MAINE TURNPIKE AUTHORITY

2007 PROGRESS REPORT
ON IMPLEMENTATION OF THE STORMWATER
MEMORANDUM OF AGREEMENT

Prepared by:
Maine Turnpike Authority

Submitted on:
May 30, 2008

think blue
clean water starts with you!

Stormwater Protection in Maine

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I. INTRODUCTION

The purpose of this Progress Report is to comply with the requirements in the Stormwater Memorandum of Agreement (MOA) currently 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 2007; projects and activities anticipated in 2008; 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 is located in **Appendix A**. The MOA was updated in November 2007 with a significant coordinated effort among MTA, MaineDOT, and DEP. Changes to the MOA and associated operating criteria will be reflected in the 2008 annual report.

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 Maine Department of Environmental Protection's (DEP) Nonpoint Source Program (NPS) or are Professional Engineers (PEs) experienced with stormwater requirements are listed in **Table 1** of **Appendix B**.

In 2007, MTA continued to place a high priority on stormwater training for employees in several internal departments which include: Highway & Equipment Maintenance; and Engineering & Building Maintenance. With an approximate 15% increase over previous years, MTA had 80% of its Supervisors and Foremen in the Highway & Equipment Maintenance Department certified through the DEP Nonpoint Source (NPS) Program in 2007. Also with an approximate 15% increase over previous years, the MTA Engineering Department in 2007 had 90% of its staff certified.

The Turnpike has attended DEP and MaineDOT training sessions and workshops through 2007, and also plans to continue to attend joint training and workshop sessions in 2008 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 eighteen (18) linear construction projects in 2007. Of the eighteen (18) projects awarded in 2007, MOA applicability and subsequent reporting is required for eleven (11) projects[1]. These eleven (11) projects, plus three (3) construction projects awarded in 2006 that remained under construction (see **Table 2**) in 2007, are listed in **Table 3** of **Appendix B** along with a summary of the permanent stormwater Best Management Practices (BMPs) installed as part of these fourteen (14) construction projects managed under the MOA in 2007.

As seen in **Table 3**, a significant number of the BMPs installed in 2007 were associated with upgrades to existing infrastructure, including bridge, pavement, and guardrail rehabilitation.

c. MTA Highway Maintenance Department Construction Projects

MTA's Highway Maintenance Department completed four (4) small 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 2007. In addition to the projects listed in **Table 4**, a significant amount of slope repair was conducted from York to Gardiner.

d. Post Construction Maintenance and Inspection

Operations & Maintenance (O&M)

A summary of the O&M tasks accomplished in 2007 is presented in **Table 5** of **Appendix B**. The most common maintenance activities accomplished by MTA's Highway Maintenance Department in 2007 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 catch basins and associated culverts; repairs and catchment cleanouts are subsequently performed as needed. Similar to previous years, approximately 50% of the catch basins contained enough sediment to require cleaning.

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

[1] The six (6) remaining projects, listed in **Table 2** are considered non-linear projects (e.g., service plazas and administrative building), therefore MOA coverage is not applicable.

Coordinator conducts a periodic review of the O & M Summary Tables at each Highway Maintenance Facility to track progress throughout the year.

Inspections

In 2007, HNTB (MTA's primary construction contractor) 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 2007. 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 is 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 pipes. All box culverts and pipes 60 inches in diameter are inspected every year. Pipes 36 to 54 inches in diameter are inspected on a five-year cycle and were inspected in 2006 and found to be in satisfactory condition.*
>
> *Additionally, the Maine Turnpike mitigated several slope and drainage system failures within its highway maintenance forces last year. The locations include mile 3 westbound on the Falmouth Spur, Mile 51.2 southbound on the maineline, and Mile 86 northbound.*

In addition to the HNTB inspections and surveys in 2007, MTA continued implementing its Stormwater Management Plan (SWMP) as required by the NPDES Phase II Municipal Separated Storm Sewer System (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; developing 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.

III. ACTIVITIES AND CONSTRUCTION PROJECTS PLANNED FOR 2007

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 MTA employees. This training program complies with MTA's NPDES Phase II MS4 Stormwater Management Plan (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 C**, 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 2007, 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 2004. In 2008, MTA will primarily focus on bridge repair/maintenance projects, including the following projects summarized in **Table 6** of **Appendix B** that will be managed in accordance with the existing MOA :

- eight bridge repairs from Falmouth to Gardiner;
- pavement and guardrail rehabilitation projects in Lewiston-Sabattus, Cumberland-Gray, and Litchfield-Gardiner; and
- interchange improvements in Auburn, Gardiner, and West Gardiner.

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.). Anticipated construction projects to be performed by MTA Highway Maintenance are likely to be 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 7**) will include the removal of sand from guard rails and other ancillary facilities (e.g., parking lots, median crossovers, toll facilities, etc.), as well as routine sweeping of paved areas.

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
Dale Cook, 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
Jim Sotir, Foreman at Kennebunk Highway Maintenance Facility
Roger Cabana, Foreman at York Highway Maintenance Facility
John Branscom, Environmental Services Coordinator

HNTB, Inc.
Roland Lavallee, 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
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 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: 5/30/03

By: _____

Samuel M. Zaitlin, Chairman

APPENDIX B

TABLES 1 – 7

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		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Dionne, Rick	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Cabana, Roger	MTA			Pollution Prevention (SPCC/Stormwater Phase II)
Cook, Dale	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Franklin, Bill	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II) Conference on Better Roads and Parking: Design and Construction Maintenance
Jackson, Wes	MTA			Pollution Prevention (SPCC/Stormwater Phase II)
Lachance, Scott	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Mathews, Roger	MTA			Pollution Prevention (SPCC/Stormwater Phase II)
McConihe, Scott	MTA			Pollution Prevention (SPCC/Stormwater Phase II)
Merfeld, Peter	MTA	Y		
Montague, Gary	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Naragon, Tom	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Ouellette, Gerry	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Perry, Andy	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Sotir, James	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Tartre, Stephen	MTA	Y	Y	
Thomspon, Bill	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Warchol, Scott	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Wells, Bill	MTA		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[(1)]	HNTB	Y	Y	

NOTES:
"MTA-ENG" indicated that tehe specified personel is assigned to Engineering
"MTA-HM" indicated that the specified personel is assigned to Highway Mainterance
"MTA-COO" indicated Chief Operations Officer
(1) Keith Wallace was employed by HNTB until June 30, 2007

TABLE 2- LIST OF CONSTRUCTION PROJECTS

Summary of construction contracts and solicitations issued in 2007

Contract Number	Approximate Location	Description
2006.01	Lewiston/Auburn/South Portland	Pavement Rehabilitation
2006.03	Sabattus	Cobbosseecontee Bridge Rehabilitation
2006.04	Kennebunk	Kennebunk Travel Plaza
2007.01	Portland	Congress Street Underpass Reconstruction
2007.02	Gray/New Gloucester	Paving and Guardrail Improvements
	Saco	Paving
2007.03	West Gardiner	West Gardiner Service Plaza & Route 126 water & sewer and roadway improvements*
2007.04	West Gardiner	West Gardiner Service Plaza/Rest Area*
2007.06	Gray/Litchfield	Maintenance Material Storage Units
2007.07	Portland	Administration Building*
2007.08	Litchfield	Bridge Painting
2007.09	Kennebunk	Pavement Rehabilitation at Kennebunk Service Plazas*
2007.10	Cumberland/Gray	Pavement Rehabilitation at the Service Plazas*
2007.11	Auburn	South Main Street Underpass Bridge Rehabilitation
2007.12	West Gardiner	West Gardiner Westland Mitigation Site*
2007.13	York to Wells	Right of Way Fence Project

Contract Number	Approximate Location	Description
S2007.52	Cumberland	Service Station Repair*
S2007.53	Auburn	South Main Street Bridge Demolition
S2007.58	Sabatttus	Lunts Hill Road Bridge Repair
S2007.59	Falmouth	Presumpscot River Bridge Joint Repair
S2007.61	Kennebunk	Mousam River Bridge Rail Repair

* MOA not applicable

TABLE 3 - BMPs ASSOCIATED WITH PROJECTS IN 2007

Maine Turnpike Authority

Inventory of Permanent BMPs

Total summary of All BMP's installed by the MTA Contracts and Soliciations between 2006 and 2007 - Listed by project

Contract Number	Project Location/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
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
2006.04	Kennebunk Kennebunk Travel Plaza*	2007					0.40					
2007.01	Portland Congress Street UnderPass Reconstruction	2007		2		3			0.42		3	
2007.02	Gray/New Gloucester Paving and Guradrail Improvements	2007			1	2					52	
2007.09	Kennebunk Pavement Rehabilitation at Service Plaza*	2007									10	
2007.10	Cumberland/Gray Pavement Rehabilitation at Service Plazas*	2007									12	
2007.11	Auburn South Main Street Underpass Bridge Rehabilitation	2007		4	3	1			0.69		2	
	All Projects Total:			**6**	**9**	**9**	**0.40**		**2.11**	**2**	**146**	**2**

* MOA not applicable

TABLE 4

Maine Turnpike Authority
Inventory of Permanent BMP's

Summary of MTA Highway Maintenance Department New Construction/Installation Projects Accomplished in 2007

Approximate Location	Project Description	Sediment Traps/ Catch basins (Qty #)	Rip Rap Down spout (Qty#)	Culvert Inlet Protection (stone) (Qty#)	Slope Stabilization (x1000SF)	Veg. Buffer (x1000SF)	Perm. Check Dam (Qty#)	Outer Perimeter Barkgrindings Barrier (#LF)
Kennebunk HMF	Biddeford Toll Employee Parking Lot	0	0	0	1	1	0	0
Gardiner HMF	Shoulder Reconstruction (MM105)	0	0	0	2	1	0	0
Crosby HMF	Culvert Replacement	0	0	1	0	0	0	0
Gray HMF	Waterline Installation	0	0	0	0	0.5	0	0

TABLE 5

Maine Turnpike Authority

Summary of MTA Highway Maintenance Department and Engineering Department Operations and Maintenance (O&M) Accomplished in 2007

