

MAINE TURNPIKE AUTHORITY

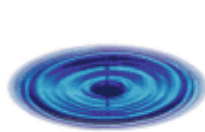
2007 PROGRESS REPORT ON IMPLEMENTATION OF THE STORMWATER MEMORANDUM OF AGREEMENT



Prepared by:
Maine Turnpike Authority



Submitted on:
May 30, 2008



think blue

clean water starts with you!

Stormwater Protection in Maine

TABLE OF CONTENTS

| | Page |
|---|-------------|
| I. INTRODUCTION | 1 |
| II. ACTIVITIES ACCOMPLISHED | 1 |
| a. Training | 1 |
| b. Contracted Projects | 2 |
| c. MTA Highway Maintenance Department Construction Projects | 2 |
| d. Post-Construction Operations and Maintenance | 2 |
| III. ACTIVITIES AND PROJECTS PLANNED FOR 2006 | 4 |
| a. Training | 4 |
| b. Contracted Projects | 5 |
| c. MTA Highway Maintenance Projects | 5 |
| d. Operations and Maintenance | 5 |
| IV. STORMWATER MOA OVERSIGHT | 5 |
| V. CONCLUSION | 6 |

APPENDICES

APPENDIX A CURRENT STORMWATER MOA

APPENDIX B TABLES

| | |
|---------|---|
| Table 1 | List of Trained Personnel in 2007 |
| Table 2 | Summary of 2007 Construction Contracts and Solicitations |
| Table 3 | Summary of BMPs Installed as Part of 2007 MTA Contracts and Solicitations (Listed by Project) |
| Table 4 | Summary of MTA Highway Maintenance Department Construction Projects Accomplished in 2007 |
| Table 5 | Summary of MTA Highway Maintenance Department Operations and Maintenance Accomplished in 2007 |
| Table 6 | Summary of Anticipated Construction Contracts and Solicitations in 2008 |
| Table 7 | Summary of Proposed MTA Highway Maintenance Department Operations and Maintenance for 2008 |

APPENDIX C REPRESENTATIVE STORMWATER TRAINING CURRICULUM

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) projects¹. 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 mainline, 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.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 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 E. Gallagher
Dawn Gallagher, Commissioner

Maine Department of Transportation

Dated: May 21, 2003

By: David Cole
David Cole, Commissioner

Maine Turnpike Authority

Dated: 5/30/03

By: Samuel M. Zaitlin
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 | |
| Thomson, 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 the specified personnel is assigned to Engineering

"MTA-HM" indicated that the specified personnel is assigned to Highway Maintenance

"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 | Sabattus | 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 Solicitations 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 Guardrail 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

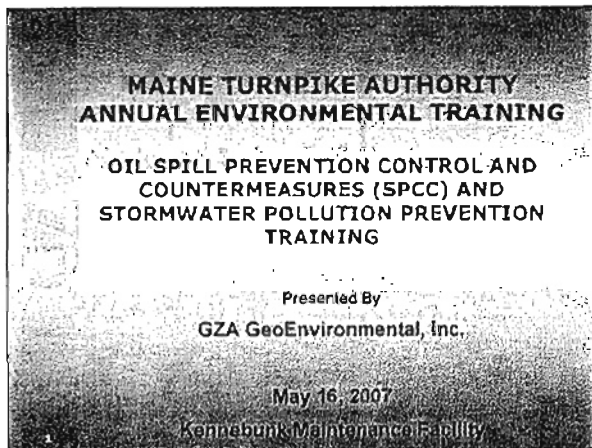
Requirements of MTA Stormwater Management Permit and Program

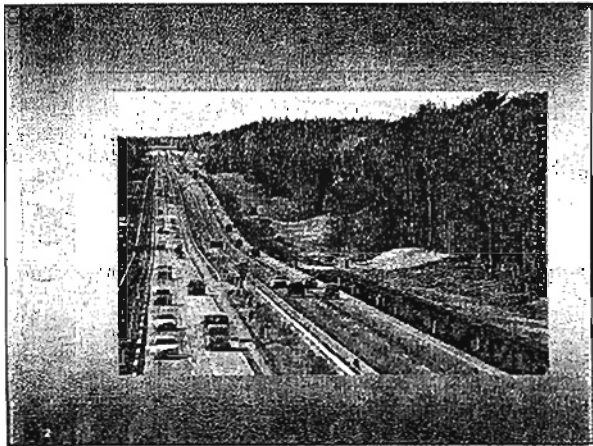
1. Good Housekeeping
2. IDDE Inspections

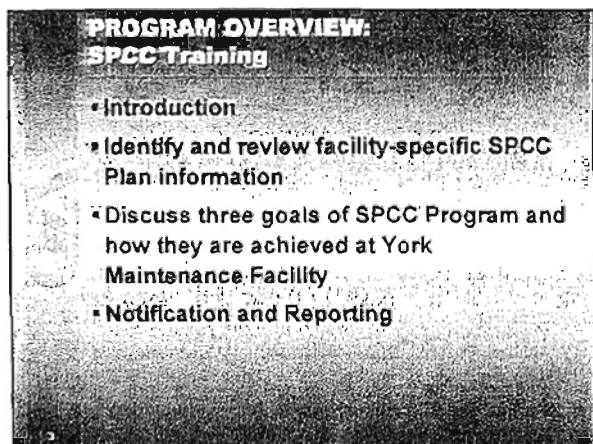
9:50-10:00 Test, Evaluation and Inspection

10:00 ADJOURN

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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

