

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT 2018.06**

**PARKING INSTALLATION**

**KENNEBUNK SOUTHBOUND SERVICE PLAZA MILE 25.5**

**PAVING REHABILITATION**

**BIDDEFORD INTERCHANGE MILE 31.6**

**BRIDGE AND CULVERT REPAIRS**

**CREDIFORD BROOK CULVERT MILE 18.75**

**ROUTE 111 UNDERPASS MILE 31.3**

**BIDDEFORD INTERCHANGE UNDERPASS MILE 31.6**

**The bid opening date is Thursday 3/15/2018 at 11:30 am.**

The following changes are made to the Specifications and Plans.

**SPECIFICATIONS**

- Special Provision 105.8.2 Permit Requirements, the following is added to the last paragraph, “The Contractor is required to follow and sign the MS4 Stormwater Awareness Plan and MS4 Targeted BMP Adoption Plan.” Both are attached to this addendum.
- Special Provision 107.4.7 Limitations of Operations, the second paragraph under the section for Biddeford Interchange Paving is deleted and replaced with the following:

The Contractor shall complete the work as expeditiously as practical once work operations commence and shall work at least one shift per working day once work operations commence. For every work day/night that this requirement is not met the Contractor will be charged a fee in the amount of \$1,000. The Contractor will not be charged the fee for days where, in the sole judgment of the Authority, weather conditions made work impractical.

- Special Provision Section 652 MAINTENANCE OF TRAFFIC (Specific Project Maintenance of Traffic Requirements), the third paragraph is deleted and replaced with the following:

**Maine Turnpike over Crediford Brook Traffic Control Requirements**

Shoulder closures with drums and shoulder closures with temporary concrete barrier are permitted both northbound and southbound on the Maine Turnpike for the Contractor to access Crediford Brook for repair work.

Shoulder closures with drums are permitted daily 7:00 a.m. to 5:00 p.m. and are not permitted overnight. Except as noted herein shoulder closures with drums shall be installed in accordance with the Authority’s standard shoulder closure details. On

Mondays through Fridays in July and August, a four-foot lateral buffer space must be maintained between the solid white edge line and the drums from 7:00 a.m. to 9:00 a.m. and again from 3:00 p.m. to 5:00 p.m.

Shoulder closures with temporary concrete barrier are permitted and if used, the temporary concrete barrier shall be made available by the Authority and shall be incidental to the lump sum item 652.361 Traffic Control Devices and Maintenance of Traffic Control Devices – Crediford Brook. Except as noted herein shoulder closures with barrier shall be installed in accordance with the Authority’s standard shoulder closure details. In July and August, a two-foot lateral buffer space must be maintained between the solid white edge line and the face of temporary concrete barrier.

- Special Provision Section 652 MAINTENANCE OF TRAFFIC (Specific Project Maintenance of Traffic Requirements), Section 652.7 Method of Measurement, the third paragraph is deleted and replaced with the following:

Portable Changeable Message Signs will be measured for payment by either each or per calendar day. Five boards will be paid per each and shall be available for the duration of the contract. The per calendar day pay item includes five additional boards required for use when ramps are closed at the Biddeford Interchange. All other provisions of Section 652 of the Supplemental Specifications relating to Portable Changeable Message Signs shall apply.

## **PLANS**

Plan Sheet MOT-08A, Maintenance of Traffic Wide Load Restriction Sign Plan is added.

Plan Sheet MOT-10, sheet 13 of 48, “Sign Summary II” is deleted and replaced in its entirety with the attached revised sheet.

Plan Sheet BI-07, sheet 23 of 48, add the following at the end of the Drainage Note, “Riprap outlet protection shall be incidental to the concrete pipe item.”

Plan Sheet S-08, sheet 37 of 48, “Route 111 Joint Repair Details” is deleted and replaced in its entirety with the attached revised sheet.

Plan Sheet S-16, sheet 45 of 48, Culvert Wall Repair Note 4 is added and reads:

4. Prior to completing concrete repairs, the Contractor shall be responsible for sealing all holes or cracks within the repair areas with water actively running through them. Where such areas are present the Contractor shall be responsible for removing loosely adhered concrete, debris or other deleterious material from the area to be sealed. Following preparation of the repair area the resulting voids shall be sealed with hydraulic cement or other patching materials approved by the Resident. The proposed patch shall be sufficient to prevent the infiltration of water into the proposed repair area until such time that the final concrete repair is complete and in place.”

## **QUESTIONS**

**The following are questions asked at the pre-bid meeting held on February 27, 2018 or submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.**

Question 1: May temporary concrete barrier, rather than drums, be used for the shoulder closures at the Crediford Brook Culvert?

Answer: Temporary concrete barrier, rather than drums may be used for the shoulder closures, however a two-foot lateral buffer space must be maintained between the solid white edge line and face of barrier during specific times of year. See revisions to Special Provision 652 as part of this addendum.

Question 2: May sand bags be used, rather than wood, to divert water flow for the Crediford Brook Culvert repairs?

Answer: Sand bags are not permitted.

Question 3: At the Crediford Brook Culvert, will there be work in the fish passage side of the culvert?

Answer: Yes.

Question 4: Why can't an asphaltic plug joint (APJ) be used, rather than welding on 1 1/2" plates, for the Route 111 bridge joint modification?

Answer: Bridge joint types are selected based on expansion lengths and bridge skew. For this location a strip seal, rather than an APJ, is required to accommodate the movement of the bridge.

Question 5: On the Route 111 bridge joint modification Detail A, this is not a typical weld. Usually a groove weld is done on the front and back, and are shop welds.

Answer: The detail has been updated to show all welds as groove welds. The weld symbols indicate the extrusion shall be welded top and bottom to the steel bar and that the front and back of the steel bar shall be welded to the angle. See the revised detail on this addendum for additional information.

Question 6: Are we cold galvanizing the Route 111 bridge joint modification and metal armor repair steel?

Answer: Per this addendum, Sheet S-08, Note 1 has been updated to specify hot dip galvanizing for the Route 111 bridge joint modifications and metal armor repairs.

Question 7: For the localized upward facing deck repairs at Route 111 and Biddeford Interchange, how is the membrane being dealt with?

Answer: The deck repairs will use a peel and stick waterproofing membrane. The Contractor will be required to closely adhere to the manufacturer's specifications for membrane installation, and to the required minimum pavement temperatures during paving. The pavement shall be thoroughly compacted after placement to maximize adhesion between the pavement and membrane.

Question 8: In reference to SP-9, specification requires contractor to work at least a 10-hour shift and on SP-114 work is to be completed Sunday through Thursday nights 10:00 PM to 5:00 AM. Please clarify.