Highway Maintenance Facility	Location	Repair/Redo Ditching (#Miles Linear Total)	Culvert /Downspout Repair /Maintenance (Qty. #)	Catch Basin Repair /Maintenance (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	0.25	6	1	29.4	1950	140	66	95	24	60
Gray HMF	Falmouth to New Gloucester	0.75	31	1	28.6	4,120	152	30	28.6	12	28.6
Auburn HMF	New Gloucester to Sabattus	0	2	2	40	6,950	209	125	40	30	40
Litchfield and Gardiner HMF	Sabattus to Augusta	0	7	2	44.2	7,500	256	100	90	70	90
TOTALS	**Kittery to Augusta**	**1.5**	**46**	**13**	**218.2**	**22,820**	**1,227**	**551**	**334.6**	**161-165**	**294.6**

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

Maine Turnpike Authority

Summary of anticipated construction contracts to be issued in 2008

Contract Number	Approximate Location	Description
2008.01	New Gloucester	Mayall Road Underpass Reconstruction
2008.02	Gray to Gardiner	Bridge Painting
2008.03	Gray to Gardiner	Bridge Repair
2008.04	Gray to Gardiner	Bridge Repair
2008.05	Gray to Gardiner	Bridge Repair
2008.06	Gray to Gardiner	Bridge Repair
2008.07	Gray to Gardiner	Bridge Repair
2008.08	Cumberland/Gray & Lewiston/Sabattus	Paving and Guardrail Improvements
2008.09	West Gardiner & Gardiner	Paving Interchange and Ramps
2008.11	Litchfield/West Gardiner	Guardrail Modifications
S2008.50	Falmouth	Presumpscot River Bridge Debris Removal
S2008.51	New Gloucester	Mayall Road Underpass Steel
S2008.52	Auburn	Auburn Interchange Bridge Repairs
S2008.53	York to Gardiner	ITS and roadway sensors

TABLE 7

Maine Turnpike Authority

Summary of Proposed O&M of Permanently Installed BMPs throughout MTA for 2008*

* 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	1-2	25-50	50-75	180-200	* As Needed	100%	50 - 60%	180-200	1-2	223

APPENDIX C

REPRESENTATIVE STORMWATER TRAINING CURRICULUM

MAINE TURNPIKE AUTHORITY REFRESHER TRAINING
FOR
SPILL PREVENTION, CONTROL AND COUNTERMEASURES (SPCC)
AND
STORM WATER POLLUTION PREVENTION (SWPP)
May 2007

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

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

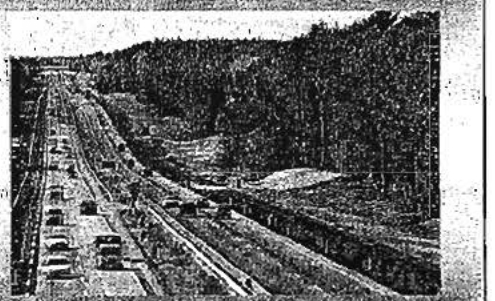
Presented By

GZA GeoEnvironmental, Inc.

May 16, 2007

Kennebunk 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

INTRODUCTION

SPCC Regulatory Background

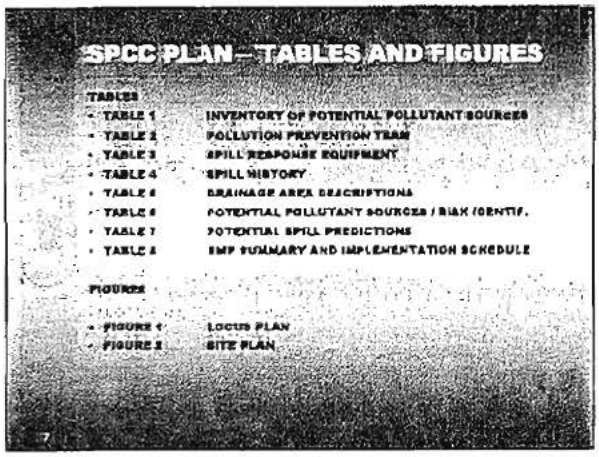
- EPA's Oil Pollution Prevention Regulations (40 CFR 112)
- Code of Maine Regulations (CMR) *Chapter 800 and 801* – Identification and Remediation of Oil and Hazardous Matter
- Facilities that store more than 1,320 gallons oil (petroleum products) in aboveground storage are subject
- MTA has developed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

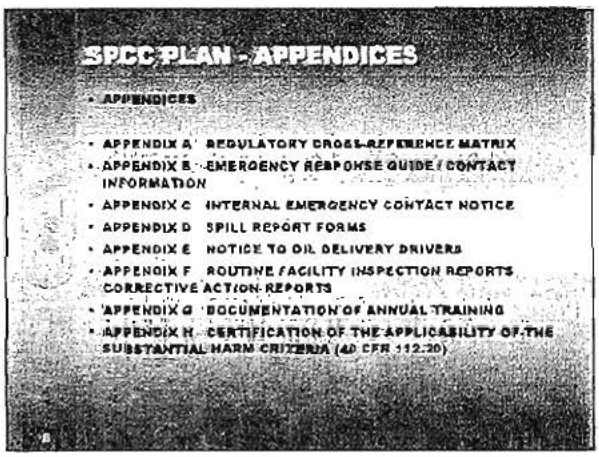
Enforcement

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

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 (optional)
- 6.0 Spill Potential and Prevention
- 7.0 Prevention 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


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

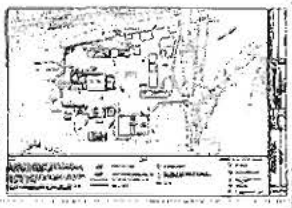

SPCC PLAN - APPENDICES
APPENDICES
APPENDIX A REGULATORY CROSS-REFERENCE MATRIX
APPENDIX B EMERGENCY RESPONSE GUIDE / CONTACT INFORMATION
APPENDIX C INTERNAL EMERGENCY CONTACT NOTICE
APPENDIX D SPILL REPORT FORMS
APPENDIX E NOTICE TO OIL DELIVERY DRIVERS
APPENDIX F ROUTINE FACILITY INSPECTION REPORTS 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
KENNEBUNK HIGHWAY MAINTENANCE FACILITY!!
9

Figure 2 of SPCC Plan: OIL STORAGE LOCATIONS

Kennebunk Maintenance Facility

- Two 2,500-gal underground storage tanks for two 8-bay garages
- Motor oil and hydraulic oil ASTs, 55-gallon drums and smaller containers of petroleum products in garages and maintenance building
- Waste oil accumulation drums in garages and maintenance building



10

Figure 2 of SPCC Plan: EXTERIOR DRAINAGE FEATURES

- EXTERIOR DRAINAGE FEATURES
  - Outdoor drainage area(s)
  - Storm drain locations
    - Catch basins in central portion of paved driveway
  - Surface drainage to nearby streams or wetland
    - Sheet flow surface drainage to nearby stream/wet. areas from other areas of the site, including
      - Fuel transfer areas
      - Chemical storage areas (e.g., CaCl)

11

Figure 2 of SPCC Plan: INTERIOR DRAINAGE FEATURES

- Facility floor drains/trench drains throughout facility are connected to Town of Kennebunk municipal sewer system
  - SSC = solids settling chamber
  - OWS = oil/water separator
- First MTA maintenance facility to be connected to municipal sewer system
  - Major savings in expenses for on-site management of wastewater/ wash water
  - Must comply with permit conditions (next slide)

12

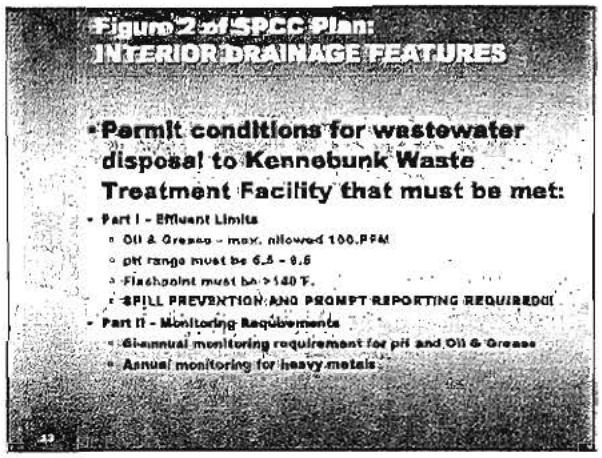
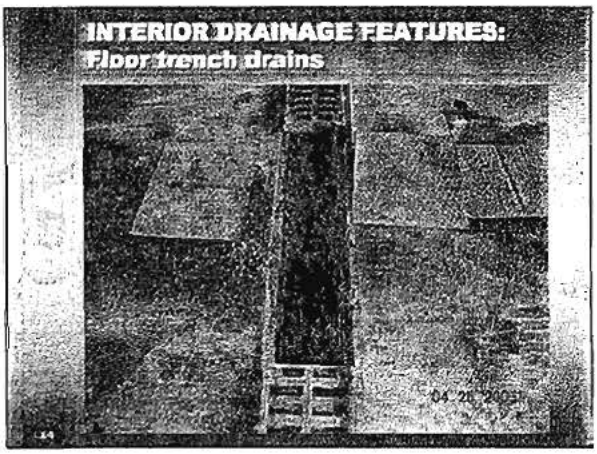
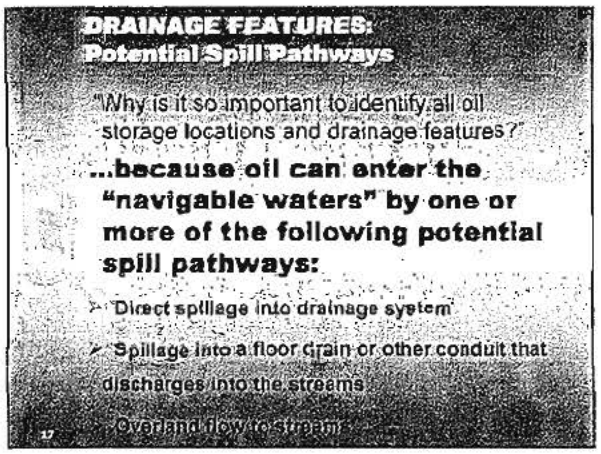