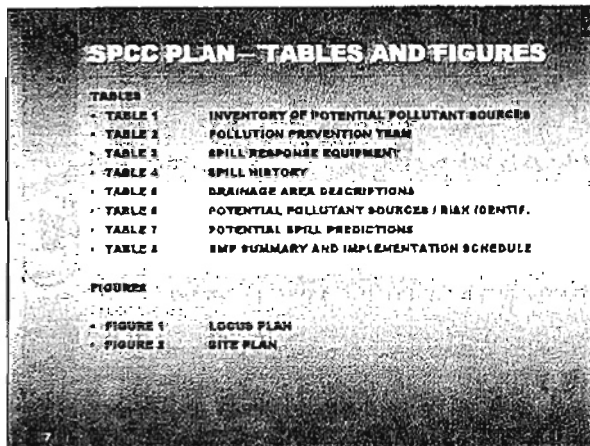
INTRODUCTION

- 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

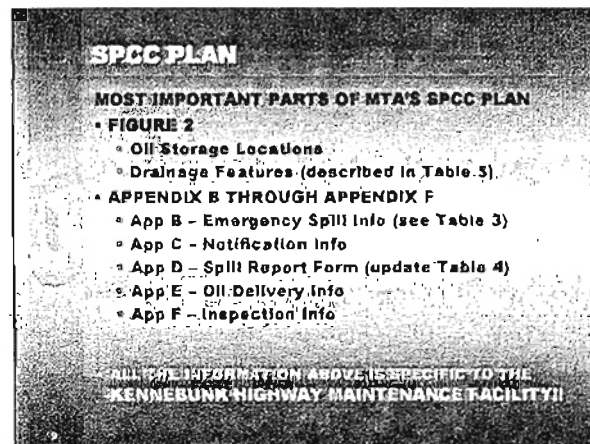
SPCC PLAN

- 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 (external)
 - 6.0 Spill Potential and Prevention
 - 7.0 Prevention Measures
 - 8.0 Certification of The Applicability Of The Substantial Harm Criteria - OR Regulations - 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

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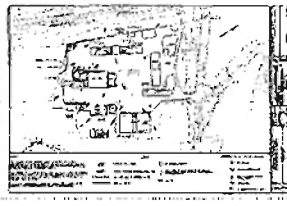


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**Figure 2 of SPCC Plan:
OIL STORAGE LOCATIONS**

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

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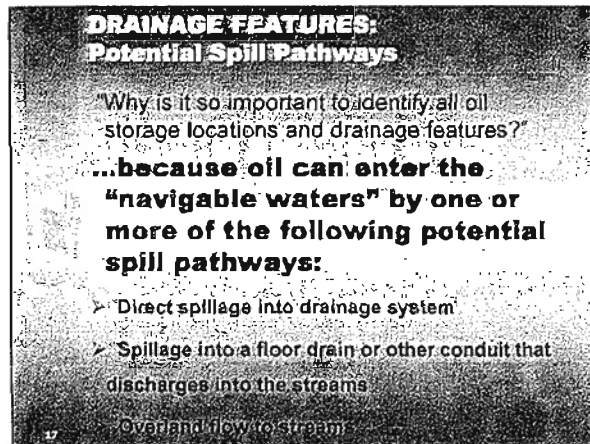






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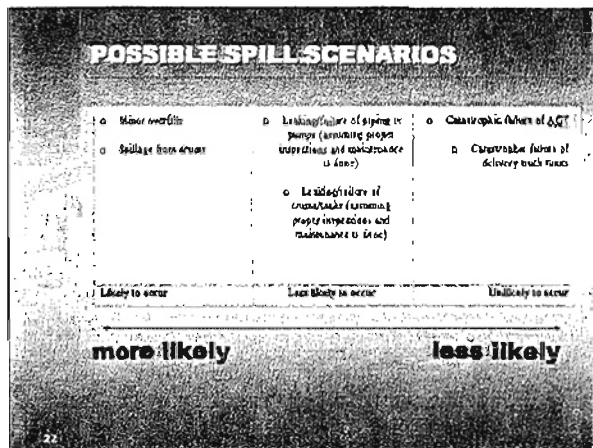
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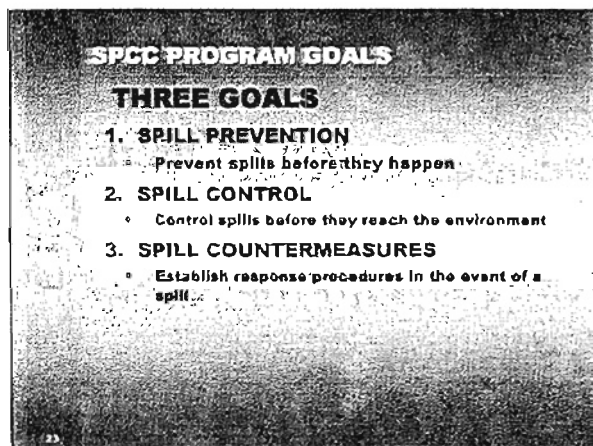


