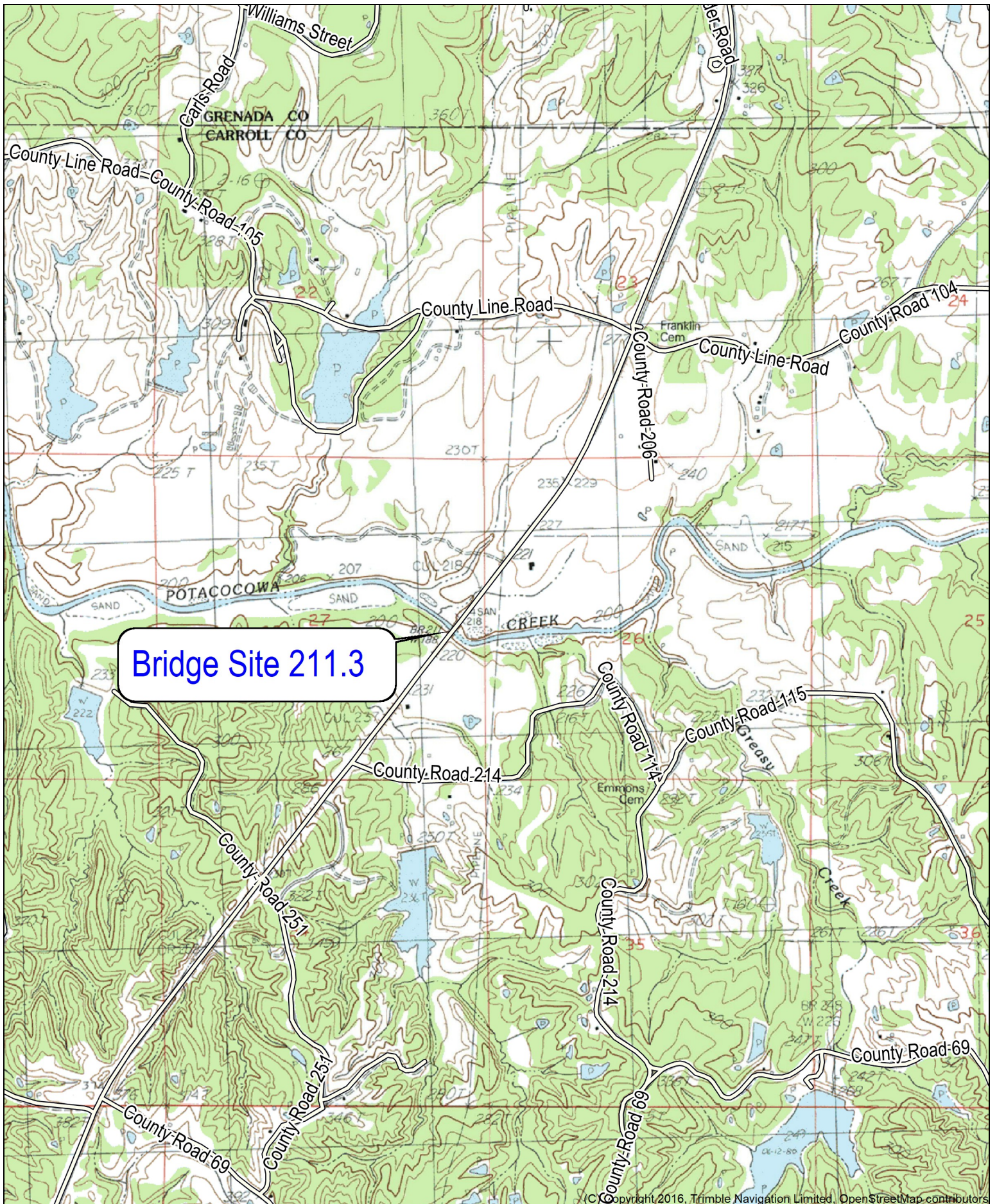


***Carroll 35***  
***STBG-0041-02(027); 109300-301000***

Section 404 Nationwide 3 and  
Section 401 Water Quality



**Bridge Site 211.3**

Name: JEFFERSON  
 Date: 04/19/23  
 Scale: 1 inch = 2,000 ft.

Location: 033° 39' 17.7678" N, 089° 57' 40.0093" W  
 Bridge Repair Project - Carroll County SR 35 Over Potacocowa Creek  
 FMS 109300/301000

**DESCRIPTION OF SHEETS**

*DETAILED INDEX (BRIDGE)*

**SR 35 OVER PETACOCOWA CREEK  
BRIDGE AT STA. 588+72.2**

*GENERAL NOTES & ESTIMATED QUANTITIES*

*JOINT REPAIR*

*EPOXY REPAIR*

*FALSE BENT ELEVATION*

*FALSE BENT INSTALLATION DETAILS*

*POLYMER CEMENT OVERLAY*

**INFOMATION ONLY PLANS**

*FOR INFOMATION ONLY PLANS (ORIGINAL PROJECT NO. S-0713(1)B)*

*FOR INFOMATION ONLY PLANS (REPAIR PROJECT NO. F-041-2(17))*

**WORKING  
NUMBER**

**SHEET  
NUMBER**

*DI-BR-1*

*8001*

*1 OF 6*

*8002*

*2 OF 6*

*8003*

*3 OF 6*

*8004*

*4 OF 6*

*8005*

*5 OF 6*

*8006*

*6 OF 6*

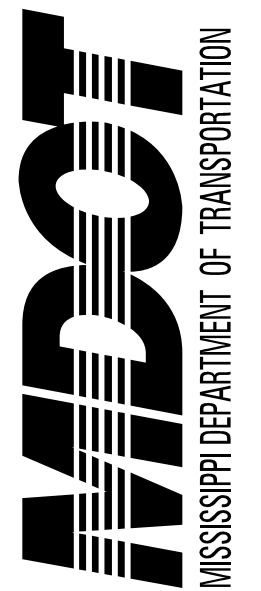
*8007*

*8008-8012*

*8013-8017*

BRIDGE DIVISION		
REVISIONS		
DATE	SHEET NO.	BY

PRELIMINARY  
NOT FOR  
CONSTRUCTION



DESIGNED BY: WESTON HATHORN  
 DETAILED BY: WESTON HATHORN  
 CHECKED BY: ###  
 DATE: 2023-03-08

FMS CON: 109300/301000  
 PROJECT NO.: STBG-0041-02(027)  
 COUNTY: CARROLL

**DETAILED INDEX (BRIDGE)**  
 DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.  
 DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO.  
**DI-BR-1**  
 SHEET NO.  
**8001**



DESIGNED BY: WESTON HATHORN  
 DETAILED BY: WESTON HATHORN  
 CHECKED BY: ##  
 DATE: 2023-03-08

FMS CON: 109300/301000  
 PROJECT NO.: STBG-0041-02(027)  
 COUNTY: CARROLL

GENERAL NOTES & ESTIMATED QUANTITIES

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.  
 DEF. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO.  
1 OF 6

SHEET NO.  
8002

**GENERAL NOTES:**

Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.  
 No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer. Minor changes of detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment.  
 Prior to construction, dimensions and elevations of the existing structure shall be field verified by the Contractor. The Contractor shall be responsible for adjusting the elements of the new construction to ensure proper fit with existing structure.  
 During construction, care shall be exercised to ensure that no debris falls into the hydraulic crossing.  
 Structural steel shop drawing will not be required for the false bents. Any damage to the bridge resulting from the installation of false bents, temporary shoring, or cross bracing shall be repaired by the Contractor at no addition cost to the State.  
 Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefore will be included in the prices and payments for bid items.

**STRUCTURAL STEEL NOTES:**

Prior to construction, certification for all welders and a procedure for storage and handling of welding electrodes to be used on this project shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for approval.  
 Welding shall be done by the electric arc process.  
 Fabrication of the pile caps shall be the Contractor's responsibility and absorbed into the pay item for installation of the false bents.  
 All structural steel (plates, angles, and HP-shapes) shall conform to A.S.T.M. designation A709, Grade 50.  
 All structural steel shall be new.  
 All welded connections shall be painted with a encapsulating paint.  
 Prior to construction, the Contractor shall provide technical data for the proposed encapsulating paint to be used on this project to the Director of Structures, State Bridge Engineer for approval.  
 Contractor shall design a containment system to prevent the paint from falling into the hydraulic crossing below. The containment system shall be submitted to the Director of Structures, State Bridge Engineer for approval.  
 New paint shall be applied by hand, with either a brush or roller.

**PILE NOTES:**

All steel piling and PDA test pile will be provided by the State. Test piles shall be driven as permanent piles at location shown in the PDA TEST PILE SCHEDULE and will be paid for as test piles only.  
 The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structure limits.  
 Test piles shall be driven as a continuous operation, to the bearing capacity and the minimum length shown in the PDA TEST PILE SCHEDULE, unless otherwise directed by the Director of Structures, State Bridge Engineer.  
 Permanent piles shall be driven to the estimated length shown in the MINIMUM PILE BEARING CAPACITY SCHEDULE.  
 When feasible, bearing piles shall be driven full length and shall be spliced, only, as approved by the Director of Structures, State Bridge Engineer.  
 Welding shall be done by the electric arc process. Welders shall be certified and electrodes shall be approved.  
 When loading tests are required, the maximum test load shall be one and one half (1½) times the minimum pile bearing capacity.  
 PDA test piles may require a 1 day and 7 day restrike unless otherwise directed by the Engineer.  
 Pile lengths and driving criteria shall be provided based on the results of the PDA test piles.  
 Pile hammer leads used for all PDA test piles and PDA restrikes shall be large enough to provided a minimum of 3" of clearance on each side of the pile in order to properly place and protect PDA gages.

PDA TEST PILE SCHEDULE		
Bent No.	Min. length (ft)	Required bearing (tons)
X	XXX	XXX

MINIMUM PILE BEARING CAPACITY SCHEDULE			
Bent No.	Pile type	Required bearing (tons)	Estimated length (ft)
3	HP14x117	52	50

**SCOPE OF WORK:**

- Remove remnants of wooden piles located in the stream.
- Remove debris off brush deflector.
- Clean all bent caps per notes on this sheet.
- Install false bents at span end 2 & 3 (bent 3) according to details on sheet nos. 8005 & 8006.
- VOIDS under end bents shall be filled with undersealing per notes on this sheet.
- Paint all intermediate diaphragms and 4 ft from beam ends per FIELD PAINT NOTES.
- Paint all piles and false bents per ABRASIVE BLASTING AND PAINTING NOTE.
- All spalled areas shall be repaired by epoxy mortar according to details on sheet no. 8004.
- Expansion joints at all bents shall be repaired and resealed according to details on sheet no. 8003.
- Apply polymer cement surface system to entire bridge deck according to details on sheet no. 8007.

**FIELD PAINT NOTES:**

The Contractor should be aware that the existing paint on steel structure may contain lead.  
 Prior to construction, the Contractor shall submit a Temporary Containment plan for the removal of the existing paint and rust from the designated repair areas to the Director of Structures, State Bridge Engineer for approval. Also, the Contractor shall submit a Temporary Containment Plan for painting the designated repair areas.  
 All pack rust and scale within the designated areas shall be removed by using small hand tools, mechanical process, or needle gun. All areas required to be painted containing grease films after the initial cleaning shall be cleaned with a biodegradable solvent. Existing paint shall be roughened to ensure the new paint will adhere to the existing painted surface. All debris and paint removed from the existing structure shall be come property of the Contractor and shall be disposed of properly.  
 Prior to installing support plates and angles, the repair area shall be masked with one coat of new paint. Masking coat will not be paid for directly and therefore will be considered as an absorbed item of work.  
 Contractor shall provide technical data for the proposed encapsulating paint to be used on this project to the Director of Structures, State Bridge Engineer for approval.  
 New paint shall be applied by hand, with either a brush or roller.

**ABRASIVE BLASTING AND PAINTING NOTE:**

All structural steel members specified in the scope of work shall be abrasive blasted, as referenced in 907-845.03.7.6 of the required special provision and repainted. The square footage of 11,000 sq. ft. given for these items is for information purposes only and is approximate and will not be measured for payment. Actual square footage may be more or less than given, but shall not be basis for additional compensation. Payment shall be made by the (Lump Sum) regardless of over-run or under-run of the given square footage. A containment system shall be required for this project. The Contractor shall design, install and maintain a containment system in accordance with the special provision to assure that the traveling public will not be exposed to construction debris and materials during the cleaning and painting process. The Contractor will be required to properly dispose of all debris at an approved landfill. Incidental work such as project clean up, debris disposal, and other incidental work necessary to complete the project will not be measured for separate payment and will be considered absorbed items.

**DEBRIS NOTE:**

During construction care shall be exercised to ensure that no debris fall into the hydraulic or roadway crossing below each structure. The debris that is removed from the bridges shall become the property of the Contractor and shall be removed from the construction site.

**NOTE ON REPAIRING MEMBERS WITH SECTION LOSS:**

Any section loss that is observed after abrasive blasting and applying a prime coat for any structural steel member shall be reported to the Project Engineer. The Project Engineer shall then notify the Director of Structures, State Bridge Engineer, who will develop a plan of action for addressing the section loss prior to applying the final two coats of paint.

**CAP CLEANING NOTE:**

Only caps at open joints shall be required to be cleaned unless otherwise directed by the Project Engineer. Cap cleaning should be performed by removing all large debris by hand. All other debris (dirt and rust) shall be removed by pressure washing the bent caps to the satisfaction of the Project Engineer. The pressure washer shall be able to maintain 3,500 Psi of pressure. Cap cleaning shall be done after all other work is completed at each site.

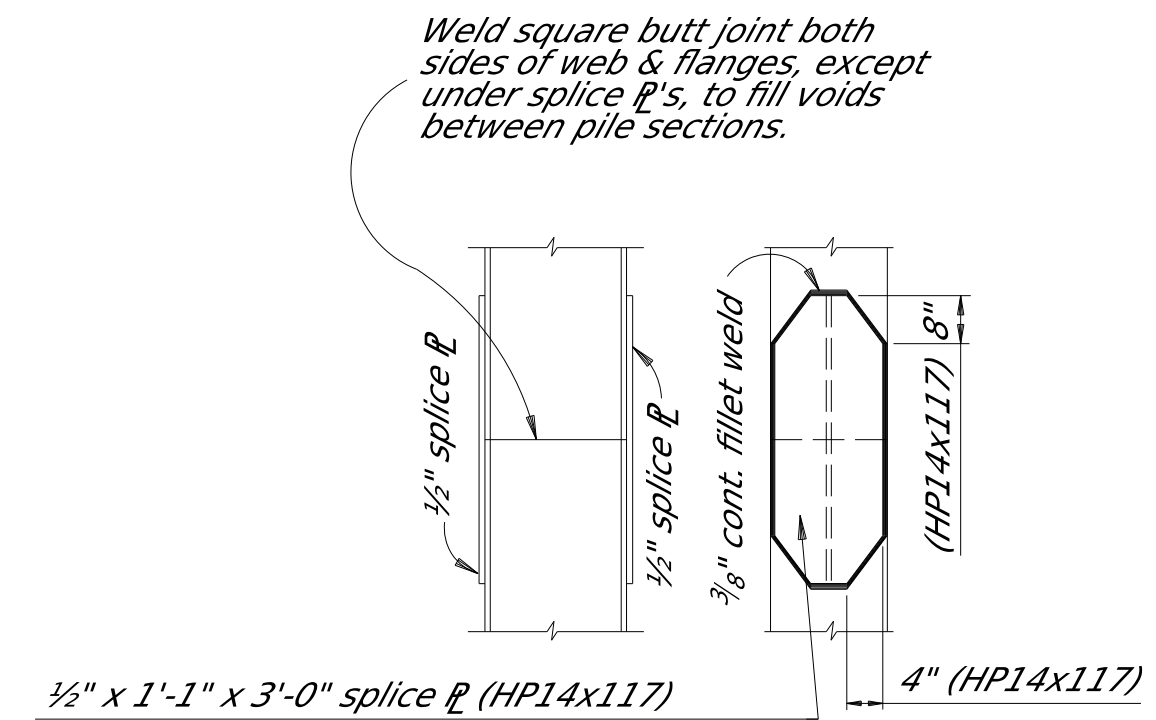
**DISTURBANCE NOTE:**

Any surrounding area that is disturbed in order to accomplish the work described herein shall be restored to its original condition. There will be no separate payment for this work.

**UNDERSEALING NOTES:**

- VOIDS under end bent caps and approach slabs are to be filled with injectable urethane compound material meeting the required properties below.
- Prior to injection, the site shall be prepared according to Manufacturer's recommendations. Urethane compound shall be installed in strict accordance with Manufacturer's instructions.
- All costs associated with filling voids underneath and behind end bent caps with urethane compound shall be included in the price for Undersealing.
- The accepted quantities will be paid for per pound of urethane compound material as reported on packaging.

REQUIRED URETHANE COMPOUND PROPERTIES		
PROPERTY	MINIMUM REQUIREMENT	ASTM TEST METHOD
Density	4.0 pcf	D1622
Tensile Strength	100 psi	D1622
Compressive Strength	90 psi	D1621



**PILE SPLICE DETAIL**  
HP14x117 steel piles

**SPECIAL PROVISIONS REQUIRED:**

- 907-420: Undersealing
- 907-808: Joint Repair
- 907-823: Preformed Joint Seal
- 907-845: Coating Existing Structural Steel

**NOTES:**

Referring to the PILE SPLICE DETAIL, in lieu of splice plates, prefabricated splicers may be used. Prefabricated splicers shall be submitted for approval by the Director of Structures, State Bridge Engineer. Contractor shall be responsible for the following materials and items of work which include but is not limited to clearing and grubbing, erosion control counter measures, grassing, haul roads, work platforms, etc. will not be paid for directly and therefore shall be absorbed into pay item 620-A001, Mobilization.  
 All related items of work and materials related to the installation of false bents will not be paid for directly and therefore shall be considered as an absorbed item which includes but is not limited to removing and replacing portion of the bridge deck, pile cap fabrication, shim plates, and gusset plates.

ESTIMATED BRIDGE QUANTITIES			
PAY ITEM CODE	DESCRIPTION	UNIT	QUANTITY
620-A001	Mobilization	LS	1
803-B001	Conventional Static Pile Load Test	EACH	1
803-1003	PDA Test Pile, HP Steel Pile	EACH	1
803-J001	Pile Restrike	EACH	1
907-417-A001	Polymer Cement Surface	SY	700
907-420-A001	Undersealing	LBS	2500
907-808-A002	Joint Repair With Epoxy	LF	208
907-823-A001	Saw Cut, Type I	LF	208
907-823-B001	Preformed Joint Seal, Type I	LF	104
907-824-A003	General Epoxy Repair	SF	10
907-824-C001	Cap Cleaning	EACH	6
907-824-F001	Encapsulating Field Painting	SF	2300
907-824-PP004	Bridge Repair, Remove Remnant Wood Piles	LS	1
907-824-PP004	Bridge Repair, Remove Debris Off Deflector	LS	1
907-824-PP006	Bridge Repair, Installation Of NP Piling False Bents	EACH	2
907-845-A001	Coating Existing Structural Steel	LS	1



DESIGNED BY: WESTON HATHORN  
 DETAILED BY: WESTON HATHORN  
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 COUNTY: CARROLL

**JOINT REPAIR**

DIR OF STRUCTURES: STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.  
 DEF. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

**NOTES ON ASSOCIATED ITEMS OF WORK:**

**907-808-A002 JOINT REPAIR WITH EPOXY**

**Description:** Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Epoxy Mortar Shall Also Be Included Under This Item Of Work. Removal Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed Under This Item Of Work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 808 Of The Specifications And Any Other Section Specified Therein.

**Basis Of Payment:** The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

**907-823-B001 SAW CUT, TYPE I**

**Description:** The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

**Basis Of Payment:** The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck, On Each Side Of The Centerline Joint. It Is The Contractor's Responsibility To Ensure That The Proper Depth Is Selected Based On The Manufacturer's Recommendations.

**907-823-A001 PREFORMED JOINT SEAL, TYPE I**

**Description:** Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal.

**Basis Of Payment:** The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

**EPOXY MORTAR AND POLYMER CONCRETE NOTES:**

Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

**BARRIER NOTES:**

For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3".  
 For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

**NOTES:**

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

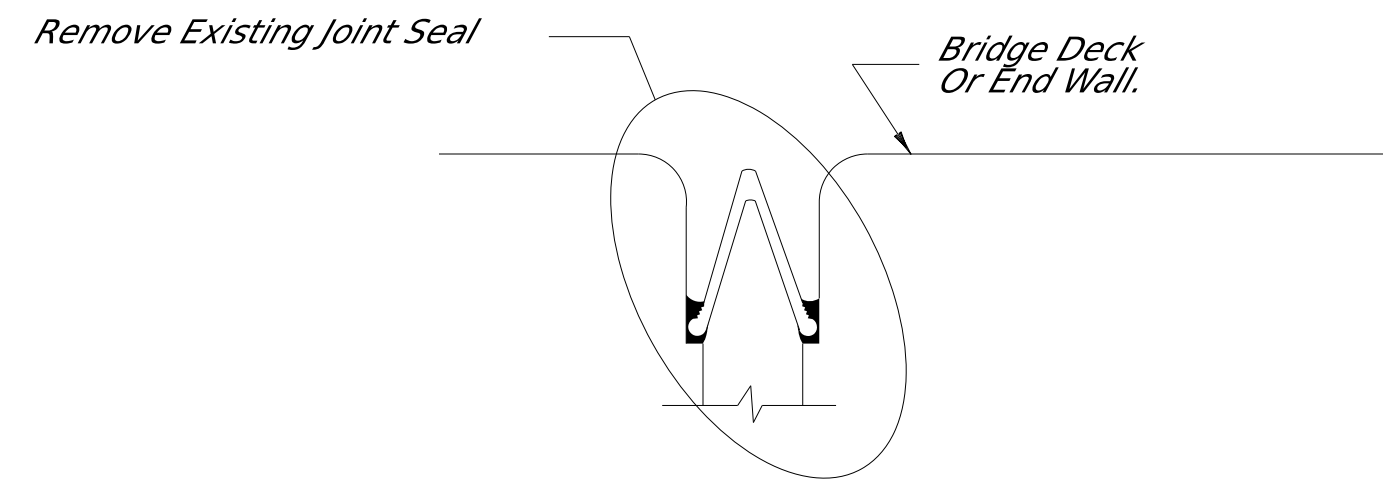
A. Silicoflex Joint Sealing System  
 Manufactured By R.J. Watson, Inc. In Alden, NY  
[www.rjwatson.com](http://www.rjwatson.com)

B. Wabo SPS Joint System  
 Manufactured By Watson Bowman Acme Corporation In Amherst, NY  
[www.wbacorp.com](http://www.wbacorp.com)

C. Silspec SSS Silicone Strip Seal  
 Manufactured By SSI Commercial & Highway Construction Materials  
[www.ssicm.com](http://www.ssicm.com)