Figure 2 of SPCC Plan:
INTERIOR DRAINAGE FEATURES
•Permit conditions for wastewater disposal to Kennebunk Waste Treatment Facility that must be met:
• Part I - Effluent Limits
◦ Oil & Grease – max. allowed 100 PPM
◦ pH range must be 6.5 – 8.5
◦ Flashpoint must be >140 F.
◦ SPILL PREVENTION AND PROMPT REPORTING REQUIRED!!
• Part II - Monitoring Requirements
◦ Bi-annual monitoring requirement for pH and Oil & Grease
◦ Annual monitoring for heavy metals


INTERIOR DRAINAGE FEATURES:
Floor trench drains


INTERIOR DRAINAGE FEATURES:
Floor drain

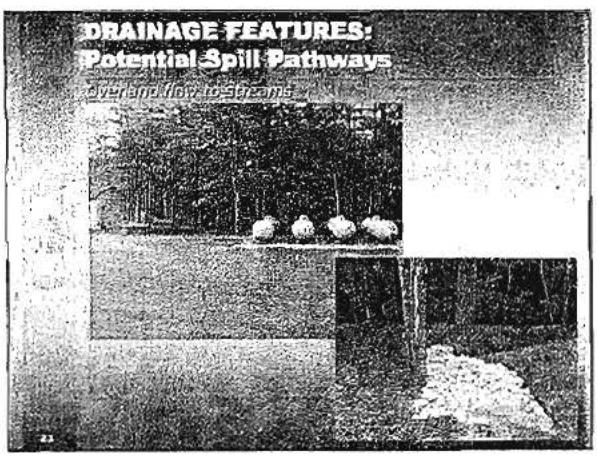

INTERIOR DRAINAGE FEATURES:
Floor and trench drain cleanout
04.25.2005
16

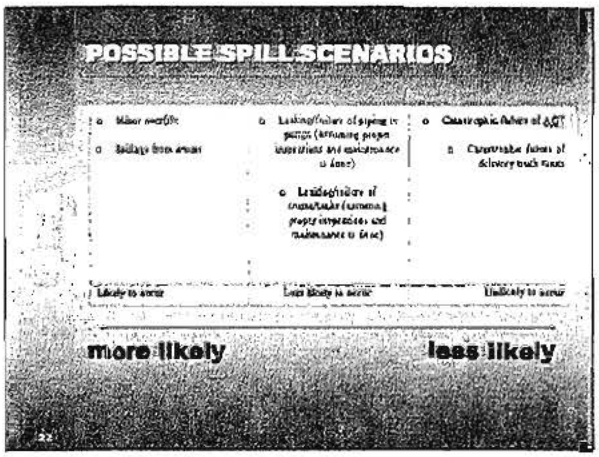

DRAINAGE FEATURES:
Potential Spill Pathways
"Why is it so important to identify all oil storage locations and drainage features?"
...because oil can enter the "navigable waters" by one or more of the following potential spill pathways:
Direct spillage into drainage system
Spillage into a floor drain or other conduit that discharges into the streams
Overland flow to stream
17

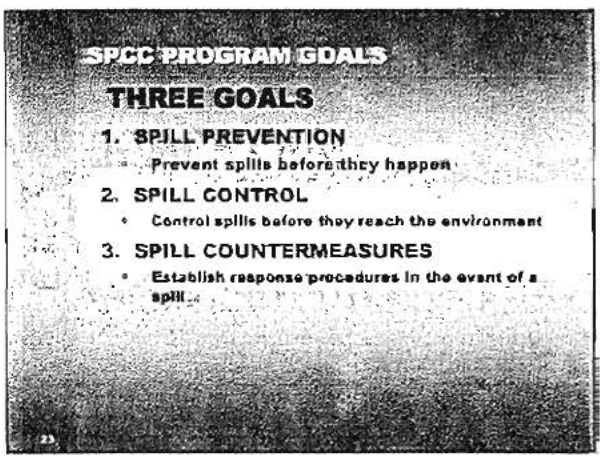

DRAINAGE FEATURES:
Potential Spill Pathways
Direct spillage into drainage system
18

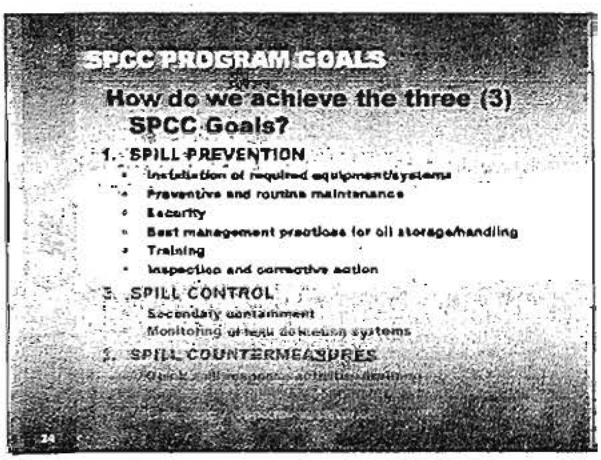

DRAINAGE FEATURES:
Potential Spill Pathways
Direct spill or leak to drainage system


DRAINAGE FEATURES:
Potential Spill Pathways
Contact to environment


DRAINAGE FEATURES:
Potential Spill Pathways
Overland flow to Streams


POSSIBLE SPILL SCENARIOS
more likely
less likely


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

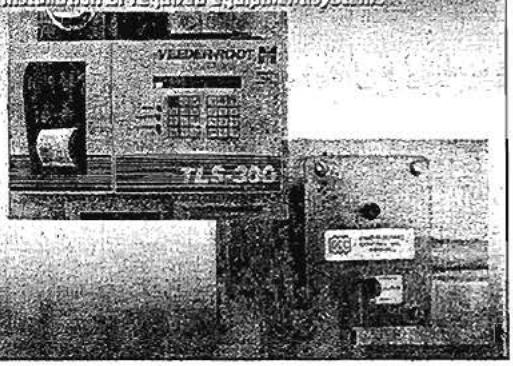

SPCC PROGRAM GOALS
How do we achieve the three (3) SPCC Goals?
1. SPILL PREVENTION
Preventive and routine maintenance
Security
Training
Inspection and corrective action
3. SPILL CONTROL
Secondary containment

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 ASTs, USTs, and holding tanks
  - Routine checks and preventive maintenance on monitoring/warning systems

25

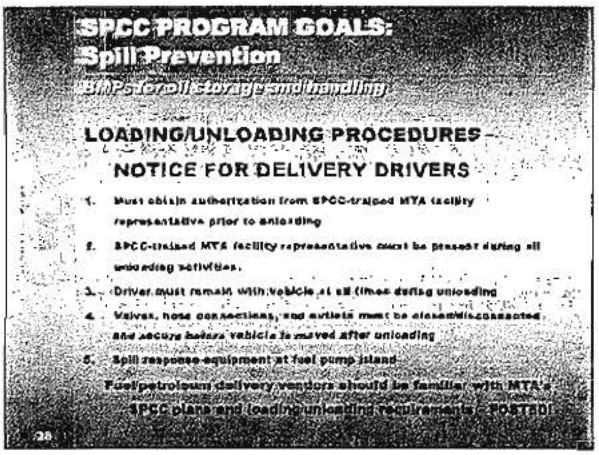
SPCC PROGRAM GOALS:
Spill Prevention
Installation of required equipment/systems

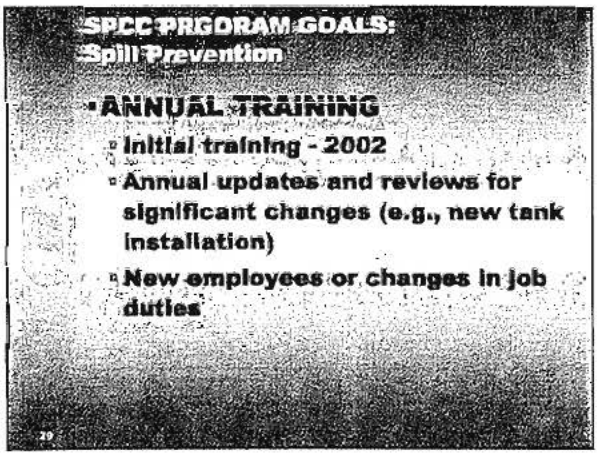


26

SPCC PROGRAM GOALS:
Spill Prevention
Preventive and routine maintenance

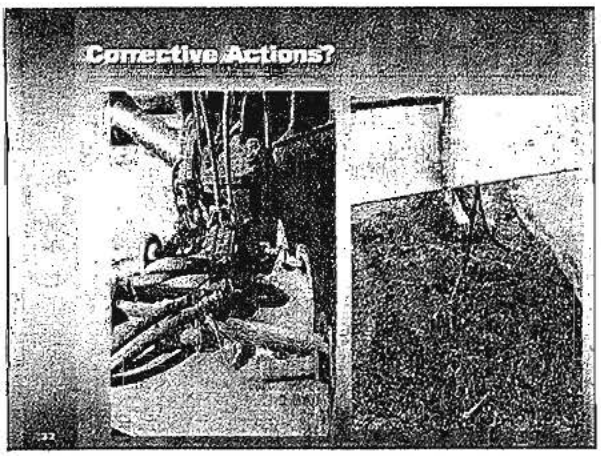
27

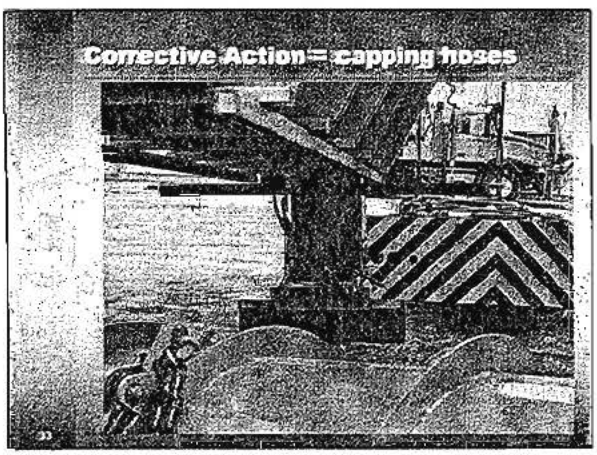

SPCC PROGRAM GOALS:
Spill Prevention
BMPs for oil storage and handling
LOADING/UNLOADING PROCEDURES –
NOTICE FOR DELIVERY DRIVERS
1. Must obtain authorization from SPCC-trained MTA facility representative prior to unloading
2. SPCC-trained MTA facility representative must be present during all unloading 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!
28

