



**US Army Corps
of Engineers**
New England District
Maine Project Office
442 Civic Center Dr., Suite 350
Augusta, Maine 04330

PUBLIC NOTICE

Comment Period Begins: 10MAR2020
Comment Period Ends: 25MAR2020
File Number: NAE-2002-00853-M4
In Reply Refer To: Shawn Mahaney
Phone: (978) 318-8492
E-mail: shawn.b.mahaney@usace.army.mil

15 Day Public Notice

The District Engineer has received a permit application to conduct work in waters of the United States from the Town of Jackman, 369 Main Street, Jackman, Maine 04945. This work is proposed in freshwater wetlands adjacent to the Moose River at Newton Field Airport, Jackman, Maine. The site coordinates are: Latitude 45.631336°N, Longitude -70.243518°W.

The work involves the filling of approximately 4.51 acres of freshwater wetlands and the clearing of another 0.61 acres of freshwater wetlands in conjunction with the expansion of the existing runway to allow Lifeflight of Maine fixed-wing aircraft to utilize the airport.

To compensate for the project's unavoidable impacts to wetlands, the applicant proposes to make an In-Lieu-Fee payment of \$175,011.00 to the Maine Natural Resource Conservation Program and to preserve 3 offsite parcels totalling 77 acres. The sites include approximately 51 acres of freshwater wetlands, 21 acres of adjacent upland, 3,500 feet of frontage on the Moose River and 2,700 feet of frontage on Heald Stream and 4 potential vernal pools. The compensation would be in place prior to the expansion of the facility.

The work is shown on the attached plans entitled "Newton Field Airport, Jackman, Maine, Rehabilitate Existing Runway 13-31, Aip No. 3-23-0026-Xxx-2020, Extend & Widen Runway 13-31 To 3,600' X 75' and Remove Obstructions on The Runway 31 End, Aip No. 3-23-0026-Xxx-2020" on fifteen (15) sheets dated "January 2020" and "Mitigation Site Overview, Newton Field Airport, Jackman, ME" on one (1) sheet dated "12.9.19".

AUTHORITY

Permits are required pursuant to:

- ☐ Section 10 of the Rivers and Harbors Act of 1899
- ☒ Section 404 of the Clean Water Act
- ☐ Section 103 of the Marine Protection, Research and Sanctuaries Act.

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land

use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, as amended.

NATIONAL HISTORIC PRESERVATION ACT

Based on his initial review, the District Engineer has determined that little likelihood exists for the proposed work to impinge upon properties with cultural or Native American significance, or listed in, or eligible for listing in, the National Register of Historic Places. Therefore, no further consideration of the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, is necessary. This determination is based upon one or more of the following:

- a. The permit area has been extensively modified by previous work.
- b. The permit area has been recently created.
- c. The proposed activity is of limited nature and scope.
- d. Review of the latest published version of the National Register shows that no presence of registered properties listed as being eligible for inclusion therein are in the permit area or general vicinity.
- e. Coordination with the State Historic Preservation Officer and/or Tribal Historic Preservation Officer(s).

ENDANGERED SPECIES CONSULTATION

The Corps and Federal Aviation Administration (FAA) have reviewed the application for the potential impact on Federally-listed threatened or endangered species and their designated critical habitat pursuant to section 7 of the Endangered Species Act as amended. The Corps and FAA have determined that the proposed activity for which authorization is being sought is designed, situated or will be operated/used in such a manner that it is not likely to adversely affect Canada Lynx and their critical habitat and may affect Northern Long-Eared Bat. Informal consultation with the U.S. Fish & Wildlife Service (USFWS) was concluded on November 25, 2019 and USFWS concurred with the Corps and FAA's determination.

OTHER GOVERNMENT AUTHORIZATIONS

The following authorizations have been applied for, or have been, or will be obtained:

- ☒ (X) Permit, License or Assent from State.
- ☐ () Permit from Local Wetland Agency or Conservation Commission.
- ☒ (X) Water Quality Certification in accordance with Section 401 of the Clean Water Act.


COMMENTS

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. Comments should be submitted in writing by the above date. If you have any questions, please contact Shawn Mahaney at (978) 318-8492.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.


Frank J. Del Giudice
Chief, Permits and Enforcement Branch
Regulatory Division

If you would prefer not to continue receiving Public Notices by email, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at bettina.m.chaisson@usace.army.mil. You may also check here () and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: _____
ADDRESS: _____
PHONE: _____

NEWTON FIELD AIRPORT JACKMAN, MAINE

REHABILITATE EXISTING RUNWAY 13-31
AIP NO. 3-23-0026-XXX-2020

**EXTEND & WIDEN RUNWAY 13-31 TO 3,600' X 75'
AND REMOVE OBSTRUCTIONS ON THE RUNWAY 31 END
AIP NO. 3-23-0026-XXX-2020**

JANUARY 2020

PERMITTING DOCUMENTS

TOWN OF JACKMAN, MAINE

APPROVED _____
WENDON G. FORDALE - TOWN MANAGER

DATE _____

MAINE DEPARTMENT OF TRANSPORTATION

APPROVED _____
CHIEF ENGINEER

DATE _____

**DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 NEW ENGLAND REGION**

APPROVED _____

DATE _____

APPROVAL SUBJECT TO COMMENTS AND RECOMMENDATIONS
 IN LETTERS DATED _____

SPONSOR'S STATEMENT REGARDING COMPLIANCE

This drawing and specifications have been prepared to the best of my knowledge and belief, in accordance with the latest of current FAA Advisory Circulars for ACP and PDP programs and in accordance with the FAA's current design criteria for the design of aircraft taxiways and runways. I am not a licensed engineer and am not licensed to prepare engineering reports and/or other official project documents.

BY: _____ DATE: _____

Hoyle, Tanner
Associates, Inc.

100 Main Street
 Portland, ME 04101
 Tel: 603-686-5586
 Fax: 603-686-5587
 Web: www.hoyletanner.com

REV.	DESCRIPTION	DATE			
		BY	CHK'D	APP'D	DATE
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

**NEWTON FIELD AIRPORT
 TOWN OF JACKMAN, MAINE**

TITLE SHEET

SCALE: AS SHOWN

DATE: JUN 2020

DES. BY: JCT

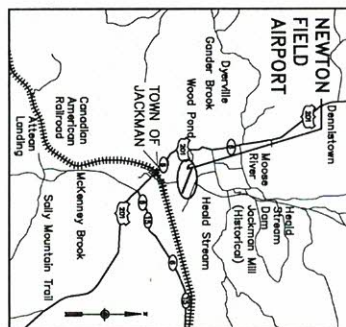
CHK. BY: JCT

NEC. NEC. TLA

PROJECT NO.
391.412

SHEET
1 OF 15

DRAWING NO.
G1.1



AIRPORT OPERATIONS COORDINATOR

- ## INDEX TO DRAWINGS

NO.	SUBMISSIONS	DATE
	PERMITTING DOCUMENTS	07/03/2020
	REVISONS	

DRAWING NO. G1.2	REVISIONS			NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31		Hoyle, Tanner Associates, Inc.		150 Dow Street Manchester, NH 03101-1227 Tel 603-669-5555 Fax 603-669-4168 Web Page: www.hoyletanner.com		
	DATE 01/03/20	DESCRIPTION PERMITTING DOCUMENTS	BY NEC	GENERAL AND SAFETY NOTES AND DRAWING INDEX		SCALE: NONE DATE: JANUARY, 2020		DESIGNED BY DRAWN BY CHECKED BY		

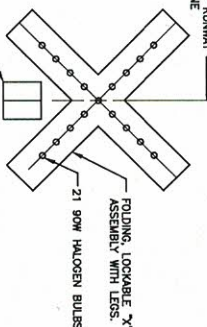
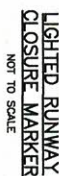
PHASE 1: OBSTRUCTION REMOVAL

DESCRIPTION	DATE	BY
RELIABILITY EXISTING PLYWAY 13-31 (MILL) AND OVERLAY WIDEN PLYWAY 13-31	11/11/01	W. J. BROWN

- REBALTULATE EXISTING RUNWAY 13-31 (ALL) AND OVERLAY. WHEN RUNWAY 13-31 IS OPEN, CONSTRUCT THIRDSIDE FROM 15' TO THE NORTH (75' WIDE). EXISTING RUNWAY 31 NOW CONSTRUCT THIRDSIDE TO PROTECT SOIL FIELDS FOR STORMWATER TREATMENT. MARK AND MONITOR.
- CLOSURES: 13-31 CLOSED
- RUNWAY 13-31 CLOSED
- RESTRICTIONS:
 - NONE. START AFTER MUD SEASON (APRIL/MAY 2020)