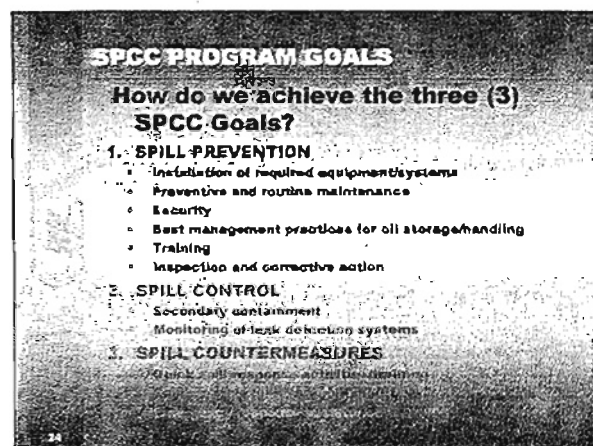




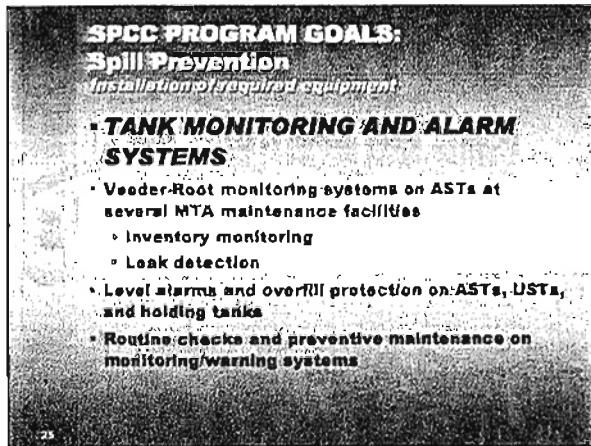
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SPCC PROGRAM GOALS:
Spill Prevention
Oil Products Storage and Handling

**LOADING/UNLOADING PROCEDURES –
NOTICE FOR DELIVERY DRIVERS**

1. Must obtain authorization from SPCC-trained MTA facility representative prior to entering
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

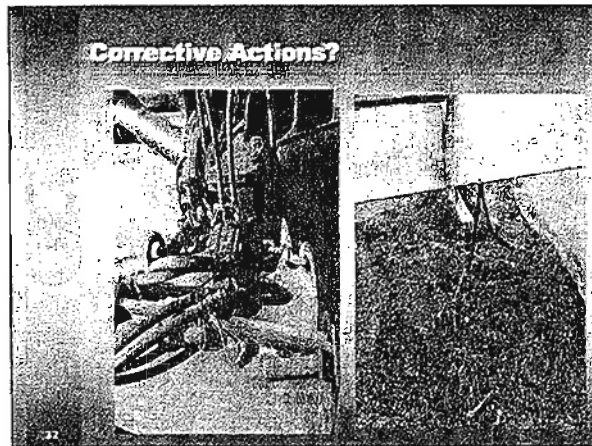
CORRECTIVE ACTIONS TO BE NOTED ON INSPECTION FORM

RECORDS TO BE MAINTAINED ON SITE IN INSPECTION

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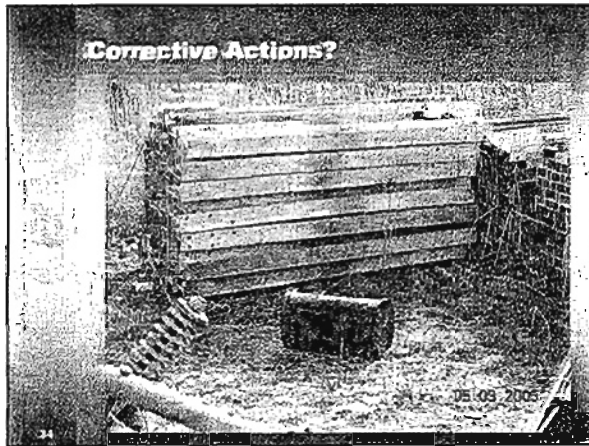
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SPCC PROGRAM GOALS

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**
 - Containment and cleanup

27

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!!!

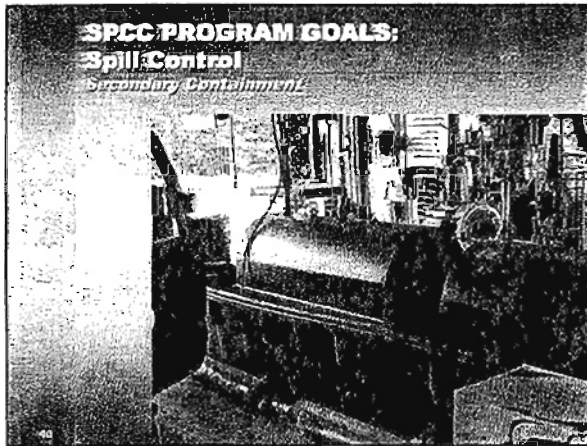
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SPCC PROGRAM GOALS:
Spill Control

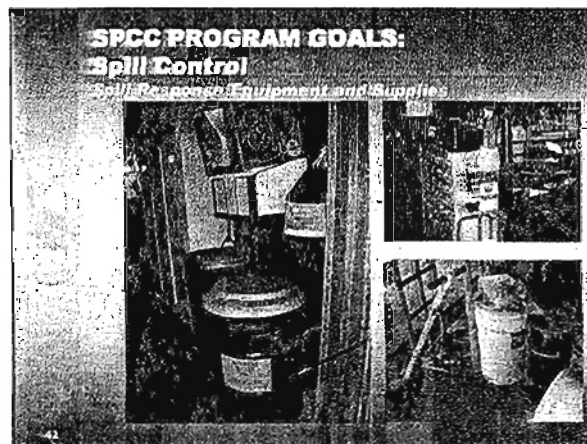
- Leak detection systems
- Monitoring and Inspections
- Secondary containment
- Spill response equipment and supplies
- Security
- BMPs during transfers and operations with high spill potential