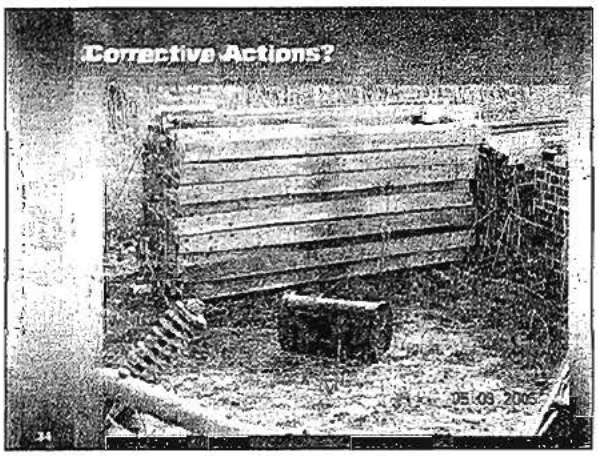

SPCC PROGRAM GOALS:
Spill Prevention
ANNUAL TRAINING
Initial training - 2002
Annual updates and reviews for significant changes (e.g., new tank installation)
New employees or changes in job duties
29

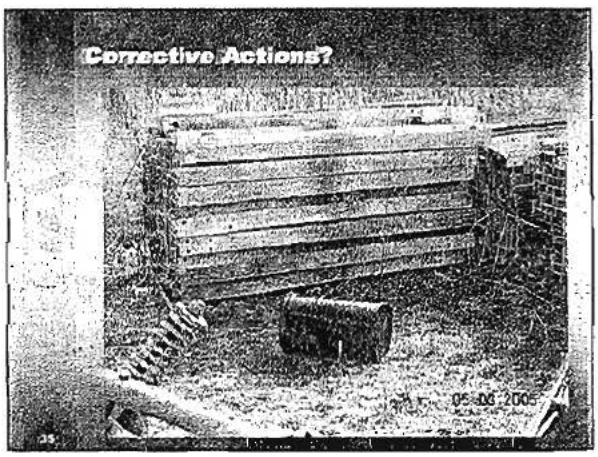

SPCC PROGRAM GOALS:
Spill Prevention
INSPECTIONS – REQUIRED MONTHLY
Tanks/Containers/Equipment are checked for the following:
signs of spills or leakage
good condition (i.e., not rusted, dented, etc.)
properly closed
fuel lines not leaking
containers or equipment are placed for easy access
proper labeling 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
30


SPCC PROGRAM GOALS:
Spill Prevention
05-03-2006

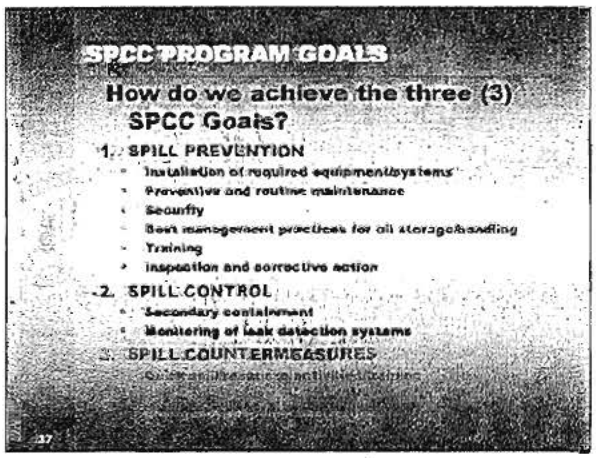

Corrective Actions?

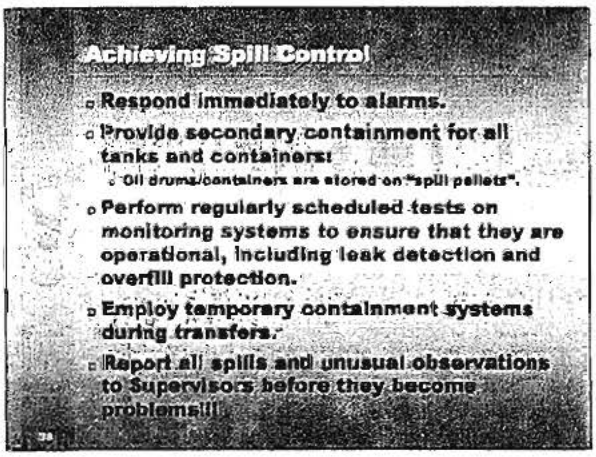

Corrective Action= capping hoses

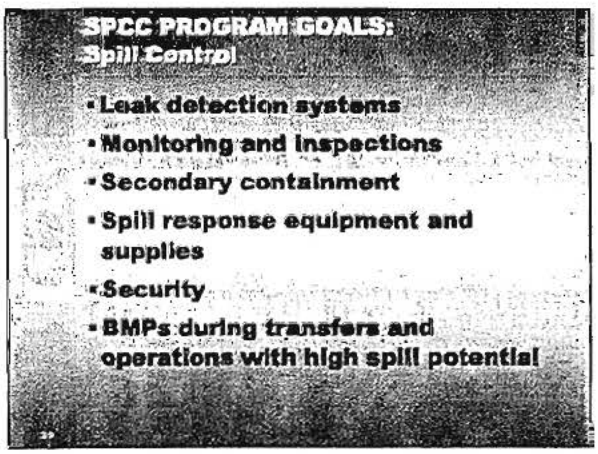

Corrective Actions?
05.09.2005


Corrective Actions?
05.09.2005


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


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


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!!!


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


SPCC PROGRAM GOALS:
Spill Control
Secondary Containment


SPCC PROGRAM GOALS:
Spill Control
Secondary Containment
USED OIL
USED OIL

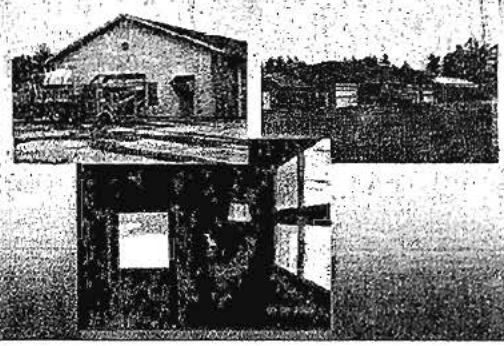

SPCC PROGRAM GOALS:
Spill Control

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 ® 64 gallon Overpak Spill Kit containing the following equipment/materials:
    - 10-48 in. Socks; 6-10 ft. Socks; 6-Pillows; 50-Wipers; 40 PIG® Mat Pads; 6-Disposal bags & ties; 1-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

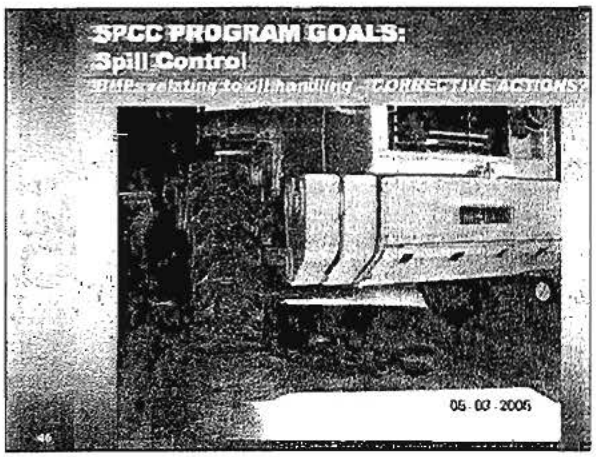
AT KENNEBUNK, where are SPILL KITS located?
- (HINT: See Spill Storage Locations)

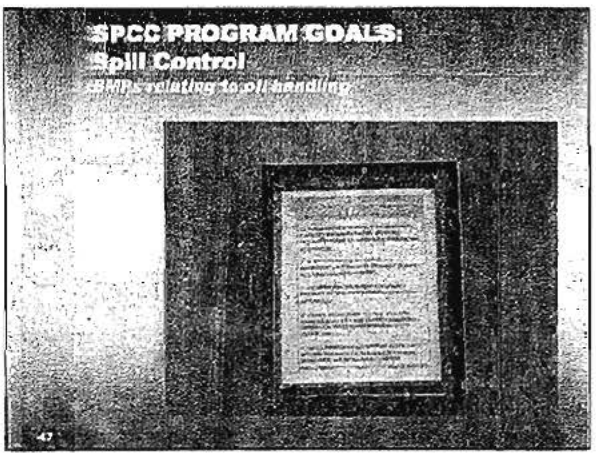
SPCC PROGRAM GOALS:
Spill Control
Security

