Corps does not.

(f) Additional PCN Requirement (Slip-Lining):

A PCN is required for any proposed activity which involves slip-lining a stream crossing that is not currently meeting the stream crossing BMPs found in GC 33(k) below (e.g., slip-lining and invert-lining).

(g) Additional PCN Requirement (In Water Work Time-of-Year Windows and Restrictions):

In-water work (including physical alterations) within non-tidal and tidal waters, shall be conducted during the following time-of-year (TOY) work windows (see below table).

Approval to work outside the TOY work windows must be obtained from the Maine Department of Inland Fisheries and Wildlife (IFW) using the form located at:

<https://www.maine.gov/dep/land/permits/pbr/index.html> for work in non-tidal waters or from the Maine Department of Marine Resources (DMR):

<https://www.maine.gov/dep/land/permits/pbr/index.html> for work in tidal waters. If in-water work cannot be completed during the TOY work window or approval to work outside the TOY work window from IFW or DMR is not obtained, then the project requires a PCN and written verification removing the below requirements. If a PCN is required, due to RGP thresholds and/or other general and/or regional conditions, then the state's approval for working outside the TOY restriction shall be submitted with the PCN.

	TOY Work Restriction	TOY Work Window
Non-tidal Waters	Oct. 2 to Jul. 14	Jul. 15 to Oct 1.
Tidal Waters	Apr. 16 to Nov. 14	Nov. 15 to Apr. 15

Any proposed activity located in waters of the U.S. (excluding wetlands) shall be completed entirely "in-the-dry" or be isolated from active flows/the water column using temporary measures (i.e., cofferdams, sandbags, flume pipes, etc.) to the maximum extent practicable. The term "in-the-dry" means work that is done under dry conditions, e.g., work behind cofferdams or when the stream or tide is waterward of the work.

(h) Additional PCN Requirement (Saint John and Saint Croix River basins):

A PCN is required for any proposed 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 boundary; 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.

(i) Additional PCN Requirement (RGP 48, Commercial Shellfish Mariculture Activities):

A PCN is required for any activities proposed under RGP 48 which would install gear for a commercial shellfish operation within a site greater than 5 acres in size.

(j) Additional PCN Requirement (Important or Rare Resources):

A PCN is required if a discharge of dredged or fill material is proposed within any of the following aquatic resources or resource types identified as specifically important or rare within the State of Maine that warrant additional protections:

1. Lakes and tributaries that support arctic char and lake whitefish; or
2. Bogs and fens

(k) Additional PCN Requirement (Activities that do not meet the Stream Crossing BMPs):

A PCN is required for any proposed stream crossing activities that cannot comply with the below “Stream Crossing Best Management Practices (BMPs)” unless the district engineer provides the applicant written verification removing the below requirements.

1. The width of the crossing shall be greater than or equal to 1.2 times the bank full width.
2. The crossing shall be embedded greater than or equal to 2 feet and/or at least 25 percent of the conveyance’s height.
3. The crossing shall be constructed with a natural bottom substrate, as applicable.
4. The crossing shall match the gradient (i.e., slope) of the natural stream channel profile.
5. The crossing shall meet an openness ratio of greater than 0.82 feet.

For proposed stream crossings that cannot implement the above BMPs, the applicant should first coordinate with the appropriate state office to obtain required or recommended alternate stream crossing BMPs, prior to submitting a PCN to the Corps. If a stream crossing is designed to meet the standards required or recommended by the appropriate state agency for which the proposed activity is located within, those standards can serve in-lieu of these BMPs and submittal of a PCN is not required.

Note: Below are links to the stream crossing standards/guidelines for Maine that have published such standards/guidelines. Applicants are highly encouraged to contact their state for additional information regarding those requirements and/or recommendations, as state requirements may be more stringent than the above listed BMPs.

Maine Interagency Stream Crossing Guidelines:
(<https://www.nae.usace.army.mil/Missions/Regulatory/>) - (*This is a pending document and will be published on our website when completed.*)

CoastWise:
(https://www.maine.gov/dmr/sites/maine.gov.dmr/files/inline-files/CoastWiseManualJuly2023_updated.pdf)

34. Essential Fish Habitat (EFH):

Essential Fish Habitat (EFH) is defined as those waters and substrates necessary to fish for spawning, breeding, feeding or growth to maturity (16 U.S.C. 1802).

The following GPs have been determined to result in no more than minimal adverse effects, provided the permittee complies with all terms and conditions of the RGP as applicable to the activity, including all activity thresholds and activity-specific Conservation Recommendations (CRs) identified in the current EFH and Fish and Wildlife Coordination Act (FWCA) Programmatic Consultation

(<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>).

For non-Federal applicants whose proposed activities would be located within EFH and that do not require a PCN per the language of the RGP or per any other general or regional condition (i.e., non-notifying), the applicant shall review the current EFH and FWCA Programmatic Consultation

(<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>) to ensure their proposed activity complies with all applicable CRs.

- a. A PCN is required for any proposed project which would exceed the activity thresholds that are included within the current EFH and FWCA Programmatic Consultation. Any proposed project that exceeds an activity threshold requires preliminary coordination/project-specific consultation.
- b. For all activities which do not exceed the activity-based thresholds included within the current EFH and FWCA Programmatic Consultation, the project proponent shall implement the activity-specific applicable CRs. If the applicable CRs cannot be implemented, a PCN must be submitted to the Corps, and work may not commence until the Corps verifies the project under the applicable RGP(s).

Federal applicants should follow their own procedures for compliance with the Magnuson-Stevens Fishery Conservation and Management Act and Fish and Wildlife Coordination Act.

Note 1: For activities proposed for authorization by an RGP that requires the submittal of a PCN, applicants are encouraged to review the current EFH and FWCA Programmatic

Consultation and design their proposed activities with the activity-based thresholds and incorporate applicable CRs.

Note 2: Applicants can utilize the NMFS EFH mapper to determine if their proposed activities are located within EFH: <https://www.habitat.noaa.gov/apps/efhmapper/>. Applicants can also utilize the current EFH and FWCA Programmatic Consultation (<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>) for guidance on non-tidal waterbodies with diadromous fish.

35. Invasive Species:

The introduction, spread, or the increased risk of invasion of invasive plant or animal species on the project site, into new or disturbed areas, or into areas adjacent to the project site caused by the site work shall be prevented. Native, non-invasive vegetation must be used for revegetation unless otherwise authorized by the Corps, and shall not contain any species listed in Appendix K (“Invasive and Other Unacceptable Plant Species”) of the current *New England District Compensatory Mitigation Standard Operating Procedures* and any superseding versions thereof (<https://www.nae.usace.army.mil/Missions/Regulatory/Mitigation/>). Information about how to avoid the spread of invasive species can be found at: <https://www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species>.

36. General Permit Documentation On-Site:

The permittee shall ensure that a copy of their verification letter (for notifying GPs only) and applicable RGP with all applicable GCs are at the worksite whenever work is being performed, and that all personnel performing work are fully aware of its terms and conditions.

37. Abandonment:

If the permittee decides to abandon the activity authorized by a RGP, unless such abandonment is merely the transfer of property to another party, the permittee may be required to restore the area to the satisfaction of the Corps.

38. Expiration of Regional General Permits:

If an RGP is not modified or reissued within five years of its effective date, it automatically expires and becomes null and void. Activities which have commenced (i.e., are under construction) or are under contract to commence in reliance upon an RGP will remain authorized provided the activity is completed within twelve months of the date of an RGP's expiration, modification, or revocation, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization. Activities completed under the authorization of an RGP which was in effect at the time the activity was completed continue to be authorized by that RGP.

Section V: District Engineer's Decision

1. In reviewing the pre-construction notification for the proposed activity, the district engineer will determine whether the activity authorized by the Maine General Permit will result in more than minimal individual or cumulative adverse environmental effects or maybe contrary to the public interest. If a project proponent requests authorization by a specific General Permit, the district engineer should issue the General Permit verification for that activity if it meets the terms and conditions of that General Permit, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the single and complete crossings of waters of the United States that require pre-construction notifications to determine whether they individually satisfy the terms and conditions of the RGP(s), as well as the cumulative effects caused by all of the crossings of waters of the United States authorized by a RGP. If an applicant requests a waiver of an applicable limit, the district engineer will only grant the waiver upon a written determination that the RGP activity will result in only minimal individual and cumulative adverse environmental effects.
2. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the RGP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by a RGP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also consider site specific factors, such as the environmental setting in the vicinity of the RGP activity, the type of resource that will be affected by the RGP activity, the functions provided by the aquatic resources that will be affected by the RGP activity, the degree or magnitude to which the aquatic resources perform those functions, the extent that aquatic resource functions will be lost as a result of the RGP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add activity-specific conditions to the RGP authorization to address site-specific environmental concerns.
3. If the proposed RGP activity includes a loss of waters greater than the thresholds outlined in the New England Compensatory Mitigation Guidance, the prospective permittee should submit a mitigation proposal with the pre-construction notification. Applicants may also propose compensatory mitigation for RGP activities with smaller impacts, or for impacts to other types of waters. However, compensatory mitigation shall not be required for activities authorized by RGP 27 because those activities must result in net increases in aquatic resource functions and services (see the text of RGP 27). The district engineer will consider any proposed compensatory mitigation or other

mitigation measures the applicant has included in the proposal when determining whether the net adverse environmental effects of the proposed RGP activity are no more than minimal. The compensatory mitigation proposal may be either conceptual or detailed. If the district engineer determines that the proposed activity complies with the terms and conditions of the RGP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the RGP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the pre-construction notification, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan and determine whether the proposed mitigation would ensure that the RGP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the RGP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the RGP activity can proceed under the terms and conditions of the RGP, including any activity-specific conditions added to the RGP authorization by the district engineer.

4. If the district engineer determines that the adverse environmental effects of the proposed RGP activity are more than minimal, then the district engineer will notify the applicant either:
 - (a) that the activity does not qualify for authorization under the RGP and instruct the applicant on the procedures to seek authorization under an individual permit;
 - (b) that the activity is authorized under the RGP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or
 - (c) that the activity is authorized under the RGP with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day pre-construction notification review period (unless additional time is required to comply with general conditions 16, 18, 20, and/or 31), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not

practicable or not necessary to ensure timely completion of the required compensatory mitigation.

Further Information:

1. District engineers have authority to determine if an activity complies with the terms and conditions of an RGP.
2. RGPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.
3. RGPs do not grant any property rights or exclusive privileges.
4. RGPs do not authorize any injury to the property or rights of others.
5. RGPs do not authorize interference with any existing or proposed Federal project (see general condition 31).

SECTION VI: Definitions and Acronyms

Best management practices (BMPs): Policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development. BMPs are categorized as structural or non-structural.

Compensatory mitigation: The restoration (re-establishment or rehabilitation), establishment (creation), enhancement, and/or in certain circumstances preservation of aquatic resources for the purposes of offsetting unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

Currently serviceable: Useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.

Direct effects: Effects that are caused by the activity and occur at the same time and place.

Discharge: The term “discharge” means any discharge of dredged or fill material into waters of the United States.

Ecological reference: A model used to plan and design an aquatic ecosystem restoration, enhancement, or establishment activity under RGP 27. An ecological reference may be based on: (1) the structure, functions, and dynamics of an aquatic ecosystem type or a riparian area type that currently exists in the region; (2) the structure, functions, and dynamics of an aquatic ecosystem type or riparian area type that existed in the region in the past; and/or (3) indigenous and local ecological knowledge that apply to the aquatic ecosystem type or riparian area type (i.e., a cultural ecosystem). Cultural ecosystems are ecosystems that have developed under the joint influence of natural processes and human management activities (e.g., fire stewardship). An ecological reference takes into account the range of variation of the aquatic habitat type or riparian area type in the region.

Enhancement: The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

Establishment (creation): The manipulation of the physical, chemical, or biological characteristics present to develop an aquatic resource that did not previously exist at an upland site. Establishment results in a gain in aquatic resource area.

High Tide Line: The line of intersection of the land with the water’s surface at the maximum height reached by a rising tide. The high tide line may be determined, in the

absence of actual data, by a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm.

Historic Property: Any prehistoric or historic district, site (including archaeological site), building, structure, or other object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 CFR part 60).

Independent utility: A test to determine what constitutes a single and complete nonlinear 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.

Indirect effects: Effects that are caused by the activity and are later in time or farther removed in distance, but are still reasonably foreseeable.

Loss of waters of the United States: Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity. The loss of stream bed includes the acres of stream bed that are permanently adversely affected by filling or excavation because of the regulated activity. Permanent adverse effects 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. The acreage of loss of waters of the United States is a threshold measurement of the impact to jurisdictional waters or wetlands for determining whether a project may qualify for an RGP; it is not a net threshold that is calculated after considering compensatory mitigation that may be used to offset losses of aquatic functions and services. Waters of the United States temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are not included in the measurement of loss of waters of the United States. Impacts resulting from activities that do not require Department of the Army authorization, such as activities eligible for exemptions under section 404(f) of the Clean Water Act, are not considered when calculating the loss of waters of the United States.

Nature-based solutions: Actions to protect, sustainably manage, and restore natural or modified ecosystems, that address societal challenges effectively and adaptively, simultaneously providing human well-being and biodiversity benefits.

Navigable waters: Waters subject to section 10 of the Rivers and Harbors Act of 1899. These waters are defined at 33 CFR part 329. Non-tidal wetland: A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters.

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).

Open water: For purposes of the RGPs, an open water is any area that in a year with normal patterns of precipitation has water flowing or standing above ground to the extent that an ordinary high water mark can be determined. Aquatic vegetation within the area of flowing or standing water is either non-emergent, sparse, or absent. Vegetated shallows are considered to be open waters. Examples of “open waters” include rivers, streams, lakes, and ponds. Ordinary High Water Mark: The term ordinary high water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Perennial stream: A perennial stream has surface water flowing continuously year round during a typical year.

Practicable: Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Pre-construction notification: A request submitted by the project proponent to the Corps for confirmation that a particular activity is authorized by nationwide permit. 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 a nationwide permit, or by regional conditions. A pre-construction notification may be voluntarily submitted in cases where pre-construction notification is not required and the project proponent wants confirmation that the activity is authorized by nationwide permit. Preservation: The removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms.