Answer: The 10-hour shift requirement has been removed. Revised Limitations of Operations language is included in this Addendum.

**ATTACHMENTS**

- Plan Sheets (3 pages)
- MS4 Stormwater Awareness Plan (4 pages)
- MS4 Targeted BMP Adoption Plan (4 pages)
- Pre-Bid Agenda (5 pages)
- Pre-Bid Sign-In Sheet (1 page)

**Notes:** The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is Seventeen (21).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-11 of the bid package.

\_\_\_\_\_  
Business Name

\_\_\_\_\_  
Print Name and Title

\_\_\_\_\_  
Signature

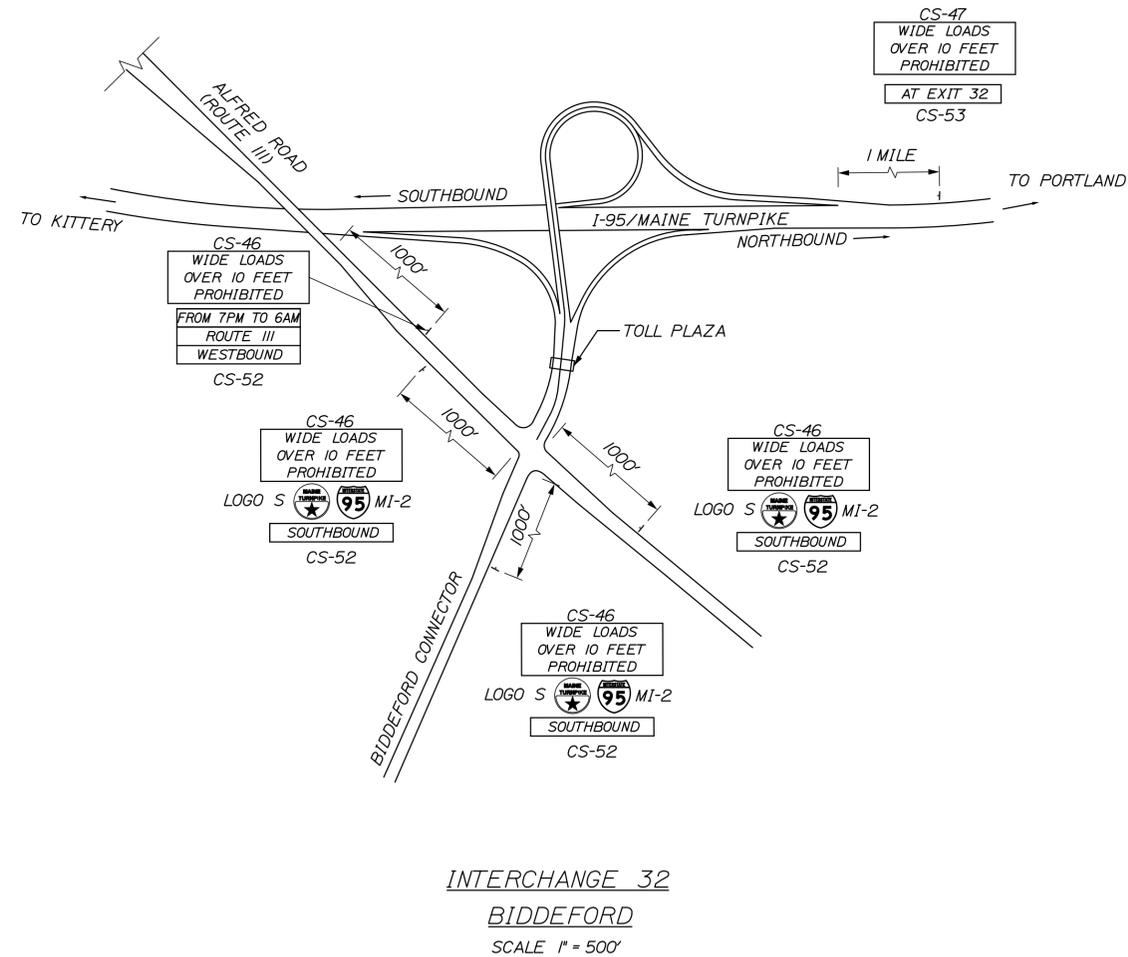
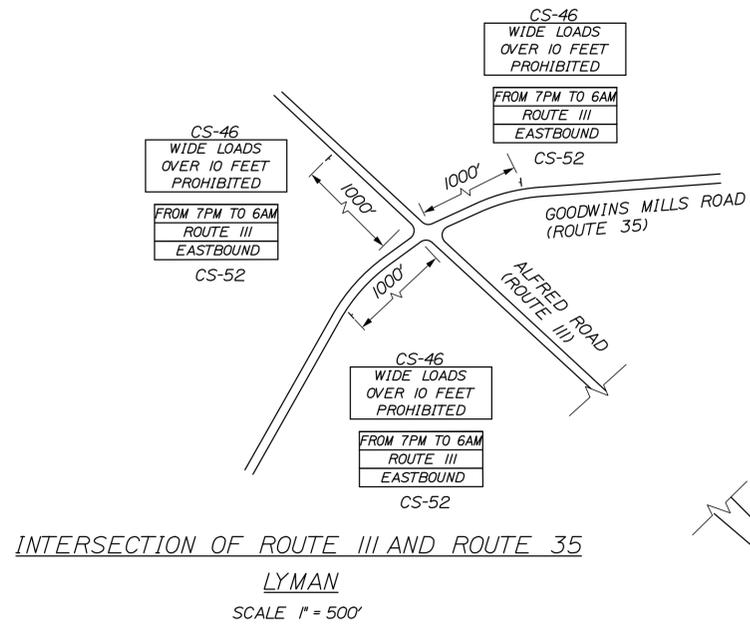
\_\_\_\_\_  
Date  
March 5, 2018

Very truly yours,

MAINE TURNPIKE AUTHORITY

\_\_\_\_\_  
Nathaniel Carll  
Purchasing Department  
Maine Turnpike Authority

Date: 3/5/2018



**EXIT 32 AND ROUTE III NOTES:**

1. PRIOR TO ORDERING SIGNS, CONTRACTOR SHALL CHECK WITH THE AUTHORITY TO VERIFY THAT ALL SIGNS ARE NEEDED.

2. DURING PHASED CONSTRUCTION AT EXIT 32 AND ROUTE III, "WIDE LOADS PROHIBITED EXIT 32 ON MAINE TURNPIKE" AND ON ROUTE III SIGNAGE SHALL BE PLACED ON ALL APPROACH ROADS AND LOCATED 500' TO 1000' IN ADVANCE OF THE TOLL PLAZA AND ROUTE 35 IN LYMAN. FINAL LOCATION OF ALL WIDE LOAD RESTRICTION SIGNS SHALL BE APPROVED BY THE RESIDENT.