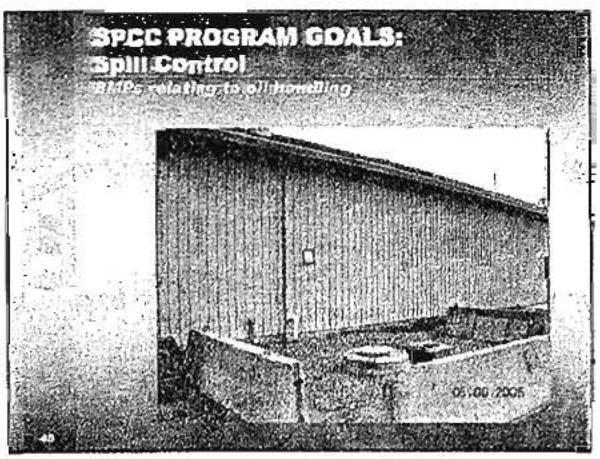


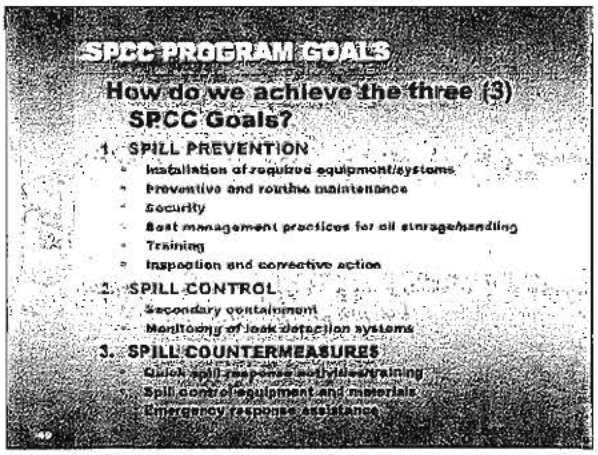
SPCC PROGRAM GOALS:
Spill Control
Spills during oil transfers

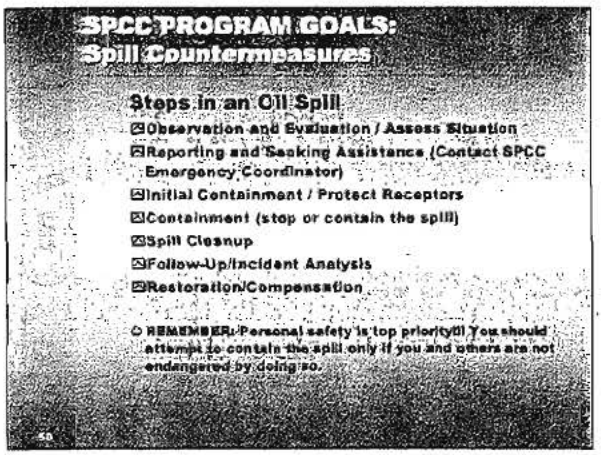
What type of oil transfers are performed at Kennebunk Maintenance?

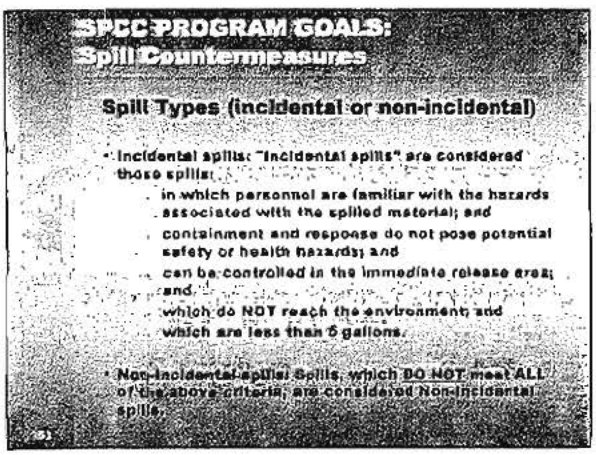

SPCC PROGRAM GOALS:
Spill Control
BMPs relating to oil handling - CORRECTIVE ACTIONS
05-03-2005
46

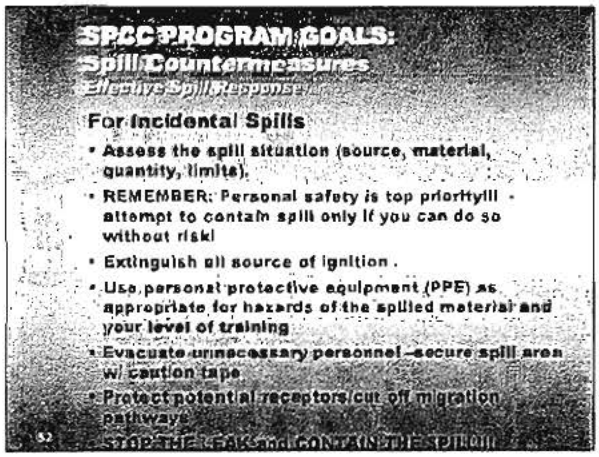

SPCC PROGRAM GOALS:
Spill Control
BMPs relating to oil handling
47

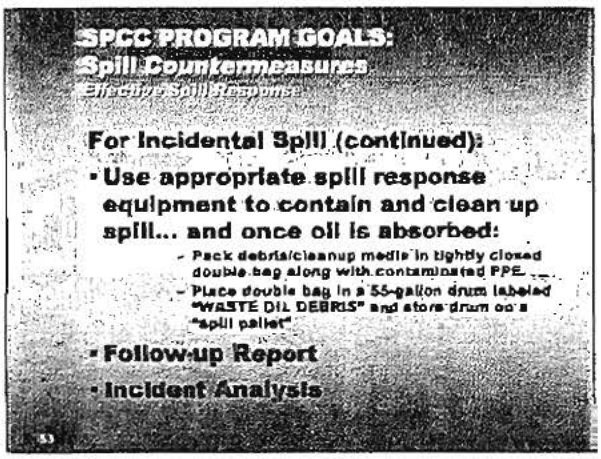

SPCC PROGRAM GOALS:
Spill Control
BMPs relating to oil handling
05-03-2005
48


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

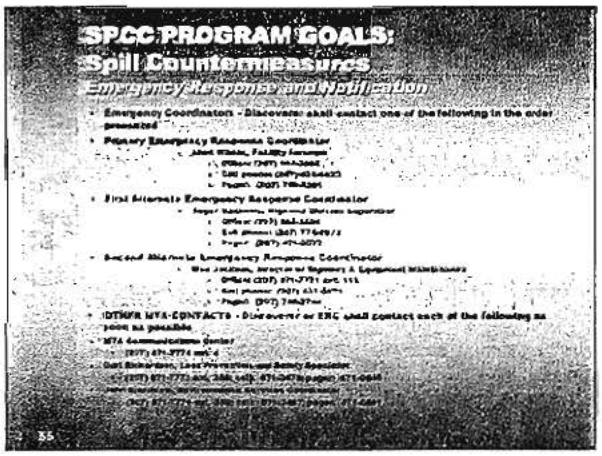

SPCC PROGRAM GOALS:
Spill Countermeasures
Steps in an Oil Spill
Observation and Evaluation / Assess Situation
Reporting and Seeking Assistance (Contact SPCC Emergency Coordinator)
Initial Containment / Protect Receptors
Containment (stop or contain the spill)
Spill Cleanup
Follow-Up/Incident Analysis
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.


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.

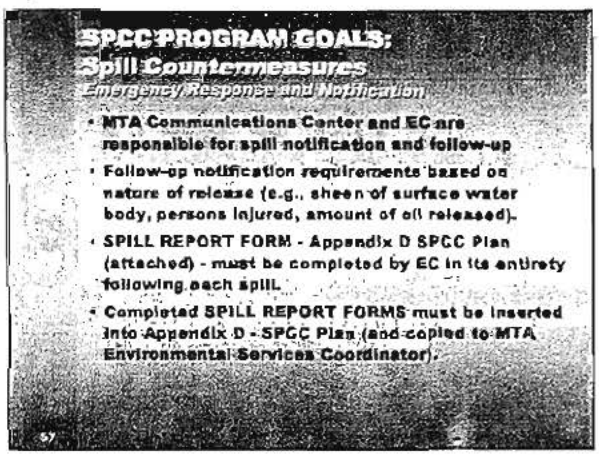

SPCC PROGRAM GOALS:
Spill Countermeasures
Effective Spill Response
For Incidental Spills
• Assess the spill situation (source, material, quantity, limits).
• REMEMBER: Personal safety is top priority!!! - attempt to contain spill only if you can do so without risk!
• Extinguish all source of ignition .
• 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!!!
52


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
53


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).
54


SPCC PROGRAM GOALS:
Spill Countermeasures
Emergency Response and Notification
55


SPCC PROGRAM GOALS:
Spill Countermeasures
Emergency Response and Notification
56


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).
57

SPCC PROGRAM GOALS:
Spill Countermeasures
Cleaning Up 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.

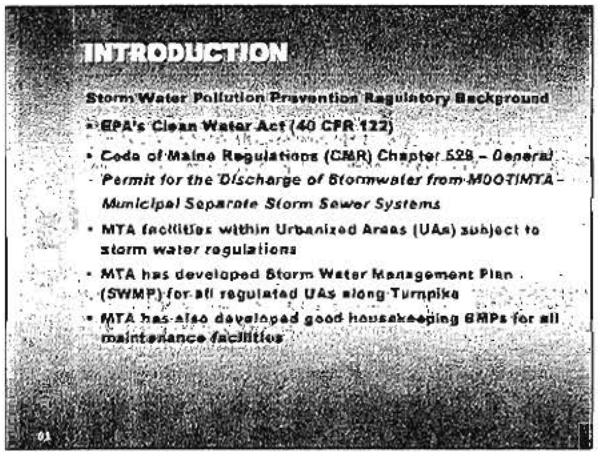
58

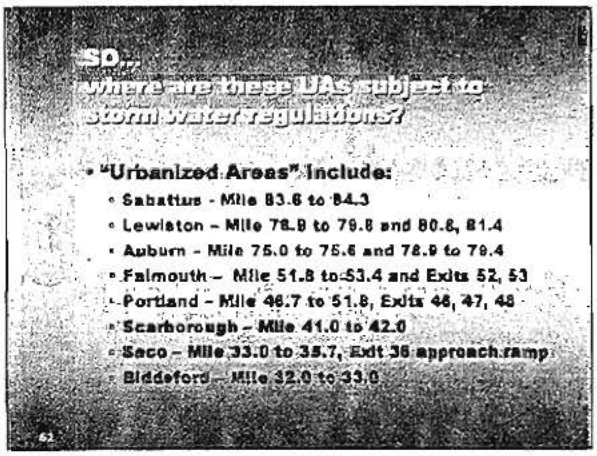
QUESTIONS?
Call 871-7771 Ext. 359 for the Environmental Avenger!!