Preservation does not result in a gain of aquatic resource area or functions. 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 a gain 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.

Riffle and pool complex: 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 coarse 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.

Riparian areas: Riparian areas are lands next to streams, lakes, and estuarine-marine shorelines. Riparian areas are transitional between terrestrial and aquatic ecosystems, through which surface and subsurface hydrology connects riverine, lacustrine, estuarine, and marine waters with their adjacent wetlands, non-wetland waters, or uplands. Riparian areas provide a variety of ecological functions and services and help improve or maintain local water quality. (See general condition 23.)

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 United States (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 purposes of RGP authorization. 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.

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. A single and complete non-linear project must have independent utility (see definition of “independent utility”). Single and complete non-linear projects may not be “piecemealed” to avoid the limits in an RGP authorization.

Special Aquatic Sites (SAS): means wetlands, mudflats, vegetated shallows, coral reefs, riffle and pool complexes, sanctuaries, and refuges as defined at 40 CFR 230.40 through 230.45 and 33 CFR 330.2.

Stormwater management: Stormwater management is the mechanism for controlling stormwater runoff for the purposes of reducing downstream erosion, water quality degradation, and flooding and mitigating the adverse effects of changes in land use on the aquatic environment. **Stormwater management facilities:** Stormwater management facilities are those facilities, including but not limited to, stormwater retention and detention ponds and best management practices, which retain water for a period of time to control runoff and/or improve the quality (i.e., by reducing the concentration of nutrients, sediments, hazardous substances and other pollutants) of stormwater runoff. **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 bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock, inorganic particles that range in size from clay to boulders. The substrate may also be comprised, in part, of organic matter, such as large or small wood fragments, leaves, algae, and other organic materials. 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 jurisdictional stream remains a water of the United States.

Structure: An object that is arranged in a definite pattern of organization. Examples of structures include, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to navigation, or any other manmade obstacle or obstruction.

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 tide line.

Tribal lands: Any lands title to which is either: 1) held in trust by the United States for the benefit of any Indian tribe or individual; or 2) held by any Indian tribe or individual subject to restrictions by the United States against alienation.

Tribal rights: Those rights legally accruing to a tribe or tribes by virtue of inherent sovereign authority, unextinguished aboriginal title, treaty, statute, judicial decisions, executive order or agreement, and that give rise to legally enforceable remedies.

Vegetated shallows:

Vegetated shallows: Vegetated shallows are special aquatic sites under the 404(b)(1) Guidelines. They are areas that are permanently inundated and under normal circumstances have rooted aquatic vegetation, such as seagrasses in marine and estuarine systems and a variety of vascular rooted plants in freshwater systems.

Waterbody: For purposes of the RGPs, a waterbody is a “water of the United States.” If a wetland is adjacent to a waterbody determined to be a water of the United States, that waterbody and any adjacent wetlands are considered together as a single aquatic unit (see 33 CFR 328.4(c)(2)).

SPECIAL PROVISION
SECTION 610

Streambed Rock Features: Rock Bands, Cobble Bars & Banklines

610.01 Description This work consists of furnishing and placing large stones in the streambed of a culvert to simulate naturally occurring Streambed Rock Features.

610.02 Materials Material for Streambed Rock Features (Rock Bands, Cobble Bars) shall consist of (1) hard, sound durable stone that will not disintegrate by exposure to water or weather, (2) streambed gravel (see SP 203) or other gravel readily available on the project, and Special Fill (see SP 203).

Stone for Streambed Rock Features shall be subangular to subrounded and may be obtained by screening oversized rock from earth borrow pits or as fieldstone. Unwashed stone, and stone with naturally fractured faces will be allowed. Material from blasting or crushing operations will not be allowed unless approved by the Resident. Large stone and rock that is harvested and set aside during excavation may be suitable for use in Stream Rock Features. Final determination of stone suitability shall be made by the Resident.

Stone for Streambed Rock features shall generally be 15-inch minus Boulder and Cobble, ranging from 3-inch to 15-inch. The smallest size fraction (8-inch minus) should be reserved for Cobble Bars. This same material can be used for Rock Bands, provided it is augmented with an equal volume of stone between 8-inch and 15-inch.

Rock Bands: shall be mix of Boulder/Cobble and Streambed Gravel (Special Provision 203). Stone shall be a well-graded mix of 3-inch to 15-inch Boulder & Cobble with 50% larger than 8-inch

15-inch minus Boulder/Cobble	Streambed Gravel
3 parts	1 part

Cobble Bars: shall be a mix of 8-inch minus Boulder/Cobble and Streambed Gravel. Stone shall be a well-graded mix of 3-inch to 8-inch Boulder & Cobble.

Cobble bars shall be mixed as

8-inch minus Boulder/Cobble	Streambed Gravel
3 parts	1 part

The Contractor shall identify the source and proposed stones for inspection at least ten (10) working days prior to the start of the stream channel construction. The grading of stone shall be determined by the Resident by visual inspection in accordance with the Standard Specifications, Section 610.032.d Inspection.

610.03a Construction Requirements

1. Rock Bands

- a. Place material for rock bands according to the location, shape, orientation and height as shown on the plans or as directed by the Resident.
- b. Place rock bands inside the culvert in a compact mass laterally across the width of the constructed channel on first lift of Special Fill as described in Special Provision Section 203 – Special Fill. Seal voids by washing in suitable filler material, paying particular attention to where bands meet culvert walls, banklines and top of first Special Fill lift. The top of the stone should not protrude above the average finished streambed surface more than 3 inches, as shown on the plans.
- c. The stone for rock bands shall be in close contact and securely interlocked with all stones firmly embedded in the special fill forming the streambed.
- d. Loose or excessively protruding stones shall be embedded, reoriented, or rearranged by machine or handwork as required to achieve the specified shape, thickness, and elevations.

2. Cobble Bars (WIN 28152 only)

- a. Place cobble bar mix on top of the finished top lift of Special Fill as shown on the plans. Seal voids by washing in suitable filler material.

610.04 Method of Measurement Streambed Rock Features quantity shall be measured by the cubic yard, complete in place.

610.05 Basis of Payment The accepted quantity of Streambed Rock Features will be paid for at the contract unit price per cubic yard complete in place. Payment shall be full compensation for furnishing all materials, equipment, and labor and washing-in with water.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
610.212 Streambed Rock Features	CY

SPECIAL PROVISION
SECTION 610
STONE FILL, RIPRAP, STONE BLANKET, AND STONE DITCH PROTECTION
(Void-Filled Riprap)

610.01 Description This work shall consist of furnishing and placing a mixture of stone and aggregate to form banklines and riprap aprons inside, upstream and downstream of a culvert as part of constructing a nature-like stream channel. The mixture is referred to as Void-Filled Riprap.

610.02 Materials Void-Filled Riprap shall conform to the following requirements:

Plain Riprap - shall be stone meeting the requirements of Section 703.26 - Plain and Hand Laid Riprap.

5-inch crushed stone – shall be a well graded mix of crushed stone with a maximum size of 5 inches and a minimum size of 3/4 inches.

Aggregate – shall be aggregate meeting the requirements of Section 703.06 - Type C aggregate for base, Type D aggregate for subbase gravel or Streambed Gravel (as described in Special Provision 203).

Where applicable, suitable material excavated on-site within the limits of the stream channel in accordance with Special Provision Section 203, Excavation and Embankment - Dredge Materials, may be used in the Void-Filled Riprap mixture with the approval of the Resident.

a. Mix proportions: Void-Filled Riprap shall be pre-mixed in the proportions listed in the following table:

Stone:	Void-fill material:	
Plain Riprap	5-inch crushed stone	Aggregate
3 parts	1 part	1 part

The mix proportions and materials listed in the table are approximate and may be adjusted by the Resident to obtain a mix that maintains contact between the larger stones for stability and has sufficient material to chock and fill the voids in the riprap. Void-Filled Riprap shall conform to the requirements at the time it is placed.

b. Inspection - The Contractor shall identify the source and proposed materials for inspection at least 10 working days prior to the start of stream channel and riprap embankment construction. The grading of the stone for Void-Filled Riprap shall be determined by the Resident by visual inspection in accordance with the Standard Specifications, Section 610.032.d Inspection.

610.03 Construction Requirements

1. Place void-fille riprap within and outside the culvert to form banklines, riprap aprons and riprap slopes with the shape and thickness as shown on the plans or as directed by the Resident. The banklines shall extend upstream and downstream from the culvert and match into the existing streambanks as directed.
2. Thoroughly pre-mix and place void-filled riprap to minimize segregation.
3. Place void-filled riprap in a minimum of 2 well mixed layers if final thickness is 2 or more feet, or full depth in one operation otherwise. After initial placement, areas that consist primarily of void-fill material shall be remixed with the larger stone as necessary.
4. All stones shall be securely interlocked and tamped into place such that contact between the stones is maintained, with void-fill material between and below the larger stones. Larger stones should extend to, and may protrude above, the average surface but shall be well embedded in the mix. The larger stones should be in contact in a manner that is similar to the placement of plain riprap.
5. Void-filled riprap shall be thoroughly washed-in with water immediately after placement of each layer. After the initial washing-in, place and spread additional void-fill material on the surface and wash-in until the remaining voids are filled prior to placing the next layer. The Contractor shall allow sufficient time for the Resident to review each layer prior to placing subsequent layers of void-filled riprap or other materials.
6. After settlement and washing-in, the minimum height of the void-filled riprap shall be as shown on the plans. Placement of areas of only void-fill material to achieve the full height or thickness will not be allowed.
7. Prior to cofferdam removal and exposure to natural flow conditions the Void-Filled Riprap shall be at the specified height and thickness, thoroughly wetted with voids filled, and reviewed and approved by the Resident.

610.04 Method of Measurement

Void-Filled Riprap will be measured in place by the cubic yard.

610.05 Basis of Payment

The accepted quantity of Void-Filled Riprap will be paid for at the contract price per cubic yard complete in place. Payment shall be full compensation for furnishing all materials, equipment, and labor and washing-in with water.

Payment will be made under:

Pay Item

610.213 Void-Filled Riprap

Pay Unit

CY

SPECIAL PROVISION
SECTION 203
(Special Fill - Streambed Material)

203.01 Description This work shall consist of furnishing and placing stone and granular material downstream of the culvert to form a nature-like streambed. The mixture is referred to as Special Fill.

203.02 Materials Special fill shall be obtained from earth borrow pits and may be available from existing stockpile or may require a blend of screenings (tailings) and other aggregates. Unwashed stone and stone with naturally fractured faces may be used. The final material shall be a dense well-graded mix of bank run materials that meet the requirements listed below.

Where applicable, suitable material excavated on-site within the limits of the stream channel in accordance with Special Provision Section 203, Excavation and Embankment - Dredge Materials, may be used to meet the mix requirements, or as filler material with the approval of the Resident.

Materials for special fill shall conform to the following requirements:

a. 12-inch Boulders and Cobbles - shall be a well graded mix of subangular to subrounded stones with a maximum size of 12 inches average dimension. Approximately 15 percent of the stones by volume shall have an average dimension greater than 9 inches, 50 percent greater than 5 inches, and 85 percent greater than 1 inch,

b. Streambed Gravel - shall be well-graded bank run or screened gravel similar to a Type D gravel (section 703.06), except that 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
½ inch	35 – 80
¼ inch	25 – 65
No. 40	5.0 – 30
No. 200	2.0 – 8

c. Filler material - the purpose of Filler Material is to fill and seal the voids so that water ponds on the surface of the streambed. Filler Material shall consist of streambed gravel 203.02, dredge material, or other suitable material approved by the Resident.

d. Mix Proportions Special Fill shall be mixed in the approximate proportions listed in the following table:

12-inch minus boulder & cobble	Streambed Gravel	Mix - Appr D85	Mix - Minimum D50 (average)	Mix - Appr D15
5 part	2 part	9 inch	2 - 3 inch	1/8 – 1/4

Mix proportions and material gradations are approximate and may be adjusted by the Resident to obtain a dense well-graded mix with enough stone for stability, and gravel and fines to fill voids and to keep water on the surface of the streambed. Special fill shall conform to the requirements at the time it is placed.

e. Testing and Inspection At least 10 working days prior to the start of stream channel construction the Contractor shall identify the source and proposed materials for inspection and shall furnish to the Resident a copy of gradation test results from a certified laboratory for the streambed gravel portion of the mix. The Department will obtain samples of the streambed gravel for Process Control prior to placement.

The grading of stone shall be determined by the Resident in accordance with the Standard Specifications, Section 610.032.d Inspection.

Acceptance will be based on the test results and visual inspection by the Resident.

203.03 Construction Requirements

1. Construct a channel with a streambed surface, banklines and rock features as shown on the plans and in accordance with Special Provision 610 – Streambed Rock Features (rock bands & cobble bars). The Contractor shall construct a test section that includes one complete set of rock features (which may include some or all of the following: band, bar, banklines), beginning at the downstream end of the culvert for review by the Resident.

2. Place special fill in 2 generally equal lifts, without pockets of either fines or coarse material. Rock Bands (to be placed on the first lift) and the second lift of Special Fill shall not be placed until the first lift of special fill has been approved by the Resident.

3. Special fill shall be placed by machine or by hand as necessary to achieve the specified shape and thickness. Larger stones may protrude above the average surface but shall be firmly embedded in the mix.

4. Special fill shall be machine tamped and thoroughly washed-in with water immediately after placement of each lift. After the initial washing-in, place additional special fill on soft areas of the streambed, tamp and wash-in until firm. Place filler material as needed to fill remaining voids. Wash-in until water remains on the surface with minimal infiltration.

5. After washing-in and compaction of the final lift, the final elevation of the special fill shall be as called for on the plans with an allowable surcharge of up 3 inches above the design grade.

6. Larger individual stones protruding more than 6 inches above the average surface grade shall be embedded, re-oriented, or replaced.

7. Mechanical methods of compaction may be used with the approval of the Resident. If the Contractor uses mechanical methods the void-filling and washing-in requirements shall still apply.

