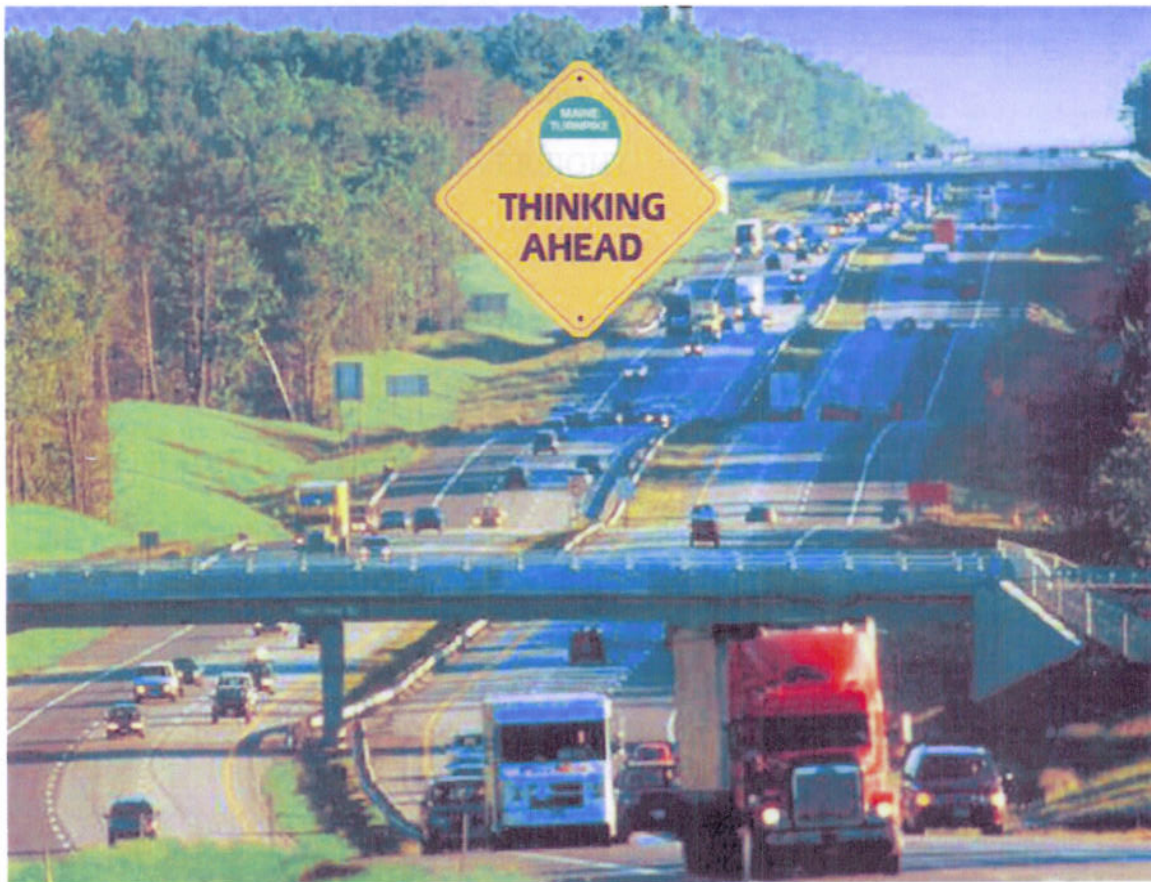


MAINE TURNPIKE AUTHORITY

2005 PROGRESS REPORT ON IMPLEMENTATION OF THE STORMWATER MEMORANDUM OF AGREEMENT



Prepared by:
Maine Turnpike Authority

Submitted on:
February 17, 2006

GERARD P. CONLEY, SR., PORTLAND, CHAIRMAN
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DEPUTY EXECUTIVE DIRECTOR
CHIEF FINANCIAL OFFICER

PETER S. MERFELD, P.E.
CHIEF OPERATIONS OFFICER

Maine Turnpike Authority

430 RIVERSIDE STREET
PORTLAND, MAINE 04103

VIA USPS MAIL - RETURN RECEIPT REQUESTED

February 21, 2006

Mr. Don Witherill
Bureau of Land and Water Quality
Maine Department of Environmental Protection
17 State House Station
Augusta, Maine 04333-0017

**SUBJECT: Maine Turnpike Authority (MTA)
Memorandum of Agreement (MOA)
2005 Annual Progress Report**

Dear Mr. Witherill:

MTA is pleased to submit the 2005 Annual MOA Progress Report for your review. A total of five (5) copies have been enclosed for distribution to appropriate Department personnel.

We look forward to meeting with you and your colleagues at the annual MOA meeting that is scheduled on March 7, 2006.