1. TOPOGRAPHIC DATA CONTAINED IN THESE DOCUMENTS WAS COMPILED FROM HOYLE
 SURVEY LETTERS & DRAWINGS

1. LANDLORDS ON AIRPORT PROPERTY WERE DELINEATED BY ATLANTIC RESOURCES CO., LLC
2. DURING A FIELD SURVEY IN 2019.
3. ALL WORK IS TO BE IN ACCORDANCE WITH THE NE DEP NHPA AND SLDA PERMITS. PERMITS NOT ISSUED YET.
4. ANY CHANGES TO THE CONSTRUCTION SAFETY AND PLACING PLANS MUST BE SUBMITTED IN WRITING AND APPROVED BY THE ENGINEER, THE OWNER AND THE FEDERAL AVIATION ADMINISTRATION. (FAA)
5. THE CONTRACTOR SHALL NOT AT ANY TIME DRIVE OR REVERSE AIRCRAFT PAVEMENTS OR WITHIN ANY RUNWAY SAFETY AREAS OR RUNWAY OBSTACLE FREE AREAS.
6. THE CONTRACTOR SHALL PROVIDE RAIL PERSONS OR UNEMPLOYED PERSONS, AT LOCATIONS WHERE THE RAIL ROUTES ENTER PUBLIC STREETS OR HIGHWAYS FROM THE AIRPORT PROPERTY, IN ACCORDANCE WITH THE APPLICABLE LOCAL REQUIREMENTS.
7. THE CONTRACTOR IS TO COORDINATE SCHEDULING THE WORK WITH THE AIRPORT SO THAT ACCESS, ROADS AND RAIL ROUTES CAN BE FLOWED.
8. THE CONTRACTOR VEHICLES AND EQUIPMENT MUST REMAIN ON THE DESIGNATED HALT ROUTES AND OFF THE RUNWAY TO PREVENT DAMAGE TO THE RUNWAY PAVEMENTS. THE CONTRACTOR IS TO ALSO USING DESIGN PAVEMENTS SUCH AS ASPHALT AS MUCH AS POSSIBLE TO REDUCE WEAR.
9. PRIOR TO START OF ANY WORK, THE CONTRACTOR SHALL PLACE BARRICADES AS SHOWN.
10. ALL WORK SHALL BE COMPLETED IN 14 CALENDAR DATES.
11. A DESIGNATED SUPERVISOR AND AT LEAST ONE WORKER SHALL BE EQUIPPED WITH AND USING A UNICOM RADIO (FREQUENCY 122.8) AT ALL TIMES DURING WORK ON THE AIRFIELD.
12. THE CONTRACTOR SHALL STAKE AND PERMANENTLY MARK ON THE GROUND WITH A READY RECOGNIZABLE MARKING LIMITS OF THE RESTRICTED AREAS OF THE RUNWAY AS WELL AS THE RESTRICTED AREAS OF THE TAXIWAYS AND RUNWAYS. ALL WORKERS CAN REDUCED RECOGNIZE THE WORK LIMITS AND EQUIPMENT STORAGE AREAS.
13. ALL DISTURBED PLANT AND SOIL AREAS MUST BE RECLAIMED AND INSPECTED FOR FERTILITY OBJECTS. THE OWNER AND EACH PARTY AT THE CONCLUSION OF THE PROJECT. ALL PROUD AND CLEANING OF PAVEMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTORS AND COSTS ARE INCIDENTAL TO THE PROJECT.



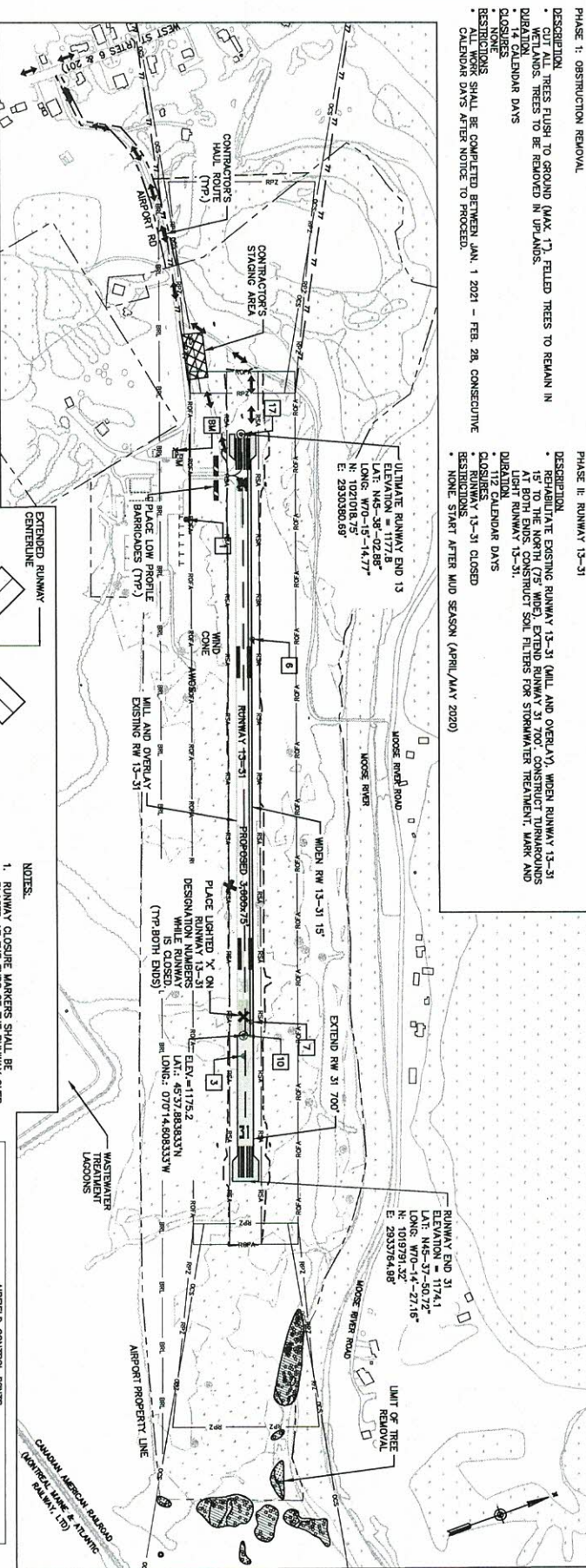
1. RUNWAY CLOSURE MARKERS SHALL BE _____

1. PLACED AT THE ENDS OF THE RUNWAY OVER THE RUNWAY RESERVATION MARKERS AND THE RUNWAY END IDENTIFICATION MARKERS. ALL TIMES DURING THE RUNWAY CLOSURE.
2. THE AIRPORT DOES NOT OWN RUNWAY CLOSURE MARKERS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE RUNWAY CLOSURE MARKERS.
3. THE CONTRACTOR SHALL MAINTAIN THE EQUIPMENT DURING USE, INCLUDING REPLENISHMENT OF BATTERIES AND OILS, TO BE OPERATIONAL DURING THE ENTIRE TIME THAT THE RUNWAY IS CLOSED.
4. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ENSURING NO DAMAGE OCCURS TO RUNWAY CLOSURE MARKERS AT NO ADDITIONAL COST TO THE OWNER.

SURVEY DATUMS:
HORIZONTAL: NAD 83
VERTICAL: NAVD 88

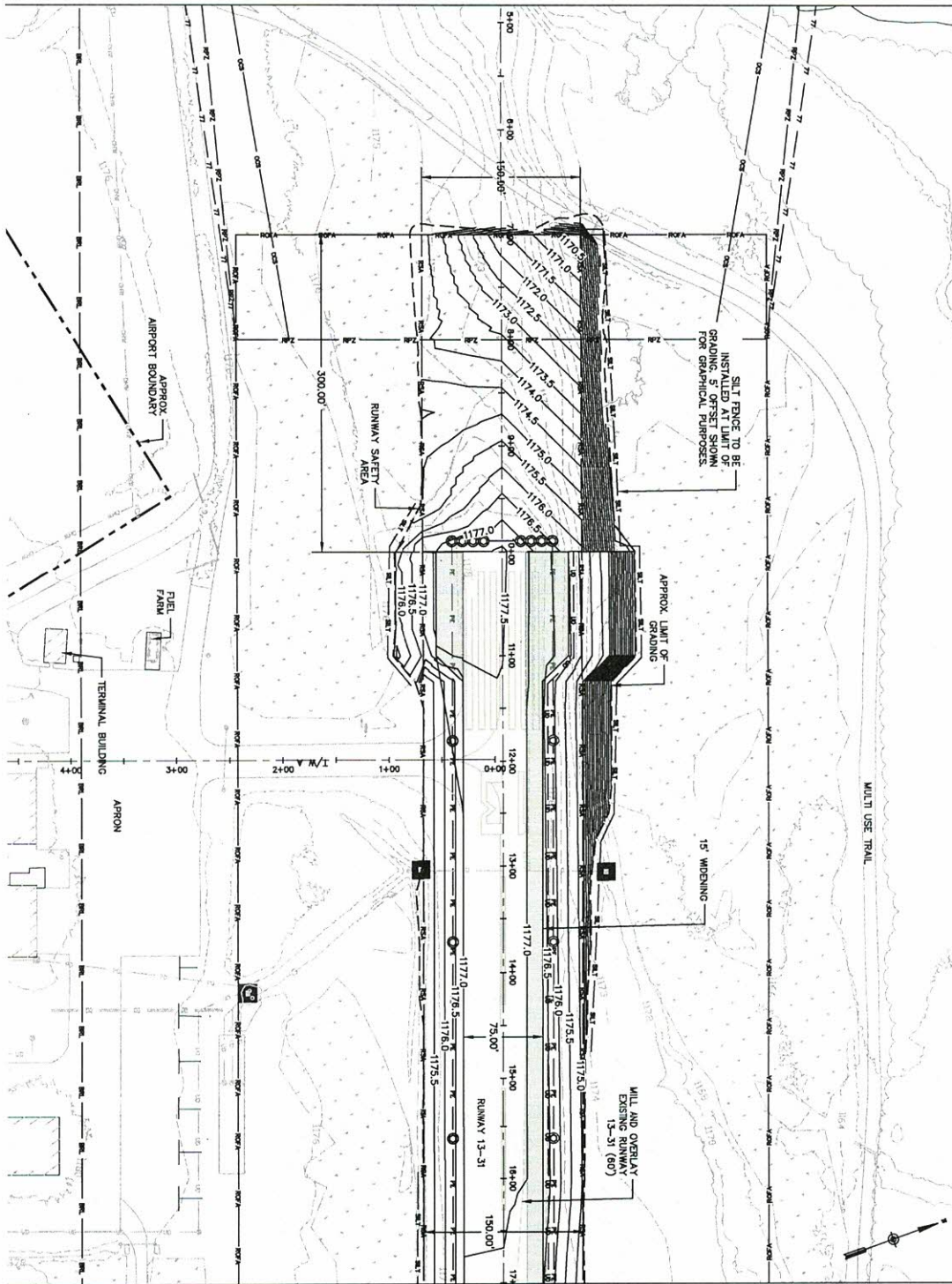
--- -- --- AIRPORT PROPERTY LINE

- NOTES:**
1. DO NOT DISTURB MONUMENTS, NAILS OR PK'S.
 2. IRON ROD DATA IS FOR INFORMATIONAL USE ONLY. IF DISTURBED PLEASE REMOVE DO NOT RESET.
- POINT INFORMATION BY: CES, Inc.