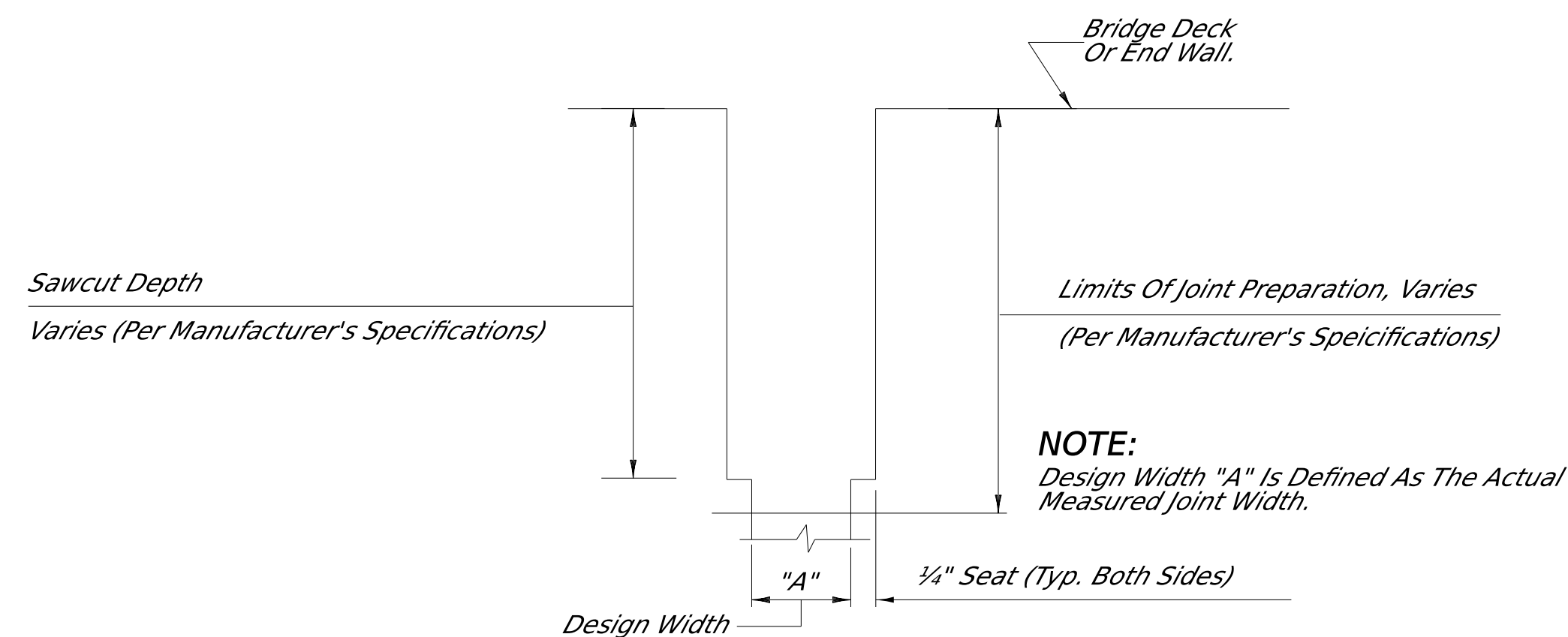
2. For Estimating Purposes, The R.J. Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The 1/4" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than Or Equal To 2", With The Maximum Design Width Being 2 1/2". In Cases Where Design Widths Are Greater Than 2 1/2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



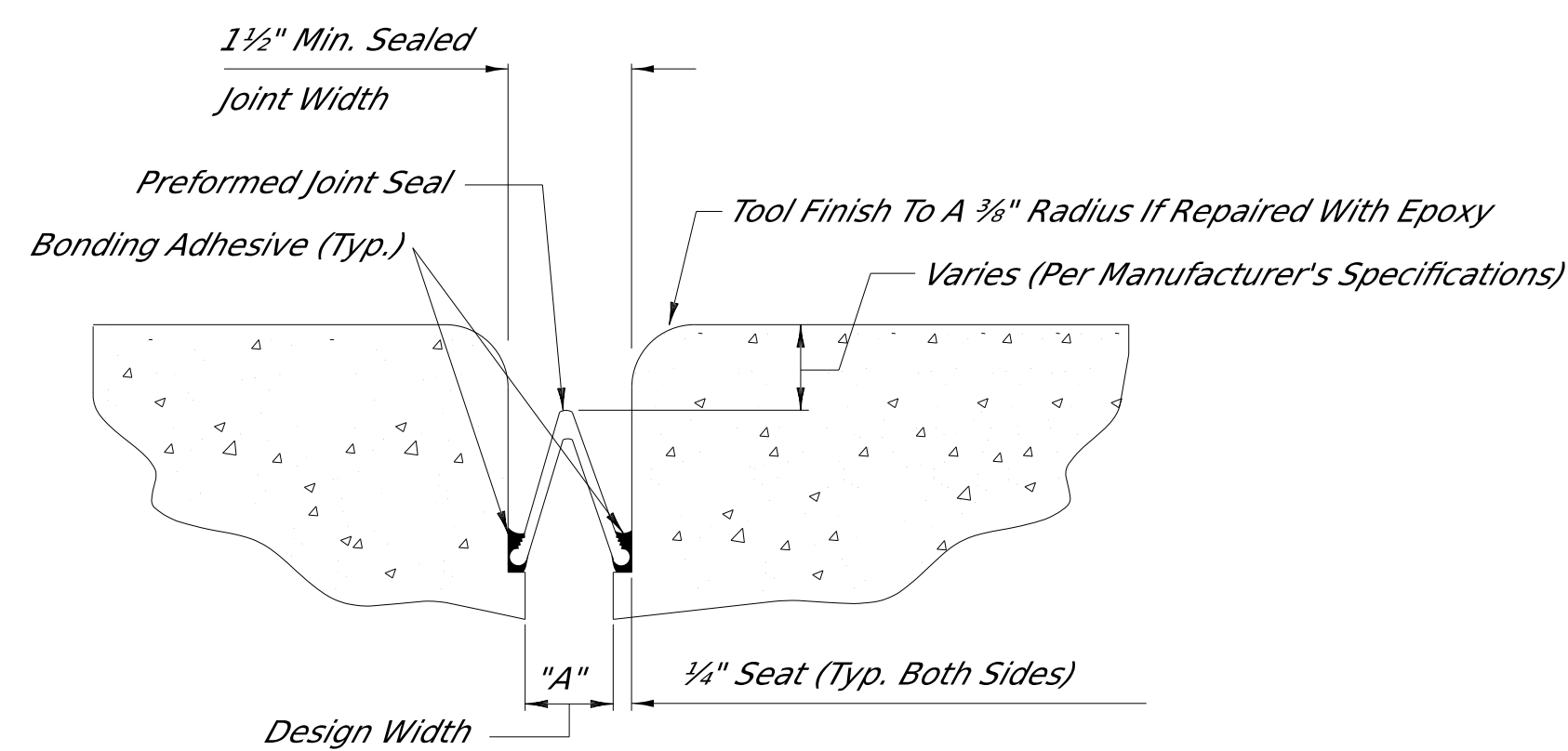
**TYPICAL SECTION AT EXISTING JOINT**

Showing Existing Joint Seal To Be Removed And Replaced With Preformed Joint Seal



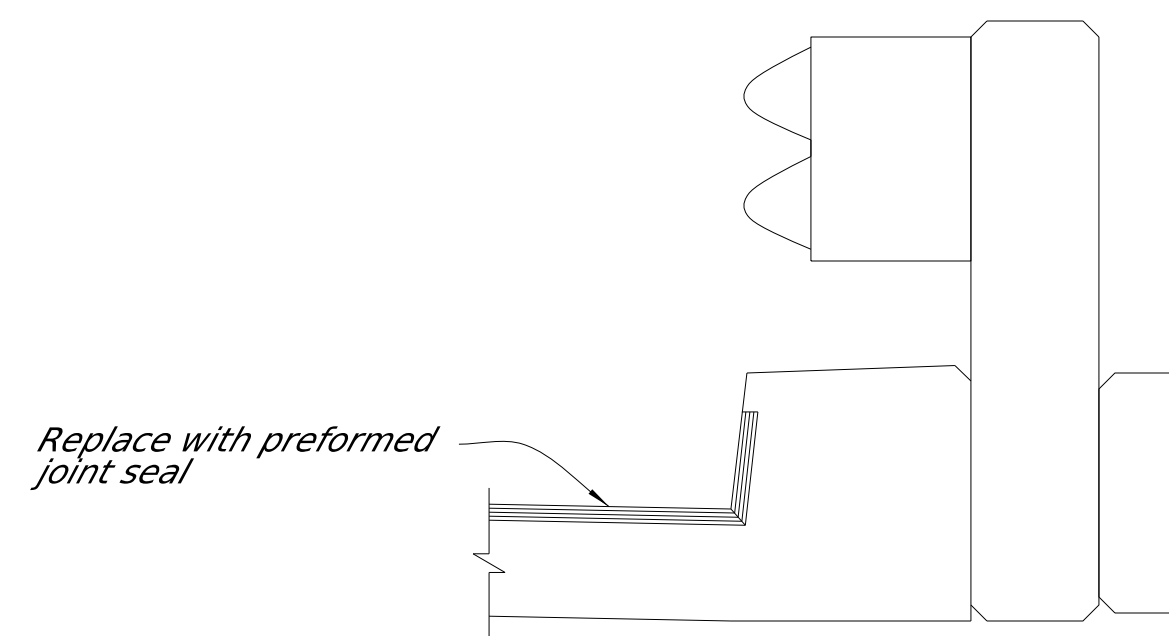
**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT**

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut

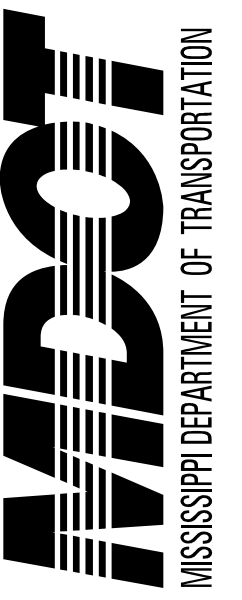


**TYPICAL SECTION AT SAWCUT & SEALED JOINT**

Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar



**ELEVATION AT END OF SPAN**

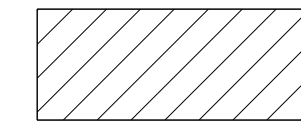


DESIGNED BY: WESTON HATHORN  
 DETAILED BY: WESTON HATHORN  
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 DATE: 2023-03-08

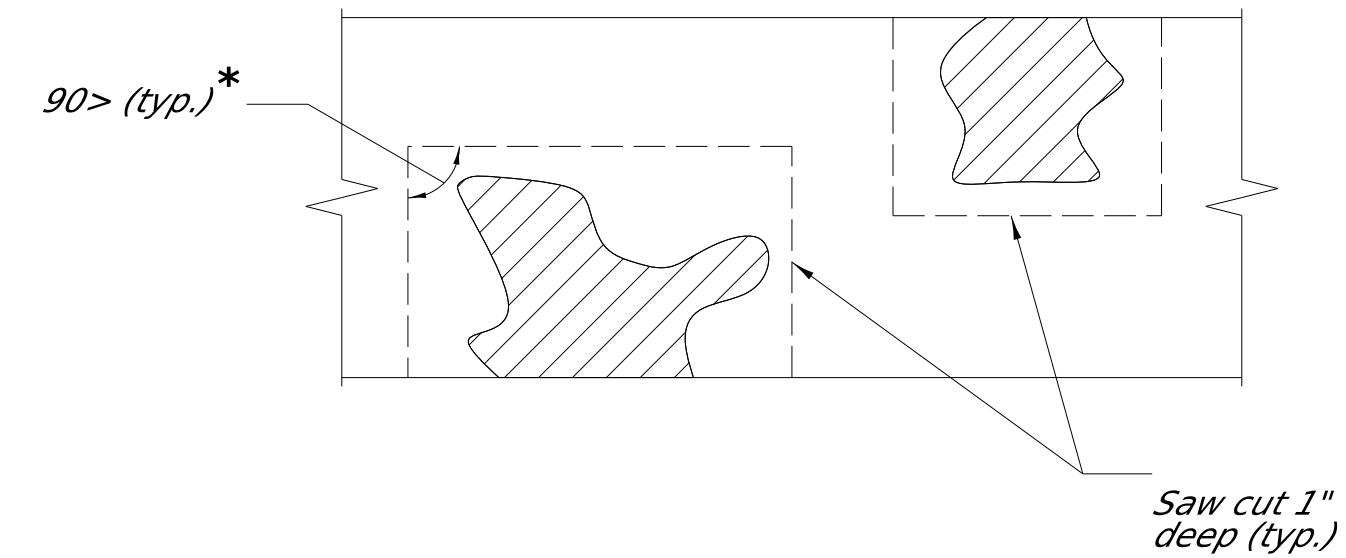
FMS CON: 109300/301000  
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 COUNTY: CARROLL

**EPOXY REPAIR**

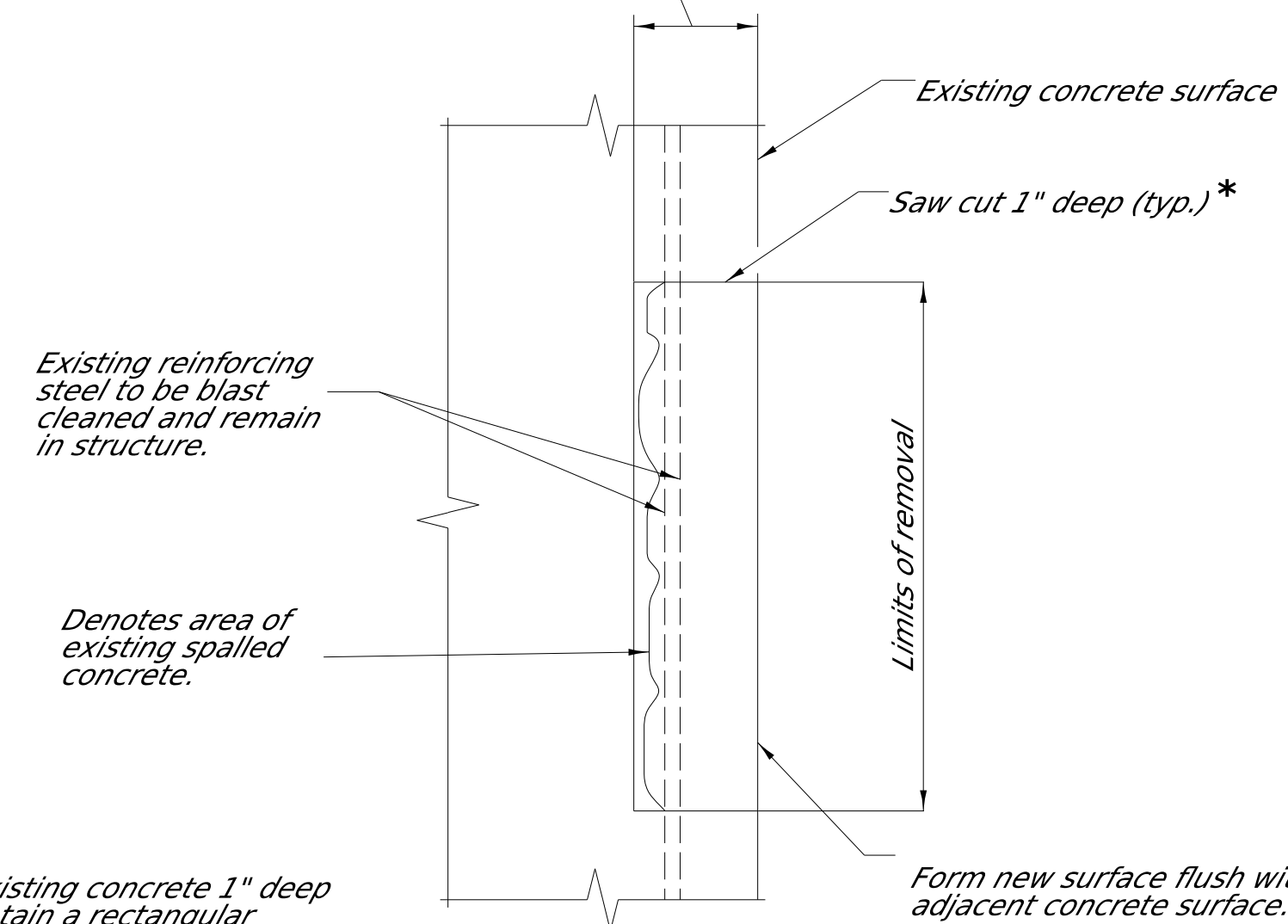
DIR OF STRUCTURES: STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.  
 DEF. DIR OF STRUCTURES: ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.



Denotes areas of existing spalled concrete.



Remove all deteriorated concrete to sound concrete of min. 3/4" behind the existing reinforcing steel.



\* Saw cut existing concrete 1" deep so as to obtain a rectangular area. All existing reinforcement shall be carefully preserved and blast cleaned.

**SPALL REPAIR DETAILS**

Details above are for spalled areas.

**EPOXY MORTAR REPAIR NOTES**

1. Repair concrete spalled areas on the bridge as directed by the Project Engineer using epoxy mortar.
2. Repair all concrete spalled areas listed on this sheet of standard drawings and as directed by the Project Engineer.
3. Repair any additional concrete spalled areas not listed on this page as directed by the Project Engineer.
4. The Contractor shall determine the depth of reinforcement prior to any saw cutting.
5. Spalled areas where pack rust has developed around or on reinforcement shall be blasted clean. Hammers used for removal shall be limited to 30 pounds.
6. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions and details as shown in the information plans, unless noted otherwise.
7. Materials:
  - a. Epoxy Resin: Resin shall be selected from the MDOT approved materials list and meet the requirements of ASTM C881, Type I, Grade 2, Class C.
  - b. Silica Sand: Silica sand material shall be bagged general purpose blast cleaning sand.
  - c. Epoxy Mortar Mix: Epoxy mortar mix shall consist of part liquid epoxy and part clean, dry sand mixed in the ratio recommended by the manufacturer.
8. Application:
  - a. A representative of the epoxy manufacturer must be present for sufficient time to ensure the Contractor is properly schooled in the use of the epoxy materials.
  - b. Prior to placement of the mortar mix the prepared surface shall be lightly primed with neat epoxy.
  - c. Curing time shall be in accordance with manufacturer's recommendations.
9. The cost of saw cutting, removing spalled or cracked concrete, cleaning exposed reinforcing steel, patching material, labor and any miscellaneous materials necessary to complete the repairs as shown shall be paid for on a square feet basis as Bridge Repair, Epoxy Repair. This item shall be bid such that this item may be increased, decreased, or eliminated as directed by the Project Engineer.

**EPOXY BINDER NOTE:**

Contact areas where new concrete or epoxy mortar is placed against old concrete shall be cleaned then coated with an approved epoxy binder designed to bond new concrete to old. The binder shall be applied in accordance with the Manufacturer's recommendations.

**LOCATIONS TO BE REPAIRED WITH EPOXY MORTAR:**

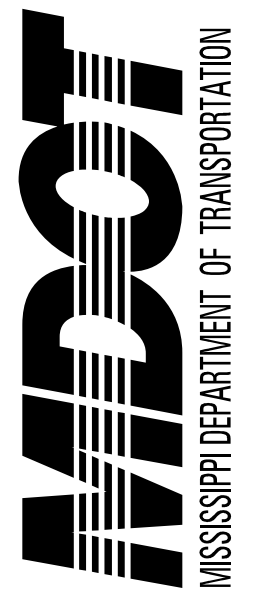
The District Bridge Inspection Engineer shall provide locations and quantities for epoxy repair.

**1" SAWCUT NOTES:**

All 1" sawcuts shall be considered an absorbed item of work. The Contractor shall verify depth of reinforcing steel before making an sawcuts. The depth of the sawcut shall be no more than the depth of the reinforcing steel. Any damage to reinforcing steel shall be repaired to the satisfaction of the Engineer at no cost to the State.

**NOTE:**

Contractor shall locate all reinforcement before saw cutting.



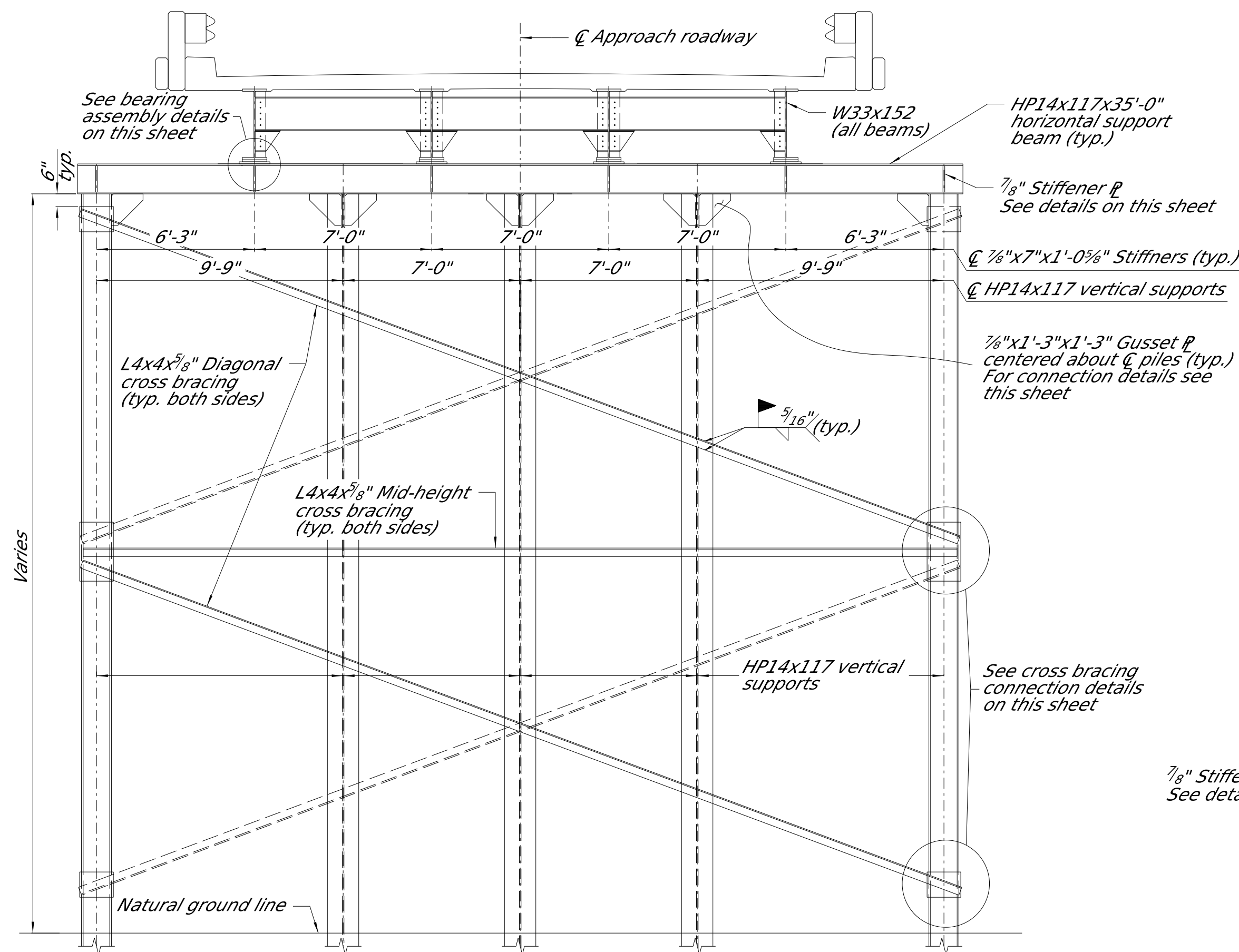
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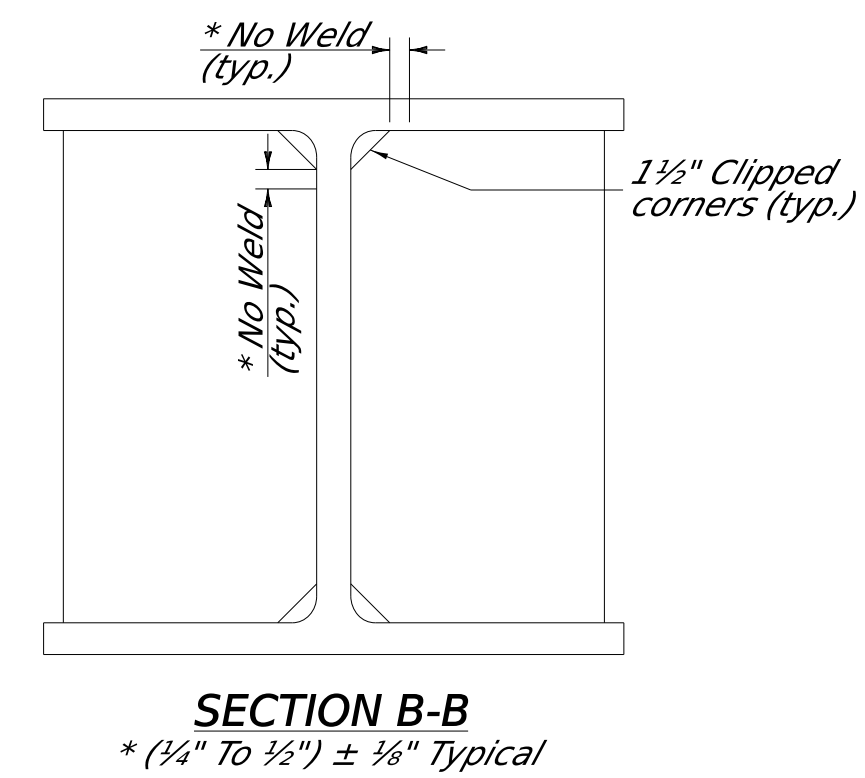
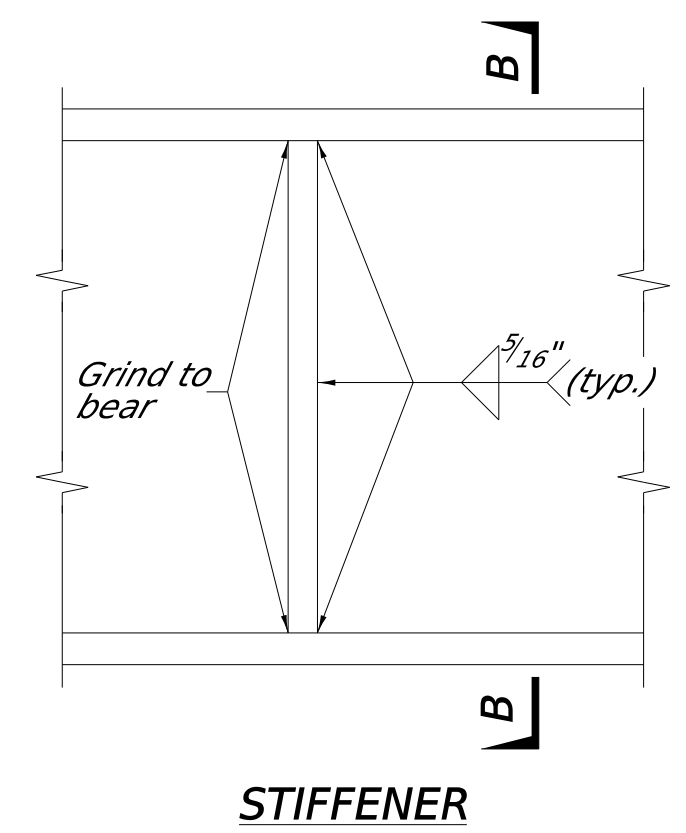
FALSE BENT ELEVATION