8. Special Fill shall be placed on the inlet and outlet riprap aprons in the same way as placed in the culvert. Riprap aprons shall be washed in and sealed prior to placing the Special Fill.

9. Prior to cofferdam removal and exposure to natural flow conditions the streambed shall be thoroughly wetted and compacted with voids filled, and the surface reviewed and approved by the Resident.

203.04 Method of Measurement Special fill will be measured in place by the cubic yard.

203.05 Basis of Payment The accepted quantity of special fill will be paid for at the contract price per cubic yard complete in place. Payment shall be full compensation for furnishing all materials, equipment, and labor and washing-in with water.

Pay Item

Pay Unit

203.33 Special Fill – Streambed Material

CY



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS
441 G STREET NW
WASHINGTON DC 20314

June 16, 2026

Regulatory New England District

MaineDOT
C/O Joshua Brown
24 Child Street
Augusta, ME 04330

Via Email: joshua.brown@maine.gov

Dear Mr. Brown:

This is an automated response from the U.S. Army Corps of Engineers' Regulatory Request System to your request for confirmation that your proposed activity does not require notification to the US Army Corps of Engineers (USACE). The project/review area is located at 562 Convene Rd, Sebago, ME 04029. The project has been assigned a Regulatory Request System Tracking Number 53262. This number should be referenced in all communication concerning this project.

Based on the information you have provided, it appears your project MaineDOT WIN 28150.00 may qualify for a Nationwide Permit 3 Maintenance and does not require pre-construction notification to the USACE provided you ensure that the activity meets the nationwide permit terms and conditions listed in the January 8, 2026 Corps Reissuance and Modification of Nationwide Permits (91 FR 768). Copies can be found here: <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Nationwide-Permits/>. You must also comply with the District Regional Nationwide Permit Conditions. Contact your District at 978-318-8338 for a copy of these conditions. It is your responsibility to read the nationwide permit(s) along with the General and Regional Conditions before you begin work. If you determine your project does not meet the terms of the nationwide permit and the conditions, you must contact the Corps before you begin any work in jurisdictional waters.

If an individual 401 water quality certification or Coastal Zone Management Act consistency determination is required, you are responsible for obtaining that certification or consistency determination and complying with any conditions from the certification or consistency determination. No activity is authorized by a nationwide permit until the required certification or consistency determinations has been obtained.

The nationwide permit authorization is valid until March 15, 2031, unless the district engineer modifies, suspends, or revokes the nationwide permit authorization in accordance with 33 CFR 330.5(d). If prior to this date, the nationwide permit authorization is reissued without modification or the activity complies with any subsequent modification of the nationwide permit authorization, the verification continues to remain valid until March 15, 2031. If you commence, or are under contract to commence this activity before the nationwide permit expires, or the nationwide permit is modified, suspended, or revoked by the Chief of Engineers or division engineer in accordance with 33 CFR 330.5(b) or (c), respectively, in such a way that the activity would no longer comply with the terms and conditions of the nationwide permit, you will have 12 months after the date the nationwide permit expires or is modified, suspended, or revoked, to complete the activity under the present terms and conditions of the nationwide permit.

This letter is based solely on the information you provided as of June 16, 2026 and has not been verified by the Corps of Engineers. It is your responsibility to ensure no unauthorized work in “navigable waters of the United States” or unauthorized discharges of dredged or fill material into “waters of the United States” occurs as part of the proposed project. Note that performing such an action without the requisite permit could be a violation of the Clean Water Act and/or the Rivers and Harbors Act of 1899, and may result in enforcement action. Your electronic request and associated responses will be retained by the Corps and may be used for enforcement purposes.

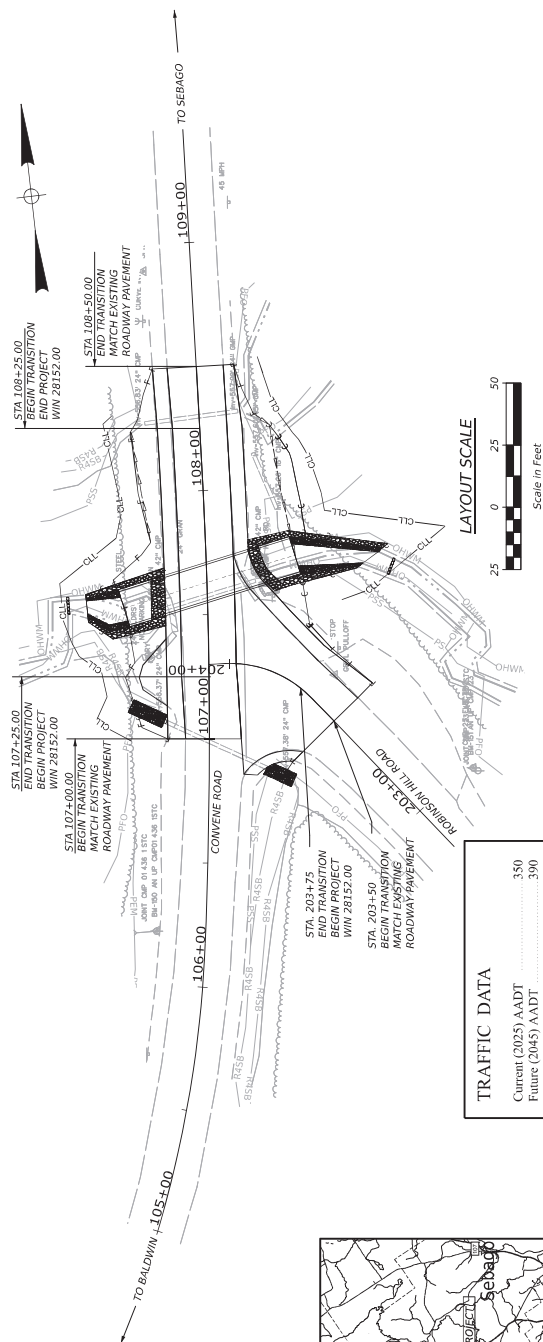
Please note that other Federal, state and/or local permits may be required. Nationwide permits do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.

If you have any questions concerning this correspondence, please contact the New England District at 978-318-8338 or you may visit the District’s website <http://www.nae.usace.army.mil/Missions/Regulatory.aspx> for additional information concerning the regulatory program. Please reference this Tracking Number 53262 in all comments and/or inquiries relating to this project.

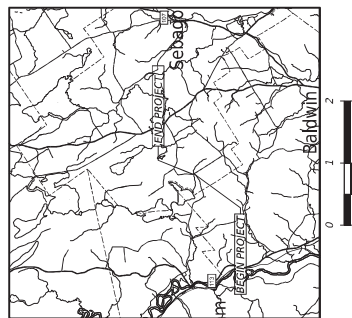
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CUMBERLAND COUNTY
XXXXX BRIDGE
BRIDGE NO. XXXX
FEDERAL PROJECT NO. 2815200
PROJECT LENGTH: 0.04 MILES

Description	Sheet No.
Title Sheet	1
Typical Sections	2
Estimated Quantities & General Notes	3
Special Details - Precast Box Culvert	4
Plan and Profile	5
Cross Sections	6-9
Preliminary Detour Plan	10
Right of Way Map	11



Current (2025) AADT	350
Future (2045) AADT	390
Design Hour Volume	11%
% Heavy Trucks (AADT)	14%
% Heavy Trucks (DHV)	14%
Directional Distribution (DHV)	63%
18-kip Equivalent P 2.0	24
18-kip Equivalent P 2.5	45
Design Speed (mph)	45
Corridor Priority	4

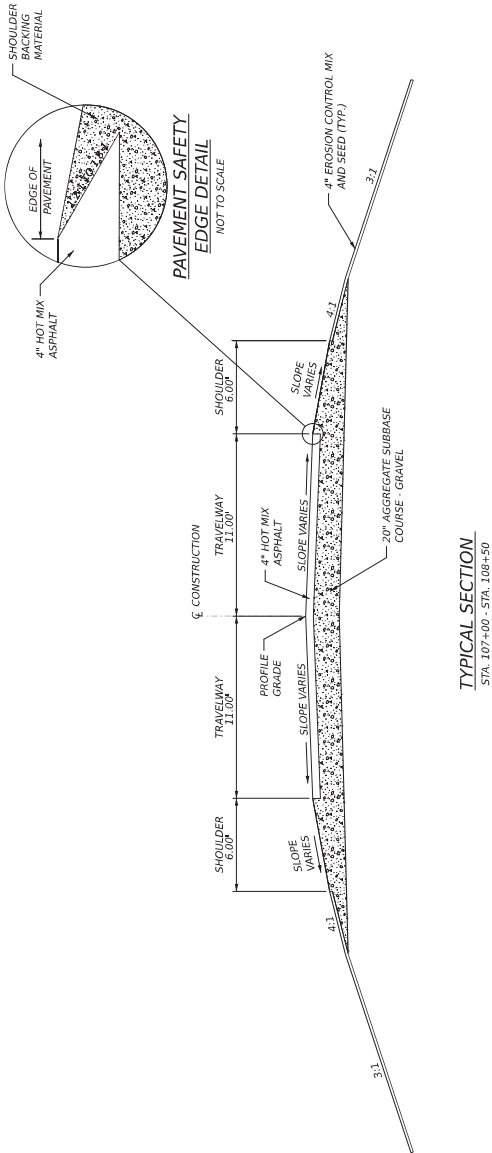


<u>PROJECT LOCATION:</u>	AT THE INTERSECTION OF ROBINSON HILL ROAD
<u>PROGRAM AREA:</u>	REGIONAL PROGRAM
<u>SCOPE OF WORK:</u>	LARGE CULVERT REPLACEMENT

SHEET NUMBER 2		OF 11	
SEBAGO CONVEEN ROAD		TYPICAL SECTIONS	
PROJ. MANAGER R. HODGMAN		DESIGN-ORIGINATOR K. WOOD	
BY P. MARTIN		CHECKED K. WOOD	
DATE 7/2/25		DESIGN-ORIGINATOR K. WOOD	
SIGNATURE		DESIGN-ORIGINATOR K. WOOD	
P.E. NUMBER		DESIGN-ORIGINATOR K. WOOD	
DATE		DESIGN-ORIGINATOR K. WOOD	
2815200		DESIGN-ORIGINATOR K. WOOD	
WIN		DESIGN-ORIGINATOR K. WOOD	
28152.00		DESIGN-ORIGINATOR K. WOOD	
HIGHWAY PLANS		DESIGN-ORIGINATOR K. WOOD	

NOTES

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROSS SLOPES SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
3. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
4. THE STATIONING SHOWN UNDER EACH TYPICAL SECTION IS APPROXIMATE.



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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2815200	WIN 28152.00 HIGHWAY PLANS
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GENERAL NOTES

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
3. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
4. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
5. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
6. THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.
7. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING, AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
8. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL. MINIMUM PROPOSED BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
9. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHMARKED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
10. PRIOR TO SURFACE PAAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANOUT (INCLUDING OPERATION)
11. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR OTHERWISE BY THE RESIDENT.
12. UNLESS OTHERWISE NOTED, SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWSNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
13. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS TO BE APPLIED TO YELLOW CENTERLINES AND WHITE EDGES AND SHALL BE CONSIDERED PART OF STANDARD SPECIFICATIONS ITEM 627.16, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.
14. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE INCIDENTAL TO THE CONTRACT.
15. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
16. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION SECTION 105.6.2, CONTRACTOR PROVIDED SERVICES. SIDE STAKES SHALL BE SET AT 10' INTERVALS. EXISTING CENTERLINE SHALL BE RECONSTRUCTED AND NEW GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAY OUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY Maindred. ALL LAYOUT, STAKEOUTS AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT. (REABSTABILIZATION ONLY)
17. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REQUIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
18. THE PROJECT GEOTECHNICAL REPORT TITLE XXXXXX, SOILS REPORT 20XX-xx, DATE CAN BE ACCESSSED AT THE MAINDRED WEBSITE <https://www.maine.gov/eob/dwag/bid-opportunities>
19. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. Maindred will NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR OPINIONS IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
20. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE, OR EQUIPMENT RENTAL AREAS.
21. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
22. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
23. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING SPECIFICATIONS. STRIPING SHALL BE PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

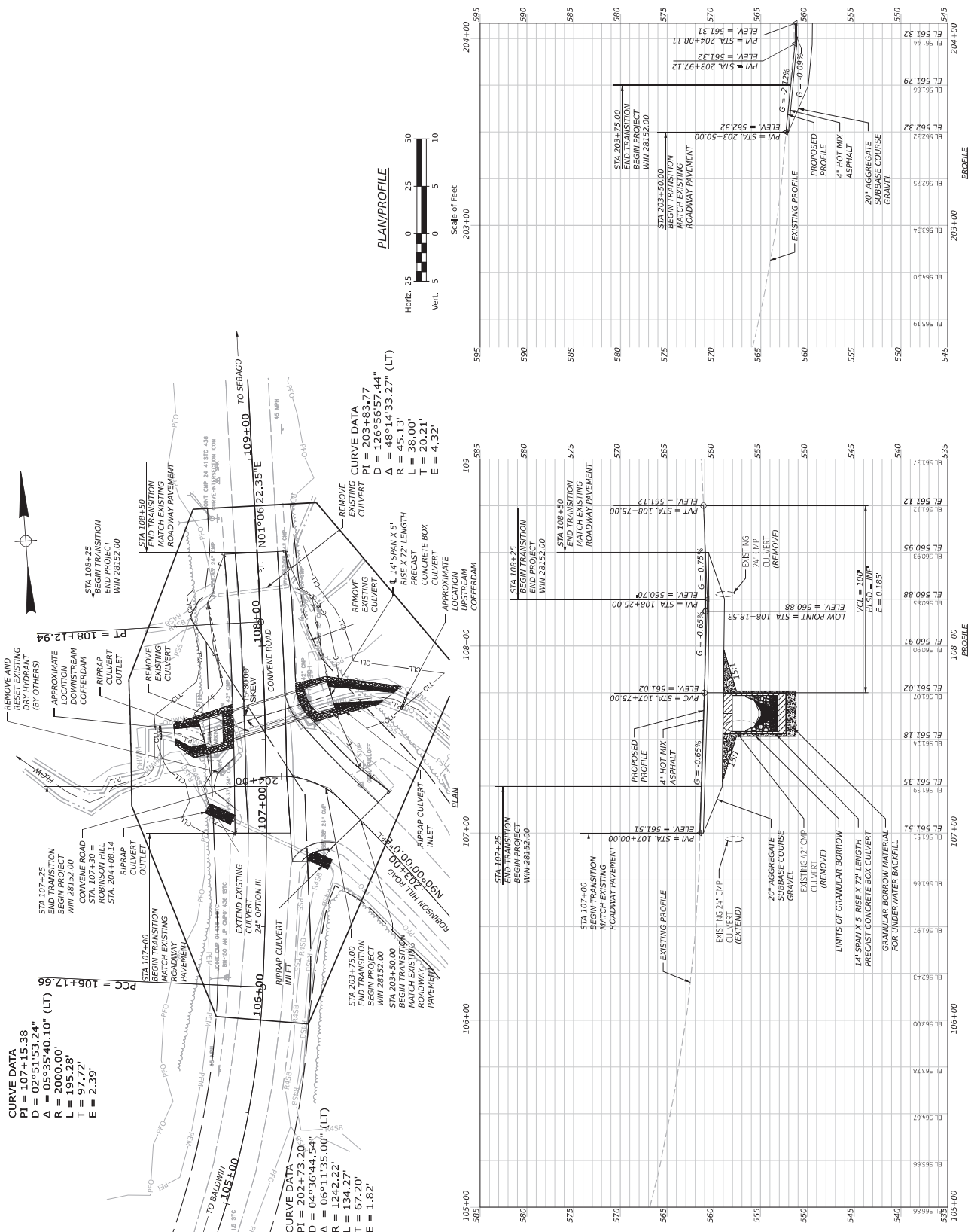
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SEBAGO
CONVENE ROAD
PLAN AND PROFILE

