

MAINE TURNPIKE AUTHORITY

2004 PROGRESS REPORT ON IMPLEMENTATION OF THE STORMWATER MEMORANDUM OF AGREEMENT



Prepared by:
John M. Branscom
Environmental Services Coordinator
Maine Turnpike Authority

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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). This report includes information and data on construction projects and activities accomplished in 2004; projects and activities anticipated in 2005; 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 Department of Environmental Protection (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 MDOT 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 MDOT and MTA, and specifies the stormwater quantity and quality standards which apply to those projects. In accordance with the requirements of the MOA, MDOT and MTA are not obligated to get a permit or DEP approval under Chapter 500, or 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.

II. ACTIVITIES ACCOMPLISHED

Training

MTA in-house highway maintenance supervisors and foreman, 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 Appendix B, Table 9.

MTA in 2004 placed a high priority on stormwater training for employees in three departments to include: Highway & Equipment Maintenance; Engineering; and Building Maintenance. MTA in 2004 had 63% of its Supervisors and Foremen in the Highway & Equipment Maintenance Department certified through the DEP Nonpoint Source Program. The MTA Engineering Department in 2004 had 75% of its staff certified.

The Turnpike continues to share a strong interest to attend MDOT training sessions and workshops in 2005 to learn and share knowledge on erosion and sediment control practices and promote multi-agency interaction.

Contracted Projects

MTA had three construction projects awarded in 2003 that remained under construction in 2004 (Table 2). A summary of the Stormwater Best Management Practices (BMPs) installed as part of the MTA 2003 Contracts that remained under construction in 2004 is shown in Table 2. A significant 2003 project on the Turnpike that carried over to 2004 was the Kennebunk River Bridge Widening and Old Alfred Road Bridge Reconstruction.

In 2004 MTA awarded eleven major construction projects, which included widening the Turnpike from Mile 25.5 to Mile 31.3, interchanges, overpasses, bridge repairs, and grading and planting at the Sanford Wetland Mitigation Site (Table 1). Table 3 shows a summary of all permanent BMP's installed as part of 2004 MTA contracts and solicitations.

To mitigate unavoidable impacts to wetlands associated with the widening of the Turnpike, MTA has created a diverse wetland habitat in what was an old abandoned gravel pit in Sanford, Maine. The 133 acre site has been developed into 26 acres of wetland, 23 acres of upland buffer and trails, and 84 acres of forest designated for preservation. Under construction since 2003, the Sanford Mitigation Site was finished in 2004 and is now home to a myriad of vegetative species, aquatic life, and wildlife species.

MTA Highway Maintenance Department Construction Projects

MTA completed four, new, construction projects which incorporated temporary and/or permanent BMPs. Table 5 shows a summary of MTA Highway Maintenance Department construction projects with an inventory of permanent BMPs completed in 2004.

Post Construction Maintenance and Inspection

Operations & Maintenance

The most common maintenance activities accomplished in 2004 were catch basin repair; slope/right of way repair/mulching; catch basin inspection and cleaning; and sweeping the turnpike; interchanges and facility parking lots (Table 6). Approximately 50% of the catch basins contained enough sediment that required cleaning.

The Highway Maintenance crews use weekly summary reports and transfer the data on the weekly operations and maintenance (O & M) projects relating to soil and erosion control activities to an annual, O & M Summary Table similar to Table 6. The Environmental Services Coordinator conducts a quarterly review of the O & M Summary Tables at each Highway Maintenance Facility to track their progress throughout the year.

Inspections

HNTB Corporation in 2004 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 2004. 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. Pipes 36 to 54 inches in diameter are inspected on a five-year cycle. All box culverts and all pipes 36 inches in diameter and larger, that are not within the modernization and widening project limits, were inspected in 2001 and were found to be in satisfactory condition. The next inspection is planned for 2006.

