MAINE TURNPIKE AUTHORITY

2006 PROGRESS REPORT ON IMPLEMENTATION OF THE STORMWATER MEMORANDUM OF AGREEMENT

Prepared by:
Maine Turnpike Authority

Submitted on:
April 6, 2007

TABLE OF CONTENTS

I. INTRODUCTION

The purpose of this Progress Report is to comply with the requirements in the Stormwater Memorandum of Agreement (MOA) dated May 30, 2003 and adopted by the Maine Department of Environmental Protection (DEP), Maine Department of Transportation (MaineDOT) and Maine Turnpike Authority (MTA). This report includes information and data on construction projects and activities accomplished in 2006; projects and activities anticipated in 2007; and a list of staff or designees who provided oversight with respect to erosion and sedimentation control and stormwater control.

The intent of the MOA is to achieve stormwater quantity and quality controls reasonably consistent with the standards set out by the DEP in Chapter 500 – Stormwater Management Rules, and the requirements of the Maine Pollutant Discharge Elimination System (MEPDES) General Permit for Construction Activity issued pursuant to 06-096 CMR 529 (2)(a)(2)(i) and Part IV (D)(6) and (7) of the General Permit for the Discharge of Storm Water from MaineDOT and MTA Municipal Separate Storm Sewer Systems (MS4s).

The MOA reflects the specific technical concerns associated with linear transportation projects undertaken by or under the supervision of MaineDOT and MTA, and specifies the stormwater quantity and quality standards that apply to those projects. As part of the conditions established under the MOA, MaineDOT and MTA are not obligated to (1) obtain a permit; (2) obtain DEP approval under Chapter 500; or (3) file a Notice of Intent for a MEPDES General Permit for Construction Activity. A copy of the current Stormwater MOA[1] is located in **Appendix A**.

II. ACTIVITIES ACCOMPLISHED

a. Training

MTA in-house highway maintenance supervisors and foremen, as well as engineers, consultants, and contractors who are certified by the DEP's Nonpoint Source Program (NPS) or are Professional Engineers (PEs) experienced with stormwater requirements are listed in **Table 1** of **Appendix B**.

In 2006, MTA continued to place a high priority on stormwater training for employees in several internal departments which include: Highway Maintenance and Engineering. With respect to Highway Maintenance, MTA had 70% of its Supervisors and Foremen in the Highway & Equipment Maintenance Department certified through the DEP Nonpoint Source (NPS) Program in 2006 (including the Director and Deputy Director). Similarly, the MTA Engineering Department in 2006 had 88% of its staff certified. Additional internal training that is provided to MTA employees is discussed in Section III.a.

[1] Please note that both the Chapter 500 rules and the MOA were being updated and revised throughout 2006. However, MaineDOT and MTA were instructed by the DEP to continue operating under the existing MOA that has been attached as **Appendix A**.

The Turnpike has attended DEP and MaineDOT training sessions and workshops through 2006, and also plans to continue to attend joint training and workshop sessions in 2007 in order to learn and share knowledge on erosion and sediment control practices and promote multi-agency interaction.

b. Contracted Projects

As seen in **Table 2** of **Appendix B**, MTA awarded eleven (11) construction projects in 2006. In addition to these eleven (11) projects, work continued on several projects awarded in 2005: Westbrook Street Bridge Repair (2005.01), Guardrail Upgrades (2005.10) and Gardiner Interchange Bridge Repair (S2005.54). The projects with applicable stormwater controls, as well as a summary of the permanent stormwater Best Management Practices (BMPs) installed as part of these projects, are listed in **Table 3** of **Appendix B**. Please note that coverage under Chapter 500 was obtained directly from the DEP for the Kennebunk Travel Plaza (2006.04) due to the size and nature of the project.

Photographs of representative BMPs installed throughout 2006 have been included in **Appendix C.**

c. MTA Highway Maintenance Department Construction Projects

MTA's Highway Maintenance Department completed five construction projects which incorporated permanent BMPs. **Table 4** of **Appendix B** provides a summary of MTA Highway Maintenance Department construction projects with an inventory of permanent BMPs completed in 2006. MTA's Highway Maintenance Department documents proper procedural BMPs by completing a weekly sedimentation and erosion control inspection checklist for all projects that disturb greater than one acre of land. These completed inspection checklists are forwarded to the Environmental Services Coordinator's Office at MTA Headquarters for immediate review and follow-up (as needed).

d. Post Construction Maintenance and Inspection

Operations & Maintenance (O&M)

A summary of the O&M tasks accomplished in 2006 is presented in **Table 5** of **Appendix B**. The most common maintenance activities accomplished by MTA's Highway Maintenance Department in 2006 included sweeping of paved (impervious) surfaces, such as roadways, toll plazas, service plazas, crossovers, maintenance yards, and commuter parking lots. MTA continues to inspect 100% of the median catch basins and associated culverts; repairs and catchment cleanouts are subsequently performed as needed. Similar to previous years, approximately 50% of the inspected catch basins contained enough sediment to require cleaning. In addition to sweeping and maintenance of catch basins and the other O&M tasks summarized in **Table 5**, improvements were made at MTA maintenance yards. These improvements include:

- Screening fill materials stored at the Auburn Maintenance Facility for storage and reuse; and
- Removing a significant amount of scrap material formerly stored outside at the Highway Maintenance Facilities.

The Highway Maintenance crews use weekly summary reports and transfer the data relating to storm water or soil and erosion control activities to a quarterly O&M Summary Table similar to the format of **Table 5**. The Environmental Services Coordinator conducts a periodic review of the O & M Summary Tables at each Highway Maintenance Facility to track progress throughout the year.

Inspections

In 2006, HNTB (MTA's General Engineering Consultant) conducted a thorough inspection of the Turnpike. This inspection (generally referred to as the "Annual Inspection") covers pavement, cut sections, embankments, bridges, roadway lighting, drainage structures, signs, pavement markings, toll plazas, utility buildings, service areas, maintenance areas and other facilities.

Upon completion of the inspection process, HNTB submits to MTA a report that provides advice and recommendations as to the proper maintenance, repair, and operation of the Turnpike during the ensuing fiscal year.

A detailed Annual Inspection Report was transmitted to the Authority's Executive Director in October 2006. Below is a summary of information contained within the Annual Inspection Report relative to storm water quality and quantity control.

> *The roadway surface drainage system consisting of drainage ditches, catch basins, and cross culverts was inspected and found to be in fair-to-good condition. Catch basin repair is typically included as part of pavement rehabilitation projects. This practice appears to be adequate to maintain the catch basins in fair-to-good condition. Routine ditch and side slope repair are required for proper upkeep of the highway. Turnpike maintenance forces routinely clear debris from drainage ditches and regrade the surrounding areas as necessary. All ditches will continue to be evaluated and recommendations for reconstruction will be made as required.*
>
> *Numerous rivers and streams pass under the turnpike through box culverts and culvert pipes. Pipes 36 to 54 inches in diameter are inspected on a five-year cycle and were inspected this year and found to be in satisfactory condition. There were 270 pipes between 36 and 54 inches in diameter that were inspected. Twenty-six (26) of those pipes were rated between 5 and 3. A rating of 5 is considered in marginal condition while a rating of 3*

is critical repair. The critical repair culverts will be evaluated and repaired accordingly.

In addition to the HNTB inspections and surveys in 2006, MTA continued implementing its Stormwater Management Plan (SWMP) as required by the NPDES Phase II MS4 Permit/Program. This SWMP identifies the municipalities and receiving waters to which MTA may discharge within approximately 14.5 miles of Urbanized Areas (UAs) as indicated in the 2000 Census. In support of the SWMP's six minimum control measures, MTA continues to make progress with the measurable goals established in MTA's SWMP, which include (but are not limited to) implementing an illicit discharge detection and elimination (IDDE) program; continuing to develop a storm sewer system map of all outfalls within UA; conducting annual dry weather and opportunistic inspections; and assessing the contents during clean out of catch basins. Progress on achieving the measurable goals (MGs) of the SWMP is reported to the DEP annually.

III. ACTIVITIES AND CONSTRUCTION PROJECTS PLANNED FOR 2006

a. Training

In addition to continuing to maintain certification for key employees with the DEP's NPS Training Program in 2007, MTA will continue to operate a Storm Water Pollution Reduction Training Program for all MTA employees in several departments: Engineering & Building Maintenance; and Highway & Equipment Maintenance. This training program, which takes place in May of each year, complies with MTA's NPDES Phase II MS4 SWMP for two Minimum Control Measures (MCMs) to include: Public Education and Outreach, and Pollution Prevention (P2)/Good House Keeping for Municipal Operations.

As seen in the representative training curricula included in **Appendix D**, MTA will continue to train employees in the following areas:

- impacts of non-stormwater discharges;
- job-specific responsibilities associated with the SWMP;
- indicators of illicit connections or illegal dumping;
- dry weather and opportunistic inspection procedures;
- notification and/or response procedures upon suspicion of illicit connection or discharge; and
- procedures to prevent/reduce storm water pollution from the activities specified in Part IV (D) 6(a) (ii) of the Permit under the Pollution Prevention (P2)/Good Housekeeping MCM.

b. Contracted Projects

In 2006, MTA efforts were focused on upgrading service plazas and smaller scale linear projects with operations and maintenance components, as opposed to the larger Turnpike Widening effort that was completed in prior years. In 2007, MTA will continue to focus

on these upgrades to buildings (e.g., service plazas, MTA headquarters) and smaller scale projects. **Table 6** of **Appendix B** presents a summary of projects to be contracted in 2007. Please note that Site Law permits will be obtained for the larger non-linear projects listed (e.g., Administrative Buildings, Gardiner Service Area).

c. MTA Highway Maintenance Department Projects

MTA has no specific plans to perform any new construction projects, which involve permanent BMPs along the turnpike (such as installation of sediment traps/catch basins, permanent check dams, etc.), as indicated in **Table 7** of **Appendix B**. Please note that the anticipated construction projects listed in **Table 7** to be performed by MTA Highway Maintenance are actually improvements to existing infrastructure and are anticipated to have limited land disturbance at the existing facilities.

d. Operations & Maintenance

HNTB will continue to perform the Annual Inspection of MTA, which includes infrastructure (e.g., bridges, buildings, roadways, etc.) as well as permanently installed BMPs (e.g., drainage structures, vegetated buffers and other erosion control measures).

MTA's Highway Maintenance Department employees primary focus is to perform routine and as-needed O & M Best Management Practices (BMPs). These proposed BMPs (shown in **Table 8**) will include a slight increase in the removal of sand from guard rails and other ancillary facilities (e.g., parking lots, median crossovers, toll facilities, etc.). MTA's Highway Maintenance Department will also continue to document weekly inspections for construction BMPs in 2007, as well as applicable post-construction BMPs.

IV. STORMWATER MOA OVERSIGHT

Stormwater MOA compliance and oversight is provided for the Turnpike by the following MTA and HNTB personnel:

MTA Management Staff:
Peter Merfeld, P.E., Chief Operations Officer
Steve Tartre, P.E., Director of Engineering and Building Maintenance
William Franklin, Deputy Director of Engineering and Building Maintenance
Tom Naragon, Engineering Technician I
Richard Camden, Engineering Aide III
Scott McConihe, Resident Engineer
Gerry Ouellette, Resident Engineer
Scott Warchol, Project Coordinator
Wes Jackson, Director of Highway & Equipment Maintenance
William Wells, Deputy Director of Highway & Equipment Maintenance
Roger Mathews, Highway Division Supervisor

Andy Perry, Highway Division Supervisor
Jim Sotir, Foreman at Gardiner and Litchfield Highway Maintenance Facility
Rick Dionne, Foreman at Auburn Highway Maintenance Facility
Gary Montague, Foreman at Gray Highway Maintenance Facility
Bill Thompson, Foreman at South Portland Highway Maintenance Facility
Allen Wildes, Foreman at Kennebunk Highway Maintenance Facility
Roger Cabana, Foreman at York Highway Maintenance Facility
John Branscom, Environmental Services Coordinator

HNTB, Inc.
Roland Lavalle, P.E
Bob Driscoll, P.E.
Lori Driscoll, P.E.
Tim Cote, P.E.
Keith Wallace, P.E.
Charles Myers, P.E..
Clayton Hoak, P.E.
Ron Affonso
Lauren Meek, P.E.
Walter Fagerlund, P.E.
Mark Desenberg

V. CONCLUSION

MTA will continue to apply the appropriate engineering design and building practices for construction projects to successfully meet the requirements of the current Stormwater MOA. MTA management is committed to post-construction operations and maintenance, and increased education for its employees. MTA will carefully manage stormwater and erosion control issues to protect the environment and comply with the current and soon-to-be completed revision of the MOA.

APPENDIX A

STORMWATER MOA

MEMORANDUM OF AGREEMENT

The Maine Department of Environmental Protection (hereinafter DEP), the Maine Department of Transportation (hereinafter MDOT), and the Maine Turnpike Authority (hereinafter MTA) (collectively referred to as the Parties) agree as follows,

WHEREAS, projects involving roads, railroads and associated facilities developed by or under the supervision of the Maine Department of Transportation or the Maine Turnpike Authority must meet the storm water requirements set forth in a Memorandum of Agreement between the DEP, MDOT and MTA; and

WHEREAS, 40 CFR 122.44(s) allows the DEP to recognize qualifying state or local programs;

WHEREAS, DEP, MDOT and MTA recognize the unique characteristics, benefits and impacts of transportation facilities such as roads and railroads; and

WHEREAS, DEP, MDOT and MTA agree that the intent of this Memorandum of Agreement is to achieve stormwater quantity and quality controls reasonably consistent with the standards set out by the DEP in Chapter 500 - Stormwater Management Rules, and the requirements of the Maine Pollutant Discharge Elimination System (MEPDES) General Permit for Construction Activity issued pursuant to 06-096 CMR 529 (2)(a)(2)(i) and Part IV(D)(6) and (7) of the General Permit for the Discharge of Stormwater from MDOT and MTA Municipal Separate Storm Sewer Systems (MS4s).