Scale: AS NOTED

Designed by:



HNTB CORPORATION  
340 County Road, Suite 6-C  
Westbrook, ME 04092  
TEL (207) 774-5155  
FAX (207) 228-0909



**THE GOLD STAR  
MEMORIAL HIGHWAY**

**BRIDGE AND CULVERT REPAIRS  
MAINTENANCE OF TRAFFIC  
WIDE LOAD RESTRICTION SIGN PLAN**

No.	Revision	By	Date
1	NEW SHEET	LZD	3/18

CONSULTANT PROJECT MANAGER: Ashley E. Stephens, P.E.					
	By	Date	By	Date	
Designed	LZD	03/18	Checked	RWH	03/18
Drawn	EDD	03/18	In Charge of	RAL	03/18

MTA PROJECT MANAGER: Ralph C. Norwood IV, P.E., P.T.O.E.

CONTRACT: 2018.06

SHEET NUMBER: MOT-08A

- OF -

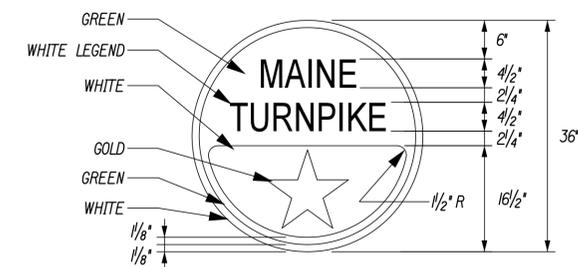
Filename: 00-Wide Load Restriction Plan.dgn

CONSTRUCTION SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		BORDER RADIUS	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND BORDER		
W20-1 (AHEAD)	48"	48"		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" - 2000			TBD BY THE CONTRACTOR	ORANGE	BLACK		16.00 (XX)
W20-5L (1/2 MILE)	48"	48"									16.00 (XX)
W20-5R (1/2 MILE)	48"	48"									16.00 (XX)
W24-1L	48"	48"									16.00 (XX)
W24-1R	48"	48"									16.00 (XX)

WIDE LOAD CONSTRUCTION SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR		AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND BORDER	
CS-52	78"	12"		6"	3"	3"	3	ORANGE	BLACK	6.50
							1			(19.5)
							3			(6.5)
							4			(19.5)
							4			(26)
CS-53	96"	18"		8"	5"	5"	1	ORANGE	BLACK	12.00 (12)
CS-46	60"	30"		6"	3.5"		7	ORANGE	BLACK	12.50 (87.5)
				6"	2.5"					
				6"	3.5"					
CS-47	96"	48"		8"	6"	6"	1	ORANGE	BLACK	32.00 (32)
MI-2	24"	24"		TEXT DIMENSIONS SHALL CONFORM TO STANDARD HIGHWAY SIGNS - 2000			3	TEXT DIMENSIONS SHALL CONFORM TO STANDARD HIGHWAY SIGNS - 2000		4.00 (12)
LOGO S	24"	24"		SEE DETAIL			3	SEE DETAIL		4.00 (12)



MAINE TURNPIKE SHIELD (MTA)  
NOT TO SCALE  
NOTE: FOR 24" SHIELD REDUCE ALL MEASUREMENTS BY 1/3.

Date: 3/5/2018

Filename: 013\_signsummary\_11.dgn

Scale: NOT TO SCALE			
No.	Revision	By	Date
1	ADDED WIDE LOAD SIGNS	LZD	3/18

Designed by:					
<b>HNTB</b>					
CONSULTANT PROJECT MANAGER: Ashley E. Stephens, P.E.					
	By	Date	By	Date	
Designed	LZD	2\18	Checked	RWH	2\18
Drawn	EDD	2\18	In Charge of	RAL	2\18

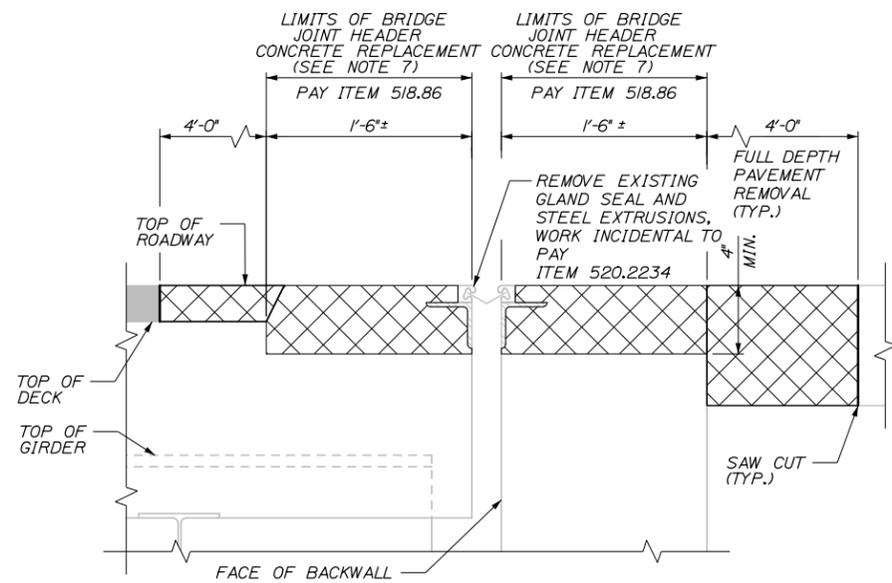
HNTB CORPORATION  
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**THE GOLD STAR  
MEMORIAL HIGHWAY**