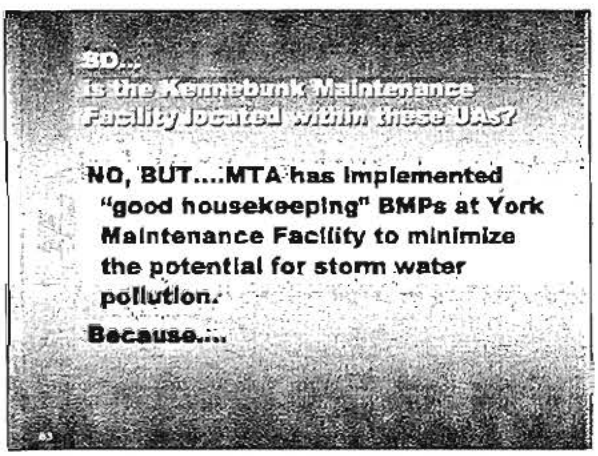
59

STORM WATER POLLUTION PREVENTION

60


INTRODUCTION
Storm Water Pollution Prevention Regulatory Background
• EPA's Clean Water Act (40 CFR 122)
• Code of Maine Regulations (CMR) Chapter 528 – 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
01


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 79.8 and 80.6, 81.4
◦ Auburn – Mile 75.0 to 75.6 and 78.9 to 79.4
◦ Falmouth – Mile 51.8 to 53.4 and Exits 52, 53
◦ Portland – Mile 46.7 to 51.8, Exits 46, 47, 48
◦ Scarborough – Mile 41.0 to 42.0
◦ Saco – Mile 33.0 to 35.7, Exit 36 approach ramp
◦ Biddeford – Mile 32.0 to 33.0
02

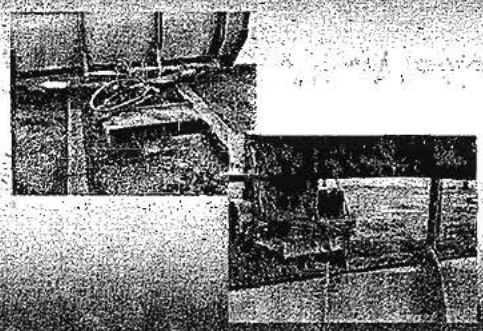

SO...
Is the Kennebunk Maintenance Facility located within these UAs?
NO, BUT....MTA has implemented "good housekeeping" BMPs at York Maintenance Facility to minimize the potential for storm water pollution.
Because....
03

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

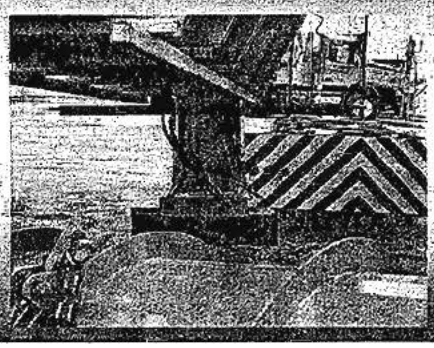
Storm Water Pollution Prevention: BMPs at Maintenance Facilities

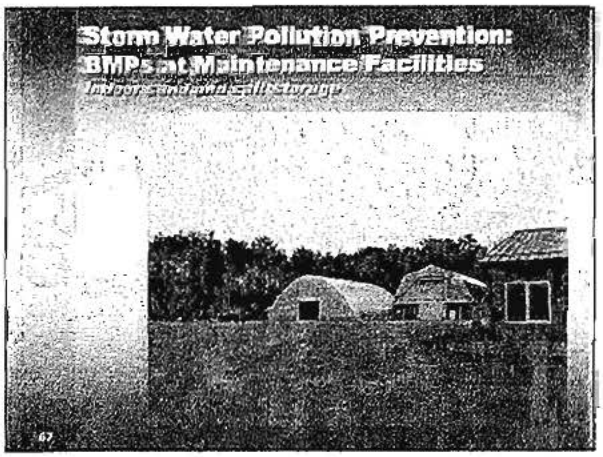
Capping Hydraulic Lines



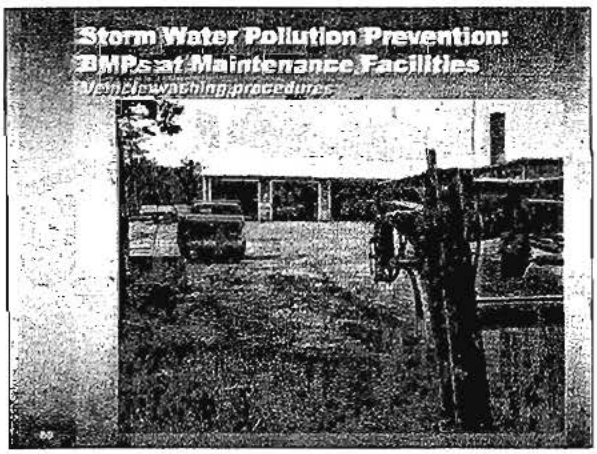
Storm Water Pollution Prevention: BMPs at Maintenance Facilities

Proper cyclone sander/equipment storage




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


Storm Water Pollution Prevention:
BMPs at Maintenance Facilities
Solid waste management


Storm Water Pollution Prevention:
BMPs at Maintenance Facilities
Vehicle washing procedures

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

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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


71

STORM WATER POLLUTION PREVENTION:
Illicit Discharge Detection and Elimination

Typical mapped features to be inspected...

72

STORMWATER POLLUTION PREVENTION: Illicit Discharge Detection and Elimination

Typical mapped features to be inspected...

23

ILLICIT DISCHARGE DETECTION AND ELIMINATION (IDDE) PROGRAM

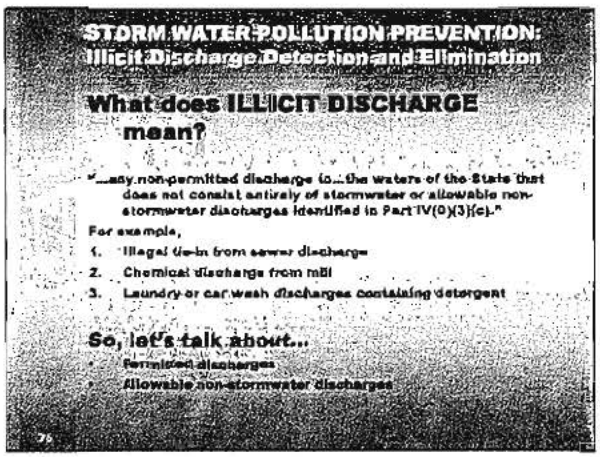
- Implemented within all Urbanized Areas (UAs)
- Dry Weather Inspections of Storm Water Catch Basins and Outfalls within UAs
- Inspection Checklist included in Training Manual (IDDE Log 1):
  - MTA HQ (Scott Lachance) mapping catch basins and outfalls in UA
  - MTA maintenance personnel – dry weather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

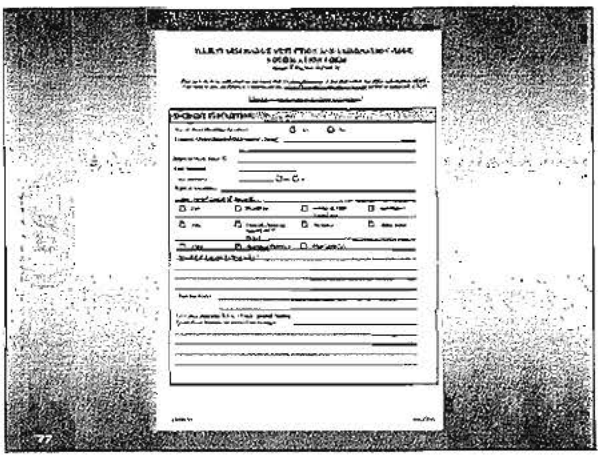
24

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

25


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
76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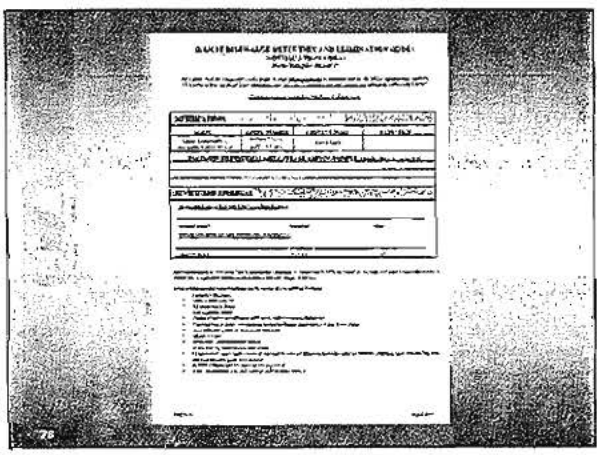
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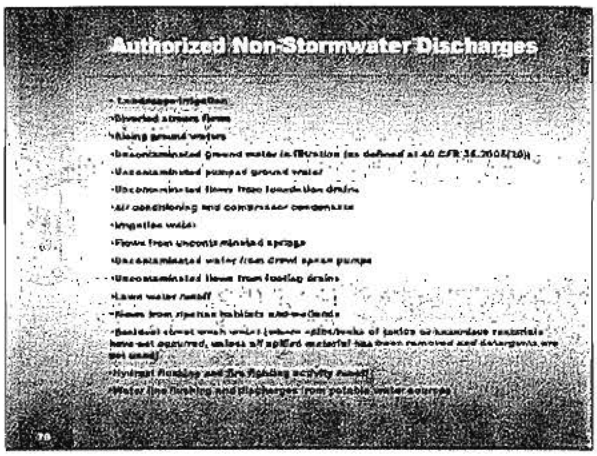
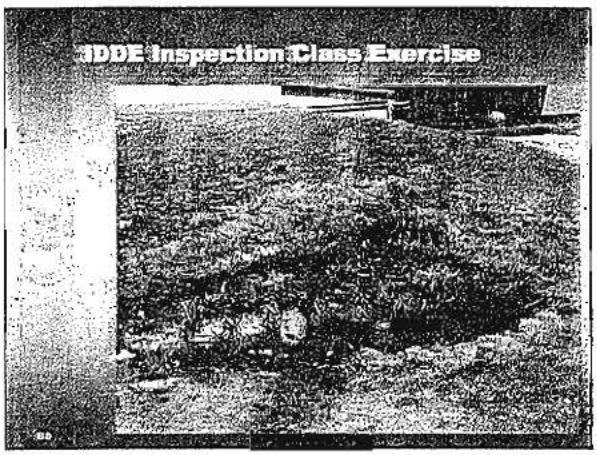
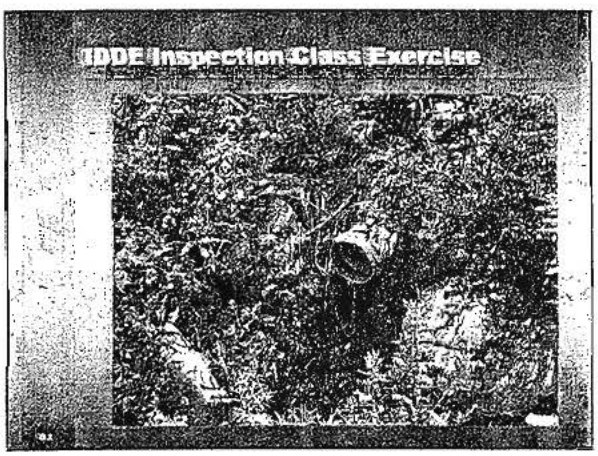