29

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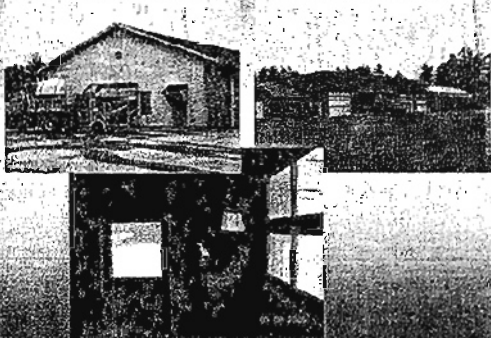
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SPCC PROGRAM GOALS:
Spill Control
Spill Response Equipment and Supplies


- Located at or near each tank and container storage location
- Spill materials include:
 - Granular sorbent materials (Spill Magic)
 - 55 gallon Drum Spill Kit containing the following equipment/materials:
 - 10-20 in. socks; 4-10 ft. Socks; 6-Pillows; 66-Wipers; 40 P/OB Mat Pads; 8-Disposal bags & ties; 1-Tamper Proof Label; 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 Oil Storage Locations)

SPCC PROGRAM GOALS:
Spill Control
Security

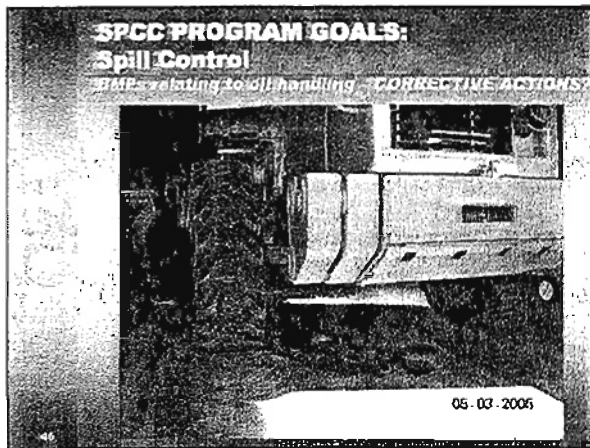


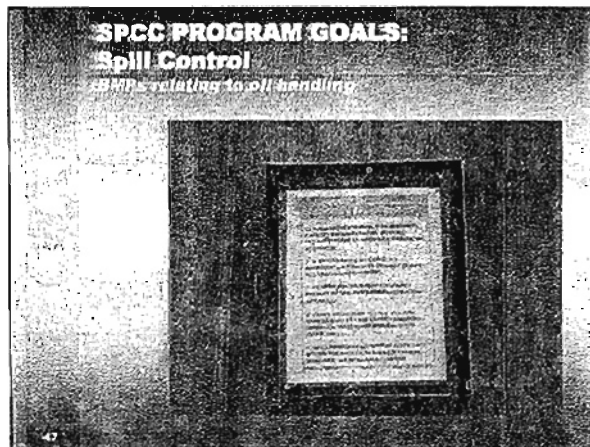
SPCC PROGRAM GOALS:
Spill Control
PSPs during oil transfers

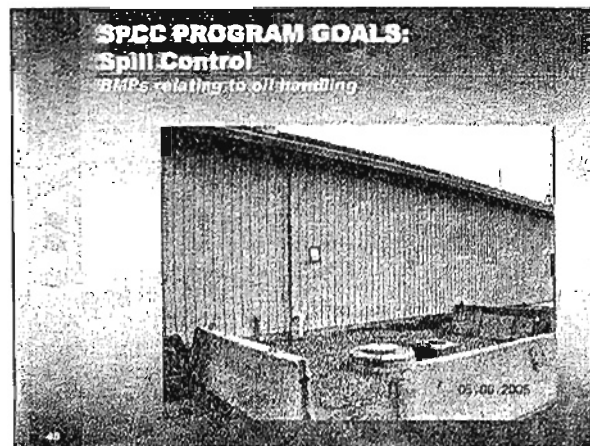


What type of oil transfers are performed at Kennebunk Maintenance?

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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.

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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!!!

SPCC PROGRAM GOALS:
Spill Countermeasures
Effective Spill Response

For Incidental Spill (continued):

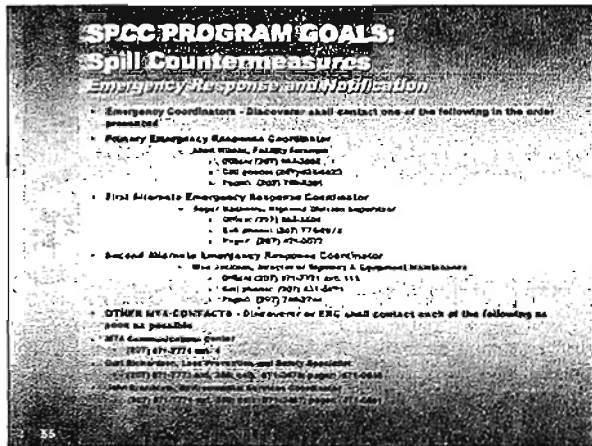
- Use appropriate spill response equipment to contain and clean up spill... and once oil is absorbed:
 - Pack debris/cleanup media in tightly closed double bag along with contaminated PPE.
 - Place double bag in a 55-gallon drum labeled "WASTE OIL DEBRIS" and store drum on a "spill pallet"
- Follow-up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

SPCC PROGRAM GOALS:
Spill Countermeasures
Effective Spill Response

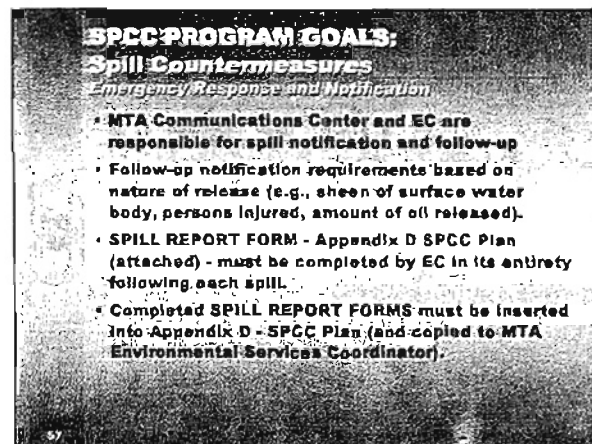
For Non-Incidental Spills:

- **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).