WHEREAS, those objectives will be achieved by a comprehensive erosion and sedimentation control program that applies to projects which would have required a stormwater permit otherwise but for the exemption in 38 M.R.S.A. §420-D(7)(G), and that would have required the filing of NOIs and associated materials with the DEP but for recognition as qualifying programs, and that applies to all other MDOT and MTA projects located in the organized territory which would not have required a storm water permit; and

WHEREAS, the application of the standards to MDOT and MTA projects in the organized territory will result in substantial environmental benefits for all watersheds and in particular those watersheds which are most at risk from development or threatened and sensitive; and

WHEREAS, the Parties have reviewed and agreed upon the MDOT's Best Management Practices for Erosion and Sedimentation control as the most feasible measures to control storm water for transportation projects;

NOW, THEREFORE, the Parties will adopt the following requirements for stormwater,

1. Applicability

This Memorandum of Agreement reflects the specific technical concerns associated with linear transportation projects undertaken by or under the supervision of MDOT and MTA, and specifies the storm water quantity and quality standards which will apply to those projects, MDOT, MTA and DEP have agreed to adopt the standards set out in the current version of MDOT's Best Management Practices for Erosion and Sedimentation Control (hereinafter the MDOT BMP Manual), MDOT and MTA have agreed to apply the MDOT BMP Manual standards to all projects which would have required a stormwater permit but for the exemption in 38 M.RS.A, §420-D(7)(G), and to all other projects located in the organized territory. DEP, MDOT and MTA have concluded that the application of the MDOT BMP Manual standards to all other projects which would not otherwise require review will result in substantial environmental benefits in the watersheds most at risk from development, the threatened and sensitive watersheds and all the other watersheds in the organized territory.

In addition, this Memorandum of Agreement addresses the standards and practices that MDOT and MTA utilize to comply with the requirements of the General Permit for Construction Activity in areas of the State of Maine for which DEP has jurisdiction under the NPDES program.

All MDOT and MTA roads, railroads and associated facilities constructed pursuant to the requirements of this Memorandum of Agreement shall not be required to get a permit or DEP approval pursuant to DEP's Chapter 500, or file a Notice of Intent for a MPDES General Permit for Construction Activity.

2. Definitions

A. Roads means all roads, highways, bridges, bike paths, interchanges and intersections.

B. Associated facilities means facilities directly associated with roads and railroads such as weigh stations, toll plazas, picnic areas, scenic turnouts, rest areas, park and rides, piers, tourist information centers and intermodal facilities. Associated facilities do not include airports, office buildings, maintenance lots, ferry terminals, service plazas, train stations and bus stations.

C. Construction site operator means the contractor's designated on-site supervisor or MDOT's or MTA's designated on-site supervisor if there is no outside contractor.

3. Standards

A. Stormwater Quality

i. All MDOT and MTA road and railroad transportation projects shall comply with the requirements for Stormwater Management Plan and Erosion and Sedimentation Control Plan as set out in Sections II C and D respectively of the MDOT, BMP Manual. Part C requires construction site operators to implement appropriate erosion and sediment control best management practices; part D requires construction site operators to develop and implement a storm water pollution prevention plan. In addition, all MDOT and MTA projects will have design plans that incorporate consideration of potential water quality impacts that are reviewed by MDOT and MTA staff or their designee who are knowledgeable on the design and implementation of Best Management Practices. MDOT and MTA shall require construction site operators to control waste that may cause adverse impacts to water quality. Projects located in the watersheds of sensitive waterbodies, in addition, shall comply with the Guidelines for Sensitive Water Bodies as set out in Section II B of the MDOT, BMP Manual. The MDOT, BMP Manual is incorporated herein by reference.

ii. All MDOT and MTA associated facilities shall comply with the requirements for Erosion and Sedimentation Control Plan and Stormwater Management Plan as set out in Sections II D and C respectively of the MDOT, BMP Manual. Construction site operators

shall be certified by DEP's NPS Training Center or shall have equivalent training and shall follow plans that are reviewed and approved by MDOT or MTA as specified in paragraph i above. Projects located in the watersheds of sensitive waterbodies, including those waterbodies listed as "most at risk" or "sensitive or threatened" under DEP's Stormwater Rules, Chapter 502, or listed on the Impaired (C) list under the MEPDES Construction General Permit, in addition, shall comply with the Guidelines for Sensitive Water Bodies as set out in Section II B of the MDOT, BMP Manual. The MDOT, BMP Manual is incorporated herein by reference. Practicable project locations shall be evaluated and the file shall demonstrate the basis for site selection. Stormwater shall be one of the criteria addressed in the site selection process.

iii. MDOT ferry service piers shall comply with the applicable provisions of 33 CFR Part 156 (Oil and Hazardous Material Transfer), as amended, and DEP oil spill contingency plans.

iv. Bridge surfaces are subject only to MDOT's bridge maintenance best management practice standards.

B Stormwater Quantity

MDOT and MTA will calculate the peak flow from the site of a project if the project: 1) combines two or more subwatershed areas, and 2) includes 20,000 sq. ft. or more of new impervious area or five acres or more of disturbed area in the direct watershed of a waterbody most at risk from new development (as defined in DEP's Chapters 500 and 502), or one acre or more of new impervious area or five acres or more of disturbed area elsewhere. MDOT and MTA will design project ditches, culverts and outlet areas to be stable and will minimize any increase in peak flow from the project site. In those instances in which a peak flow increase will result, MDOT and MTA shall take engineering measures to avoid adverse impacts to offsite property as a result of drainage increases resulting from the project.

4. Consistency with Standards Set Out by DEP in Chapter 500

The MDOT Report on Statewide and Watershed Specific Stormwater Mitigation and Pollutant Exports dated November 4, 1997 incorporated herein, demonstrates that application

of the water quality standards in paragraph 3, Standards of this Memorandum of Agreement to all MDOT and MTA projects in the organized area of the State removes as much or more phosphorus and total suspended solids (TSS) as would be removed by application of Chapter 500. This result occurs because the cumulative effects of all MDOT projects in a watershed exceeds the phosphorous or TSS removal from any single project in a watershed which must apply either the phosphorous, 80% TSS or sliding scale TSS standard set out in Chapter 500, and because of the size of MTA 's right-of-way, the Chapter 500 methodology for calculating impervious area, and the Turnpike's location, the stormwater quality standards applicable to the Turnpike under Chapter 500 are less than or equal to those required in paragraph 3 of the Memorandum of Agreement.

5. Compliance with Standards in the MEPDES General Permit for Construction Activity

DEP is satisfied that the requirements of the MDOT BMP Manual meet or exceed the standards set out in the MEPDES General Permit for Construction Activity and that the plans are reviewed by MDOT, MTA or their designees who have been certified through DEP's NPS Training Center, or equivalent training or are Maine licensed professional engineers experienced with stormwater requirements. Therefore, it is not necessary for DEP to review each plan or receive a NOI for each MDOT or MTA project. MDOT and MTA will keep copies of all plans required by the BMP Manual and this MOA at their offices and as part of the annual Interagency Review will provide DEP with a list of all projects started in the 12 months since the last Interagency Review meeting and a list of projects anticipated for the next 12 months.

6. Maintenance and Compliance with Post-Construction Minimum Control Measure in the MEPDES General Permit for MDOT and MTA Municipal Separate Storm Sewer Systems (MS4s)

MDOT and MTA agree to carry out inspections of BMPs that may require maintenance. BMPs located within regulated MS4s will be inspected by MDOT and MTA pursuant to their respective Stormwater Program Management Plan. Long-term sedimentation control measures shall be maintained as required by the MDOT BMP Manual.

7. Interagency Review

The DEP, MDOT and MTA shall hold interagency meetings to identify, discuss and resolve any issues which may have arisen regarding interpretation and implementation of the Memorandum of Agreement. Meetings shall be held as necessary to identify, discuss and resolve any issues which

may arise regarding interpretation, implementation of and compliance with the Memorandum of Agreement. These meetings shall be held at least annually. MDOT and MTA each shall keep records of their projects that would otherwise trigger the stormwater rules or the MEPDES Construction General Permit, including the project location, as well as a description of other work done in the watershed and a list of staff or designees who provided oversight with respect to erosion and sedimentation control and stormwater control. As part of this annual review MDOT and MTA shall provide DEP with a report on maintenance surveys and activities.

Maine Department of Environmental Protection

Dated: May 19 2003

By: _____

Dawn Gallagher, Commissioner

Maine Department of Transportation

Dated: May 21 2003

By: _____

David Cole, Commissioner

Maine Turnpike Authority

Dated: 5/20/03

By: _____

Samuel M. Zaitlin, Chairman

APPENDIX B

TABLES 1 – 8

TABLE 1 - LIST OF TRAINED PERSONNEL

Employees providing stormwater and sedimentation control oversight on projects

Listing of employees who are NPS certified or are PE's experienced with stormwater requirements

Name (Last, First)	Company	Maine P.E. with stormwater experience	DEP Erosion Control Certified	Other Training Attended
IN-HOUSE PERSONNEL				
Camden, Richard	MTA - ENG		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Dionne, Rick	MTA - HM		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Cabana, Roger	MTA - HM			Pollution Prevention (SPCC/Stormwater Phase II)
Cook, Dale	MTA - HM		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Franklin, Bill	MTA - ENG		Y	Pollution Prevention (SPCC/Stormwater Phase II) Conference on Better Roads and Parking: Design and Construction Maintenance
Jackson, Wes	MTA - HM			Pollution Prevention (SPCC/Stormwater Phase II)
Lachance, Scott	MTA - ENG		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Mathews, Roger	MTA - HM			Pollution Prevention (SPCC/Stormwater Phase II)
McConihe, Scott	MTA - ENG			Pollution Prevention (SPCC/Stormwater Phase II)
Merfeld, Peter	MTA	Y		
Montague, Gary	MTA - HM		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Naragon, Tom	MTA - ENG		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Ouellette, Gerry	MTA - ENG		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Perry, Andy	MTA - HM		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Sotir, James	MTA - HM		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Tartre, Stephen	MTA - ENG	Y	Y	
Thomspon, Bill	MTA - HM		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Warchol, Scott	MTA - ENG		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Wells, Bill	MTA - HM		Y	Pollution Prevention (SPCC/Stormwater Phase II)
PRIMARY CONTRACTOR PERSONNEL				
Affonso, Ron	HNTB		Y	
Cote, Tim	HNTB	Y		
Driscoll, Bob	HNTB	Y		
Driscoll, Lori	HNTB	Y		
Desenberg, Mark	HNTB		Y	
Fagerlund, Walter	HNTB	Y		
Hoak, Clayton	HNTB	Y		
Lavallee, Roland	HNTB	Y		
Myers, Charles	HNTB	Y		
Wallace, Keith	HNTB	Y	Y	

NOTES:
"MTA - ENG" indicates that the specified personnel is assigned to Engineering
"MTA - HM" indicates that the specified personnel is assigned to Highway Maintenance

TABLE 2 - LIST OF CONSTRUCTION PROJECTS

Summary of construction contracts and solicitations issued in 2006

Please note that Contracts 2005.01 and 2005.10 as well as Solicitation S2005.54 were awarded in 2005, but some work occurred in 2006.

Contract Number	Approximate Location	Description
2005.01	Westbrook Street Bridge	Westbrook Street Bridge Replacement
2005.10	Gardiner	Guardrail Upgrade Mile 103 to 109
S2005.54	Gardiner	Gardiner Interchange Bridge Repair

Contract Number	Approximate Location	Description
2006.01	Lewiston/Auburn	Pavement Rehabilitation Mile 74.9 (Sta 3780+00) to Mile 80.8 (Sta 4089+53) Both NB & SB Rdwys Include Guardrail Upgrade
	South Portland	Pavement Rehabilitation -Mile 45.3 (Sta 2250+00) to Mile 45.8 (Sta 2270+00) SB Rdwy Only
2006.02	Gardiner	I-295 Deck Replacement
2006.03	Sabattus	Cobbosseecontee Bridge Rehabilitation
2006.04	Kennebunk	Kennebunk Travel Plaza Buildings
2006.07	Cumberland/Gray	Gray-Cumberland Service Areas

Contract Number	Approximate Location	Description
S2006.51	Kennebunk	Kennebunk Sewer
S2006.52	Biddeford	Biddeford Interchange Improvements
S2006.54	York to Gardiner	HAR Solicitation
S2006.55	York to Gardiner	Dambach Signs
S2006.58	Portland	Congress Street Bridge Traffic Improvements
S2006.59	Cumberland/Gray	Cumberland & Gray Asbestos Removal

TABLE 3 - BMPs ASSOCIATED WITH PROJECTS IN 2006

Inventory of Permanent BMP's

Total summary of BMP's installed by the MTA Contracts & Solicitations - Listed by project

Contract Number	Project Location	Project Description	Year of Installation	Sediment Trap	Rip Rap Downspout	Culvert Inlet Protection (Stone)	Culvert Outlet Protection (Stone)	Slope Stabilize (x1000SF)	Vegetated Buffer (x1000 SF)	Stone Ditch Protection (x1000SF)	Permanent Stone Check Dam	Catch Basin or Holding Tank	Other*
2005.01	Portland	Westbrook Street Bridge Replacement	2006							1		4	
2005.10	Gardiner	Guardrail Upgrade Mile 103 to 109	2006				1						
2006.01	Lewiston/Auburn/ South Portland	Pavement Rehabilitation	2006			2					1	63	
2006.03	Sabattus	Cobbosseecontee Bridge Rehabilitation	2006									4	
2006.04	Kennebunk	Kennebunk Travel Plaza	2006			3	3			1	1		2
		All Projects Total:				**5**	**4**			**2**	**2**	**71**	**2**

*Other BMPs installed as part of Kennebunk Travel Plaza (Contract No. 2006.04) include two (2) stormwater filter basins: one NB and one SB.

