

Maine Turnpike Authority

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VIA E-MAIL

September 14, 2015

Mr. David Ladd
Municipal and Industrial Stormwater Coordinator
Bureau of Land and Water Quality
Maine Department of Environmental Protection
17 State House Station
Augusta, Maine 04333-0017

SUBJECT: Maine Turnpike Authority
Stormwater Program Management Plan (SPMP)
Maine DEP Permit # MER043001
Annual Report for Permit Year 2 (July 2014 through June 2015)

Dear David:

On behalf of Maine Turnpike Authority (MTA), I am pleased to submit this Annual Report for Permit Year 2 (PY2, defined as July 2014 to June 2015). This report is intended to satisfy the requirements in **Part IV(J)** of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharges from Maine Department of Transportation (MaineDOT) and MTA Municipal Separate Storm Sewer Systems (MS4s).

The Annual Report describes the status of MTA's program of Best Management Practices (BMPs) and Measurable Goals (MGs) for each of the six Minimum Control Measures (MCMs) presented in MTA's SPMP (dated December 2, 2013) for PY2.

BACKGROUND

MTA's SPMP was developed in accordance with **Part IV(A)** of the MPDES MS4 General Permit for the purpose of establishing, implementing and enforcing a stormwater management program to reduce the discharge of pollutants from MTA's roadways, drainage areas and facilities located within Urbanized Areas (UAs). For each MCM established in the SPMP, measurable goals have been established to evaluate the effectiveness of the designated BMPs. These goals have been assigned an implementation schedule and/or milestones for implementation of applicable BMPs.

The SPMP has not been modified or updated since its submittal to the Maine Department of Environmental Protection (DEP); therefore, a copy of the SPMP is not included with this report. Correspondence regarding MTA's PY1 Annual Report was received from Maine DEP on June 1, 2015 and MTA's written response (including a revised Notice of Intent reflecting the correct permit number and increase in MTA's UA due to the purchase of an additional 1.9 miles of I-95 in Kittery on January 21, 2015) was submitted to Maine DEP on July 24, 2015.



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In accordance with **Part IV(J)(1)** of the MPDES MS4 General Permit, this Annual Report provides a summary of activities that demonstrate MTA's compliance status with respect to the MS4 permit conditions and progress towards achievement of the goals identified for each MCM in the subsections below. The BMPs identified in the SPMP are appropriate to meet the goals identified for each MCM. No monitoring data or other information was required by the MS4 permit in PY2. Anticipated activities in PY3 include, but are not limited to, additional stormwater infrastructure mapping efforts (BMP 3.1) and re-evaluation of potential pollutant source inventory (BMP 6.1). No changes have been made to measurable goals identified in the SPMP. The subsections below describe the activities, progress, and accomplishments for each of the MCMs.

MTA enforces these MCMs through construction contract specifications and has developed a Construction Project Environmental Compliance (CPEC) Program to ensure compliance with MS4 MGs and other stormwater requirements. The CPEC Program is summarized in **MCMs 4, 5 and 6**, but also includes **MCM 1** requirements (e.g., incorporating Stormwater Awareness and Targeted BMP Adoption Plans into project-specific documents for MTA contractors and employees alike).

MCM 1 - PUBLIC EDUCATION AND OUTREACH ON STORMWATER IMPACTS

Goals:

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.*

BMP 1.1 CONTINUE RAISING AWARENESS OF STORMWATER ISSUES AMONGST EMPLOYEES AND CONTRACTORS

MTA's annual stormwater training program was conducted for maintenance personnel and engineering inspectors to address pollution reduction in stormwater runoff. The stormwater training program, which is combined with Spill Prevention, Control and Countermeasures (SPCC) and Erosion and Sedimentation Control (ESC) practices training, was performed in May and June of 2015 by regulatory specialists from GZA GeoEnvironmental, Inc. and MTA. Prior to conducting training, the combined SPCC/Stormwater/ESC training curriculum was updated to reflect recent updates to the maintenance tracking forms (e.g., catch basin cleaning and Illicit Discharge Detection and Elimination [IDDE] tracking forms).

