

FRANKLIN COUNTY COMMISSIONERS MEETING AGENDA

LOCATION: Franklin County Superior Courtroom

DATE AND TIME: July 18, 2024 @ 10:00 A.M.

The Franklin County Commissioners' meetings are open to the public. This meeting is also available virtually via [Video Conferencing, Cloud Phone, Webinars, Chat, Virtual Events | Zoom](#). Here is the meeting ID# 492 510 0482 passcode 030621.

APPOINTMENTS: None

NEW BUSINESS:

- 1. Clerk's Report**
- 2. Treasurer's Report**
- 3. Heat Pump for Franklin County Communications**
- 4. Madrid Township – Maine Infrastructure Adaptation Fund Application**
- 5. Bids for Snow Removal**

OLD BUSINESS:

- 1. Cafeteria Plan – Commissioner Harvell to sign**

MISCELLANEOUS:

WARRANTS: County AP, ARPA, UT, TIF and Payroll

ADJOURNMENT:

Meeting Packets are available to view by clicking on the link below:

[Agendas & Minutes - Franklin County, Maine \(franklincountymaine.gov\)](https://franklincountymaine.gov/agendas-minutes)

**County Commissioner's Meeting
Agenda Discussion and Analysis
July 18, 2024**

Appointments: None at this time.

Agenda Item: Clerk's Report

Comments: Minutes from the July 2, 2024, meeting

- The County has received its first requisition for the Emergency Operations Center (EOC). The Commissioners need to determine who will sign the cover sheet as the owner, and who will sign these documents in the future.
- UMF has reached out to see if the county would be interested in participating in the internship program. We have utilized this in the past to assist with organizing the county's historical files and it has proven to be beneficial for both the staff and the student.
- Jessica Brown was appointed Deputy Register of Deeds on July 8, 2024.
- We conducted interviews for the Deputy Register of Probate position last week. The panel recommends hiring Sheri Lopez as the Deputy Register of Probate.
- Per statute, at the end of each fiscal year, there must be a transfer from unencumbered county funds an amount sufficient to restore the established contingent account up to \$100,000. Currently, the contingent fund has a balance of (-\$4,993.86). These funds may be used at the discretion of the County Commissioners for emergency purposes only.

Recommended: Motion to approve and sign the July 2, 2024, Minutes.

Treasurer's Report:

Recommendation:

3. Heat Pump for Franklin County Communications

Comments: Recently the Dispatch Center experienced a cooling issue in their server room as the 10+ year old heat pump had operating issues. Facilities has ordered a new 30,000 btu unit for installation on Tuesday, July 16th. The quote and information about the unit are included in your packet. The cost for a replacement is \$7,734.90 and we would like to pay for this out of the Dispatch Equipment Reserve.

Recommendation: Motion to pay for the new heat pump for \$7,734.90 out of the Dispatch Equipment Reserve Fund.

4. Madrid Township – Maine Infrastructure Adaptation Fund Application

Comments: The Maine DOT sought out municipalities, tribal, and infrastructure districts, to apply for one-time funding through the Maine Infrastructure Adaptation Fund (MIAF) for adaptation of critical infrastructure to reduce vulnerability due to the changing climate. The grant application was completed and submitted by Calderwood Engineering on July 1, 2024. The Commissioners need to authorize the submittal of the application retroactively on July 1, 2024.

Recommendation: Motion: To approve the submittal of the application for grant funding through the MIAF retroactively on July 1, 2024.

5. Snow Contracts

Comments: The County went out to bid for snow removal for the Church Street parking lot and County Way, and West Freeman (4.34 miles). We received two bids for the Church Street parking lot and County Way, and two bids for West Freeman.

Recommendation: Motion to accept the bid from _____ for West Freeman. Motion to accept the bid from _____ for Church Street parking lot.

Franklin Home Services

PO BOX 495

Wilton, ME 04294

Estimate

Date	Estimate #
7/11/2024	90

Name / Address
Franklin County Sheriff's Office 123 County Way Farmington, ME 04938

			Project
Description	Qty	Rate	Total
We propose the following for The Franklin County Dispatch server room Change out the existing Daikin cooling unit with, 1- Mitsubishi PAK-A30 wall unit 1- Mitsubishi PUY-A30 cooling only condensing unit designed for server room 1- wired controller	1	7,734.90	7,734.90
		Total	\$7,734.90

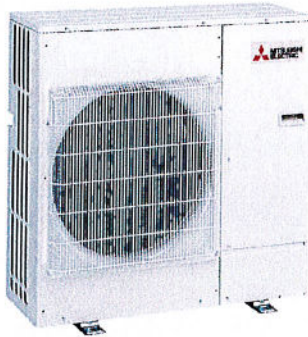
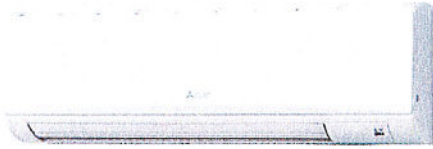
PKA-A30KA7 & PUY-A30NHA7(-BS)
30,000 BTU/H WALL MOUNT
30,000 BTU/H COOLING ONLY OUTDOOR



Job Name:

System Reference:

Date:



Indoor Unit.....PKA-A30KA7

Outdoor Unit

☐ Standard Model.....PUY-A30NHA7

☐ Seacoast Model.....PUY-A30NHA7-BS

INDOOR UNIT FEATURES

- Sleek, compact design
- Simple installation
- Vane setting for air flow direction control
- Auto fan speed mode
- Ideal for spaces such as server rooms, daycare centers, classrooms, churches, small offices, and more
- Multiple control options available:
 - kumo cloud® smart device app for remote access
 - Third-party interface options
 - Wired or wireless controllers

OUTDOOR UNIT FEATURES

- Variable speed INVERTER-driven compressor
- Power receiver pre-charged with refrigerant volume for piping length up to 70 ft
- Low ambient cooling down to -40°F providing 100% capacity (only for PUY models with wind baffles installed)
- 24-hour continuous operation (cooling mode)
- High pressure protection
- Fast restart due to bypass valve make it ideal for equipment cooling applications, such as data centers
- Superior energy and operational efficiency

SPECIFICATIONS: PKA-A30KA7 & PUY-A30NHA7(-BS)