DIR OF STRUCTURES: STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.  
 DEF. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

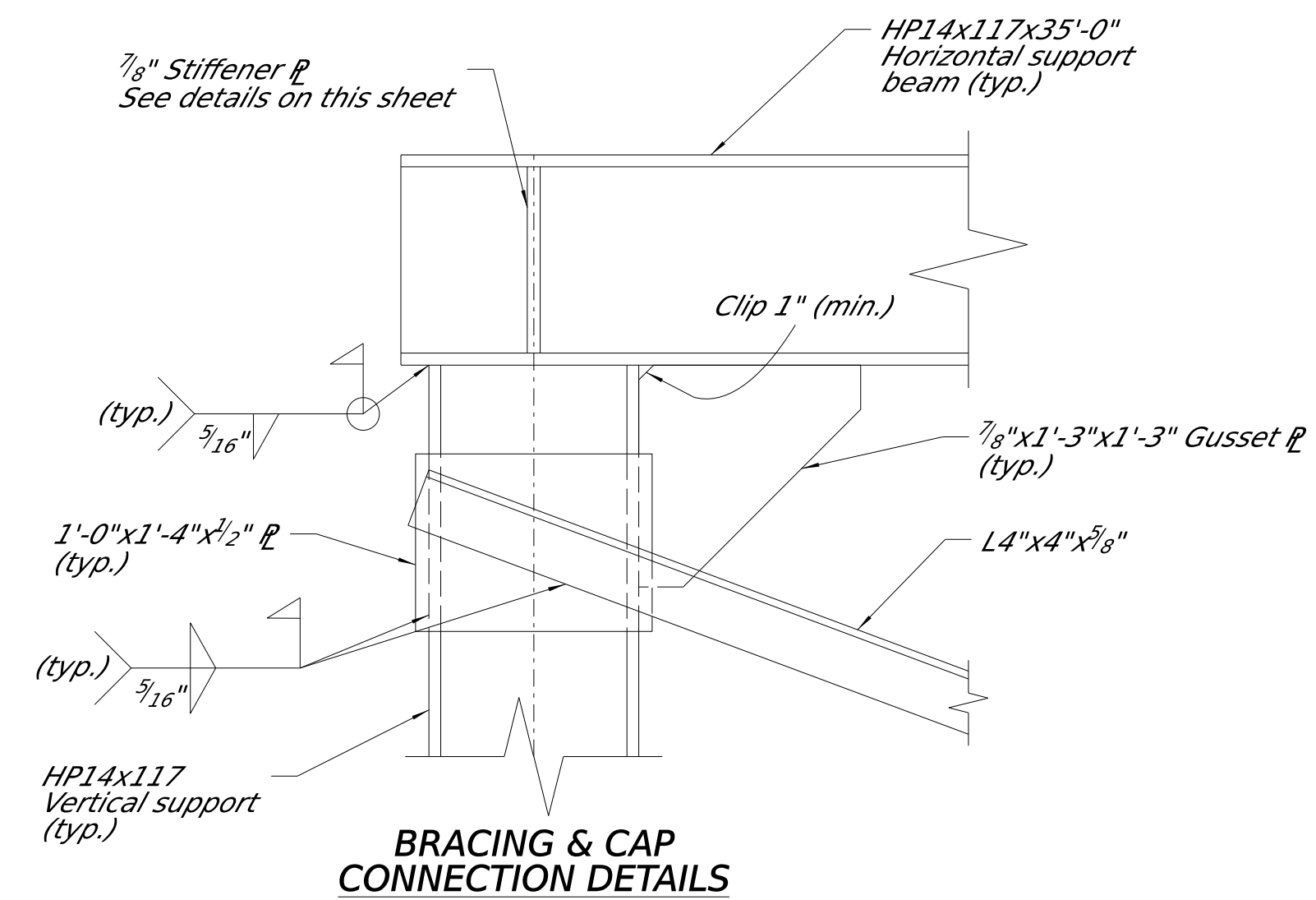
**NOTES:** For General Notes, Structural Steel Notes and False Bent Installation details see sheet nos. 800X and 800X.  
 Shim plates may be used with a 1" base plate to secure the neoprene pad into position where the pad is in full contact with the existing beam's bottom flange. All plates shall be secured to the HP14x117 horizontal support beam.  
 Steel plate thickness and weld sizes shown are minimum allowed.



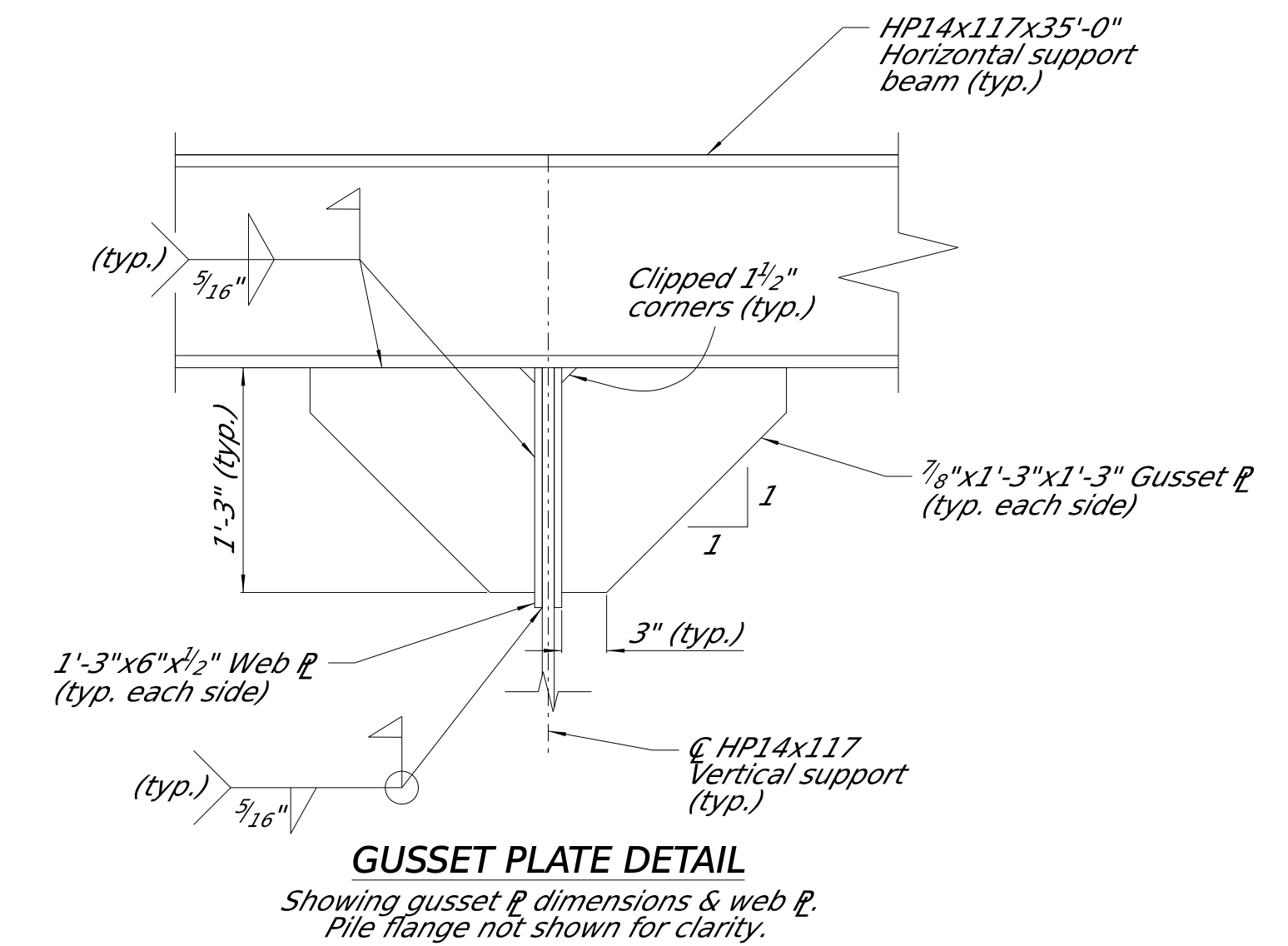
**ELEVATION VIEW - FALSE BENT DETAILS**  
 Showing false bents details to be installed under span 2 & 3 at bent 3



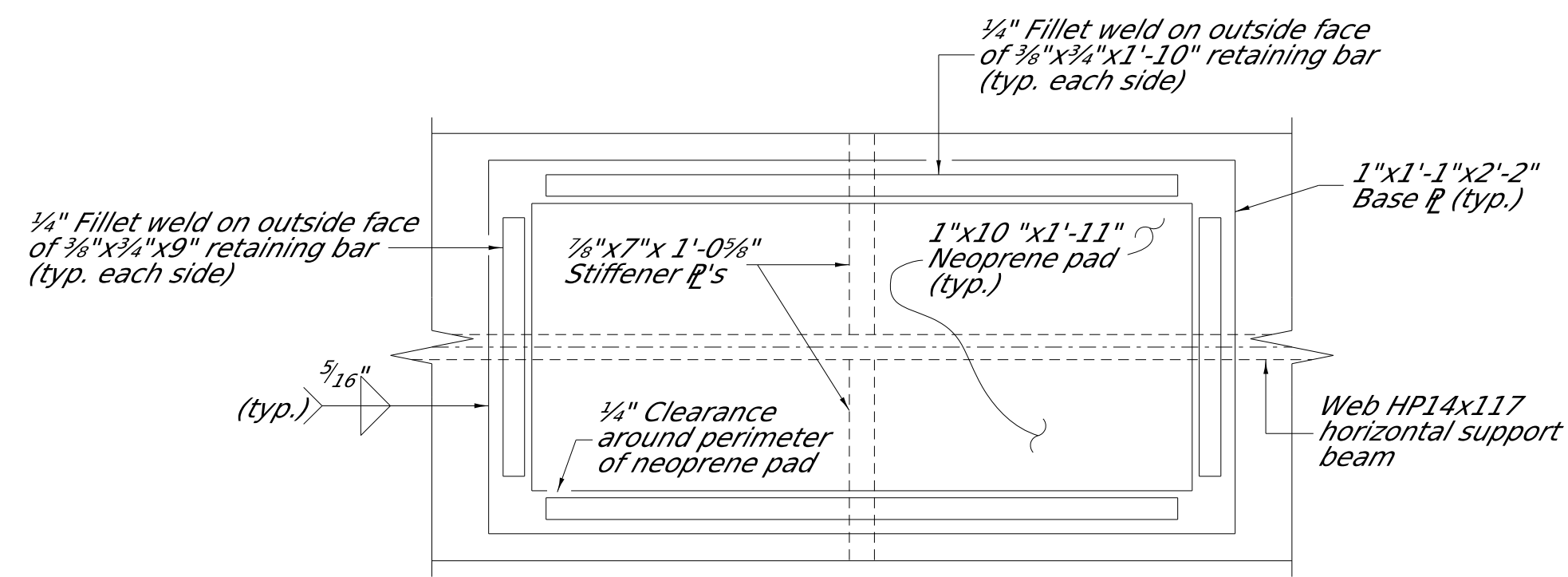
**SECTION B-B**  
 \* (1/4" To 1/2") ± 1/8" Typical



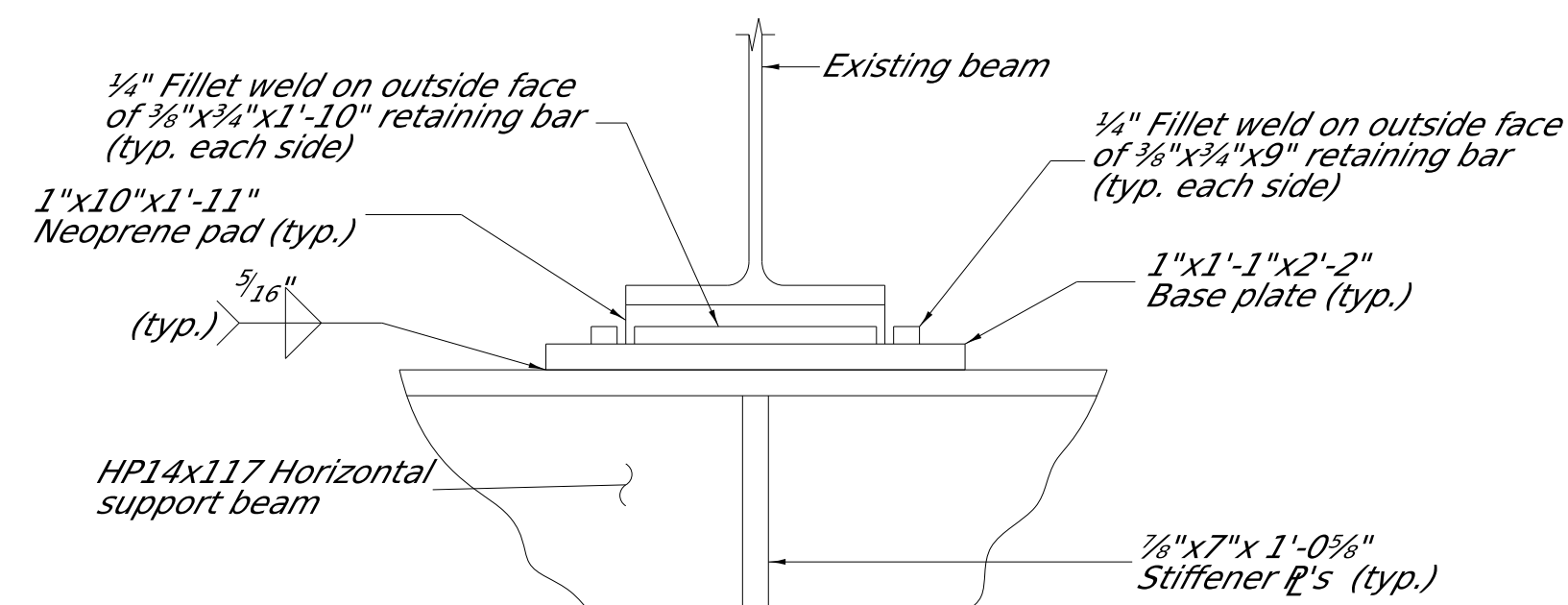
**BRACING & CAP CONNECTION DETAILS**



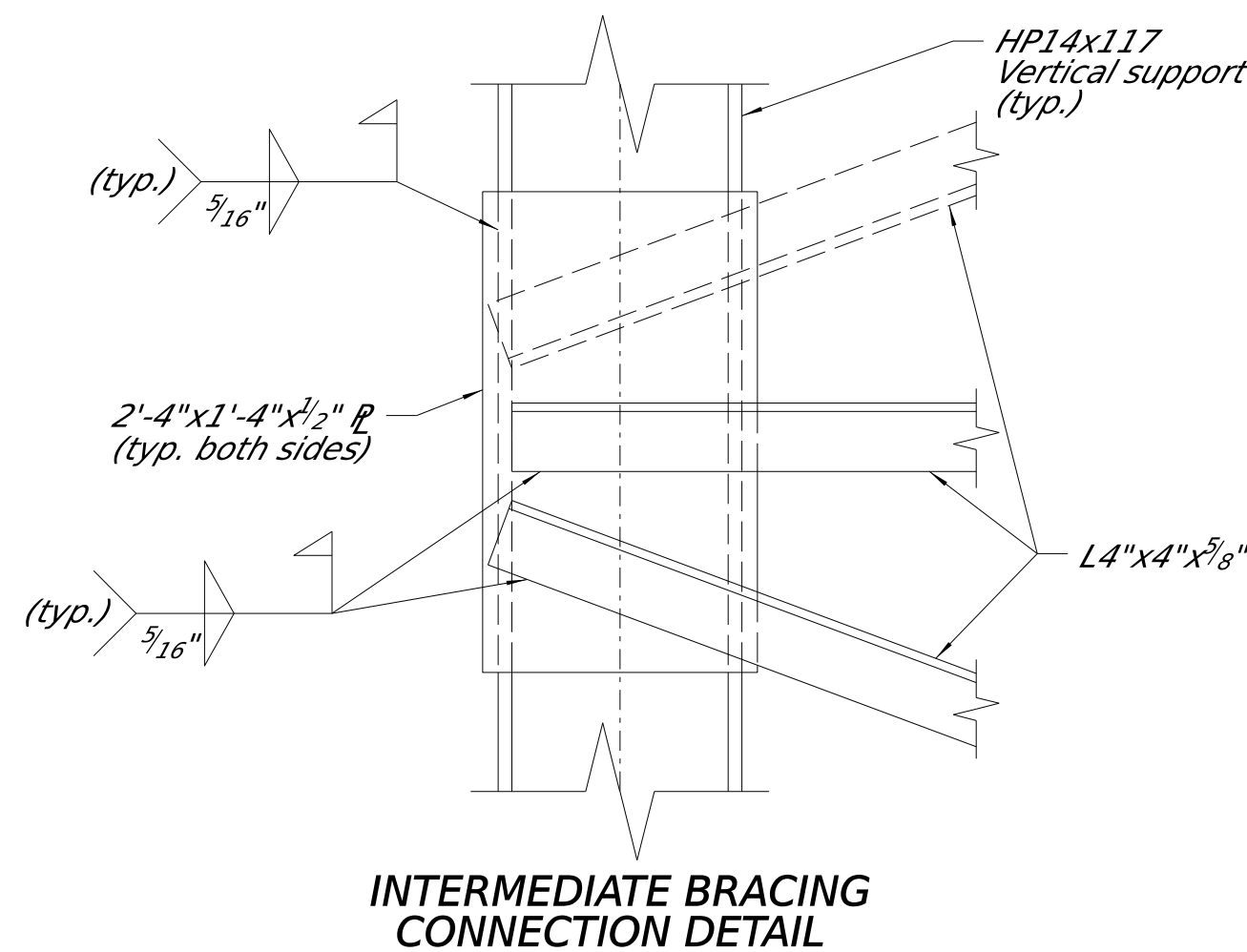
**GUSSET PLATE DETAIL**  
 Showing gusset flange dimensions & web flange. Pile flange not shown for clarity.