In 2003, a list was compiled of ten locations that had drainage or slope failures requiring attention. In 2004 the Authority's Highway Maintenance employees successfully repaired four of these locations. Repairs at the remaining locations are currently planned for the upcoming construction season.

In addition to the HNTB inspections and surveys, MTA in 2004, began implementing its Stormwater Management Plan (SWMP) as required by the NPDES Phase II 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 six minimum control measures, MTA started an illicit discharge detection and elimination (IDDE) program, which includes, but not

limited to; developing a storm sewer system map of all outfalls, and conduct annual dry weather inspections and assess the contents and clean out of catch basins.

III. ACTIVITIES AND CONSTRUCTION PROJECTS PLANNED FOR 2005

IV. STORMWATER MOA OVERSIGHT

MTA's Stormwater MOA compliance and oversight is provided by the following

MTA will carefully manage stormwater and erosion control issues to protect the environment and comply with the current MOA.

APPENDIX A – CURRENT 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.R.S.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 NPDES 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.

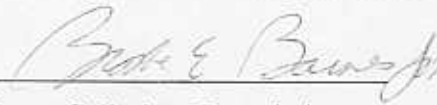
7. Interagency Review

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 – 9

Maine Turnpike Authority

Summary of construction contracts and solicitations issued in 2004

Contract Number	Approximate Location	Description
2004.01	Kennebunk to Biddeford	Widening - Mainline Mile 25.5 to 31.3
2004.02	Portland	Brighton Avenue Reconstruction
2004.03	Sabattus	Sabattus Final Interchange Construction Contract
2004.04	Litchfield to Augusta	2004 Pavement Resurfacing Mile 98 to 103 and Mile 103 to 109
2004.05	New Gloucester	2004 Bridge Repairs - Bald Hill Road
2004.07	Sanford	Widening - Sanford Mitigation Grading & Planting

Solicitation Number	Approximate Location	Description
S2004.56	West Gardiner	Route 126 Emergency Bridge Repair
S2004.57	Gray	Mile Marker 58 NB Service Station Repairs
S2004.58	Kennebunk to Biddeford	Widening - SNAP Installation MM 22.8 to 33.2
S2004.59	Mousam River, Saco River, Stroudwater River	Bridge Deck Pavement Repairs
S2004.60	York to Falmouth	Variable Message Sign Maintenance

TABLE 2**Maine Turnpike Authority**

Total Inventory of Permanent BMP's

Total summary of All BMP's installed by the MTA between 2003 and 2004 - Listed by project¹

Contract Number ¹	Year of Installation	Project Location	Project Description	Sediment Trap	Rip Rap Downspout	Culvert Inlet Protection (Stone)	Culvert Outlet Protection (Stone)	Slope Stabiliz. (x1000SF)	Vegetated Buffer (x1000 SF)	Stone Ditch Protection (x1000SF)	Permanent Stone Check Dam	Catch Basin or Holding Tank	Other
2003.03	2003	Kennebunk & Arundel	Kennebunk River Bridge Widening and Old Alfred Road Bridge Reconstruction		6	5	6					2	
2003.11	2003	Kennebunk	Construction of Maint. Building & Salt Storage Shed							4		1	
S2003.54	2003	South Portland, Gray & Litchfield	Floor Drain Modifications and Installation of Holding Tanks at Maintenance Yards									6	
2004.01	2004	Kennebunk to Biddeford	Highway Widening		43	18	62	46		80		28	
2004.02	2004	Portland	Brighton Avenue Bridge Reconstruction		1							9	
2004.03	2004	Sabattus	Sabattus Interchange - Final Construction Contract		4		3					7	
2004.04	2004	Litchfield to Augusta	Pavement Resurfacing Mile 98 to 103 and Mile 103 to 109					6				2	
2004.05	2004	New Gloucester	2004 Bridge Repairs - Bald Hill Road		1								
2004.07	2004	Sanford	Sanford Mitigation Site - Grading & Planting						1375	2			1 ⁽²⁾
All Projects Total:				0	55	23	71	52	1375	86	0	55	1⁽²⁾

¹ Summary includes 2003 contracts and solicitations that remained under construction in 2004. Projects completed before Dec. 31st 2003 have not been included in this inventory.