Respectfully,



Robyn L. Saunders
Interim Environmental Services Coordinator for
Maine Turnpike Authority

Enclosure: 2005 Progress Report on Implementation of the Stormwater MOA

**Cc: Christa Boucher, Maine Department of Transportation
Peter Merfeld, MTA
Steve Tartre, MTA
Wes Jackson, MTA
Bob Driscoll, HNTB
Sharon Newman, PretiFlaherty**



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I. INTRODUCTION

The purpose of this Progress Report is to comply with the requirements in the Stormwater Memorandum of Agreement (MOA) dated May 30, 2003 and adopted by the Maine Department of Environmental Protection (DEP), Maine Department of Transportation (DOT) and Maine Turnpike Authority (MTA). This report includes information and data on construction projects and activities accomplished in 2005; projects and activities anticipated in 2006; 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 MDOT and MTA Municipal Separate Storm Sewer Systems (MS4s).

The MOA reflects the specific technical concerns associated with linear transportation projects undertaken by or under the supervision of MDOT and MTA, and specifies the stormwater quantity and quality standards that apply to those projects. As part of the conditions established under the MOA, MDOT 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**.

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 2005, 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. Consistent with 2004, MTA had 63% of its Supervisors and Foremen in the Highway & Equipment Maintenance Department certified through the DEP Nonpoint Source (NPS) Program in 2005. Similarly, the MTA Engineering Department in 2005 had 75% of its staff certified.

The Turnpike has attended DEP and MDOT training sessions and workshops through 2005, and also plans to continue to attend joint training and workshop sessions in 2006 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 thirteen (13) linear construction projects in 2005. Of the thirteen (13) projects awarded in 2005, MOA applicability and subsequent reporting is required for seven (7) projects¹. These seven (7) projects, plus one (1) construction project awarded in 2004 that remained under construction (Brighton Avenue Bridge) in 2005, 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 eight (8) construction projects managed under the MOA in 2005.

As seen in **Table 3**, a significant number of the BMPs installed in 2005 were associated with upgrades to existing infrastructure. For example, a significant number of BMPs were installed as part of the slope repairs from Portland to Hallowell (Contract Number S2005.57) and the pavement rehabilitation from Gray to Litchfield (Contract Number 2005.06).

Photographs of representative BMPs installed throughout 2005 have been included in **Appendix C**.

c. MTA Highway Maintenance Department Construction Projects

MTA's Highway Maintenance Department completed two 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 2005. In addition to the small projects listed in **Table 4**, a new septic system was installed at the New Gloucester Toll Barrier. Disturbance associated with this project was approximately 5,000 square feet (SF).

d. Post Construction Maintenance and Inspection

Operations & Maintenance (O&M)

A summary of the O&M tasks accomplished in 2005 is presented in **Table 5** of **Appendix B**. The most common maintenance activities accomplished by MTA's Highway Maintenance Department in 2005 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 last year, approximately 50% of the catch basins contained enough sediment to require cleaning. In addition to sweeping and maintenance of catch basins

¹ The six (6) remaining projects, listed in **Table 2**, did not have significant stormwater considerations (e.g., three bridge repairs, one guardrail repair, one slab/tunnel repair; one fire alarm maintenance/upgrades).

and the other O&M tasks summarized in **Table 5**, improvements were made at MTA maintenance yards. These improvements include:

- Screening fill materials stored at the Litchfield Maintenance Facility for reuse and storage indoors; and
- Removing a significant amount of scrap material formerly stored outside at the Gardiner, Litchfield and Kennebunk Maintenance Facilities.

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

Inspections

In 2005, HNTB (MTA's General Engineering Consultant) conducted a thorough inspection of the Turnpike. This inspection (generally referred to as the "Annual Inspection") covers pavement, cut sections, embankments, bridges, roadway lighting, drainage structures, signs, pavement markings, toll plazas, utility buildings, service areas, maintenance areas and other facilities.

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

A detailed Annual Inspection Report was transmitted to the Authority's Executive Director in October 2005. Below is a summary of information contained within the Annual Inspection Report relative to storm water quality and quantity control.

The roadway surface drainage system consisting of drainage ditches, catch basins, and cross culverts was inspected and found to be in fair-to-good condition. Catch basin repair is typically included as part of pavement rehabilitation projects. This practice appears to be adequate to maintain the catch basins in fair-to-good condition. Routine ditch and side slope repair is required for proper upkeep of the highway. Turnpike maintenance forces routinely clear debris from drainage ditches and regrade the surrounding areas as necessary. All ditches will continue to be evaluated and recommendations for reconstruction will be made as required.

Numerous rivers and streams pass under the turnpike through box culverts and pipes. Pipes 36 to 54 inches in diameter are inspected on a five-year cycle. All box culverts and all pipes 36 inches in diameter and larger, that are not within the modernization and widening project limits, were inspected in 2001

and were found to be in satisfactory condition. The next inspection is planned for 2006.

In 2003, a list was compiled of ten locations that had drainage or slope failures requiring attention. In 2004, the Authority's maintenance forces repaired four of these locations. Additional locations were added in 2005 as a result of the annual inspection. A contract has been prepared to repair the slope and drainage failures at eight locations in the fall of 2005 and spring of 2006; this work is on-going.