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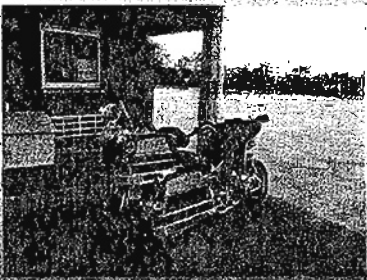
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SPCC PROGRAM GOALS:
Spill Countermeasures
Closing Out Spills


Document ALL spills:

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

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



STORM WATER POLLUTION PREVENTION



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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

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 80.8, 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

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....

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**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

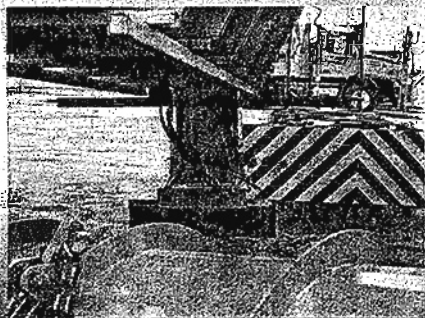
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**Storm Water Pollution Prevention:
BMPs at Maintenance Facilities**
Capping Hydraulic Lines



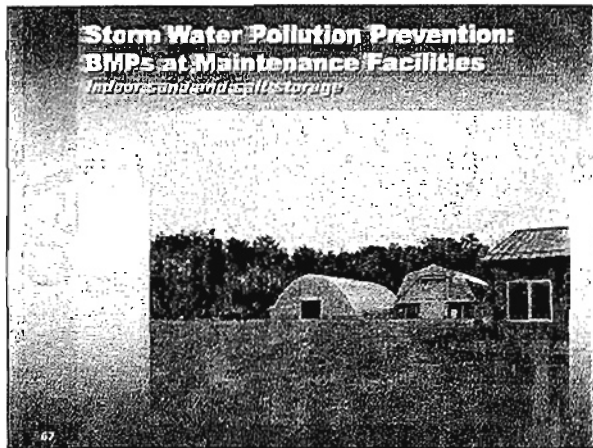
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**Storm Water Pollution Prevention:
BMPs at Maintenance Facilities**
Proper vehicle and equipment storage

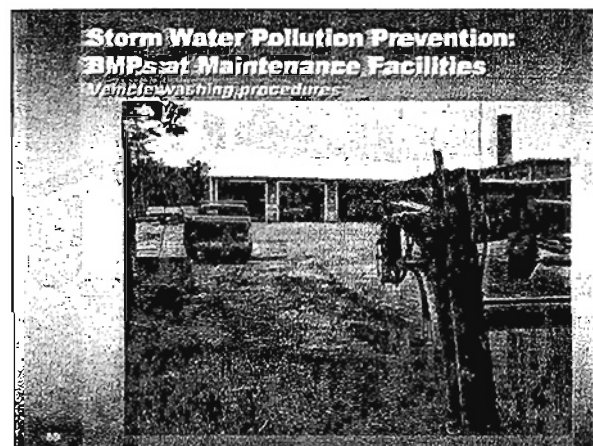


46

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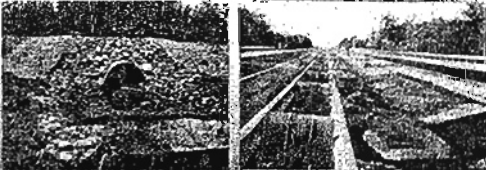
SO...
What are the responsibilities outside the Maintenance Facility?

- 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

70

**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**

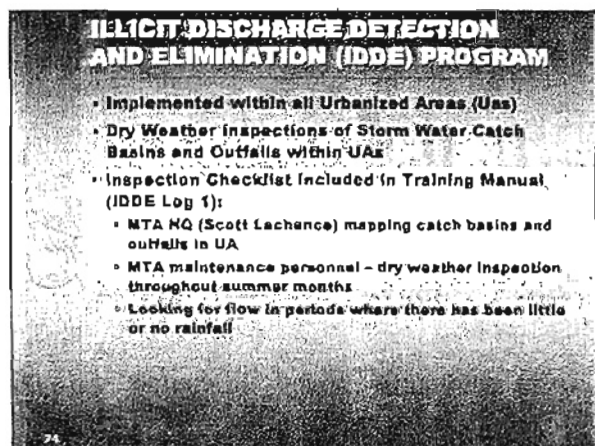
Typical mapped features to be inspected...