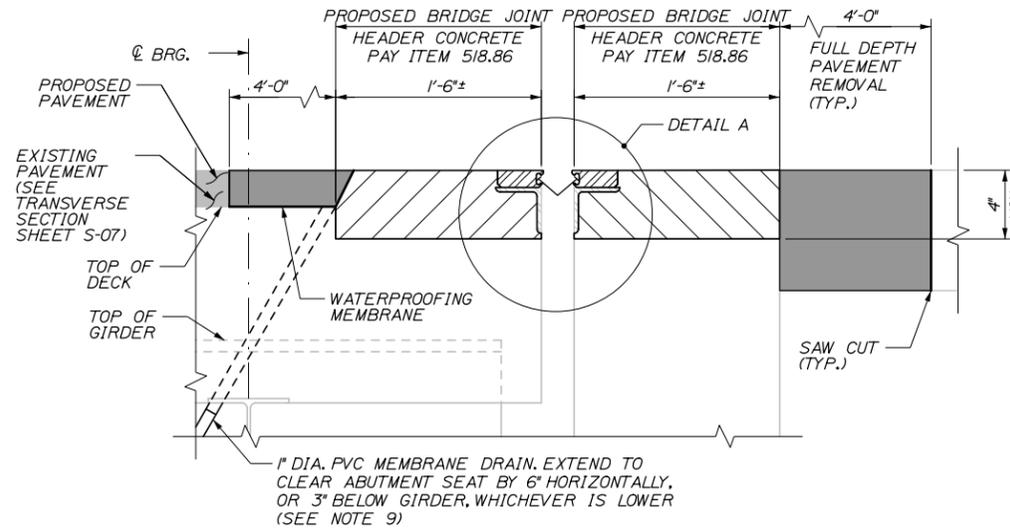
MTA PROJECT MANAGER: Ralph C. Norwood, IV, P.E., P.T.O.E.

<p>BRIDGE AND CULVERT REPAIRS MAINTENANCE OF TRAFFIC SIGN SUMMARY II</p>
<p>SHEET NUMBER: MOT-10 13 OF 48</p>
<p>CONTRACT: 2018.06</p>

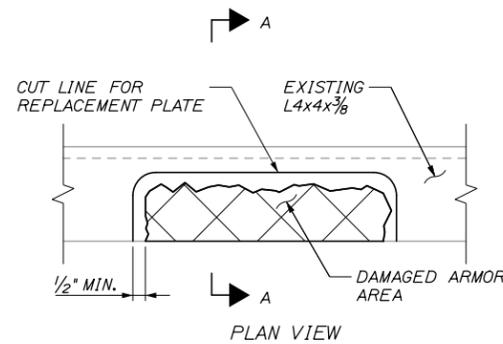
Date: 3/1/2018



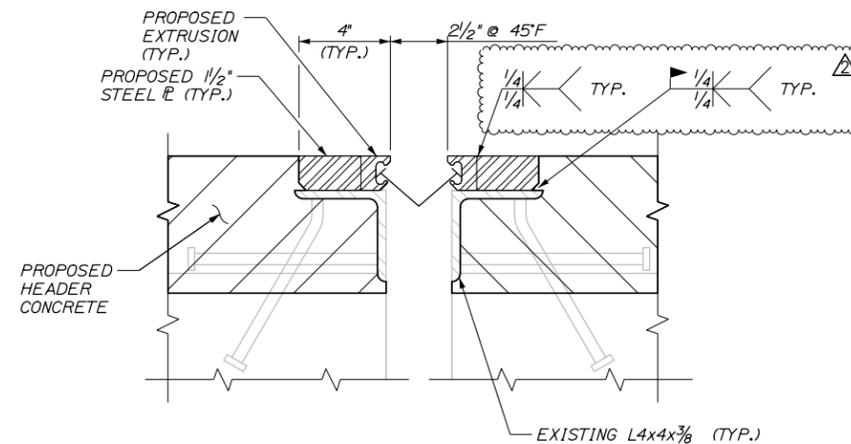
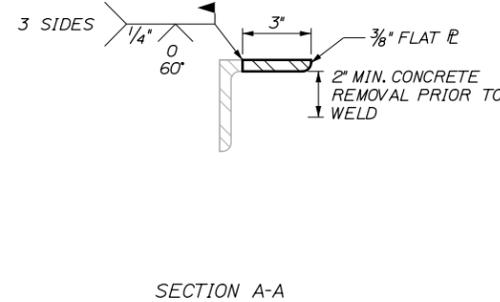
**BRIDGE JOINT MODIFICATION - DEMOLITION**  
1/2" = 1'-0"



**BRIDGE JOINT MODIFICATION - RECONSTRUCTION**  
1/2" = 1'-0"



**METAL ARMOR REPAIR DETAILS**  
N.T.S.



**DETAIL A**  
3" = 1'-0"

**EXPANSION JOINT NOTES**

1. METAL FOR JOINT ARMOR MODIFICATION SHALL BE HOT DIP GALVANIZED AASHTO M270 GRADE 36, EXCEPT AS OTHERWISE NOTED. THE ENTIRE ASSEMBLY, STEEL PLATE, EXTRUSION, AND GLAND SEAL, SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 520.2234.
2. ALL FIELD WELDED SPLICES IN THE PROPOSED JOINT ARMOR SHALL BE 3/8" BEVEL WELDS AND SHALL EXTEND BEYOND ALONG THE FULL LENGTH OF THE TOP AND BACK FACE OF THE METAL EXTRUSION.
3. SHOP DRAWINGS SHALL BE SUBMITTED TO THE RESIDENT FOR APPROVAL.
4. THE GLAND SEAL SHALL BE INSTALLED IN ONE CONTINUOUS PIECE AFTER THE JOINT ARMOR IS INSTALLED AND DECK PAVING IS COMPLETE.
5. JOINT SEALS SHALL HAVE A MINIMUM MOVEMENT RATING OF 4 INCHES. SEALS SHALL BE D.S. BROWN E2M-SEAL OR WATSON BOWMAN ACME SE-400, OR AN APPROVED EQUAL.
6. DIMENSIONS AND INFORMATION SHOWN ON THE PLANS ARE BASED ON AS-BUILT AND STANDARD DETAIL DRAWINGS. THE CONTRACTOR SHALL FIELD VERIFY JOINT OPENING AND GLAND SEAL EXTRUSION THICKNESS PRIOR TO SUBMISSION OF SHOP DRAWINGS.
7. EXISTING BRIDGE JOINT HEADER CONCRETE SHALL BE REMOVED TO SOLID CONCRETE, BUT NOT LESS THAN 4 INCHES BELOW EXISTING ROADWAY SURFACE OR 2 INCHES BELOW TOP MAT OF REINFORCING STEEL, WHICHEVER IS LOWER. BRIDGE JOINT HEADER CONCRETE REMOVAL AND REPLACEMENT SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.86. BRIDGE JOINT HEADER CONCRETE REPLACEMENT. ALL PAVEMENT AND MEMBRANE REMOVAL AND REPLACEMENT REQUIRED TO COMPLETE THE JOINT HEADER CONCRETE REPLACEMENT SHALL BE INCIDENTAL TO ITEM 202.2021.
8. NO VENTS ARE PRESENT TO RELEASE AIR TRAPPED BELOW THE L4X4X3/8 HORIZONTAL LEG OF THE JOINT ARMOR DURING CONCRETE PLACEMENT. THE CONTRACTOR SHALL PLACE CONCRETE TO ELIMINATE ENTRAPPED AIR SUCH THAT THE EXISTING L4X4X3/8 HORIZONTAL LEG FULLY BEARS ON CONCRETE.
9. ALL PVC MEMBRANE DRAIN EXTENSIONS SHALL BE INCIDENTAL TO PAY ITEM 518.51, REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 8 INCHES.
10. METAL ARMOR REPAIR SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 520.2228.