NOTES:
1. LOCATIONS OF ALL EXISTING UTILITIES ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

- LEGEND**
- EXISTING CATCH BASIN
 - PROPOSED CATCH BASIN
 - EXISTING DRAINAGE MANHOLE
 - PROPOSED DRAINAGE MANHOLE
 - EXISTING DRAINAGE
 - PROPOSED DRAINAGE
 - EXISTING CONTOURS
 - PROPOSED CONTOURS
 - 168.0
 - LIMITS OF GRADING
 - EXISTING FENCE
 - PROPOSED SILT FENCE
 - PROPOSED STORM DRAIN
 - PROPOSED UNDERDRAIN
 - PROPOSED UNDERDRAIN CLEANOUT
 - PROPOSED NEW IMPERVIOUS PAVEMENT
 - EXISTING EDGE LIGHT
 - WETLANDS


















MATCH LINE SEE SHEET GD1.2

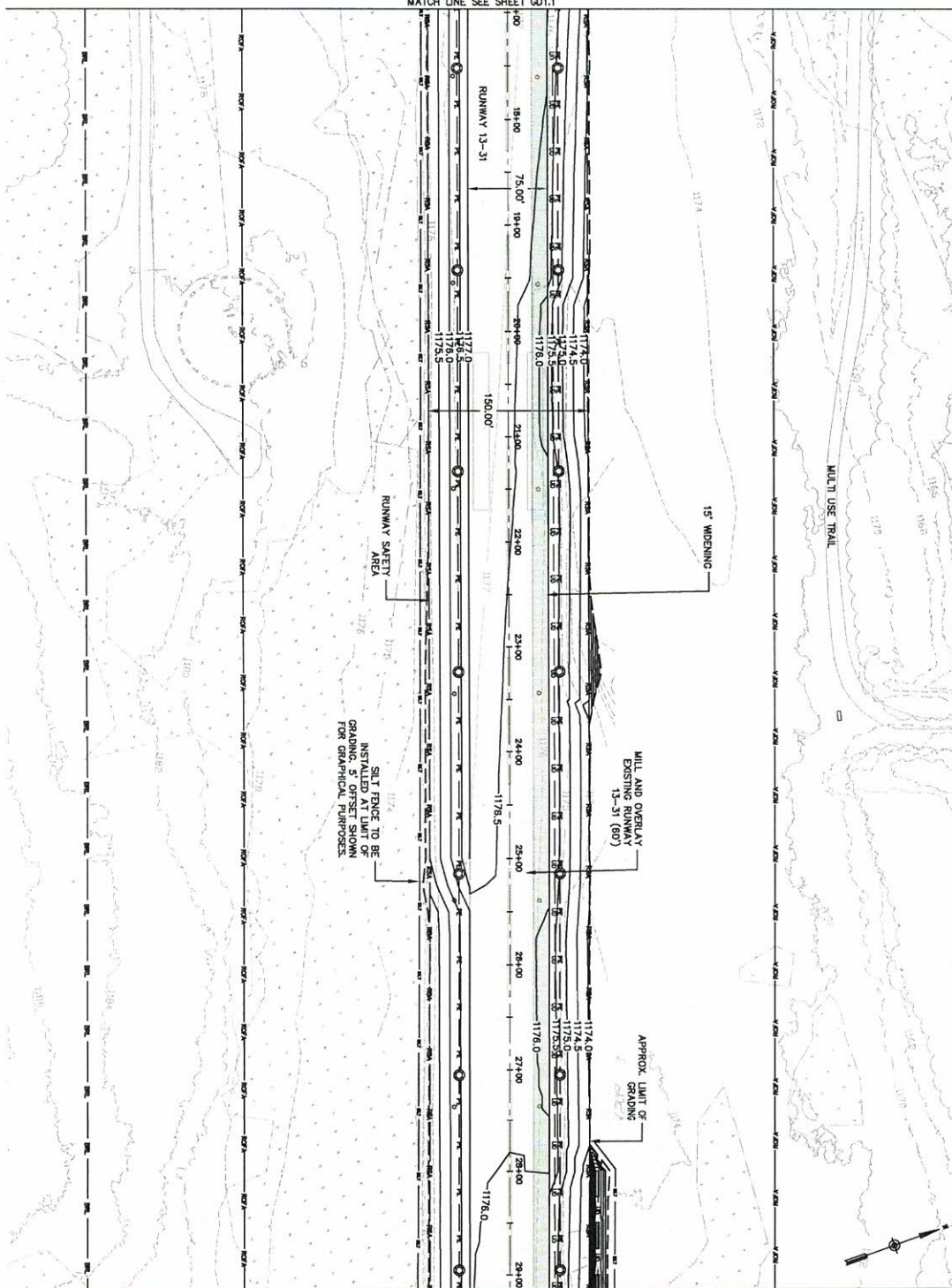
REVISIONS DATE DESCRIPTION BY 01/03/20 PERMITTING DOCUMENTS JTC		NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31 RUNWAY 13-31 GRADING PLAN SHEET 1 OF 4		Hoyle, Tanner & Associates, Inc. 150 Dow Street Manchester, NH 03101-0227 Tel: 603-669-5555 Fax: 603-669-4168 Web Page: www.hoyletanner.com		ENGINEER'S SEAL JTC	
DRAWING NO. GD1.1 SHEET 4 OF 15		SCALE: 1"=50' DATE: JANUARY, 2020		DESIGNED BY: JTC DRAWN BY: JTC CHECKED BY: NEG		Hoyle, Tanner & Associates, Inc. 2020	

NOTES:
1. LOCATIONS OF ALL EXISTING UTILITIES ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

LEGEND

- | | |
|--|-----------------------------------|
|  | EXISTING CATCH BASIN |
|  | PROPOSED CATCH BASIN |
|  | EXISTING DRAINAGE MANHOLE |
|  | EXISTING DRAINAGE |
|  | EXISTING CONTOURS |
|  | PROPOSED CONTOURS |
|  | LIMITS OF GRADING |
|  | EXISTING FENCE |
|  | PROPOSED SILT FENCE |
|  | PROPOSED STORM DRAIN |
|  | PROPOSED UNDERDRAIN |
|  | PROPOSED UNDERDRAIN CLEANOUT |
|  | PROPOSED NEW INTERVENOUS PAVEMENT |
|  | EXISTING EDGE LIGHT |
|  | WETLANDS |