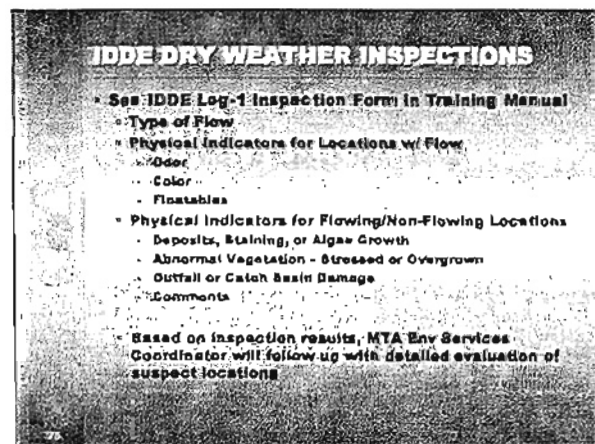


72

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**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(0)(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

ILICIT DISCHARGE DETECTION AND ELIMINATION FORM
SPCC Form 1-1 (Rev. 1/04)

For use by the permittee to document and eliminate any discharge of pollutants to surface waters that is not a permitted discharge.

Location - Name of Discharge:

Discharge Information:

Is this discharge a spill? ☐ Yes ☐ No

Is this discharge a discharge of pollutants? ☐ Yes ☐ No

Approximate date: _____

Time: _____

Location: _____

Discharge Characteristics:

Volume: _____

Color: _____

Odor: _____

Temperature: _____

Flow: _____

Direction: _____

Duration: _____

Frequency: _____

Source: _____

Material: _____

Other: _____

Discharge Elimination:

How was the discharge eliminated? _____

When was the discharge eliminated? _____

By whom? _____

Cost of elimination: _____

Other: _____

ILICIT DISCHARGE DETECTION AND ELIMINATION FORM
SPCC Form 1-1 (Rev. 1/04)

For use by the permittee to document and eliminate any discharge of pollutants to surface waters that is not a permitted discharge.

Location - Name of Discharge:

Discharge Information:

Is this discharge a spill? ☐ Yes ☐ No

Is this discharge a discharge of pollutants? ☐ Yes ☐ No

Approximate date: _____

Time: _____

Location: _____

Discharge Characteristics:

Volume: _____

Color: _____

Odor: _____

Temperature: _____

Flow: _____

Direction: _____

Duration: _____

Frequency: _____

Source: _____

Material: _____

Other: _____

Discharge Elimination:

How was the discharge eliminated? _____

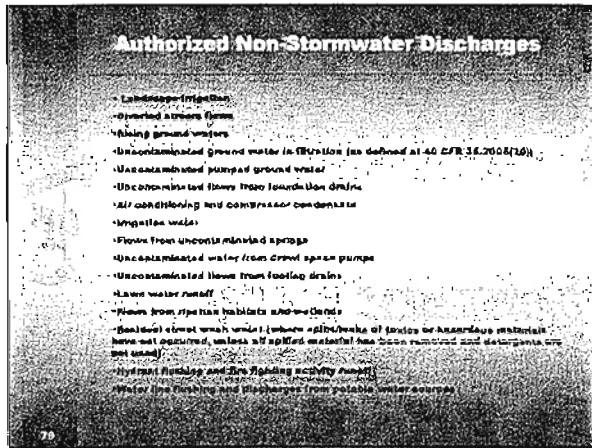
When was the discharge eliminated? _____

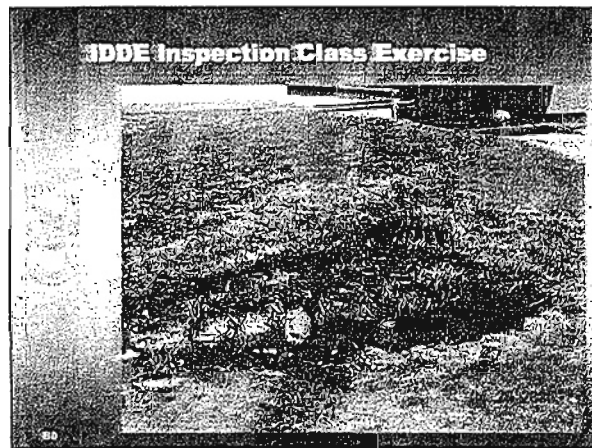
By whom? _____

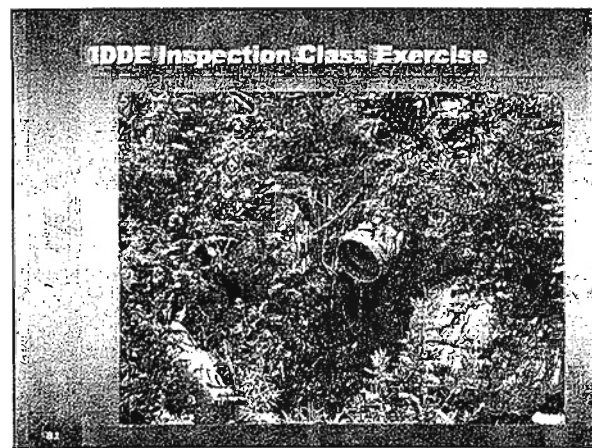
Cost of elimination: _____

Other: _____

Maine Turnpike Authority
Spill Prevention Control and Countermeasures (SPCC) Training
May 2007