Cooling at 95°F ¹	Maximum Capacity	BTU/H	30,000
	Rated Capacity	BTU/H	30,000
	Minimum Capacity	BTU/H	9,000
	Maximum Power Input	W	3,150
	Rated Power Input	W	3,150
	Moisture Removal	Pints/h	8.1
	Sensible Heat Factor		0.7
Efficiency	Power Factor	%	96.4/96.4
	SEER		19.8
	EER ¹		9.5
Electrical	ENERGY STAR® Certified		No
	Voltage, Phase, Frequency		208/230, 1, 60
	Guaranteed Voltage Range	V AC	198 - 253
	Voltage: Indoor - Outdoor, S1-S2	V AC	208/230
	Voltage: Indoor - Outdoor, S2-S3	V DC	24
	Short-circuit Current Rating [SCCR]	kA	5
	Recommended Fuse/Breaker Size (Outdoor)	A	25
Indoor Unit	Recommended Wire Size [Indoor - Outdoor]	AWG	14
	MCA	A	1.0
	Fan Motor Full Load Amperage	A	0.36
	Fan Motor Output	W	56
	Airflow Rate at Cooling, Dry	CFM	635-705-775
	Airflow Rate at Cooling, Wet	CFM	570-635-700
	Airflow Rate at Heating, Dry	CFM	635-705-775
	Sound Pressure Level [Cooling]	dB[A]	39-42-45
	Sound Pressure Level [Heating]	dB[A]	39-42-45
	Drain Pipe Size	In. [mm]	5/8 [16]
	Coating on Heat Exchanger		—
	External Finish Color		White Munsell 1.0Y 9.2/0.2
	Unit Dimensions	W x D x H: In. [mm]	46-1/16 x 11-5/8 x 14-3/8 [1170 x 295 x 365]
	Package Dimensions	W x D x H: In. [mm]	51 x 14-1/4 x 18-1/2 [1295 x 362 x 470]
	Unit Weight	Lbs. [kg]	46 [21]
Indoor Unit Operating Temperature Range	Package Weight	Lbs. [kg]	53 [24]
	Cooling Intake Air Temp [Maximum / Minimum]*	°F	95 DB, 71 WB / 67 DB, 57 WB
Outdoor Unit	Heating Intake Air Temp [Maximum / Minimum]	°F	80 DB / 70 DB
	MCA	A	19.0
	MOCP	A	26
	Fan Motor Full Load Amperage	A	0.4
	Fan Motor Output	W	86
	Airflow Rate	CFM	1940
	Refrigerant Control		LEV
	Defrost Method		Reverse Cycle
	Coating on Heat Exchanger		Blue Fin Coating (BS Model only)
	Sound Pressure Level, Cooling ¹	dB(A)	47
	Compressor Type		INVERTER-driven twin rotary
	Compressor Model		SNB172FVHM1
	Compressor Rated Load Amps	A	7.0
	Compressor Locked Rotor Amps	A	11.0
	Compressor Oil Type // Charge	oz.	FV50S // 23
	External Finish Color		Ivory Munsell 3Y 7.8/1.1
	Base Pan Heater		N/A
	Unit Dimensions	W x D x H: In. [mm]	37-13/32 x 13 (+1-3/16) x 37-1/8 [950 x 330 (+30) x 943]
	Package Dimensions	W x D x H: In. [mm]	40-15/16 x 17-11/16 x 40-11/16 [1040 x 450 x 1033]
Outdoor Unit Operating Temperature Range	Unit Weight	Lbs. [kg]	151 [68]
	Package Weight	Lbs. [kg]	176 [80]
Outdoor Unit Operating Temperature Range	Cooling Air Temp [Maximum / Minimum]*	°F	115 DB / -40 DB

NOTES:

AHRI Rated Conditions

(Rated data is determined at a fixed compressor speed)

¹Cooling (Indoor // Outdoor)

²Heating at 47°F (Indoor // Outdoor)

³Heating at 17°F (Indoor // Outdoor)

°F 80 DB, 67 WB // 95 DB, 75 WB

°F 70 DB, 60 WB // 47 DB, 43 WB

°F 70 DB, 60 WB // 17 DB, 15 WB

Conditions

⁴Heating at 5°F (Indoor // Outdoor)

⁵Heating at -4°F (Indoor // Outdoor)

⁶Heating at -5°F (Indoor // Outdoor)

⁷Heating at -13°F (Indoor // Outdoor)

°F 70 DB, 60 WB // 5 DB, 4 WB

°F 70 DB, 60 WB // -4 DB, -5 WB

°F 70 DB, 60 WB // -5 DB, -6 WB

°F 70 DB, 60 WB // -13 DB, -14 WB

*Outdoor Unit Operating Temperature Range (Cooling Air Temp [Maximum / Minimum]):

• Applications should be restricted to comfort cooling only; equipment cooling applications are not recommended for low ambient temperature conditions.

» Wind baffles required to operate below 23°F DB in cooling mode.

» Cooling-only system with wind baffle: -40°F - 115°F.

» Heat pump system with wind baffle: 0°F - 115°F.

» Refer to wind baffle documentation for further information.

**Outdoor Unit Operating Temperature Range (Cooling Thermal Lock-out / Re-start Temperatures; Heating Thermal Lock-out / Re-start Temperatures):

• System cuts out in heating mode to avoid thermistor error and automatically restarts at these temperatures.

SEACOAST PROTECTION (-BS MODELS)

• External Outer Panel: Phosphate coating + Acrylic-Enamel coating

• Fan Motor Support: Epoxy resin coating (at edge face)

• Separator Assembly Valve Bed: Epoxy resin coating (at edge face)

• Blue Fin treatment is an anti-corrosion treatment that is applied to the condenser coil to protect it against airborne contaminants.

SPECIFICATIONS: PKA-A30KA7 & PUY-A30NHA7(-BS)

	Type		R410A
	Charge	Lbs, oz	7, 11.0
Refrigerant	Chargeless Piping Length	Ft. [m]	70.0 [20.0]
	Additional Refrigerant Charge Per Additional Piping Length	oz./Ft. [g/m]	0.3 [22.5]
	Gas Pipe Size O.D. [Flared]	In. [mm]	5/8 [15.88]
Piping	Liquid Pipe Size O.D. [Flared]	In. [mm]	3/8 [9.52]
	Maximum Piping Length	Ft. [m]	225 [68]
	Maximum Height Difference	Ft. [m]	100 [30]
	Maximum Number of Bends		15

NOTES:

AHRI Rated Conditions

(Rated data is determined at a fixed compressor speed)

¹ Cooling (Indoor // Outdoor)	*F	80 DB, 67 WB // 95 DB, 75 WB
² Heating at 47°F (Indoor // Outdoor)	*F	70 DB, 60 WB // 47 DB, 43 WB
³ Heating at 17°F (Indoor // Outdoor)	*F	70 DB, 60 WB // 17 DB, 15 WB

Conditions

⁴ Heating at 5°F (Indoor // Outdoor)	*F	70 DB, 60 WB // 5 DB, 4 WB
⁵ Heating at -4°F (Indoor // Outdoor)	*F	70 DB, 60 WB // -4 DB, -5 WB
⁶ Heating at -5°F (Indoor // Outdoor)	*F	70 DB, 60 WB // -5 DB, -6 WB
⁷ Heating at -13°F (Indoor // Outdoor)	*F	70 DB, 60 WB // -13 DB, -14 WB

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- Applications should be restricted to comfort cooling only; equipment cooling applications are not recommended for low ambient temperature conditions.
 - » Wind baffles required to operate below 23°F DB in cooling mode.
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- External Outer Panel: Phosphate coating + Acrylic-Enamel coating
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- Separator Assembly Valve Bed: Epoxy resin coating (at edge face)
- Blue Fin treatment is an anti-corrosion treatment that is applied to the condenser coil to protect it against airborne contaminants.