MTA SPCC/Stormwater/ESC training sessions held in 2015 emphasized the following:

- MS4 2013 changes (e.g., additional Urbanized Areas [UA], etc.);
- Review of MTA's MS4 Urban Impaired Streams (UIS) strategy, which identified Goosefare Brook and Hart Brook as MTA's two designated highest priority watersheds with consideration of other UIS watersheds (e.g., Long Creek, Capisic Brook, Red Brook, etc.) within the MTA system;
- MTA's Mobile SPCC Plan, which includes procedures for refueling of mobile equipment, such as mowers, loaders and other heavy equipment (i.e., avoid and minimize refueling within UA and UIS watersheds);
- Review of MTA's CPEC program, including GIS-based post-construction Operations and Maintenance (O&M) Plans and updated BMP inspection forms for maintenance activities;
- Requirements within the Long Creek watershed and other areas where watershed management plans (WMPs) are imminent;

- Quarterly and annual reporting associated with MTA’s Annual Memorandum of Agreement (MOA) Report, including routine O&M, recertification, etc.; and
- Maintenance (e.g., sweeping, catch basin cleanouts, outfall inspections, etc.) as per MTA’s MS4 UIS Strategy, including updates to the Catch Basin Cleaning and IDDE tracking forms.

MTA’s Stormwater Awareness Plan was summarized and provided as a handout during the employee training sessions to ensure that all MTA employees are aware of the goals of this plan. In addition, a stormwater program overview presentation was given to the MTA Board in June of 2015. MTA’s CPEC Program also requires that contractors conducting work on projects located within UA receive, review, and sign a copy of this plan. Process indicators are summarized below, impact indicators are not required in PY2.

Process Indicators for PY2 are as follows:

- Number employee training sessions: **6**
 - One session was held at each of the following MTA maintenance facilities: York, Kennebunk, Crosby/South Portland, Gray, and Gardiner; and
 - One make-up session was held at MTA headquarters (HQ).
- Number of MTA employees trained: **84**

BMP 1.2 CONTINUE ENCOURAGING EMPLOYEES AND CONTRACTORS TO UTILIZE BMPs THAT MINIMIZE STORMWATER POLLUTION

In PY2, MTA maintained and implemented the existing BMP Adoption Plan that identifies target BMPs to be utilized by employees and contractors that minimize stormwater pollution. As part of the UIS strategy associated with this MCM, the BMP Adoption Plan places emphasis on utilizing target BMPs within MTA’s two designated highest priority watersheds.

MTA’s Targeted BMP Adoption Plan was reviewed and a handout was provided during the employee training sessions described in **BMP 1.1** to ensure that all MTA employees are aware of the goals of this plan. Additionally, MTA’s CPEC Program requires that contractors conducting work on projects located within UA receive, review, and sign a copy of this plan.

BMP 1.3 CONTINUATION OF EXISTING EDUCATION AND OUTREACH EFFORTS

MTA has continued the existing education and outreach efforts established during the previous MS4 permit cycle. MTA requires all contractors to submit training certificates for the delegated On-Site Responsible Party (OSRP) on MTA contracted projects located within UAs to ensure they are adequately trained and knowledgeable in ESC from Maine DEP’s Non-Point Source (NPS) Training Program or an equivalent program. Additionally, MTA conducted CPEC training for staff engineers and engineering consultants on February 25, 2015, which provided an overview of the CPEC Program and emphasized the importance of compliance with environmental regulations (including stormwater) and maintaining proper documentation of compliance activities. More information on MTA’s CPEC Program is included in the summaries for **MCMs 4 through 6**, below.

MCM 2 – PUBLIC INVOLVEMENT AND PARTICIPATION

Goals:

Involve MTA’s community including various departments or facilities, and when applicable involve regulated small MS4 communities, in both the planning and implementation process of improving water quality and reducing quantity via the stormwater program.