TABLE 4

Maine Turnpike Authority
Inventory of Permanent BMP's

Summary of MTA Highway Maintenance Department New Construction/Installation Projects Accomplished in 2006

Project ID	Location	Sediment Traps/ Catch basins (Qty #)	RipRap Downspout (Qty#)	Culvert Inlet Protection (stone)(Qty#)	Slope Stabilization (x1000SF)	Vegetated Buffer (x1000SF)	Perm. Check Dam (Qty#)	Apron (Qty. #)
Access Road Construction	Auburn HMF	0	0	0	1	0	0	1
Median Guardrail Openings	Auburn HMF MM 71.8 to 81.4	0	0	0	1	0	0	1
Slope Rehabilitation	Gardiner M103 NB	0	0	0	5	0.5	0	0
Slope Repair	Falmouth Washout M54 NB	0	0	1	1	0	1	0
Slope Repair	Scarborough Washout M40 SB	0	0	1	1	0	1	0

TABLE 5

Maine Turnpike Authority

Summary of MTA Highway Maintenance Department and Engineering Department Operations and Maintenance (O&M) Accomplished in 2006

Highway Maintenance Facility	Location	Repair/Redo Ditching (#Miles Linear Total)	Culvert /Downspout Repair (Qty. #)	Catch Basin Repair (Qty.#)	Remove Sand from Guard Rails (#Linear Miles)	Slope and/or ROW Repair/Mulching (#SF)	Inspect Catchments (1) (Total # inspected)	Catchments cleaned out (Total # cleaned out)	Street Sweeping (# linear Miles)	Sweeping of Ancillary Facilities (# Facilities/Year)	Litter Picking (#Miles)
York HMF	Kittery to Wells	0	0	0	40	1,000	241	150	45	16-19	40
Kennebunk HMF	Wells to Saco	0.5	0	7	36	1,300	229	80	36	9-10	36
South Portland HMF	Saco to Falmouth	0.75	6	3	29.4	15,000	75	66	47.4	6-7	29.4
Gray HMF	Falmouth to New Gloucester	0.1	7	8	28.6	4,120	152	50	28.6	3-4	28.6
Auburn HMF	New Gloucester to Sabattus	0	2	2	40	6,950	209	125	40	12-14	40
Litchfield and Gardiner HMF	Sabattus to Augusta	0	7	2	44.2	7,500	256	100	44.2	15-20	44.2
TOTALS	**Kittery to Augusta**	**1.35**	**22**	**22**	**218.2**	**35,870**	**1,162**	**571**	**218.2**	**61-74**	**218.2**

NOTES:

(1) Catchments include catch basins, sediment traps, vegetated swales, detention ponds, etc.

(2) Ancillary facilities include parking lots, median crossovers, interchanges, service plazas, maintenance yards, etc.

TABLE 6

Summary of anticipated construction contracts to be issued in 2007 by Maine Turnpike Authority

Contract Number	Approximate Location	Description
2007.01	Portland	Congress Street Underpass Reconstruction
2007.02	Gray/New Gloucester/Saco	Paving and Guardrail Improvements
2007.03	Gardiner	Gardiner Service Area
2007.04	Gardiner	Gardiner Site and Utilities
2007.05	New Gloucester	Mayall Road Underpass Reconstruction
2007.06	Gray/Litchfield	Maintenance Material Storage Units
2007.07	Portland	Administration Building
2007.08	York to Gardiner	Bridge Painting
Solicitation	York to Gardiner	Slope and Drainage Repair
Solicitation	Cumberland	Fuel Modifications

TABLE 7

Maine Turnpike Authority

Summary of Proposed MTA Highway Maintenance Department Construction/Installation Projects for 2007

Project ID	Location	Sediment Traps/ Catch basins (Qty #)	RipRap Downspout (Qty#)	Culvert Inlet Protection (stone)(Qty#)	Slope Stabilization (x1000SF)	Vegetated Buffer (x1000SF)	Perm. Check Dam (Qty#)	Apron (Qty. #)
Access Road Construction	??? HMF	0	0	0	1	0	0	1
Median Guardrail Improvements	Gray, New Gloucester and Saco	0	0	0	1	0	0	1
Slope and Drainage Repairs	York to Gardiner	0	2	0	2	1	2	0\
Median & Main Line NB & SB and Facilities	Kittery to Augusta	0 *As Needed	0 * As Needed	0 * As Needed	0 * As Needed	0 * As Needed	0 *As Needed	0

TABLE 8

Maine Turnpike Authority

Summary of Proposed O&M of Permanently Installed BMPs throughout MTA for 2007*

* Includes O&M performed by both MTA Highway Maintenance and contractors (e.g., HNTB)

Project ID	Location	Repair/Redo Ditching (#Miles Linear Total)	Culvert Repair (Qty. #)	Catch Basins to be Repaired (Qty.#)	Remove Sand from Guard Rails (#Linear Miles)	Slope /Right of way Repair/Mulching (#SF total)	Inspect Catch Basins, Sediment Traps And Veg. Swales and detention Ponds (Total % to be Inspected)	Catch Basins, Sediment Traps; and Detention Ponds to be Cleaned out (% of Total)	Street Sweeping (# linear Miles)	Sweep Park Lots; Maint. Yards; Median Cross Overs; Toll Plazas; Interchanges, Service Plazas; MISC. (# Times Sweep/Year)	Litter Picking (# Miles)
Median & Mainline NB & SB; & Facilities	Kittery to Augusta	0-1	25-50	25-50	200-225	* As Needed	100%	50 - 60%	200-225	1-2	223

APPENDIX C

PHOTOGRAPH SUMMARY OF PERMANENT BMPs INSTALLED IN 2006

APPENDIX C

PHOTOGRAPH SUMMARY

2006 BMP'S		
Photo #	**Photograph Title**	**Date Taken**
1	Auburn Maintenance Facility	July 2006
2	Kennebunk Service Area NB	July 2006
3	Kennebunk Service Area SB	June 2006
4	Westbrook Street Bridge Downspout SW	February 2007
5	Westbrook Street Bridge Downspout NW	February 2007
6	Falmouth Washout at MM54 NB	
7	Falmouth Washout at MM54 NB	
8	Scarborough Slope Repair at MM 40 SB	

AUBURN MAINTEANCE FACILITY ACCESS ROAD

PHOTO NO. 1

VIEW FROM TOP OF ACCESS ROAD INSTALLED BY MTA HIGHWAY MAINTENANCE CREWS

PHOTO DATE: JULY 2006

APPENDIX C

PHOTOGRAPH SUMMARY

KENNEBUNK SERVICE AREA - NB

PHOTO NO. 2

CONTRACT 2006.04

STONE OUTLET AND SWALE

PHOTO DATE:
JULY 2006

KENNEBUNK SERVICE AREA – NB

PHOTO NO. 3

CONTRACT 2006.04

STORMWATER FILTER BASIN UNDER CONSTRUCTION & STONE OUTLET

PHOTO DATE:
JUNE 2006

APPENDIX C

PHOTOGRAPH SUMMARY

WESTBROOK STREET BRIDGE - SW

PHOTO NO. 4

CONTRACT 2005.01

DOWNSPOUT ALONG THE SOUTHWESTERN SIDE OF NEW BRIDGE

PHOTO DATE:
FEBRUARY 2007
(INSTALLED 2006)

WESTBROOK STREET BRIDGE - NW

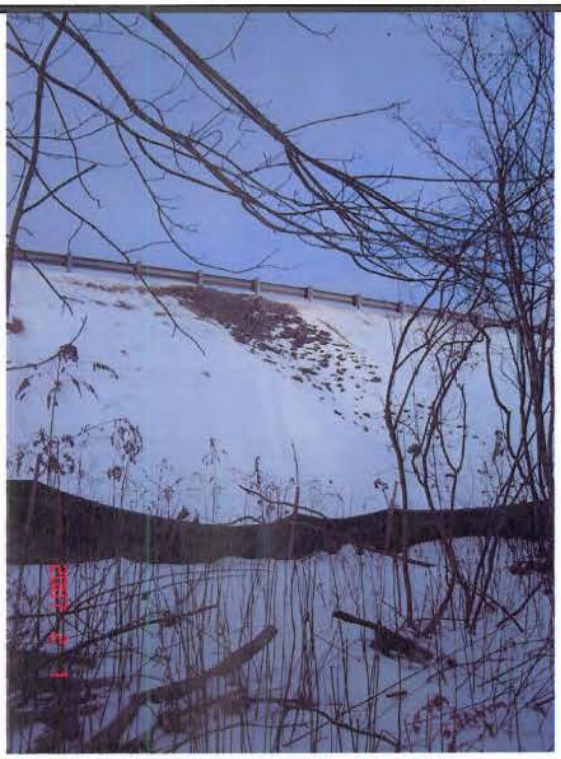


PHOTO NO. 5

CONTRACT 2005.01

DOWNSPOUT ALONG THE NORTHWESTERN SIDE OF NEW BRIDGE

PHOTO DATE:
FEBRUARY 2007
(INSTALLED 2006)

APPENDIX C

PHOTOGRAPH SUMMARY

FALMOUTH WASHOUT – MM54NB	
	**PHOTO NO. 6** **CULVERT PROTECTION AND SLOPE STABILIZATION; REPAIR PERFORMED BY MTA HIGHWAY MAINTENANCE**

FALMOUTH WASHOUT – MM54NB	
	**PHOTO NO. 7** **VIEW FROM TOP OF REPAIR PERFORMED BY MTA HIGHWAY MAINTENANCE**

APPENDIX C

PHOTOGRAPH SUMMARY

SCARBOROUGH SLOPE STABILIZATION – MM30SB

PHOTO NO. 8

SLOPE STABILIZATION IN PROGRESS

APPENDIX D

REPRESENTATIVE STORMWATER TRAINING CURRICULUM

MAINE TURNPIKE AUTHORITY REFRESHER TRAINING
FOR
SPILL PREVENTION, CONTROL AND COUNTERMEASURES (SPCC)
AND
STORM WATER POLLUTION PREVENTION (SWPP)
May 2006

AGENDA

7:30 AM	CONVENE
7:30-7:50	INTRODUCTION (applicable to both SPCC and SWPP Training)
	Specific Facility Information
	Oil Storage Locations
	Drainage Features and Spill Pathways
7:50-8:55	SPCC Training
	VIDEO
	Three Goals of SPCC Program
	1. Spill Prevention
	2. Spill Control
	3. Spill Countermeasures
	5 MINUTE BREAK
9:00-9:50	SWPP Training
	VIDEO
	Best Management Practices at Maintenance Facilities
	Requirements of MTA Stormwater Management Permit and Program
	1. Good Housekeeping
	2. IDDE Inspections
9:50-10:00	Test, Evaluation and Inspection
10:00	ADJOURN

MAINE TURNPIKE AUTHORITY ANNUAL ENVIRONMENTAL TRAINING

OIL SPILL PREVENTION CONTROL AND COUNTERMEASURES (SPCC) AND STORMWATER POLLUTION PREVENTION TRAINING

Presented By

GZA GeoEnvironmental, Inc.

May 9, 2006

Gray Maintenance Facility

1

2

PROGRAM OVERVIEW: SPCC Training

- **Introduction**
- **Identify and review facility-specific SPCC Plan information**
- **Discuss three goals of SPCC Program and how they are achieved at York Maintenance Facility**
- **Notification and Reporting**

3

PROGRAM OVERVIEW : Storm Water Training

- Stormwater Pollution Prevention VIDEO
- Introduction
- Best Management Practices (BMPs) at Maintenance Facilities
- Requirements in Urbanized Areas (UAs) along Turnpike
  - MTA's Storm Water Phase II program
  - Examples of good and bad operating/management practices
  - Illicit Discharge Detection and Elimination Program
- Inspections

4

INTRODUCTION

SPCC Regulatory Background

- EPA's Oil Pollution Prevention Regulations (40 CFR 112)
- Code of Maine Regulations (CMR) Chapter 800 and 801 -- Identification and Remediation of Oil and Hazardous Matter
- Facilities that store more than 1,320 gallons oil (petroleum products) in aboveground storage are subject
- MTA has developed SPCC Plans for all maintenance facilities as a best management practice (BMP)

Enforcement

- EPA conducts unannounced inspections and may assess penalties up to $27,500 per day
  - Aggressive Enforcement Program!!
- DEP may also inspect facilities

5

SPCC PLAN

SUMMARY INFORMATION PAGE

- CERTIFICATION AND MANAGEMENT APPROVAL
- CERTIFICATION BY REGISTERED PROFESSIONAL ENGINEER

SPCC MANAGEMENT RECORD OF REVIEWS

- REVISION LOG
- 1. 0 Introduction
- 2. 0 Site and Facility Information
- 3. 0 Roles and responsibilities
- 4. 0 Spill and Emergency Response Procedures
- 5. 0 Spill Reporting Requirements (external)
- 6. 0 Spill Potential and Prevention
- 7. 0 Preventive Measures
- 8. 0 Certification Of The Applicability Of The Substantial Harm Criteria – Oil Pollution Act Of 1990
- 9. 0 Applicable State, Tribal Or Local Requirements
- 10. 0 Maintaining An Updated Plan
- 11. 0 Signatures and Making Plans Available
- 12. 0 Retention of Records

6

SPCC PLAN – TABLES AND FIGURES

TABLES

- **TABLE 1** INVENTORY OF POTENTIAL POLLUTANT SOURCES
- **TABLE 2** POLLUTION PREVENTION TEAM
- **TABLE 3** SPILL RESPONSE EQUIPMENT
- **TABLE 4** SPILL HISTORY
- **TABLE 5** DRAINAGE AREA DESCRIPTIONS
- **TABLE 6** POTENTIAL POLLUTANT SOURCES / RISK IDENTIF.
- **TABLE 7** POTENTIAL SPILL PREDICTIONS
- **TABLE 8** BMP SUMMARY AND IMPLEMENTATION SCHEDULE

FIGURES

- **FIGURE 1** LOCUS PLAN
- **FIGURE 2** SITE PLAN

7

SPCC PLAN - APPENDICES

- **APPENDICES**

- APPENDIX A REGULATORY CROSS-REFERENCE MATRIX
- APPENDIX B EMERGENCY RESPONSE GUIDE / CONTACT INFORMATION
- APPENDIX C INTERNAL EMERGENCY CONTACT NOTICE
- APPENDIX D SPILL REPORT FORMS
- APPENDIX E NOTICE TO OIL DELIVERY DRIVERS
- APPENDIX F ROUTINE FACILITY INSPECTION REPORTS CORRECTIVE ACTION REPORTS
- APPENDIX G DOCUMENTATION OF ANNUAL TRAINING
- APPENDIX H CERTIFICATION OF THE APPLICABILITY OF THE SUBSTANTIAL HARM CRITERIA (40 CFR 112.20)

8

SPCC PLAN

MOST IMPORTANT PARTS OF MTA'S SPCC PLAN

- **FIGURE 2**
  - Oil Storage Locations
  - Drainage Features (described in Table 5)
- **APPENDIX B THROUGH APPENDIX F**
  - App B – Emergency Spill Info (see Table 3)
  - App C – Notification Info
  - App D – Spill Report Form (update Table 4)
  - App E – Oil Delivery Info
  - App F – Inspection Info

- ALL THE INFORMATION ABOVE IS SPECIFIC TO THE GRAY HIGHWAY MAINTENANCE FACILITY!!