INDOOR UNIT ACCESSORIES: PKA-A30KA7

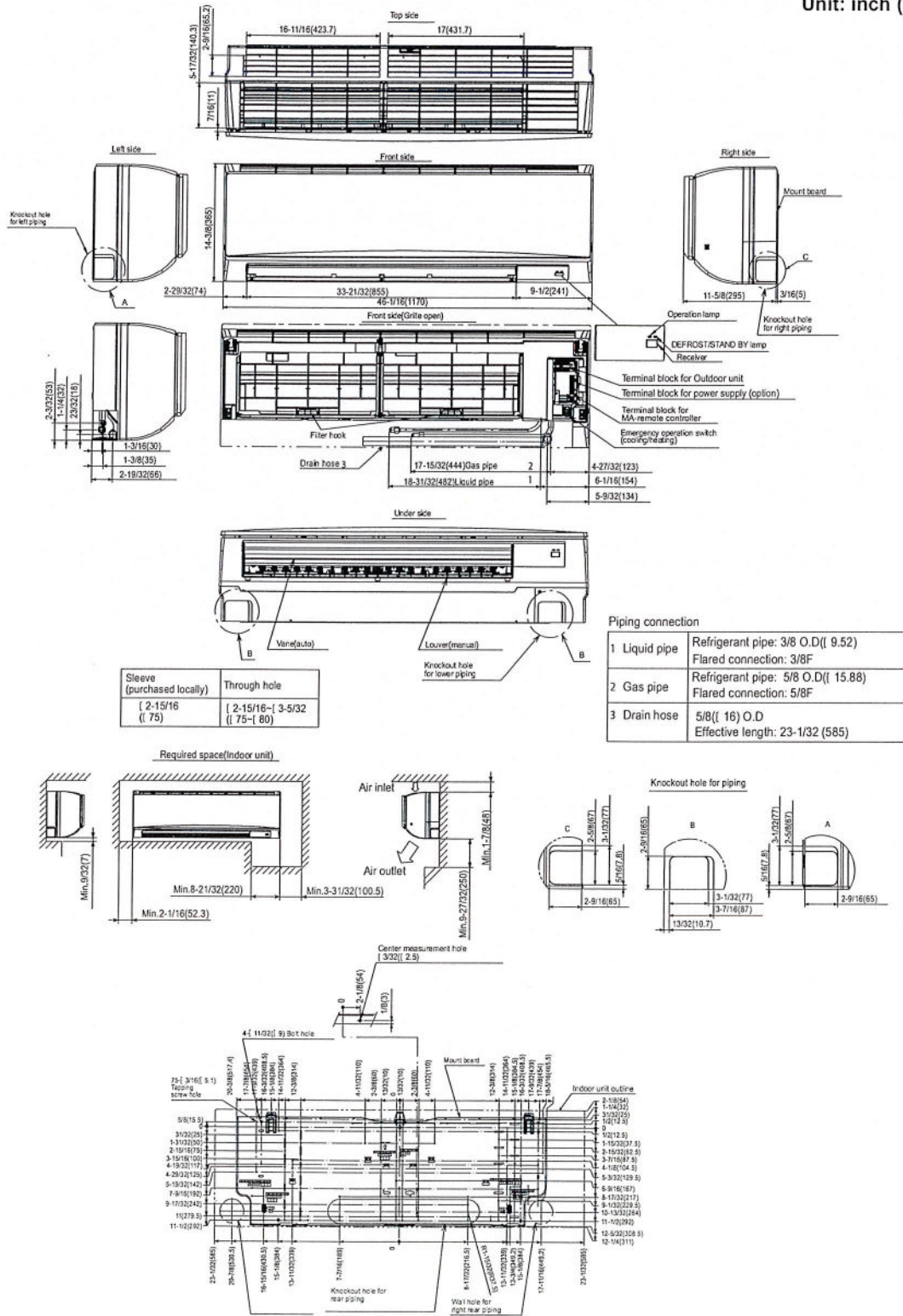
Control Interface	3-Pin Connector	<input type="checkbox"/> PAC-715AD
	BACnet® and Modbus Interface	<input type="checkbox"/> PAC-UKPRC001-CN-1
	IT Extender	<input type="checkbox"/> PAC-WHS01IE-E
	kumo station® for kumo cloud®	<input type="checkbox"/> PAC-WHS01HC-E
	Lockdown bracket for remote controller	<input type="checkbox"/> RCMKP1CB
	Thermostat Interface	<input type="checkbox"/> PAC-US444CN-1
	USNAP Adapter	<input type="checkbox"/> PAC-WHS01UP-E
Remote Sensor	Wireless Interface for kumo cloud®	<input type="checkbox"/> PAC-USWHS002-WF-2
	Flush Mount Temperature Sensor	<input type="checkbox"/> PAC-USSEN001-FM-1
	Remote Temperature Sensor	<input type="checkbox"/> PAC-SE41TS-E
Wired Remote Controller	Wireless temperature and humidity sensor for kumo cloud®	<input type="checkbox"/> PAC-USWHS003-TH-1
	Deluxe Wired MA Remote Controller†	<input type="checkbox"/> PAR-40MAAU
	Simple MA Remote Controller†	<input type="checkbox"/> PAC-YT53CRAU-J
Wireless Remote Controller	Touch MA Controller†	<input type="checkbox"/> PAR-CT01MAU-SB
	kumo touch™ RedLINK™ Wireless Controller	<input type="checkbox"/> MHK2
	Wireless MA Receiver	<input type="checkbox"/> PAR-FA32MA-W
Condensate	Wireless MA Remote Controller	<input type="checkbox"/> PAR-FL32MA-E
	Blue Diamond (Advanced) Mini Condensate Pump w/ Reservoir & Sensor (208/230V) [recommended]	<input type="checkbox"/> X87-721
	Blue Diamond (MegaBlue Advanced) Condensate Pump w/ Reservoir & Sensor	<input type="checkbox"/> X87-835
	Blue Diamond Sensor Extension Cable — 15 Ft.	<input type="checkbox"/> C13-103
	Drain Pan Level Sensor/Control	<input type="checkbox"/> SS610E
Disconnect Switch	Sauermann Condensate Pump	<input type="checkbox"/> SI30-230
	(30A/600V/UL) [fits 2" X 4" utility box] - Black	<input type="checkbox"/> TAZ-MS303
Lineset	(30A/600V/UL) [fits 2" X 4" utility box] - White	<input type="checkbox"/> TAZ-MS303W
	10' x 3/8" x 10' x 5/8" Lineset (Twin-Tube Insulation)	<input type="checkbox"/> MPLS385812T-10
	100' x 3/8" x 100' x 5/8" Lineset (Twin-Tube Insulation)	<input type="checkbox"/> MPLS385812T-100
	15' x 3/8" x 15' x 5/8" Lineset (Twin-Tube Insulation)	<input type="checkbox"/> MPLS385812T-15
	30' x 3/8" x 30' x 5/8" Lineset (Twin-Tube Insulation)	<input type="checkbox"/> MPLS385812T-30
	50' x 3/8" x 50' x 5/8" Lineset (Twin-Tube Insulation)	<input type="checkbox"/> MPLS385812T-50
	65' x 3/8" x 65' x 5/8" Lineset (Twin-Tube Insulation)	<input type="checkbox"/> MPLS385812T-65

OUTDOOR UNIT ACCESSORIES: PUY-A30NHA7(-BS)

Air Outlet Guide	Air Outlet Guide (1 Piece)	<input type="checkbox"/> PAC-SG59SG-E
Centralized Drain Pan	Drain Pan	<input type="checkbox"/> PAC-SG64DP-E
Control/Service Tool	Control/Service Tool	<input type="checkbox"/> PAC-SK52ST
	M- & P-Series Maintenance Tool Cable Set	<input type="checkbox"/> M21EC0397
	USB/UART Conversion Cable (Required for all laptop connection)	<input type="checkbox"/> M21EC1397
Drain Socket	Drain Socket	<input type="checkbox"/> PAC-SG61DS-E
Hail Guards	Hail Guard	<input type="checkbox"/> HG-A6
M-NET Converter	M-NET Converter	<input type="checkbox"/> PAC-SJ85MA-E
	M-NET Converter	<input type="checkbox"/> PAC-SJ95MA-E
Mini-Split Wire	14 Gauge, 4 wire MiniSplit Cable—250 ft. roll	<input type="checkbox"/> S144-250
	14 Gauge, 4 wire MiniSplit Cable—50 ft. roll	<input type="checkbox"/> S144-50
	16 Gauge, 4 wire MiniSplit Cable—250 ft. roll	<input type="checkbox"/> S164-250
	16 Gauge, 4 wire MiniSplit Cable—50 ft. roll	<input type="checkbox"/> S164-50
Mounting Pad	Condensing Unit Mounting Pad: 24" x 42" x 3"	<input type="checkbox"/> ULTRILITE2
Stand	18" Single Fan Stand	<input type="checkbox"/> QSMS1801M
	24" Single Fan Stand	<input type="checkbox"/> QSMS2401M
	Condenser Wall Bracket	<input type="checkbox"/> QSWB2000M-1
	Condenser Wall Bracket -Stainless Steel Finish	<input type="checkbox"/> QSWBSS
	Outdoor Unit Stand — 12" High	<input type="checkbox"/> QSMS1201M
Wind Baffle	Front Wind Baffle	<input type="checkbox"/> WB-PA5
	Rear Wind Baffle	<input type="checkbox"/> WB-RE5
	Side Advanced Wind Baffle	<input type="checkbox"/> WB-SD5

INDOOR UNIT DIMENSIONS: PKA-A30KA7

Unit: inch (mm)

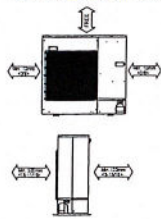


OUTDOOR UNIT DIMENSIONS: PUY-A30NHA7(-BS)

Unit: mm<in>

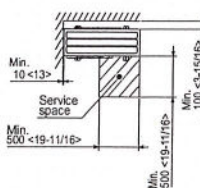
1 FREE SPACE (Around the unit)

The diagram below shows a basic example.
Explanation of particular details are given in the installation manuals etc.



