STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

April 7, 2011
Subject: **Whiting**
State PINs: 017541.00, 017543.00 & 018059.00
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book, after page 196 **ADD** the attached "DPARTMENT OF THE ARMY", "MAINE GENERAL PERMIT (GP)" 6 pages dated 4/1/11.

The following questions have been received:

Question: What is the width of the box culvert at PIN 017543.00?

Response: The width is 6'; height is 5', I.D.

Consider this change and information prior to submitting your bid on April 13, 2011.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer

PRINTED ON RECYCLED PAPER

DEPARTMENT OF THE ARMY

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

REPLY TO ATTENTION OF

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

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

CORPS PERMIT # NAE-2011-00448
CORPS PGP ID# 11-064
STATE ID# PBR

DESCRIPTION OF WORK:

Place temporary and permanent fill below the ordinary high water line of Holmes Stream at Whiting, Maine in order to replace an existing deteriorated culvert beneath Route 1. Approximately 928 s.f. (0.021 acres) of stream bed will be temporarily impacted by the project. Approximately 252 s.f. (0.006 acres) of stream bed will be permanently impacted. This work is shown on the attached plans entitled "WHITING ROUTE 1" in four sheets undated.
DOT PIN: 17543.00

LAT/LONG COORDINATES : 44.7488661° N 67.2768128° W **USGS QUAD:** MACHIAS BAY, ME

I. CORPS DETERMINATION:

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

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

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

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

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

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

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

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

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: 3/3/11 LEVEL OF REVIEW: CATEGORY 1: ___ CATEGORY 2: X

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

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

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

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

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

For Jay L. Clement 4/1/11
PHILIP T. FEIR **DATE**
COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER

US Army Corps
of Engineers ®
New England District

Corps of Engineers General Permit No. NAE-2011-00448
Permit Special Conditions Resulting From
Formal Endangered Species Act Consultation
With US Fish & Wildlife Service
(Reference USFWS Biological Opinion dated "March 8, 2011")

1. Any project authorized by this permit shall be designed in accordance with Maine DOT's 2008 Waterway and Wildlife Crossing Policy and Design Guide.[1]

2. A fish evacuation plan must be implemented by appropriately trained Maine DOT Environmental Office staff (or designees) during construction and dewatering of all cofferdams to carefully remove fish from the work area.

3. All instream work (which includes the installation and removal of cofferdams, as well as other activities) shall be conducted between July 15 to September 30 to minimize impacts to fisheries and local water quality.

4. Any cofferdam constructed as part of the authorized projects shall adhere to the specifications contained in Section 1.4.1 (Cofferdam Descriptions) of the BA.

5. Any culvert installations authorized by this permit must adhere to the specifications contained in Section 1.4.2 (Culvert Replacement Projects) of the BA.

6. Maine DOT and their contractors will minimize the potential for impacts to Atlantic salmon habitat by conducting all construction activities for each project in accordance with the Maine DOT approved Soil Erosion and Water Pollution Control Plan.

7. Maine DOT shall use a screen on each pump intake sufficiently large enough that the approach velocity does not exceed 0.20 ft/s.[2] Designing the screen for these approach velocities will minimize screen contact and/or impingement of juvenile fish. Square or round screen face openings not to exceed 2.38 mm (3/32 inch) on a diagonal. Criteria for slotted face openings must not exceed 1.75 mm (approximately 1/16 inch) in the narrow direction. Intake hoses shall be regularly monitored while pumping.

8. Maine DOT or their contractor will follow measures designed to avoid effects to rivers and streams from hazardous materials associated with construction activities, including:

a. All vehicle refueling shall occur more than 100 feet from any water course.

b. All vehicles carrying fuel shall have specific equipment and materials needed to contain or clean up any incidental spills at the project site. Equipment and materials would include spill kits appropriately sized for specific quantities of fuel, shovels, absorbent pads, straw bales, containment structures and liners, and/or booms.

c. During use, all pumps and generators shall have appropriate spill containment structures and/or absorbent pads in place.

d. All equipment used for instream work shall be cleaned of external oil, grease, dirt, and mud. Any leaks or accumulations of grease would be corrected before entering streams or areas that drain directly to streams or wetlands.