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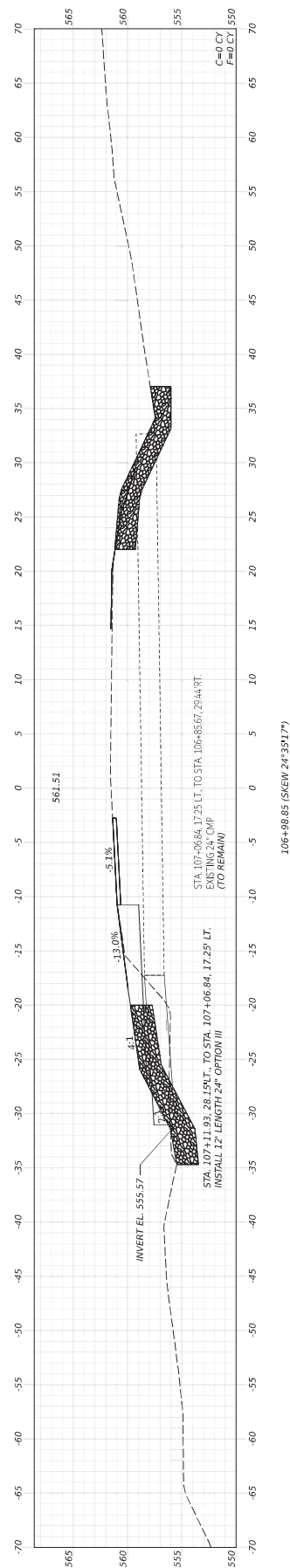
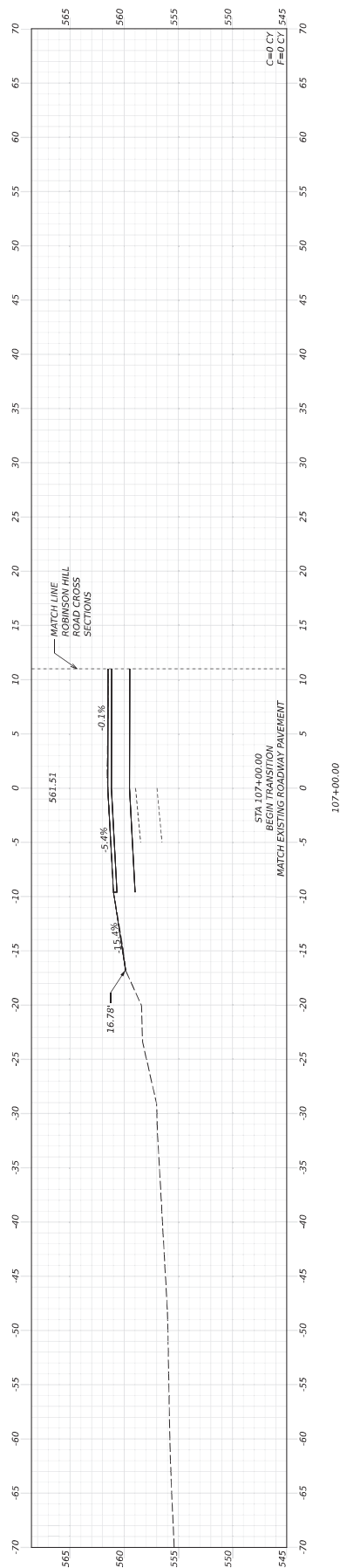
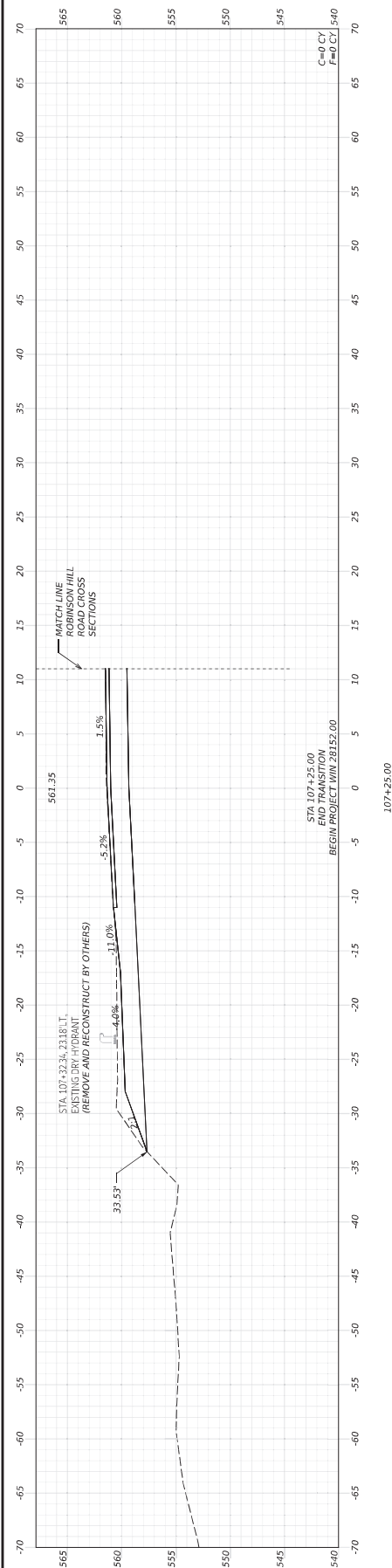
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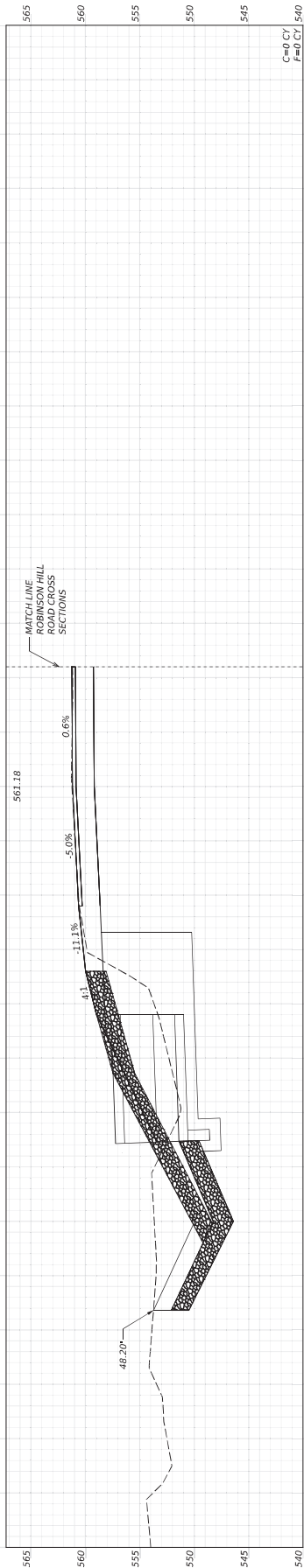
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	REVISIONS 3	
	DESIGN MODIFIED	
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SIGNATURE	K. WOOD	A. BERNER 7/2005
	P. MATHIE	R. CROSBY
DATE	BY	FOR THE PROJECT MANAGER

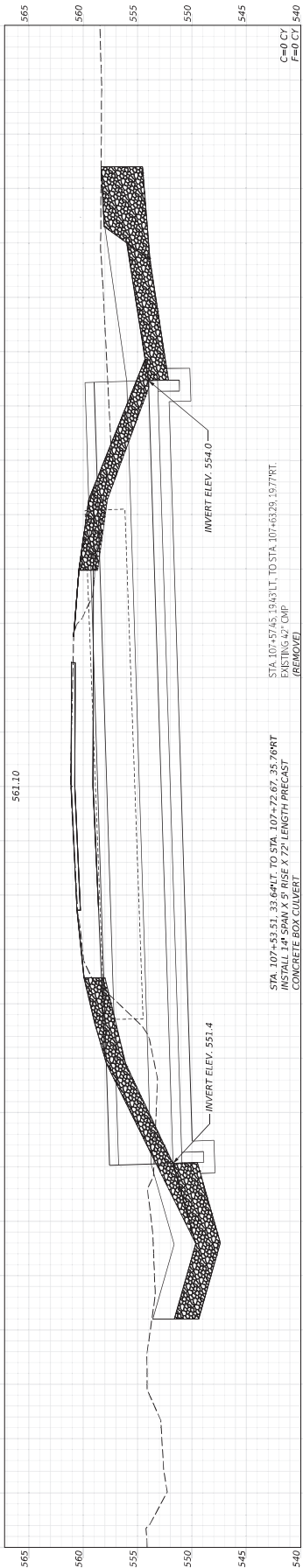
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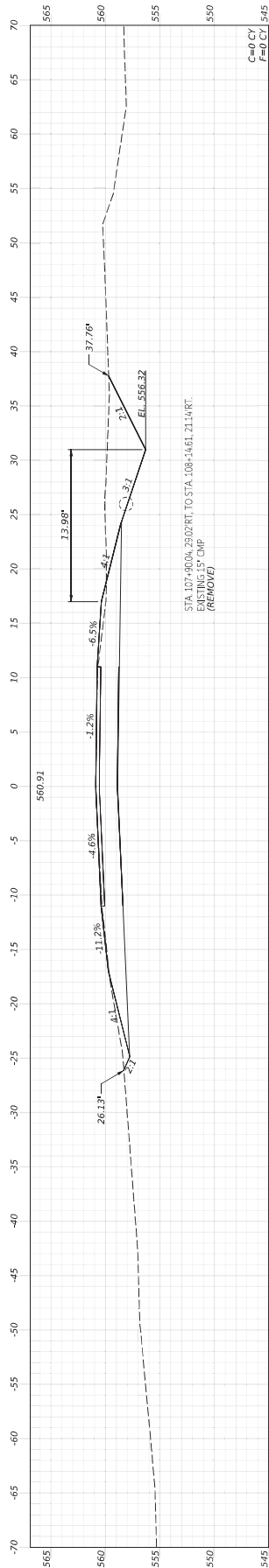
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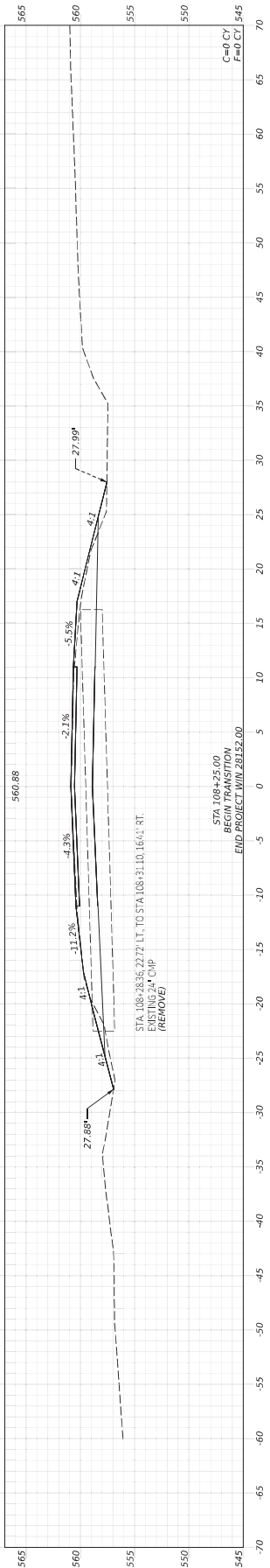
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DESIGNED BY	A. WOOD	CHECKED BY	DATE
ENGINEER	A. WOOD	IN CHARGE	DATE
DESIGNED BY	A. WOOD	CHECKED BY	DATE
ENGINEER	A. WOOD	IN CHARGE	DATE
PROJECT MANAGER	R. HOGGARD	BY	DATE