BMP 2.1 PUBLIC NOTICE REQUIREMENT

MTA maintains a written public notice policy and complies with the Maine Freedom of Access Act. In PY2, MTA did not host any public meetings involving MS4 stakeholders in the implementation of this General Permit

BMP 2.2 COORDINATE WITH REGULATED COMMUNITIES

In PY2, the MTA maintained close communication with MS4 communities and their respective Stormwater Coordinators, primarily through participation in the Greater Portland Interlocal Stormwater Working Group (ISWG). Community coordination is also a component of MTA’s CPEC program, which includes project development phase communication with host municipalities with respect to planned construction and maintenance activities. Additionally, MTA has continued to be closely involved with the evolving management requirements of UIS watersheds both within and outside of UA. MTA communicates periodically, through participation in ISWG meetings and involvement as a stakeholder, with host municipalities regarding watershed management planning efforts within MTA’s ROW.

In addition to these watershed-based efforts, MTA also participated in the following efforts in fulfillment of **MCM 2** in PY2:

- MTA personnel (or their designee) have attended and participated in multiple public meetings, seminars, and conferences related to stormwater, including seven ISWG meetings, and one Hydrant Flushing meeting hosted by Portland Water District on January 29, 2015;
- MTA’s Environmental Services Coordinator is a Governing Board Member of the Long Creek Watershed Management District;
- MTA maintains a link from MTA’s website to Cumberland County Soil and Water Conservation District’s (CCSWCD’s) Yardscape program;
- Displayed “Think Blue” Ducky stickers at MTA facilities in highly visible areas such as toll booths and service plazas; and
- Attended statewide salt management roundtable meetings to remain abreast of follow-up discussions and subcommittee activities.

MCM 3 – ILLICIT DISCHARGE DETECTION AND ELIMINATION (IDDE)

Goals:

Develop, implement and enforce a program to detect and eliminate illicit discharges and non-stormwater discharges in MTA’s stormwater systems.

BMP 3.1 GROUND VERIFY WATERSHED BASED MS4 INFRASTRUCTURE MAP

The UA within MTA’s ROW was mapped during the previous MS4 permit cycle using 2000 Census Bureau data. In PY1, MTA completed the process of identifying the additional UA that requires stormwater infrastructure mapping as a result of the 2010 Census Bureau data. In PY2, MS4 maps and catch basin cleanout tracking forms were updated to reflect the additional infrastructure located within the expanded UA.

Ground verification of the two highest priority watersheds was completed by June 30, 2015. This field work uncovered a data gap in MTA's infrastructure mapping at bridge structures associated with intersecting local roads (i.e., over/underpasses). Additional mapping data was collected for the local road over/underpasses in the two highest priority watersheds, and efforts to ground verify drainage infrastructure mapping at all local road over/underpasses within MTA's UA are now underway and are anticipated to be completed in PY3.

MTA maintains its stormwater infrastructure mapping data in an ArcGIS Server geodatabase that is not publically available on the MTA website. A copy of the geodatabase and/or pdf maps can be made available to Maine DEP and public upon request. MTA typically updates these maps annually to reflect modifications in infrastructure (e.g., infrastructure removal/installation, more accurate mapping data, etc.). Maps and tracking forms are provided to each maintenance facility every spring in order to facilitate dry weather inspections.

BMP 3.2 CONDUCT DRY WEATHER INSPECTIONS OF OUTFALLS AND IMPLEMENT A COORDINATED INSPECTION PROGRAM

The MTA conducted approximately 93 dry weather inspections in PY2 as part of MTA's prioritized dry weather inspection program. The dry weather inspection program includes inspection and cleanout, as needed, of Catch Basins (CBs), Outfalls¹ (OFs), and Discharge Points² (DPs) within the entire UA. Priority is given to Long Creek, Goosefare Brook, and Hart Brook watersheds; however, maintenance crews also inspect and cleanout, as needed, the remaining stormwater infrastructure in the UA every year in an effort to be proactive. MTA continues to use tracking forms to capture dry weather inspection and catch basin cleanout information, which are summarized in **BMP 6.4** and available to Maine DEP upon request.

In PY1, MTA reached out to local MS4 Stormwater Coordinators in MTA's two highest priority watersheds to develop a coordinated dry weather inspection program. An MTA representative met with each municipality's MS4 Coordinator to review outfall inspection techniques as well as the IDDE maps and tracking forms for MTA's ROW in the watershed and discussed possible locations for coordinated inspections in PY2. Coordinated inspections of select outfalls in Hart Brook in Lewiston were conducted on October 28, 2014, with Justin Early, City of Lewiston Project Engineer. Coordinated inspections of select outfalls in Goosefare Brook in Saco were conducted on October 29, 2014, with Angela Blanchette, City of Saco Engineer.