9

OIL STORAGE LOCATIONS

Gray Maintenance Facility

- 2,500-gallon #2 fuel oil UST with fuel offloading area
- 2 x 275-gallon motor oil and hydraulic oil ASTs plus 55-gal drums and smaller containers
- 2 x 55-gal drums of waste oil
- Antifreeze, paint, and other non-petroleum hazardous materials

10

Figure 2 of SPCC Plan: EXTERIOR DRAINAGE FEATURES

- EXTERIOR DRAINAGE FEATURES
  - Outdoor drainage area(s)
  - Storm drain locations
    - Catch basins near 3-bay garage and office building
    - Catch basin near heating oil delivery area
  - Surface drainage to nearby streams or wetland
    - Sheet flow surface drainage to nearby stream/wet areas from other areas of the site including fuel pump island

11

Figure 2 of SPCC Plan: INTERIOR DRAINAGE FEATURES

- **Facility floor drains/trench drains in garage areas**
  - **8-bay garage, 4-bay garage and 3-bay garage are all connected through solids settling chambers and oil/water separators to underground wastewater holding tanks (USTs)**
    - **contains spills from garage areas**
  - **Holding tank wastewater pumped and disposed as industrial wastewater**
    - **contamination - additional disposal $$$**
    - **may change in hazardous waste generator status**

12

INTERIOR DRAINAGE FEATURES: Waste Water Holding Tank

- **Vendor (like Blow Bros.) transfers to Waste Treatment Facility**
  - No permit required, BUT
  - High levels of petroleum or other pollutants may require permit or management as hazardous waste
- **However, typical permit conditions that must be met:**
- Part I – Effluent Limits
  - Oil & Grease – max. allowed 100.PPM
  - MTA to contact S.D. same day for acceptance approval prior to delivery
  - pH range must be 5.5 – 9.5
  - Flashpoint must be >140 F.
- Part II – Monitoring Requirements
  - Monitoring for pH and Oil/Grease parameters will be made at the holding tank
  - Tank must be mixed well prior to sampling
  - Bi-annual monitoring requirement for pH and Oil & Grease
  - Annual monitoring for heavy metals

13

INTERIOR DRAINAGE FEATURES: Waste Water Holding Tank

14

INTERIOR DRAINAGE FEATURES: Waste Water Holding Tank

15

DRAINAGE FEATURES: Potential Spill Pathways

"Why is it so important to identify all oil storage locations and drainage features?"

...because oil can enter the "navigable waters" by one or more of the following potential spill pathways:

- **Direct spillage into drainage system**
- **Spillage into a floor drain or other conduit that discharges into the streams**
- **Overland flow to streams**

16

DRAINAGE FEATURES: Potential Spill Pathways

Direct spillage into drainage system

17

DRAINAGE FEATURES: Potential Spill Pathways

Conduit to environment

18

DRAINAGE FEATURES: Potential Spill Pathways

Overland flow to streams/wetlands

19

POSSIBLE SPILL SCENARIOS

Likely to occur	Less likely to occur	Unlikely to occur
▫ Minor overfills ▫ Spillage from drums	▫ Leaking/failure of piping or pumps (assuming proper inspections and maintenance is done) ▫ Leaking/failure of drums/tanks (assuming proper inspections and maintenance is done)	▫ Catastrophic failure of AGT ▫ Catastrophic failure of delivery truck tanks

more likely ⟷ less likely

20

SPCC PROGRAM GOALS

THREE GOALS

1. SPILL PREVENTION
   - Prevent spills before they happen
2. SPILL CONTROL
   - Control spills before they reach the environment
3. SPILL COUNTERMEASURES
   - Establish response procedures in the event of a spill

21

SPCC PROGRAM GOALS

How do we achieve the three (3) SPCC Goals?

1. **SPILL PREVENTION**
   - Installation of required equipment/systems
   - Preventive and routine maintenance
   - Security
   - Best management practices for oil storage/handling
   - Training
   - Inspection and corrective action
2. **SPILL CONTROL**
   - Secondary containment
   - Monitoring of leak detection systems
3. **SPILL COUNTERMEASURES**
   - Quick spill response activities/training
   - Spill control equipment and materials
   - Emergency response assistance

22

SPCC PROGRAM GOALS: Spill Prevention

Installation of required equipment

- ***TANK MONITORING AND ALARM SYSTEMS***
- Veeder-Root monitoring systems on ASTs at several MTA maintenance facilities
  - Inventory monitoring
  - Leak detection
- Level alarms and overfill protection on USTs and holding tanks
- Routine checks and preventive maintenance on monitoring/warning systems

23

SPCC PROGRAM GOALS: Spill Prevention

Installation of required equipment/systems

24

SPCC PROGRAM GOALS: Spill Prevention

Preventive and routine maintenance

25

SPCC PROGRAM GOALS: Spill Prevention

BMPs for oil storage and handling

LOADING/UNLOADING PROCEDURES – NOTICE FOR DELIVERY DRIVERS

1. Must obtain authorization from SPCC-trained MTA facility representative prior to unloading
2. SPCC-trained MTA facility representative must be present during all unloading activities.
3. Driver must remain with vehicle at all times during unloading
4. Valves, hose connections, and outlets must be closed/disconnected and secure before vehicle is moved after unloading
5. Spill response equipment at fuel pump island

Fuel/petroleum delivery vendors should be familiar with MTA's SPCC plans and loading/unloading requirements – POSTED!

26

SPCC PRGORAM GOALS: Spill Prevention

- ANNUAL TRAINING
  - Initial training - 2002
  - Annual updates and reviews for significant changes (e.g., new tank installation)
  - New employees or changes in job duties

27

SPCC PROGRAM GOALS: Spill Prevention

INSPECTIONS – REQUIRED MONTHLY*

- Tanks/Containers/Equipment are checked for the following:
  - signs of spills or leakage
  - good condition (i.e., not rusted, dented, etc.)
  - properly closed
  - fuel lines not leaking
  - containers or equipment are placed for easy access
  - proper labeling of drums, tanks, containers
  - secondary containment in good condition
  - accumulation of material within secondary containment
  - CORRECTIVE ACTIONS TO BE NOTED ON INSPECTION FORM
  - RECORDS TO BE MAINTAINED ON-SITE IN INSPECTION LOG

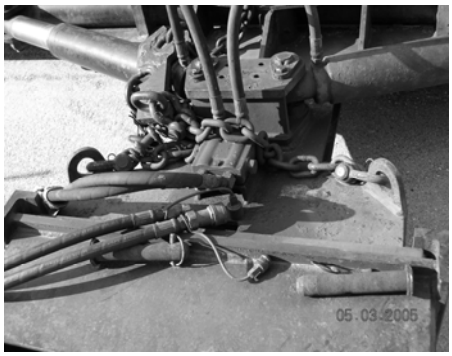
28

SPCC PROGRAM GOALS: Spill Prevention

Corrective Action

29

Corrective Actions?



30

Corrective Action = capping hoses

31

Corrective Actions?

32

Corrective Action = use vegetation as buffer/filter strip for galvanized rails

33

SPCC PROGRAM GOALS

How do we achieve the three (3) SPCC Goals?

1. **SPILL PREVENTION**
   - **Installation of required equipment/systems**
   - **Preventive and routine maintenance**
   - **Security**
   - **Best management practices for oil storage/handling**
   - **Training**
   - **Inspection and corrective action**
2. SPILL CONTROL
   - Secondary containment
   - Monitoring of leak detection systems
3. SPILL COUNTERMEASURES
   - Quick spill response activities/training
   - Spill control equipment and materials
   - Emergency response assistance

34

Achieving Spill Control

- **Respond immediately to alarms.**
- **Provide secondary containment for all tanks and containers:**
  - **Oil drums/containers are stored on "spill pallets".**
- **Perform regularly scheduled tests on monitoring systems to ensure that they are operational, including leak detection and overfill protection.**
- **Employ temporary containment systems during transfers.**
- **Report all spills and unusual observations to Supervisors before they become problems!!!**

35

SPCC PROGRAM GOALS: Spill Control

- **Leak detection systems**
- **Monitoring and inspections**
- **Secondary containment**
- **Spill response equipment and supplies**
- **Security**
- **BMPs during transfers and operations with high spill potential**

36

SPCC PROGRAM GOALS:
Spill Control
Secondary Containment

37

SPCC PROGRAM GOALS:
Spill Control
Secondary Containment

38

SPCC PROGRAM GOALS:
Spill Control
Spill Response Equipment and Supplies

39

SPCC PROGRAM GOALS:
Spill Control

Spill Response Equipment and Supplies

- **Located at or near each tank and container storage location**
- **Spill materials include:**
  - Granular sorbent materials (Spill Magic)
  - Pig Co ® 65 gallon Overpak Spill Kit containing the following equipment/material:
    - 10-48 in. Socks; 6-10 ft. Socks; 6-Pillows; 56-Wipers; 40 PIG® Mat Pads; 6-Disposal bags & ties; 6-Tamper Proof Labels; 1-Emergency Response Guidebook; 1-Instruction Manual
  - Spill mats for covering catch basins/floor drains
  - Protective Gloves/Suits and Safety Glasses/Goggles
  - Caution tape for securing spill area
  - Shovels and bags for collection of clean-up material

AT GRAY, where are SPILL KITS located?

- **(HINT: See Oil Storage Locations)**

40

SPCC PROGRAM GOALS:
Spill Control

Security

41

SPCC PROGRAM GOALS:
Spill Control

BMPs during oil transfers

What type of oil transfers are performed at Gray Maintenance?

42

SPCC PROGRAM GOALS:
Spill Control

BMPs relating to oil handling – CORRECTIVE ACTIONS?

43

SPCC PROGRAM GOALS:
Spill Control

BMPs relating to oil handling – CORRECTIVE ACTIONS?

44

SPCC PROGRAM GOALS

How do we achieve the three (3) SPCC Goals?

1. **SPILL PREVENTION**
   - **Installation of required equipment/systems**
   - **Preventive and routine maintenance**
   - **Security**
   - **Best management practices for oil storage/handling**
   - **Training**
   - **Inspection and corrective action**
2. SPILL CONTROL
   - Secondary containment
   - Monitoring of leak detection systems
3. SPILL COUNTERMEASURES
   - Quick spill response activities/training
   - Spill control equipment and materials
   - Emergency response assistance

45

SPCC PROGRAM GOALS: Spill Countermeasures

Steps in an Oil Spill

- Observation and Evaluation / Assess Situation
- Reporting and Seeking Assistance (Contact SPCC Emergency Coordinator)
- Initial Containment / Protect Receptors
- Containment (stop or contain the spill)
- Spill Cleanup
- Follow-Up/Incident Analysis
- Restoration/Compensation

☺ REMEMBER: Personal safety is top priority!!! You should attempt to contain the spill only if you and others are not endangered by doing so.

46

SPCC PROGRAM GOALS: Spill Countermeasures

Spill Types (incidental or non-incidental)

- **Incidental spills**: "Incidental spills" are considered those spills:
  - in which personnel are familiar with the hazards associated with the spilled material; and
  - containment and response do not pose potential safety or health hazards; and
  - can be controlled in the immediate release area; and
  - which do NOT reach the environment; and
  - which are less than 5 gallons.
- **Non-Incidental spills:** Spills, which DO NOT meet ALL of the above criteria, are considered Non-Incidental spills.

47

SPCC PROGRAM GOALS: Spill Countermeasures

Effective Spill Response

For Incidental Spills

- Assess the spill situation (source, material, quantity, limits).
- REMEMBER: Personal safety is top priority!!! - attempt to contain spill only if you can do so without risk!
- Extinguish all source of ignition .
- Use personal protective equipment (PPE) as appropriate for hazards of the spilled material and your level of training
- Evacuate unnecessary personnel –secure spill area w/ caution tape
- Protect potential receptors/cut off migration pathways
- STOP THE LEAK and CONTAIN THE SPILL!!!