Filename: 037 RTE 111 Joints.dgn

Scale:		Designed by:	
No.	Revision	By	Date
1	HOT DIP GALVANIZE STEEL	NMW	02\18
2	WELD TYPES	NMW	02\18

<b>HNTB</b>			
CONSULTANT PROJECT MANAGER: Ashley E. Stephens, P.E.			
Designed	HJW	2\18	Checked AES
Drawn	PEB	2\18	In Charge of RAL

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**THE GOLD STAR  
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Ralph C. Norwood, IV, P.E., P.T.O.E.

BRIDGE AND CULVERT REPAIRS

ROUTE 111  
JOINT REPAIR DETAILS

SHEET NUMBER: S-08  
CONTRACT: 2018.06  
947 OF 48

# Maine Turnpike Authority

## MS4 Stormwater Awareness Plan

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Developing and implementing a Best Management Plan (BMP) Adoption Plan is a requirement of the Maine Department of Environmental Protection's (DEP's) *General Permit for the Discharge of Stormwater from Maine Department of Transportation (MaineDOT) and Maine Turnpike Authority (MTA) Municipal Separate Storm Sewer Systems (MS4s)*. Since MTA is subject to this MS4 permit and its six *Minimum Control Measures (MCMs)*, *Part IV(H)(1)(a)(ii)* requires MTA to conduct Public Education and Outreach (MCM #1) efforts that **encourage “employees and contractors to utilize BMPs that minimize stormwater pollution.”**

### 1.0 PERMIT LANGUAGE

*Part IV(H)(1)* of the MS4 Permit establishes three goals for *MCM #1 - Public Education and Outreach on Stormwater Impacts*. These include the following:

1. *To raise awareness that polluted stormwater runoff is one of the most significant sources of water quality problems for Maine's waters;*
2. *To motivate staff and contractors to use Best Management Practices (BMPs) which reduce polluted stormwater runoff; and*
3. *To reduce polluted stormwater runoff as a result of increased awareness and utilization of BMPs.*

In addition to continuing outreach efforts from the previous MS4 Permit (e.g., 5-year cycle)<sup>1</sup>, MTA must satisfy these three goals by encouraging employees and contractors to use BMPs that minimize stormwater pollution as part of this Targeted BMP Adoption Plan. The progress and effectiveness of the Plan and associated efforts must then be evaluated and included in each annual report submitted to Maine DEP in accordance with *Part IV(J)* of the MS4 Permit. As part of this evaluation, MTA must include an assessment of process indicators and impact indicators to evaluate efforts in meeting these goals. In the fifth annual report, the BMP Adoption Plan shall be reviewed fully and include analysis of the process and impact indicators.

### 2.0 COVERAGE AREA

This plan has been developed for implementation by MTA to meet MS4 Permit requirements for Urbanized Areas (UAs) within MTA's right-of-way (ROW).

**Process indicators** are related to the execution of the program, such as (1) percent or number of employees who attend a training session; or (2) completion of a particular action item (e.g., distributing posters to employee work place and/or contractor job site).

**Impact indicators** are related to the achievement of the goals and objectives of the program, such as (1) observable/measurable effects on behavior; or (2) percent or number of employees to describe sources of storm water pollution, proper spill response, or maintenance of a BMP.

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<sup>1</sup> Public education and outreach efforts continued from the previous MS4 permit cycle include (but are not limited to) conducting annual stormwater pollution prevention/spill prevention control and countermeasures (SPCC) training to MTA maintenance and engineering employees, as well as other Measurable Goals that can be found in MTA's Stormwater Program Management Plan (SPMP) dated December 2013.

### 3.0 OBJECTIVE

The objective of this Stormwater Awareness Plan is to raise awareness among MTA employees and contractors regarding stormwater issues. For example, stormwater runoff is one of the most significant sources of water quality problems for Maine's waters.

The goal of the Stormwater Awareness Plan is to provide information relative to stormwater impacts in an effort to raise awareness of MTA employees. For example, 100% of Highway Maintenance employees and Engineering Inspectors will attend training sessions at which stormwater issues and impacts will be addressed. Additionally, MTA will also work to raise awareness among MTA employees in other departments, such as Fare Collections by providing abbreviated Stormwater/Spill Prevention and Response training to supervisors and managers who will in turn inform additional employees regarding stormwater issues relative to MTA operations.

The goal of this Plan is to also raise awareness of contractors by providing this Plan, as well as the Targeted BMP Adoption Plan (which is designed to motivate employees and contractors to use BMPs to reduce polluted stormwater runoff), prior to starting work on MTA projects.

### 4.0 MESSAGE

The message MTA will strive to impart on employees and contractors will relate to the potential impacts their activities may have on stormwater runoff and water quality in Maine. The message statement is:

*“The effect stormwater runoff has on the water quality of Maine waters is impacted by the level of effort put into the construction, operation, and maintenance of MTA’s stormwater infrastructure. Polluted water entering the storm drain system and discharged untreated directly to waterbodies is used for drinking, fishing, and swimming, which impacts everyone in Maine.”*

In addition to the Stormwater Awareness Plan message, the target audience will be informed of authorized non-stormwater discharges allowed by the permit provided they do not contribute to a violation of water quality standards, as determined by the DEP. These include the following:

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

**4.1 OUTREACH TOOL(S) AND DISTRIBUTION**

This Stormwater Awareness Plan and message will be provided to each MTA employee at annual training sessions and also to each contractor before commencement of work, in addition to the Targeted BMP Adoption Plan.

MTA has established or will rely on a number of outreach tools including the following:

- Existing stormwater training programs
  - For MTA employees, the internal training program will be evaluated annually (and updated, as needed) to include storm water topics in order to assess process and impact indicators; and
  - For contractors, MTA continues to require an On-Site Responsible Party (OSRP) certified by DEP’s NPS Training Program to be knowledgeable of stormwater, specifically erosion prevention, sedimentation control and other potential impacts to water quality in Maine.
- Stormwater information packages to raise awareness and encourage utilization of targeted BMPs
  - For MTA employees, information will be provided during annual and supplemental training sessions. Informational packages may also be provided via MTA’s newsletters and memos posted to employee bulletin boards, as well as through employee meetings, including quarterly Environmental Health & Safety Committee meetings.
  - For contractors, MTA will continue to include contractual requirements provided in the standard contract language that establishes the anticipated expectations for performance and payment. Stormwater information will be discussed or provided to contractors prior to starting work (e.g., at Pre-Construction meetings).