9. All cofferdams shall be removed from the stream immediately following completion of construction, allowing for minor delays due to high stream flows following heavy precipitation, so that fish and other aquatic life passage is not unnecessarily restricted. If a project is not completed but there will be substantial delays in construction, cofferdams will need to be at least partially removed to allow unobstructed fish passage until construction resumes.

10. If any listed Atlantic salmon are encountered in the project areas of this permit, including dewatering of coffer dams, all work must cease and USFWS (Maine Field Office, Orono, 207-866-3344) shall be contacted immediately.

11. All areas of temporary waterway or wetland fill will be restored to their original contour and character upon completion of the projects.

12. Disturbed areas adjacent to the stream will be stabilized and re-vegetated with a seed mix appropriate for riparian areas in Maine.

13. Maine DOT shall evaluate fish passage conditions at the new and replacement culvert structures within a year after construction, when flows are low and later at near normal flow conditions (e.g., about average annual minimum and average annual). Within 30 days of the evaluation period, the Corps, NMFS, and USFWS shall be provided with a summary of findings that provides information regarding depths and velocities in the structure(s) or at the inlet and outlet if culvert size limits access. The evaluation shall include stream flow measurements and photos of the culvert inlet. Photos shall be taken during the inspection to document characteristics of the culvert inlet(s), outlet(s), bed details, and the stream upstream and downstream from the road surface. Maine DOT staff shall note any channel condition changes, including scour and bedload deposition in the stream above and below the project area. Additionally, they shall assess the characteristics of the substrate deposited in the structure (including type, size, depth, and relative amounts). Velocities and depths will be compared to the results of known swimming capabilities of juvenile Atlantic salmon.

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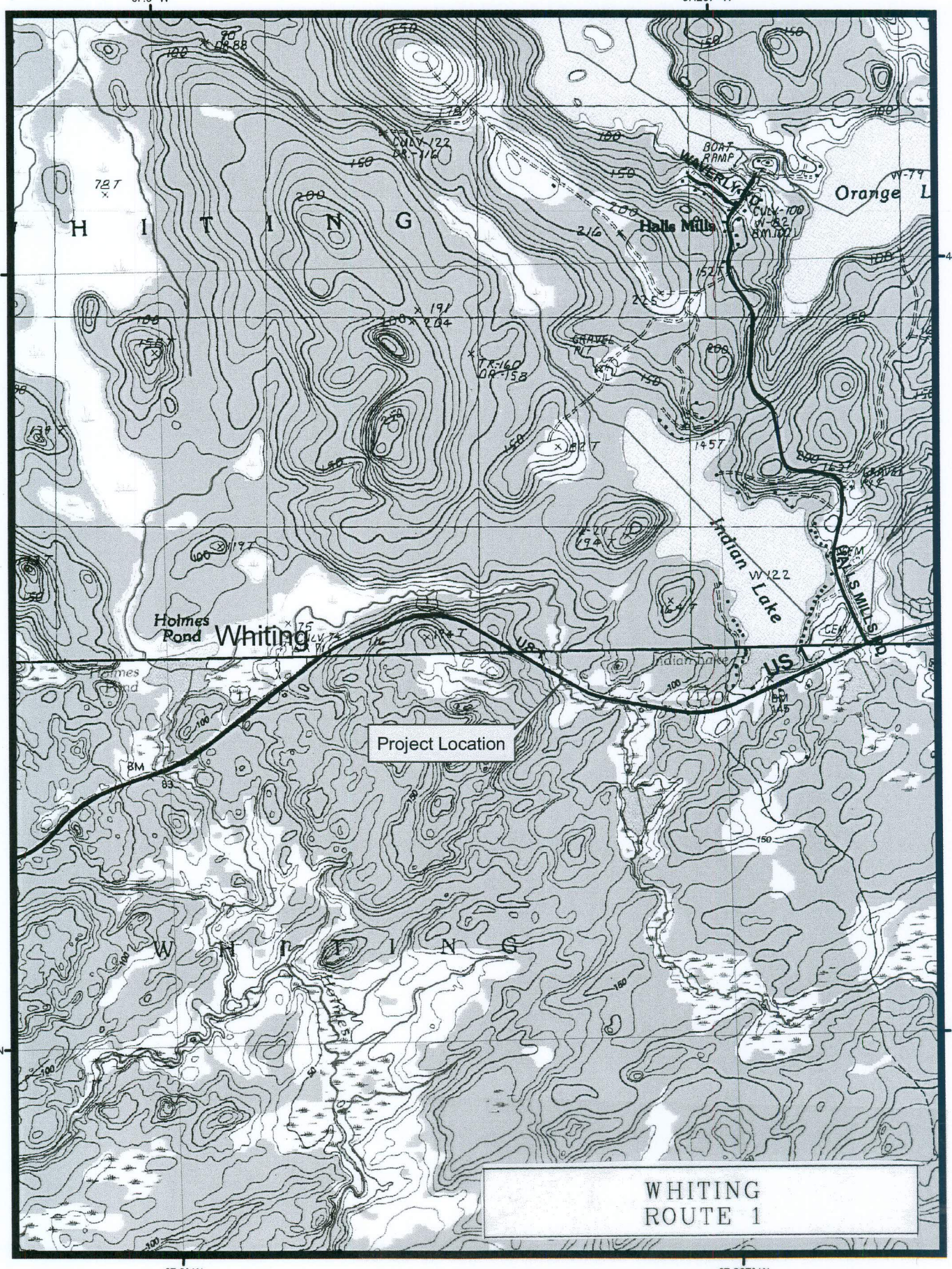
[1] Maine Department of Transportation (MEDOT). 2008b. Waterway and wildlife crossing policy and design guide for aquatic organism, wildlife habitat, and hydrologic connectivity. 3rd edition. Maine Department of Transportation, Augusta, ME.