48

SPCC PROGRAM GOALS:
Spill Countermeasures

Effective Spill Response

For Incidental Spill (continued):

- Use appropriate spill response equipment to contain and clean up spill… and once oil is absorbed:
  - Pack debris/cleanup media in tightly closed double bag along with contaminated PPE.
  - Place double bag in a 55-gallon drum labeled "WASTE OIL DEBRIS" and store drum on a "spill pallet"
- Follow-up Report
- Incident Analysis

49

SPCC PROGRAM GOALS:
Spill Countermeasures

Effective Spill Response

For Non-Incidental Spills:

- REMEMBER: Personal safety is top priority!!!
- Cover/protect floor drains & catch basins, if you can do so without risk.
- Evacuate and secure the spill area.
- Immediately report the spill to SPCC Emergency Coordinator (EC)
- EC will notify MTA Communications Center and John Branscom, MTA Environmental Coordinator, and decide whether outside assistance is needed
- If required, MTA Communication Center will contact emergency response agencies and Maine DEP.
- Provide as much information as possible about the spill (e.g., nature of spill, location and quantity of oil released).
- Remain close to the site to direct responders to the spill location (as long as you are in a safe position).

50

SPCC PROGRAM GOALS:
Spill Countermeasures

Emergency Response and Notification

- **Emergency Coordinators - Discoverer shall contact one of the following in the order presented**
- Primary Emergency Response Coordinator
  - Gary Montague, Facility Foreman
    - Office: (207) 657-5867
    - Cell phone: (207) 838-6823
    - Pager: (207) 759-8503
- First Alternate Emergency Response Coordinator
  - Roger Mathews, Highway Division Supervisor
    - Office: (207) 985-3506
    - Cell phone: (207) 776-0974
    - Pager: (207) 471-0077
- Second Alternate Emergency Response Coordinator
  - Wes Jackson, Director of Highway & Equipment Maintenance
    - Office: (207) 871-7771 ext. 113
    - Cell phone: (207) 831-5811
    - Pager: (207) 750-2748
- **OTHER MTA CONTACTS - Discoverer or ERC shall contact each of the following as soon as possible**
- MTA Communications Center
  - (207) 871-7771 ext. 4
- Curt Richardson, Loss Prevention and Safety Specialist
  - (207) 871-7771 ext. 358; cell: 671-3678; pager: 471-0546
- John Branscom, Environmental Services Coordinator
  - (207) 871-7771 ext. 359; cell: 671-3487; pager: 471-0881

51

SPCC PROGRAM GOALS:
Spill Countermeasures

Emergency Response and Notification

52

SPCC PROGRAM GOALS:
Spill Countermeasures

Emergency Response and Notification

- **MTA Communications Center and EC are responsible for spill notification and follow-up**
- **Follow-up notification requirements based on nature of release (e.g., sheen of surface water body, persons injured, amount of oil released).**
- **SPILL REPORT FORM - Appendix D SPCC Plan (attached) - must be completed by EC in its entirety following each spill.**
- **Completed SPILL REPORT FORMS must be inserted into Appendix D - SPCC Plan (and copied to MTA Environmental Services Coordinator).**

53

SPCC PROGRAM GOALS:
Spill Countermeasures

Closing Out Spills

Document ALL spills:

- **Ensure that SPILL REPORT FORM has been completed, reviewed with affected parties, signed and filed in SPCC Plan and with MTA Environmental Services Coordinator**
- **Discuss what must be done to prevent another occurrence**
  - **Was the response quick and effective?**
  - **Should anything be done to enhance the prevention, control and/or response system?**
- VERY IMPORTANT!
  - Restock Spill Kits with replacement items and additional items, if necessary.

54

QUESTIONS?

Call 871-7771 Ext. 359 for the Environmental Avenger!!

55

STORM WATER POLLUTION PREVENTION

56

INTRODUCTION

Storm Water Pollution Prevention Regulatory Background

- EPA's Clean Water Act (40 CFR 122)
- Code of Maine Regulations (CMR) Chapter 529 – *General Permit for the Discharge of Stormwater from MDOT/MTA Municipal Separate Storm Sewer Systems*
- MTA facilities within Urbanized Areas (UAs) subject to storm water regulations
- MTA has developed Storm Water Management Plan (SWMP) for all regulated UAs along Turnpike
- MTA has also developed good housekeeping BMPs for all maintenance facilities

57

SO...
where are these UAs subject to storm water regulations?

- "Urbanized Areas" Include:
  - Sabattus - Mile 83.6 to 84.3
  - Lewiston – Mile 78.9 to 79.6 and 80.8, 81.4
  - Auburn – Mile 75.0 to 75.6 and 78.8 to 78.9
  - Falmouth – Mile 51.8 to 53.4 and Exits 52, 53
  - Portland – Mile 46.7 to 51.8, Exits 46, 47, 48
  - Scarborough – Mile 41.5 to 42.0
  - Saco – Mile 33.0 to 35.7, Exit 36 approach ramp
  - Biddeford – Mile 32.1 to 33.0

58

SO...
is the Gray Maintenance Facility located within these UAs?

NO, BUT....MTA has implemented "good housekeeping" BMPs at Gray Maintenance Facility to minimize the potential for storm water pollution.

Because....

59

Storm Water Pollution Prevention: BMPs at Maintenance Facilities

- Many MTA Maintenance Facility Activities May Have the Potential To Impact Storm Water
  - Equipment Storage
  - Vehicle Maintenance and Washing
  - Material Handling and Storage
    - Oil and Petroleum Products
    - Sand and Salt
    - Waste and Excess Material Storage
    - Painting
- BMPs for Storm Water Pollution Prevention

60

Storm Water Pollution Prevention:
BMPs at Maintenance Facilities
Capping Hydraulic Lines

61

Storm Water Pollution Prevention:
BMPs at Maintenance Facilities
Proper vehicle and equipment storage

62

Storm Water Pollution Prevention:
BMPs at Maintenance Facilities
Indoor sand and salt storage

63

Storm Water Pollution Prevention:
BMPs at Maintenance Facilities

Solid waste management

64

Storm Water Pollution Prevention:
BMPs at Maintenance Facilities

Solid waste management (any corrective actions?)

65

Storm Water Pollution Prevention:
BMPs at Maintenance Facilities

Vehicle washing procedures

66

SO...

what are the responsibilities outside the Maintenance Facility?

- Comply with requirements outlined in SWMP and Permit
  - Five-Year Permit Program addressing six Minimum Control Measures (MCMs)
  - Focused on Areas Where Maine Turnpike Passes Through "Urban Areas"
- Six Minimum Control Measures
  - Public Education and Outreach
  - Public Involvement and Participation
  - Illicit Discharge Detection and Elimination
  - Construction Storm Water Runoff Control
  - Post-Construction Storm Water Management
  - Pollution Prevention/Good Housekeeping
- Recordkeeping and Annual Reporting required

67

STORM WATER POLLUTION PREVENTION:
Illicit Discharge Detection and Elimination

Identify different types of drainage features to be mapped and inspected, such as catch basins and outfalls

68

STORM WATER POLLUTION PREVENTION:
Illicit Discharge Detection and Elimination

Typical mapped features to be inspected...

69

STORM WATER POLLUTION PREVENTION: Illicit Discharge Detection and Elimination

Typical mapped features to be inspected...

70

ILLICIT DISCHARGE DETECTION AND ELIMINATION (IDDE) PROGRAM

- Implemented within all Urbanized Areas (UAs)
- Dry Weather Inspections of Storm Water Catch Basins and Outfalls within UAs
- Inspection Checklist Included in Training Manual (IDDE Log 1):
  - MTA HQ (Scott Lachance) mapping catch basins and outfalls in UA
  - MTA maintenance personnel – dry weather inspection throughout summer months
  - Looking for flow in periods where there has been little or no rainfall

71

IDDE DRY WEATHER INSPECTIONS

- See IDDE Log-1 Inspection Form in Training Manual
  - Type of Flow
  - Physical Indicators for Locations w/ Flow
    - Odor
    - Color
    - Floatables
  - Physical Indicators for Flowing/Non-Flowing Locations
    - Deposits, Staining, or Algae Growth
    - Abnormal Vegetation – Stressed or Overgrown
    - Outfall or Catch Basin Damage
    - Comments
  - Based on inspection results, MTA Env Services Coordinator will follow up with detailed evaluation of suspect locations

72

STORM WATER POLLUTION PREVENTION: Illicit Discharge Detection and Elimination

What does ILLICIT DISCHARGE mean?

"...any non-permitted discharge to...the waters of the State that does not consist entirely of stormwater or allowable non-stormwater discharges identified in Part IV(D)(3)(c)."

For example,

1. Illegal tie-in from sewer discharge
2. Chemical discharge from mill
3. Laundry or car wash discharges containing detergent

So, let's talk about...

- Permitted discharges
- Allowable non-stormwater discharges

73

ILLICIT DISCHARGE DETECTION AND ELIMINATION (IDDE)
NOTIFICATION FORM
Maine Turnpike Authority

INCIDENT DESCRIPTION

74

ILLICIT DISCHARGE DETECTION AND ELIMINATION (IDDE)
NOTIFICATION FORM
Maine Turnpike Authority

NOTIFICATIONS

REVIEW AND APPROVAL

75

Authorized Non-Stormwater Discharges

- Landscape irrigation
- Diverted stream flows
- Rising ground waters
- Uncontaminated ground water in filtration (as defined at 40 CFR 35.2005(20))
- Uncontaminated pumped ground water
- Uncontaminated flows from foundation drains
- Air conditioning and compressor condensate
- Irrigation water
- Flows from uncontaminated springs
- Uncontaminated water from crawl space pumps
- Uncontaminated flows from footing drains
- Lawn water runoff
- Flows from riparian habitats and wetlands
- Residual street wash water (where spills/leaks of toxics or hazardous materials have not occurred, unless all spilled material has been removed and detergents are not used)
- Hydrant flushing and fire fighting activity runoff
- Water line flushing and discharges from potable water sources

76

IDDE Inspection Class Exercise

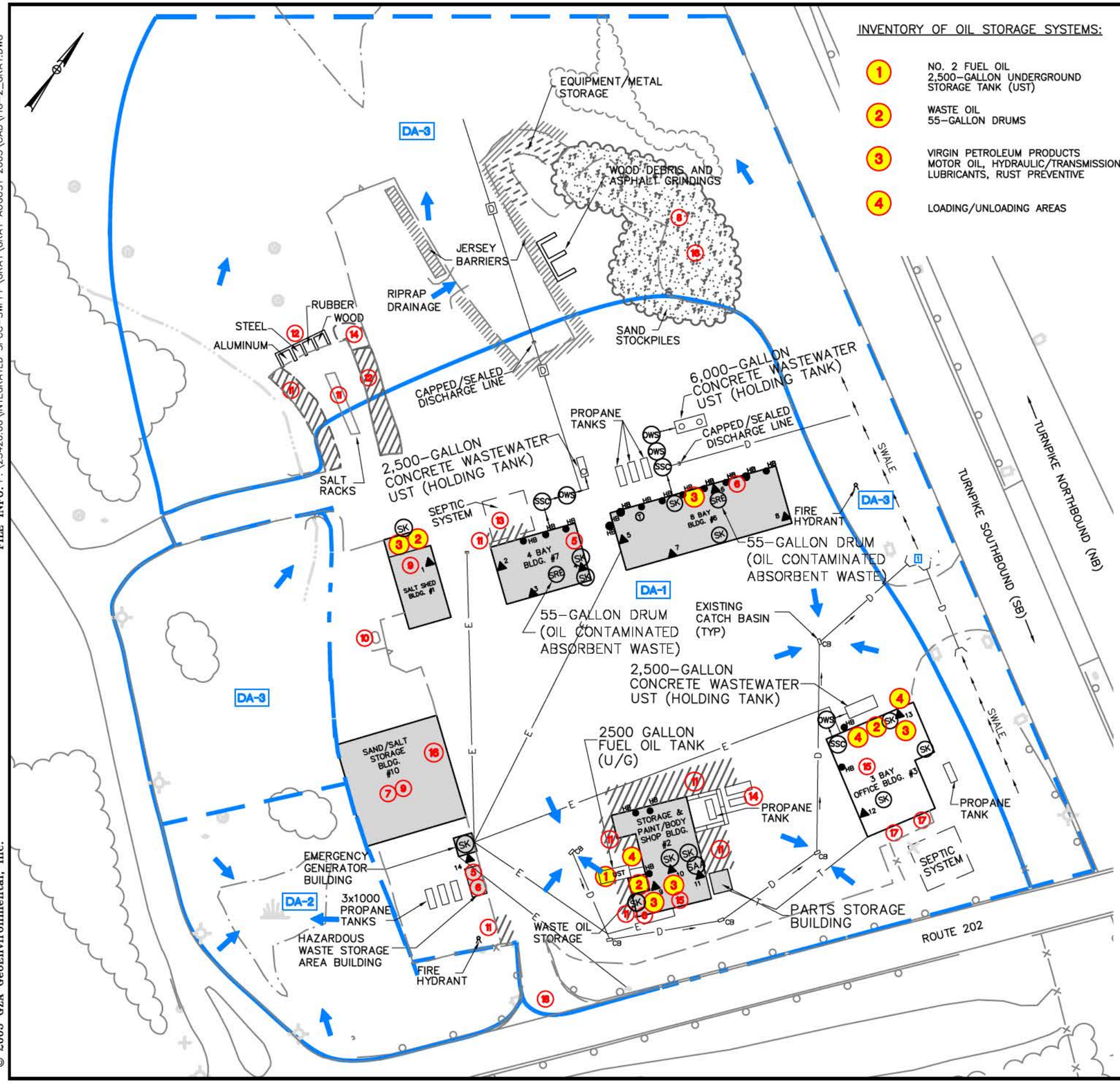
77

IDDE Inspection Class Exercise

78


MTA'S GOAL –
Environmental Quality!
79

FILE INFO: P:\25426.00\INTEGRATED SPCC-SWPPP\GRAY\GRAY AUGUST 2005\CAD\FIG-2_GRAY.DWG
September 06, 2005 12:18:27 p.m.