**4.2 TIMELINE AND IMPLEMENTATION SCHEDULE**

The timeline and implementation schedule is determined by:

- The training schedule established each year for MTA employees; and
- The solicitation and project award notices each year.

MTA has established a representative training schedule for each year and is similar to the table below:

Date	Training Type
April	Erosion and Sediment Control (ESC) and Stormwater Pollution Prevention for highway maintenance Supervisors and Foremen
May - June	Spill Prevention Control and Countermeasures Plan (SPCC), Stormwater and Erosion and Sediment Control (ESC) for MTA maintenance and engineering employees.
October	Spill Prevention Control and Countermeasures Plan (SPCC) and Stormwater for Fare Collections

The training sessions are designed to meet the goal of increasing awareness, as well as encouraging utilization of targeted BMPs to reduce stormwater runoff and potential impacts. In addition to these training sessions, there may be supplemental training sessions as needed and/or new information posters about stormwater BMPs posted at MTA facilities. Newsletters including stormwater information may also be sent each year to employees.

For contractors, MTA’s requirement to have an OSRP certified by DEP’s NPS Program ensures that the contractor is aware of stormwater related issues. In addition, MTA distributes this Stormwater Awareness Plan to contractors.

**4.3 RESPONSIBLE PARTY**

The primary responsible party at MTA is the Environmental Services Coordinator, John Branscom. The Environmental Services Coordinator may also rely on the following:

- MTA Supervisors, Foremen, Inspectors and/or other personnel to inform MTA employees and contractors of the targeted BMPs to be utilized;
- An environmental consulting firm, such as GZA GeoEnvironmental, Inc, to ensure MTA’s employees are trained as defined by the Plan; and
- A design engineering firm, such as HNTB, who administer construction contracts, to ensure the Plan is properly implemented by the contractors.

**4.4 EVALUATION PROTOCOL**

MTA training is documented with attendance sign-in sheets, exam scores, in-class workshops and evaluation forms. A training database is maintained with information gathered from employees during each training session.

Process Indicators: Assessment of the program execution will be included in the annual report. The following topics will be reported for MTA employees:

1. Number of employees that attended training; and
2. Average exam scores for attendees.

Impact Indicators: Gauging the achievement of goals and objectives of the program will be included in the annual report. These will be addressed by the following behavioral change questions:

1. Number or percentage of employees to identify the goals of MCM #1 correctly;
2. Number or percentage of employees to identify source(s) of storm water pollution;
3. Number or percentage of employees to identify and differentiate between structural and non-structural BMPs; and
4. Number or percentage of employees to demonstrate an applied knowledge of BMP-specific information.

Process and impact indicators for contractors will be tracked by documenting the pre-construction meetings when this Plan and the Targeted BMP Adoption Plan are provided to each contractor and the contractor, in turn, provides MTA with the certification for their OSRP for the project.

**4.5 PLAN MODIFICATION**

This Stormwater Awareness Plan may require modification if evaluation data shows that efforts are not effective. Should modifications be needed, the plan will be revised or a new plan will be developed.

*I have read and accept the policies outlined in this Stormwate Awareness Plan as required by MTA’s MS4 Permit.*

\_\_\_\_\_  
Contractor Signature of Acknowledgement

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Project Number

# Maine Turnpike Authority

## MS4 Targeted BMP Adoption Plan

---

Developing and implementing a Best Management Plan (BMP) Adoption Plan is a requirement of the Maine Department of Environmental Protection's (DEP's) *General Permit for the Discharge of Stormwater from Maine Department of Transportation (MaineDOT) and Maine Turnpike Authority (MTA) Municipal Separate Storm Sewer Systems (MS4s)*. Since MTA is subject to this MS4 permit and its six *Minimum Control Measures (MCMs)*, *Part IV(H)(1)(a)(ii)* requires MTA to conduct Public Education and Outreach (MCM #1) efforts that **encourage** *“employees and contractors to utilize BMPs that minimize stormwater pollution.”*

### 1.0 PERMIT LANGUAGE

*Part IV(H)(1)* of the MS4 Permit establishes three goals for *MCM #1 - Public Education and Outreach on Stormwater Impacts*. These include the following:

- 1. To raise awareness that polluted stormwater runoff is one of the most significant sources of water quality problems for Maine's waters;*
- 2. To motivate staff and contractors to use Best Management Practices (BMPs) which reduce polluted stormwater runoff; and*
- 3. To reduce polluted stormwater runoff as a result of increased awareness and utilization of BMPs.*

In addition to continuing outreach efforts from the previous MS4 Permit (e.g., 5-year cycle)<sup>1</sup>, MTA must satisfy these three goals by encouraging employees and contractors to use BMPs that minimize stormwater pollution as part of this Targeted BMP Adoption Plan. The progress and effectiveness of the Plan and associated efforts must then be evaluated and included in each annual report submitted to Maine DEP in accordance with *Part IV(J)* of the MS4 Permit. As part of this evaluation, MTA must include an assessment of process indicators and impact indicators to evaluate efforts in meeting these goals. In the fifth annual report, the BMP Adoption Plan shall be reviewed fully and include analysis of the process and impact indicators.

### 2.0 COVERAGE AREA

This plan has been developed for implementation by MTA to meet MS4 Permit requirements for Urbanized Areas (UAs) within MTA's right-of-way (ROW).

**Process indicators** are related to the execution of the program, such as (1) percent or number of employees who attend a training session; or (2) completion of a particular action item (e.g., distributing posters to employee work place and/or contractor job site).

**Impact indicators** are related to the achievement of the goals and objectives of the program, such as (1) observable/measurable effects on behavior; or (2) percent or number of employees to describe sources of storm water pollution, proper spill response, or maintenance of a BMP.

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<sup>1</sup> Public education and outreach efforts continued from the previous MS4 permit cycle include (but are not limited to) conducting annual stormwater pollution prevention/spill prevention control and countermeasures (SPCC) training to MTA maintenance and engineering employees, as well as other Measurable Goals that can be found in MTA's Stormwater Program Management Plan (SPMP) dated December 2013.

### 3.0 OBJECTIVE

The objective of this Targeted BMP Adoption Plan is to educate MTA's employees and contractors to use BMPs which reduce polluted stormwater runoff within UA.