STATE OF MAINE
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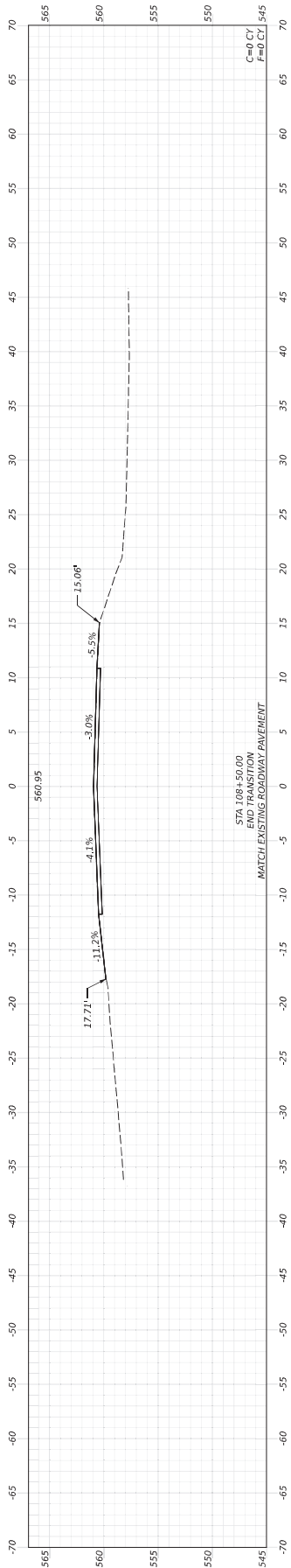
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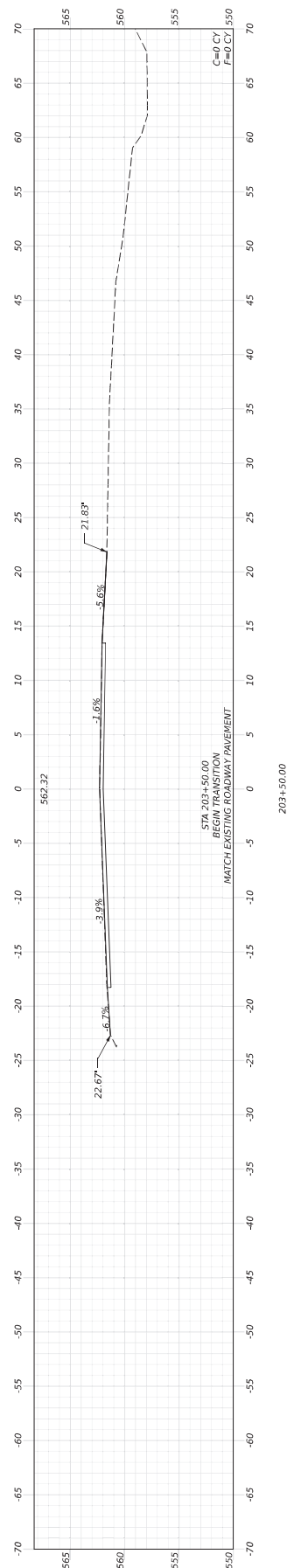
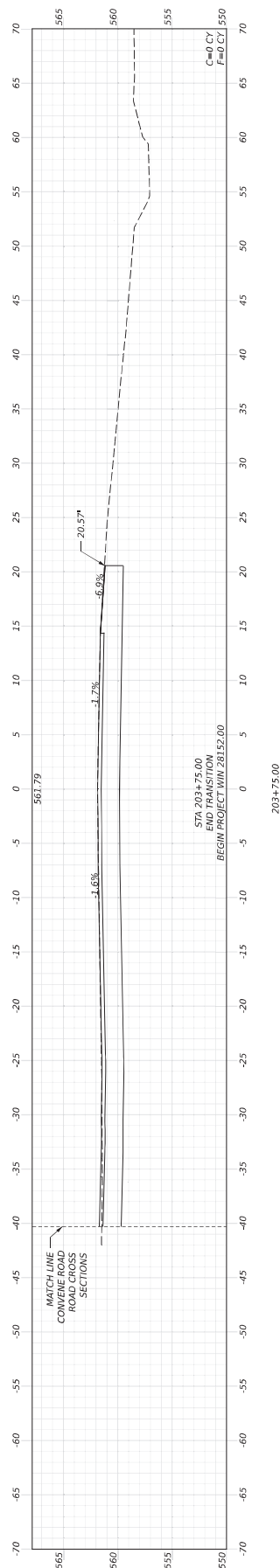
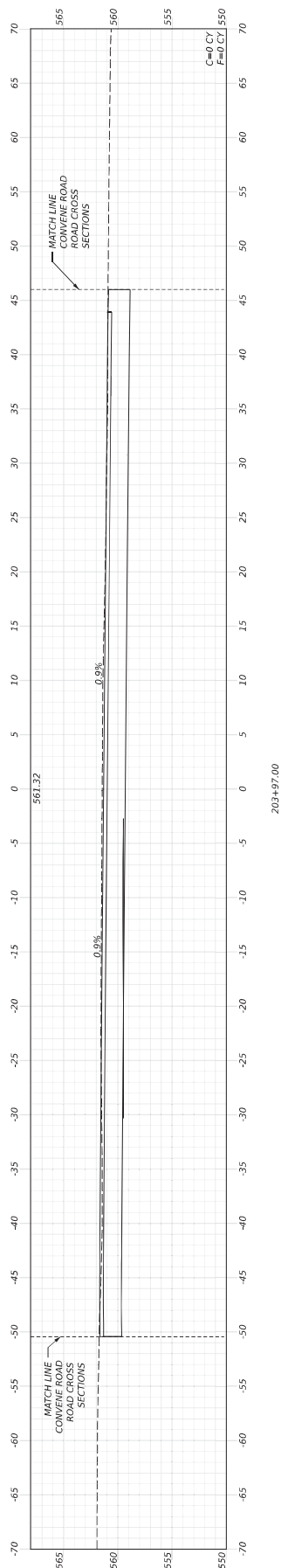


PROJECT MANAGER	R. HOGAN
DESIGNED BY	R. HOGAN
CHECKED BY	R. HOGAN
APPROVED BY	R. HOGAN
DATE	02/02/2023
SIGNATURE	
P.E. NUMBER	
DATE	

CROSS SECTIONS

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2815200
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RGP 3. Maintenance (Authorities: Sections 10 and 404):

(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, 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, requirements of other regulatory agencies, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized. This RGP also authorizes the removal of previously authorized structures or fills. Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project. This RGP also authorizes the removal of accumulated sediment and debris within, and in the immediate vicinity of, the structure or fill. This RGP also authorizes the repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events, provided the repair, rehabilitation, or replacement is commenced, or is under contract to commence, within two years of the date of their destruction or damage. In cases of catastrophic events, such as hurricanes or tornadoes, this two-year limit may be waived by the district engineer, provided the permittee can demonstrate funding, contract, or other similar delays.

(b) This RGP also authorizes the removal of accumulated sediments and debris outside the immediate vicinity of existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.). The removal of sediment is limited to the minimum necessary to restore the waterway in the vicinity of the structure to the approximate dimensions that existed when the structure was built, but cannot extend farther than 200 feet in any direction from the structure. This 200 foot limit does not apply to maintenance dredging to remove accumulated sediments blocking or restricting outfall and intake structures or to maintenance dredging to remove accumulated sediments from canals associated with outfall and intake structures. All dredged or excavated materials must be deposited and retained in an area that has no waters of the United States unless otherwise specifically approved by the district engineer under separate authorization.

(c) This RGP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to conduct the maintenance activity. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. After conducting the maintenance activity, temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

(d) This RGP does not authorize maintenance dredging for the primary purpose of navigation. This RGP does not authorize beach restoration. This RGP does not authorize new stream channelization or stream relocation projects.

Pre-construction notification required if:

Activities authorized by paragraph (b) of this RGP, the permittee must submit a pre-construction notification to the district engineer prior to commencing the activity (see general condition 32). The pre-construction notification must include information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.

Note 1: This RGP authorizes the repair, rehabilitation, or replacement of any previously authorized structure or fill that does not qualify for the Clean Water Act Section 404(f) exemption for maintenance.

Note 2: Activities conducted under RGPs involving the replacement or installation of new tidal crossings should comply with the State of Maine's CoastWise Approach. See state website for additional information: https://www.maine.gov/dmr/sites/maine.gov/dmr/files/inline-files/CoastWiseManualJuly2023_updated.pdf

Note 3: A joint pre-application consultation with the Corps and State Resource Agencies is advised for all activities that involve new or replacement tidal crossings.

Section 401 Water Quality Certification (WQC):

- MEDEP and LUPC granted WQC with general conditions and RGP-specific conditions for projects located within the boundaries of the State of Maine. See Section II above for general conditions.

RGP-specific conditions:

- To the greatest extent practicable, culvert installation must not disturb the stream's natural structure and work in the stream must be minimized.
 - The culvert must follow the course and grade of the stream channel to the greatest extent possible.
 - Culverts shall be sized to prevent perching and pooling.
- EPA granted WQC with general conditions for projects located within the boundaries of an Indian Reservation and Acadia National Park. See Section II above for general conditions.

Coastal Zone Management (CZM) Act Consistency Determination:

The MCP concurred with general and RGP-specific conditions with the Corps federal consistency determination for areas that are from the inland boundary of coastal municipalities or unorganized townships or plantations that contain tidal waters seaward to the outer limit of the State's territorial ownership, three nautical miles from the baseline from which the territorial sea is measured. See Section II above for general conditions and see MEDEP and LUPC WQC RGP-specific conditions above.

SECTION IV: General Conditions

To qualify for RGP authorization, the prospective permittee must comply with the following general conditions (GCs), as applicable. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an RGP.

1. Navigation
2. Aquatic Life Movements
3. Spawning Areas
4. Migratory Bird Breeding Areas
5. Shellfish Beds
6. Suitable Material
7. Water Supply Intakes
8. Adverse Effects From Impoundments
9. Management of Water Flows
10. Fills Within 100-Year Floodplains.
11. Equipment.
12. Soil Erosion and Sediment Controls.
13. Removal of Temporary Structures and Fills.
14. Proper Maintenance
15. Single and Complete Project
16. Wild and Scenic Rivers
17. Tribal Rights.
18. Federal Threatened and Endangered Species
19. Migratory Birds and Bald and Golden Eagles
20. Historic Properties
21. Discovery of Previously Unknown Remains and Artifacts
22. Designated Critical Resource Waters
23. Mitigation
24. Safety of Impoundment Structures.
25. Water Quality
26. Coastal Zone Management
27. Regional and Case-By-Case Conditions
28. Use of Multiple Regional General Permits
29. Transfer of General Permit Verifications
30. Compliance Certification
31. Activities Affecting Structures or Works Built by the United States
32. Pre-Construction Notification
33. PCN Summary Table
34. Essential Fish Habitat
35. Invasive Species
36. General Permit Documentation On-Site
37. Abandonment
38. Expiration of Regional General Permits

1. Navigation.

- (a) No activity may cause more than a minimal adverse effect on navigation.
- (b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.
- (c) 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 or her 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.
- (d) Aquaculture:

Navigation Risk Assessment (NRA), Aids to Navigation (AtoN), and Charting:

- i. Coordination with the USCG can be completed by contacting via email: D01-SMB-SecNNE-Waterways@uscg.mil.

The applicant shall provide the following information to facilitate completion of the NRA: applicant name/company affiliation, license/lease type (commercial, research, shellfish, kelp, new or modified), nautical chart, detailed drawing with dimensions, time of year, potential lighting/markings, types/materials of structures in water, planned anchoring, cultivation techniques (number of weekly/monthly visits, vessel tending/type), and any other significant information.

If the applicant receives a medium- or high-risk assessment, they shall coordinate with the Corps and apply safety risk mitigations. The USCG will refer the project to the Corps unless the Corps makes the determination that it may proceed.

Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense. For required permitting, the applicant shall contact USCG First District Private Aid Program Manager through D01-SMB-D01PrivateAtoN@uscg.mil. Only actual AtoNs are permitted; floats, balls, markers, mooring balls and 'highflier flags' are not considered Aids to Navigation (AtoN). See: <http://www.usharbormaster.com>.

Applicants shall notify NOAA's National Ocean Service (NOS) Nautical Data Branch Office of Coast Survey to initiate chart and Coast Pilot corrections. See:

<https://nauticalcharts.noaa.gov/>. Applicants must also notify NOAA on removal. See Note 2 below.

ii. For marine safety information during construction or other significant periods, applicants may use the First District's Marine Safety Information form and email to: D01-SMB-LNM@uscg.mil.

Note 1: If a PCN is required, applicants shall include documentation of all required coordination with their PCN.

Note 2: For nautical chart and coast pilot updates, activities owners should use the status report form at <https://nauticalcharts.noaa.gov/charts/docs/charts-updates/USACE+Permit+Status+Report.pdf>. For aquaculture activities owners should use: <https://nauticalcharts.noaa.gov/charts/docs/charts-updates/Artificial+Reef+Aquaculture+Status+Report.pdf> to notify the Office of Coast Survey of the project completion. The form should be emailed to ocs.ndb@noaa.gov and should include a copy of as-built drawings.

Note 3: There shall be no unreasonable interference with navigation by the existence or use of any activity authorized by any RGP, and no attempt shall be made by a permittee to prevent the full and free use by the public of all navigable waters at or adjacent to any activity authorized by any RGP.

2. Aquatic Life Movements.

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. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

Note: Compliance with this condition may be achieved by ensuring that during in-stream work, the low flow channel/thalweg remains unobstructed during periods of low flow, except when it is necessary to perform the authorized work. Additionally, for work in tidal waters, in-stream controls should be installed in such a manner that do not obstruct fish passage.

3. Spawning Areas.

Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

4. Migratory Bird Breeding Areas.

Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

5. Shellfish Beds.

No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by RGPs 4, 48, 55 or is a shellfish seeding or habitat restoration activity authorized by RGP 27.

Note: Contact the Maine Department of Marine Resource (ME DMR) for further conservation measures if a proposed activity would result in excess turbidity (i.e., dredging) and is located within 100 feet of ME DMR shellfish areas. Reference materials can be found at: <https://dmr-maine.opendata.arcgis.com/datasets/mainedmr-molluscan-shellfish-2010/explore?location=43.733484%2C-69.767928%2C10.43> and <https://mgs-maine.opendata.arcgis.com/datasets/maine-coastal-marine-geologic-environments/explore>.

6. Suitable Material.

No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

7. Water Supply Intakes.

No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent stabilization.

8. Adverse Effects From Impoundments.

If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

Note: Permanent wetland crossings shall be constructed in such a manner as to prevent excessive ponding or drying on either side of the authorized crossing after completion of the work. Measures shall be taken to maintain the existing hydrology. Such measures may include road cross drains such as culverts that are appropriately sized and placed at intervals to maintain the existing hydrology of the contiguous wetland.