INVENTORY OF OIL STORAGE SYSTEMS:

1. NO. 2 FUEL OIL 2,500-GALLON UNDERGROUND STORAGE TANK (UST)
2. WASTE OIL 55-GALLON DRUMS
3. VIRGIN PETROLEUM PRODUCTS MOTOR OIL, HYDRAULIC/TRANSMISSION FLUID, LUBRICANTS, RUST PREVENTIVE
4. LOADING/UNLOADING AREAS

LEGEND:

- DRAINAGE AREA BOUNDARY
- DA-1 — DRAINAGE AREA NUMBER
- GENERAL DIRECTION OF STORM WATER FLOW
- EDGE OF PAVEMENT
- GUARDRAIL
- DRAINAGE SWALE
- 1 — OUTFALL LOCATION AND NUMBER
- 1 — OIL STORAGE LOCATIONS
- 10 — NON- SPCC POTENTIAL STORM WATER POLLUTANT SOURCE AREAS (REFER TO TABLE 6 FOR DESCRIPTION OF SOURCE AREAS)
- OUTDOOR EQUIPMENT/MATERIAL STORAGE
- OUTDOOR SAND STOCKPILE
- FIRE HYDRANT
- WETLAND AREAS
- HB — HOSE BIB (WATER)
- 12 — FIRE EXTINGUISHER
- SK — SPILL KIT
- SRE — SPILL RESPONSE EQUIPMENT
- OWS — 250-GAL. OIL/WATER SEPARATOR
- SSC — SOLIDS SETTLING CHAMBER
- SAA — HAZARDOUS OR UNIVERSAL WASTE SATELLITE ACCUMULATION AREA (SAA)
- D — DRAINAGE LINES
- T — TELEPHONE LINES
- E — ELECTRIC LINES
- CB — CATCH BASIN

NOTES:

1.) THE BASE MAP WAS PREPARED FROM A FIGURE INCLUDED AS PART OF THE CONTINGENCY PLAN FOR THE MTA GRAY MAINTENANCE FACILITY THAT WAS ORIGINALLY PROVIDED BY HNTB CORPORATION. UPDATES TO THE BASE MAP AND ADDITIONAL SITE FEATURES WERE ESTIMATED VISUALLY BY GZA PERSONNEL DURING THE FEBRUARY 2003 SITE VISIT AND SHOULD BE CONSIDERED APPROXIMATE LOCATIONS.

2.) DRAINAGE AREAS AND PATHWAYS SHOWN ON THIS PLAN HAVE BEEN DRAWN BASED ON TOPOGRAPHY AND SITE FEATURES PRESENT AT THE TIME OF GZA'S FEBRUARY 2003 SITE VISIT. THE OUTFALL DESIGNATIONS CORRESPOND TO DRAINAGE AREA DESIGNATIONS.

3.) NOT ALL UNDERGROUND UTILITIES ARE SHOWN. THE LOCATIONS OF THE INDICATED UNDERGROUND DRAINAGE AND UTILITIES IS APPROXIMATE.

GRAPHIC SCALE 0' 80' 160'

GZA GeoEnvironmental, Inc.
Engineers and Scientists
4 FREE STREET
PORTLAND, MAINE 04101
(207)879-9190

DES'D BY : RLS
CHK'D BY : RLS
APP'D BY : RAB
DRAWN BY : WLW
SCALE : 1"=80'
DATE : AUG 2005

INTEGRATED STORM WATER POLLUTION PREVENTION AND SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN

GRAY, MAINE

SITE PLAN

PROJECT No.: 25426

FIGURE No.: 2

EMERGENCY CONTACT LIST
GRAY HIGHWAY MAINTENANCE FACILITY

EMERGENCY COORDINATORS
Discoverer shall contact one of the following in the order presented

Primary Emergency Response Coordinator	Gary Montague, Highway Maintenance Supervisor	Office: (207) 657-5867 Cell phone: (207) 838-6826 Pager: (207) 759-8503
First Alternate Emergency Response Coordinator	Andy Perry, Highway Division Manager	Office: (207) 582-6350 Cell phone: (207) 831-5813 Pager: (207) 759-9721
Second Alternate Emergency Response Coordinator	Wes Jackson, Director of Highway & Equipment Maintenance	Office: (207) 871-7771 ext. 113 Cell phone: (207) 831-5811 Pager: (207) 750-2748

OTHER MTA CONTACTS
Discoverer or EC shall contact each of the following as soon as possible

MTA Communications Center	(207) 871-7771 ext.4
Curt Richardson, Loss Prevention and Safety Specialist	(207) 871-7771 ext. 358; cell: 671-3678; pg: 471-0546
John Branscom, Environmental Services Coordinator	(207) 871-7771 ext. 359; cell: 671-3487; pg: 471-0881

OTHER AGENCIES EMERGENCY CONTACT
(EMERGENCY DIAL 911 – other number for reference, if needed)

Gray Fire Department	**911** or (207) 657-3931
Maine State Police	(800) 482-0730
Maine Department of Environmental Protection **Spill Hotline** Central Office	 **(800) 482**-0777 (207) 287-7688
Maine Emergency Management Agency (MEMA)	(207) 287-4080
Maine State Emergency Response Commission	(800) 452-4464
Centers for Disease Control	(800) 311-3435
National Response Center	(800) 424-8802
EPA Region 1 Ken Rota, EPA representative	(617) 223-7265 (24 hours)

SPILL RESPONSE CONTRACTORS
EC will contact if spill recovery and/or cleanup assistance is required

Petroleum/Fuel Suppliers: No. 2 Fuel Oil: Union Oil Co. Propane: Downeast Energy Motor & Lubricating Oils: Maine Lubrication Services	 (207) 799-1521 (207) 799-5585 (207) 772-6513
Clean Harbors Environmental Services	(207) 799-8111 -or- (800) 526-9191
Environmental Projects, Inc.	(207) 846-0447 -or- (207) 657-2400
ENPRO Services, Inc.	(207) 799-8600

When a spill strikes.....

Maine Turnpike Authority
Highway Maintenance Facilities
Spill Response Procedures - Summary
Last Update - July 2003

1. Contact Site Emergency Coordinator

If not present when the spill is initially observed the Emergency Coordinator or back-up Coordinator should be immediately contacted. The Coordinator shall then direct actions at the site relative to the spill.

2. Assess the risk:

From the moment a spill occurs and throughout the response, determine the risks that may affect human health, the environment, and property. Always put safety FIRST. If possible, identify the spilled material, its source, and determine how much was spilled. Identify potential receptors (drains, etc). Determine if spill is minor, "Incidental" or "Non-incidental". If "Non-incidental" report immediately to MTA Communication Center. Com Center will contact emergency response agencies. Consider need to evacuate area where spill has occurred.

3. Extinguish all sources of ignition

Assess potential fire hazards. Extinguish or remove sources of flame or spark.

4. Select personal protective equipment (PPE):

If spill is " Incidental" and will be cleaned up by site personnel, choose the appropriate PPE to safely respond to the spill. Consult Material Safety Data Sheets (MSDS) and literature from chemical and PPE manufacturers for the best recommendations. If you are uncertain of the danger and the material is unknown, allow outside response agencies to respond to the incident.

5. Confine the spill / protect receptors:

SPEED COUNTS! Limit the spill area by blocking, diverting, or confining the spill. Use contained absorbents including the Socks, Booms and Mats found in spill kits. Stop the flow of the liquid before it has a chance to contaminate a water source. Spill kits are designed to facilitate a quick, effective response.

6. Stop the source:

After the spill is confined, stop the source of the spill. This may simply involve turning a container upright, or plugging a leak from a damaged drum or container. Transfer liquids from the damaged container to an appropriate new one.

7. Evaluate the incident and implement cleanup:

Once the spill is confined and the leak has been stopped, it is time to reassess the incident and develop a plan of action for implementing the spill cleanup. Spills are commonly absorbed. Pillows, mat pads, and absorbent can be used to absorb the remainder of the spill. Simply place the pillows and pads throughout the spill area. Once the absorbents are saturated with solvent, etc., they may be considered hazardous waste and should be disposed of as such. Oil soaked absorbents should be double bagged and shipped to an incinerator. Contact ME DEP or ME Dept of Public Safety to report the spill (if hasn't already been reported by the Communication Center).

8. Decontaminate:

Decontaminate the site, personnel, and equipment by removing or neutralizing the hazardous materials that have accumulated during the spill. This may involve removing and disposing of contaminated media, such as soil, that was exposed during spill incident.

9. Complete required reports

Complete all notifications and paperwork required by local, state, and federal guidelines for reporting spill incidents. Failure to do so can result in penalties. Coordinate with the MTA's Environmental Services Coordinator.

10. Conduct incident analysis

The Environmental Services Coordinator will conduct an incident analysis and develop plans to prevent recurrence.

SAFETY FIRST

NOTICE – IN CASE OF EMERGENCY

In the event of any emergency (fire, explosion, ruptured pipe, etc.), or a chemical/oil spill or release, the person discovering the emergency is to **IMMEDIATELY CONTACT** one of the following personnel, in the order presented below:

Emergency Response Coordinators

1. Gary Montague (Primary Contact)

   Work: (207) 657-5867
   Cell: (207) 838-5826
   Pager: (207) 759-8503

2. Andy Perry (First Alternate)

   Work: (207) 582-6350
   Cell: (207) 831-5813
   Pager: (207) 759-9721

3. Wes Jackson (Second Alternate)

   Work: (207) 871-7771, ext. 113
   Cell: (207) 831-5811
   Pager: (207) 750-2748

MTA Environmental Services Coordinator

John Branscom
Work: (207) 871-7771 ext. 359
Cell: (207) 671-3487
Pager: (207) 471-0881

During Off-Hours:

Call: **(207) 871-7771** *(option 4)*
MTA Communications Center/Maine State Police

SPILL REPORT FORM

Maine Turnpike Authority - Gray Maintenance Facility
Mile 63.3 Southbound (Route 115/202)

Gray, Maine 04039

INCIDENT DESCRIPTION

Is The Spill Reportable? ☐ Yes ☐ No

Location Where Occurred: _____

_____

Date Began: _____ Date Ended: _____

Time Began: _____ ☐ am ☐ pm Time Ended: _____ ☐ am ☐ pm

Spill/Release onto or into: (*check all that apply*) ☐ Air ☐ Ground ☐ Water

Is The Spill A Suspected Illicit Discharge to Stormwater? ☐ Yes ☐ No

Material Spilled/Released: _____

_____

Extremely Hazardous Substance (EHS) Involved? ☐ Yes ☐ No

Amounts Spilled/Released: _____

Amounts Recovered: _____

Source and Cause of the Discharge: _____

_____

_____

Is more spillage possible? ☐ Yes ☐ No **If yes**, amount: _____

Description of All Affected Media (*include weather conditions*): _____

_____

_____

What resources are at risk? (*check all that apply*)

☐ Public Safety ☐ Public Water or Well ☐ Private Water or Well ☐ Atmosphere

☐ Land or Ground ☐ Open Water ☐ Surface Drainage ☐ Storm Sewer

☐ Sanitary Sewer ☐ Vapors in Building ☐ Other (*specify*): _____

Damages or Injuries Caused by Discharge: _____

_____

_____

_____

Is an Evacuation necessary? ☐ Yes ☐ No

Corrective Action(s) Taken: _____

_____

_____

SPILL REPORT FORM

Maine Turnpike Authority - Gray Maintenance Facility
Mile 63.3 Southbound (Route 115/202)

Gray, Maine 04039

NOTIFICATIONS (To be made if spill is reportable)

AGENCY	PHONE NUMBER	CONTACT NAME	DATE/ TIME	REPORTING CRITERIA
Gray Fire Department	911 or 657-3931			If aid is needed to evacuate area
Maine State Police/State Emergency Response Commission (SERC)	1-800-482-0730			If aid is needed to evacuate or respond to spill
Maine Department of Environmental Protection				If spill is >5 gal. or visible sheen is present on surface water
SPILL HOTLINE	1-800-482-0777			
Central Office	287-7688			
Local Municipal Agency				If aid is needed to assess an illicit discharge (see IDDE SOP)
Maine Emergency Management Agency (MEMA)	287-4080			If aid is needed to evacuate or respond to spill
National Response Center (NRC)	1-800-424-8802			If visible sheen is present on surface water

OTHER EMERGENCY TELEPHONE NUMBERS (for reference, if needed):	
Environmental Protection Agency, Region 1	1-617-565-3590
Clean Harbors Environmental Services	1-207-799-8111
Environmental Projects, Inc.	1-207-846-0447
ENPRO Services, Inc.	1-207-799-8600
Maine Medical Center, Portland, ME	1-207-871-2381
Poison Control Center	1-800-562-8236

DOCUMENT INSTRUCTIONS GIVEN BY EACH AGENCY NOTIFIED: *(attach sheets as necessary)*

REVIEW AND APPROVAL

PREPARER OF SPILL REPORT:

(printed name) (signature) (date)

CONTRACTOR SITE SUPERVISOR:

(printed name) (signature) (date)

FACILITY OPERATOR:

(printed name) (signature) (date)

NOTE: In the event of a spill, Table 4 of this Plan should be updated; a copy of this *Spill Report* **must** be retained in Appendix D. A *BMP Incident and Corrective Actions Report* (see Appendix F-2) may also need to be completed and retained as part of this Plan.

NOTICE TO TRUCK DRIVERS

1. AUTHORIZATION FROM A TRAINED MTA FACILITY REPRESENTATIVE MUST BE OBTAINED PRIOR TO BEGINNING UNLOADING ACTIVITIES.

2. A TRAINED MTA FACILITY EMPLOYEE MUST BE PRESENT DURING ALL UNLOADING ACTIVITIES.

3. DRIVERS ARE REQUIRED TO REMAIN PRESENT AT ALL TIMES DURING UNLOADING ACTIVITIES.

4. CHECK TO BE SURE ALL VALVES AND VEHICLE OUTLETS ARE CLOSED AND HOSES DISCONNECTED BEFORE MOVING YOUR TRUCK AWAY.

5. SPILL RESPONSE EQUIPMENT IS LOCATED INSIDE THE PAINT SHOP, THE EMERGENCY ELECTRICAL GENERATOR BUILDING, AND 3-BAY EQUIPMENT /MAINTENANCE BUILDINGS.