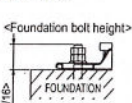
2 SERVICE SPACE

Dimensions of space needed for service access are shown in the below diagram.



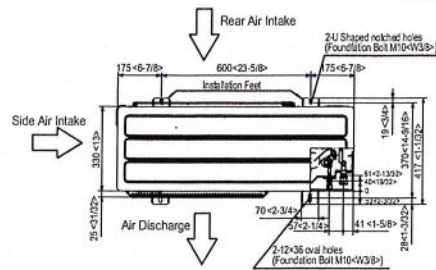
3 FOUNDATION BOLTS

Please secure the unit firmly with 4 foundation (M10<W3/8>) bolts. (Bolts and washers must be purchased locally.)



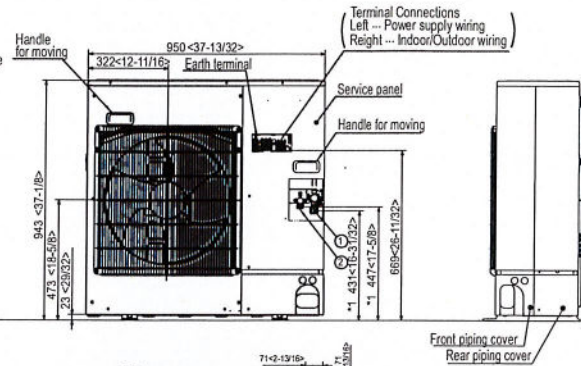
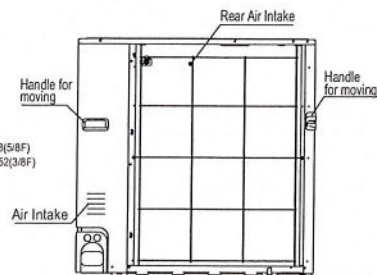
4 PIPING-WIRING DIRECTIONS

Piping and wiring connections can be made from 4 directions: FRONT, Right, Rear and Below.

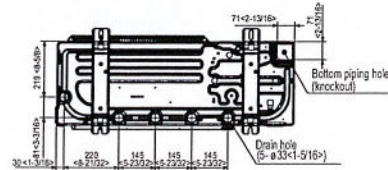
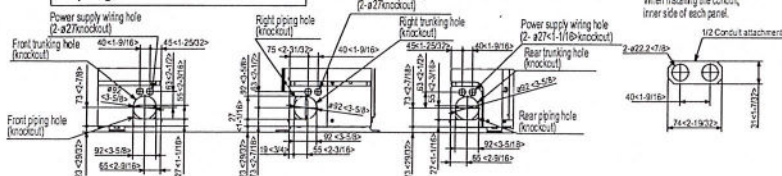


Example of Notes

- ① --- Refrigerant GAS pipe connection (FLARE) ø15,88(5/8F)
 ② --- Refrigerant LIQUID pipe connection (FLARE) ø9.52(3/8F)
 *1--- Indication of STOP VALVE connection location.



Piping knockout Hole Details



1340 Satellite Boulevard Suwanee, GA 30024
Toll Free: 800-433-4822 www.mehvac.com

FORM# PKA-A30KA7.TH & PUY-A30NHA7(-BS) - 202103





Maine Infrastructure Adaptation Fund

Request for Application

Overview of the Grant Opportunity

The Maine Department of Transportation (MaineDOT) is seeking applications for the Maine Infrastructure Adaptation Fund (MIAF) to provide one-time funding to municipal, tribal, and infrastructure districts to adapt their critical infrastructure to reduce vulnerability to climate change. All projects must demonstrate increased resilience to future storm and flooding impacts. This Request for Application (RFA) document provides instructions for submitting applications, evaluation criteria, and contract provisions. The program is administered by MaineDOT and uses State funding. MIAF is looking to provide assistance to a broad geographical representation of the areas across the state that have been subject to storm damage.

The MIAF program will help develop a pipeline of infrastructure projects that are ready for construction and eligible for future Federal support. Eligible project sponsors are local and tribal governments, municipal conservation commissions, soil and water conservation districts, and private nonprofit organizations. Eligible projects include scoping and design, and/or construction of specific public infrastructure, including storm water systems, water systems upgrades, and other interventions that support public infrastructure repair to reducing or eliminating climate impacts.

Projects or project components that will be prioritized:

- Projects for which FEMA disaster funds were applied for and denied; and
- Projects that were not covered by insurance; and
- Where no other emergency relief was granted or available.

Historically, the following projects fully align with the program goals:

- Scoping project to adapt stormwater infrastructure to handle the increase in extreme precipitation events;
- Construction of stormwater improvements;
- Scoping and construction of water and wastewater treatment plant upgrades to meet resilience of the system; and
- Transportation resilience projects.

Examples of projects that do not align with the program goals include:

- Generators;
- Emergency service communications;
- Pavement not related to an eligible project listed above; or
- Feasibility studies

The applicant must identify hazards associated with climate change, evaluate their impact on critical assets, identify adaptation practices, and present recommendations that adapt the infrastructure to reduce vulnerability to storm events. The applicant should clearly demonstrate how the projects have been designed for increased resilience to future storm and flooding impacts. Final design or construction plans shall be stamped by a Maine Professional Engineer.

The Maine Infrastructure Adaptation Fund provides grants to support 1) scoping and design and/or 2) implementation and construction (following completed design). Applicants may request up to \$75,000 to support scoping and design, or up to \$4,000,000 to support match for construction or for direct construction costs. Applicants are required to provide at least 5% local match of total project costs. All local match must be directly related to the proposed project and tasks, and necessary substantiating documentation must be provided. Costs incurred prior to the effective date of the grant agreement including application preparation costs will not be considered as part of the match requirements, except that repairs or reconstruction of project locations damaged in the statewide weather events between December 18, 2023 and the time of application may be reimbursable, provided that all other criteria in the RFA is met. These funds can be used as State match for federal grants.

Applications will be consulted on by MaineDOT and other relevant State agencies, such as the Governor's Office of Policy Innovation and the Future (GOPIF), the Maine Drinking Water Program, the Maine DEP Division of Water Quality Management, and others depending on project type. The MaineDOT Commissioner may use the funds at their discretion to support efforts of regional significance or exigent circumstances with imminent risk to life or property. Entities requesting funds for these efforts must follow the MIAF application process to provide transparency and show how the funds will support the effort.

Upon preliminary award, applicants will enter into a Grant Agreement with MaineDOT. Grant recipients will have two (2) years to expend the funds and up to three reimbursement requests, coordinated with the project schedule and milestones. Further details of funding distribution and invoices will be determined upon execution of the Grant Agreement. Recipients will be required to submit annual progress reports and a final project report. Annual progress reports will include, but not limited to a description of project progress, any scheduling changes, and total project costs.

Application Process

MaineDOT issues the RFA for the Maine Infrastructure Adaptation Fund. Applicants must submit a completed PDF application consistent with the RFA by using the template provided. The application(s) will be scored by the Grant Review Team who will judge the merits of the application(s) received in accordance with the project rating criteria.