In addition to the HNTB inspections and surveys in 2005, 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 2006

a. Training

In addition to continuing to maintain certification for key employees with the DEP's NPS Training Program in 2006, 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 D**, MTA will continue to train employees in the following areas:

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

b. Contracted Projects

In 2005, MTA efforts were focused on smaller scale projects, which were oriented towards operations and maintenance, as opposed to the larger Turnpike Widening effort that was completed in 2004. In 2006, MTA will continue to focus on these smaller scale projects, including the following six projects summarized in **Table 6** of **Appendix B** that will be managed in accordance with the existing MOA :

- two bridge repairs in the Gardiner area;
- a pavement rehabilitation project in Lewiston-Auburn;
- an interchange improvement in Biddeford;
- a right-of-way (ROW) fence installation from York to Portland; and
- a slope and drainage repair from York to 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.), as indicated in **Table 7** of **Appendix B**. Please note that the anticipated construction projects listed in **Table 7** to be performed by MTA Highway Maintenance are actually improvements to existing infrastructure (e.g., Auburn Highway Maintenance Facility and Median Crossovers on the Mainline) 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). As previously mentioned in **Section II.d**, in 2006 HNTB is slated to inspect large diameter (36 to 54 inches) box culverts and pipes outside the limits of previous modernization and widening efforts.

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

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 Warchol, Project Coordinator
Wes Jackson, Director of Highway & Equipment Maintenance
William Wells, Deputy Director of Highway & Equipment Maintenance
Roger Mathews, Highway Division Supervisor
Andy Perry, Highway Division Supervisor
Jim Sotir, Foreman at Gardiner and Litchfield Highway Maintenance Facility
Rick Dionne, Foreman at Auburn Highway Maintenance Facility
Gary Montague, Foreman at Gray Highway Maintenance Facility
Bill Thompson, Foreman at South Portland Highway Maintenance Facility
Allen Wildes, Foreman at Kennebunk Highway Maintenance Facility
Roger Cabana, Foreman at York Highway Maintenance Facility
John Branscom, Environmental Services Coordinator

HNTB, Inc.

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

V. CONCLUSION

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

2. Definitions

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

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

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

3. Standards

A. Stormwater Quality

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

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

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

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

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

B Stormwater Quantity

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

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

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

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

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

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

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

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

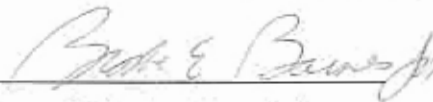
7. Interagency Review

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

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

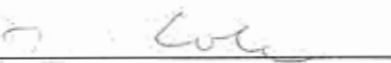
Maine Department of Environmental Protection

Dated: May 19, 2003

By: 
Dawn Gallagher, Commissioner

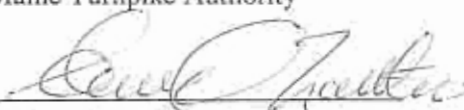
Maine Department of Transportation

Dated: May 21, 2003

By: 
David Cole, Commissioner

Maine Turnpike Authority

Dated: 5/30/03

By: 
Samuel M. Zaitlin, Chairman

APPENDIX B

TABLES 1 – 8

TABLE 1 - LIST OF TRAINED PERSONNEL

Employees providing stormwater and sedimentation control oversight on projects

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

Name (Last, First)	Company	Maine P.E. with stormwater experience	DEP Erosion Control Certified	Other Training Attended
IN-HOUSE PERSONNEL				
Branscom, John	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II) Chapter 500 Stormwater Management Rules
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)
Franklin, Bill	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II) Conference on Low Impact Design Stormwater BMPs Chapter 500 Stormwater Management Rules
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)
Merfeld, Peter	MTA	Y		
Montague, Gary	MTA		Y	Pollution Prevention (SPCC/Stormwater Phase II)
Naragon, Tom	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)
Wildes, Allen	MTA			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		Chapter 500 Stormwater Management Rules
Hoak, Clayton	HNTB	Y		
Lavallee, Roland	HNTB	Y		
Meek, Lauren	HNTB	Y		
Myers, Charles	HNTB	Y		
Wallace, Keith	HNTB	Y	Y	

TABLE 2 - LIST OF CONSTRUCTION PROJECTS

Summary of construction contracts and solicitations issued in 2005

Please note that Contract 2004.02 was awarded in 2004, but some work occurred in 2005

Contract Number	Approximate Location	Description
2004.02	Portland	Brighton Avenue Bridge

Contract Number	Approximate Location	Description
2005.01	Portland	Westbrook Street Bridge
2005.02	Farmingdale	Northern Ave
2005.04	York to South Portland	Widening - Median Guardrail Upgrades Contract II
2005.06	Gray to Litchfield	Pavement Rehabilitation Mile 59 to 64 NB only, Mile 85.2 to 88.6 NB and SB &
2005.07	Falmouth	Toll Administration Building Falmouth Spur
2005.09	Lewiston	2005 Bridge Repairs - Route 196 - Lewiston
2005.10	Gardiner	Guardrail Upgrade Mile 103 to 109