MATCH LINE SEE SHEET G01.1



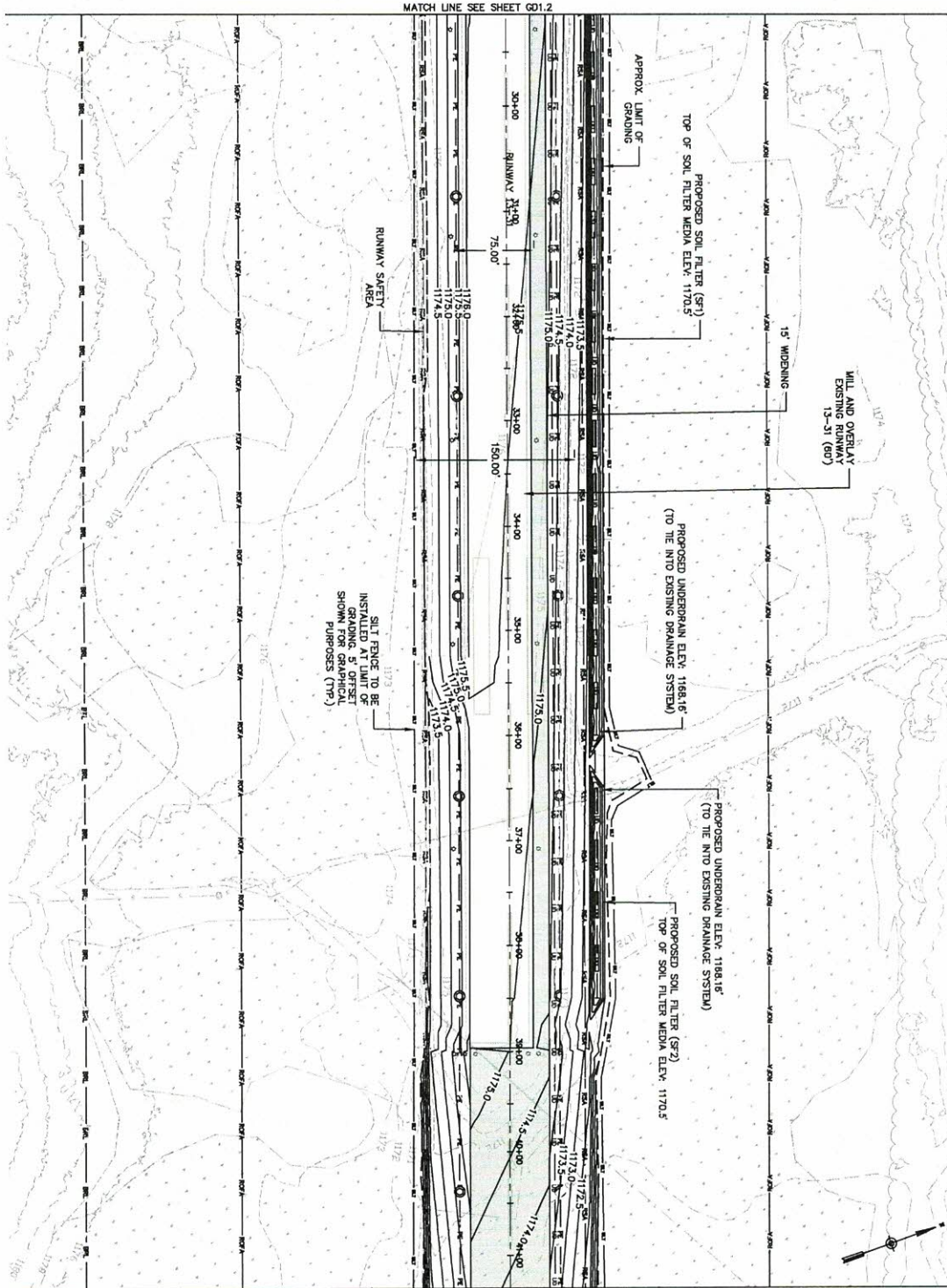
MATCH LINE SEE SHEET GD1.3



DRAWING NO. GD1.2 SHEET 5 OF 15	PROJECT NUMBER 1503012 TITLE: RUNWAY 31 AND WIDEN RUNWAY 13-31	REVISIONS			NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31		 Hoyle, Tanner & Associates, Inc. 150 Dow Street Manchester, NH 03101-1227 Tel 603-669-5535 Fax 603-669-4168 Web Page: www.hoyletanner.com <small>Hoyle, Tanner & Associates © 2020</small>		
		DATE	DESCRIPTION	BY	RUNWAY 13-31 GRADING PLAN SHEET 2 OF 4				
		<input checked="" type="checkbox"/>	01/03/20	PERMITTING DOCUMENTS	NEC	SCALE: 1"=50'	DATE: JANUARY, 2020	DESIGNED BY LVA	

NOTES:
1. LOCATIONS OF ALL EXISTING UTILITIES ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

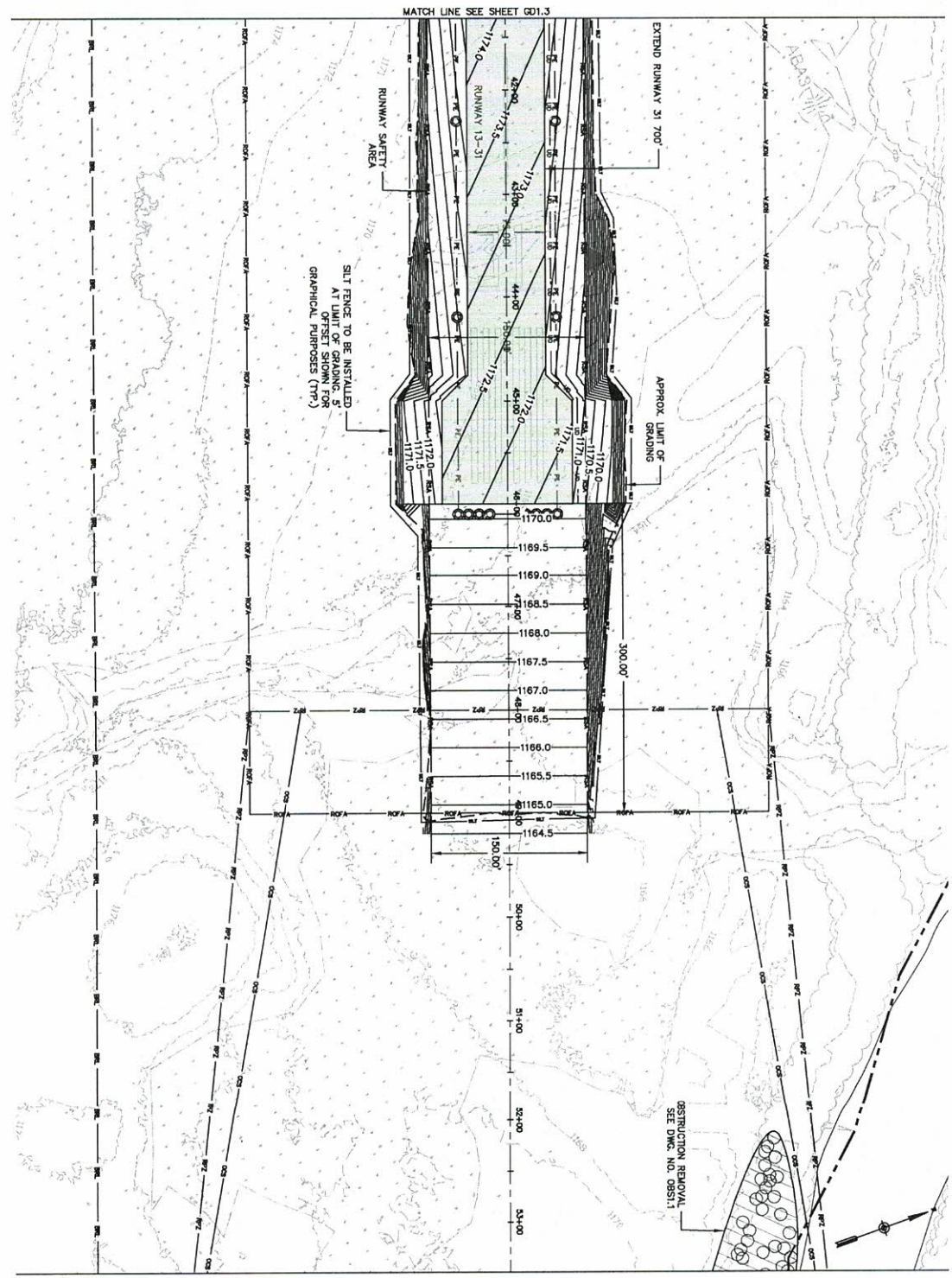
- LEGEND**
- EXISTING CATCH BASIN
 - PROPOSED CATCH BASIN
 - EXISTING DRAINAGE MANHOLE
 - PROPOSED DRAINAGE MANHOLE
 - EXISTING DRAINAGE
 - PROPOSED DRAINAGE
 - EXISTING CONTOURS
 - PROPOSED CONTOURS
 - 168.0' - PROPOSED UNDERDRAIN
 - LIMITS OF GRADING
 - EXISTING FENCE
 - PROPOSED SILT FENCE
 - PROPOSED STORM DRAIN
 - PROPOSED UNDERDRAIN
 - PROPOSED UNDERDRAIN CLEANOUT
 - PROPOSED NEW IMPERVIOUS PAVEMENT
 - EXISTING EDGE LIGHT
 - WETLANDS



GD1.3 SHEET 5 OF 15	DRAWING NO.	REVISIONS	BY	DATE	DESCRIPTION	DATE	DESCRIPTION
NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31 RUNWAY 13-31 GRADING PLAN SHEET 3 OF 4			Hoyle, Tanner & Associates, Inc.		150 Dow Street Manchester, NH 03101-0227 Tel: 603-669-5555 Fax: 603-669-4166 Web Page: www.hoyletanner.com		
SCALE: 1"=50' DATE: JANUARY, 2020			DESIGNED BY: TJA DRAWN BY: JLC CHECKED BY: NEG		ENGINEER'S SEAL		

NOTES:
1. LOCATIONS OF ALL EXISTING UTILITIES ARE SHOWN ON THIS PLAN. IT IS THE RESPONSIBILITY OF THE USER TO VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

- LEGEND**
- EXISTING CATCH BASIN
 - PROPOSED CATCH BASIN
 - EXISTING DRAINAGE MANHOLE
 - EXISTING DRAINAGE
 - EXISTING CONTOURS
 - PROPOSED CONTOURS
 - 168.0' LIMITS OF GRADING
 - EXISTING FENCE
 - PROPOSED SILT FENCE
 - PROPOSED STORM DRAIN
 - PROPOSED UNDERDRAIN
 - PROPOSED UNDERDRAIN CLEANOUT
 - PROPOSED NEW IMPERVIOUS PAVEMENT
 - EXISTING EDGE LIGHT
 - WELLS