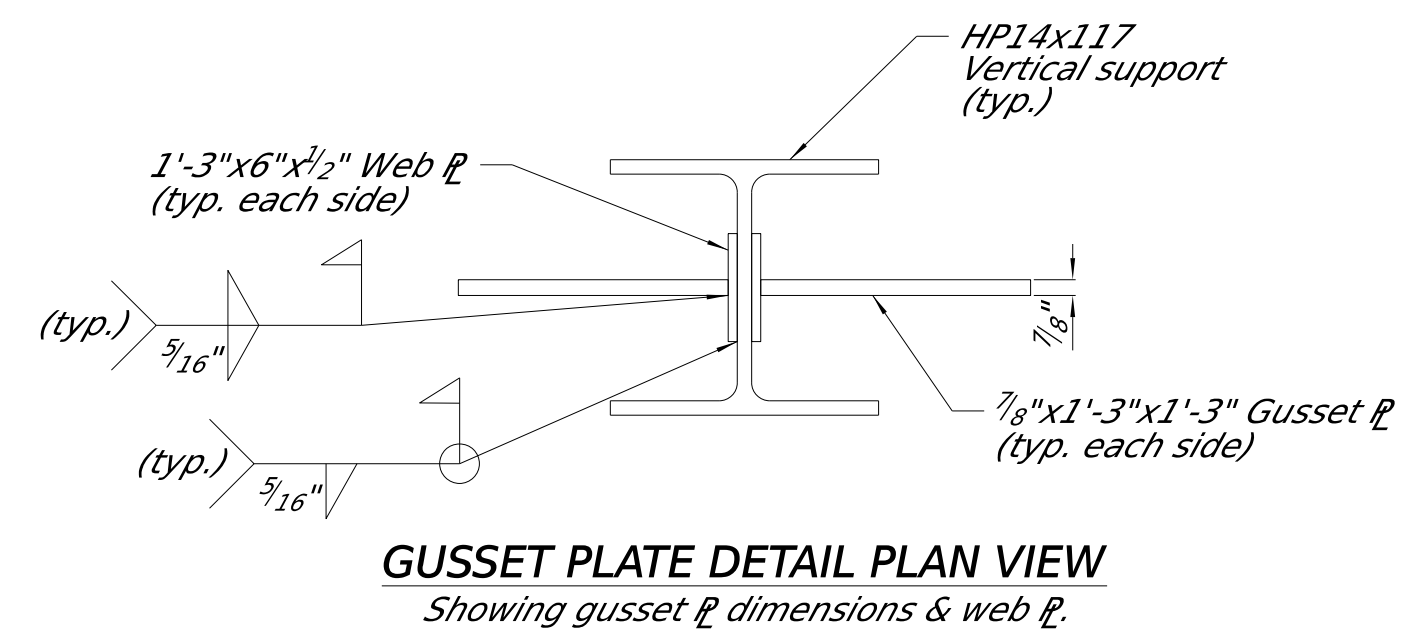
**PLAN VIEW - BEARING ASSEMBLY DETAILS**



**ELEVATION VIEW - BEARING ASSEMBLY DETAILS**



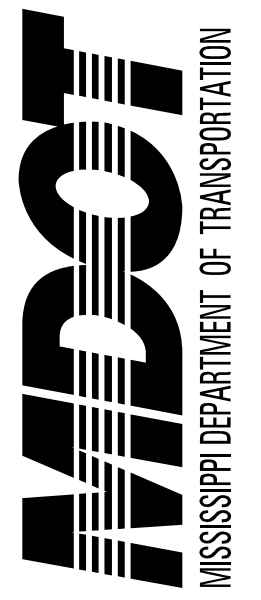
**INTERMEDIATE BRACING CONNECTION DETAIL**



**GUSSET PLATE DETAIL PLAN VIEW**  
 Showing gusset flange dimensions & web flange.

PLAN SHEET

3/13/2023 9:39:11 AM 109300\_repair\_details.dgn



DESIGNED BY: WESTON HATHORN  
 DETAILED BY: WESTON HATHORN  
 CHECKED BY: ###  
 DATE: 2023-03-08

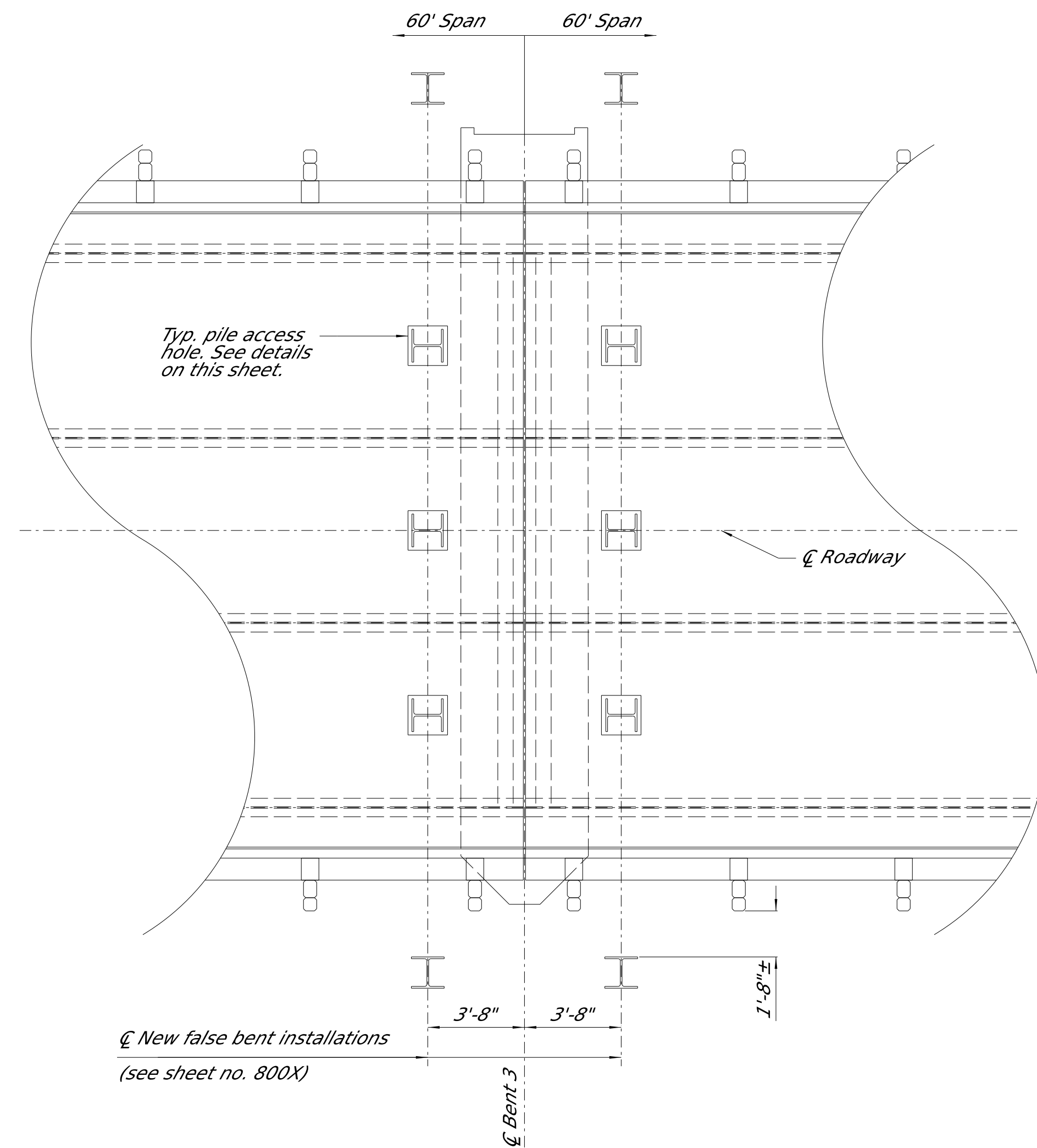
FMS CON: 109300/301000  
 PROJECT NO.: STBG-0041-02(027)  
 COUNTY: CARROLL

**FALSE BENT INSTALLATION DETAILS**

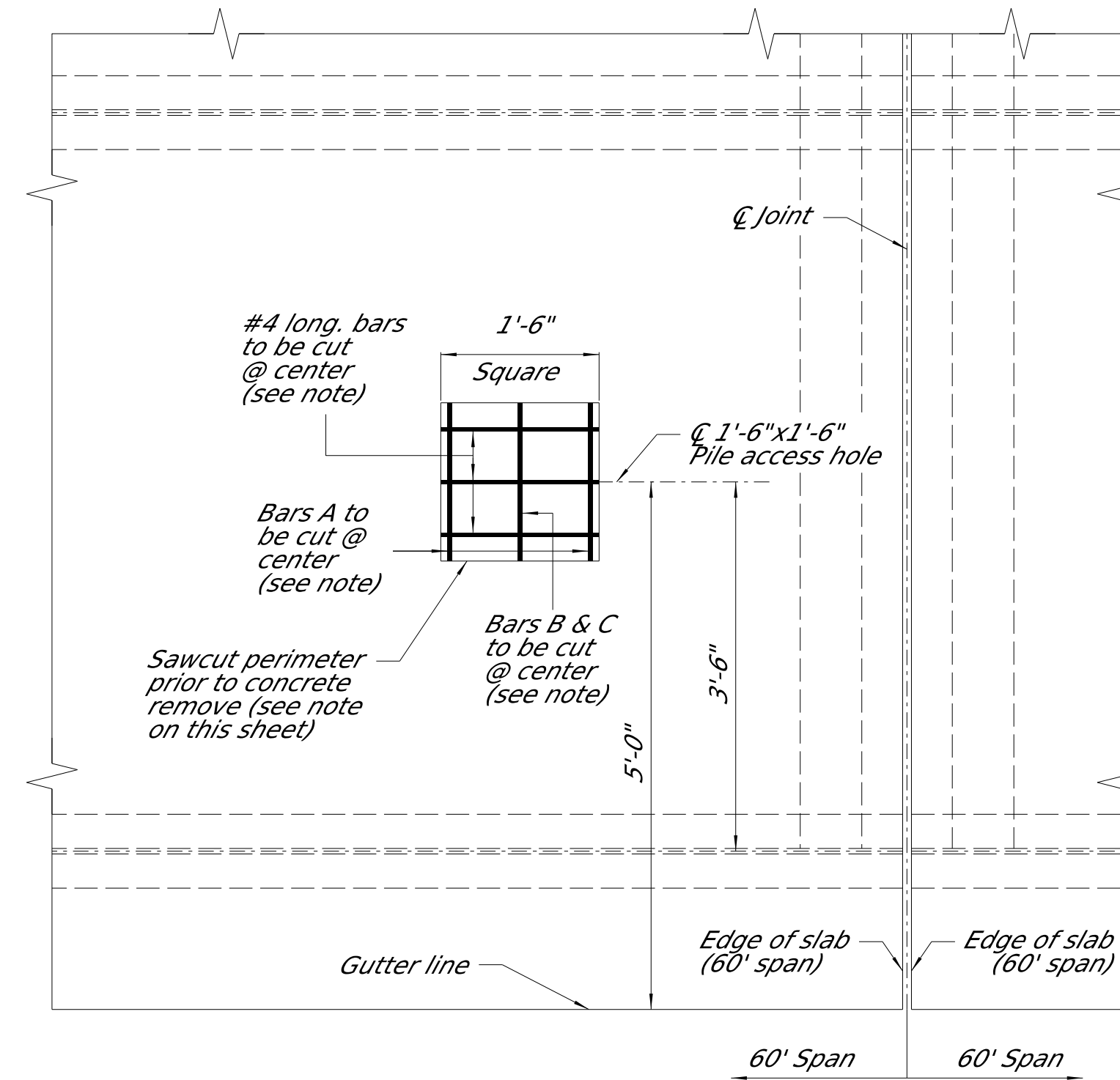
DIR OF STRUCTURES: STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.  
 DEF. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO.  
**5 OF 6**

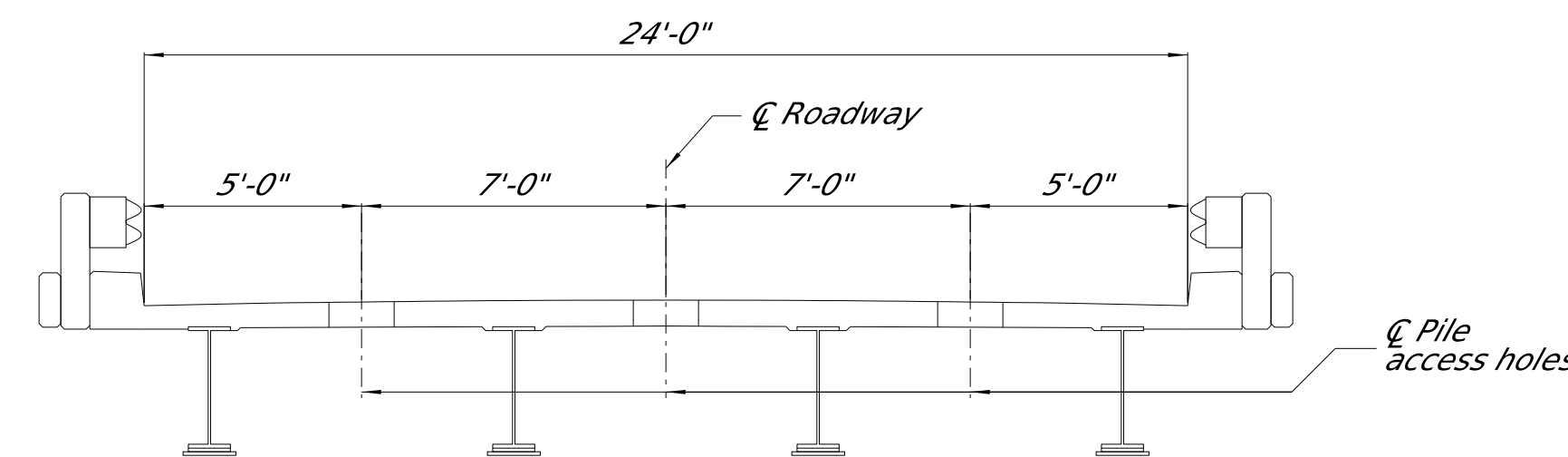
SHEET NO.  
**8006**



**PLAN OF SPANS**  
 Showing pile access holes  
 in spans 2 & 3



**PILE ACCESS HOLE DETAILS**  
 Showing approximate location of rebar  
 and access holes from the gutter line



**ELEVATION OF 60' SPAN**  
 Showing spacing of access holes

**PILE ACCESS HOLE IN DECK:**

1. The perimeter of the hole shall be saw cut to a depth of 1" prior to concrete removal and shall be considered an absorbed item of work.
2. Concrete shall be removed with small handheld chipping hammers that will not damage the reinforcing steel or surrounding concrete.
3. Transverse and longitudinal reinforcing steel shall be cut near the center and bent clear. After completion of pile driving the access hole shall be restored in accordance with details hereon. All bending of reinforcing shall be done with the use of controlled heat in accordance with section 810.03.28.8 of the specifications.
4. The new concrete shall be high early strength mix concrete as follows: The concrete mix design shall be furnished by the Contractor for approval by materials division. Mixture design parameters are as follows:

Required Strength: 2500 psi before releasing to traffic  
 Total Air Content: 3-6%  
 Maximum Slump: 6 inches

Non-chloride based accelerator may be used if the ambient temperature is 50°F or less, but shall not be used if the ambient temperature is greater than 50°F.

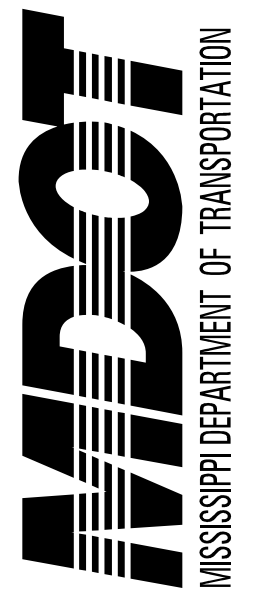
Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from MDOT's approved products list, and the manufacturer's recommendations shall be followed for the dosage rate.

Curing is to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The contractor may use the Maturity Method per Section 804 to estimate the concrete compressive strength for the purposes of releasing the repair area to traffic. However, final acceptance of the in-place concrete shall be determined using eight concrete test cylinders, which shall be tested at 8, 16, and 24 hour intervals. The two remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

5. Prior to pouring new concrete, the face of the access hole shall be painted with an epoxy binder designed to bond new concrete to old, applied according to manufacturers recommendations.
6. The surface of the newly finished deck shall match existing deck surface.
7. Concrete removal for pile holes in the bridge deck will not be paid for directly and therefore will be considered included in the price and payments for bid items.
8. New concrete for the bridge deck will not be paid for directly and therefore will be considered included in the prices and payments for bid items.



PRELIMINARY  
NOT FOR  
CONSTRUCTION



DESIGNED BY: WESTON HATHORN  
 DETAILED BY: WESTON HATHORN  
 CHECKED BY: ###  
 DATE: 2023-03-08

FMS CON: 109300/301000  
 PROJECT NO.: STBG-0041-02(027)  
 COUNTY: CARROLL

**POLYMER CEMENT OVERLAY**

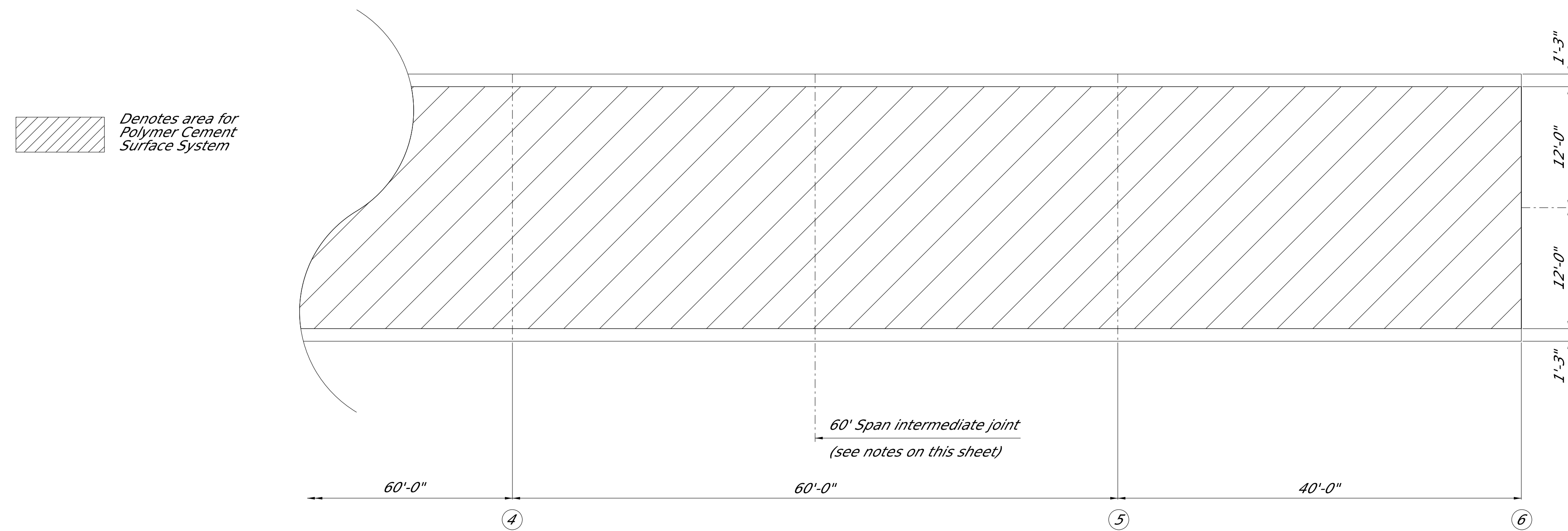
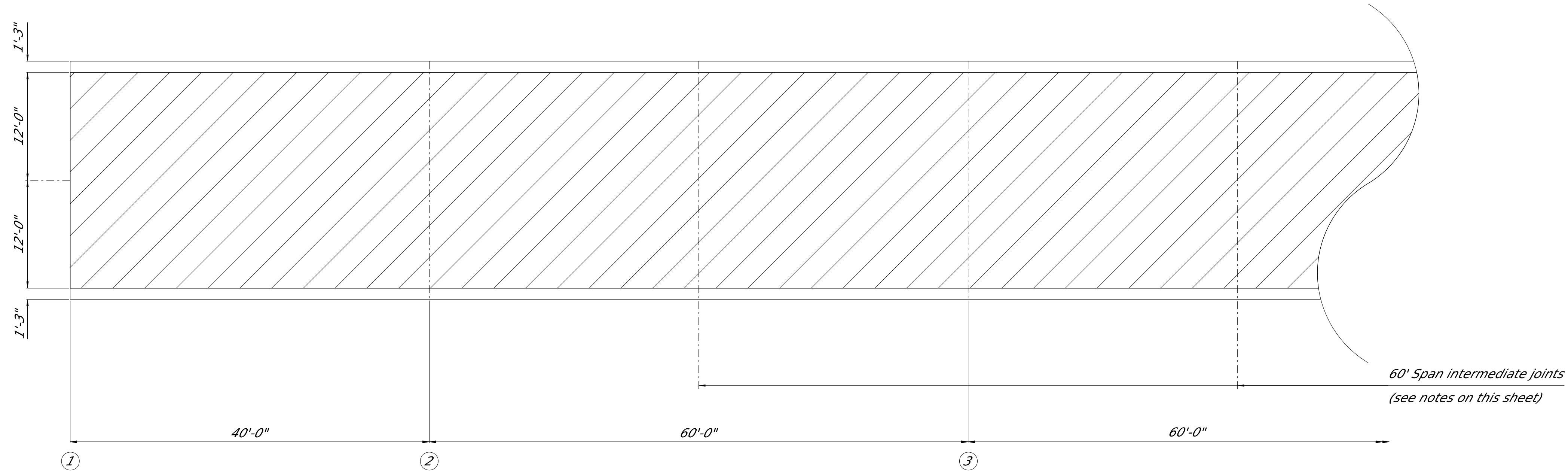
DIR OF STRUCTURES: STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.  
 DEF. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO.  
**6 OF 6**

SHEET NO.  
**8007**

PLAN SHEET

3/13/2023 9:27:56 AM 109300\_repair\_details.dgn



Denotes area for Polymer Cement Surface System

**POLYMER CEMENT OVERLAY LIMITS**  
 Showing area to be overlaid with Polymer Cement Surface System

**POLYMER CEMENT SURFACE SYSTEM NOTES:**

The patterning of the Polymer Cement Surface System (PCSS) shall be one of the following types:  
 a. Raised Checkerboard Pattern  
 b. Raised Hexagonal Pattern  
 c. Raised Staggered Hexagonal Pattern  
 The pattern shall be submitted to the Engineer for approval prior to any work being performed.

**NOTES:**

The surface finish of the repair location shall be trow finish or broom finish and shall be in accordance with article 501.03.18.4 or 501.03.18.2 of the Mississippi Standard Specifications for Road and Bridge Construction, 2017.  
 Full deck repairs shall be placed in 1 lift.  
 The overlay shall be continuous over all intermediate joints thus effectively removing those joints.

STATE OF MISSISSIPPI  
DIVISION OF STATE AID ROAD CONSTRUCTION  
STATE HIGHWAY DEPARTMENT  
PLAN AND PROFILE OF PROPOSED

FEDERAL AID SECONDARY PROJECT No. S-0713(1)B  
SHEET NO.  
CONTRACTOR: McLELLAN & RANDLE CONSTRUCTION  
DATE WORK BEGAN: 5-10-1959  
DATE OF ACCEPTANCE: 7-10-1960  
COUNTY ENGINEER: ARTHUR L. GOODMAN, JR.

EQUATIONS

Sls. 718+56<sup>2</sup> Back = 719+05<sup>2</sup> Ahead (-49') ✓

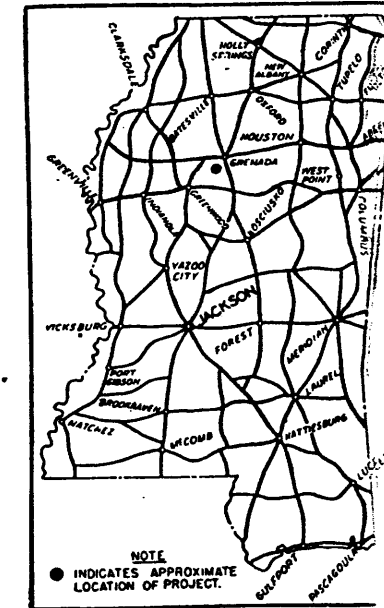
LENGTH OF ROADWAY	10,591.0	10,291.0	FT. 1,949	MI. 2.005
LENGTH OF BRIDGES	260.0		FT. 0.049	MI.
LENGTH OF PROJECT (NET)			1,998	MI. 2.054
LENGTH OF EXCEPTIONS	0.0		FT. 0.000	MI.
LENGTH OF PROJECT (GROSS)			1,998	MI. 2.054

COUNTY HIGHWAY  
FEDERAL AID SECONDARY PROJECT NO. S-0713(1)B  
NORTH CARROLTON HOLCOMB ROAD  
CARROLL COUNTY

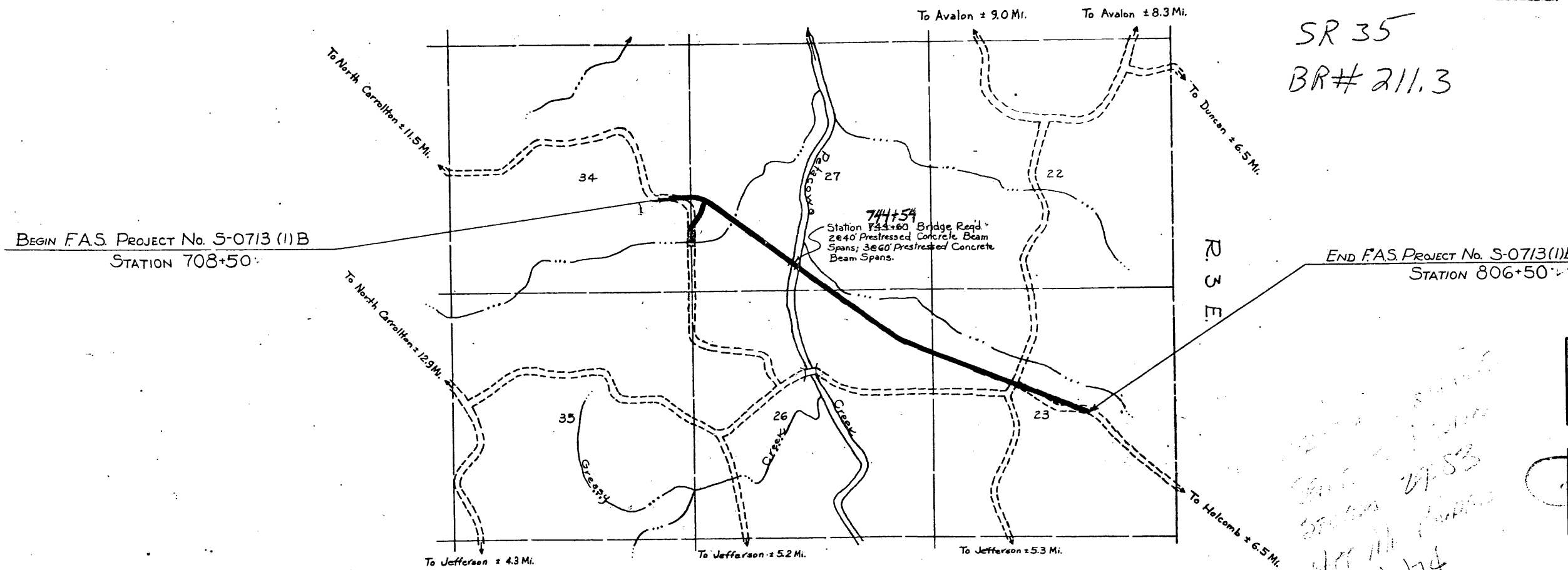
SCALES  
PLAN 1 IN. = 100 FT.  
PROFILE HOR. 1 IN. = 100 FT.  
VERT. 1 IN. = 10 FT.  
LAYOUT 1 IN. = 1320 FT.