Contract Number	Approximate Location	Description
S2005.52	York to Gardiner	2005 Slab and Tunnel Repairs
S2005.53	Saco	New County Road Bridge Repair
S2005.54	Gardiner	Gardiner Interchange Bridge Repair
S2005.55	York to Gardiner	Fire Alarm Inspection and Maintenance Contract - 3 Year contract
S2005.57	Portland to Hallowell	2005 Slope Repairs
S2005.59	Auburn	Hackett Road Emergency Bridge Repair

TABLE 3 - BMPs FOR 2005 PROJECTS

Maine Turnpike Authority
Inventory of Permanent BMP's

Summary of all BMP's installed as part of 2005 MTA Contracts & Solicitations - Listed by project

Contract Number	Project Location	Project Description	Year of Installation	Sediment Trap	Rip Rap Downspout	Culvert Inlet Protection (Stone)	Culvert Outlet Protection (Stone)	Slope Stabilize (x1000SF)	Vegetated Buffer (x1000 SF)	Stone Ditch Protection (x1000SF)	Permanent Stone Check Dam	Catch Basin or Holding Tank	Other
2004.02	Portland	Brighton Avenue Bridge	2005		1		1	5				9	
2005.02	Farmingdale	Northern Ave	2005		2	1	1	2					
2005.04	York to South Portland	Widening - Median Guardrail Upgrades Contract II	2005									8	
2005.06	Gray to Litchfield	Pavement Rehabilitation Mile 59 to 64 NB only, Mile 85.2 to 88.6 NB and SB & Exit 80 Interchange Improvements	2005							160	7	53	
2005.07	Falmouth	Toll Administration Building Falmouth Spur	2005				10						
2005.09	Lewiston	2005 Bridge Repairs - Route 196 - Lewiston	2005										4 ⁽¹⁾
S2005.57	Portland to Hallowell	2005 Slope Repairs	2005		3	5	9	28		5	3		
S2005.59	Auburn	Hackett Road Emergency Bridge Repair	2005		1								
All Projects Total:				0	7	6	21	35	0	165	10	70	4

¹ Contract 2005.09 included rebuilding existing drainage troughs

TABLE 4

Maine Turnpike Authority
Inventory of Permanent BMP's

Summary of MTA Highway Maintenance Department New Construction/Installation Projects Accomplished in 2005

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)
Gray HMF	Washout at M 52.6 SB	0	0	0	0	0	5	0
Gardiner HMF	Maintenance Yard Improvements	0	0	0	0	0	0	1,500

TABLE 5

Maine Turnpike Authority

Summary of MTA Highway Maintenance Department and Engineering Department Operations and Maintenance (O&M) Accomplished in 2005

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

NOTES:

- (1) Catchments include catch basins, sediment traps, vegetated swales, detention ponds, etc.
- (2) Ancillary facilities include parking lots, median crossovers, interchanges, service plazas, maintenance yards, etc.

TABLE 6 - SUMMARY OF ANTICIPATED CONSTRUCTION FOR 2006

Maine Turnpike Authority

Summary of anticipated construction contracts to be issued in 2006

Contract Number	Approximate Location	Description
2006.01	Auburn-Lewiston	Pavement Rehabilitation/Guardrail
2006.02	Gardiner	I-295 Deck Replacement
2006.03	West Gardiner	Cobbosseecontee Bridge repair
2006.08	York to Portland	South End ROW Fence
Solicitation	York to Gardiner	Slope and Drainage Repair
Solicitation	Biddeford	Biddeford Interchange Improvements

TABLE 7

Maine Turnpike Authority

Summary of Proposed MTA Highway Maintenance Department Construction/Installation Projects for 2006

Project ID	Location	Sediment Traps/ Catch basins (Qty #)	RipRap Downspout (Qty#)	Culvert Inlet Protection (stone)(Qty#)	Slope Stabilization (x1000SF)	Vegetated Buffer (x1000SF)	Perm. Check Dam (Qty#)	Apron (Qty. #)
Access Road Construction	Auburn HMF	0	0	0	1	0	0	1
Median Guardrail Openings MM 71.8 to 81.4	Auburn HMF	0	0	0	1	0	0	1
Median & Main Line NB & SB and Facilities	Kittery to Augusta	0 *As Needed	0 * As Needed	0 * As Needed	0 * As Needed	0 * As Needed	0 *As Needed	0

TABLE 8

Maine Turnpike Authority

Summary of Proposed O&M of Permanently Installed BMPs throughout MTA for 2006*

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

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

APPENDIX C

**PHOTOGRAPH SUMMARY OF
PERMANENT BMPs
INSTALLED IN 2005**

2005 BMP'S

<u>Photo #</u>	<u>Photograph Title</u>	<u>Date Taken</u>
1	Contract 2005.06: Exit 80 Interchange	August 2005
2	Contract 2004.02: Brighton Avenue	December 2005
3	Contract 2005.02: Northern Avenue	June 2005
4	Contract 2005.02: Northern Avenue	June 2005
5	Contract 2005.02: Northern Avenue	June 2005
6	Contract 2005.07: Falmouth Spur Washout Repair	September 2005
7	Contract S2005.57: Hallowell Slope Repair	October 2005