BMP 3.3 IMPLEMENT OPEN DITCH ILLICIT DISCHARGE PROGRAM

The MTA IDDE program has been updated and implemented to include MTA's open ditch systems. Open ditch IDDE efforts have been completed within MTA's two highest priority UIS watersheds and within all of MTA's UA.

Approximately 400 ditch segments were inspected in PY2. Ditches that discharge directly to surface water have been categorized as DPs and are included on the same tracking forms used to capture dry weather inspection and catch basin cleanout information, which are summarized under **BMP 6.4**, below, and available to Maine DEP upon request. MTA has categorized connections from CB drain pipes into its ditch system as OFs and evaluated each of these conveyances for the presence of unauthorized discharges via dry weather inspection. No flows from pipes or other conveyances, other than stormwater and authorized non-stormwater conveyances have been observed to date.

¹ MTA's IDDE maps identify catch basin outlets as outfalls.

² Discharge points are areas where runoff from MTA's ROW may either enter a receiving waterbody or another permitted MS4 system (i.e., municipal or MaineDOT stormwater conveyance).

BMP 3.4 CONTINUE TO IMPLEMENT ILLICIT DISCHARGE DETECTION AND ELIMINATION PROCEDURE POLICY

MTA has an established procedure and has developed a form for evaluating and documenting suspected illicit discharges. The catch basin cleanout and IDDE tracking form directs the inspector to complete the Suspected Illicit Discharge Form and notify MTA's Environmental Services Coordinator who then performs an investigation of each suspected illicit discharge in accordance with MTA's IDDE SOP. To date, no illicit discharges have been identified during MTA's annual dry weather inspections.

BMP 3.5 IDENTIFY NON-STORMWATER DISCHARGES

No illicit discharges or non-stormwater discharges were identified. However, six spills within UA occurred in PY2, which were reported to Maine DEP and cleaned up immediately before discharges were permitted to reach stormwater infrastructure or waters of the State.

- September 18, 2014: A patron vehicle accident at Mile Marker (MM) 2.0 northbound shoulder and center median in Kittery resulted in the discharge of approximately 10 to 15 gallons of motor oil and antifreeze fluid to the center median and shoulder soil on the northbound side. The spilled fluids and impacted soil were promptly cleaned up and disposed of under the direction of the Maine DEP's spill response personnel.
- September 26, 2014: A patron released approximately 5 gallons of "DETACK" at the southbound Exit 53 ramp in Falmouth to the right shoulder. According to the product website, "DETACK is an economical, biodegradable liquid that eliminates the surface tack on freshly applied hot pour sealants." Although none of the released product could be recovered prior to absorption or evaporation on the paved surface, the State Police and Maine DEP were notified. MTA investigated the site and recovered three unopened 5-gallon containers of "DETACK" that were transported to MTA's Maintenance Facility in Gray.
- October 28, 2014: A patron truck accident at MM 32 on the northbound right shoulder in Biddeford resulted in approximately 1 gallon of motor oil being released to the shoulder soil and vegetation which was promptly cleaned up and disposed of under the direction of the Maine DEP's spill response personnel.
- December 2, 2014: A patron truck accident at MM 49 on the southbound center median in Portland resulted in the release of approximately 100 to 120 gallons of diesel fuel to the center median and guard rail area. The spilled fuel oil and impacted soil/vegetation were promptly cleaned up and disposed of under the direction of the Maine DEP's spill response personnel.
- January 13, 2015: A patron truck accident at the Exit 80 southbound exit ramp in Lewiston resulted in the discharge of approximately 50 gallons of diesel fuel to the paved exit ramp. The spilled fuel oil was promptly cleaned up and disposed of under the direction of the Maine DEP's spill response personnel.
- February 11, 2015: A patron truck accident at MM 35 southbound shoulder in Saco resulted in the discharge of approximately 10 to 50 gallons of diesel fuel being to the right shoulder pavement, snow pack, and soil. The released fuel oil and impacted snow/soil were promptly cleaned up and disposed of under the direction of the Maine DEP's spill response personnel.