APPENDIX F
ROUTINE FACILITY INSPECTION REPORTS

INSTRUCTIONS FOR MTA'S HIGHWAY MAINTENANCE FACILITY'S SPCC INSPECTION PROGRAM:

MONTHLY

1. Complete inspection items #1 through #4 on
Appendix F - Inspection Checklist
(If any issues present during inspection, complete
***Appendix F-2 - BMP/PM Incident and Corrective Action Report)**.*

2. Inventory Spill Equipment using pages 6 through 8 of **Inspection Checklist.**

3. Submit completed **Inspection Checklist**
(*and any **Corrective Action Reports**, if necessary*)
to the Environmental Services Coordinator for review and certification.

4. Maintain copies of the completed **Inspection Checklists**
in the facility's environmental file located in the Foreman's office.

QUARTERLY

1. In addition to the Monthly procedures listed above,
complete inspection items #5 through #18 on
Appendix F - SPCC/SWPPP Inspection Checklist
(If any issues present during inspection, complete
***Appendix F-2 - BMP/PM Incident and Corrective Action Report)**.*

2. Inventory Spill Equipment using pages 6 through 8 of **Inspection Checklist.**

3. Submit completed **Inspection Checklist**
(*and any **Corrective Action Reports**, if necessary*)
to the Environmental Services Coordinator for review and certification.

4. Maintain copies of the completed **Inspection Checklists**
in the facility's environmental file located in the Foreman's office.

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	INSPECTION FREQUENCY	YES / NO (Check Box)[1]	
1. No. 2 Fuel Oil / Underground storage tank (UST) Western side of Building #2 (Paint/Body Shop) - SPCC			
- A high level alarm system (audible and visual) is provided at the fill port to ensure proper filling of the UST.	Monthly	Yes ☐	No ☐
- Fill port is flush-mounted on the paved driveway and securely capped.	Monthly	Yes ☐	No ☐
- Inspections of the UST fill port area and surrounding ground surfaces confirm the absence of spills or leaks.	Monthly	Yes ☐	No ☐
- Post a sign at the fill port that warns the driver to disconnect the filling hose and inspect the vehicle for leakage before departure.	Monthly	Yes ☐	No ☐
- Work areas are maintained in clean and orderly condition.	Monthly	Yes ☐	No ☐
2. Waste Oil / Individual 55-gallon drums located in Bldg #2 (Paint/Body Shop) and in Bldg #3 (3-Bay garage/vehicle maintenance area) - SPCC			
- All containers are maintained in good condition, compatible with its contents and stored in doors on appropriate secondary containment pallets.	Monthly	Yes ☐	No ☐
- All containers are properly and plainly labeled.	Monthly	Yes ☐	No ☐
- Areas where waste oil is generated, accumulated and/or stored are inspected for evidence of spills or other pollutants contacting storm water.	Monthly	Yes ☐	No ☐
- Spill response equipment (see Table 3) is located proximate to waste oil generation and storage areas and is available for use during an accidental release.	Monthly	Yes ☐	No ☐
3. Virgin Petroleum Products / Motor oil, Hydr/Trans fluids, Lubricants, Rust Preventive Bulk storage (ASTs) within Bldg #3 (3-Bay garage); 55-gallon drums and other misc. containers located in Bldgs #2 and #6 - SPCC			
- All containers are maintained in good condition, compatible with its contents and stored in doors on appropriate secondary containment pallets.	Monthly	Yes ☐	No ☐
- All containers are properly and plainly labeled.	Monthly	Yes ☐	No ☐
- Areas where petroleum products are stored are inspected for evidence of spill or other pollutants discharged or contacting storm water as part of the facility's inspection program.	Monthly	Yes ☐	No ☐
- Spill response equipment (see Table 3) is located proximate to petroleum storage areas and is available for use during an accidental release.	Monthly	Yes ☐	No ☐
- Work areas are maintained in clean and orderly condition.	Monthly	Yes ☐	No ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	INSPECTION FREQUENCY	YES / NO (Check Box)[1]
4. Loading/Unloading Areas / No. 2 fuel unloaded at Bldg #2 (Paint/Body Shop) into UST; Holding tank (UST) at Bldg #3 (3-bay garage) cleaned out periodically - SPCC		
- Loading/unloading areas are inspected for evidence of spills or other pollutants discrhaged or contacting storm water as part of the facility's routine inspection program (and also prior to delivery truck departure).	Monthly	Yes ☐ No ☐
- Loading/unloading areas are maintained in clean and orderly condition.	Monthly	Yes ☐ No ☐
5. Antifreeze / Virgin and spent antifreeze Stored within Bldg #3 (if spent antifreeze is characterized as hazardous waste, this spent antifreeze is stored in HazWaste Storage Bldg) - SWPPP HazWaste		
- All containers are maintained in good condition, compatible with its contents and stored in doors on appropriate secondary containment pallets.	Quarterly	Yes ☐ No ☐
- All containers are properly and plainly labeled.	Quarterly	Yes ☐ No ☐
- Areas where antifreeze is stored are inspected for evidence of spills or other pollutants discharged or contacting storm water (Note: hazardous waste storage areas require daily inspections).	Quarterly	Yes ☐ No ☐
- Spill response equipment (see Table 3) is located proximate to antifreeze storage and is available for use during an accidental release.	Quarterly	Yes ☐ No ☐
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
6. Paint and paint by-products / Vehicle paint and paint thinner Bulk storage within Bldg #2 (Paint/Body Shop); small paint cabinet in Bldg #6 (8-bay) for touch-up paint storage - SWPPP HazWaste		
- All containers are maintained in good condition, compatible with its contents and stored in doors on appropriate secondary containment pallets.	Quarterly	Yes ☐ No ☐
- All containers are properly and plainly labeled.	Quarterly	Yes ☐ No ☐
- Areas where paint and paint by-products are used are inspected for evidence of spills or other pollutants discharged or contacting storm water as part of the facility's regular inspection program (Note: haz. waste storage areas require daily inspections).	Quarterly	Yes ☐ No ☐
- Spill response equipment (see Table 3) is located proximate to painting operations and is available for use during an accidental release.	Quarterly	Yes ☐ No ☐
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	INSPECTION FREQUENCY	YES / NO (Check Box)[1]
7. Sandpiles (Indoor Storage) / Sand Stockpiled within Bldg #10 (Sand/Salt Storage) - SWPPP		
- The area surrounding indoor sand stockpiles is inspected for evidence of spills or other pollutants contacting storm water as part of the facility's quarterly storm water inspection program.	Quarterly	Yes ☐ No ☐
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
8. Sandpiles (Outdoor Storage) / Sand and Gravel Stockpiles Northeastern corner of the facility, behind Bldg #6 (8-bay garage) - SWPPP		
- Sand piles are inspected for evidence of spills or other pollutants contacting stormwater, as well as erosion, as part of the facility's quarterly storm water inspection program.	Quarterly	Yes ☐ No ☐
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
9. Salt Piles (Indoor Storage) / Salt Stockpiled within Bldg #1 (Salt Shed) - SWPPP		
- Salt piles are inspected for evidence of spills or pollutants, such salt, potentially contacting storm water as part of the facility's quarterly storm water inpection program.	Quarterly	Yes ☐ No ☐
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
10. Outdoor Materials and Equipment Storage / Signs, guardrails, arrow and message board trailers, plows, salt racks, tires, etc. stored outdoors around yard - SWPPP		
- Areas of outdoor material and equipment storage are inspected for evidence for evidence of spills or pollutants contacting storm water as part of the facility's quarterly storm water inspection program.	Quarterly	Yes ☐ No ☐
- Outdoor storage areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
11. Calcium Chloride (CaCl) Deicing Solution / Liquid CaCl Deicing Solution Tank located outside beside Bldg #1 (Salt Shed) - SWPPP		
- This tank and surrounding area is inspected for evidence of spills or other pollutants discharged or contacting storm water as part of the facility's quarterly storm water inspection program.	Quarterly	Yes ☐ No ☐
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	INSPECTION FREQUENCY	YES / NO (Check Box)[1]
12. Outdoor Storage of Scrap Materials/Waste Debris / Rubber, wood, metal and concrete debris Stockpiled outdoors in the northern portion of GMF behind the 4- and 8-bay garages - SWPPP		
- Areas where outdoor storage of scrap materials and waste debris is accumulated and/or stored are inpsected for evidence of spills or other pollutants discharged or contacting storm water as part of the facility's routine inspection program	Quarterly	Yes ☐ No ☐
- Outdoor storage areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
13. Municipal Solid Waste (MSW) / Municipal solid waste dumpster Located behind Bldg #6 (8-bay garage) - SWPPP		
- MSW containers are inspected for evidence of spills or other pollutants discharged or contacting storm water as part of the facility's regular inspection program.	Quarterly	Yes ☐ No ☐
- The MSW container and the surroudning area are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
14. Vehicle Parking Awaiting Maintenance / Vehicles (e.g., trucks) and equipment (e.g., tractor) parked around yard outside - SWPPP		
- Areas where vehicle/equipment parking occurs are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
- Areas where vehicles/equipment are parked awaiting maintenance/repair are inpsected for evidnece of spills or other pollutants discharged or contacting storm water as part of the facility's routine inspection program.	Quarterly	Yes ☐ No ☐
- Confine the storage of leaky or leak-prone vehicles/equipment awaiting maintenance to deisgnated areas. At GMF, leaky/leak-prone vehicles are serviced indoors immediately. Vehicles/equipment parked outside awaiting maintenance are inspected regularly.	Quarterly	Yes ☐ No ☐
15. Vehicle and Equipment Maintenance/Washing Areas / Vehicle and Equipment Maintenance Primarily performed within Bldg #3 (3-bay garage); some other routine maintenance (fluids top off, vehicle washing, etc.) in Bldgs #6 and #7 - SWPPP SPCC		
- Areas where vehicle and equipment maintenance, repair and/or washing occur are inspected for evidence of spills or other pollutants dicharged to or contacting storm water as part of the facility's routine inspection program.	Quarterly	Yes ☐ No ☐
- Vehicle and equipment maintenance areas are inspected on a regular basis for evidence of spills, leaks or pollutants that may have the potential to contact storm water.	Quarterly	Yes ☐ No ☐
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	INSPECTION FREQUENCY	YES / NO (Check Box)[1]
16. Significant Dust or Particulate / Sand and Gravel piles/unpaved areas, sand and bead blasting of snow plows and associated equipment Located in northern portion of GMF - SWPPP		
- Areas susceptible to erosion are inspected as part of the facility's regular inspection program. Inspection in this area includes identifying any evidence of erosion or evidence of spills or pollutants discharged or contacting storm water.	Quarterly	Yes ☐ No ☐
17. Authorized Non-Storm Water Discharge / Air condition condensate Two window-mount AC units in office area of Bldg #3 (3-bay garage) - SWPPP		
- Areas where air conditioning condensate may be discharged are inspected as part of the facility's routine inspection program.	Quarterly	Yes ☐ No ☐
18. Significant Off-Site Pollutant Source / Runoff from Route 115/202 enters GMF storm water conveyance system on south end of GMF - SWPPP		
- The blocked off driveway formerly used to access the facility from Route 202 will be inspected for significant off-site runon to the GMF as well evidence of spills or other pollutants discharged or contacting storm water.	Quarterly	Yes ☐ No ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	INSPECTION FREQUENCY	YES / NO (Check Box)[1]

SPILL EQUIPMENT USED AT THIS FACILITY:

(If Tamper Device is present, no further inspection is required)

Spill Kit-01

Location Building #2 (Paint/Body Shop)

Contents	*Present?*
Tamper proof labels	Y ☐ N ☐
Sorbent Pillows (6)	Y ☐ N ☐
Shovels - Spark proof	Y ☐ N ☐
Rubber gloves	Y ☐ N ☐
Rags	Y ☐ N ☐
Push Brooms	Y ☐ N ☐
Goggles	Y ☐ N ☐
Emergency Response Guide	Y ☐ N ☐
65 gallon over-pack drum	Y ☐ N ☐
30 gallon drums	Y ☐ N ☐
10' Socks (6)	Y ☐ N ☐

Spill Kit-02

Location Building #2 (Paint/Body Shop)

Contents	*Present?*
Gallon jug of Spill Magic powder absobent	Y ☐ N ☐

Spill Kit-03

Location Building #2 (Paint/Body Shop)

Contents	*Present?*
Box of sorbent pads	Y ☐ N ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	INSPECTION FREQUENCY	YES / NO (Check Box)[1]

Spill Kit-04

Location Building #3 (3-bay garage)

Contents	*Present?*
Tamper proof labels	Y ☐ N ☐
Sorbent Pillows (6)	Y ☐ N ☐
Shovels - Spark proof	Y ☐ N ☐
Rubber gloves	Y ☐ N ☐
Rags	Y ☐ N ☐
Push Brooms	Y ☐ N ☐
Goggles	Y ☐ N ☐
Emergency Response Guide	Y ☐ N ☐
65 gallon over-pack drum	Y ☐ N ☐
10' Socks (6)	Y ☐ N ☐

Spill Kit-05

Location Building #3 (3-Bay garage)

Contents	*Present?*
Gallon jug of Spill Magic powder absobent	Y ☐ N ☐

Spill Kit-06

Location Building #3 (3-Bay garage)

Contents	*Present?*
Box of sorbent pads	Y ☐ N ☐

Spill Kit-07

Location Building #6 (8-bay garage)

Contents	*Present?*
Gallon jug of Spill Magic powder absobent	Y ☐ N ☐
Box of sorbent pads	Y ☐ N ☐

Spill Kit-08

Location Building #6 (8-bay garage)

Contents	*Present?*
Acid Spill Kit	Y ☐ N ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM | **INSPECTION FREQUENCY** | **YES / NO (Check Box)[1]**

Spill Kit-09

Location Building #7 (4-bay garage)

Contents	*Present?*
Tamper proof labels	Y ☐ N ☐
Shovels - Spark proof	Y ☐ N ☐
Push Brooms	Y ☐ N ☐
Gallon jug of Spill Magic powder absobent	Y ☐ N ☐
Box of sorbent pads	Y ☐ N ☐
65 gallon over-pack drum	Y ☐ N ☐

Spill Kit-10

Location Building #7 (4-bay garage)

Contents	*Present?*
Acid Spill Kit	Y ☐ N ☐

Spill Kit-11

Location Emergency Electrical Generator Building

Contents	*Present?*
Tamper Proof labels (6)	Y ☐ N ☐
Sorbent Wiper Pads (56)	Y ☐ N ☐
Sorbent Pillows (6)	Y ☐ N ☐
PIG Mat Pads (40)	Y ☐ N ☐
Instruction Manual	Y ☐ N ☐
Gallon jug of Spill Magic powder absobent	Y ☐ N ☐
Emergency Response Guide	Y ☐ N ☐
Disposal bags and ties (6)	Y ☐ N ☐
65 gallon over-pack drum	Y ☐ N ☐
48" Socks (10)	Y ☐ N ☐
10' Socks (6)	Y ☐ N ☐

Spill Kit-12

Location Building #1 (Salt Shed)

Contents	*Present?*
Box of sorbent pads	Y ☐ N ☐

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F
SPCC/SWPPP INSPECTION CHECKLIST

Date: _____ Inspection Completed By: _____ Wet or Dry Weather: _____

POLLUTANTS ENTERING DRAINAGE SYSTEMS

Is there any evidence of pollutants entering the storm water conveyance systems from the following areas?