EXIT 80 INTERCHANGE IMPROVEMENTS



PHOTO NO. 1

CONTRACT 2005.06

**PAVEMENT REHAB AND
ROADWAY WIDENING**

**PHOTO DATE:
AUGUST 2005**

BRIGHTON AVENUE



PHOTO NO. 2

CONTRACT 2004.02

**DOWNSPOUT AND OUTLET
STONE PROTECTION**

**PHOTO DATE:
DECEMBER 2005**

NORTHERN AVENUE



PHOTO NO. 3

CONTRACT 2005.02

NORTHEAST SLOPE

**PHOTO DATE:
JUNE 2005**

NORTHERN AVENUE



PHOTO NO. 4

CONTRACT 2005.02

STATION 5349+25

**PHOTO DATE:
JUNE 2005**

NORTHERN AVENUE

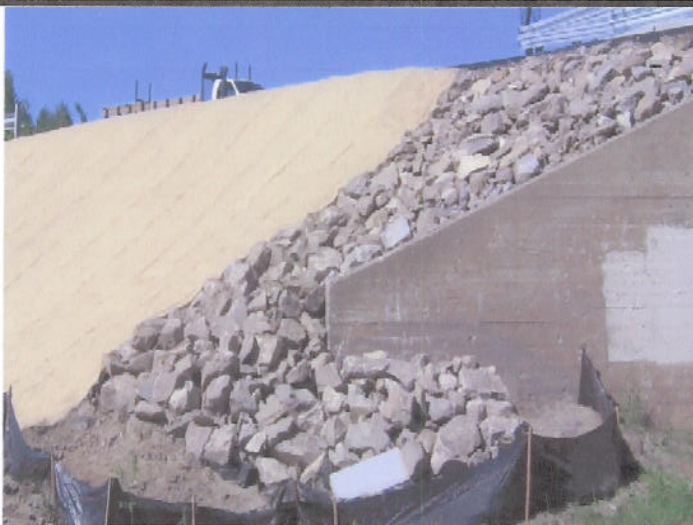


PHOTO NO. 5

CONTRACT 2005.02

SOUTHEAST SLOPE

**PHOTO DATE:
JUNE 2005**

FALMOUTH SPUR WASHOUT



PHOTO NO. 6

CONTRACT 2005.07

WASHOUT REPAIR

**PHOTO DATE:
SEPTEMBER 2005**

MILE 107 SLOPE REPAIR



PHOTO NO. 7

CONTRACT S2005.57

SLOPE REPAIR

**PHOTO DATE:
OCTOBER 2005**

APPENDIX D

**REPRESENTATIVE
STORMWATER TRAINING
CURRICULUM**



MAINE TURNPIKE AUTHORITY ANNUAL ENVIRONMENTAL TRAINING

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

Presented By

GZA GeoEnvironmental, Inc.

May 12, 2005

Kennebunk Maintenance Facility



PROGRAM OVERVIEW:

SPCC Training

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

PROGRAM OVERVIEW :

Storm Water Training

- **Stormwater Pollution Prevention VIDEO**
- **Introduction**
- **Best Management Practices (BMPs) at Maintenance Facilities**
- **Requirements in Urbanizes 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**

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 Preventive Measures
- 8. 0 Certification Of The Applicability Of The Substantial Harm Criteria – Oil Pollution Act Of 1990
- 9. 0 Applicable State, Tribal Or Local Requirements
- 10. 0 Maintaining An Updated Plan
- 11. 0 Signatures and Making Plans Available
- 12. 0 Retention of Records

SPCC PLAN – TABLES AND FIGURES

TABLES

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

FIGURES

- FIGURE 1 LOCUS PLAN
- FIGURE 2 SITE PLAN

SPCC PLAN - APPENDICES

- APPENDICES

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

SPCC PLAN

MOST IMPORTANT PARTS OF MTA'S SPCC PLAN

- **FIGURE 2**

- Oil Storage Locations
- Drainage Features (described in Table 5)

- **APPENDIX B THROUGH APPENDIX F**

- App B – Emergency Spill Info (see Table 3)
- App C – Notification Info
- App D – Spill Report Form (update Table 4)
- App E – Oil Delivery Info
- App F – Inspection Info