EXCEPTIONS  
NONE

FINAL PLANS  
OF  
Completed Work



SR 35  
BR# 211.3



SPECIFICATIONS GOVERNING CONSTRUCTION OF THIS PROJECT SHALL BE THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, APPROVED BY THE STATE AID ENGINEER, MARCH 31, 1951 AND SUBMITTED TO THE COMMISSIONER OF THE U.S. BUREAU OF PUBLIC ROADS FOR APPROVAL ON THAT DATE.

CONVENTIONAL SIGNS

COUNTY LINE	—————	RIGHT-OF-WAY MARKERS	○ ○
TOWN CORPORATION LINE	—————	SURVEY LINE	———
SECTION LINE	—————	CULVERTS	
PROPERTY LINE	—————	BRIDGES	
WIRE FENCE	—————	TELEPHONE LINE	○ ○
PICKET FENCE	—————	POWER LINE	○ ○
RAIL FENCE	—————	TELEGRAPH LINE	○ ○
ROAD	—————	BENCH MARKS	● ●
RAILROAD	—————	RIGHT-OF-WAY LINE	———

LENGTH IN MILES

NET	1,998	2.004
GROSS	1,998	2.054

UNLOADING POINT:  
North Carrollton ± 12.5 Miles From BOP (C&G R.R.) ✓

PREPARED BY Arthur L. Goodman  
COUNTY ENGINEER

APPROVED: DATE 4/11/60  
STATE AID ENGINEER  
DIV. OF STATE AID ROAD CONST.  
MISSISSIPPI STATE HIGHWAY DEPT.

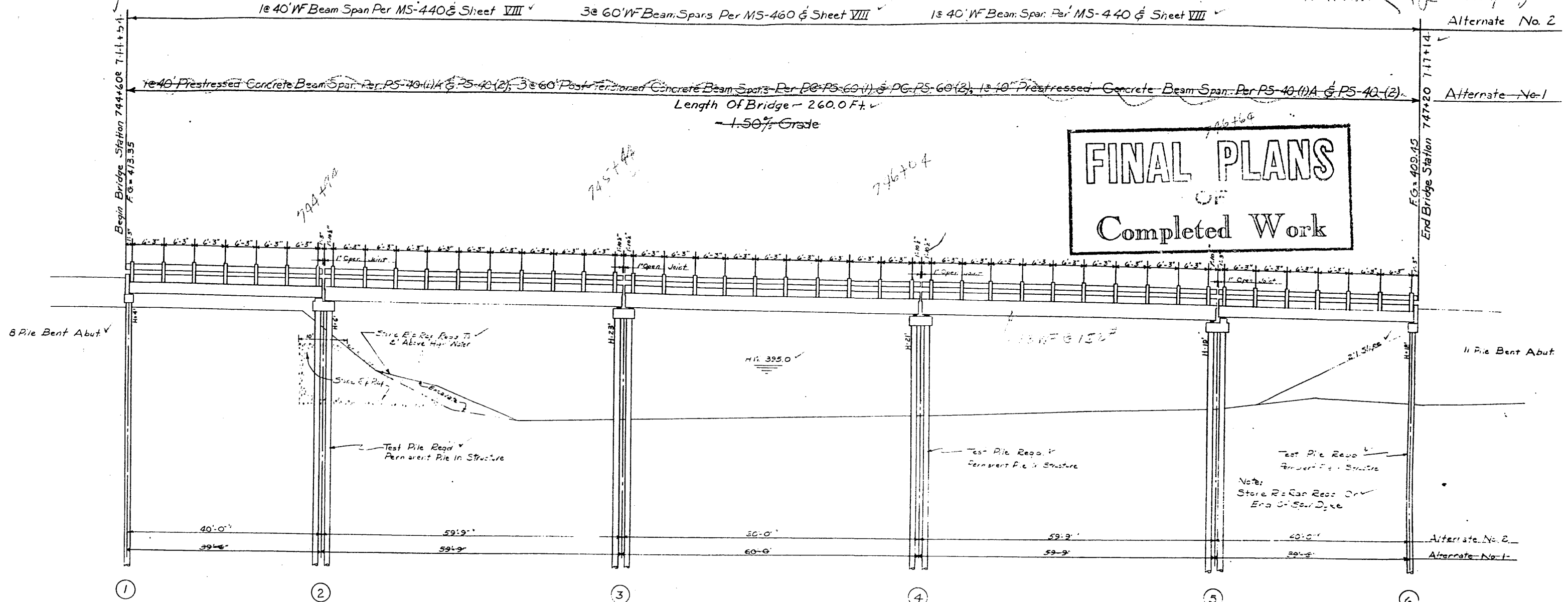
APPROVED: DATE 7/10/60  
DIRECTOR  
MISSISSIPPI STATE HIGHWAY DEPT.

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
APPROVED:  
DISTRICT ENGINEER: D.M.

10473

1e 40' Prestressed Concrete Beam Span Per PS-40(1)A & PS-40(2); 3e 60' Post-Tensioned Concrete Beam Spans Per PG-PS-60(1) & PG-PS-60(2); 1e 40' Prestressed Concrete Beam Span Per PS-40(1)A & PS-40(2). Length Of Bridge - 260.0 Ft. -1.50% Grade

FINAL PLANS OF Completed Work



Alternate #1 - Bents 1 & 6 Per Sheet No. II  
Bents 2 & 5 Per Sheet No. III  
Bents 3 & 4 Per Sheet No. IV

Alternate #2 - Bents 1 & 6 Per Sheet No. VII  
Bents 2, 3, 4 & 5 Per Sheet No. VIII

ELEVATION WITH PROFILE ON ROADWAY  
Scale: 1" = 10'-0"

Notes:  
Piling To Be 12 Hx 53"  
Bents No 3, 4 & 5 To Have Lateral & Sway Bracing  
Bent No 2 To Have S.W. Bracing Only

PILE BEARING CAPACITY  
Abuts: 30 Tons  
Int. Bents: 30 Tons

~ GENERAL NOTES ~  
Specifications: Division Of State Aid Road Construction.  
No unauthorized change of plans will be permitted.  
Heights of Bents shall be checked in the field.  
Test Piles shall be driven to a Minimum Bearing Capacity of 33 Tons & a Minimum Penetration of 30 Feet or Refusal.  
All work for which no pay items are provided in the Proposal will not be paid for directly & compensation therefor will be considered included in the prices & payments for Bid Items

DESIGN DATA:  
Specifications: A.A.S.H.O 1953 & Criteria For Prestressed Concrete Bridges - Bureau Of Public Roads - 1954  
Loading: HS-20  
Slab Stresses:  $f_s = 20,000 \text{ psi}$ ;  $f_c = 4,200 \text{ psi}$ ;  $n = 10$

10473

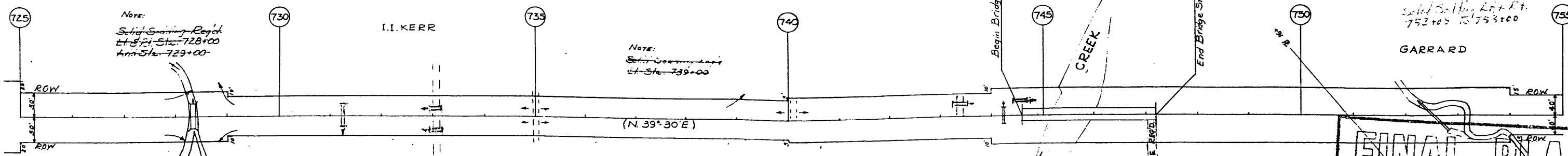
BRIDGE LAYOUT  
BRIDGE "A" STATION 744+20

FINAL PLANS OF COMPLETED WORK  
G.A. [Signature]

ELEVATION 405.94  
Nail in 15" Elm  
100 ft. Left Sta. 727+00

ELEVATION 403.79  
U.S. Engr. Marker  
50 ft. Left Sta. 744+25

ELEVATION 402.59  
Nail in 3 1/2" Cottonwood  
150 ft. Right Sta. 743+10

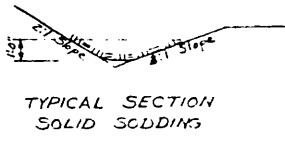


Note:  
Slight Springing Req'd  
at Sta. 728+00  
and Sta. 729+00

Note:  
Slight Springing Req'd  
at Sta. 739+00

Set Nail in 2 1/2" Elm  
752+00 to 753+00

**FINAL PLANS**  
Completed Work  
GARRARD



STATION 728+20  
52.6' LIN. FT. 16" x 12" CULVERT BOX REQ'D  
D.A. 152.5' Miles OPENING 175' Req'd  
REMARKS C=1.0

STA. 731+00  
26'-24" Culvert Box Req'd  
14' 10" Spring 175'

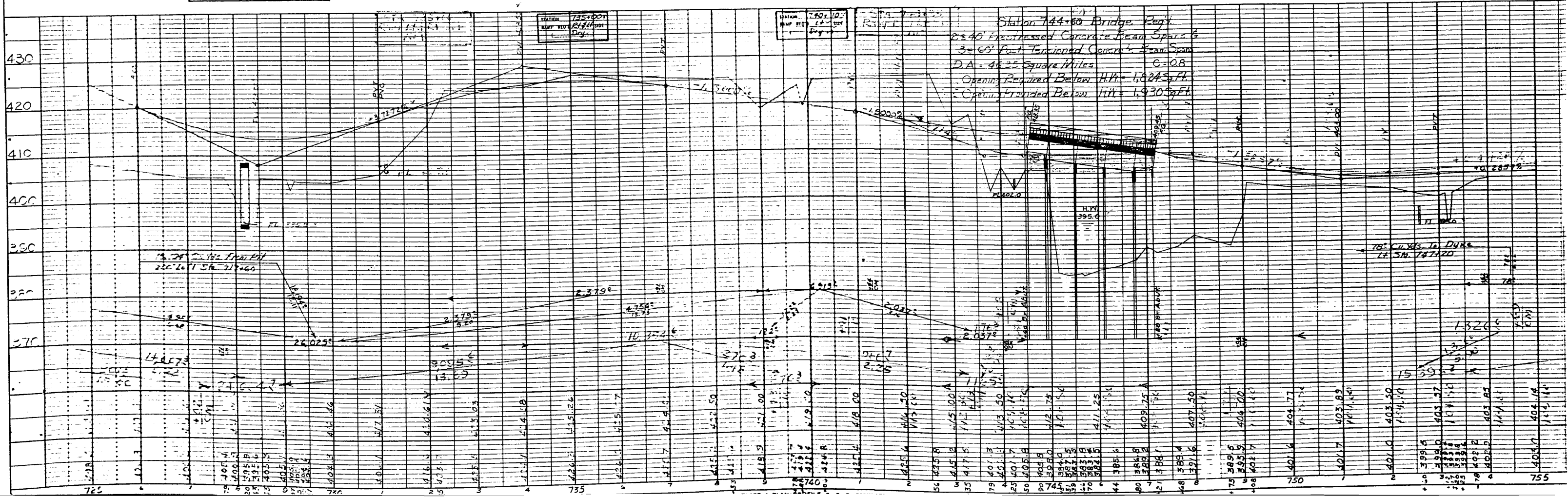
STA. 741+00  
60'-30" Culvert Pipe Req'd  
with 2'-12" Dia. 10' Headwall  
Per Specifications - Checked By [Signature]

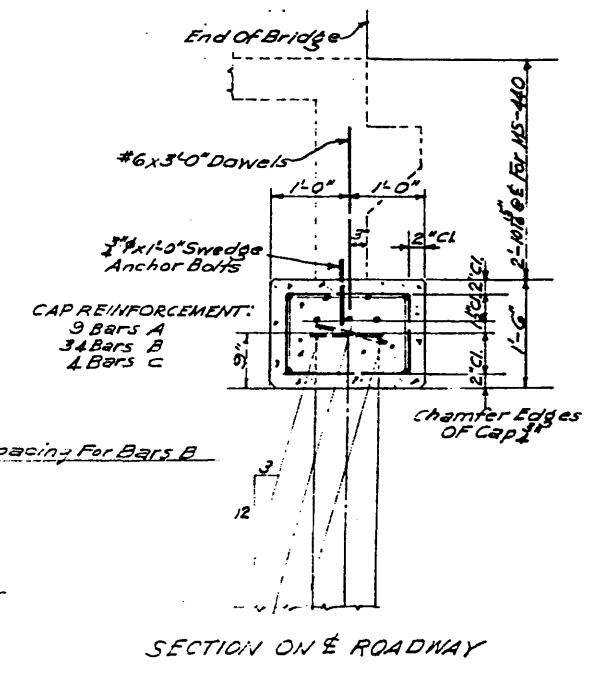
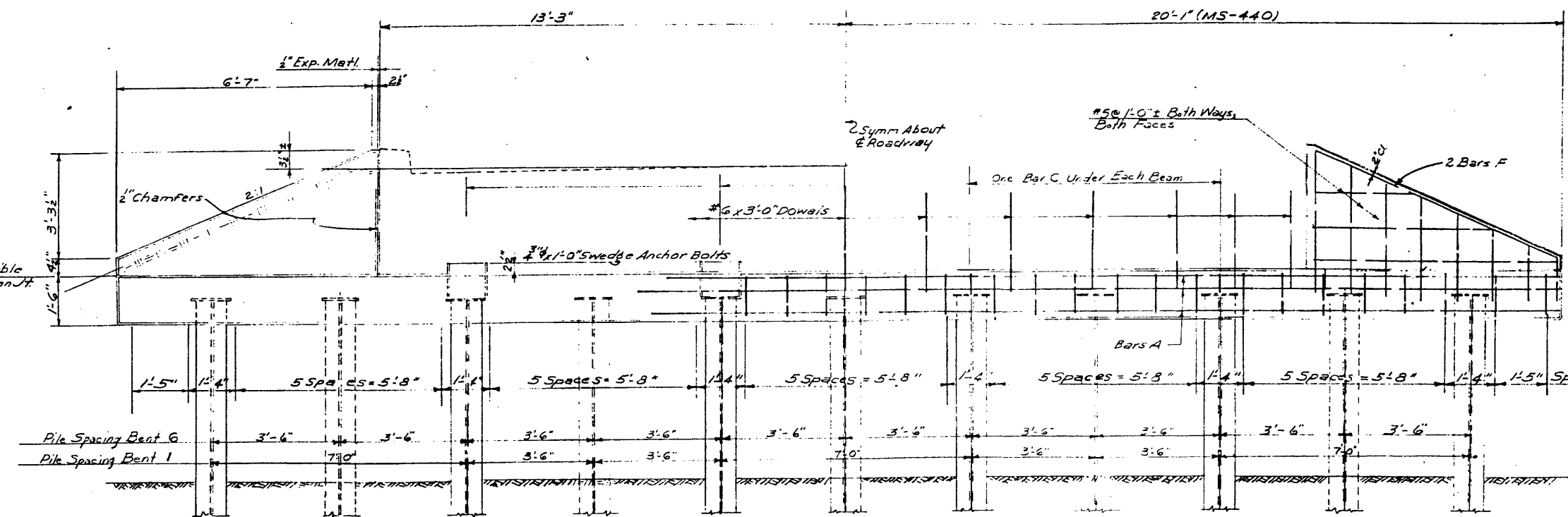
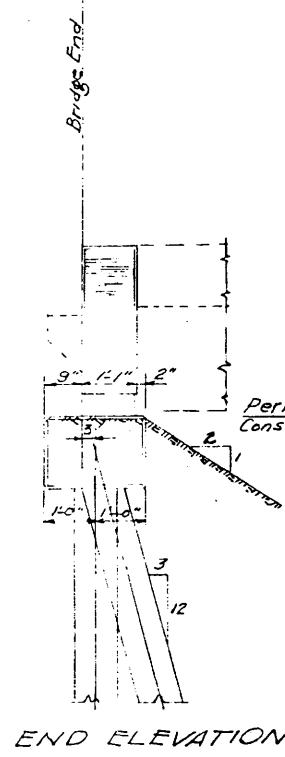
76 STATION 744+25  
25 LIN. FT. 24" CULVERT PIPE REQ'D  
D.A. 5 Acres OPENING 314'  
REMARKS Headwalls Req'd

STA. 743+00  
30'-15" Substructure Req'd  
under Ramp A

STATION 752+60  
84' LIN. FT. 48" CULVERT PIPE REQ'D  
D.A. 28 Acres OPENING 12.5'  
REMARKS Specs 45' R.F. Final  
Headwalls Req'd

10473

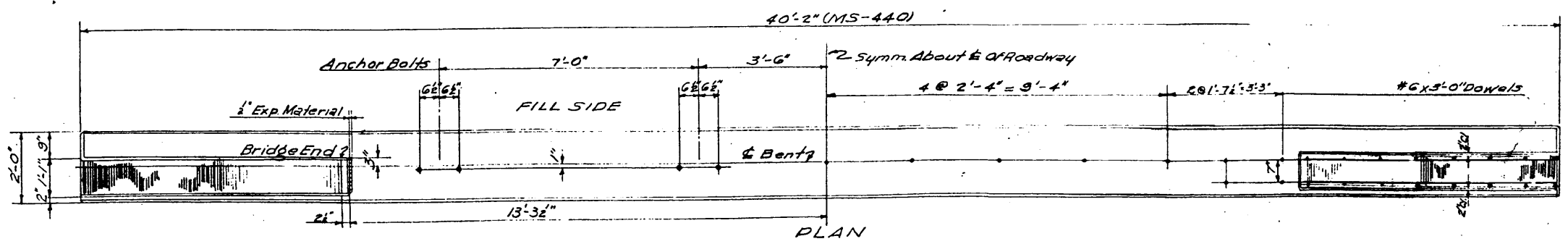




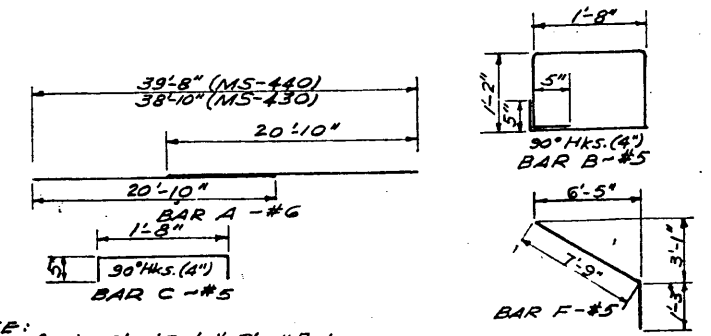
NOTE:  
 All Piles Shall Be 12" H @ 53 # Steel Pile  
 All Piles Shown By Dashed Lines To Be Battered 3" Per Foot.

MINIMUM PILE CAPACITY  
 30 Ft. Span, Std. MS-430, 30 Tons  
 40 Ft. Span, Std. MS-440, 30 Tons

NOTE:  
 Placing Dimensions For Reinforcing Steel To Concrete Surfaces Are Clear Distances.



**FINAL PLAN**  
 OF  
 Completed Work



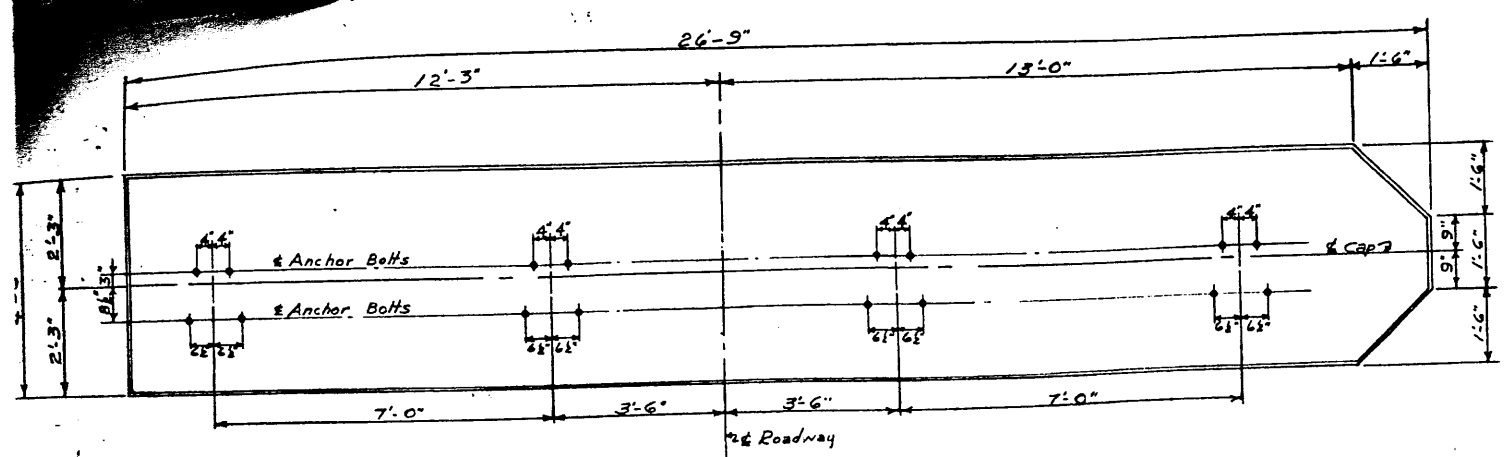
NOTE:  
 All Reinforcing Steel Details Shall Be In Accordance With "Detailing Manual For Reinforced Concrete Highway Structures"

GENERAL NOTES:  
 Specifications: Division of State Aid Road Construction  
 All Concrete In End Bent Shall Be Class "B"  
 All Exposed Edges Shall Be Chamfered 1/2" Except Where Otherwise Noted.  
 All Exposed Surfaces Shall Be Given A Uniform Rubbed Finish.  
 Piles Shall Not Be Driven Until Fill At Bridge Ends Has Been Constructed To Grade.  
 Piles Shall Be Driven Full Length.  
 Cast-in-place Concrete Piles Shall Be In Accordance With Section 740.07 Of The Specifications And Have 1/4" Outside Diameters With Ample Thickness To Withstand Driving To The Required Bearing And Penetration. The Driving Tip May Be A Flat Plate Or Pointed As Required By Driving Conditions.  
 Cast-in-place Pile Shall Be Paid For At The Contract Price Per Linear Foot Which Shall Include The Class "B" Concrete Fill.  
 All Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payments For Bid Items.