² Contract 2004.07 - Sanford Mitigation Site Grading & Planting - included the following plantings: 547 Evergreen Trees, 918 Deciduous Trees, 17,525 Deciduous Shrubs & 8,295 Herbaceous wetland species

TABLE 3
Maine Turnpike Authority
Inventory of Permanent BMP's

Summary of all BMP's installed as part of 2004 MTA Contracts & Solicitions - Listed by project¹

Contract Number ¹	Year of Installation	Project Location	Project Description	Sediment Trap	Rip Rap Downspout	Culvert Inlet Protection (Stone)	Culvert Outlet Protection (Stone)	Slope Stabiliz. (x1000SF)	Vegetated Buffer (x1000 SF)	Stone Ditch Protection (x1000SF)	Permanent Stone Check Dam	Catch Basin or Holding Tank	Other
2004.01	2004	Kennebunk to Biddeford	Highway Widening		43	18	62	46		80		28	
2004.02	2004	Portland	Brighton Avenue Bridge Reconstruction		1							9	
2004.03	2004	Sabattus	Sabattus Interchange - Final Construction Contract		4		3					7	
2004.04	2004	Litchfield to Augusta	Pavement Resurfacing Mile 98 to 103 and Mile 103 to 109					6				2	
2004.05	2004	New Gloucester	Bridge Repairs - Bald Hill Road		1								
2004.07	2004	Sanford	Sanford Mitigation Site - Grading & Planting						1375	2			1 ⁽²⁾
All Projects Total:				0	49	18	65	52	1375	82	0	46	1⁽²⁾

¹ Contracts and Solicitations not listed did not include the installation of permanent BMP's

² Contract 2004.07 - Sanford Mitigation Site Grading & Planting - included the following plantings: 547 Evergreen Trees, 918 Deciduous Trees, 17,525 Deciduous Shrubs & 8,295 Herbaceous wetland species

TABLE 4**Maine Turnpike Authority**

Summary of anticipated construction contracts and solicitations to be issued in 2005

Contract Number	Approximate Location	Description
2005.01	Westbrook	Westbrook Street Bridge Reconstruction
2005.02	Farmingdale	Northern Ave Bridge Rehabilitation
2005.03	York to Portland	Widening - Median Guardrail Upgrades - Contract 1
2005.04	York to Portland	Widening - Median Guardrail Upgrades - Contract 2
2005.05	Gray	Route 202 Bridge and Approach Roadway Widening
2005.06	Gray to Sabattus	Pavement Rehabilitation: Mile 59 to 64 Northbound only, Mile 85.2 to 88.6 Northbound and Southbound
2005.07	Falmouth	Exit 52 Utility Building
2005.08	Lewiston	Lewiston Interchange Ramp Improvements and Pavement Rehabilitation
2005.09	Lewiston	Route 196 & MCRR Bridge Repairs
2005.10	W. Gardiner to Augusta	Guardrail Upgrade Mile 103 to 109
2005.11	T.B.D.	Slope Repairs
2005.12	Gardiner	Gardiner Service Plaza - Grading
2005.13	York to Portland	ROW Fence Upgrades
2005.14	Kennebunk	Kennebunk Service Plaza Modifications - Northbound & Southbound

Solicitation Number	Approximate Location	Description
S2005.51	T.B.D.	Service Station Repairs and Modifications
S2005.52	York & South Portland	2005 Slab and Tunnel Repairs - York, Exit 44 & 45

TABLE 5

**Maine Turnpike Authority
Inventory of Permanent BMP's**

Summary of MTA Highway Maintenance Department New Construction/Installation Projects Accomplished in 2004