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

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

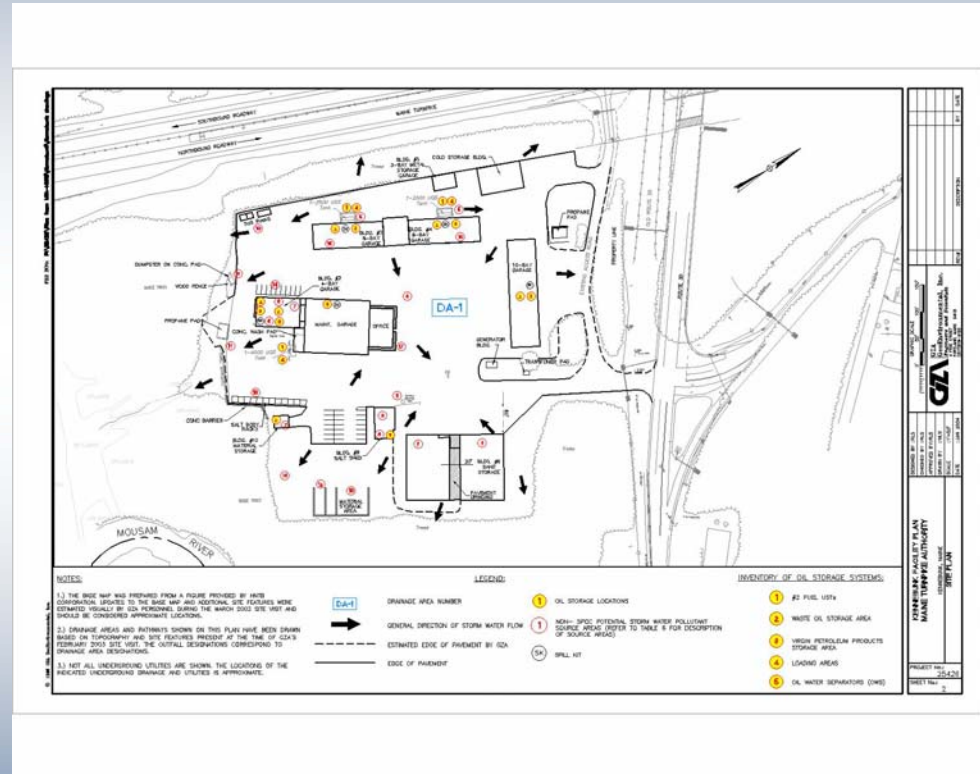


Figure 2 of SPCC Plan: EXTERIOR DRAINAGE FEATURES

■ 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)

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)

Figure 2 of SPCC Plan: INTERIOR DRAINAGE FEATURES

- **Permit conditions for wastewater disposal to Kennebunk Waste Treatment Facility that must be met:**
 - **Part I – Effluent Limits**
 - Oil & Grease – max. allowed 100.PPM
 - pH range must be 5.5 – 9.5
 - Flashpoint must be >140 F.
 - **SPILL PREVENTION AND PROMPT REPORTING REQUIRED!!!**
 - **Part II – Monitoring Requirements**
 - Bi-annual monitoring requirement for pH and Oil & Grease
 - Annual monitoring for heavy metals

INTERIOR DRAINAGE FEATURES:

Floor trench drains



INTERIOR DRAINAGE FEATURES:

Floor drain



INTERIOR DRAINAGE FEATURES: Floor and trench drain cleanout



04.25.2005

DRAINAGE FEATURES:

Potential Spill Pathways

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

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

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

DRAINAGE FEATURES: Potential Spill Pathways

Direct spillage into drainage system



DRAINAGE FEATURES: Potential Spill Pathways

Direct spillage into drainage system



DRAINAGE FEATURES: Potential Spill Pathways

Conduit to environment



DRAINAGE FEATURES:

Potential Spill Pathways

Overland flow to streams



POSSIBLE SPILL SCENARIOS

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

← more likely less likely →

SPCC PROGRAM GOALS

THREE GOALS

1. SPILL PREVENTION

- Prevent spills before they happen

2. SPILL CONTROL

- Control spills before they reach the environment

3. SPILL COUNTERMEASURES

- Establish response procedures in the event of a spill

SPCC PROGRAM GOALS

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

1. SPILL PREVENTION

- 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 Prevention

Installation of required equipment

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

SPCC PROGRAM GOALS:

Spill Prevention

Installation of required equipment/systems



SPCC PROGRAM GOALS:

Spill Prevention

Preventive and routine maintenance



SPCC PROGRAM GOALS: Spill Prevention

BMPs for oil storage and handling

LOADING/UNLOADING PROCEDURES – NOTICE FOR DELIVERY DRIVERS

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

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

SPCC PRGORAM GOALS:

Spill Prevention

■ ANNUAL TRAINING

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

SPCC PROGRAM GOALS:

Spill Prevention

INSPECTIONS – REQUIRED MONTHLY*

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

SPCC PROGRAM GOALS:

Spill Prevention

Corrective Action



Corrective Actions?



Corrective Action = capping hoses



Corrective Actions?



Corrective Actions?