Applications must be received by **July 1, 2024, at 11:59 p.m. EST**. Applications received after the deadline will be ineligible for award consideration.

Applications are to be submitted to MaineDOT via Adaptation.DOT@maine.gov. Only applications received by email will be considered. Applicants are to insert the following into the subject line in their email "MIAF RFA Submission – Town Name". Applicants must submit a separate application for each project. Applicants should submit a PDF file with the file name: "Town Name_MIAF Application #.PDF".

When we receive your application via email, you will receive a response of receipt within one week.

Information will be available on MaineDOT's grant page:

<https://www.maine.gov/mdot/grants>

Contact information:

Sierra Millay
Environmental Office
Maine Department of Transportation
16 State House Station
Augusta, ME
04333

Project Rating Criteria

MaineDOT will review and award funding for projects that align with the goals of the Maine Infrastructure Adaptation Funds and Municipal Stream Crossing programs and based on criteria described in Part UUUU of An Act to Make Supplemental Appropriations and Allocations for the Expenditures of State Government, General Fund and Other Funds and to Change Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2024 and June 30, 2025.

Projects will be reviewed by an interagency group using a competitive process which will result in a prioritized list of projects for funding. The qualitative scoring process will identify whether projects fully align, primarily align, partially align, or do not align with the goals established in the relevant programs and statute.

Fully Aligned

A project that is considered fully aligned will meet all program and funding goals as described in the Request for Application (RFA) and will clearly identify hazards to infrastructure and directly respond to future resiliency concerns.

Primarily Aligned

A project that is considered primarily aligned will meet most of the program and funding goals as described in the Request for Application (RFA) and will identify hazards to infrastructure and respond to future resiliency concerns.

Partially Aligned

A project that is considered partially aligned will meet some of the program and funding goals as described in the Request for Application (RFA) and may identify hazards to infrastructure and attempts to respond to future resiliency concerns.

Not Aligned

A project that is considered not aligned will fail to meet the program and funding goals as described in the Request for Application (RFA) does not identify hazards to infrastructure or does not directly respond to future resiliency concerns.

Projects will be rated on the following program goals.

Infrastructure Resiliency and Future Climate Conditions

A project should demonstrate increases to infrastructure resiliency and preparedness for future climate conditions; and should meet all MaineDOT design standards, including but not limited to flooding standards for 100-year flooding levels. Infrastructure should be sized to mitigate hazards anticipated by future climate conditions.

Public Safety and Emergency Management

A successful project increases public safety and improves emergency management response travel during storm events, documents a history of flooding or past infrastructure failure or be

at high risk of failure due to age or condition or ability to be resilient to climate stressors; and have a measured coefficient of failure, including but not limited to the number of homes and businesses or traffic connected by the infrastructure.

Leverage of Other Funding Sources

A project that successfully leverages other funding will include sources beyond the funds appropriated for the Maine Infrastructure Adaptation Funding and locally raised and appropriated funds, including but not limited to available federal funding and other funds.

Community, Economic, and Environmental Benefits

A project should demonstrate a compelling and significant community benefit, which directly improves the physical, social, and economic development activities in a community.

A project should demonstrate an impact on regional economic needs.

A project should demonstrate the ability to benefit the natural environment by including recommended design standards and best management practices.

**Maine Infrastructure Adaptation Fund and
Municipal Stream Crossing Application**

Section 1: General Information

Applicant Name(s): Amy Bernard (Franklin County) Agent: Peter Cogley (Calderwood Engineering)		
Contact Person: Amy Bernard		
Mailing Address: 140 Main Street		
City: Farmington	State: Maine	Zip: 04938
Daytime Phone No.: (207) 778-6614	Email: abernard@franklincountymaine.gov	
Has this project received FEMA or Insurance funds?	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p>NOTE: The following sections of this application request specific project-related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.</p> <p>For those applying for Municipal Stream Crossing Program, Section 2, parts A, B, and F have additional information that is required, fill out the lines that say "<u>Additional information needed for MSC</u>". That information is not applicable for Maine Infrastructure Adaptation Fund.</p>		

Section 2: Project Information

A. Project Location

Provide latitude/longitude (decimal degrees), abutting street name(s), and additional project location references. Feel free to attach designs/ diagrams, maps, etc. that will help provide a clear description of the proposed scope and location.

The crossing is located on Reeds Mill Rd, 0.4 miles east of the intersection with Center Road. The coordinates of the project are: 44.886765, -70.411314.

Additional information needed for MSC:

Review MaineDOT public [MapViewer](#) to ensure structure is located on a municipal owned facility (town way) and provide the MaineDOT Bridge Number.

The existing bridge is located on a local road and the MaineDOT Bridge Number is 5929.

B. Project Summary

Describe the proposed crossing replacement/ infrastructure adaptation project including vulnerable assets, asset age and condition, as well as the natural hazards magnified by climate change, potential risk to system, and proposed improvements.

The existing bridge is in severe condition; a temporary bridge is currently in service spanning over it. A critical finding report was submitted due to the discovery of extensive section loss, holes, and distortion of the girder bearing ends. The existing abutments have been rated a 6 with minor issues such as moderate cracking with efflorescence and small voids between masonry stones. The proposed replacement is a new 66'-0" span steel bridge on concrete abutments. The substructure will be founded on ledge to prevent scour issues. The preliminary design of this bridge has not been completed at the time of this application, the span is subject to change based on surveyed field conditions and measured bankfull width. The increased span will accommodate the large flows that pass through this crossing.

Additional information needed for MSC:

Please include the following information in your project summary:

Structure type, shape, material, streambed material in structure, number of culverts at crossing, length, width, height, age of structure, and clearance (distance between material at bottom of culvert or streambed and top of inside of culvert).

The existing bridge consists of a single span steel superstructure supported on masonry and concrete abutments that are founded on ledge. The bridge has a span of 51.4' and an out-to-out deck width of 31.6'. The existing bridge was constructed in 1964. The critical finding in 2023 resulted in a temporary bridge being spanned over the existing bridge to keep the road in service.

If available also include the identification of crossing (Crossing ID#) found in the [Maine Stream Habitat Viewer](#). If not present in stream habitat viewer, provide accurate coordinates (in decimal degrees).

This crossing is not identified on the Maine Stream Habitat Viewer.

C. Infrastructure Resiliency and Future Climate Conditions

Demonstrate climate change impacts or vulnerability to hazards and provide documentation of historic events.

The current crossing is constricting the stream and does not meet the MaineDOT Q100 Standards based on the StreamStats bankfull width estimate. The increasing frequency of large storm events will result in rapid deterioration of the existing abutments. The high flows have resulted in washing away stones and eroding the banks.

Describe how the proposed project will reduce the asset's vulnerabilities.

The proposed bridge will provide a larger hydraulic opening capable of handling the increasing flow volumes caused by climate change. The proposed bridge will be founded on ledge to mitigate scour issues.

Provide details on how climate change projections and data have or will be considered and incorporated into the project design. (i.e. How will the crossing be upsized, or facility be raised in elevation.)

The proposed crossing will be designed per MaineDOT's Q100 Guidance to ensure the crossing is capable of passing extreme flows. The abutments will be positioned such that they do not constrict the stream and will be founded on ledge to prevent scour concerns. There is no flood data at the crossing per the Maine Geological, Culvert Flood Risk Explorer, and Maine Flood Hazard Tools.

Additional Resources:

[Maine Geological Survey: Maine's Geological Hazards, Sea Level Rise/Storm Surge](#)
[The Nature Conservancy: Culvert Flood Risk Explorer](#)
[Maine Flood Hazard Map](#)

D. Public Safety and Emergency Management

Describe the risk to public safety associated with vulnerable infrastructure and which groups (business, general public etc.) will benefit from the project.