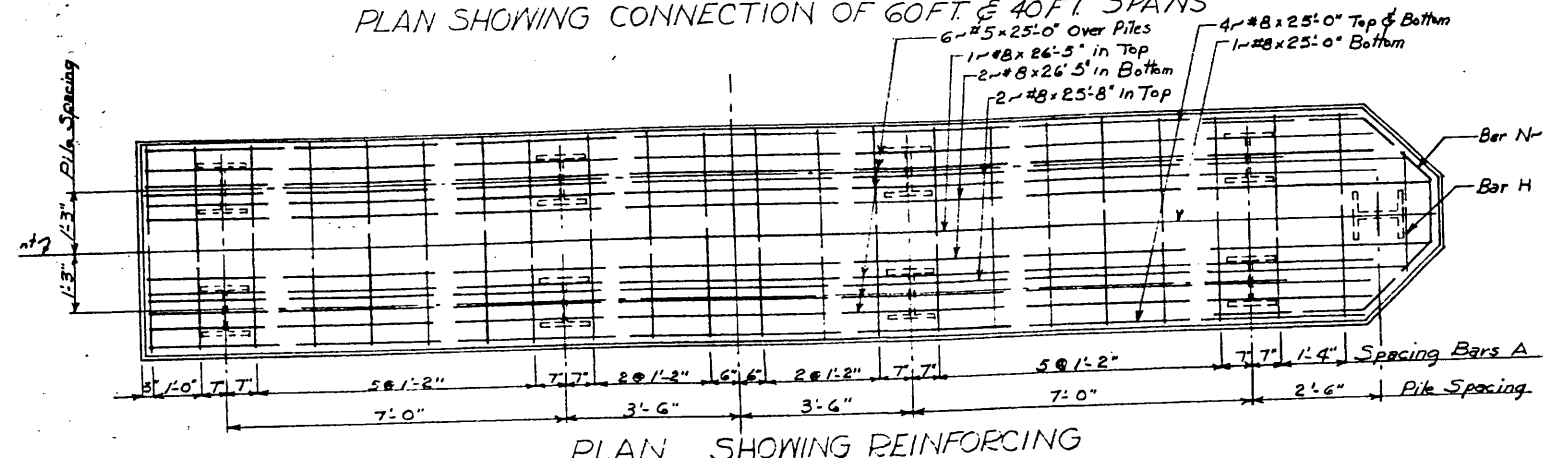
TABLE OF QUANTITIES	
FOR USE WITH MS-440 MODIFIED	
ITEM	
CONCRETE CURB	5.60 ✓
REINF. STEEL LBS	1,064 ✓

\*Includes 76 # For #6 Dowels.

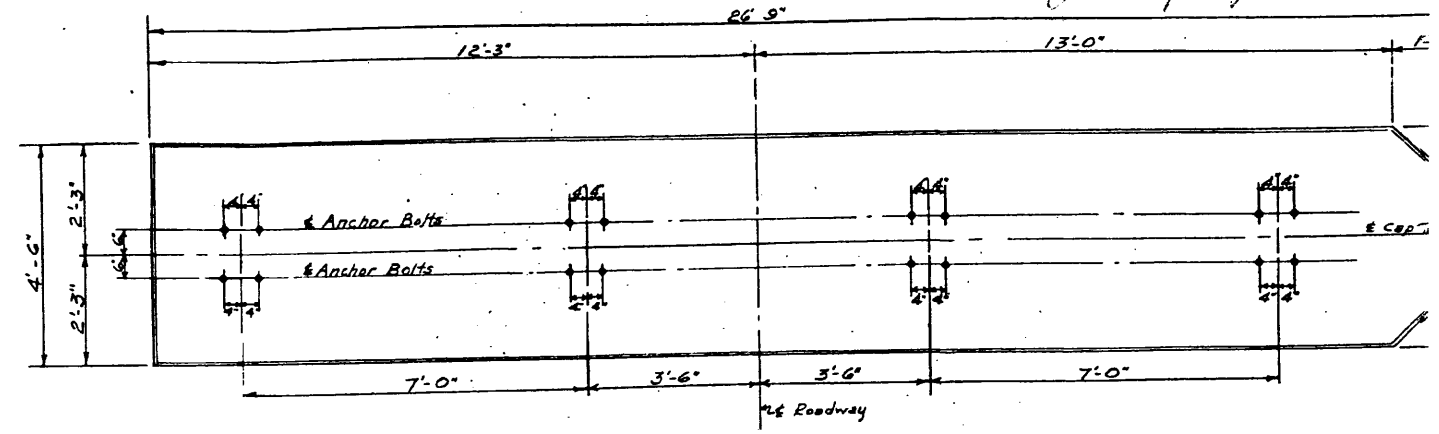
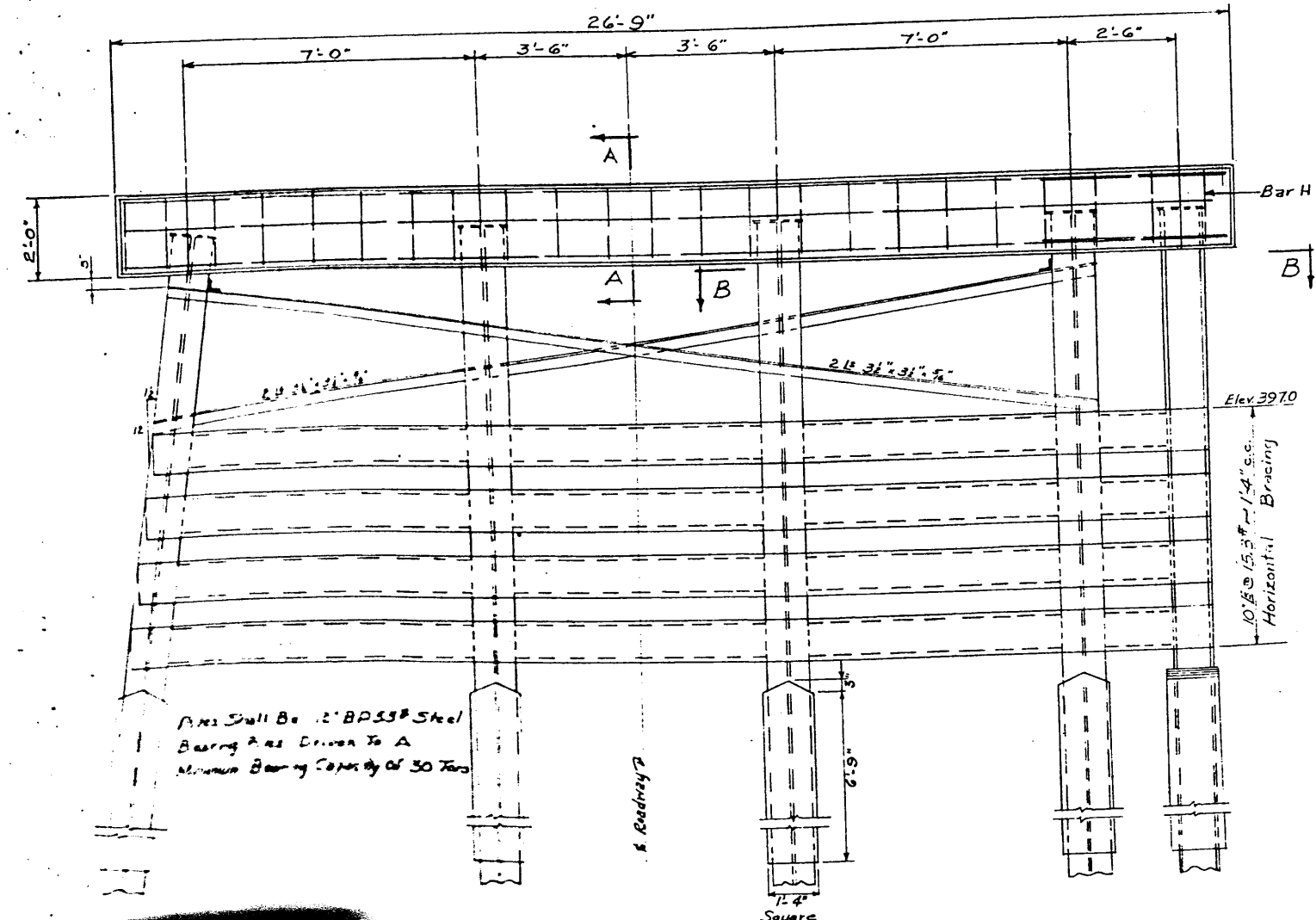
10473  
**END BENT FOR USE WITH STANDARD MS-440 MODIFIED**  
 ARTHUR L. GOODMAN, JR.  
 County Engineer



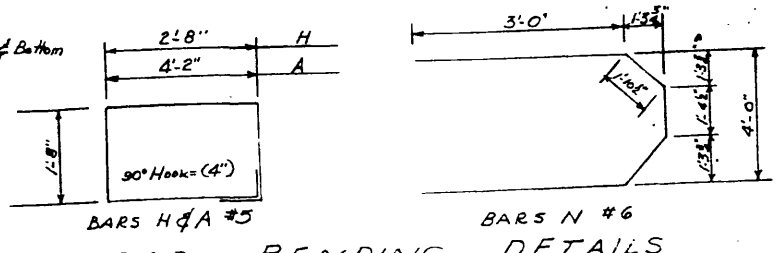
PLAN SHOWING CONNECTION OF 60FT & 40FT SPANS



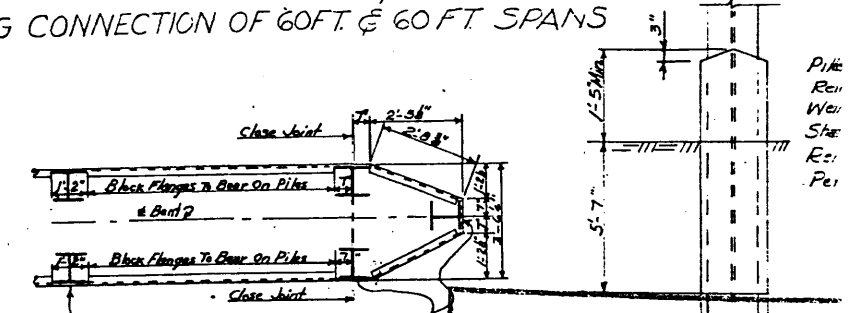
PLAN SHOWING REINFORCING



PLAN SHOWING CONNECTION OF 60FT & 60FT SPANS



BAR BENDING DETAILS  
(All Dimensions Out to Out)

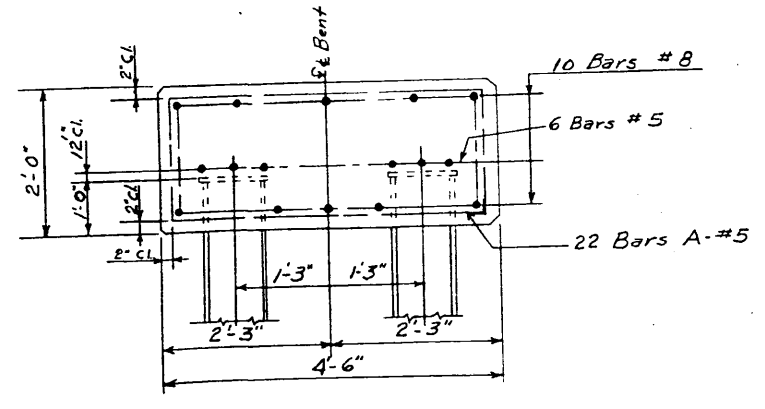


SECTION B-B  
Showing Horizontal Pile Bracing

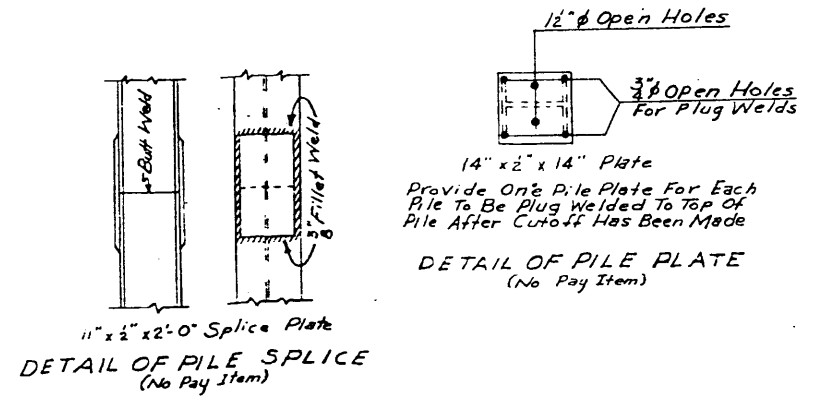
**FINAL PILE ENCASEMENT Completed**

GENERAL NOTES:

- All Concrete Shall Be Class "B"
- All Exposed Concrete Surfaces Shall Be Given A Uniform Rubbed Finish
- All Exposed Edges Shall Be Chamfered
- All Welding Shall Be Done By The Electric Arc Process
- After Erection Steel Piling, Whaling & Bracing Shall Be Given Three Feet As Follows: First Coat Red Lead Per Code R-L; Second And Black Graphite Per Code M-B.



SECTION A-A

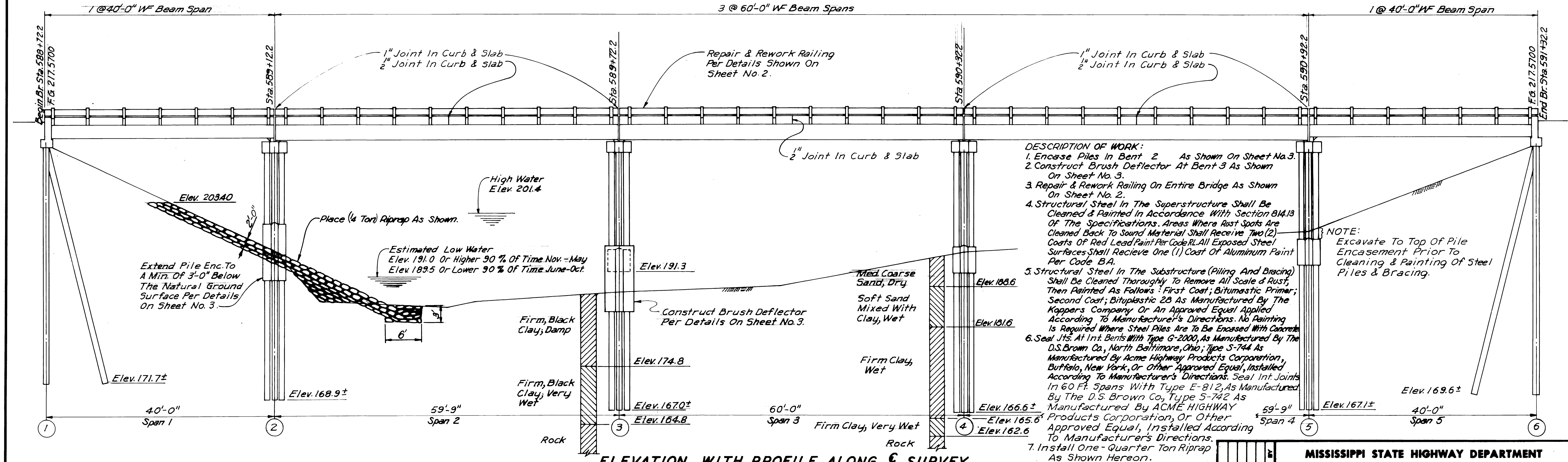
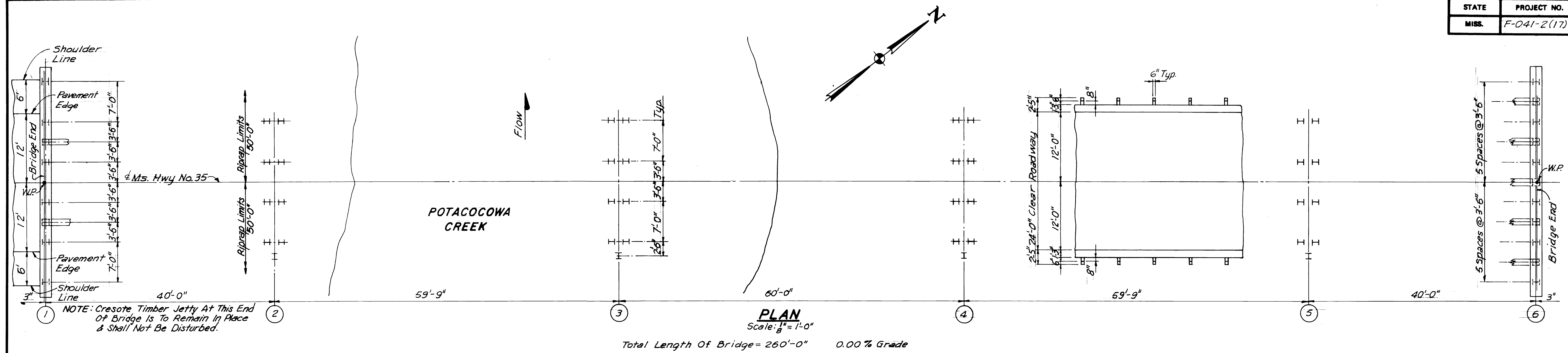


DETAIL OF PILE SPLICE  
(No Pay Item)

14" x 2" x 14" Plate  
Provide One Pile Plate For Each Pile To Be Plug Welded To Top Of Pile After Cutoff Has Been Made  
DETAIL OF PILE PLATE  
(No Pay Item)

ESTIMATED QUANTITIES	
CAP	
Class B Bridge Concrete	8.75 Cu Yds
Reinforcing Steel	1,165 Lbs.
ENCASEMENTS	
Class B Bridge Concrete	* 1,360 Cu Ft
Reinforcing Steel	* 938 Lbs.
* Per Foot Of Pile Encasement	

**10473**  
DOUBLE PILE INT BENT  
FOR USE WITH  
STANDARD PLAN MS-440 G.M.  
24-FT ROADWAY



**DESCRIPTION OF WORK:**

1. Encase Piles In Bent 2 As Shown On Sheet No. 3.
2. Construct Brush Deflector At Bent 3 As Shown On Sheet No. 3.
3. Repair & Rework Railing On Entire Bridge As Shown On Sheet No. 2.
4. Structural Steel In The Superstructure Shall Be Cleaned & Painted In Accordance With Section B14.13 Of The Specifications. Areas Where Rust Spots Are Cleaned Back To Sound Material Shall Receive Two (2) Coats Of Red Lead Paint Per Code RL. All Exposed Steel Surfaces Shall Receive One (1) Coat Of Aluminum Paint Per Code BA.
5. Structural Steel In The Substructure (Piling And Bracing) Shall Be Cleaned Thoroughly To Remove All Scale & Rust, Then Painted As Follows: First Coat; Bitumastic Primer; Second Coat; Bituplastic 2B As Manufactured By The Koppers Company Or An Approved Equal Applied According To Manufacturer's Directions. No Painting Is Required Where Steel Piles Are To Be Encased With Concrete.
6. Seal Jts. At Int. Bents With Type G-2000, As Manufactured By The D.S. Brown Co., North Baltimore, Ohio; Type S-744 As Manufactured By Acme Highway Products Corporation, Buffalo, New York, Or Other Approved Equal, Installed According To Manufacturer's Directions. Seal Int. Joints In 60 Ft. Spans With Type E-812, As Manufactured By The D.S. Brown Co., Type S-742 As Manufactured By ACME HIGHWAY Products Corporation, Or Other Approved Equal, Installed According To Manufacturer's Directions.
7. Install One-Quarter Ton Riprap As Shown Hereon.

**NOTE:**  
Excavate To Top Of Pile Encasement Prior To Cleaning & Painting Of Steel Piles & Bracing.

**GENERAL NOTES:**

Specifications: Mississippi State Highway Department, 1976.  
No Change Of Plans Will Be Permitted Except By Written Authority Of The Bridge Engineer. Minor Changes In Details Of Design Or Construction May Be Authorized In Writing By The Bridge Engineer, Provided Such Changes Are Not Justifiable Reasons For Contract Price Adjustments.  
Bar Bending Details Shall Be In Accordance With "Manual Of Standard Practice For Detailing Reinforced Concrete Structures" (ACI 315-57).  
All Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payments For Bid Items.  
Finish Of Concrete Surfaces Shall Be In Accordance With Section 804.24 Of The Specifications.

**ESTIMATED QUANTITIES:**

Cleaning & Painting: L.S.  
Repair & Rework Railing: L.S.  
Class "H5" Bridge Concrete: 24.15 C.Y.  
Reinforcement: 1,855 Lb.  
Riprap (1/4 Ton): 802 Tons  
Joint Filler Material (1"): 100 L.F.  
Joint Filler Material (1/2"): 75 L.F.

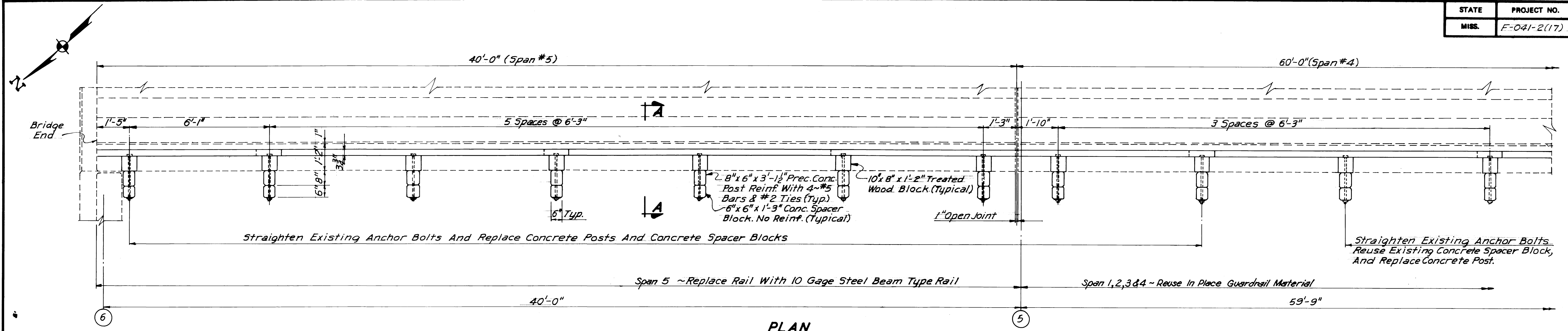
**DESIGN DATA:**

Specifications: A.A. S.H.O. 1953  
Loading: H 515-44  
Slab Stresses:  $f_s = 20,000$  p.s.i.;  $f_c = 1,200$  p.s.i.;  $n = 10$ .