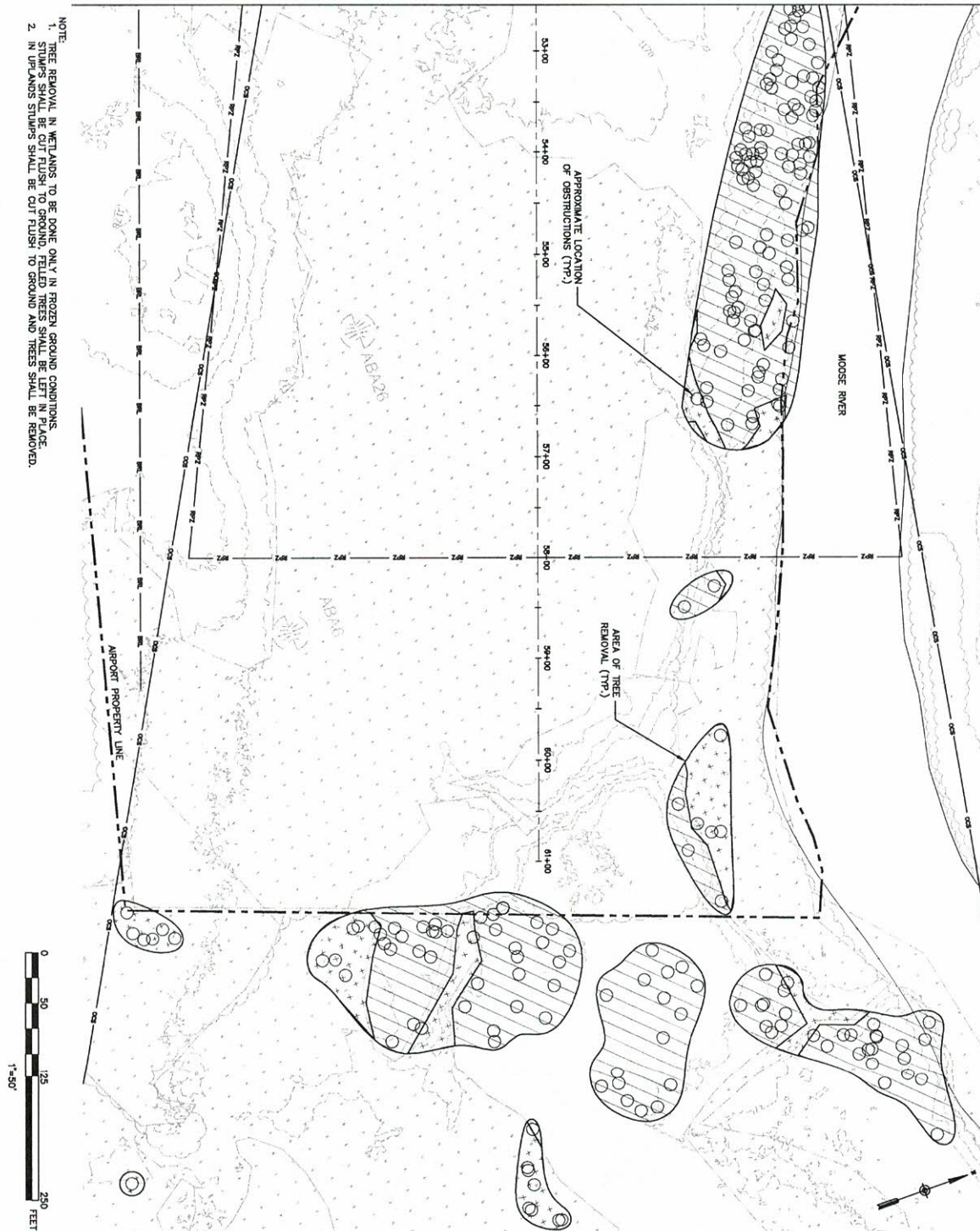
<p>GD1.4</p> <p>SHEET 7 OF 15</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>01/03/20</td> <td>PERMITTING DOCUMENTS</td> <td>NEG</td> </tr> </tbody> </table>	DATE	DESCRIPTION	BY	01/03/20	PERMITTING DOCUMENTS	NEG	<p>NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31</p> <p>RUNWAY 13-31 GRADING PLAN SHEET 4 OF 4</p> <p>SCALE: 1"=50'</p> <p>DATE: JANUARY, 2020</p>	<p>Hoyle, Tanner & Associates, Inc.</p> <p>150 Dow Street Manchester, NH 03101-0227 Tel 603-669-5555 Fax 603-669-1166 Web Page: www.hoyletanner.com</p> <p>DESIGNED BY: TJA DRAWN BY: JLC CHECKED BY: NEG</p>
DATE	DESCRIPTION	BY							
01/03/20	PERMITTING DOCUMENTS	NEG							

NOTES:
1. LOCATIONS OF ALL EXISTING UTILITIES ARE SHOWN ON THIS PLAN. CONTRACTORS ARE RESPONSIBLE TO VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

LEGEND

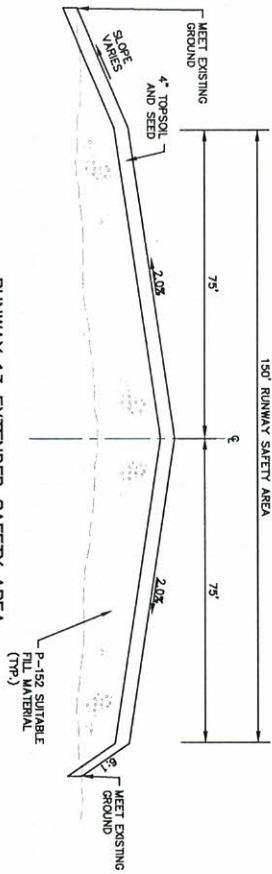
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
- EXISTING DRAINAGE MANHOLE
- PROPOSED DRAINAGE
- EXISTING CONTOURS
- PROPOSED CONTOURS
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- LIMITS OF GRADING
- EXISTING FENCE
- PROPOSED SILT FENCE
- PROPOSED STORM DRAIN
- PROPOSED UNDERDRAIN
- PROPOSED UNDERDRAIN CLEANOUT
- PROPOSED NEW IMPERVIOUS PAVEMENT
- EXISTING EDGE LIGHT
- WETLANDS
- TREES TO BE REMOVED
- AREA OF OBSTRUCTION REMOVAL IN UPLANDS
- AREA OF OBSTRUCTION REMOVAL IN WETLANDS

NOTE:
1. TREE REMOVAL IN WETLANDS TO BE DONE ONLY IN FROZEN GROUND CONDITIONS. STUMPS SHALL BE CUT FLUSH TO GROUND. FELLEED TREES SHALL BE LEFT IN PLACE.
2. IN UPLANDS STUMPS SHALL BE CUT FLUSH TO GROUND AND TREES SHALL BE REMOVED.

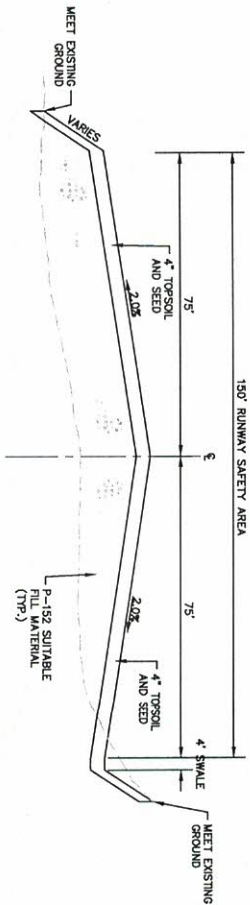


NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31		Hoyle, Tanner & Associates, Inc. 150 Dow Street Manchester, NH 03101-1227 Tel: 603-669-5555 Fax: 603-669-1868 Web Page: www.hoyletanner.com		
RUNWAY 31 OBSTRUCTION REMOVAL PLAN		DESIGNED BY: JJA DRAWN BY: JJC CHECKED BY: NEG		
SCALE: 1"=50' DATE: JANUARY, 2020		SHEET 8 OF 15		

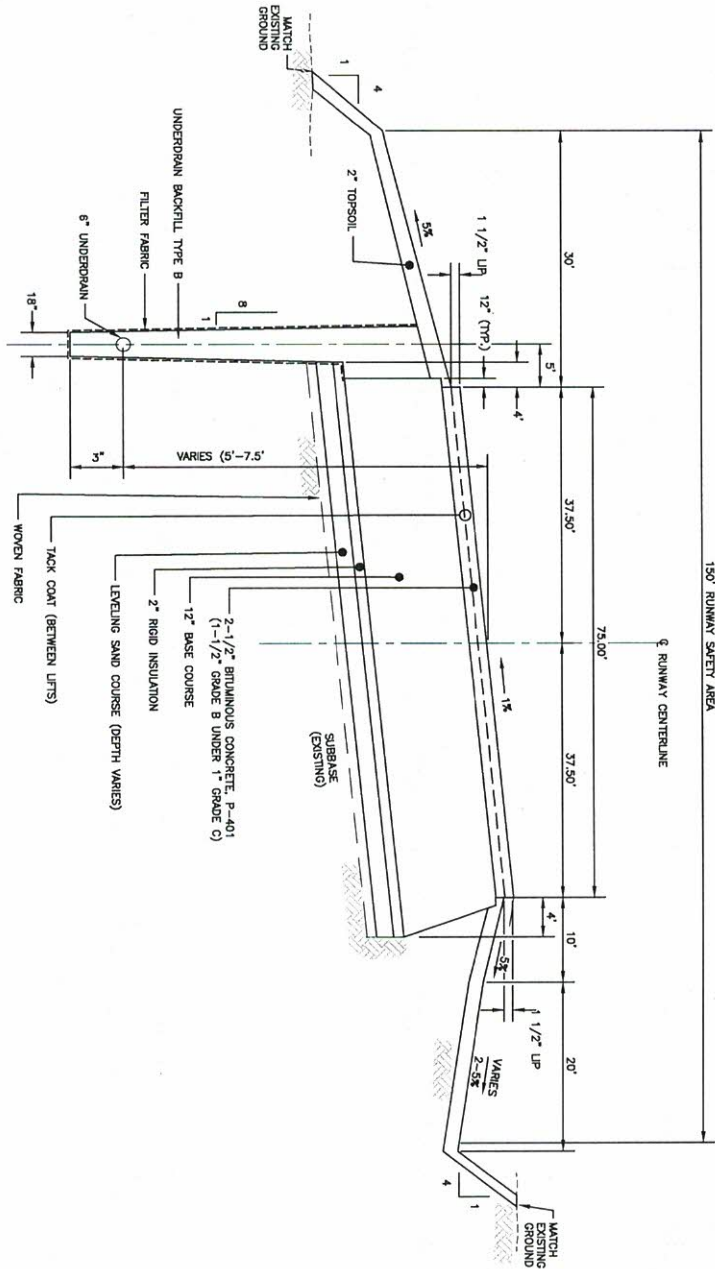
RUNWAY 13 EXTENDED SAFETY AREA TYPICAL SECTION