9. Management of Water Flows.

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, including tidal flows. The activity must not restrict or impede the passage of normal or high flows, including tidal flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the preconstruction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

10. Fills Within 100-Year Floodplains.

The activity must comply with applicable FEMA approved state or local floodplain management requirements.

11. Equipment.

Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

If mats are used to minimize soil disturbance, the affected areas must be returned to pre-construction elevations, and revegetated as appropriate. In circumstances where the use of mats has caused significant soil compaction efforts using techniques (e.g., soil reaeration techniques) to break up the compaction should be employed to return the soil to a pre-construction state prior to returning to pre-construction elevations.

Note 1: Compliance with this condition may be achieved through the implementation of best management practices outline in NAE's "*Construction Mat BMPs*" document available at:

<https://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/Maine-General-Permit/>.

Note 2: Compliance with this condition may be achieved by ensuring that construction equipment such as barges in tidal waters always provide clearance above the substrate to avoid impacts to SAS during all tides.

Note 3: Compliance with this condition may be achieved by ensuring that construction equipment that would cross or access streams utilizes temporary bridges, spans, construction mats, culverts, or cofferdams to minimize disturbance to the waterway.

12. Soil Erosion and Sediment Controls.

Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

Note: Compliance with this condition may be achieved by ensuring that all discharge points back into waters of the U.S., including wetlands use appropriate energy dissipaters and erosion and sedimentation control BMPs. Controls that are biodegradable can be left in place but should be removed if not biodegradable. Temporary controls should be removed upon completion of work, but not before all exposed soil and other fills and any work waterward of the OHWM are permanently stabilized. Once permanently stabilized, temporary controls should be removed as soon as possible. Sediment and debris collected by these controls should be removed and placed at an upland location and in a manner that will prevent its later erosion into a waterway or wetland.

13. Removal of Temporary Structures and Fills.

Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. The affected areas must be revegetated, as appropriate.

Note: Compliance with this general condition may be achieved through the use of underlying temporary fills with geotextile fabric which may help to facilitate the restoration to pre-construction elevations.

14. Proper Maintenance.

Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable RGP general conditions, as well as any activity-specific conditions added by the district engineer to an RGP authorization.

Note: Derelict, degraded or abandoned piles and sheet piles in navigable waters of the U.S., except for those inside existing work footprints for piers, must be completely removed, cut and/or driven to three feet below the substrate to prevent interference with navigation. Existing creosote piles that are affected by project activities shall be completely removed if practicable. In areas of fine-grained substrates, piles must be removed by the direct, vibratory or clamshell pull method to minimize sedimentation and turbidity impacts and prevent interference with navigation from cut piles. Removed piles shall be disposed of in an upland location landward of MHW or OHW and not in wetlands, tidal wetlands, their substrate, or mudflats.

15. Single and Complete Project.

The activity must be a single and complete project. The same RGP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers.

(a) No RGP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible

inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed RGP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the pre-construction notification with the Federal agency with direct management responsibility for that river. Permittees shall not begin the RGP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed RGP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: <http://www.rivers.gov/>.

Note: See also: General Condition 33(c), Additional PCN Requirement (Wild and Scenic Rivers).

17. Tribal Rights.

No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

18. Federal Threatened and Endangered Species.

(a) No activity is authorized under any RGP which 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 designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any RGP which “may affect” a listed species or critical habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity on listed species or critical habitat has been completed. See 50 CFR 402.02 for the definition of “effects of the action” for the purposes of ESA section 7 consultation.

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has

been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

Note: Federal agencies should refer to “*Multiple Federal Agency & Lead Federal Agency Best Practices*” when a Corps permit is required, which can be found on the Corps webpage at: www.nae.usace.army.mil/Missions/Regulatory/. *(This is a pending document and will be published on our website when completed.)*

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat or critical habitat proposed for such designation, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation), the pre-construction notification must include the name(s) of the endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or that utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. The district engineer will determine whether the proposed activity “may affect” or will have “no effect” to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps’ determination within 45 days of receipt of a complete pre-construction notification. For activities where the non-Federal applicant has identified listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have “no effect” on listed species (or species proposed for listing or designated critical habitat (or critical habitat proposed for such designation), or until ESA section 7 consultation or conference has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(d) As a result of formal or informal consultation or conference with the FWS or NMFS the district engineer may add species-specific permit conditions to the RGPs.

(e) Authorization of an activity by an RGP does not authorize the “take” of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with “incidental take” provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word “harm” in the definition of “take” means an act which actually kills or injures wildlife. Such an act may include significant habitat

modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed RGP activity, the non-federal permittee should provide a copy of that ESA section 10(a)(1)(B) permit with the pre-construction notification required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed RGP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed RGP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district engineer does not need to conduct a separate ESA section 7 consultation for the proposed RGP activity. The district engineer will notify the non-federal applicant within 45 days of receipt of a complete preconstruction notification whether the ESA section 10(a)(1)(B) permit covers the proposed RGP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their web pages at <http://www.fws.gov/> or <http://www.fws.gov/ipac> and <http://www.nmfs.noaa.gov/pr/species/esa/> respectively.

19. Migratory Birds and Bald and Golden Eagles.

The permittee is responsible for ensuring that an action authorized by an RGP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects 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. Historic Properties.

(a) No activity is authorized under any RGP which may have the potential to cause effects on properties listed, or eligible for listing, in the National Register of Historic Places until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)(1)). If pre-construction notification is required for the proposed RGP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that

the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

Note: Federal agencies should refer to “*Multiple Federal Agency & Lead Federal Agency Best Practices*” when a Corps permit is required, which can be found on the Corps webpage at: www.nae.usace.army.mil/Missions/Regulatory/. *(This is a pending document and will be published on our website when completed.)*

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the RGP activity might have the potential to cause effects on any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed RGP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts commensurate with potential impacts, which may include background research, consultation, oral history interviews, sample field investigation, and/or field survey. Based on the information submitted in the pre-construction notification and these identification efforts, the district engineer shall determine whether the proposed RGP activity has the potential to cause effects on historic properties. Section 106 consultation is not required when the district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: no historic properties affected, no adverse effect, or adverse effect.

(d) Where the non-Federal applicant has identified historic properties on which the proposed RGP activity might have the potential to cause effects and has so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects on historic properties or that NHPA section 106 consultation has been completed. For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the

non-Federal applicant that he or she cannot begin the activity until section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(e) Prospective permittees should be aware that section 110k of the NHPA (54 U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

Note: To comply with GC 20 above, the *State Historic Preservation Office & Tribal Scoping Request* template should be submitted to the Maine Historic Preservation Commission and the Federally Recognized Tribes and included in the PCN submission to the Corps, which can be found on the Corps website. Also, the document titled “*Best Practices for Historic Properties & Cultural Resources*” is also found on the Corps website at: <https://www.nae.usace.army.mil/Missions/Regulatory/>. (The above documents are pending and will be published on our website when completed. Please continue to notify the MHPC and THPOs through current practices.)

21. Discovery of Previously Unknown Remains and Artifacts.

Permittees that discover any previously unknown historic, cultural or archaeological remains and artifacts while accomplishing the activity authorized by an RGP, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

22. Designated Critical Resource Waters.

Critical resource waters include, NOAA managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district

engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by RGPs 7, 12, 17, 29, 39, 42, 43, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For RGPs 3, 13, 15, 18, 19, 27, 33, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these RGPs only after she or he determines that the impacts to the critical resource waters will be no more than minimal.

23. Mitigation.

The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10 -acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-

by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, because streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for RGP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas involves planting vegetation, only native species should be planted. The width of the required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the RGPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the pre-construction notification is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the RGP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal agency holds an easement, the district engineer will coordinate with that federal agency to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If in-lieu fee program credits are the proposed option, the mitigation plan needs to address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the RGP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the RGPs. For example, if an RGP has an acreage limit of $\frac{1}{2}$ -acre, it cannot be used to authorize any RGP activity resulting in the loss of greater than $\frac{1}{2}$ -acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an RGP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the RGPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the RGP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may

be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

Note 1: In addition to the requirements of GC 23 above - *Mitigation*, compensatory mitigation requirements for unavoidable impacts to waters of the U.S. will be evaluated in accordance with the current *New England District Compensatory Mitigation Standard Operating Procedures* (April 26, 2024) and any superseding versions thereof (<https://www.nae.usace.army.mil/Missions/Regulatory/Mitigation/>).

Note 2: Applicants are encouraged to utilize the Regulatory In-lieu Fee and Bank Information Tracking System (RIBITS) in order to determine which in-lieu fee programs and/or mitigation banks have a sufficient amount of appropriate and available credits which they may propose to use to offset their proposed activity's unavoidable impacts to waters of the U.S., including wetlands. RIBITS is available at: <https://ribits.ops.usace.army.mil/ords/f?p=107:2:::..>.

24. Safety of Impoundment Structures.

To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality.

(a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an RGP with CWA section 401, a CWA section 401 water quality certification for the proposed activity which may result in any discharge from a point source into waters of the United States must be obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by the certifying authority for the issuance of the RGP, then the permittee must obtain a water quality certification or waiver for the proposed activity which may result in any discharge from a point source into waters of the United States in order for the activity to be authorized by an RGP.

(b) If the RGP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an RGP with CWA section 401, the proposed activity which may result in any discharge from a point source into waters of the United States is not authorized by an RGP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge into waters of the United States, the permittee must submit a copy of the certification to the district engineer. The discharge into waters of the United States is not authorized by an RGP until the district engineer has notified the permittee that the water quality

certification requirement has been satisfied (i.e., by the issuance of a water quality certification or a waiver and completion of the Section 401(a)(2) process).

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

Note 1: For information concerning how to apply to EPA for a Water Quality Certification for activities located within a Indian Reservation and Acadia National Park, please see: <https://www.epa.gov/cwa-401/resources-when-epa-acts-certifying-authority-under-section-401> and/or contact: R1CWA401@epa.gov.

Note 2: For information concerning how to apply to LUPC or MEDEP for a Water Quality Certification, please see: <https://www.maine.gov/dep/water/wd/wqc/>.

26. Coastal Zone Management.

In coastal states where an RGP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an RGP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

Note 1: If an individual state coastal zone management consistency concurrence is required, applicants should submit a determination of consistency (see 15 CFR 930 Subpart C) or a consistency determination to the state (see 15 CFR 930 subpart D) at the same time as the PCN is submitted to the Corps, or shortly thereafter.

Note 2: For information concerning how to apply to the Maine Office of Community Affairs for a coastal zone management consistency certification, please see: <https://www.maine.gov/dmr/programs/maine-coastal-program/federal-consistency-review>.

27. Regional and Case-By-Case Conditions.

The activity must comply with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Regional General Permits.

The use of more than one RGP for a single and complete project is authorized, subject to the following restrictions:

(a) The total acreage loss of waters of the United States for a single and complete project cannot exceed the acreage limit of the RGP with the highest specified acreage limit when multiple RGPs are used to authorize an activity.

(b) If only one of the RGPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States for that single and complete project cannot exceed that specified acreage limit. For example, if a road crossing over tidal waters is constructed under RGP 14 (which has an acreage limit of 1/3 acre in tidal waters), with associated bank stabilization authorized by RGP 13 (which does not have a specified acreage limit), the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.

(c) If two or more of the RGPs used to authorize the single and complete project have specified acreage limits, the acreage loss of waters of the United States authorized by each of those RGPs cannot exceed the specified acreage limits of each of those RGPs. For example, if a commercial development is constructed under RGP 39 (which has a 1/2-acre limit), and the single and complete project includes the filling of a ditch authorized by RGP 46 (which has a 1-acre limit), the maximum acreage loss of waters of the United States for the construction of the commercial development under RGP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States caused by the combination of the RGP 39 and RGP 46 activities cannot exceed 1 acre.

29. Transfer of General Permit Verifications.

If the permittee sells the property associated with a regional general permit verification, the permittee may transfer the regional general permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the regional general permit verification must be attached to the letter, and the letter must contain the following statement and signature:

“When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this regional general permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.”

(Transferee)

(Date)

30. Compliance Certification.

Each permittee who receives an RGP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The successful completion of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the RGP verification letter. The certification document will include:

- (a) A statement that the authorized activity was done in accordance with the RGP authorization, including any general, regional, or activity-specific conditions;
- (b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and
- (c) The signature of the permittee certifying the completion of the activity and mitigation. The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States.

If an RGP activity also requires review by, or permission from, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an RGP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written RGP verification.

Note: Refer to the New England District's Section 408 Program webpage that can be found at: <https://www.nae.usace.army.mil/Missions/Section-408/>. See also: Regional Condition 33(b), Additional PCN Requirement (Federal Projects).

32. Pre-Construction Notification.

- (a) Timing. Where required by the terms of the RGP, the prospective permittee must notify the district engineer by submitting a preconstruction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information

necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the RGP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee cannot begin the activity until receiving written notification from the Corps that there is "no effect" on listed species or "no potential to cause effects" on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. If the proposed activity requires a written waiver to exceed specified limits of an RGP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee's right to proceed under the RGP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) Contents of Pre-Construction Notification: The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific RGP or RGP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity's purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the RGP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental

effects caused by the proposed activity; and any other RGP(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require preconstruction notification, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an RGP but do not require PCNs). This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non PCN RGP activities into RGP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the RGP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of waters, wetlands, and other special aquatic sites on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate. For RGP 27 activities that require PCNs because of other general conditions or regional conditions imposed by division engineers, see Note 2 of that RGP;

Note: To comply with the above GC 32(5), the following methodologies should be utilized:

- (a) Wetlands should be delineated in accordance with the Corps Wetlands Delineation Manual and the most recent Northcentral/Northeast Regional Supplement. Wetland delineation and jurisdiction information can be found at: www.nae.usace.army.mil/missions/regulatory/jurisdiction-and-wetlands and <https://www.usace.army.mil/Media/Announcements/Article/4262089/1-august-2025-us-army-corps-of-engineers-enhances-aquatic-resource-delineation/>.
- (b) Refer to the “Best Practices for Jurisdictional Determinations and Wetland Delineations,” which can be found on the Corps webpage at:

<https://www.nae.usace.army.mil/missions/regulatory/>. *(This is a pending document and will be published on our website when completed.)*

(c) The ordinary high water mark should be delineated (on both sides) when streams, rivers, non-tidal open waters are present on the project site. Ordinary high water mark guidance can be found in RGL 05-05

(<https://usace.contentdm.oclc.org/utis/getfile/collection/p16021coll9/id/1253>).