The goal of the BMP Adoption Plan is to target BMPs in the MaineDOT BMP Manual to be utilized by employees and contractors that minimize stormwater pollution during construction activities, such as:

- (1) Installing silt fence prior to land disturbance; and
- (2) Ensuring that hay mulch is applied to soil at the end of each work day.

For MTA employees, focus will also be given to targeting BMPs relevant to transportation-related maintenance and good housekeeping activities, such as:

- (1) Regular sweeping of the mainline and peripheral facilities;
- (2) Annual catch basin clean-outs and sediment removal;
- (3) As needed ditch cleaning and repair;
- (4) On-going culvert maintenance and litter removal.

Contractors are also encouraged to utilize BMPs in accordance with standard construction contract language (e.g., Special Provision 656), as well as the MaineDOT BMP Manual.

### 4.0 MESSAGE

The message MTA will strive to impart on employees and contractors will relate to the impacts their activities have on stormwater runoff and the importance of BMPs. The message statement is:

*"Implementing appropriate BMPs, as described in MaineDOT's Stormwater BMPs Manual, to all MTA related activities will help to minimize stormwater pollutants introduced to Maine's waterbodies."*

### 4.1 OUTREACH TOOL(S) AND DISTRIBUTION

Targeted BMPs are included in the MaineDOT BMP Manual that is available at each MTA maintenance facility and referenced in standard contract language for contractors.

MTA has established or will rely on a number of outreach tools including the following:

- Existing stormwater training programs
  - For MTA employees, the internal training program will be evaluated annually (and updated, as needed) to include storm water topics in order to assess process and impact indicators; and
  - For contractors, MTA continues to require an On-Site Responsible Party (OSRP) certified by DEP's NPS Training Program to be knowledgeable in erosion prevention and sedimentation control.
- Existing standard contract language
  - Requires contractors to maintain a certified OSRP on-site who has authority to implement BMPs appropriately; and
  - Specifies that contractors must utilize MaineDOT's BMP Manual, as well as other BMPs, to ensure construction site runoff is minimized.
- Stormwater information packages to raise awareness and encourage utilization of targeted BMPs
  - For MTA employees, information will be provided during annual and supplemental training sessions. Informational packages may also be provided via MTA's newsletters

and memos posted to employee bulletin boards, as well as through employee meetings, including quarterly Environmental Health & Safety Committee meetings.

- For contractors, MTA will continue to include contractual requirements provided in the standard contract language that establishes the anticipated expectations for performance and payment. This Target BMP Adoption Plan will also be provided to contractors prior to starting work (e.g., at Pre-Construction meetings).

**4.2 TIMELINE AND IMPLEMENTATION SCHEDULE**

The timeline and implementation schedule is determined by:

- The training schedule established each year for MTA employees; and
- The solicitation and project award notices each year.

MTA has established a representative training schedule for each year and is similar to the table below.

Date	Training Type
April	Erosion and Sediment Control (ESC) and Stormwater Pollution Prevention for Highway Maintenance Supervisors and Foremen
May - June	Spill Prevention Control and Countermeasures Plan (SPCC), Stormwater and Erosion and Sediment Control (ESC) for MTA maintenance and engineering employees.

In addition to the training sessions above, there may be supplemental training sessions as needed and/or new information posters about stormwater BMPs posted at MTA facilities. Newsletters including stormwater information may also be sent each year to employees.

For contractors, targeted BMPs are already being implemented in accordance with contract language and the MaineDOT BMP Manual. In addition, MTA distributes this Targeted BMP Adoption Plan to contractors.

**4.3 RESPONSIBLE PARTY**

The primary responsible party at MTA is the Environmental Services Coordinator, John Branscom. The Environmental Services Coordinator may also rely on the following:

- MTA Supervisors, Foremen, Inspectors and/or other personnel to inform MTA employees and contractors of the targeted BMPs to be utilized;
- An environmental consulting firm, such as GZA GeoEnvironmental, Inc, to ensure MTA’s employees are trained as defined by the Plan; and
- A design engineering firm, such as HNTB, who administer construction contracts, to ensure the Plan is properly implemented by the contractors.

**5.0 EVALUATION PROTOCOL**

MTA training is documented with attendance sign-in sheets, exam scores, in-class workshops and evaluation forms. A training database is maintained with information gathered from employees during each training session.

Process Indicators: Assessment of the program execution will be included in the annual report. The following topics will be reported for MTA employees:

1. Number of employees that attended training; and
2. Average exam scores for attendees.

Impact Indicators: Gauging the achievement of goals and objectives of the program will be included in the annual report. These will be addressed by the following behavioral change questions:

1. Number or percentage of employees to identify the goals of MCM #1 correctly;

2. Number or percentage of employees to identify source(s) of storm water pollution;
3. Number or percentage of employees to identify and differentiate between structural and non-structural BMPs; and
4. Number or percentage of employees to demonstrate an applied knowledge of BMP-specific information.

Process and impact indicators for contractors will be tracked and evaluated based on daily and/or weekly inspections conducted on-site.

**6.0 PLAN MODIFICATION**

This Targeted BMP Adoption Plan may require modification if evaluation data shows that efforts are not effective. Should modifications be needed, the plan will be revised or a new plan will be developed.

*I have read and accept the policies outlined in this Stormwater Awareness Plan as required by MTA's MS4 Permit.*

\_\_\_\_\_  
Contractor Signature of Acknowledgement

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Project Number

**MAINE TURNPIKE AUTHORITY**

Pre-Bid Conference

CONTRACT 2018.06

PARKING INSTALLATION

KENNEBUNK SOUTHBOUND SERVICE PLAZA MILE 25.5

PAVING REHABILITATION

BIDDEFORD INTERCHANGE MILE 31.6

BRIDGE AND CULVERT REPAIRS

CREDIFORD BROOK CULVERT MILE 18.75

ROUTE 111 UNDERPASS MILE 31.3

BIDDEFORD INTERCHANGE UNDERPASS MILE 31.6

February 27, 2018, 11:00 AM

1) Location:

The general limits of work are from Mile 18.75 to Mile 31.6.

2) General Description:

The major components of work are listed below:

- Parking Installation at Kennebunk Southbound Service Plaza.
- Paving Rehabilitation at Biddeford Interchange.
- Culvert Repairs at Crediford Brook Culvert.
- Bridge Repairs at Route 111 Underpass – Deck repairs, expansion joint replacement and modification, and substructure repairs.
- Bridge Repairs at Biddeford Interchange Underpass – Deck repairs, expansion joint installation, and end post replacement.