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)
Litchfield Highway Maintenance Facility	Improve Back Storage Yard of Facility	0	0	0	0	2.5	0	500
Kennebunk Highway Maintenance Facility	Improve Back Storage Yard of Facility	0	1	0	0	0	0	1,500

TABLE 6

Maine Turnpike Authority

Summary of MTA Highway Maintenance Department and Engineering Department Operati

TABLE 7

Maine Turnpike Authority

Summary of Proposed MTA Highway Maintenance Department Construction/Installation Projects For 2005

Project ID	Location	Sediment Traps/ Catch basins (Qty #)	RipRap Downspout (Qty#)	Culvert Inlet Protection (stone)(Qty#)	Slope Stabilization (x1000SF)	Veg. Buffer (x1000SF)	Perm. Check Dam (Qty#)	Apron (Qty. #)
Median & Main Line NB & SB and Facilities	Kittery to Augusta	0 *As Needed	0 * As Needed	0 * As Needed	0 * As Needed	0 * As Needed	0 *As Needed	0

TABLE 8
Maine Turnpike Authority

Summary of Proposed MTA Highway Maintenance Department and Engineering Department Operations and Maintenance For 2005

Project ID	Location		Repair/Redo Ditching (#Miles Linear Total)	Culvert Repair (Qty. #)	Catch Basins to be Repaired (Qty.#)	Remove Sand from Guard Rails (#Linear Miles)	Slope /Right of way Repair/Mulching (#SF total)	Inspect Catch Basins, Sediment Traps And Veg. Swales and detention Ponds (Total % to be Inspected)	Catch Basins, Sediment Traps; and Detention Ponds to be Cleaned out (% of Total)	Street Sweeping (# linear Miles)	Sweep Park Lots; Maint. Yards; Median Cross Overs; Toll Plazas; Interchanges, Service Plazas; MISC. (# Times Sweep/Year)	Litter Picking (# Miles)
Median & Mainline NB & SB; & Facilities	Kittery to Augusta		0-1	60 - 70	80 - 100	50 – 60	* As Needed	100%	50 - 60%	180-200	1-2	223

TABLE 9
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
Andy Perry	MTA	N	Y	SPCCP/Stormwater Phase II
Richard Dionne	MTA	N	Y	SPCCP/Stormwater
Gary Montague	MTA	N	Y	SPCCP/Stormwater Phase II
William Thompson	MTA	N	Y	SPCCP/Stormwater Phase II
Allen Wildes	MTA	N	N	Basic & Adv. NPS
Roger Mathews	MTA	N	N	Basic & Adv. NPS
Roger Cabanna	MTA	N	N	Basic & Adv. NPS
John Branscom	MTA	N	N	Basic & Adv. NPS & SW Phase II
				ASCE Vortechncs & LID - 10/21/04
Scott Warchol	MTA	N	Y	Stormwater Phase II
Tom Nargon	MTA	N	Y	Stormwater Phase II
William Franklin	MTA	N	Y	SPCCP/Stormwater Phase II
				Seminar-Erosion, Sed. & SW 08/24/04
				ASCE Vortechncs & LID - 10/21/04
Richard Camden	MTA	N	Y	RCRA H.W.
Steve Tartre	MTA	Y	Y	Seminar-Erosion, Sed. & SW 08/24/04
				ASCE Vortechncs & LID - 10/21/04
Peter Merfeld	MTA	Y	N	ASCE Vortechncs & LID - 10/21/04

Scott Lachance	MTA	N	Y	
Wes Jackson	MTA	N	N	Basic & Adv. NPS
William Wells	MTA	N	N	Basic & Adv. NPS
Jim Sotir	MTA	N	Y	SPCCP/Stormwater Phase II
Affonso, Ron	HNTB		Y	
Cote, Tim	HNTB	Y		
Driscoll, Bob	HNTB	Y		
Driscoll, Lori	HNTB	Y		
Hoak, Clayton	HNTB	Y		
Lavallee, Roland	HNTB	Y		
Myers, Charles	HNTB	Y		
Normand, Jeremy	HNTB	Y		
Read, Jeff	HNTB	Y	Y	
Wallace, Keith	HNTB	Y	Y	