For complex, atypical, or problematic sites see:

<https://www.erdc.usace.army.mil/Media/Fact-Sheets/Fact-Sheet-Article-View/Article/486085/ordinary-high-water-mark-ohwm-research-development-and-training/>.

(d) Vegetated shallows should be delineated when present on the project site.

Vegetated shallow survey guidance and maps can be found on the Corps webpage at: <https://www.nae.usace.army.mil/Missions/Regulatory/Jurisdiction-and-Wetlands/>.

(e) All Essential Fish Habitat should be delineated when present on the project site. EFH survey guidance can be found in the current EFH programmatic, which can be found on the Corps webpage at

<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>.

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the compensatory mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For RGP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the RGP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For RGP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the “study river” (see general condition 16); and

(10) For an RGP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the preconstruction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

Note: Refer to the “*Best Practices for 408 Procedures*”, which can be found on the Corps webpage at: <https://www.nae.usace.army.mil/missions/regulatory/state-general-permits/maine-general-permit/>.

(c) Form of Pre-Construction Notification: The regional general permit pre-construction notification form (Form ENG 4342) should be used for RGP PCNs. A letter containing the required information may also be used. All PCN forms shall be submitted to the Maine Project Office via email: cenae-r-me@usace.army.mil.

(d) Agency Coordination:

(1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity’s compliance with the terms and conditions of the RGPs and the need for mitigation to reduce the activity’s adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for:

(i) all RGP activities that require preconstruction notification and result in the loss of greater than 1/2-acre of waters of the United States;

(ii) RGP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and

(iii) RGP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters.

(iv) All activities that require a waiver.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). These agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district

engineer will fully consider agency comments received within the specified time frame concerning the proposed activity's compliance with the terms and conditions of the RGPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered.

(4) In cases where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants will submit necessary documents and files to the Corps electronically via email at cenae-r-me@usace.army.mil or using the RRS at <https://rrs.usace.army.mil/rrs>

(6) The USACE will require additional information not listed here be provided with the PCN if necessary for compliance with other federal laws.

33. **PCN Summary Table.**

The following activities may require a PCN regardless of the terms of the applicable RGP. Please read the applicable GC to determine if a PCN is required.

Exceedance of loss thresholds within streams, non-tidal and tidal wetlands, tidal submerged aquatic vegetation, mudflats, and intertidal areas	See GC 33 - a
Located within or the vicinity of a Federal Project	See GC 33 - b
Located within or the vicinity of a Wild and Scenic River	See GC 33 - c
Involving discharges of temporary fill material	See GC 33 - d
Located within Vernal Pools	See GC 33 - e
Involving slip lining	See GC 33 - f
Activities within Time-of-Year Restrictions	See GC 33 - g
Located within the Saint John and Saint Croix River basins (Maine)	See GC 33 - h
Authorized by RGP 48, Commercial Shellfish Mariculture Activities and within the State of Maine > 5	See GC 33 - i
Additional aquatic resource protection - activities within Important Rare Resources	See GC 33 - j
Involving stream crossings	See GC 33 - k

(a) Additional PCN Requirement (Specific Resources):

A PCN is required for any proposed activities which would result in the loss of waters of the United States³ that exceed the listed thresholds to the following aquatic resources if not already required by the RGP.

Aquatic Resource:	Threshold:
Non-tidal Wetlands	4,356 square feet (0.1 acre)
Tidal and Non-Tidal Stream	200 linear feet or 0.03 acre (whichever is less)
Tidal Wetland	500 square feet
Tidal Submerged Aquatic Vegetation (SAV)	25 square feet
Mudflat	1,000 square feet
Intertidal	1,000 square feet

(b) Additional PCN Requirement (Federal Projects):

A PCN is required for any proposed activities which would involve the temporary or permanent occupation of, or alteration 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). This includes all structures and work in, over, or under a Corps' federal navigation project (FNP) or in the FNP's buffer zone. The buffer zone is an area that extends from the horizontal limits of the FNP to a distance three times the FNP's authorized depth.

The activity may also require review and approval by the Corps pursuant to 33 USC 408 (Section 408 Permission). The applicant may reach out to the points of contact listed here: <https://www.nae.usace.army.mil/Missions/Section-408/> and consult the National Channel Framework mapper:

<https://experience.arcgis.com/experience/b413139f18c046009ebcf62abea941dd/page/Map/>. For activities which require a Section 408 permission, verification under a RGP will not be issued prior to the decision the Section 408 permission requires. Any structure or work constructed in an FNP, or its buffer zone shall be subject to removal at the owner's expense prior to any future Corps dredging or hydrographic surveys.

Applicants should contact the Corps Real Estate Division (<https://www.nae.usace.army.mil/Missions/Real-Estate-Division/>) at (978) 318-8585 for work that would occur on or would potentially affect a Corps property (or properties) and/or Corps-controlled easements. Work may not commence on Corps properties and/or Corps-controlled easements until they have received any required Corps real estate documents demonstrating site-specific permission to perform work.

A PCN is not required if an applicant has previously obtained a Section 408 permission for their proposed activities, or a determination from the Corps that a Section 408

³ See Section VI – Definitions and Acronyms for loss of Waters of the United States.

permission is not required for their proposed activities, and the proposed activities qualify for a non-notifying RGP.

(c) Additional PCN Requirement (Wild and Scenic Rivers):

A PCN is required under GC 16, Wild and Scenic Rivers, and for: 1) any proposed activities which would be located in and within 0.25 mile up or downstream of a Wild and Scenic River (WSR) segment, or in tributaries within 0.25 mile of a WSR segment; 2) any proposed activities which would be located in wetlands within 0.25 mile of a WSR segment; and 3) any proposed activities that have the potential to alter free-flowing characteristics in a WSR segment. Applicants should utilize <http://www.rivers.gov/> for the most up-to-date WSR designations.

Note: Applicants may coordinate with the Federal agency that has direct management responsibility of the WSR segment or tributary their proposed activity would be within 0.25 mile of prior to submitting a PCN to the Corps. If that Federal agency determines that the proposed activity would not adversely affect the subject WSR, a PCN is not required to be submitted.

(d) Additional PCN Requirement (Temporary Fills):

A PCN is required for any proposed activities that would involve the discharge of temporary fill (33 CFR 323.2(e) and (f)) greater than 1/10-acre to be left in place in non-tidal wetlands for more than one growing season. The growing season is generally defined as April 1 to September 30 (See the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region* for more information about determining growing season.

<https://www.nae.usace.army.mil/Missions/Regulatory/Jurisdiction-and-Wetlands/Wetland-Delineation-Manual/>).

Note 1: The Corps will decide on a case-by-case basis, after evaluating site-specific and activity-specific circumstances whether temporary construction mats proposed for use are considered as temporary fill.

Note 2: For linear projects, crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of RGP authorization (33 CFR 330.2(i)). Therefore, each crossing of a water of the U.S., including wetlands could have up to 0.1 acre of temporary fill without requiring the submittal of a PCN.

(e) Additional PCN Requirement (Vernal pools):

A PCN is required for any proposed discharges of dredged or fill material within a vernal pool depression which has been determined to be a water of the U.S. For information

on vernal pools, please visit:

<https://www.nae.usace.army.mil/Missions/Regulatory/Vernal-Pools/>

Note: Please note that the state may regulate additional vernal pools that the Corps does not.

(f) Additional PCN Requirement (Slip-Lining):

A PCN is required for any proposed activity which involves slip-lining a stream crossing that is not currently meeting the stream crossing BMPs found in GC 33(k) below (e.g., slip-lining and invert-lining).

(g) Additional PCN Requirement (In Water Work Time-of-Year Windows and Restrictions):

In-water work (including physical alterations) within non-tidal and tidal waters, shall be conducted during the following time-of-year (TOY) work windows (see below table).

Approval to work outside the TOY work windows must be obtained from the Maine Department of Inland Fisheries and Wildlife (IFW) using the form located at:

<https://www.maine.gov/dep/land/permits/pbr/index.html> for work in non-tidal waters or from the Maine Department of Marine Resources (DMR):

<https://www.maine.gov/dep/land/permits/pbr/index.html> for work in tidal waters. If in-water work cannot be completed during the TOY work window or approval to work outside the TOY work window from IFW or DMR is not obtained, then the project requires a PCN and written verification removing the below requirements. If a PCN is required, due to RGP thresholds and/or other general and/or regional conditions, then the state's approval for working outside the TOY restriction shall be submitted with the PCN.

	TOY Work Restriction	TOY Work Window
Non-tidal Waters	Oct. 2 to Jul. 14	Jul. 15 to Oct 1.
Tidal Waters	Apr. 16 to Nov. 14	Nov. 15 to Apr. 15

Any proposed activity located in waters of the U.S. (excluding wetlands) shall be completed entirely "in-the-dry" or be isolated from active flows/the water column using temporary measures (i.e., cofferdams, sandbags, flume pipes, etc.) to the maximum extent practicable. The term "in-the-dry" means work that is done under dry conditions, e.g., work behind cofferdams or when the stream or tide is waterward of the work.

(h) Additional PCN Requirement (Saint John and Saint Croix River basins):

A PCN is required for any proposed 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 boundary; 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.

(i) Additional PCN Requirement (RGP 48, Commercial Shellfish Mariculture Activities):

A PCN is required for any activities proposed under RGP 48 which would install gear for a commercial shellfish operation within a site greater than 5 acres in size.

(j) Additional PCN Requirement (Important or Rare Resources):

A PCN is required if a discharge of dredged or fill material is proposed within any of the following aquatic resources or resource types identified as specifically important or rare within the State of Maine that warrant additional protections:

1. Lakes and tributaries that support arctic char and lake whitefish; or
2. Bogs and fens

(k) Additional PCN Requirement (Activities that do not meet the Stream Crossing BMPs):

A PCN is required for any proposed stream crossing activities that cannot comply with the below “Stream Crossing Best Management Practices (BMPs)” unless the district engineer provides the applicant written verification removing the below requirements.

1. The width of the crossing shall be greater than or equal to 1.2 times the bank full width.
2. The crossing shall be embedded greater than or equal to 2 feet and/or at least 25 percent of the conveyance’s height.
3. The crossing shall be constructed with a natural bottom substrate, as applicable.
4. The crossing shall match the gradient (i.e., slope) of the natural stream channel profile.
5. The crossing shall meet an openness ratio of greater than 0.82 feet.

For proposed stream crossings that cannot implement the above BMPs, the applicant should first coordinate with the appropriate state office to obtain required or recommended alternate stream crossing BMPs, prior to submitting a PCN to the Corps. If a stream crossing is designed to meet the standards required or recommended by the appropriate state agency for which the proposed activity is located within, those standards can serve in-lieu of these BMPs and submittal of a PCN is not required.

Note: Below are links to the stream crossing standards/guidelines for Maine that have published such standards/guidelines. Applicants are highly encouraged to contact their state for additional information regarding those requirements and/or recommendations, as state requirements may be more stringent than the above listed BMPs.

Maine Interagency Stream Crossing Guidelines:
(<https://www.nae.usace.army.mil/Missions/Regulatory/>) - (*This is a pending document and will be published on our website when completed.*)

CoastWise:
(https://www.maine.gov/dmr/sites/maine.gov.dmr/files/inline-files/CoastWiseManualJuly2023_updated.pdf)

34. Essential Fish Habitat (EFH):

Essential Fish Habitat (EFH) is defined as those waters and substrates necessary to fish for spawning, breeding, feeding or growth to maturity (16 U.S.C. 1802).

The following GPs have been determined to result in no more than minimal adverse effects, provided the permittee complies with all terms and conditions of the RGP as applicable to the activity, including all activity thresholds and activity-specific Conservation Recommendations (CRs) identified in the current EFH and Fish and Wildlife Coordination Act (FWCA) Programmatic Consultation

(<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>).

For non-Federal applicants whose proposed activities would be located within EFH and that do not require a PCN per the language of the RGP or per any other general or regional condition (i.e., non-notifying), the applicant shall review the current EFH and FWCA Programmatic Consultation

(<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>) to ensure their proposed activity complies with all applicable CRs.

- a. A PCN is required for any proposed project which would exceed the activity thresholds that are included within the current EFH and FWCA Programmatic Consultation. Any proposed project that exceeds an activity threshold requires preliminary coordination/project-specific consultation.
- b. For all activities which do not exceed the activity-based thresholds included within the current EFH and FWCA Programmatic Consultation, the project proponent shall implement the activity-specific applicable CRs. If the applicable CRs cannot be implemented, a PCN must be submitted to the Corps, and work may not commence until the Corps verifies the project under the applicable RGP(s).

Federal applicants should follow their own procedures for compliance with the Magnuson-Stevens Fishery Conservation and Management Act and Fish and Wildlife Coordination Act.

Note 1: For activities proposed for authorization by an RGP that requires the submittal of a PCN, applicants are encouraged to review the current EFH and FWCA Programmatic

Consultation and design their proposed activities with the activity-based thresholds and incorporate applicable CRs.

Note 2: Applicants can utilize the NMFS EFH mapper to determine if their proposed activities are located within EFH: <https://www.habitat.noaa.gov/apps/efhmapper/>. Applicants can also utilize the current EFH and FWCA Programmatic Consultation (<https://www.nae.usace.army.mil/Missions/Regulatory/Essential-Fish-Habitat/>) for guidance on non-tidal waterbodies with diadromous fish.