A failure of the crossing could result in injury to motorists on the road. The general public would benefit from the upgrade to the crossing to ensure safe and reliable travel.

Additional Resources:

[The Nature Conservancy: Resilient Land Mapping Tool](#)

Describe (if applicable) the safety and impact to communities including detour lengths, identifying any critical infrastructure cut-off from access if the vulnerable infrastructure were to fail, number of businesses and home cut-off, average annual daily traffic (AADT) using MaineDOT's Public Viewer.

A failure of the crossing would not result in "cutting-off" any residences, businesses, nor critical infrastructure. The detour length across the crossing is 10.5 miles and is a 20-minute trip. A failure of this crossing would add significant detour time to residents and could be problematic if emergency vehicles needed access on the road. Reeds Mill Road has a factored average annual daily traffic (AADT) of 60.

Additional Resources:
[MaineDOT's MapViewer](#)

Describe (if applicable) how this project will benefit public health.

This project will benefit public health by maintaining access to the homes near the crossing.

Provide documentation and description of flooding or overtopping and any associated damage.

Flooding is not a concern with the crossing, but the existing bridge is encroaching on the stream.

Additional Resources:
[Culvert Flood Risk Explorer | Maine \(tnc.org\)](#)

Describe whether a new design will eliminate or greatly reduce current maintenance costs.

Grout bags have been installed under the existing abutment(s) to fill in scour voids. Also, due to the critical finding, the current bridge is being spanned over with a temporary bridge until the crossing is replaced.

Amount of money spent on maintenance or failures of the vulnerable infrastructure and description and documentation of maintenance history or recent damage, if applicable.

The temporary Bridge cost \$120,000 to put in place allowing the road to remain open to traffic.

E. Community, Economic, and Environmental Benefits

Describe how this project directly improves physical, social, and economic development within the community. (i.e. How would this project support the goals of a town's comprehensive plan or improve the overall function of the community?)

This project will ensure a safe and reliable crossing over the stream. The social and economic benefit of this project includes providing access to the homes near the crossing and the road connectivity passing through the town.

Describe how the project will improve community resilience at, adjacent to, and beyond the project site, and how outcomes will benefit the public.

The proposed crossing will be designed to mitigate the current issues related to erosion and scour. The crossing will require little maintenance and will have a 75-year design life.

Describe the presence of environmental resources nearby such as significant wildlife habitats, vernal pools, endangered species presence, etc.

The USFW IPaC species lists the following as potentially affected in the project boundary: Canada Lynx, Northern Long-eared Bat, Tricolored Bat, Atlantic Salmon (Critical), and Monarch Butterfly.

Additional Resources:

[BwH Map Viewer](#)

[Maine Stream Habitat Viewer](#)

F. Project Scoping and Design

Describe whether the project is scoping and design, or implementation/construction.

The funds being requested are for the construction of the proposed bridge replacement.

Note: Municipal Stream Crossing projects must result in completed construction.

Provide a bulleted list of proposed specific improvements organized by task, including work to be completed, methodology, deliverables, and project team members.

- **Conduct stream survey**
 - Bankfull width measurements will be taken to determine design span
 - Pebble count
- **Apply for Army Corps of Engineers Permit**
- **Develop engineering plans for proposed crossing**
 - Crossing will be designed to alleviate issues of scour and erosion.
 - Design crossing to have longevity and constructability.
 - Structure will be designed for design load of HL-93 Maine Modified traffic.
- **Replace existing bridge with proposed bridge**

Describe (if applicable) design efforts that have been completed to date on the proposed project and attach any completed design information, and proposed schedule for design or implementation completion.

- All projects must at least provide an estimated construction start and end date.
- Commitment that applicant has or will obtain necessary Army Corps of Engineers and Maine DEP Natural Resources Protection Act permits for this project.
- Photos of the project area that demonstrate facility condition. For stream crossings, photos should be provided looking at the crossing from downstream and upstream, inside of the structure, and any safety conditions.

Construction is estimated to be started and finished within the 2025 in-stream work window.

Additional information needed for MSC:

Please include the following information in your project scoping and design:

Stream Measurements and field work (measured bankfull width, estimated/modelled bankfull width, preliminary crossing width. If fieldwork has not been completed, provide date when it will be completed. For fieldwork techniques, refer to [Stream Smart Field Work Video](#) and [Maine Stream Smart Road Crossing Pocket Guide](#).

Stream measurements and field work will be completed in the Summer of 2024.

Bankfull width estimates and modelling resources: [Maine Stream Habitat Viewer](#) Any crossing projects must meet [MaineDOT's 100-year flood standard](#) and will be sized to be 1.2 times bankfull width.

Maine Stream Habitat Viewer: N/A
StreamStats: 54.4 ft
Field Measurements: TBD

An engineer has or will be retained to assist with project design, note whether existing plans for project are available, final plans must be stamped by Maine Licensed Engineer prior to construction.

The proposed crossing will be designed and stamped by a Maine Licensed Engineer. Existing plans for the crossing are available.

Commit that structure design will be shared with and reviewed by MaineDOT's bridge maintenance office during the design process for any structure spans proposed greater than 10FT. This is to provide any additional advice that should be considered during design. Maine DOT's Bridge Maintenance Division (ben.foster@maine.gov or ron.taylor@maine.gov) will be assessing those projects. For more information, refer to [MaineDOT's Bridge Design Guide](#) and [MaineDOT's Policies and Laws related to Bridges in Maine](#).

The proposed structure has a span exceeding 10 ft. The final design will be shared with MaineDOT for review.

Additional resources:

[StreamStats](#)

G. Schedule:

Provide detailed timeline of project tasks with anticipated completion dates for the project, including deliverables, likelihood of project success based on support of landowners and public, funding feasibility, technical, financial, and management capacity, and regulatory hurdles.

- **Apply for Grant (July 2024)**
- **Stream Survey / StreamSmart Data Collection (Summer 2024)**
 - Bankfull width measurements
 - Pebble count
- **Preliminary Design Report (Summer 2024)**
 - Preliminary details
 - MaineDOT Q100 sizing
- **Develop engineering plans for proposed crossing (Fall 2024)**
 - Final Details & Calculations
- **Apply for Army Corps of Engineers Permit (Fall 2024)**
- **ROW Acquisition (Fall 2024)**
- **Advertise Project (Winter 2024)**
- **Project Construction (In-stream work window 2025)**

This project is expected to have few hurdles regarding landowners, permitting, etc. The project impacts are going to be kept as minimal as possible and the proposed culvert is anticipated to be similar in length to the existing culvert. This site is Atlantic Salmon Critical Habitat, so the project will need to be designed to meet the additional requirements of the USFWS Programmatic Form.

Provide all applicable public meeting dates including Town Council or Select Board meeting for the project, for the budgetary approvals of funding, and local match.

This project has not been discussed during any meetings to this point.

Provide any public engagement activities that have occurred to date.

This project has not been discussed with the public to this point.

H. Budget:

Provide detailed budget by completing table below.

The preliminary estimate below is based on the assumption of a 66'-0" span steel structure. The estimate has been created based on the costs for projects of similar scope.

Estimated Cost of Infrastructure Project	Preliminary or Final Design, Engineering, and Environmental Permitting	\$ 90,000
	Construction	\$ 1,400,000
	Construction Engineering and Oversight (CE)	\$ 12,000
	Total Value of Project (add lines 1 through 3)	\$1,502,000
Sources of Funds	Funds from FEMA or Insurance	\$ 0
	Total Cash or In-kind Contributions ¹	\$ 75,100
	Total funds leveraged ² from other sources	\$ 0
	Funds Requested from MaineDOT ³	\$ 1,426,900

- ¹ Local Match Contributions:
- Local match cash is those funds that are raised and or appropriated by the town.
 - For Maine Infrastructure Application Fund projects, a minimum match of 5% of total project cost is required.
 - For Municipal Stream Crossing projects, a minimum \$5,000 match is required.
- ² Ability to leverage other funds: The benefit to the community is such that other funding sources are being garnered in support of this project. Projects not covered by Federal Emergency Management Agency (FEMA) disaster funds, and that demonstrate that damage is not covered by insurance, where all emergency relief available has been exhausted, will be prioritized.
- ³ Funds available to be requested from DOT:
- For Maine Infrastructure Application Fund projects, applicants may request up to \$75,000 to support scoping and design, and \$4,000,000 to support match for construction or for direct construction costs.