MCM 4 – CONSTRUCTION SITE STORMWATER RUNOFF CONTROL

Goals:

Continue to implement and enforce MTA's program to reduce pollutants in stormwater runoff from construction activities that result in a land disturbance of greater than or equal to one acre.

BMP 4.1 CONTINUE TO IMPLEMENT CONSTRUCTION PROJECT ENVIRONMENTAL COMPLIANCE (CPEC) PROGRAM

The Construction Project Environmental Compliance (CPEC) Program is the primary means by which the MTA addresses stormwater management issues, including runoff from construction activities conducted by MTA and/or its contractors. The CPEC Program includes MS4 elements to control stormwater runoff from construction sites including but not limited to:

- Including language in the specifications and ESC Plan to notify the contractor that they are in an MS4 project area;
- Requiring contractors to provide an OSRP for each project and submit training certificates for the delegated OSRP for projects located within MTA's UA; and
- Identifying and inspecting structural and non-structural BMPs designed/constructed in an MS4 project area.

In PY2, MTA maintained these requirements, as well as those construction-related requirements associated with Chapter 500 and the MOA. These measures included the requirement to apply MaineDOT's BMP/ESC Manual on all projects regardless of size, thus often exceeding the requirements of the permit.

The MTA submits a separate Annual Progress Report to the Maine DEP to satisfy the requirements in the Stormwater Memorandum of Agreement (MOA)³, dated November 14, 2007, as adopted by the Maine DEP, MaineDOT and MTA. The Annual MOA Report, most recently submitted to Maine DEP in September 2015, summarizes construction projects and associated BMPs (structural and non-structural) performed and anticipated. Active construction projects in PY2 that disturbed one acre or more within UA were documented under MTA's CPEC Program, which includes inspection documents, stormwater requirements and other environmental compliance considerations.

MTA continues to rely on binding contract language to ensure that contractors comply with the construction-related BMPs/requirements of (1) Chapter 500; (2) applicable portions of the MOA; (3) the Maine Construction General Permit (CGP); and (4) the MS4 permit. MTA employees and contractors are trained extensively on construction site stormwater management controls. Contractors and MTA personnel are required to conduct weekly inspections and maintain inspection documentation for review when performing construction that disturbs land (regardless of whether the disturbance exceeds one acre). The CPEC Program requires projects to be inspected as follows:

- Prior to construction (e.g., photographic documentation, temporary BMPs in place, etc.);
- On a weekly basis during construction by a qualified MTA representative (e.g., Inspector or Engineer) along with the contractor's OSRP, who is appropriately trained;
- When transitioning from construction to post-construction (i.e., prior to submitting the Notice of Termination [NOT] for the CGP); and
- As part of routine CPEC Program audits.

³ The MOA requires all state transportation system projects undertaken by or under the administration, supervision, or oversight of MaineDOT and MTA meet the Basic Standards in Chapter 500, regardless of location or size. Therefore, the Annual MOA Report includes projects within the MS4 UA as well as other construction projects throughout the MTA system.

The CPEC Program provides a mechanism to ensure that stormwater requirements and other environmental regulatory obligations, including inspections and corrective actions, are considered and documented during construction and appropriate actions are undertaken to reduce pollutants in stormwater from construction activities. As a result of the effectiveness of the CPEC Program, no significant corrective actions were required in PY2 for projects in which multiple Maine DEP permits may apply (i.e., MS4, CGP, and Ch500/MOA).