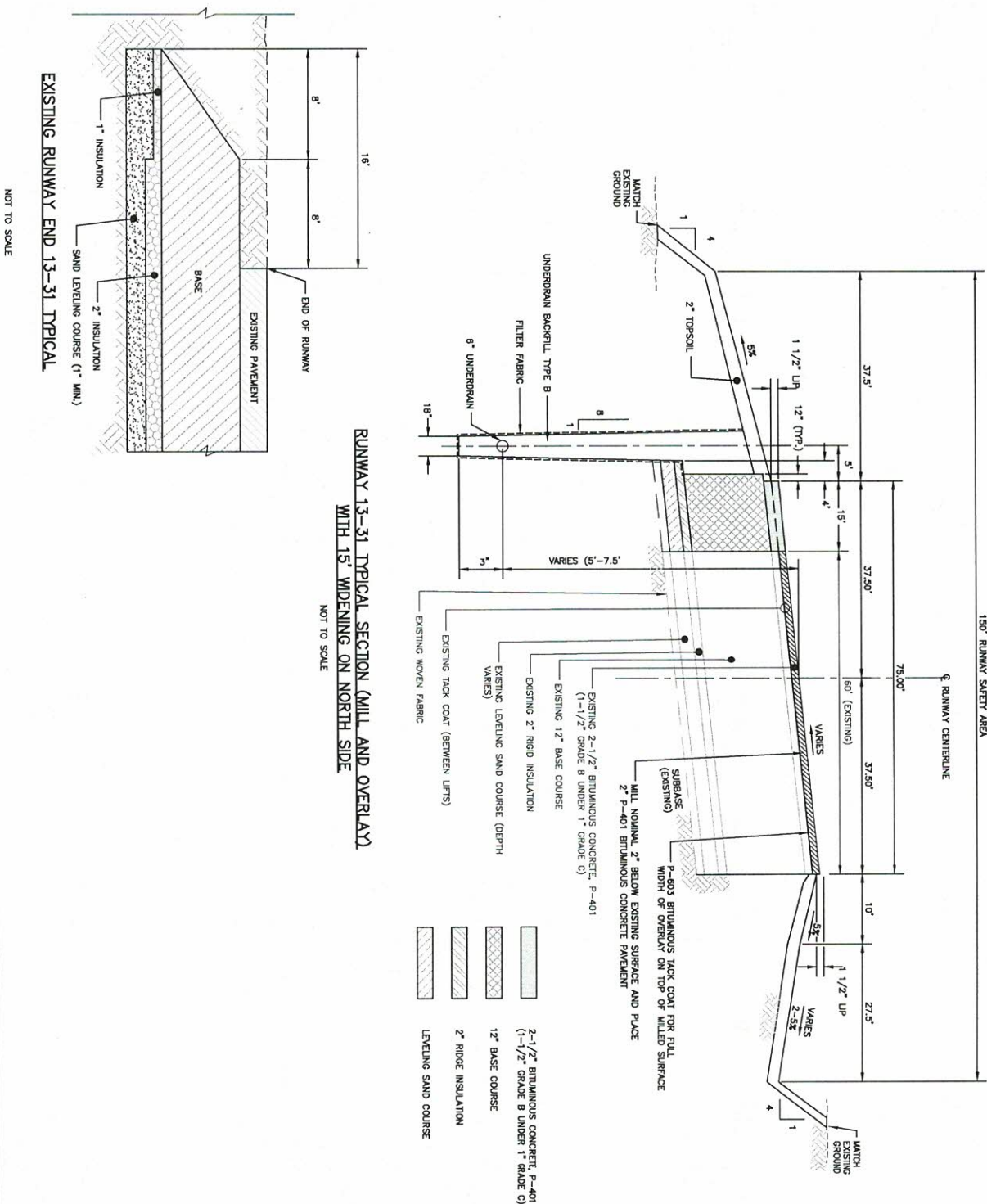


RUNWAY 31 EXTENDED SAFETY AREA TYPICAL SECTION NOT TO SCALE



703' RUNWAY EXTENSION RUNWAY 13-31 TYPICAL SECTION NOT TO SCALE





DRAWING NO. GE2.2 SHEET 10 OF 15	REVISIONS			NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31		Hoyle, Tanner & Associates, Inc.		150 Dow Street Manchester, NH 03101-1227 Tel 603-669-5555 Fax 603-669-4166 Web Page: www.hoyletanner.com		
	DATE 01/03/20	DESCRIPTION PERMITTING DOCUMENTS	BY NEC	TYPICAL SECTIONS SHEET 2 OF 2		SCALE: NOT TO SCALE		DATE: JANUARY, 2020		
	TITLED: NEWTON FIELD AIRPORT DATE: JAN 2002			DESIGNED BY N/A		DRAWN BY N/A		CHECKED BY N/A		

1. ALL EARTHWORK SHALL BE CONFINED TO THE LIMITS OF WORK AS SHOWN ON CONTRACT

- ## OVERWINTER CONSTRUCTION AND STABILIZATION

1. THE CONTRACTOR SHALL COMPLY WITH THE OVERWINTER CONSTRUCTION AND STABILIZATION REQUIREMENTS IN THE MAINE EROSION CONTROL AND SEDIMENT CONTROL BMP MANUAL.

- ## TOPSOIL AND SEEDING

1. TOPSOIL:

3. REGULAR SEED MIX
SEEDS SHALL BE APPLIED AS FOLLOWS

4. TEMPORARY SEED:

CONTINUOUS CONTAINED BERMS CONSIST OF A SYNTHETIC TUBULAR LINING FILLED WITH EROSION CONTROL MIX OR OTHER FILTER MATERIAL AND SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTION.

CONTINUOUS CONTAINED BERM

SEDIMENT BARRIER DETAIL



EROSION CONTROL MIX CAN BE MANUFACTURED ON OR OFF THE PROJECT SITE. IT

(SUBMITTAL REQUIRED):

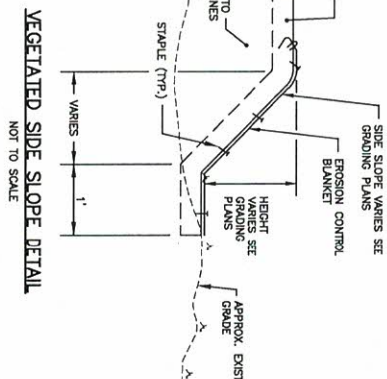
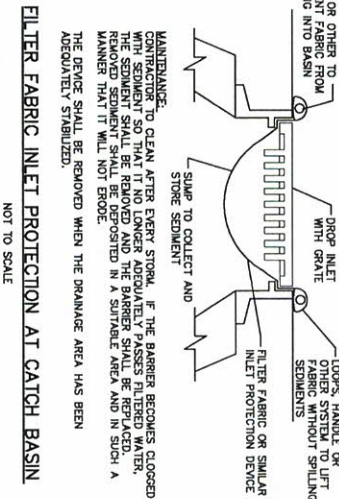
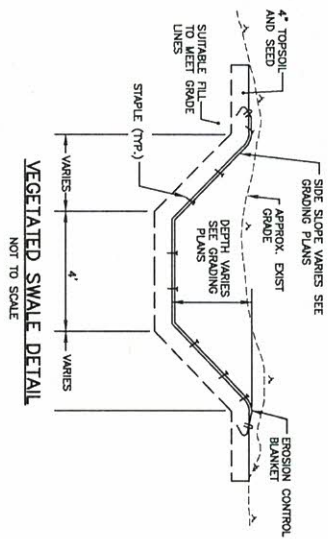
- THE PH SHOULD FALL BETWEEN 5.0 AND 8.0

THE BARRIER MUST BE PLACED ALONG A RELATIVELY LEVEL CONTOUR. IT MAY BE NECESSARY TO CUT TALL GRASSES OR WOODY VEGETATION TO AVOID CREATING

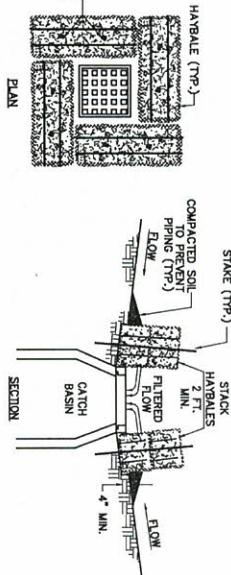
THROUGH THE CRACKS BLOBS OR PLANT STEALS. ON SLOPES LESS THAN 5% OR AT THE BOTTOM OF STEEPER SLOPES (2:1) UP TO FIFTY FEET LONG, THE BARRIER MUST BE AN MINIMUM OF 2' HIGH, AS MEASURED FROM THE BOTTOM OF THE SLOPE. ON LONGER OR STEEPER SLOPES, THE BARRIER SHOULD BE WIDER TO ACCOMMODATE THE ADDITIONAL RUNOFF.

LOCATED AROUND, OUTCROPS OF BEDROCK AND VERT ROOTED FORESTED AREAS ARE PROTECTIONS WHERE BERMS OF EROSION CONTROL MIX ARE MOST PRACTICAL AND EFFECTIVE. OTHER BARS SHOULD BE USED AT LOW POINTS OF CONCENTRATED WATER FLOW. THESE BARS SHOULD BE USED AT THE BOTTOM OF STEEPER SLOPES THAN 50 FEET FROM TOP TO BOTTOM (I.E., A LARGE UP GRADIENT CONTRIBUTING WATERSHED).