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



SPCC PROGRAM GOALS

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

1. SPILL PREVENTION

- Installation of required equipment/systems
- Preventive and routine maintenance
- Security
- Best management practices for oil storage/handling
- Training
- Inspection and corrective action

2. SPILL CONTROL

- Secondary containment
- Monitoring of leak detection systems

3. SPILL COUNTERMEASURES

- Quick spill response activities/training
- Spill control equipment and materials
- Emergency response assistance

Achieving Spill Control

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

SPCC PROGRAM GOALS:

Spill Control

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

SPCC PROGRAM GOALS:

Spill Control

Secondary Containment



SPCC PROGRAM GOALS:

Spill Control

Secondary Containment



SPCC PROGRAM GOALS:

Spill Control

Spill Response Equipment and Supplies



SPCC PROGRAM GOALS:

Spill Control

Spill Response Equipment and Supplies

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

AT KENNEBUNK, where are SPILL KITS located?

- (HINT: See Oil Storage Locations)

SPCC PROGRAM GOALS:

Spill Control

Security



SPCC PROGRAM GOALS:

Spill Control

BMPs during oil transfers



What type of oil transfers are performed at Kennebunk Maintenance?

SPCC PROGRAM GOALS:

Spill Control

BMPs relating to oil handling – CORRECTIVE ACTIONS?



05.03.2005

SPCC PROGRAM GOALS:

Spill Control

BMPs relating to oil handling



SPCC PROGRAM GOALS:

Spill Control

BMPs relating to oil handling



SPCC PROGRAM GOALS

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

1. SPILL PREVENTION

- Installation of required equipment/systems
- Preventive and routine maintenance
- Security
- Best management practices for oil storage/handling
- Training
- Inspection and corrective action

2. SPILL CONTROL

- Secondary containment
- Monitoring of leak detection systems

3. SPILL COUNTERMEASURES

- Quick spill response activities/training
- Spill control equipment and materials
- Emergency response assistance

SPCC PROGRAM GOALS:

Spill Countermeasures

Steps in an Oil Spill

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

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

SPCC PROGRAM GOALS:

Spill Countermeasures

Spill Types (incidental or non-incidental)

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

SPCC PROGRAM GOALS:

Spill Countermeasures

Effective Spill Response

For Incidental Spills

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

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).

SPCC PROGRAM GOALS:

Spill Countermeasures

Emergency Response and Notification

- **Emergency Coordinators - Discoverer shall contact one of the following in the order presented**
- **Primary Emergency Response Coordinator**
 - Allen Wildes, Facility Foreman
 - » Office: (207) 985-3506
 - » Cell phone: (207) 838-6823
 - » Pager: (207) 759-8501
- **First Alternate Emergency Response Coordinator**
 - Roger Mathews, Highway Division Supervisor
 - » Office: (207) 985-3506
 - » Cell phone: (207) 776-0974
 - » Pager: (207) 471-0077
- **Second Alternate Emergency Response Coordinator**
 - Wes Jackson, Director of Highway & Equipment Maintenance
 - » Office: (207) 871-7771 ext. 113
 - » Cell phone: (207) 831-5811
 - » Pager: (207) 750-2748
- **OTHER MTA CONTACTS - Discoverer or ERC shall contact each of the following as soon as possible**
- MTA Communications Center
 - (207) 871-7771 ext. 4
- Curt Richardson, Loss Prevention and Safety Specialist
 - (207) 871-7771 ext. 358; cell: 671-3678; pager: 471-0546
- John Branscom, Environmental Services Coordinator
 - (207) 871-7771 ext. 359; cell: 671-3487; pager: 471-0881

SPCC PROGRAM GOALS:

Spill Countermeasures

Emergency Response and Notification



SPCC PROGRAM GOALS:

Spill Countermeasures

Emergency Response and Notification

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

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



INTRODUCTION

Storm Water Pollution Prevention Regulatory Background

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

SO...

where are these UAs subject to storm water regulations?

■ “Urbanized Areas” Include:

- Sabattus - Mile 83.6 to 84.3
- Lewiston – Mile 78.9 to 79.6 and 80.8, 81.4
- Auburn – Mile 75.0 to 75.6 and 78.8 to 78.9
- Falmouth – Mile 51.8 to 53.4 and Exits 9, 10
- Portland – Mile 46.7 to 51.8, Exits 7B, 8, 9
- Scarborough – Mile 41.5 to 42.0
- Saco – Mile 33.0 to 35.7, Exit 5 approach ramp
- Biddeford – Mile 32.1 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....

Storm Water Pollution Prevention: BMPs at Maintenance Facilities

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

Storm Water Pollution Prevention: BMPs at Maintenance Facilities

Capping Hydraulic Lines



Storm Water Pollution Prevention: BMPs at Maintenance Facilities

Proper vehicle and equipment storage



Storm Water Pollution Prevention: BMPs at Maintenance Facilities

Indoor sand and salt storage



Storm Water Pollution Prevention: BMPs at Maintenance Facilities

Solid waste management



Storm Water Pollution Prevention: BMPs at Maintenance Facilities

Vehicle washing procedures



SO...

what are the responsibilities outside the Maintenance Facility?

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

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



STORM WATER POLLUTION PREVENTION: Illicit Discharge Detection and Elimination

Typical mapped features to be inspected...



STORM WATER POLLUTION PREVENTION: Illicit Discharge Detection and Elimination

Typical mapped features to be
inspected...