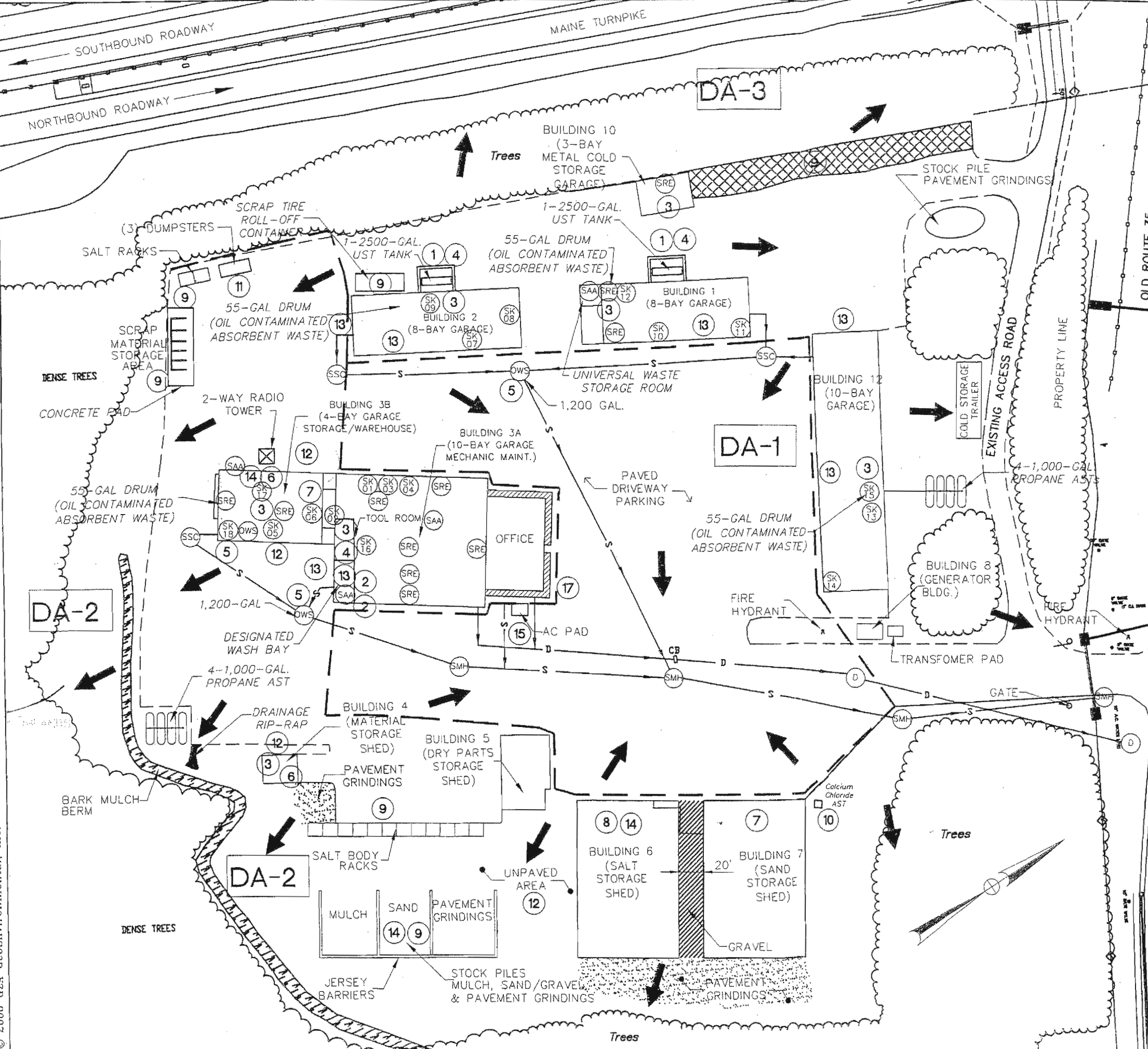






Maine Turnpike Authority
Spill Prevention Control and Countermeasures (SPCC) Training
May 2007







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 I 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.....

Metro Tunnel Authority
Highway Maintenance Facilities
Spill Response Procedures - Summary
Last Update: August 2005



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 Central Office | 1-800-482-0777 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 REPRESENTATIVE 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**

APPENDIX F
ROUTINE FACILITY INSPECTION 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.
- Fill port is flush-mounted on the paved driveway and securely capped.
- Inspections of the UST fill port areas and surrounding ground surfaces confirm the absence of spills or leaks.
- Post a sign at the fill port that warns the driver to disconnect the filling hose and inspect the vehicle for leakage before departure
- Work areas are maintained in clean and orderly condition.

Monthly

Yes ☐ No ☐

Monthly

Yes ☐ No ☐

Monthly

Yes ☐ No ☐

Monthly

Yes ☐ No ☐

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.
- All containers are properly and plainly labeled.
- All personnel that work in this area are trained annually regarding oil handling/management procedures and general good housekeeping procedures established at KIMF.
- Areas where waste oil is generated, accumulated and/or stored are inspected for evidence of spills or other pollutants contacting storm water.
- 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 ☐

Monthly

Yes ☐ No ☐

Monthly

Yes ☐ No ☐

Monthly

Yes ☐ No ☐

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.
- All containers are properly and plainly labeled
- 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.
- 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 ☐

Monthly

Yes ☐ No ☐

Monthly

Yes ☐ No ☐

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 <input type="checkbox"/> | No <input type="checkbox"/> |
| 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). - Loading/unloading areas are maintained in clean and orderly condition. | Monthly Monthly | Yes <input type="checkbox"/> Yes <input type="checkbox"/> | No <input type="checkbox"/> No <input type="checkbox"/> |
| 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. - All containers are properly and plainly labeled. - 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. - Spill response equipment (see Table 3) is located proximate to oil/water separators and is available for use during an accidental release. - Work areas are maintained in clean and orderly condition. | Monthly Monthly Monthly Monthly Monthly | Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> | No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> |
| 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. - All containers are properly and plainly labeled. - 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. - SPCC/SWPPP 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. - Spill response equipment (see Table 3) is located proximate to painting operations and is available for use during an accidental release. | Quarterly Quarterly Quarterly Quarterly Quarterly | Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> | No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> |