Authorized Non-Stormwater Discharges


IDDE Inspection Class Exercise


IDDE Inspection Class Exercise


MTA'S GOAL –
Environmental Quality!

SOUTHBOUND ROADWAY
NORTHBOUND ROADWAY
MAINE TURNPIKE
DA-3
Trees
BUILDING 10 (3-BAY METAL COLD STORAGE GARAGE)
STOCK PILE PAVEMENT GRINDINGS
SCRAP TIRE ROLL-OFF CONTAINER
(3) DUMPSTERS
SALT RACKS
1-2500-GAL. UST TANK
1-2500-GAL. UST TANK
55-GAL DRUM (OIL CONTAMINATED ABSORBENT WASTE)
55-GAL DRUM (OIL CONTAMINATED ABSORBENT WASTE)
BUILDING 2 (8-BAY GARAGE)
BUILDING 1 (8-BAY GARAGE)
SCRAP MATERIAL STORAGE AREA
DENSE TREES
CONCRETE PAD
2-WAY RADIO TOWER
UNIVERSAL WASTE STORAGE ROOM
1,200 GAL.
BUILDING 12 (10-BAY GARAGE)
COLD STORAGE TRAILER
EXISTING ACCESS ROAD
PROPERTY LINE
OLD ROUTE 35
BUILDING 3B (4-BAY GARAGE STORAGE/WAREHOUSE)
BUILDING 3A (10-BAY GARAGE MECHANIC MAINT.)
DA-1
PAVED DRIVEWAY PARKING
4-1,000-GAL. PROPANE AST
55-GAL DRUM (OIL CONTAMINATED ABSORBENT WASTE)
TOOL ROOM
OFFICE
BUILDING 8 (GENERATOR BLDG.)
FIRE HYDRANT
FIRE HYDRANT
DA-2
1,200-GAL
DESIGNATED WASH BAY
AC PAD
TRANSFOMER PAD
4-1,000-GAL. PROPANE AST
DRAINAGE RIP-RAP
BUILDING 4 (MATERIAL STORAGE SHED)
BUILDING 5 (DRY PARTS STORAGE SHED)
PAVEMENT GRINDINGS
GATE
BARK MULCH BERM
Calcium Chloride AST
Trees
SALT BODY RACKS
DA-2
UNPAVED AREA
BUILDING 6 (SALT STORAGE SHED)
20'
BUILDING 7 (SAND STORAGE SHED)
MULCH
SAND
PAVEMENT GRINDINGS
GRAVEL
DENSE TREES
JERSEY BARRIERS
STOCK PILES MULCH, SAND/GRAVEL & PAVEMENT GRINDINGS
PAVEMENT GRINDINGS
Trees

LEGEND:

- DA-1 — DRAINAGE AREA NUMBER
- APPROXIMATE DELINEATION OF DRAINAGE AREA
- GENERAL DIRECTION OF STORM WATER FLOW
- S — UNDERGROUND SEWER LINE
- D — UNDERGROUND DRAIN LINE
- EDGE OF PAVEMENT
- (1) OIL STORAGE LOCATIONS
- (6) NON- SPCC POTENTIAL STORM WATER POLLUTANT SOURCE AREAS (REFER TO TABLE 6 FOR DESCRIPTION OF SOURCE AREAS)
- (SK 03) SPILL KIT
- (SRE) SPILL RESPONSE EQUIPMENT
- (OWS) OIL/WATER SEPARATOR
- (SSC) SOILD SETTLING CHAMBER
- (SMH) SEWER MANHOLE COVER
- (D) DRAIN MANHOLE COVER
- (SAA) HAZARDOUS OR UNIVERSAL WASTE SATELLITE ACCUMULATION AREA (SAA)

INVENTORY OF OIL STORAGE SYSTEMS:

1. #2 FUEL USTs
2. WASTE OIL STORAGE AREA
3. VIRGIN PETROLEUM PRODUCTS STORAGE AREA
4. LOADING AREAS
5. OIL/WATER SEPARATORS (OWS)

NOTES:

1.) THE BASE MAP WAS PREPARED FROM A FIGURE PROVIDED BY HNTB CORPORATION. UPDATES TO THE BASE MAP AND ADDITIONAL SITE FEATURES WERE ESTIMATED VISUALLY BY GZA PERSONNEL DURING THE MARCH 2003 AND JULY 2004 SITE VISIT AND SHOULD BE CONSIDERED APPROXIMATE LOCATIONS AND NOT TO SCALE.

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 : R.L.S.
CHK'D BY : R.L.S.
APP'D BY : R.A.B.
DRAWN BY: W.L.W.
SCALE : 1"=80'
DATE : MAR. 2006

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES (SPCC) PLAN
MTA – KENNEBUNK MAINTENANCE FACILITY
KENNEBUNK, MAINE
SITE PLAN

PROJECT No.: 25426
FIGURE No.: 2

Appendix B

Emergency Response Guide/ Contact Information

EMERGENCY CONTACT LIST
KENNEBUNK MAINTENANCE FACILITY

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

Primary Emergency Response Coordinator	Jim Sotir, Highway Maintenance Supervisor	Office: (207) 985-3506 Cell phone: (207) 838-6823 Pager: (207) 759-8501
First Alternate Emergency Response Coordinator	Roger Mathews, Highway Division Manager	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; 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 numbers for reference, if needed)

Kennebunk Fire Department	911 or (207) 985-1145
Kennebunk Sewer District	(207) 985-4741
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
ERC 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.....

1. Contact Site Emergency Coordinator

If not present when the spill is initially observed the Emergency Coordinator or Alternate 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.

Appendix C

Internal Emergency Contact Notice

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. Jim Sotir (Primary Contact)

   Work: (207) 985-3506
   Cell: (207) 838-6823
   Pager: (207) 759-8501

2. Roger Mathews (First Alternate)

   Work: (207) 985-3506
   Cell: (207) 776-0974
   Pager: (207) 471-0077

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

Appendix D

Spill Report Form

SPILL REPORT FORM

Maine Turnpike Authority - Kennebunk Maintenance Facility
Mile 25.3 Northbound (Alfred Road/Route 35 – Exit 25)
Kennebunk, Maine 04043

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 - Kennebunk Maintenance Facility
Mile 25.3 Northbound (Alfred Road/Route 35 – Exit 25)
Kennebunk, Maine 04043

NOTIFICATIONS (To be made by MTA Communications Center if spill is reportable)

AGENCY	PHONE NUMBER	CONTACT NAME	DATE/ TIME	REPORTING CRITERIA
Kennebunk Fire Department	911 or 985-1145			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 -or- 1-207-657-2400
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 (MTA Site Supervisor/Foreman):

_____

(printed name) (signature) (date)

CONTRACTOR SITE SUPERVISOR (if cleanup contractor involved):

_____

(printed name) (signature) (date)

MTA ENVIRONMENTAL SERVICES COORDINATOR:

_____

(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.

Appendix E

Notice to Oil Delivery Drivers

NOTICE TO OIL/FUEL DELIVERY TRUCK DRIVERS

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

2. A SPCC-TRAINED MTA FACILITY REPRESENTAIVE 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 WITHIN THE 8-BAY GARAGES AND 10-BAY MECHANIC MAINTENANCE GARAGE.