[2] The effective screen area is calculated by dividing the maximum screened flow by the allowable approach velocity.



0 500 1,000 2,000 3,000 4,000 Feet

Whiting 17543.00

Route 1

Whiting 17543.00

-70.34035 44.90954

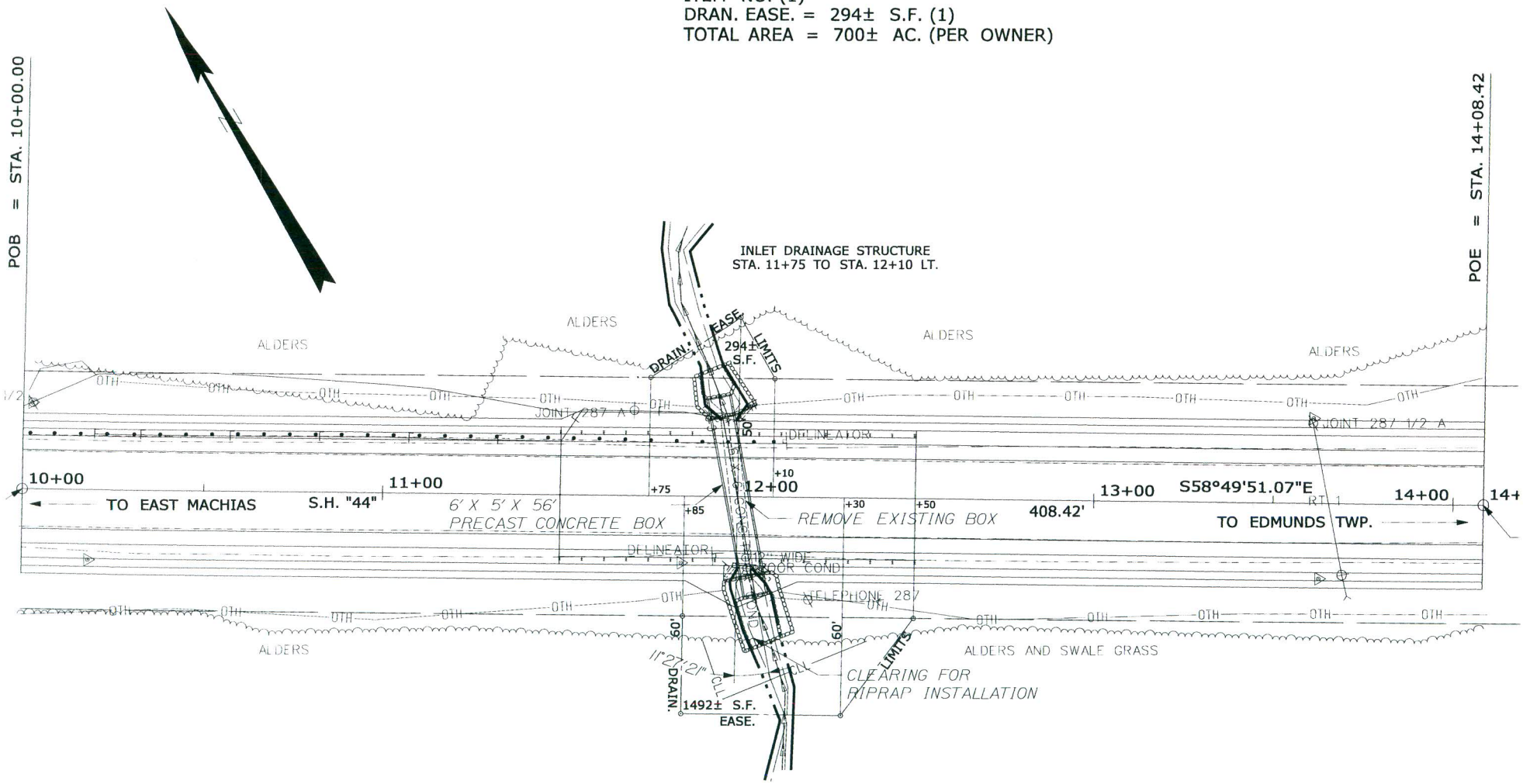
March 1, 2011

Page8

Coordinates in North American Datum 1983 (Decimal Degrees)