MCM 5 – POST-CONSTRUCTION STORMWATER MANAGEMENT

Goals:

- 1. Continue to implement and enforce a program to address stormwater runoff from new development and redevelopment projects that disturb greater than or equal to one acre.*
- 2. Develop and implement strategies that include a combination of structural and/or non-structural best management practices (BMPs).*
- 3. Develop and implement an approved BMP inspection schedule that at a minimum stipulates that new BMPs are inspected at least once during the first year of installation.*

BMP 5.1 CONTINUE TO IMPLEMENT CONSTRUCTION PROJECT ENVIRONMENTAL COMPLIANCE (CPEC) PROGRAM

Similar to **MCM 4**, MTA has continued to implement and enforce the CPEC Program to address post-construction stormwater management in new development and redevelopment. MTA has previously implemented MS4 elements related to post-construction stormwater management for new development and redevelopment to minimize water quality impacts (i.e., training employees on long term O&M practices, etc.). In PY2, MTA maintained and enforced these requirements, as well as post-construction standards associated with Chapter 500 and the MOA throughout MTA's ROW regardless of size or location. MTA provides a summary of these annual O&M practices to Maine DEP in the Annual MOA Report, which was most recently submitted to Maine DEP in September 2015.

BMP 5.2 INCLUDE A COMBINATION OF STRUCTURAL AND NON-STRUCTURAL BMPs

As discussed in **BMP 1.2**, MTA continues to maintain and implement the existing BMP Adoption Plan that identifies target BMPs to be utilized by employees and contractors that minimize stormwater pollution. MTA's CPEC Program requires that contractors conducting work on projects located within UA receive and review a copy of this plan.

BMP 5.3 INSPECT BMPs AT LEAST ONCE DURING THE FIRST YEAR AFTER INSTALLATION

To ensure that adequate long-term O&M of post-construction BMPs, MTA develops and implements a project-specific post-construction O&M plan for each construction project as part of the CPEC Program. These O&M plans include a GIS-based site plan and an inspection tracking form that are used by Highway Maintenance personnel to conduct quarterly inspections for the first year after final stabilization. Following the first year, newly constructed BMPs are incorporated into MTA's IDDE maps and tracking forms, and included in the annual infrastructure inspections completed by MTA's general engineering consultant for long-term inspection and maintenance. Highway Maintenance personnel have been trained and certified under Maine DEP's NPS Program. In addition, these qualified personnel are also trained internally to implement the post-construction O&M plan aspects of CPEC Program. O&M plans are maintained in the project-specific CPEC binders and are available to Maine DEP upon request for all projects undertaken by MTA.

Post-construction BMP summary for PY2:

- Number of new post-construction BMPs discharging directly into waters of the State other than groundwater or into or from their separate storm sewer system: **0**
 - New post-construction BMPs in PY2 were limited to vegetated and riprap areas
- Number of sites with documented functioning post-construction BMPs: **3**
- Number of sites that required routine maintenance or remedial action to maintain post-construction BMP functionality: **0**

MCM 6 – POLLUTION PREVENTION/GOOD HOUSEKEEPING

Goals:

Reduce pollutant runoff from MTA's roads, other paved surfaces, infrastructure, and facilities through the development and implementation of an operation and maintenance (O&M) program.

BMP 6.1 INVENTORY POTENTIAL POLLUTANT SOURCES AND OPERATIONS

MTA does not operate any maintenance facilities within the MS4 regulated area, therefore, potential pollutant sources are generally limited to spills associated with vehicular accidents, road-killed wildlife, and MTA deicing operations. MTA is currently re-evaluating its inventory of potential pollutant sources and will provide the updated inventory to Maine DEP following completion, anticipated in PY3.

BMP 6.2 ANNUAL EMPLOYEE TRAINING

As discussed in **BMP 1.1**, MTA's existing employee training program addresses stormwater pollution prevention and erosion and sediment control and is revised, as appropriate. MTA's training program also incorporates construction and post-construction inspection and O&M requirements. Approximately 84 MTA employees were trained in stormwater pollution prevention and ESC practices during six 2.5-hour training sessions held in May and June of 2015. The average test score of 91% for the 2015 stormwater training demonstrations the effectiveness of the training.

Additionally, MTA conducted CPEC training for staff engineers and engineering consultants on February 25, 2015, which provided an overview of the CPEC Program and emphasized the importance of compliance with environmental regulations (including stormwater) and maintaining proper documentation of compliance activities. Approximately seven engineers attended the 1.5-hour CPEC training session that included open discussion between MTA's Environmental Services Coordinator and attendees to address their specific questions or concerns.