(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 <input type="checkbox"/> | No <input type="checkbox"/> |
| 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 <input type="checkbox"/> | No <input type="checkbox"/> |
| - Work areas are maintained in clean and orderly condition. | Quarterly | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 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 inspection program. | Quarterly | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| - Work areas are maintained in clean and orderly condition. | Quarterly | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 9. Outdoor Storage of Scrap 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 scrap 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 <input type="checkbox"/> | No <input type="checkbox"/> |
| - Outdoor storage areas maintained in clean and orderly condition. | Quarterly | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| - The area surrounding the outdoor stockpile areas is graded to minimize storm water run on/off. | Quarterly | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 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 <input type="checkbox"/> | No <input type="checkbox"/> |
| - Work areas are maintained in clean and orderly condition. | Quarterly | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

(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.
- The MSW container and the surrounding area are maintained in clean and orderly condition.

Quarterly

Yes ☐ No ☐

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.
- 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.
- 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 ☐

Quarterly

Yes ☐ No ☐

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.
- 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.
- Work areas are maintained in clean and orderly condition.

Quarterly

Yes ☐ No ☐

Quarterly

Yes ☐ No ☐

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 <input type="checkbox"/> N <input type="checkbox"/> |
| Sorbent Wiper Pads | Y <input type="checkbox"/> N <input type="checkbox"/> |
| Sorbent Pillows | Y <input type="checkbox"/> N <input type="checkbox"/> |
| PIG Mat Pads | Y <input type="checkbox"/> N <input type="checkbox"/> |
| PIG 35-gallon spill kit drum | Y <input type="checkbox"/> N <input type="checkbox"/> |
| Instruction Manual | Y <input type="checkbox"/> N <input type="checkbox"/> |
| Gallon jug of spill magic powder absorbent (1) | Y <input type="checkbox"/> N <input type="checkbox"/> |
| Emergency Response Guide | Y <input type="checkbox"/> N <input type="checkbox"/> |
| Disposal bag and ties (6) | Y <input type="checkbox"/> N <input type="checkbox"/> |
| 48" Socks | Y <input type="checkbox"/> N <input type="checkbox"/> |
| 10' Socks | Y <input type="checkbox"/> N <input type="checkbox"/> |

Spill Kit-02

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

| Contents: | Present? |
|--|---|
| Gallon jug of spill magic powder absorbent (1) | Y <input type="checkbox"/> N <input type="checkbox"/> |
| Box of sorbent pads | Y <input type="checkbox"/> N <input type="checkbox"/> |

Spill Kit-03

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

| Contents: | Present? |
|----------------------|---|
| Acid Spill Kit (Bag) | Y <input type="checkbox"/> N <input type="checkbox"/> |

(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-07

Location: 8-Bay Garage (Building 2)

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

Spill Kit-10

Location: 8-Bay Garage (Building 1)

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

Spill Kit-13

Location: 10-Bay Garage (Building 12)

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

Spill Kit-05

Location: 4-Bay Warehouse (Building 3B)

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

Spill Kit-08

Location: 8-Bay Garage (Building 2)

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

Spill Kit-11

Location: 8-Bay Garage (Building 1)

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

Spill Kit-14

Location: 10-Bay Garage (Building 12)

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

Spill Kit-06

Location: 4-Bay Warehouse (Building 3B)

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-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-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 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-16 <i>Location:</i> 10 Bay Mechanic Maintenance Garage (Building 3A) <i>Contents:</i> <i>Present?</i> Box of sorbent pads Y <input type="checkbox"/> N <input type="checkbox"/> 55-gallon drum (waste Y <input type="checkbox"/> N <input type="checkbox"/> absorbent materials) | Spill Kit-17 <i>Location:</i> 4-Bay Warehouse (Building 3B) <i>Contents:</i> <i>Present?</i> 55-gallon drum (waste Y <input type="checkbox"/> N <input type="checkbox"/> absorbent materials) | Spill Kit-18 <i>Location:</i> 4-Bay Warehouse (Building 3B) <i>Contents:</i> <i>Present?</i> Box of sorbent pads Y <input type="checkbox"/> N <input type="checkbox"/> 55-gallon drum (waste Y <input type="checkbox"/> N <input type="checkbox"/> absorbent materials) | |

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

| | |
|---|-----------------------|
| Instructions: This worksheet is to be completed when evidence of pollutants enters the storm water system or ineffective BMPs/Pms are identified. When complete, this report should be attached to the activity record and initiated as corrective action. | |
| Report Initiated by: <input type="checkbox"/> Monthly SPCC Inspection <input type="checkbox"/> Quarterly Stormwater Inspection <input type="checkbox"/> Other _____ | |
| Date: _____ | Time: _____ |
| Potential Pollutant Source Number (if applicable): _____ | |
| Report Completed by: _____ | |
| 1. Observations: <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div> | |
| 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 |
| | |
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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: _____

Date: _____

Authorized Signature

**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 Shoen) | Suds | Excessive Algae Bloom | Other (Describe): | |
| | | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

| 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*) | Comments or Other Observations (Use Back of Form, If Necessary) |
| | | 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*) | |
| | | | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| | | | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| | | | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| | | | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| | | | <input type="checkbox"/> | <input type="checkbox"/> | | | | |

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, etc.

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

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