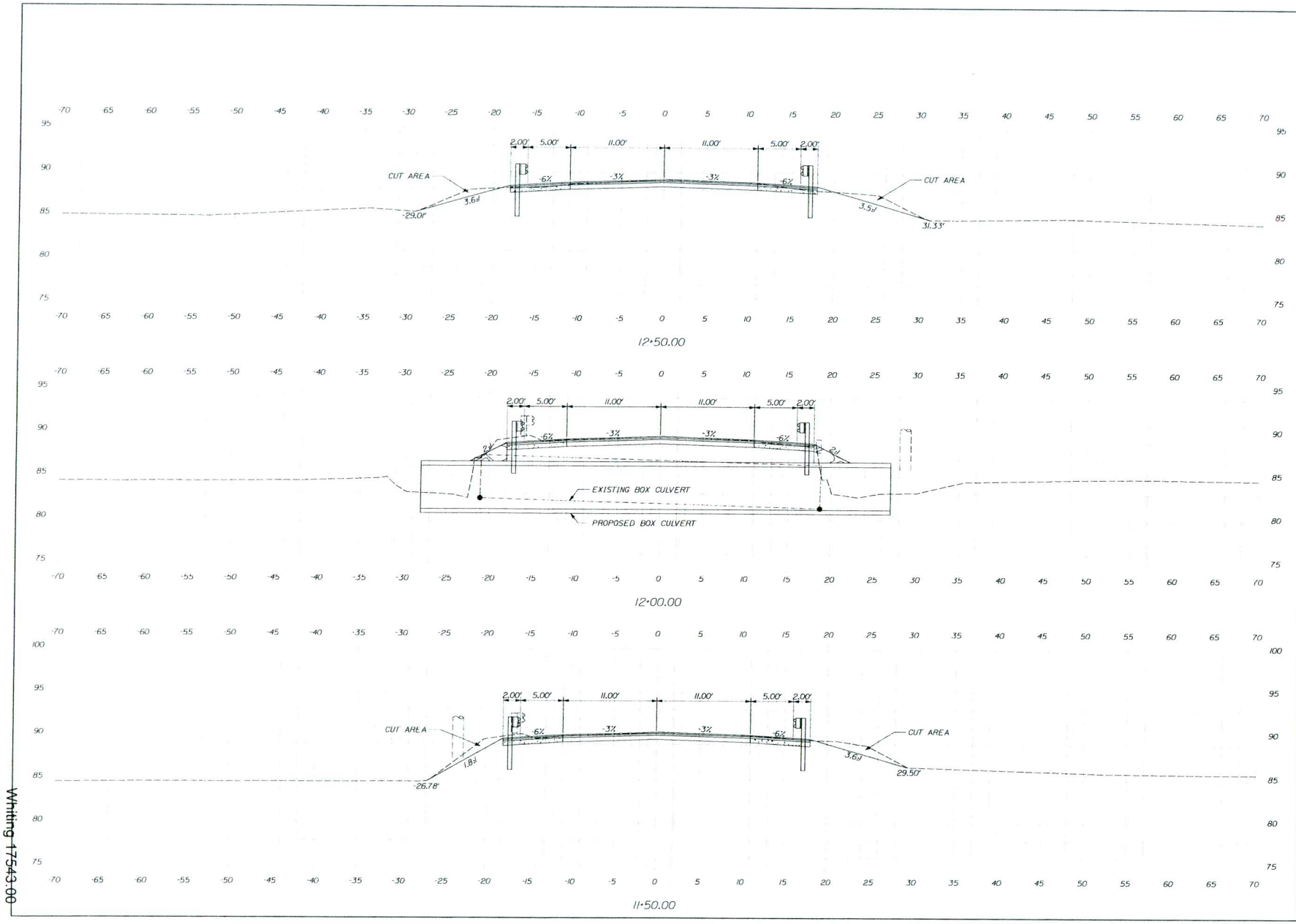
N W E S

DENNIS L. PORTER
ITEM NO. (1)
DRAN. EASE. = 294± S.F. (1)
TOTAL AREA = 700± AC. (PER OWNER)



WHITING
ROUTE 1

JEFFREY L. HUNTLEY
LYLE C. GUPTILL
ITEM NO. (2)
DRAIN. EASE. = 1492± S.F. (1)
TOTAL AREA = 322± AC. (PER DEED)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

17543.00

WIN
17543.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

WHITING
ROUTE 1

CROSS SECTIONS

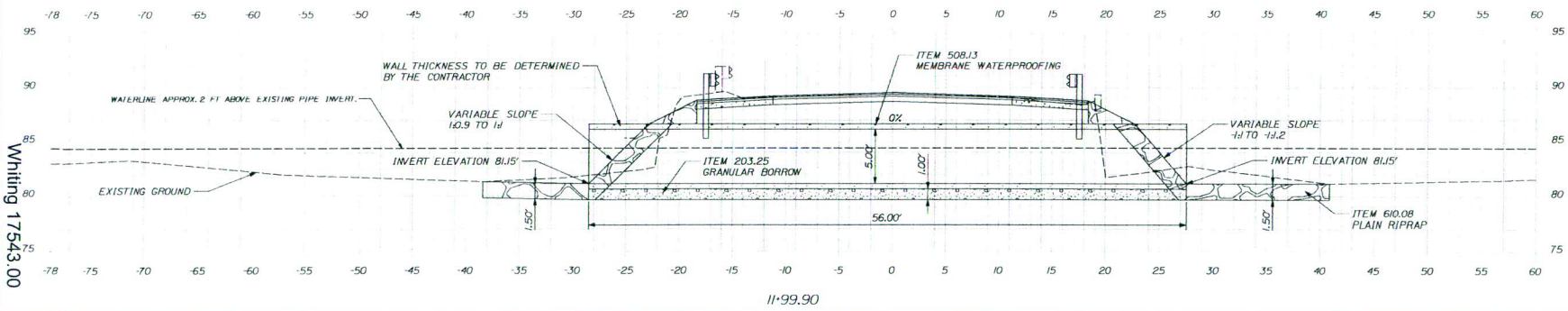
SHEET NUMBER

1

OF 2

Sta. 11+50.00 to Sta. 12+50.00

LINESTRING ALIGNMENT TAKEN ACROSS THE STREAM AT PROPOSED SKEW ANGLE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

17543.00

WIN 17543.00

HIGHWAY PLANS

PROJ. MANAGER	D. LOVELY	BY	DATE
DESIGN-DETAILED	L. SOO		
CHECKED-REVIEWED			
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

WHITING
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

2

OF 2

Sta. 11+99.90 to Sta. 11+99.90