35. Invasive Species:

The introduction, spread, or the increased risk of invasion of invasive plant or animal species on the project site, into new or disturbed areas, or into areas adjacent to the project site caused by the site work shall be prevented. Native, non-invasive vegetation must be used for revegetation unless otherwise authorized by the Corps, and shall not contain any species listed in Appendix K (“Invasive and Other Unacceptable Plant Species”) of the current *New England District Compensatory Mitigation Standard Operating Procedures* and any superseding versions thereof (<https://www.nae.usace.army.mil/Missions/Regulatory/Mitigation/>). Information about how to avoid the spread of invasive species can be found at: <https://www.nae.usace.army.mil/Missions/Regulatory/Invasive-Species>.

36. General Permit Documentation On-Site:

The permittee shall ensure that a copy of their verification letter (for notifying GPs only) and applicable RGP with all applicable GCs are at the worksite whenever work is being performed, and that all personnel performing work are fully aware of its terms and conditions.

37. Abandonment:

If the permittee decides to abandon the activity authorized by a RGP, unless such abandonment is merely the transfer of property to another party, the permittee may be required to restore the area to the satisfaction of the Corps.

38. Expiration of Regional General Permits:

If an RGP is not modified or reissued within five years of its effective date, it automatically expires and becomes null and void. Activities which have commenced (i.e., are under construction) or are under contract to commence in reliance upon an RGP will remain authorized provided the activity is completed within twelve months of the date of an RGP's expiration, modification, or revocation, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization. Activities completed under the authorization of an RGP which was in effect at the time the activity was completed continue to be authorized by that RGP.

Section V: District Engineer's Decision

1. In reviewing the pre-construction notification for the proposed activity, the district engineer will determine whether the activity authorized by the Maine General Permit will result in more than minimal individual or cumulative adverse environmental effects or maybe contrary to the public interest. If a project proponent requests authorization by a specific General Permit, the district engineer should issue the General Permit verification for that activity if it meets the terms and conditions of that General Permit, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the single and complete crossings of waters of the United States that require pre-construction notifications to determine whether they individually satisfy the terms and conditions of the RGP(s), as well as the cumulative effects caused by all of the crossings of waters of the United States authorized by a RGP. If an applicant requests a waiver of an applicable limit, the district engineer will only grant the waiver upon a written determination that the RGP activity will result in only minimal individual and cumulative adverse environmental effects.
2. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the RGP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by a RGP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also consider site specific factors, such as the environmental setting in the vicinity of the RGP activity, the type of resource that will be affected by the RGP activity, the functions provided by the aquatic resources that will be affected by the RGP activity, the degree or magnitude to which the aquatic resources perform those functions, the extent that aquatic resource functions will be lost as a result of the RGP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add activity-specific conditions to the RGP authorization to address site-specific environmental concerns.
3. If the proposed RGP activity includes a loss of waters greater than the thresholds outlined in the New England Compensatory Mitigation Guidance, the prospective permittee should submit a mitigation proposal with the pre-construction notification. Applicants may also propose compensatory mitigation for RGP activities with smaller impacts, or for impacts to other types of waters. However, compensatory mitigation shall not be required for activities authorized by RGP 27 because those activities must result in net increases in aquatic resource functions and services (see the text of RGP 27). The district engineer will consider any proposed compensatory mitigation or other

mitigation measures the applicant has included in the proposal when determining whether the net adverse environmental effects of the proposed RGP activity are no more than minimal. The compensatory mitigation proposal may be either conceptual or detailed. If the district engineer determines that the proposed activity complies with the terms and conditions of the RGP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the RGP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the pre-construction notification, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan and determine whether the proposed mitigation would ensure that the RGP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the RGP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the RGP activity can proceed under the terms and conditions of the RGP, including any activity-specific conditions added to the RGP authorization by the district engineer.

4. If the district engineer determines that the adverse environmental effects of the proposed RGP activity are more than minimal, then the district engineer will notify the applicant either:
 - (a) that the activity does not qualify for authorization under the RGP and instruct the applicant on the procedures to seek authorization under an individual permit;
 - (b) that the activity is authorized under the RGP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or
 - (c) that the activity is authorized under the RGP with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day pre-construction notification review period (unless additional time is required to comply with general conditions 16, 18, 20, and/or 31), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not

practicable or not necessary to ensure timely completion of the required compensatory mitigation.

Further Information:

1. District engineers have authority to determine if an activity complies with the terms and conditions of an RGP.
2. RGPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.
3. RGPs do not grant any property rights or exclusive privileges.
4. RGPs do not authorize any injury to the property or rights of others.
5. RGPs do not authorize interference with any existing or proposed Federal project (see general condition 31).

SECTION VI: Definitions and Acronyms

Best management practices (BMPs): Policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development. BMPs are categorized as structural or non-structural.

Compensatory mitigation: The restoration (re-establishment or rehabilitation), establishment (creation), enhancement, and/or in certain circumstances preservation of aquatic resources for the purposes of offsetting unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

Currently serviceable: Useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.

Direct effects: Effects that are caused by the activity and occur at the same time and place.

Discharge: The term “discharge” means any discharge of dredged or fill material into waters of the United States.

Ecological reference: A model used to plan and design an aquatic ecosystem restoration, enhancement, or establishment activity under RGP 27. An ecological reference may be based on: (1) the structure, functions, and dynamics of an aquatic ecosystem type or a riparian area type that currently exists in the region; (2) the structure, functions, and dynamics of an aquatic ecosystem type or riparian area type that existed in the region in the past; and/or (3) indigenous and local ecological knowledge that apply to the aquatic ecosystem type or riparian area type (i.e., a cultural ecosystem). Cultural ecosystems are ecosystems that have developed under the joint influence of natural processes and human management activities (e.g., fire stewardship). An ecological reference takes into account the range of variation of the aquatic habitat type or riparian area type in the region.

Enhancement: The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

Establishment (creation): The manipulation of the physical, chemical, or biological characteristics present to develop an aquatic resource that did not previously exist at an upland site. Establishment results in a gain in aquatic resource area.

High Tide Line: The line of intersection of the land with the water’s surface at the maximum height reached by a rising tide. The high tide line may be determined, in the

absence of actual data, by a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm.

Historic Property: Any prehistoric or historic district, site (including archaeological site), building, structure, or other object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 CFR part 60).

Independent utility: A test to determine what constitutes a single and complete nonlinear 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.

Indirect effects: Effects that are caused by the activity and are later in time or farther removed in distance, but are still reasonably foreseeable.

Loss of waters of the United States: Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity. The loss of stream bed includes the acres of stream bed that are permanently adversely affected by filling or excavation because of the regulated activity. Permanent adverse effects 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. The acreage of loss of waters of the United States is a threshold measurement of the impact to jurisdictional waters or wetlands for determining whether a project may qualify for an RGP; it is not a net threshold that is calculated after considering compensatory mitigation that may be used to offset losses of aquatic functions and services. Waters of the United States temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are not included in the measurement of loss of waters of the United States. Impacts resulting from activities that do not require Department of the Army authorization, such as activities eligible for exemptions under section 404(f) of the Clean Water Act, are not considered when calculating the loss of waters of the United States.

Nature-based solutions: Actions to protect, sustainably manage, and restore natural or modified ecosystems, that address societal challenges effectively and adaptively, simultaneously providing human well-being and biodiversity benefits.

Navigable waters: Waters subject to section 10 of the Rivers and Harbors Act of 1899. These waters are defined at 33 CFR part 329. **Non-tidal wetland:** A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters.

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).

Open water: For purposes of the RGPs, an open water is any area that in a year with normal patterns of precipitation has water flowing or standing above ground to the extent that an ordinary high water mark can be determined. Aquatic vegetation within the area of flowing or standing water is either non-emergent, sparse, or absent. Vegetated shallows are considered to be open waters. Examples of “open waters” include rivers, streams, lakes, and ponds. **Ordinary High Water Mark:** The term ordinary high water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Perennial stream: A perennial stream has surface water flowing continuously year round during a typical year.

Practicable: Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Pre-construction notification: A request submitted by the project proponent to the Corps for confirmation that a particular activity is authorized by nationwide permit. 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 a nationwide permit, or by regional conditions. A pre-construction notification may be voluntarily submitted in cases where pre-construction notification is not required and the project proponent wants confirmation that the activity is authorized by nationwide permit. **Preservation:** The removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms.

Preservation does not result in a gain of aquatic resource area or functions. 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 a gain 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.

Riffle and pool complex: 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 coarse 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.

Riparian areas: Riparian areas are lands next to streams, lakes, and estuarine-marine shorelines. Riparian areas are transitional between terrestrial and aquatic ecosystems, through which surface and subsurface hydrology connects riverine, lacustrine, estuarine, and marine waters with their adjacent wetlands, non-wetland waters, or uplands. Riparian areas provide a variety of ecological functions and services and help improve or maintain local water quality. (See general condition 23.)

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 United States (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 purposes of RGP authorization. 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.

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. A single and complete non-linear project must have independent utility (see definition of “independent utility”). Single and complete non-linear projects may not be “piecemealed” to avoid the limits in an RGP authorization.

Special Aquatic Sites (SAS): means wetlands, mudflats, vegetated shallows, coral reefs, riffle and pool complexes, sanctuaries, and refuges as defined at 40 CFR 230.40 through 230.45 and 33 CFR 330.2.

Stormwater management: Stormwater management is the mechanism for controlling stormwater runoff for the purposes of reducing downstream erosion, water quality degradation, and flooding and mitigating the adverse effects of changes in land use on the aquatic environment. **Stormwater management facilities:** Stormwater management facilities are those facilities, including but not limited to, stormwater retention and detention ponds and best management practices, which retain water for a period of time to control runoff and/or improve the quality (i.e., by reducing the concentration of nutrients, sediments, hazardous substances and other pollutants) of stormwater runoff. **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 bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock, inorganic particles that range in size from clay to boulders. The substrate may also be comprised, in part, of organic matter, such as large or small wood fragments, leaves, algae, and other organic materials. 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 jurisdictional stream remains a water of the United States.

Structure: An object that is arranged in a definite pattern of organization. Examples of structures include, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to navigation, or any other manmade obstacle or obstruction.

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 tide line.

Tribal lands: Any lands title to which is either: 1) held in trust by the United States for the benefit of any Indian tribe or individual; or 2) held by any Indian tribe or individual subject to restrictions by the United States against alienation.

Tribal rights: Those rights legally accruing to a tribe or tribes by virtue of inherent sovereign authority, unextinguished aboriginal title, treaty, statute, judicial decisions, executive order or agreement, and that give rise to legally enforceable remedies.

Vegetated shallows:

Vegetated shallows: Vegetated shallows are special aquatic sites under the 404(b)(1) Guidelines. They are areas that are permanently inundated and under normal circumstances have rooted aquatic vegetation, such as seagrasses in marine and estuarine systems and a variety of vascular rooted plants in freshwater systems.

Waterbody: For purposes of the RGPs, a waterbody is a “water of the United States.” If a wetland is adjacent to a waterbody determined to be a water of the United States, that waterbody and any adjacent wetlands are considered together as a single aquatic unit (see 33 CFR 328.4(c)(2)).



Environmental Summary Sheet

WIN: 28150.00

Date Submitted: 5/11/2026

Town: Sebago, Convene Road, (XC86111)

CPD Team Leader: Joshua Brown

ENV Field Contact (Regional Coordinator): Justin Sweitzer

NEPA Complete:

Section 106

Review Complete: No Effect

Section 106 Resources: None

Section 4(f) and 6(f)

Section 4(f)

No properties

Section 6(f)

No properties

Maine Department of Inland Fisheries and Wildlife Essential Habitat

The tributary to Hanson Brook supports eastern brook trout. To minimize effects to trout, all in-water work must be completed during the July 15 – September 30 in-water work window.

Section 7

Species of Concern: Small Whorled Pogonia – No Effect

Monarch Butterfly: No Jeopardy

Essential Fish Habitat

No Adverse Effect

Maine Department of Agriculture, Conservation, and Forestry

Public Lands, Submerged Land Lease: NA

Maine Land Use Planning Commission: NA

Maine Department of Environmental Protection

Exempt per 480(Q)

Army Corps of Engineers: Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.

Non-Notifying under RGP 3

Stormwater Review

NA, based on scope

Hazardous Materials Review

Hazardous materials not anticipated

Special Provisions Required

Special Provision 203 – Streambed Material

N/A ☐ Applicable ☒

Special Provision 105-Environmental Requirements

N/A ☐ Applicable ☒

Standard Specification 656-Erosion Control Plan

N/A ☐ Applicable ☒

Special Provision 610 – Void Filled RipRap

N/A ☐ Applicable ☒

Special Provision 610-Streambed Rock Features

N/A ☐ Applicable ☒



Environmental Summary Sheet

WIN: 28152.00

Date Submitted: 5/11/2026

Town: Sebago, Convene Road, (XC85804)

CPD Team Leader: Joshua Brown

ENV Field Contact (Regional Coordinator): Justin Sweitzer

NEPA Complete:

Section 106

Review Complete: No Effect

Section 106 Resources: none

Section 4(f) and 6(f)

Section 4(f)

No properties

Section 6(f)

No properties

Maine Department of Inland Fisheries and Wildlife Essential Habitat

Hanson Brook supports eastern brook trout. To minimize effects to trout, all in-water work must be completed during the July 15 – September 30 in-water work window.

Section 7

Species of Concern: Small Whorled Pogonia – No Effect

Monarch Butterfly: No Jeopardy

Essential Fish Habitat

No Adverse Effect

Maine Department of Agriculture, Conservation, and Forestry

Public Lands, Submerged Land Lease: NA

Maine Land Use Planning Commission: NA

Maine Department of Environmental Protection

Exempt per 480(Q)

Army Corps of Engineers: Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. Non-Reporting under GP 3

Stormwater Review

NA, based on scope

Hazardous Materials Review

Hazardous materials anticipated

Special Provisions Required

Special Provision 203 – Streambed Material

N/A ☐ Applicable ☒

Special Provision 105-Environmental Requirements

N/A ☐ Applicable ☒

Standard Specification 656-Erosion Control Plan

N/A ☐ Applicable ☒

Special Provision 610 – Void Filled RipRap

N/A ☐ Applicable ☒

Special Provision 610-Streambed Rock Features

N/A ☐ Applicable ☒