BMP 6.3 STREET SWEEPING

As reported in previous MS4 permit cycles and the Annual MOA Report, MTA maintains a regular street sweeping program ensuring that all paved areas (including interchanges, toll plazas, park-and-ride lots and other facilities) are swept at least once per year and as soon as possible after snowmelt, with priority given to paved areas within UIS watersheds. Specifics on sweeping and other pollution prevention/good housekeeping measures are tracked as part of the Annual MOA Report, and have been summarized below. MTA generally reuses the collected sweepings as construction fill material.

Urbanized Area Street Sweeping Summary for PY2:

- Approximate number of lane miles swept: **109**
- Approximate number of local road overpasses swept: **15**
- Approximate number of toll/interchange areas swept: **14**

BMP 6.4 CLEANING OF STORMWATER STRUCTURES INCLUDING CATCH BASINS

As discussed in **BMP 3.2**, MTA has a prioritized inspection program that includes inspection and catch basin cleanout, as needed, within the entire UA. Priority is given to Long Creek, Goosefare Brook, and Hart Brook watersheds; however, maintenance crews also inspect and cleanout, as needed, the remaining stormwater infrastructure in the UA on an annual basis. MTA continues to use tracking forms to capture dry weather inspection and catch basin cleanout information, which are summarized below and available to Maine DEP upon request.

Urbanized Area Catch Basin Maintenance Summary for PY2:

- Approximate number of catch basins inspected: **420**
- Approximate number of catch basins cleaned: **16**
- Approximate number of catch basins repaired: **3**

Catch basin sediment is sampled in accordance with Maine DEP regulations regarding the beneficial reuse of this material and, depending on the analytical results, MTA either reuses the collected sediment as construction fill material or disposes of the material in accordance with current State regulations (rules). MTA generally reuses the recovered catch basin sediment as construction fill material.

BMP 6.5 MAINTENANCE AND UPGRADING OF STORMWATER CONVEYANCES AND OUTFALLS

As part of MTA's Stormwater MOA, progress reports summarizing current and planned construction projects and maintenance efforts (which may include new drainage infrastructure installed or replaced by MTA maintenance crews) are submitted annually to Maine DEP. In 2014 and 2015, the majority of MTA construction efforts continued to focus on bridge repair/maintenance projects and pavement rehabilitation. Drainage infrastructure repairs are typically included as part of pavement rehabilitation projects and infrastructure maps and IDDE tracking forms are updated annually to reflect new drainage infrastructure.

An annual inspection of MTA's infrastructure is conducted by a professional engineering contractor. The resulting [Annual Inspection Report](#) and [Operation and Maintenance Annual Report](#) are available on MTA's website (<http://www.maineturnpike.com/project-and-planning/Transportation-Planning.aspx>). These reports summarize the condition of MTA's infrastructure (including drainage infrastructure) and identify any deficiencies observed. MTA uses the information presented in these reports to evaluate and implement a prioritized schedule for repairing or upgrading conveyances, structures and outfalls as required under this MCM.

BMP 6.6 STORMWATER POLLUTION PREVENTION PLANS (SWPPPs)

Although MTA does not operate any vehicle maintenance facilities within UA, MTA continues to implement the following measures relative to the objectives of **MCM 6**:

- SPCC Plans with integrated stormwater pollution prevention measures for all MTA Highway/Equipment Maintenance Facilities that address the proper use, storage and disposal of petroleum products, and additionally address vehicle and equipment storage, maintenance and refueling practices;
- A Mobile SPCC Plan for all MTA's entire ROW to supplement spill response and prevention measures in the facility-specific SPCC Plans and specifically addresses more stringent practices within UA; and
- Quarterly visual assessments of stormwater discharges from its Highway/Equipment Maintenance Facilities.

CONCLUSION

In accordance with the MPDES General Permit *Part IV(J)*, this Annual Report presents a summary of significant goals achieved during the second year (July 2014 through June 2015) of implementation of the MTA's SPMP including an evaluation of BMPs and MGs established for the six MCMs. If you have any questions concerning this Annual Report of MTA's MS4 SPMP, please do not hesitate to call me at (207) 871-7771, ext. 359.

Respectfully,



John M. Branscom
Environmental Services Coordinator for
Maine Turnpike Authority

cc: Aimee Mountain; GZA GeoEnvironmental, Inc.