SOURCE # / AREA INSPECTED / INSPECTION ITEMS – REGULATORY PROGRAM	**INSPECTION FREQUENCY**	**YES / NO (Check Box)[1]**

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly respons ble for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Reviewed by (John Branscom, Environmental Services Coordinator): _____ Date:_____

(1) If the answer is "No" to any of the inspection items, identify the specific conditions observed for each source on the reverse side of this page, and initiate corrective actions. Document corrective actions using the "BMP INCIDENT AND CORRECTIVE ACTION REPORT."

APPENDIX F-2
BMP/PM INCIDENT AND CORRECTIVE ACTION REPORT

Instructions:	This worksheet is to be completed when evidence of pollutants entering the storm water system or ineffective BMPs/PMs are identified. When complete, this report should be attached to the activity record that initiated this corrective action.

Report Initiated by: ☐ Monthly SPCC Inspection ☐ Quarterly Stormwater Inspection ☐ Other_____

Date:	Time:	Potential Pollutant Source Number (if applicable):

Report Completed by:

1. Observations:

2. Are additional BMPs/Pms appropriate? If any changes are necessary including repair or maintenance, describe change needed and date completed below:

Change/Activity	Date Completed

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations

Reviewed By:_____
Authorized Signature

Date:_____

STANDARD OPERATING PROTOCOL (SOP) AND PROCEDURES FOR IDENTIFYING AND DOCUMENTING SUSPECTED ILLICIT DISCHARGES OR NON-STORM WATER DISCHARGES IN ACCORDANCE WITH THE MAINE TURNPIKE AUTHORITY'S ILLICIT DISCHARGE DETECTION & ELIMINATION (IDDE) PROGRAM

In accordance with the requirements of the MEPDES General Permit Part IV(D)(3)(a through c), this protocol has been prepared by the Maine Turnpike Authority (MTA) for developing, implementing, and enforcing procedures to detect and eliminate illicit discharges and non-storm water discharges, as defined in 06-096CMR521(9)(b)(2), except as provided in Part IV(D)(3)(c) of the General Permit. A summary of the MTA's standard operating procedures for mapping, field inspections, notification of internal and external agencies, and follow-up response actions relative to the identification and tracing of suspected illicit discharges are listed below:

1. Using GPS equipment and software, the MTA shall inventory and map storm water outfalls and storm sewer systems (catchbasins, manholes, and other drainage systems) within the MTA's Right-of-Way (ROW) that intersect or pass through the urbanized areas (UAs) located within the regulated MS4 municipalities along the Maine Turnpike (I-95) corridor. The UAs shall be mapped in a phased schedule based on selected prioritization criteria as shown on the attached UA Prioritization Table.
2. MTA highway maintenance or environmental management personnel that have received training in accordance with the SWPP Plan requirements shall conduct dry weather IDDE field inspections using the attached IDDE Log-1 (Primary) for each storm water outfall previously identified and mapped under item 1 above. The dry weather IDDE inspections shall be conducted in conjunction with routine highway maintenance activities including routine cleaning of catchbasins and other routine construction-related projects and/or in conjunction with the outfall inventory and mapping field surveys.
3. In the event that a potential illicit discharge or non-storm water discharge is identified during the dry weather IDDE inspection program, immediately contact and submit a copy of IDDE Log-1 (Primary) identifying the illicit discharge to the MTA's Environmental Services Coordinator listed below:

   John Branscom
   MTA Environmental Services Coordinator
   Office: (207) 871-7771 Ext. 359
   Cell: (207) 671-3487
   Pager: (207) 471-0881
   Fax: (207) 878-9702

4. The MTA's Environmental Services Coordinator or designee shall conduct a follow-up IDDE field inspection using the attached IDDE Log-2 (Comprehensive) and, if necessary, shall conduct additional water quality testing to aid in the identification and assessment of the suspected illicit discharge or non-storm water discharge.
5. If necessary, the MTA's Environmental Services Coordinator shall notify the appropriate state (Maine DEP) and/or local enforcement agency (local MS4 municipality) to further assess and locate the source of the suspected illicit connection/discharge or non-storm water discharge (Note: the local municipality will be dependent upon actual location of identified suspected illicit discharge or non-storm water discharge):

   David Ladd
   Maine DEP, Bureau of Land & Water Quality (BLWQ)
   Office: (207) 287-5404
   Toll Free (800) 452-1942

6. In conjunction with the local and/or state enforcement agency, the MTA's Environmental Services Coordinator shall coordinate additional response actions to trace the source of the suspected illicit discharge or non-storm water discharge, if necessary. Additional response actions may include additional visual or video inspections of the storm sewer systems and/or dye/smoke testing of the storm sewer systems by qualified MTA maintenance personnel or MTA subcontractors.
7. The MTA's Environmental Services Coordinator shall ensure the proper documentation of IDDE field inspection logs and shall maintain copies of field inspection logs and follow-up response actions relative to suspected or identified illicit discharges or non-storm water discharges identified during the implementation of this IDDE program and protocols established herein.

IDE_ _g - 1

Preliminary Outfall / IDDE Dry Weather Reconnaissance & Inspection Log
Maine Turnpike Authority

Outfall or Catchbasin I.D.: (OF-000X or CB-000X)	Date (mm/dd/yy)	Physical Description				Physical Indicators for Flowing Outfalls or Catchbasins Only								
		Location		Type of Flow (✓)		Odor (✓)			Color (Describe):	Floatables (✓)				
		UA Town I.D.	Nearest Mile Marker (within 0.1 Mi.)	Flowing Water / Stream	Stagnant Pool	Sewage	Petroleum (Oil) or Gas	Other (Describe):		Sewage	Petroleum (Oil) or Gas (Product or Sheen)	Suds	Excessive Algae Bloom	Other (Describe):
				☐	☐	☐	☐			☐	☐	☐	☐	
				☐	☐	☐	☐			☐	☐	☐	☐	
				☐	☐	☐	☐			☐	☐	☐	☐	
				☐	☐	☐	☐			☐	☐	☐	☐	
				☐	☐	☐	☐			☐	☐	☐	☐	

Outfall or Catchbasin I.D.: (OF-000X or CB-000X)	Date (mm/dd/yy)	Physical Indicators for Both Flowing & Non-Flowing Outfalls or Catchbasins						
		Deposits, Staining, or Algae Growth	Abnormal Vegetation (✓)		Outfall or CB Damage	Suspected Illicit Disharge	Authorized Non-Stormwater Discharges (See List Below*)	
		Yes or No (If Yes, Describe)	Excessive or Plush Growth	Stressed or Dead	Yes or No (If Yes, Describe)	Yes or No (If Yes, Notify Env. Coord.)	Yes or No (If Yes, Note Type or Number From List Below*)	Comments or Other Observations (Use Back of Form, If Necessary)
			☐	☐				
			☐	☐				
			☐	☐				
			☐	☐				
			☐	☐				

Note: *An Illicit Discharge includes any discharge that is not entirely composed of stormwater, except for the Authorized Non-Stormwater Discharges listed below. Examples include sanitary sewer discharges (illegal tie-ins), chemical discharges from mills, and laundry or car wash discharges containing detergents, ect.*

*** List of Authorized Non-Stormwater Discharges:**

1. Landscape or Lawn Irrigation
2. Diverted Stream Flow
3. Rising Groundwaters
4. Spring Flow
5. Groundwater Infiltration
6. Pumped Groundwater
7. Founddation Drain, Footing Drain, or Sump Pump Flow
8. Air Conditioning/Compressor Condensate
9. Wetland or Habitat Flow
10. Residual Street Wash Water
11. Fire Hydrant Flushing or Fire-Fighting Activity Runoff
12. Water Line Flushing or Potable Waster Source Discharge

MAINE TURNPIKE AUTHORITY
SPILL PREVENTION, CONTROL AND COUNTERMEASURES TRAINING
AND
STORM WATER POLLUTION PREVENTION TRAINING
MAY 2006
COMPLIANCE EXAM

Name: _____ Score: _____

Signature: _____

Date: _____

1. The MTA York and Crosby Maintenance facilities are subject to federal SPCC requirements because:

   a. George W. Bush stopped by on a visit to Maine and noticed the sites were messy.
   b. Each facility has the capacity to store more than 1,320 gallons of oil in aboveground storage tanks.
   c. Each facility has more than 42,000 gallons of underground oil storage.
   d. MTA decided to enroll these facilities in a pilot program for spill prevention.

2. Employees discovering an oil spill must take immediate steps to:

   a. Make a determination whether it is “incidental” or “non-incidental”
   b. Stop the release if you can do so without risk to your personal safety
   c. Take immediate steps to ensure their own and surrounding workers’ safety
   d. Notify the SPCC Coordinator, and (when in doubt) contact the MTA Communications Center
   e. All of the above

3. When removing snow removal equipment (such as plow blades and sand/salt hoppers) from trucks for seasonal storage, the first thing that you should do is:

   a. Start the countdown for an untimely blizzard;
   b. Notify the SPCC Coordinator, Environmental Services Director, MTA Communications Center, and DEP that you declare today the first day of mud season;
   c. Cap each hose line with the fitted plug to minimize leakage;
   d. All of the above

4. MTA policy requires monthly inspections of all equipment, tanks, and oil storage areas at its facilities that store oil and petroleum products.

   a. TRUE
   b. FALSE

5. An important initial step that may need to be taken in the event of a spill is to:

    a. Make sure you look around to see who is nearby so you can blame it on them
    b. Post your resume on monster.com
    c. Pretend that it never happened
    d. Cover/protect floor drains, catch basins, and drainageways to prevent the migration of oil toward or into navigable water

6. In addition to spill kits available at each site, MTA also provides absorbent pads for spill response at each facility. After absorbent pads are used, they should be deposited:

    a. In the nearest trash can
    b. In the nearest dumpster
    c. In a drum marked "used absorbent materials"
    d. In a drum marked "used oil"
    e. Any of the above

7. Sump socks and absorbent pads in floor drains should be inspected monthly and replaced if saturated

    a. TRUE
    b. FALSE

8. As part of MTA's 5-year Storm Water Management Plan (SWMP), the following practices must be followed:

        a. Storm water features must be mapped within all urbanized areas;
        b. Dry weather inspections must be performed for all mapped storm water features;
        c. All authorized non-stormwater discharges must be identified;
        d. Appropriate procedures must be followed when an illicit discharge is detected; or
        e. All of the above

9. Which of the following is an example of an illicit discharge?

        a. Antifreeze spills from an automobile accident into a nearby catch basin
        b. An outlet pipe discharging green glowing goo to the ditch along the Turnpike
        c. Runoff from lawn watering
        d. Both a. and b.

10. If you discover an illicit discharge, you should immediately

    a. Call the local news stations;
    b. Notify the Environmental Services Coordinator and help fill out the IDDE log and spill report form;
    c. Call the State Police;
    d. Contact your supervisor and schedule your vacation right away; or
    e. Both a. and d.

MTA SPILL PREVENTION, CONTROL AND COUNTERMEASURE (SPCC) AND STORM WATER POLLUTION PREVENTION (SWPP) TRAINING

May 2006

We are VERY interested in hearing your opinions regarding this training. Please take a few minutes and fill out the following information. Don't be shy - tell us what you really think! We will use this information to improve future seminars and address your concerns. Please provide details if possible. Thanks!

RATING SCALE:
1 – Excellent, outstanding
2 – Good, above expectations
3 – Satisfactory
4 – Fair, needs some improvement
5 – Poor, completely lacking

Name (**optional**):

1) How would you rate the instructor(s), with regard to presentation:
   a. Skills and knowledge of materials

   b. Knowledge of specific MTA policies and procedures

   c. Responsiveness to class concerns/questions:

2) Please rate and comment on our presentations

   a) SPCC-related topics

   b) SWPP-related topics

   c) videos

3) Please provide your opinion regarding the quality and usefulness of our course materials

4) Would you like more (or less) time spent:
   a. On any subject or topic?

   b. Using videos?

   c. Discussions pertaining to your particular facility

5) What is your overall rating of the course (5 being the lowest and 1 being the highest)? Have you attended other hazardous waste compliance seminars or training courses, and if so, how does our course compare?

   _____
   _____

THANK YOU VERY MUCH!