PHOTO APPENDIX

Photo Summary of Permanent BMP's Installed in 2004

**Prepared By:
HNTB Corporation**

2004 BMP'S

<u>Photo #</u>	<u>Photograph Title</u>	<u>Date Taken</u>
1	Duck Brook (SB) Mile 26.4	October 2, 2004
2	Duck Brook (NB) Mile 26.4	October 2, 2004
3	Ward River (SB) Mile 27.8	October 2, 2004
4	Ward River (NB) Mile 27.8	October 2, 2004
5	Sanford Mitigation Grading & Planting	August 31, 2004
6	Sanford Mitigation Grading & Planting	August 31, 2004
7	Mainline Highway Widening – Kennebunk to Biddeford	August 2004
8	Mainline Highway Widening – Kennebunk to Biddeford	August 2004
9	Pavement Resurfacing – Litchfield to Augusta	August 20, 2004
10	Mainline Highway Maintenance – Shoulder Sweeping	Spring 2004

DUCK BROOK (SB) - MILE 26.4



PHOTO NO. 1

CONTRACT 2004.01

**DUCK BROOK (SB)
MILE 26.4**

**PHOTO DATE:
OCTOBER 2, 2004**

DUCK BROOK (NB) - MILE 26.4



PHOTO NO. 2

CONTRACT 2004.01

**DUCK BROOK (NB)
MILE 26.4**

**PHOTO DATE:
OCTOBER 2, 2004**

WARD RIVER (SB) - MILE 27.8



PHOTO NO. 3

CONTRACT 2004.01

**WARD RIVER (SB)
MILE 27.8**

**PHOTO DATE:
OCTOBER 2, 2004**

WARD RIVER (NB) - MILE 27.8



PHOTO NO. 4

CONTRACT 2004.01

**WARD RIVER (NB)
MILE 27.8**

**PHOTO DATE:
OCTOBER 2, 2004**

SANFORD MITIGATION GRADING & PLANTING



PHOTO NO. 5

CONTRACT 2004.07

**SANFORD MITIGATION SITE
GRADING & PLANTING**

**PHOTO DATE:
AUGUST 31, 2004**

SANFORD MITIGATION GRADING & PLANTING



PHOTO NO. 6

CONTRACT 2004.07

**SANFORD MITIGATION SITE
GRADING & PLANTING**

**PHOTO DATE:
AUGUST 31, 2004**

MAINLINE HIGHWAY WIDENING – KENNEBUNK TO BIDDEFORD



PHOTO NO. 7

CONTRACT 2004.01

**MAINLINE HIGHWAY
WIDENING**

MILE 25.5 - 31.3

**PHOTO DATE:
AUGUST 2004**

MAINLINE HIGHWAY WIDENING – KENNEBUNK TO BIDDEFORD



PHOTO NO. 8

CONTRACT 2004.01

**MAINLINE HIGHWAY
WIDENING**

MILE 25.5 - 31.3

**PHOTO DATE:
AUGUST 2004**

2004 PAVEMENT RESURFACING – LITCHFIELD TO AUGUSTA



PHOTO NO. 9

CONTRACT 2004.04

PAVEMENT RESURFACING

**INSTALLATION OF ASPHALT
APRON AROUND MEDIAN
CATCH BASIN – MILE 100.5**

**PHOTO DATE:
AUGUST 20, 2004**

MAINLINE HIGHWAY MAINTENANCE – SHOULDER SWEEPING



PHOTO NO. 10

**ANNUAL HIGHWAY
MAINTENANCE**

**SHOULDER SWEEPING ON
TURNPIKE MAINLINE**

SCARBOROUGH

**PHOTO DATE:
SPRING 2004**