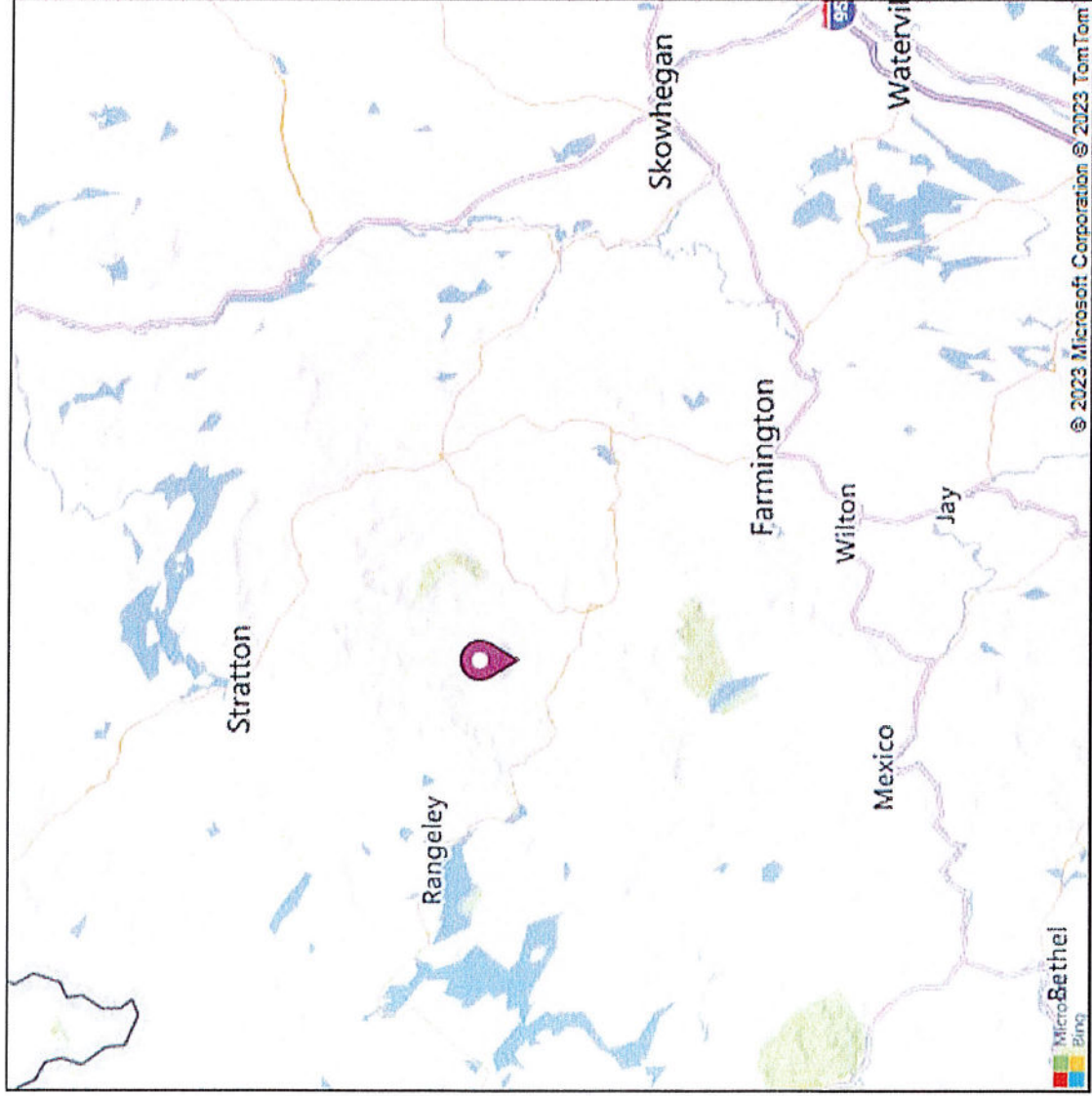
- For Municipal Stream Crossing projects, applicants may request up to \$200,000.

Please detail the source of local match.

The local match for this project will come out of the Unorganized Territories Budget.

Reeds Mill Bridge Replacement, Madrid, ME

Project Location:



Reeds Mill Bridge Replacement, Madrid, ME



Photo 1: Looking upstream



Photo 2: Looking downstream

Reeds Mill Bridge Replacement, Madrid, ME



Photo 3: East abutment

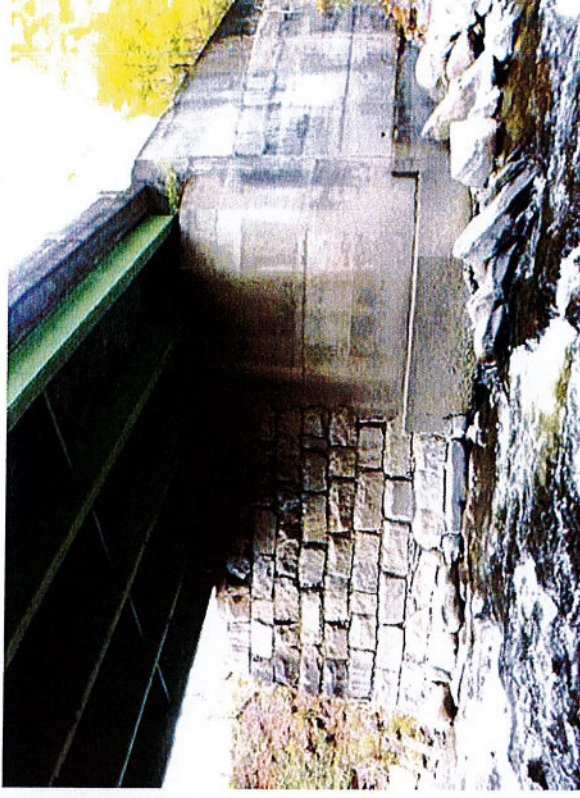


Photo 4: West abutment



Photo 5: Section loss at beam end (Typical)

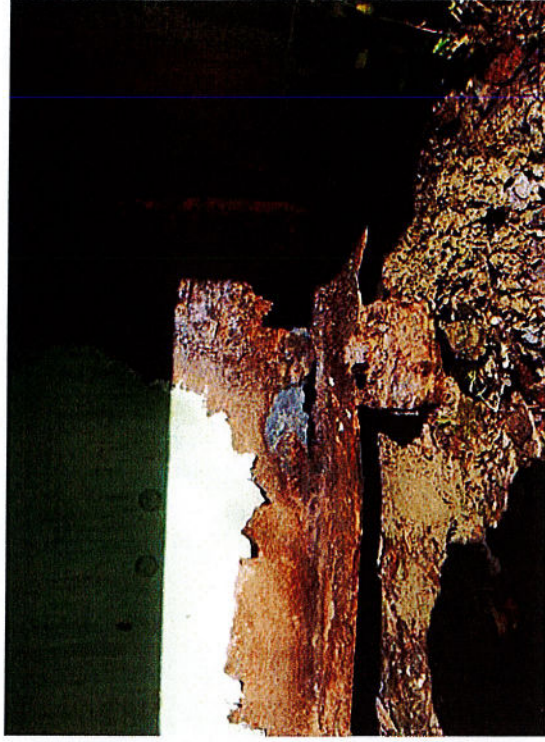


Photo 6: Section loss, crushing and distortion at the beam end (Typical)