Appendix F

Routine Facility Inspection Reports
BMP Incident and Corrective Action Reports

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

MONTHLY

1. Complete inspection items #1 through #5 on
Appendix F - Inspection Checklist
(If any issues present during inspection, complete
Appendix E-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 #6 through #15 on
Appendix E - SPCC/SWPPP Inspection Checklist
(If any issues present during inspection, complete
Appendix E-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 / Two (2) 2,500-gal. Underground Storage Tanks (USTs) One 2,500-gallon UST located behind each 8-Bay Garage. - SPCC		
- A high level alarm system (audible and visual) is provided at the fill port to ensure proper filling of the USTs.	Monthly	Yes ☐ No ☐
- Fill port is flush-mounted on the paved driveway and securely capped.	Monthly	Yes ☐ No ☐
- Inspections of the UST fill port areas 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/Petroleum Products / 55-gallon drum(s) and smaller containers stored within new 10-Bay Mechanic Maint. Garage - SWPPP 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 ☐
- All personnel that work in this area are trained annually regarding oil handling/management procedures and general good housekeeping procedures established at KTMF.	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 and hydraulic oil stored in 2-275-gal ASTs & 55-gal drums in tool room of the new 10-Bay Mechanic Garage. Misc. petroleum products stored in 4-Bay, 8-Bay, and 10-Bay Garages - SWPPP 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 potential 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 ☐

(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]	
3. Virgin Petroleum Products / Motor and hydraulic oil stored in 2-275-gal ASTs & 55-gal drums in tool room of the new 10-Bay Mechanic Garage. Misc. petroleum products stored in 4-Bay, 8-Bay, and 10-Bay Garages - SWPPP SPCC			
- Work areas are maintained in clean and orderly condition.	Monthly	Yes ☐	No ☐
4. Loading/Unloading Areas / No. 2 fuel oil unloaded behind 8-Bay Garages (2,500-gallon USTs) - SWPPP SPCC			
- Loading/unloading areas are inspected for evidence of spills or other potential pollutants discharged 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. Oil/Water Separators (OWS) / Oil & Oily Water/Sediments. (3) OWSs: one OWS for 8-Bay & 10-Bay Garages, one OWS for new 10-Bay Mechanic Garage, and one OWS for 4-Bay Warehouse/Storage. - SWPPP SPCC HazWaste			
- 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 virgin and/or waste petroleum products are stored are inspected for evidence of spills or other potential pollutants discharged or contacting storm water.	Monthly	Yes ☐	No ☐
- Spill response equipment (see Table 3) is located proximate to oil/water separators and is available for use during an accidental release.	Monthly	Yes ☐	No ☐
- Work areas are maintained in clean and orderly condition.	Monthly	Yes ☐	No ☐
6. Paint and Paint By-Products / Vehicle Paint and Paint Thinners/Solvents Paint cabinets in the 4-Bay Warehouse and small Materials Storage Shed. - 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, generated, accumulated or stored are inspected for evidence of spills or other potential pollutants discharged or contacting storm water as part of the facility's regular inspection program.	Quarterly	Yes ☐	No ☐
- SPCC/SWPP inspection items, noted herein, primarily refer to potential stormwater impacts and should be inspected on a quarterly basis. However, hazardous waste accumulation & storage areas for waste paint are required to be inspected on a daily basis.	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 ☐

(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]
6. Paint and Paint By-Products / Vehicle Paint and Paint Thinners/Solvents **Paint cabinets in the 4-Bay Warehouse and small Materials Storage Shed. - SWPPP HazWaste**		
- Work areas are maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
7. Sandpiles (Indoor Storage) / Sand **Stockpiled within Sand Storage Shed. - SWPPP**		
- The area surrounding indoor sand stockpiles is inspected for evidence of spills or other potential 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. Salt Piles (Indoor Storage) / Salt/Sodium Chloride (NaCl) **Stockpiled in the Salt Storage Shed. - SWPPP**		
- Salt piles are inspected for evidence of spills or pollutants 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 ☐
9. Outdoor Storage of Scap Materials/Waste Debris / Rubber, Wood, Metal, and Concrete Debris **Signs, guardrails, arrow and message board trailers, plows, salt racks, tires, woodchips, small construction debris etc. - SWPPP**		
- Areas where outdoor storage of scap materials and waste debris are accumulated and/or stored are inspected for evidence of spills or other potential pollutants discharged or contacting storm water as part of the facility's routine inspection program	Quarterly	Yes ☐ No ☐
- Outdoor storage areas maintained in clean and orderly condition.	Quarterly	Yes ☐ No ☐
- The area surrounding the outdoor stockpile areas is graded to minimize storm water run on/off.	Quarterly	Yes ☐ No ☐
10. Calcium Chloride (CaCl) De-icing Solution / Liquid CaCl De-icing Solution **AST located outside adjacent Sand Storage Shed. - SWPPP**		
- This tank and surrounding area is inspected for evidence of spills or other potential 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]	
11. Municipal Solid Waste (MSW) / Municipal Solid Waste Dumpster Located in the western corner/portion of the site near the 4-Bay Warehouse & 8-Bay Garage. - SWPPP			
- MSW containers are inspected for evidence of spills or other potential pollutants discharged or contacting storm water as part of the facility's regular inspection program.	Quarterly	Yes ☐	No ☐
- The MSW container and the surroundning area are maintained in clean and orderly condition.	Quarterly	Yes ☐	No ☐
12. Outdoor Vehicle and Equipment Storage / Vehicles (e.g., Trucks) and Equipment (e.g., Tractors) Parked and/or Awaiting Maintenance Adjacent to 4-Bay Warehouse and new 10-Bay Mechanic Garage. - 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 inspected for evidence of spills or other potential 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 designated areas. At KHMF, leaky/leak-prone vehicles are serviced indoors immediately. Vehicles/equipment parked outside awaiting maintenance are inspected regularly.	Quarterly	Yes ☐	No ☐
13. Vehicle and Equipment Maintenance/Rinsing/Washing Areas / Routine maintenance inside 10-Bay Mechanic Garage & 8-Bay & 10-Bay Garages. Rinse outside 8-Bay & 10-Bay Garages; Wash (Detergent Use) inside wash bay of 10-Bay Mechanic Garage. - SWPPP			
- Areas where vehicle and equipment maintenance, repair and/or washing occur are inspected for evidence of spills or other potential pollutants discharged 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 ☐
14. Significant Dust or Particulate / Sand and Gravel Stockpiles, Sand and Bead Blasting of Plow Blades and Other Associated Equipment Located in the southern/southeastern portion of the site. - SWPPP			
- Outdoor stockpiles and areas susceptible to erosion are inspected as part of the facility's regular inspection program. Inspections include evidence of erosion or evidence of spills or pollutants discharged or contacting storm water.	Quarterly	Yes ☐	No ☐
15. Authorized Non-Storm Water Discharge / Air Conditioner Condensate. Pad-mounted AC unit for new office area of newly constructed 10-Bay Mechanic Garage/Office building. - SWPPP			
- Areas where air conditioning condensate may be discharged are inspected as part of the facility's routine inspection program.	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: 10-Bay Mechanic Maintenance Garage (Building 3A)

Contents:	*Present?*
Tamper-proof labels (6)	Y ☐ N ☐
Sorbent Wiper Pads	Y ☐ N ☐
Sorbent Pillows	Y ☐ N ☐
PIG Mat Pads	Y ☐ N ☐
PIG 35-gallon spill kit drum	Y ☐ N ☐
Instruction Manual	Y ☐ N ☐
Gallon jug of spill magic powder absorbent (1)	Y ☐ N ☐
Emergency Response Guide	Y ☐ N ☐
Disposal bag and ties (6)	Y ☐ N ☐
48" Socks	Y ☐ N ☐
10' Socks	Y ☐ N ☐

Spill Kit-02

Location: 10-Bay Mechanic Maintenance Garage (Building 3A)

Contents:	*Present?*
Gallon jug of spill magic powder absorbent (1)	Y ☐ N ☐
Box of sorbent pads	Y ☐ N ☐

Spill Kit-03

Location: 10-Bay Mechanic Maintenance Garage (Building 3A)

Contents:	*Present?*
Acid Spill Kit (Bag)	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: 10-Bay Mechanic Maintenance Garage Tool Room (Building 3A)

Contents:	*Present?*
Box of sorbent pads	Y ☐ N ☐
55-gallon drum (waste absorbent materials)	Y ☐ N ☐

Spill Kit-05
Location: 4-Bay Warehouse (Building 3B)

Contents:	*Present?*
Gallon jug of spill magic powder absorbent (1)	Y ☐ N ☐
Box of sorbent pads	Y ☐ N ☐

Spill Kit-06
Location: 4-Bay Warehouse (Building 3B)

Contents:	*Present?*
Acid Spill Kit (Bag)	Y ☐ N ☐

Spill Kit-07
Location: 8-Bay Garage (Building 2)

Contents:	*Present?*
Gallon jug of spill magic powder absorbent (1)	Y ☐ N ☐

Spill Kit-08
Location: 8-Bay Garage (Building 2)

Contents:	*Present?*
Acid Spill Kit (Bag)	Y ☐ N ☐

Spill Kit-09
Location: 8-Bay Garage (Building 2)

Contents:	*Present?*
Box of sorbent pads	Y ☐ N ☐
55-gallon drum (waste absorbent materials)	Y ☐ N ☐

Spill Kit-10
Location: 8-Bay Garage (Building 1)

Contents:	*Present?*
Gallon jug of spill magic powder absorbent (1)	Y ☐ N ☐
Box of sorbent pads	Y ☐ N ☐

Spill Kit-11
Location: 8-Bay Garage (Building 1)

Contents:	*Present?*
Acid Spill Kit (Bag)	Y ☐ N ☐

Spill Kit-12
Location: 8 Bay Garage (Building 1)

Contents:	*Present?*
Box of sorbent pads	Y ☐ N ☐
55-gallon drum (waste absorbent materials)	Y ☐ N ☐

Spill Kit-13
Location: 10-Bay Garage (Building 12)

Contents:	*Present?*
Gallon jug of spill magic powder absorbent (1)	Y ☐ N ☐
Box of sorbent pads	Y ☐ N ☐

Spill Kit-14
Location: 10-Bay Garage (Building 12)

Contents:	*Present?*
Acid Spill Kit (Bag)	Y ☐ N ☐

Spill Kit-15
Location: 10 Bay Garage (Building 12)

Contents:	*Present?*
55-gallon drum (waste absorbent materials)	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 E
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-16

Location: 10 Bay Mechanic Maintenance Garage (Building 3A)

Contents:	*Present?*
Box of sorbent pads	Y ☐ N ☐
55-gallon drum (waste absorbent materials)	Y ☐ N ☐

Spill Kit-17

Location. 4-Bay Warehouse (Building 3B)

Contents:	*Present?*
55-gallon drum (waste absorbent materials)	Y ☐ N ☐

Spill Kit-18

Location: 4-Bay Warehouse (Building 3B)

Contents:	*Present?*
Box of sorbent pads	Y ☐ N ☐
55-gallon drum (waste absorbent materials)	Y ☐ N ☐

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 (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 applicabl e):

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.

IDDE Log - 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):
				☐	☐	☐	☐			☐	☐	☐	☐	
				☐	☐	☐	☐			☐	☐	☐	☐	
				☐	☐	☐	☐			☐	☐	☐	☐	
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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 Discharge	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)
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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. Foundation 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 Water Source Discharge