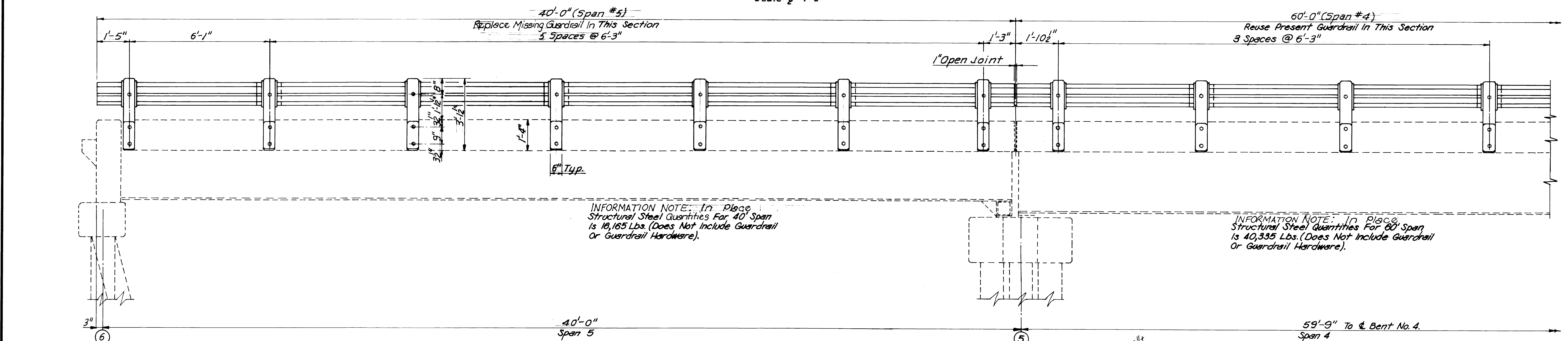
**SPECIAL PROVISIONS REQUIRED:**

Class "H5" Concrete: 907-804  
Joint Filler Material: 907-804  
Repair & Rework Railing: 907-813  
Cleaning & Painting: 907-814

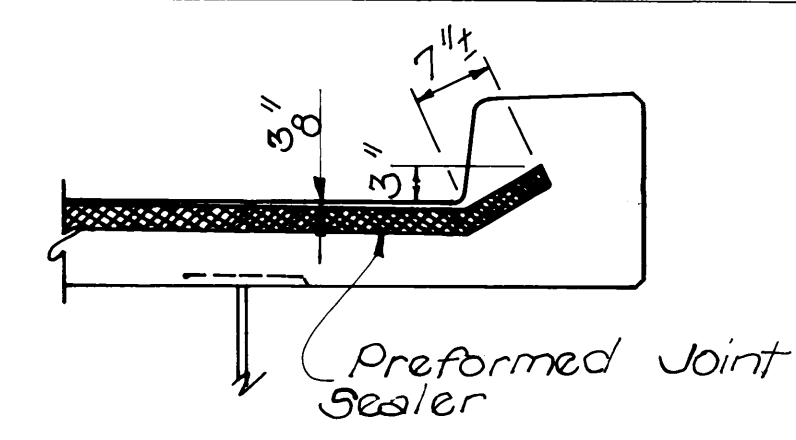
<b>MISSISSIPPI STATE HIGHWAY DEPARTMENT</b> BRIDGE AT STA. 588 + 72.20 MS. HWY. NO. 35 OVER POTACOCOWA CREEK BRIDGE REPAIR PROJECT F-041-2(17) 11-0041-02-017-10 CARROLL COUNTY		WORKING NUMBER
		1 OF 3
DESIGNED T.L.C. DETAILED T.L.C. TRACED J.M.L. CHECKED J.R.R. REVISIONS DATE 7-29-77		SHEET NUMBER
		466



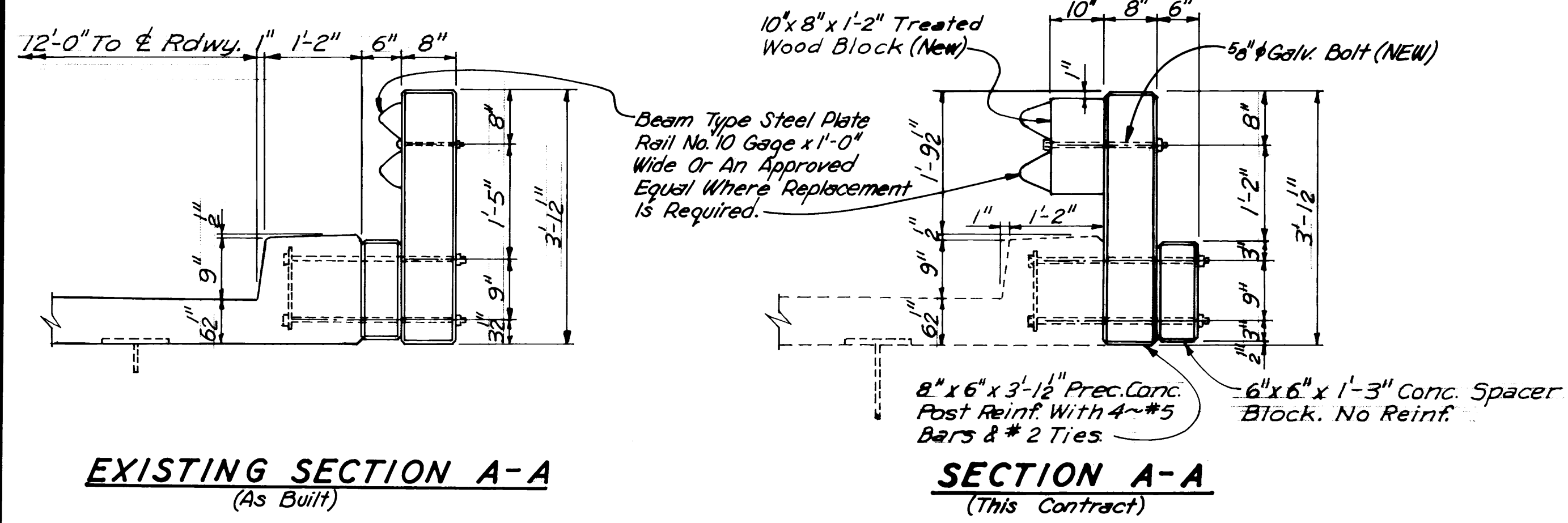
**PLAN**  
Scale: 1/2" = 1'-0"



**ELEVATION**



**JOINT FILLER DETAIL**



**EXISTING SECTION A-A**  
(As Built)

**SECTION A-A**  
(This Contract)

**GENERAL NOTES:**  
Railing Members (New & Reused) Shall Be Cleaned Thoroughly And Given Two Coats Of Red Lead Paint Per Code R.L., Then Given One Coat Of Aluminum Paint Per Code, BA.  
All Hardware Shall Be Galvanized In Accordance With A.S.T.M. Designation: A-153.

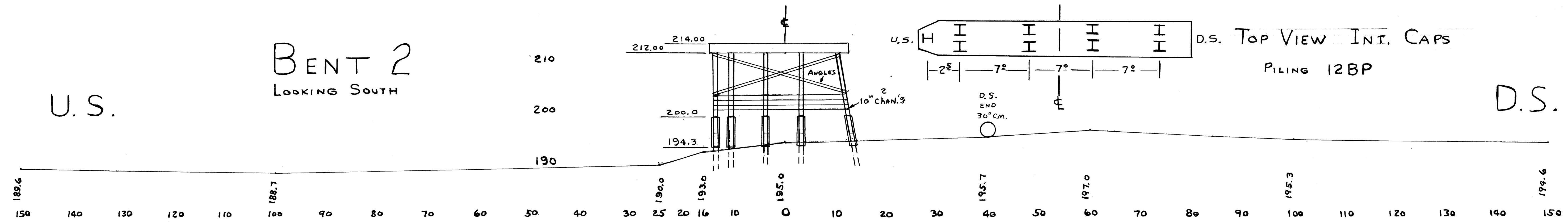
10473-1

BY		MISSISSIPPI STATE HIGHWAY DEPARTMENT	
REVISIONS		BRIDGE AT STA. 588 + 72.20	
DATE		RAILING DETAILS	
DESIGNED T.L.C.		PROJECT F-041-2(17)	
CHECKED J.R.R.		11-0041-02-017-10	
ISSUED D.E.B.		CARROLL COUNTY	
DATE 7-29-72		WORKING NUMBER 2 OF 3	
		SHEET NUMBER 467	

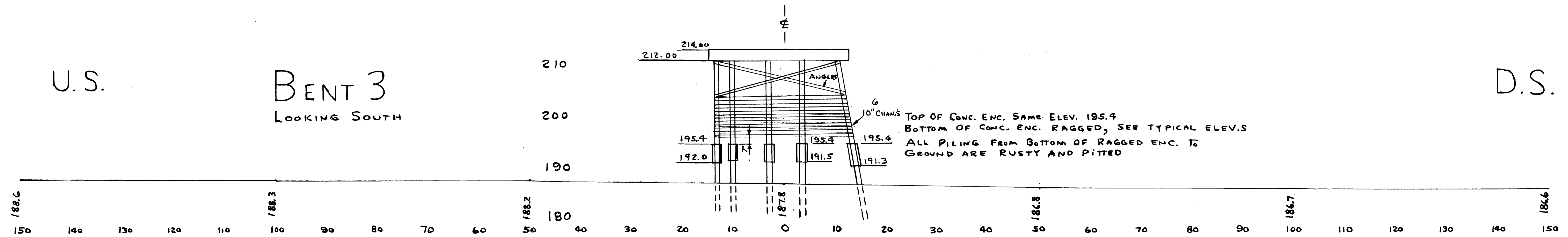




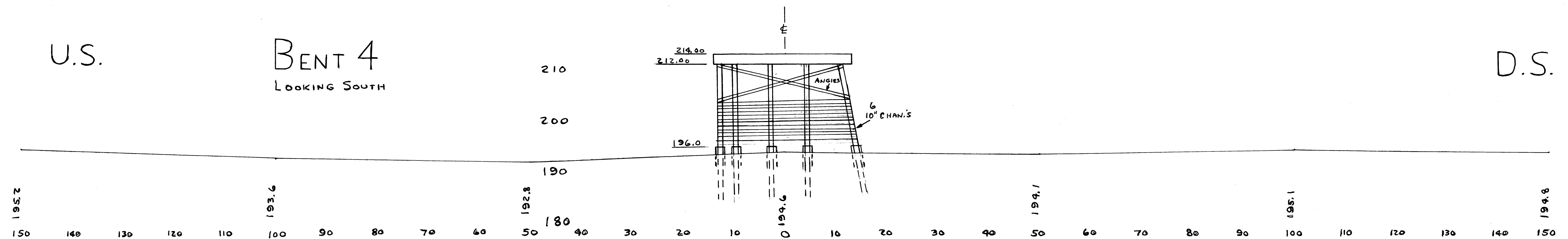
U.S. BENT 2  
LOOKING SOUTH



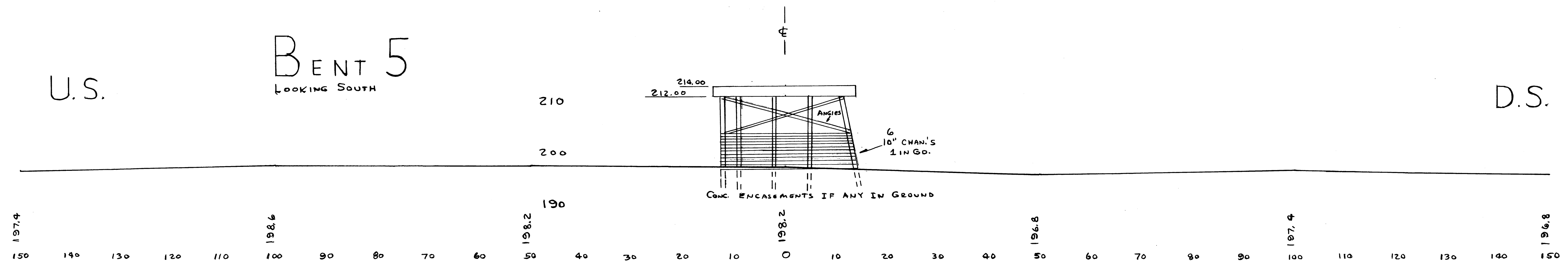
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LOOKING SOUTH

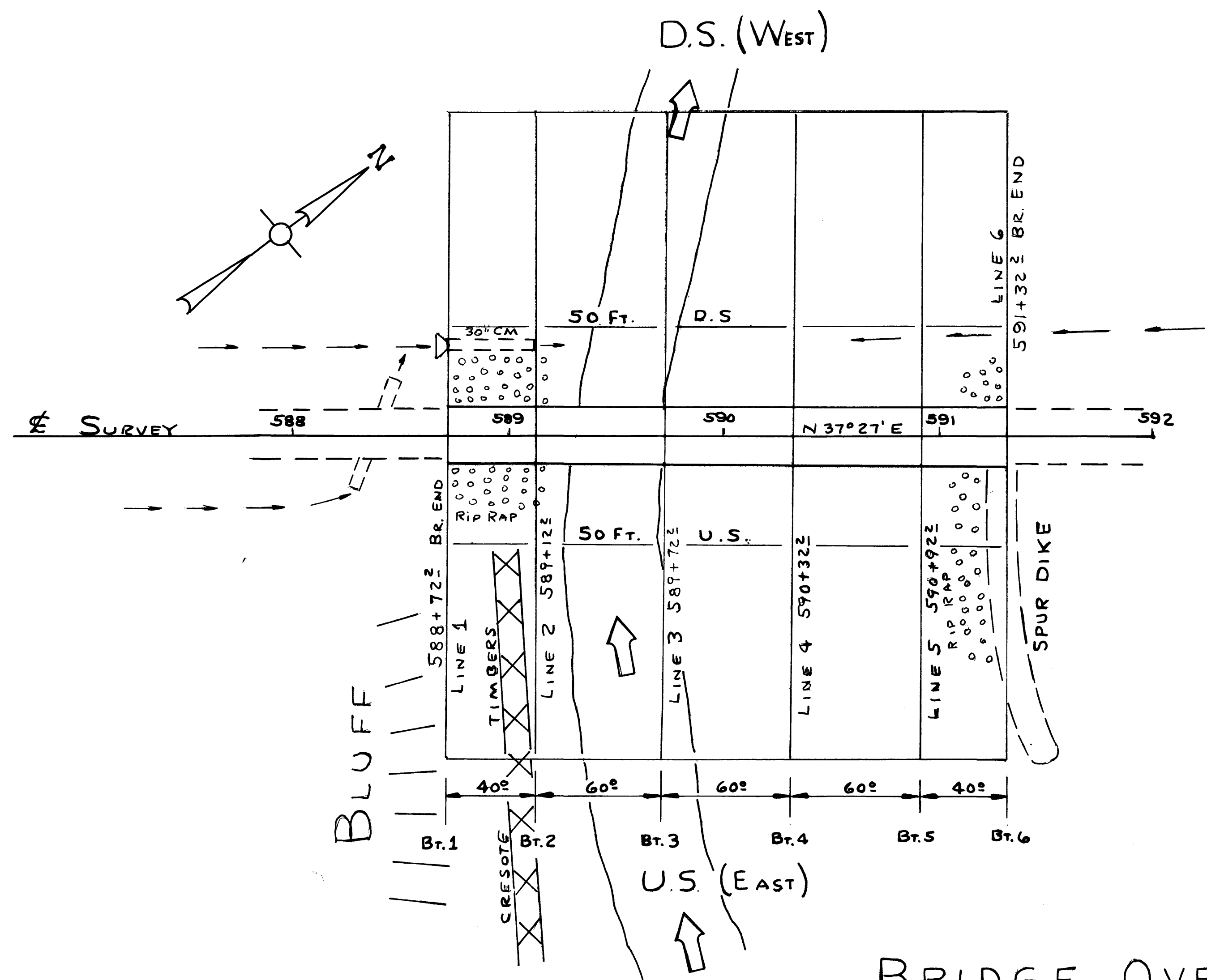


U.S. BENT 4  
LOOKING SOUTH

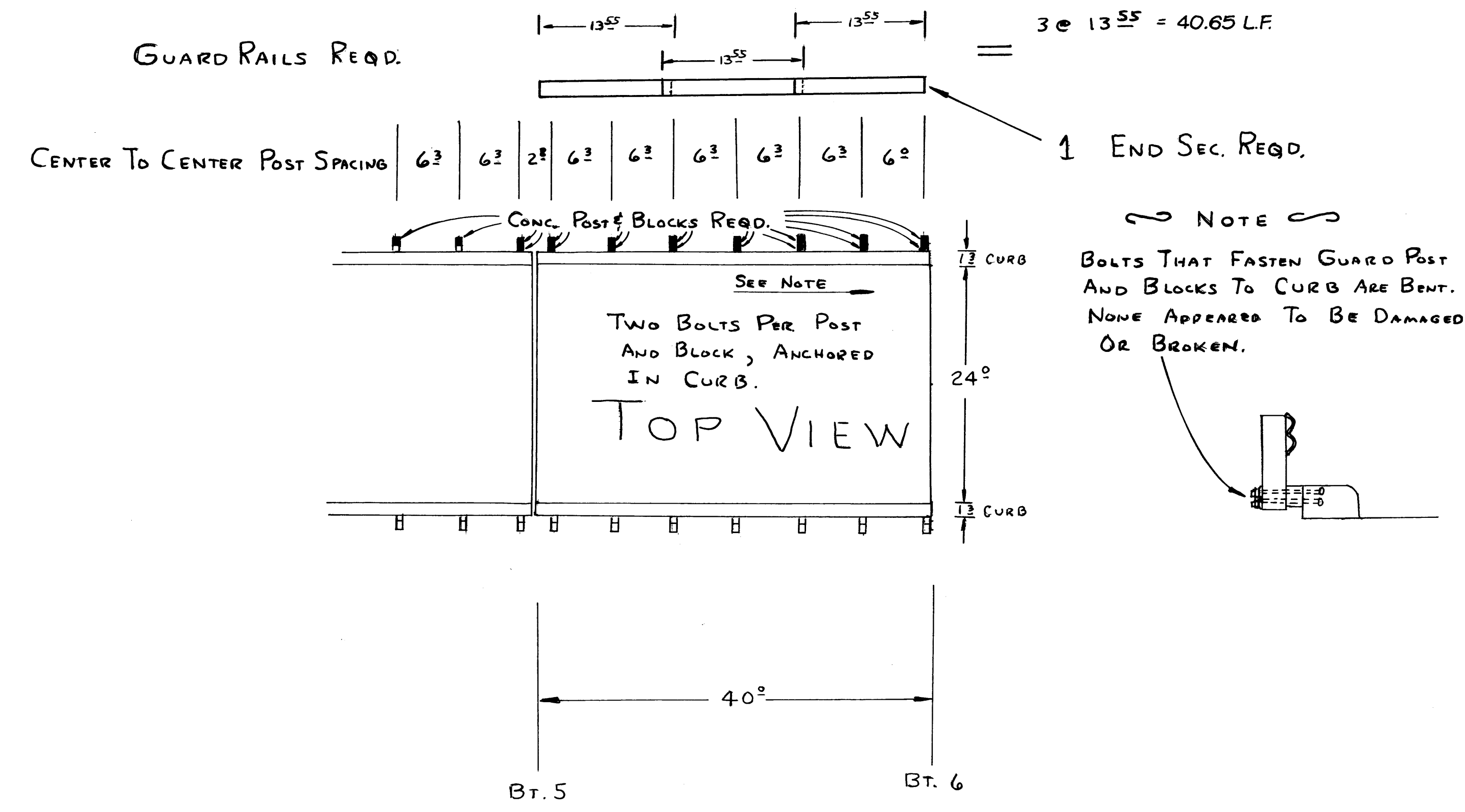


U.S. BENT 5  
LOOKING SOUTH





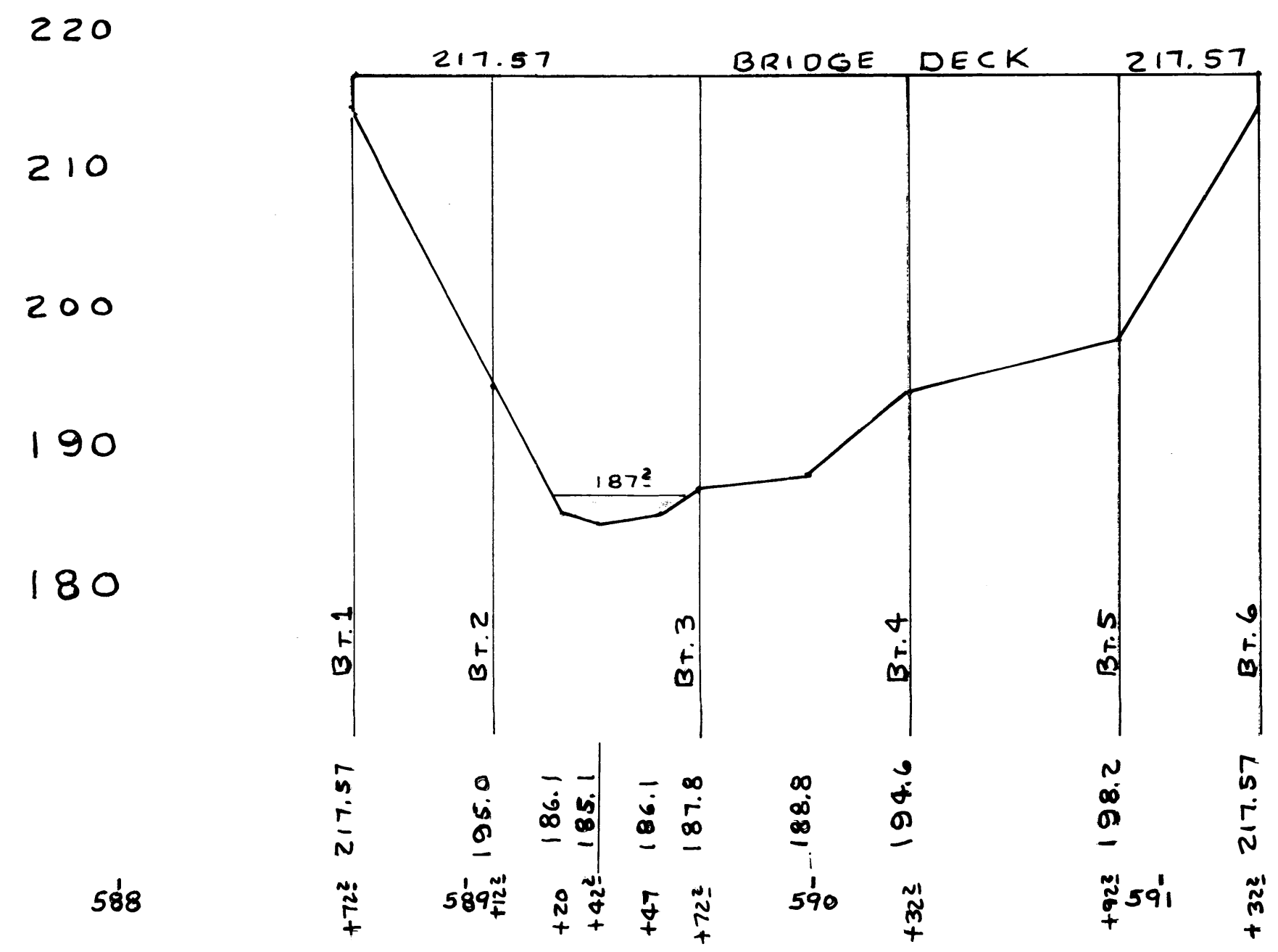
CONC. POST SIZE 8" x 6" x 3'2" --- 10 REQD.  
 CONC. BLOCK SIZE 6" x 6" x 1'3" --- 8 REQD. & 3 AT OTHER LOCATIONS.