The work also involves maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) Opening: March 15, 2018 at 11:30 A.M. at MTA Headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Mr. Nathaniel Carll. Phone No. (207) 482-8115.
- c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, of the Maine Turnpike Authority. Fax No. (207) 871-7739.

- 4) Notification:
  - a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project sites for field inspection. The contact person is Mr. Steve Tartre at (207) 871-7771, ext. 144.
- 5) Contract Specifications
  - a) The Specifications are divided into two parts: Part I, Supplemental Specifications and Part II, Special Provisions.
  - b) The Maine Turnpike Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications. See Subsection 100.1.
- 6) Responsibility for Property of Others (Supplemental Specifications 104.3.11)
  - a) Contractor responsible for responding to all damage claims within 15 days.
- 7) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
  - a) Contract includes Heavy and Bridge wage rates.
- 8) Cooperation With Other Contractors (Special Provision 104.4.7):
  - a. MTA Contract 2017.09 – York Toll Plaza Replacement, MM 8.8;
  - b. MTA Contract 2018.04 – 2018 Bridge Painting, MM 6.2 to 103.6;
  - c. MTA Contract 2017.08 – Guide Sign Modifications, MM 32 to 44;
  - d. MTA Contract 2018.18 – Fuel System Upgrades to Kennebunk Service Plaza.
- 9) Lead Paint
  - a) The Contractor shall not disturb any painted surfaces on the Route 111 Bridge or on the Biddeford Interchange Bridge.
- 10) Permit Requirements
  - a) Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
  - b) Limit of Disturbance Plan shall be submitted prior to any disturbance.
  - c) The project is located within the MS4 Area and the Contractor will be required to follow and sign the MS4 Awareness plan.

11) Construction Schedule/Substantial Completion/Prosecution of Work:

- a) March 22, 2018 – Estimated Contract Start Date
- b) May 15, 2018 – Substantial Completion Date for parking improvements at Kennebunk Southbound Service Plaza
- c) October 12, 2018 – Substantial Completion Date for Crediford Brook Culvert, Route 111 Underpass, and Biddeford Interchange
- d) November 30, 2018 – Contract Completion Date
- e) Biddeford Interchange endpost replacement and parapet repairs shall be completed prior to milling of interchange.
- f) Biddeford Interchange culvert replacement shall be completed prior to the milling, shimming and overlay of the exiting lanes of the toll plaza.
- g) All work requiring lane closures shall be done in the permitted lane closure windows as outlined in Special Provision 652.
- h) Crediford Brook - All in-water work shall be completed between July 15, 2018 and October 1, 2018. This includes, but is not limited to, all culvert repairs at Crediford Brook. The Contractor shall sequence the work such that a continuous water flow is maintained through the culvert at all times. Refer to Limits of Operations for additional information and contract requirements regarding dewatering.

12) Specific Contract Items

- a) Section 518 – Structural Concrete Repair
  - i) The culvert floor refacing work shall generally include removing loosely adhered or heavily deteriorated concrete, cleaning exposed reinforcing steel and concrete surfaces in repair areas, furnishing and installing proposed reinforcing steel, application of an approved bonding agent and placing and curing repair materials.
  - ii) All concrete repair work shall be completed in the dry.
- b) Section 510 – Special Detours
  - i) This work includes furnishing, installing, securing, maintaining and removing temporary steel plates and anchoring devices, if necessary, to span over areas of incomplete or uncured bridge deck repairs, joint header concrete replacement, and joint modifications at the Route 111 Bridge and Biddeford Interchange Bridge. This work will be required when the area of repair will be reopened to traffic before the repairs are complete. The steel plate system shall be as shown on the plans, or as designed by the Contractor.
  - ii) Temporary steel plates will not be measured for payment separately but shall be incidental to the related contract items.

c) Section 652 – Maintenance of Traffic

- i) Route 111 – Lane closure window is Sunday through Thursday nights from 7 p.m. to 6 a.m.
- ii) Maine Turnpike under Route 111 Bridge – No lane closures necessary to complete the work.
- iii) Biddeford Interchange Bridge – One lane in each direction to remain open except when southbound ramps are closed for paving activities.
- iv) Maine Turnpike under Biddeford Interchange Bridge – No lane closures required for bridge work. Travel lane closures are required when ramps are closed for paving operations.
- v) Biddeford Interchange work shall be completed Sunday through Thursday nights between 10:00 pm and 5:00 am at which times ramps are permitted to be closed. Work shall be scheduled and coordinated so ramps are not closed for limited activities, or for the convenience of the contractor. The contractor shall set, operate and maintain portable-changeable message signs on the mainline (north of Exit 36 southbound; south of Exit 25 northbound), on Route 111 (Biddeford); on Route 25 (Kennebunk); on I-195 and Industrial Road (Saco) to provide advance notice to turnpike patrons when Exit 32 ramp closures are scheduled or in place.
- vi) Biddeford Interchange culvert replacement may occur Sunday through Thursday nights between 10:00 p.m. and 5:00 a.m.
- vii) Traffic Control Devices and Maintenance of Traffic Control Devices will be paid by the lump sum for each project location: Crediford Brook, Kennebunk Southbound Service Plaza, Route 111 and Biddeford Interchange.
- viii) Portable Changeable Message Signs – Five boards paid per each and available for the duration of the contract. The calendar day pay item includes five additional boards required when ramps are closed at Biddeford Interchange.
- ix) The Automated Speed Limit Sign Special Provision has been revised and the Contractor shall fill out price in bid form. Automated Trailer Mounted Speed Limit Signs shall only be used when a work zone speed limit is in place. The Contractor shall manage the utilization and operation of the Automated Trailer Mounted Speed Limit Signs and if at least one is not used when work zone speed limits are in place then it will be considered a Traffic Control Plan violation and result in a reduction of payment as outlined in Section 652.
- x) The Special Project Maintenance of Traffic Requirements Special Provision has been revised and the Contractor shall fill out price in bid form. When a pay item for a Truck Mounted Attenuator (TMA) is included in the contract at least one TMA will be required on the project and its use will be required. The Truck Mounted Attenuator should be utilized in lane closures and other construction operations where workers are exposed to traffic and not protected by other positive means. The Contractor shall manage the utilization and operation of the TMA and if at least one is not used as described above then it will be considered a Traffic Control Plan violation and result in a reduction of payment as outlined in Section 652.
- xi) Automated Trailer Mounted Speed Limit Signs to be utilized on the Maine Turnpike in the area of Biddeford Interchange.
- xii) Addendum 1 will include wide load signs for Biddeford Interchange and Route 111.

13) Questions