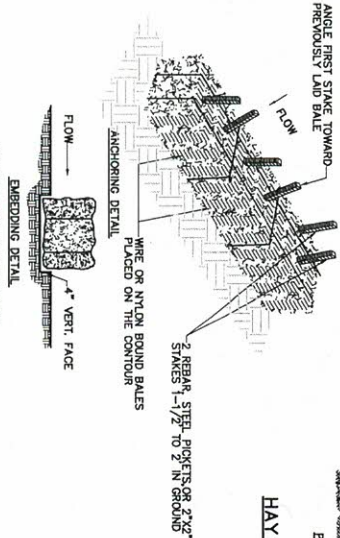
DRAWING NO. ERI.1	PROJECT NO. 2009-0001 SHEET NAME: JAN-ER101	REVISIONS			NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31		Hoyle, Tanner & Associates, Inc.		150 Dow Street Manchester, NH 03107-1227 Tel 603-669-5535 Fax 603-669-4168 Web Page: www.hoyletanner.com			
		DATE	DESCRIPTION	BY	EROSION CONTROL NOTES AND DETAILS SHEET 1 OF 3							
		<input checked="" type="checkbox"/>	01/03/20	PERMITTING DOCUMENTS	NEC	SCALE: NOT TO SCALE	DATE: JANUARY, 2020	DESIGNED BY J.C.A.	DRAWN BY J.C.A.	CHECKED BY J.C.A.		



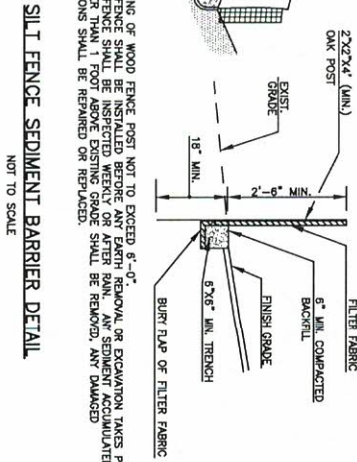
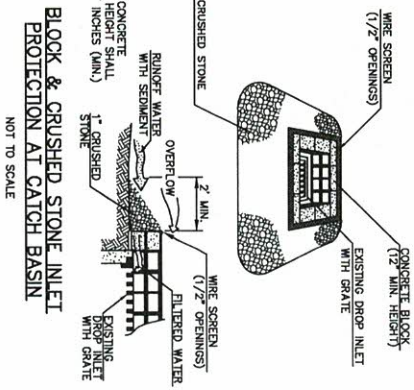
- NOTES:**
1. GEOTEXTILE STRENGTH: GEOTEXTILE, NON-WOVEN TO BE PLACED BETWEEN STONE FIL AND SOIL.
 2. SLOPES UTILIZING A STONE PACING FOR STABILITY AND EROSION PROTECTION SHALL REFER TO STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS NO. 103.18- STONE DITCH PROTECTION.

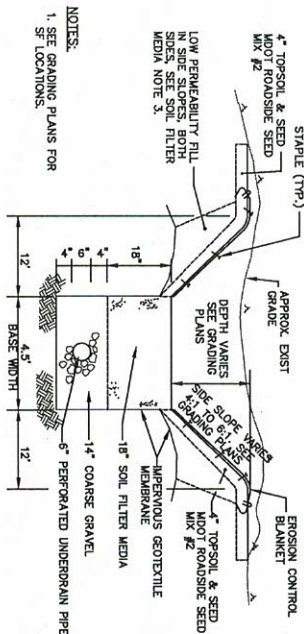


HAY BALE INLET PROTECTION AT CATCH BASIN
NOT TO SCALE



- CONSTRUCTION SPECIFICATIONS:**
1. BALE SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ADJUTING.
 2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4\"/>





NOTES:
1. SEE GRADING PLANS FOR SET LOCATIONS.

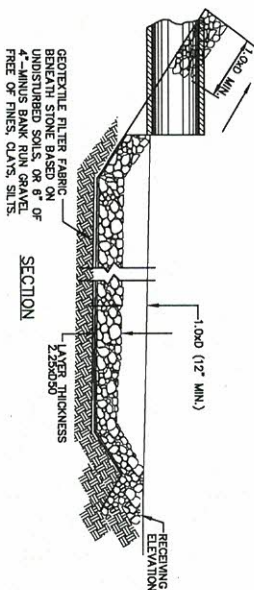
FILTER	FILTER ELEV.	OVERFLOW ELEV.	INVERT OUT ELEV.	LENGTH (FT)	WIDTH (FT)
SF1	1170.5	1171.5	1168.16	200'	4.5'
SF2	1170.5	1171.5	1168.16	200'	4.5'

SOIL FILTER MEDIA

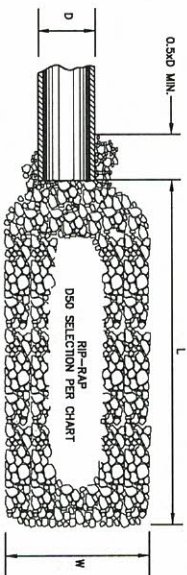
- THE SOIL FILTER MEDIA SHALL CONSIST OF A MIXTURE OF A COARSE LOAMY SAND SOIL WITH 20 TO 30% BY VOLUME OF WOOD FIBER MULCH THAT HAS NO MORE THAN 10% FINES PASSING THE #200 SIEVE. THE COARSE LOAMY SAND SHALL MEET THE SIEVE ANALYSIS SPECIFICATIONS BELOW.
- THE SOIL MIXTURE SHALL HAVE A UNIFORM MIX FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN 2 INCHES. THE MIX SHALL NOT CONTAIN OTHER MATERIALS OR SUBSTANCES THAT MAY BE HARMFUL TO PLANT GROWTH, OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS.
- THE SLOPE SLOPES OF THE UNDERDRAIN SOIL FILTER SHALL CONSIST OF A LOW PERMEABILITY, 0.57 IN/HR OR LESS, HYDROLOGIC SOIL GROUP C SOIL. THE MAXIMUM ALLOWABLE CLAY CONTENT FOR THE LOW PERMEABILITY SOIL IS 2%.

TYPICAL UNDERDRAIN SOIL FILTER DETAIL

NOT TO SCALE



SECTION

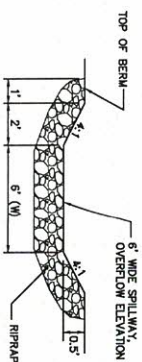


PLAN

OUTLET DIA. OF PIPE (D)	RIP-RAP SIZE (D50)	LENGTH (L)	WIDTH (W)
SF1/SF2	3"/2"	4'	6'
			12'

RIP RAP OUTLET PROTECTION AT PIPE OUTFALL

NOT TO SCALE



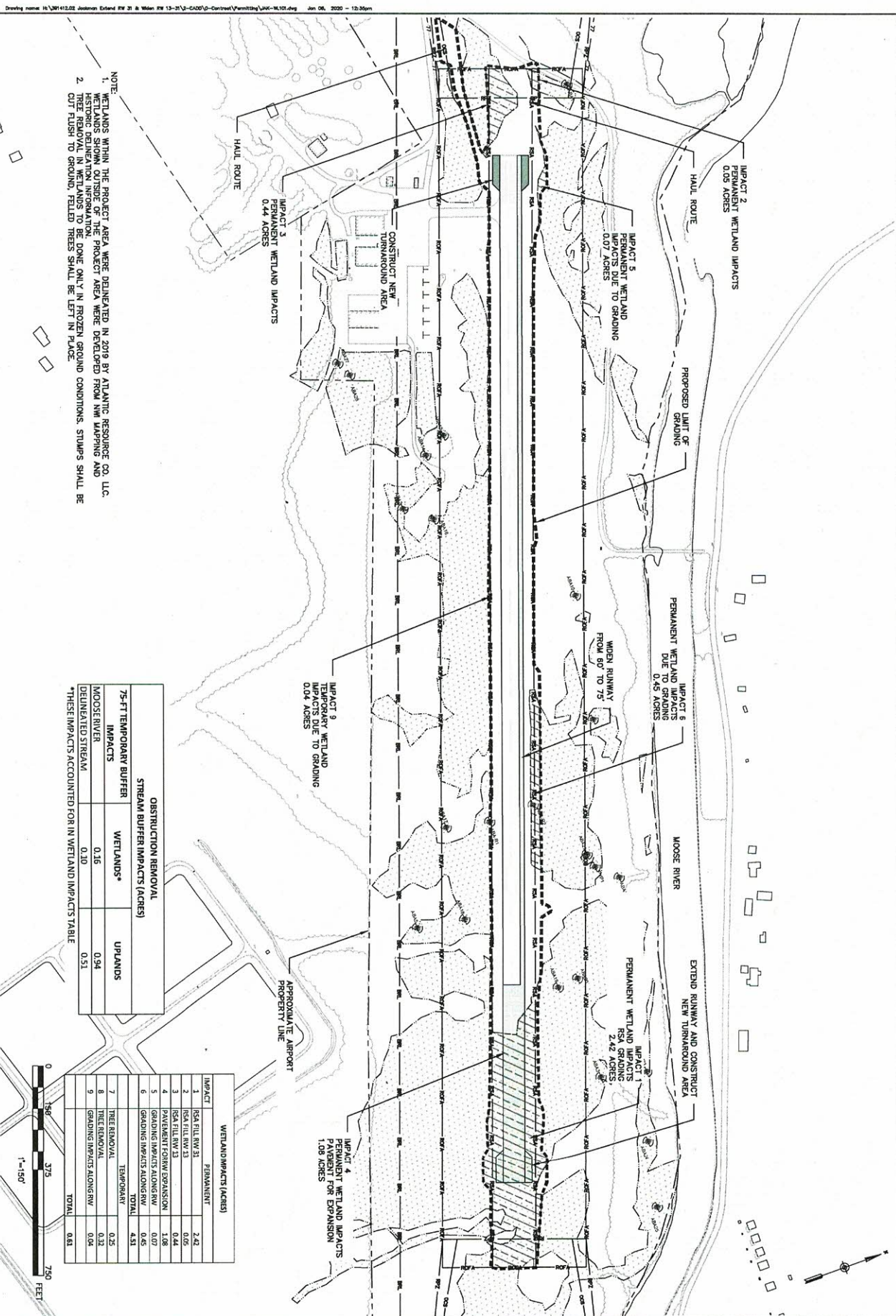
WEIR DETAIL

OUTLET OVERFLOW ELEV.	RIP-RAP SIZE (D50)	LENGTH (L)	WIDTH (W)
SF1	1171.5	10'	6'
SF2	1171.5	10'	6'