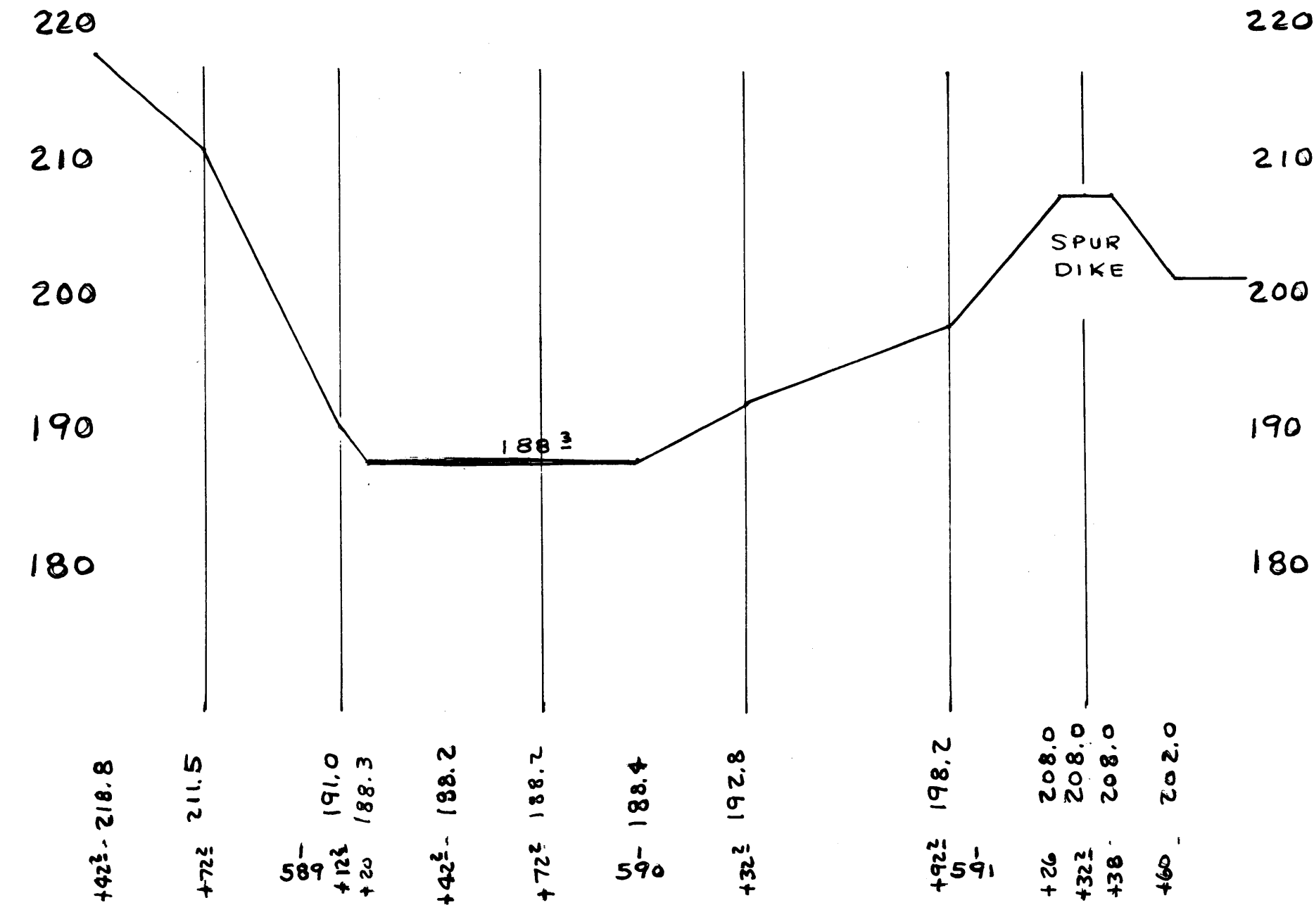
### BRIDGE OVER POTACOCOWA CREEK

2 END SPANS @ 40' 3 INT. SPANS @ 60' TOTAL 260 L.F. 24 FT. CLEAR ROADWAY  
 STEEL BEAMS, STEEL PILING, CONC. DECK, CONC. RAIL POST AND BLOCKS, METAL RAIL

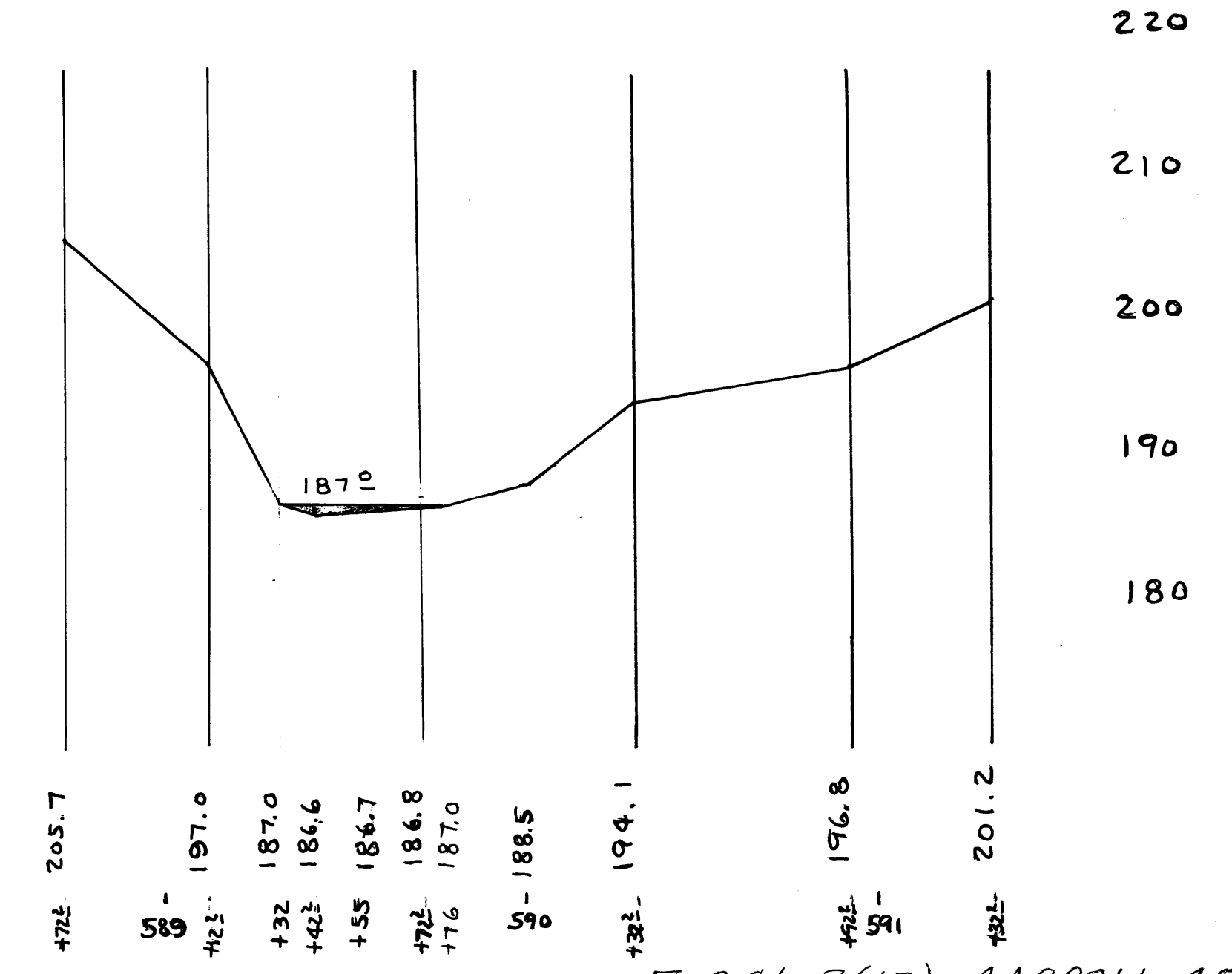
PROFILE  
 & SURVEY



PROFILE  
 50 FT. U.S.



PROFILE  
 50 FT. D.S.



**SPECIAL CONDITIONS**  
**NATIONWIDE PERMIT No. 3**

Maintenance

(a) The repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification. Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, requirements of other regulatory agencies, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized. This NWP also authorizes the removal of previously authorized structures or fills. Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project. This NWP also authorizes the removal of accumulated sediment and debris within, and in the immediate vicinity of, the structure or fill. This NWP also authorizes the repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events, provided the repair, rehabilitation, or replacement is commenced, or is under contract to commence, within two years of the date of their destruction or damage. In cases of catastrophic events, such as hurricanes or tornadoes, this two-year limit may be waived by the district engineer, provided the permittee can demonstrate funding, contract, or other similar delays.

(b) This NWP also authorizes the removal of accumulated sediments and debris outside the immediate vicinity of existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.). The removal of sediment is limited to the minimum necessary to restore the waterway in the vicinity of the structure to the approximate dimensions that existed when the structure was built, but cannot extend farther than 200 feet in any direction from the structure. This 200 foot limit does not apply to maintenance dredging to remove accumulated sediments blocking or restricting outfall and intake structures or to maintenance dredging to remove accumulated sediments from canals associated with outfall and intake structures. All dredged or excavated materials must be deposited and retained in an area that has no waters of the United States unless otherwise specifically approved by the district engineer under separate authorization.

(c) This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to conduct the maintenance activity. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows.

After conducting the maintenance activity, temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

(d) This NWP does not authorize maintenance dredging for the primary purpose of navigation. This NWP does not authorize beach restoration. This NWP does not authorize new stream channelization or stream relocation projects.

Notification: For activities authorized by paragraph (b) of this NWP, the permittee must submit a pre-construction notification to the district engineer prior to commencing the activity (see general condition 32). The pre-construction notification must include information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.

(Authorities: Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (Sections 10 and 404))

Note: This NWP authorizes the repair, rehabilitation, or replacement of any previously authorized structure or fill that does not qualify for the Clean Water Act Section 404(f) exemption for maintenance.

## **2021 Nationwide Permits General Conditions, District Engineer's Decision and Further Information**

### **2021 Nationwide Permit General Conditions**

Note: To qualify for NWP authorization, the prospective permittee must comply with the following general conditions, as applicable, in addition to any regional or case-specific conditions imposed by the division engineer or district engineer. Prospective permittees should contact the appropriate Corps district office to determine if regional conditions have been imposed on an NWP. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an NWP. Every person who may wish to obtain permit authorization under one or more NWPs, or who is currently relying on an existing or prior permit authorization under one or more NWPs, has been and is on notice that all of the provisions of 33 CFR 330.1 through 330.6 apply to every NWP authorization. Note especially 33 CFR 330.5 relating to the modification, suspension, or revocation of any NWP authorization.

1. Navigation. (a) No activity may cause more than a minimal adverse effect on navigation.

(b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

(c) The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his or her authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

2. Aquatic Life Movements. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

3. Spawning Areas. Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical

destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

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

5. Shellfish Beds. No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWP 4 and 48, or is a shellfish seeding or habitat restoration activity authorized by NWP 27.

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

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

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

9. Management of Water Flows. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

10. Fills Within 100-Year Floodplains. The activity must comply with applicable FEMA-approved state or local floodplain management requirements.

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

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

13. Removal of Temporary Structures and Fills. Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The affected areas must be revegetated, as appropriate.

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

15. Single and Complete Project. The activity must be a single and complete project. The same NWP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers. (a) No NWP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

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

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

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

18. Endangered Species. (a) No activity is authorized under any NWP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any NWP which “may affect” a listed species or critical



habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity on listed species or critical habitat has been completed. See 50 CFR 402.02 for the definition of “effects of the action” for the purposes of ESA section 7 consultation, as well as 50 CFR 402.17, which provides further explanation under ESA section 7 regarding “activities that are reasonably certain to occur” and “consequences caused by the proposed action.”

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

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

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

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

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

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

19. Migratory Birds and Bald and Golden Eagles. The permittee is responsible for ensuring that an action authorized by an NWP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects to migratory birds or eagles, including whether “incidental take” permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

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

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)(1)). If pre-construction notification is required for the proposed NWP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

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

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

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

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

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

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

(a) Discharges of dredged or fill material into waters of the United States are not authorized by NWPs 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, 44, 49, 50, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to

those waters. The district engineer may authorize activities under these NWP's only after she or he determines that the impacts to the critical resource waters will be no more than minimal.

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

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

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

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

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, since streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for NWP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas

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

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

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the NWP, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the PCN is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the NWP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal

agency holds an easement, the district engineer will coordinate with that federal agency to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If mitigation bank or in-lieu fee program credits are the proposed option, the mitigation plan needs to address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the NWP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the NWPs. For example, if an NWP has an acreage limit of 1/2-acre, it cannot be used to authorize any NWP activity resulting in the loss of greater than 1/2-acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an NWP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the NWPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the NWP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

24. Safety of Impoundment Structures. To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also

require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality. (a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an NWP with CWA section 401, a CWA section 401 water quality certification for the proposed discharge must be obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by certifying authority for the issuance of the NWP, then the permittee must obtain a water quality certification or waiver for the proposed discharge in order for the activity to be authorized by an NWP.

(b) If the NWP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an NWP with CWA section 401, the proposed discharge is not authorized by an NWP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge, the permittee must submit a copy of the certification to the district engineer. The discharge is not authorized by an NWP until the district engineer has notified the permittee that the water quality certification requirement has been satisfied by the issuance of a water quality certification or a waiver.

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

26. Coastal Zone Management. In coastal states where an NWP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an NWP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

27. Regional and Case-By-Case Conditions. The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Nationwide Permits. The use of more than one NWP for a single and complete project is authorized, subject to the following restrictions:

(a) If only one of the NWPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States cannot exceed



the acreage limit of the NWP with the highest specified acreage limit. For example, if a road crossing over tidal waters is constructed under NWP 14, with associated bank stabilization authorized by NWP 13, the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.

(b) If one or more of the NWPs used to authorize the single and complete project has specified acreage limits, the acreage loss of waters of the United States authorized by those NWPs cannot exceed their respective specified acreage limits. For example, if a commercial development is constructed under NWP 39, and the single and complete project includes the filling of an upland ditch authorized by NWP 46, the maximum acreage loss of waters of the United States for the commercial development under NWP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States due to the NWP 39 and 46 activities cannot exceed 1 acre.

29. Transfer of Nationwide Permit Verifications. If the permittee sells the property associated with a nationwide permit verification, the permittee may transfer the nationwide permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the nationwide permit verification must be attached to the letter, and the letter must contain the following statement and signature:

“When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this nationwide permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.”

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(Transferee)

---

(Date)

30. Compliance Certification. Each permittee who receives an NWP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The success of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the NWP verification letter. The certification document will include:

(a) A statement that the authorized activity was done in accordance with the NWP authorization, including any general, regional, or activity-specific conditions;

(b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and

(c) The signature of the permittee certifying the completion of the activity and mitigation.

The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States. If an NWP activity also requires review by, or permission from, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an NWP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written NWP verification.

32. Pre-Construction Notification. (a) *Timing.* Where required by the terms of the NWP, the prospective permittee must notify the district engineer by submitting a pre-construction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the NWP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to

general condition 18 that listed species or critical habitat might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee cannot begin the activity until receiving written notification from the Corps that there is “no effect” on listed species or “no potential to cause effects” on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. If the proposed activity requires a written waiver to exceed specified limits of an NWP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee’s right to proceed under the NWP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) *Contents of Pre-Construction Notification:* The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific NWP or NWP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity’s purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the NWP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed activity; and any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require pre-construction notification, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an NWP but do not require PCNs).

This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non-PCN NWP activities into NWP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the NWP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial and intermittent streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate;

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the NWP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the “study river” (see general condition 16); and

(10) For an NWP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the pre-construction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

(c) *Form of Pre-Construction Notification:* The nationwide permit pre-construction notification form (Form ENG 6082) should be used for NWP PCNs. A letter containing the required information may also be used. Applicants may provide electronic files of PCNs and supporting materials if the district engineer has established tools and procedures for electronic submittals.

(d) *Agency Coordination:* (1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity’s compliance with the terms and conditions of the NWPs and the need for mitigation to reduce the activity’s adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for: (i) all NWP activities that require pre-construction notification and result in the loss of greater than 1/2-acre of waters of the United States; (ii) NWP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and (iii) NWP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters or the ordinary high water mark in the Great Lakes.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail, facsimile transmission, overnight mail, or other expeditious manner) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district engineer will fully consider agency comments received within the specified time frame concerning the proposed activity’s compliance with the terms and conditions of the NWPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The

district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered. For NWP 37, the emergency watershed protection and rehabilitation activity may proceed immediately in cases where there is an unacceptable hazard to life or a significant loss of property or economic hardship will occur. The district engineer will consider any comments received to decide whether the NWP 37 authorization should be modified, suspended, or revoked in accordance with the procedures at 33 CFR 330.5.

(4) In cases of where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants are encouraged to provide the Corps with either electronic files or multiple copies of pre-construction notifications to expedite agency coordination.

### **2021 District Engineer's Decision**

1. In reviewing the PCN for the proposed activity, the district engineer will determine whether the activity authorized by the NWP will result in more than minimal individual or cumulative adverse environmental effects or may be contrary to the public interest. If a project proponent requests authorization by a specific NWP, the district engineer should issue the NWP verification for that activity if it meets the terms and conditions of that NWP, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the single and complete crossings of waters of the United States that require PCNs to determine whether they individually satisfy the terms and conditions of the NWP(s), as well as the cumulative effects caused by all of the crossings of waters of the United States authorized by an NWP. If an applicant requests a waiver of an applicable limit, as provided for in NWPs 13, 36, or 54, the district engineer will only grant the waiver upon a written determination that the NWP activity will result in only minimal individual and cumulative adverse environmental effects.

2. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the NWP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by an NWP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also consider site specific factors, such as the environmental setting in the vicinity of the NWP activity, the type of resource that will be affected by the NWP activity, the functions provided by the aquatic resources that will be affected by the NWP activity, the degree or magnitude to which the aquatic

resources perform those functions, the extent that aquatic resource functions will be lost as a result of the NWP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add case-specific special conditions to the NWP authorization to address site-specific environmental concerns.

3. If the proposed activity requires a PCN and will result in a loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed, the prospective permittee should submit a mitigation proposal with the PCN. Applicants may also propose compensatory mitigation for NWP activities with smaller impacts, or for impacts to other types of waters. The district engineer will consider any proposed compensatory mitigation or other mitigation measures the applicant has included in the proposal in determining whether the net adverse environmental effects of the proposed activity are no more than minimal. The compensatory mitigation proposal may be either conceptual or detailed. If the district engineer determines that the activity complies with the terms and conditions of the NWP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the NWP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the PCN, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan within 45 calendar days of receiving a complete PCN and determine whether the proposed mitigation would ensure that the NWP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the NWP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the NWP activity can proceed under the terms and conditions of the NWP, including any activity-specific conditions added to the NWP authorization by the district engineer.

4. If the district engineer determines that the adverse environmental effects of the proposed activity are more than minimal, then the district engineer will notify the applicant either: (a) that the activity does not qualify for authorization under the NWP and instruct the applicant on the procedures to seek authorization under an individual permit; (b) that the activity is authorized under the NWP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or (c) that the activity is authorized under the NWP

with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day PCN period (unless additional time is required to comply with general conditions 18, 20, and/or 31), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation.

### **2021 Further Information**

1. District engineers have authority to determine if an activity complies with the terms and conditions of an NWP.
2. NWPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.
3. NWPs do not grant any property rights or exclusive privileges.
4. NWPs do not authorize any injury to the property or rights of others.
5. NWPs do not authorize interference with any existing or proposed Federal project (see general condition 31).





# State of Mississippi

TATE REEVES  
Governor

## MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY

CHRIS WELLS, EXECUTIVE DIRECTOR

October 12, 2021

Jennifer Mallard  
U.S Army Corps of Engineers,  
Vicksburg District  
4155 Clay Street  
Vicksburg, Mississippi 39183-3435

Re: US Army Corps of Engineers  
Nationwide Permit No. 3  
WQC No. WQC2021032

Pursuant to Section 401 of the Federal Water Pollution Control Act (33 U. S. C. 1251, 1341), the Office of Pollution Control (OPC) issues this Certification, after public notice and opportunity for public hearing, to the U.S. Army Corps of Engineers, an applicant for a Federal License or permit to conduct the following activity:

US Army COE, Nationwide Permits:

Nationwide Permits (NWP) are general permits issued on a nationwide basis to streamline the authorization of activities that have no more than minimal and cumulative adverse effects on the aquatic environment. The U.S. Army Corps of Engineers issues NWPs to authorize certain activities that require Department of the Army permits under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899.

### 3. *Maintenance.*

(a) The repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification. Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, requirements of other regulatory agencies, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized.

This NWP authorizes the removal of previously authorized structures or fills. Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project. This NWP also authorizes the removal of accumulated sediment and debris within, and in the immediate vicinity of, the structure or fill. This NWP also authorizes the repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events, provided the repair, rehabilitation, or replacement is commenced, or is under contract to commence, within two years of the date of their destruction or damage. In cases of catastrophic events, such as hurricanes or tornadoes, this two-year limit may be waived by the district engineer, provided the permittee can demonstrate funding, contract, or other similar delays.

(b) This NWP also authorizes the removal of accumulated sediments and debris outside the immediate vicinity of existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.). The removal of sediment is limited to the minimum necessary to restore the waterway in the vicinity of the structure to the approximate dimensions that existed when the structure was built, but cannot extend farther than 200 feet in any direction from the structure. This 200 foot limit does not apply to maintenance dredging to remove accumulated sediments blocking or restricting outfall and intake structures or to maintenance dredging to remove accumulated sediments from canals associated with outfall and intake structures. All dredged or excavated materials must be deposited and retained in an area that has no waters of the United States unless otherwise specifically approved by the district engineer under separate authorization.

(c) This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to conduct the maintenance activity. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. After conducting the maintenance activity, temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

(d) This NWP does not authorize maintenance dredging for the primary purpose of navigation. This NWP does not authorize beach restoration. This NWP does not authorize new stream channelization or stream relocation projects.

*Notification:* For activities authorized by paragraph (b) of this NWP, the permittee must submit a pre-construction notification to the district engineer prior to commencing the activity (see general condition 32). The pre-construction notification must include information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals. (Authorities: Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (Sections 10 and 404))

**Note:** This NWP authorizes the repair, rehabilitation, or replacement of any previously authorized structure or fill that does not qualify for the Clean Water Act Section 404(f) exemption for maintenance. [NWP No. 3, WQC2021032].

The Office of Pollution Control certifies that the above-described activity will be in compliance with the applicable provisions of Sections 301, 302, 303, 306, and 307 of the Federal Water Pollution Control Act and Section 49-17-29 of the Mississippi Code of 1972, if the applicant complies with the following conditions:

1. The permittee shall obtain appropriate wastewater permits and/or approvals for the proposed activity prior to the commencement of construction activities. (11 Miss. Admin. Code Pt. 6, R. 1.1.1.B) (Statement A)
2. For projects greater than five acres of total ground disturbances including clearing, grading, excavating, or other construction activities, the applicant shall obtain the necessary coverage under the State of Mississippi's Large Construction Storm Water General NPDES Permit. For projects greater than one, to less the five acres of total ground disturbances including clearing, grading, excavating, or other construction activities, the applicant shall follow the conditions and limitations of the State of Mississippi's Small Construction Storm Water General NPDES Permit. No construction activities shall begin until the necessary approvals and/or permits have been obtained. (11 Miss. Admin. Code Pt. 6, R. 1.1.1.B.) (Statement A & B)
3. Turbidity outside the limits of a 750-foot mixing zone shall not exceed the ambient turbidity by more than 50 Nephelometric Turbidity Units. (11 Miss. Admin. Code Pt. 6, R. 2.2.A.) (Statement C)
4. No sewage, oil, refuse, or other pollutants shall be discharged into the watercourse. (11 Miss. Admin. Code Pt. 6, R. 2.2.A.(3)) (Statement C)

As part of the Scope of Review for Application Decisions, 11 Mississippi Administrative Code Part 6, Rule 1.3.4(B), the above conditions are necessary for the

Department to ensure that appropriate measures will be taken to eliminate unreasonable degradation and irreparable harm to waters of the State, such that the activity will not meet the criteria for denial:

(A) Denial of wastewater permits and/or approvals by the State with regard to the proposed activities.

(B) Nonpoint source/storm water management practices necessary to protect water quality have not been proposed.

(C) The proposed activity permanently alters the aquatic ecosystem such that water quality criteria are violated and/or it no longer supports its existing or classified uses. An example is the channelization of streams

The Office of Pollution Control also certifies that there are no limitations under Section 302 nor standards under Sections 306 and 307 of the Federal Water Pollution Control Act which are applicable to the applicant's above-described activity.

This certification is valid for the project as proposed. Any deviations without proper modifications and/or approvals may result in a violation of the 401 Water Quality Certification. If you have any questions, please contact the Department.

Sincerely,



Krystal Rudolph, P.E., BCEE  
Chief, Environmental Permits Division

KR: ld

cc: U.S. Army Corps of Engineers, Mobile District  
U.S. Army Corps of Engineers, Memphis District  
U.S. Army Corps of Engineers, Nashville District  
U.S. Army Corps of Engineers, New Orleans District  
Mississippi Department of Marine Resources  
U.S. Fish and Wildlife Service  
U.S. Environmental Protection Agency, Region 4