ILLICIT DISCHARGE DETECTION AND ELIMINATION (IDDE) PROGRAM

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

IDDE DRY WEATHER INSPECTIONS

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

STORM WATER POLLUTION PREVENTION: Illicit Discharge Detection and Elimination

What does ILLICIT DISCHARGE mean?

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

For example,

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

So, let's talk about...

- Permitted discharges
- Allowable non-stormwater discharges

IDDE Inspection Class Exercise



04.26.2005

IDDE Inspection Class Exercise



MTA'S GOAL – Environmental Quality!



EMERGENCY CONTACT LIST KENNEBUNK MAINTENANCE FACILITY

EMERGENCY COORDINATORS

Discoverer shall contact one of the following in the order presented

Primary Emergency Response Coordinator	Jim Sotir, Highway Maintenance Supervisor	Office: (207) 985-3506 Cell phone: (207) 838-6823 Pager: (207) 759-8501
First Alternate Emergency Response Coordinator	Roger Mathews, Highway Division Manager	Office: (207) 985-3506 Cell phone: (207) 776-0974 Pager: (207) 471-0077
Second Alternate Emergency Response Coordinator	Wes Jackson, Director of Highway & Equipment Maintenance	Office: (207) 871-7771 ext. 113 Cell phone: (207) 831-5811 Pager: (207) 750-2748

OTHER MTA CONTACTS

Discoverer or ERC shall contact each of the following as soon as possible

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

OTHER AGENCIES EMERGENCY CONTACT

(EMERGENCY DIAL 911 – other numbers for reference, if needed)

Kennebunk Fire Department	911 or (207) 985-1145
Kennebunk Sewer District	(207) 985-4741
Maine State Police	(800) 482-0730
Maine Department of Environmental Protection Spill Hotline Central Office	(800) 482-0777 (207) 287-7688
Maine Emergency Management Agency (MEMA)	(207) 287-4080
Maine State Emergency Response Commission	(800) 452-4464
Centers for Disease Control	(800) 311-3435
National Response Center	(800) 424-8802
EPA Region 1 Ken Rota, EPA representative	(617) 223-7265 (24 hours)

SPILL RESPONSE CONTRACTORS

ERC will contact if spill recovery and/or cleanup assistance is required

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

When a spill strikes.....

Maine Turnpike 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.

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

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

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: _____

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25426 - Kennebunk

APPENDIX D-1

August 2004

SPILL REPORT FORM

Maine Turnpike Authority - Kennebunk Maintenance Facility

Mile 25.3 Northbound (Alfred Road/Route 35 – Exit 25)

Kennebunk, Maine 04043

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25426 - Kennebunk

APPENDIX D-2

August 2004

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			
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.

25426 - Kennebunk

APPENDIX D-3

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4/2002

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: _____

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25426 - Kennebunk

APPENDIX D-1

August 2005

SPILL REPORT FORM

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

Kennebunk, Maine 04043

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25426 - Kennebunk

APPENDIX D-2

August 2005

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.

25426 - Kennebunk

APPENDIX D-3

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	911 or 532-7865	
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4/2002

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

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

MONTHLY

1. Complete inspection items #1 through #6 on
Appendix F - Inspection Checklist
(If any issues present during inspection, complete
Appendix F-2 - BMP/PM Incident and Corrective Action Report).
2. Inventory Spill Equipment using pages 6 through 8 of **Inspection Checklist**.
3. Submit completed **Inspection Checklist**
*(and any **Corrective Action Reports**, if necessary)*
to the Environmental Services Coordinator for review and certification.
4. Maintain copies of the completed **Inspection Checklists**
in the facility's environmental file located in the Foreman's office.

QUARTERLY

1. In addition to the Monthly procedures listed above,
complete inspection items #7 through #17 on
Appendix F - SPCC/SWPPP Inspection Checklist
(If any issues present during inspection, complete
Appendix F-2 - BMP/PM Incident and Corrective Action Report).
2. Inventory Spill Equipment using pages 6 through 8 of **Inspection Checklist**.
3. Submit completed **Inspection Checklist**
*(and any **Corrective Action Reports**, if necessary)*
to the Environmental Services Coordinator for review and certification.
4. Maintain copies of the completed **Inspection Checklists**
in the facility's environmental file located in the Foreman's office.

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

Instructions:	This worksheet is to be completed when evidence of pollutants entering the storm water system or ineffective BMPs/PMs are identified. When complete, this report should be attached to the activity record that initiated this corrective action.	
Report Initiated by: ☐ Monthly SPCC Inspection ☐ Quarterly Stormwater Inspection ☐ Other _____		
Date:	Time:	Potential Pollutant Source Number (if applicable):
Report Completed by:		
1. Observations:		
2. Are additional BMPs/Pms appropriate? If any changes are necessary including repair or maintenance, describe change needed and date completed below:		
Change/Activity		Date Completed
I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. Reviewed By: _____ <i>Authorized Signature</i> Date: _____		