WEIR DETAIL

NOT TO SCALE

ER1.3 DRAWING NO.		REVISIONS <table border="1"> <tr> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td>01/03/20</td> <td>PERMITTING DOCUMENTS</td> <td>NEC</td> </tr> </table>		DATE	DESCRIPTION	BY	01/03/20	PERMITTING DOCUMENTS	NEC	NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31 EROSION CONTROL NOTES AND DETAILS SHEET 3 OF 3 SCALE: NOT TO SCALE DATE: JANUARY, 2020		Hoyle, Tanner & Associates, Inc. 150 Dow Street Manchester, NH 03101-0227 Tel 603-669-5555 Fax 603-669-4168 Web Page: www.hoyletanner.com Hoyle, Tanner & Associates, Inc. 2020		ENGINEER'S SEAL
DATE	DESCRIPTION	BY												
01/03/20	PERMITTING DOCUMENTS	NEC												
DESIGN BY NEC		DRAWN BY NEC		CHECKED BY TJA		SHEET 13 OF 15								

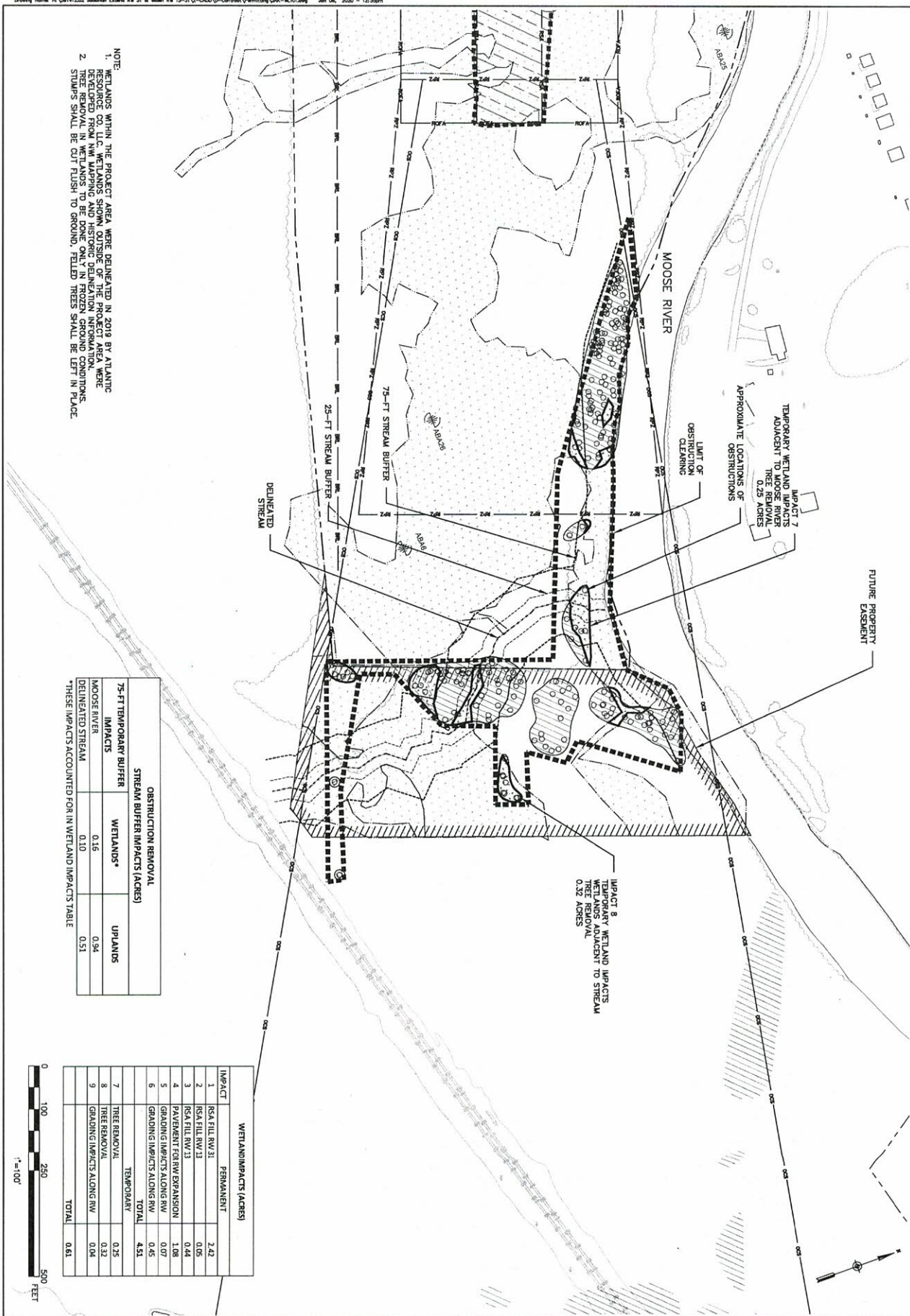


OBSTRUCTION REMOVAL STREAM BUFFER IMPACTS (ACRES)		
75-FT TEMPORARY BUFFER IMPACTS	WETLANDS*	UPLANDS
MOOSE RIVER	0.16	0.94
DEERLEAF STREAM	0.10	0.51

*THESE IMPACTS ACCOUNTED FOR IN WETLAND IMPACTS TABLE

WETLAND IMPACTS (ACRES)		
PERMANENT		2.42
1	RSA FILL RW 31	0.05
2	NSA FILL RW 33	0.05
3	NSA FILL RW 33	0.44
4	PAVEMENT FOREW EXPANSION	1.08
5	GRADING IMPACTS ALONG RW	0.07
6	GRADING IMPACTS ALONG RW	0.45
TOTAL		4.51
TEMPORARY		
7	TREE REMOVAL	0.25
8	TREE REMOVAL	0.32
9	GRADING IMPACTS ALONG RW	0.04
TOTAL		0.61

DRAWING NO. WL11	REVISIONS			NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31		Hoyle, Tanner & Associates, Inc.			150 Dow Street Manchester, NH 03101-1227 Tel 603-669-5555 Fax 603-669-4168 Web Page: www.hoyletanner.com		
	DATE 12/14/2014	DESCRIPTION WETLAND PLAN SHEET 1 OF 2	BY [Signature]	SCALE: 1"=200'	DATE: DECEMBER, 2019	DESIGNED BY [Signature]	DRAWN BY [Signature]	CHECKED BY [Signature]			



NOTE:
1. WETLANDS WITHIN THE PROJECT AREA WERE DELINEATED IN 2019 BY ATLANTIC REGIONAL COASTAL WETLANDS SURVEY OF THE PROJECT AREA WERE
2. TREE REMOVAL IN WETLANDS TO BE DONE ONLY IN FROZEN GROUND CONDITIONS.
STUMPS SHALL BE CUT FLUSH TO GROUND, FIELDED TREES SHALL BE LEFT IN PLACE.

OBSTRUCTION REMOVAL STREAM BUFFER IMPACTS (ACRES)			
IMPACTS	WETLANDS*	UPLANDS	
MOOSE RIVER	0.16	0.94	
DELIMITED STREAM	0.10	0.51	

WETLAND IMPACTS (ACRES)			
IMPACT	PERMANENT	TEMPORARY	TOTAL
1. RSA FILL RW 31	2.42		
2. RSA FILL RW 23	0.05		
3. RSA FILL RW 13	0.44		
4. PAVEMENT FOR RW EXPANSION	1.08		
5. GRADING IMPACTS ALONG RW	0.07		
6. GRADING IMPACTS ALONG RW	0.45		
7. TREE REMOVAL		0.25	
8. TREE REMOVAL		0.32	
9. GRADING IMPACTS ALONG RW		0.04	
TOTAL		0.61	



WL12 SHEET 15 OF 15	DRAWING NO. WL12	REVISIONS <table border="1"> <tr> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	DATE	DESCRIPTION	BY				NEWTON FIELD AIRPORT EXTEND RUNWAY 31 AND WIDEN RUNWAY 13-31 WETLAND PLAN SHEET 2 OF 2 SCALE: 1"=100' DATE: DECEMBER, 2019	Hoyle, Tanner & Associates, Inc. 150 Dow Street Manchester, NH 03101-1227 Tel 603-669-5555 Fax 603-669-4168 Web Page: www.hoyletanner.com	ENGINEER'S SEAL
	DATE	DESCRIPTION	BY								
DESIGNED BY: NEC DRAWN BY: NEC CHECKED BY: TJA											
PROJECT NO.: 301412.02 DATE: 12/10/2019											