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Maine Ecological Services Field Office

P. O. Box A

East Orland, ME 04431

Phone: (207) 469-7300 Fax: (207) 902-1588



In Reply Refer To:

05/14/2024 15:10:54 UTC

Project Code: 2024-0090171

Project Name: Reeds Mill Bridge

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Maine Ecological Services Field Office

P. O. Box A

East Orland, ME 04431

(207) 469-7300

PROJECT SUMMARY

Project Code: 2024-0090171

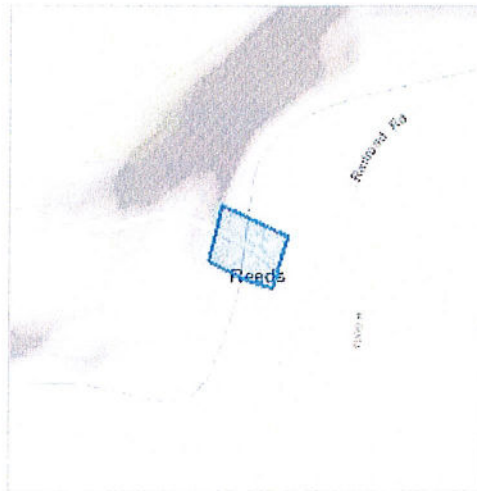
Project Name: Reeds Mill Bridge

Project Type: Bridge - Replacement

Project Description: Replacement of Reeds Mill Bridge in Madrid, Maine

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@44.8866856,-70.41117879537083,14z>



Counties: Franklin County, Maine

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Canada Lynx <i>Lynx canadensis</i> Population: Wherever Found in Contiguous U.S. There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3652	Threatened
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ This species only needs to be considered if the project includes wind turbine operations. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

FISHES

NAME	STATUS
Atlantic Salmon <i>Salmo salar</i> Population: Gulf of Maine DPS There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2097	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Atlantic Salmon <i>Salmo salar</i> https://ecos.fws.gov/ecp/species/2097#crithab	Final

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

1. The [Bald and Golden Eagle Protection Act](#) of 1940.

2. The [Migratory Birds Treaty Act](#) of 1918.

3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper

Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

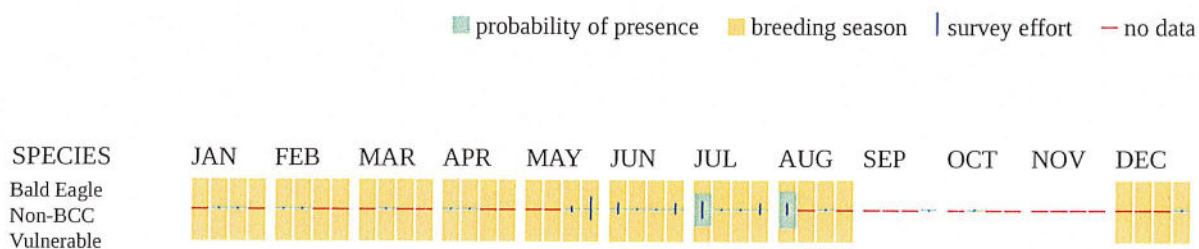
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Bay-breasted Warbler <i>Setophaga castanea</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9583	Breeds May 25 to Aug 1
Bicknell's Thrush <i>Catharus bicknelli</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/606	Breeds Jun 10 to Aug 20
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cape May Warbler <i>Setophaga tigrina</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10571	Breeds Jun 1 to Jul 31

NAME	BREEDING SEASON
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Evening Grosbeak <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rose-breasted Grosbeak <i>Pheucticus ludovicianus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11965	Breeds May 15 to Jul 31
Veery <i>Catharus fuscescens fuscescens</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11987	Breeds May 15 to Jul 15
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

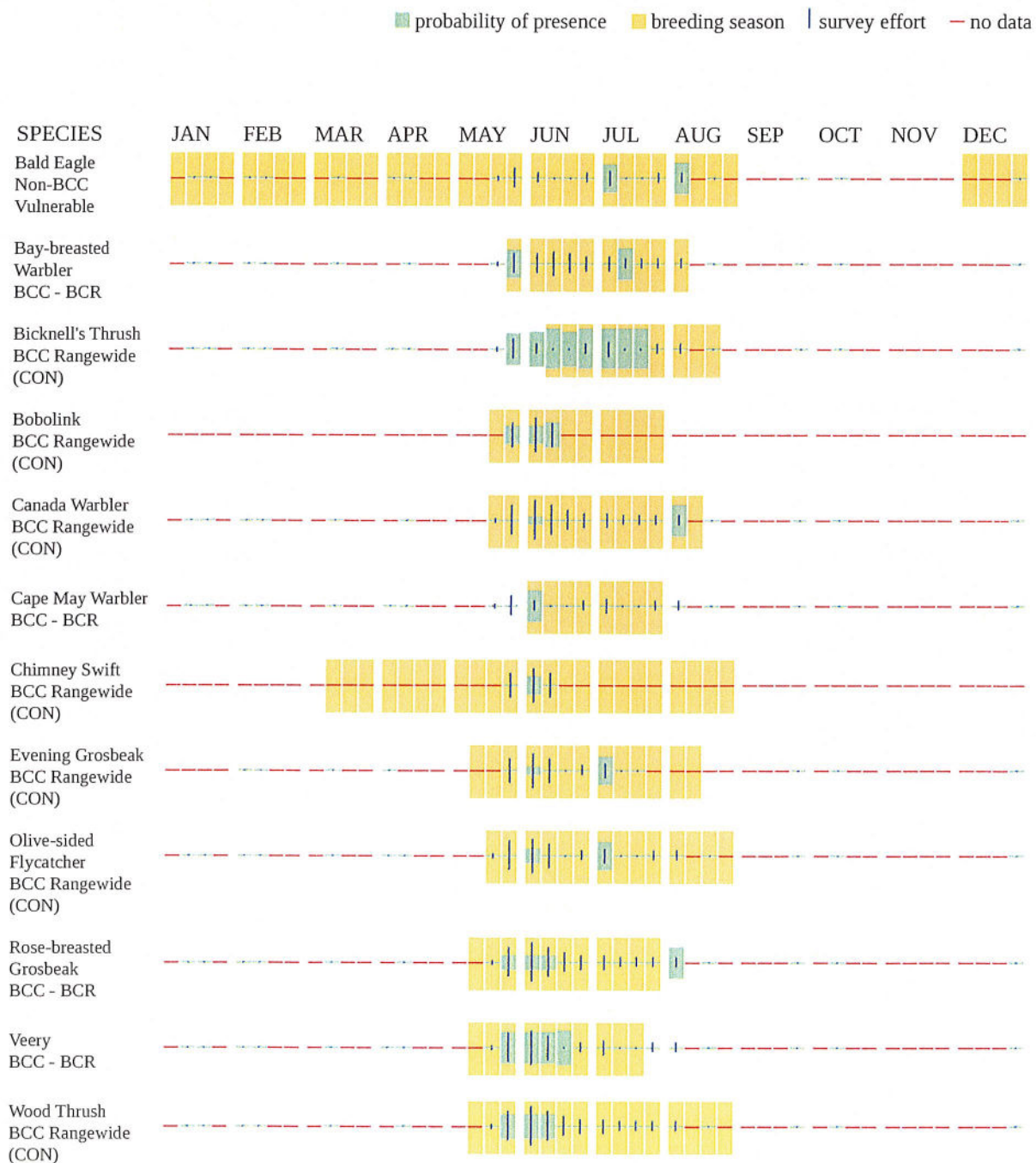
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (l)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R5UBH
- R3UBH

IPAC USER CONTACT INFORMATION

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