

Maine Turnpike Authority

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June 8, 2017

Mr. Mark Bergeron
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) for Storm Water Management
2016 Annual Progress Report

Dear Mr. Bergeron:

MTA is pleased to submit the attached 2016 Annual MOA Progress Report for your review. The report was prepared in accordance with the requirements of the Stormwater Memorandum of Agreement (MOA), dated November 14, 2007 as adopted by the Maine Department of Environmental Protection (DEP), Maine Department of Transportation (MaineDOT) and Maine Turnpike Authority (MTA).

Please do not hesitate to contact me at (207) 871-7771 ext. 359 to discuss this report, should you have any questions.

Respectfully,

John M. Branscom
Environmental Services Coordinator
Maine Turnpike Authority

Enclosure: 2016 Progress Report on Implementation of the Stormwater MOA

Cc: Peter Merfeld, MTA
Steve Tartre, MTA
John Cannell, MTA
Brian Taddeo, MTA
Bruce Van Note, MTA
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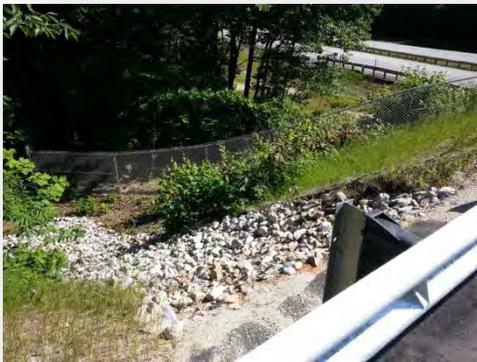
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MAINE TURNPIKE AUTHORITY

2016 **ANNUAL** PROGRESS REPORT ON IMPLEMENTATION OF THE STORMWATER **MEMORANDUM OF AGREEMENT**



Prepared by:

Maine Turnpike Authority



Submitted:

June 2017



think blue

clean water starts with you!

Stormwater Protection in Maine

I. INTRODUCTION

This Annual Progress Report has been prepared to satisfy the requirements in the Stormwater Memorandum of Agreement (MOA), dated November 14, 2007 as adopted by the Maine Department of Environmental Protection (DEP), Maine Department of Transportation (MaineDOT) and Maine Turnpike Authority (MTA). This report summarizes MTA's compliance status with respect to the MOA requirements during calendar year 2016. Additional documentation, and data pertaining to construction projects and activities (e.g., training, certification, etc.) performed; projects and activities anticipated to occur in 2017; and a list of staff or designees who provided oversight with respect to erosion and sedimentation control, and stormwater control are maintained on file at MTA.

II. 2016 CONSTRUCTION PROJECTS

As required by MTA Supplemental Specifications and Special Provision 656 – Temporary Soil Erosion and Water Pollution Control, all MTA construction projects with earth disturbance are required to install, maintain, inspect, and document erosion control measures. Compliance with these requirements is tracked as part of MTA's Construction Project Environmental Compliance (CPEC) Program. Each erosion control measure is selected from, and installed consistent with the MaineDOT Best Management Practices (BMP) for Erosion and Sedimentation Control Manual.

In 2016, the MTA initiated 12 construction projects subject to the CPEC Program, in addition to two (2) construction projects conducted by MTA personnel in accordance with the MOA. The majority of the MTA construction activities were focused on bridge repair/maintenance projects and pavement rehabilitation. Other construction projects conducted by MTA included clearing, resurfacing, culvert repairs, interchange improvements, and toll plaza upgrades. A complete list of the 2016 construction projects is provided as **Table 1**. Below is a summary of MOA applicability for MTA's 2016 construction projects:

- All MTA projects were located within an existing travel corridor, with the exception of contract 2016.02: Gray Interchange Exit 63;
- Four (4) of MTA's construction projects were located within Urban Impaired Stream (UIS) watersheds, and eight (8) projects were at least partially located in a regulated Municipal Separate Stormwater Sewer System (MS4) Urbanized Area (UA).
- Maine Construction General Permit (MCGP) coverage was obtained for stormwater discharges originating from five (5) sites with Limit of Disturbance (LOD) equal to or greater than 1 acre. Additionally, two (2) 2015 projects permitted under the MCGP were completed in 2016 (Contract 2015.10: Lunt's Hill Underpass and Contract 2015.11: West Gardiner ORT) and four (4) projects permitted under the MCGP between 2014 and 2015 (Contract 2014.10: Lewiston Exit 80 Interchange, Phase II, Contract 2015.09: Exit 53 Toll Plaza Replacement, Contract 2015.12: Exits 32, 36, and 46N Toll upgrades, and Contract 2015.13: Falmouth Exit 53 ORT) are currently on-going.

In 2016, one ongoing MTA construction project required treatment of stormwater in accordance with the General Standards of Chapter 500 Stormwater Management (Contract 2016.02: Gray Interchange Exit 63).

III. MAINTENANCE OPERATIONS

MTA's Highway Maintenance Department continues to track and monitor O&M tasks performed along the MTA right-of-way (ROW). The most common maintenance activities accomplished in 2016 included shoulder/slope repairs, litter picking, and sweeping of paved (impervious) surfaces from Kittery to Augusta, including roadways, toll plazas, service plazas, etc. Other O&M highlights from each maintenance facility (MF) in 2016 included:

- The Auburn MF staff repaired washouts (i.e., erosional features) at approximately three roadway shoulder locations, removed pavement (impervious cover) at the Lewiston Park & Ride and the former service plaza at Mile 83 SB, mulched stump grinding areas, repaired two culverts, cleaned one outfall, as well as replaced two culverts and constructed a stormwater sedimentation pond near the MM 81.2 SB culvert.
- The Crosby MF staff removed sand from the median and shoulders, mowed slopes, and cleaned culverts and ditches. The MF staff also applied an erosion control blanket to repair erosion and cleaned the ditches at the Exit 44 Plaza. Lastly, MF staff repaired several areas between MM 37 (Saco) and MM 53 (Falmouth) that incurred minor washouts due to heavy rains.
- The Gardiner and Litchfield MF staff repaired, seeded, mowed, loamed, and applied straw to the lawn at the West Gardiner Service Plaza. The MF staff repaired washouts at 3 areas, and replaced culverts and associated riprap and stabilized approximately 35 locations along the main line with loam, seed, and hay. The MF staff swept and removed sand from the median and replaced oil-only absorbent devices (PIG[®] Sump Skimmers) in catch basins at the West Gardiner Service Plaza. Finally, the MF staff installed a water line from the Litchfield MF to the well, and completed a 650-foot subsurface electric line trench at the Exit 103 Interchange. Each of these trenches were completed and stabilized with loam, seed, and straw.
- The Gray MF staff repaired four (4) washouts at MM 63 (Gray) Southbound (SB), three (3) washouts at Mile 57 NB, and 1(one) washout at Mile 64 SB by replacing riprap, hydro seeding, and applying hay mulch. The Mile 64 washout also included silt fence and hay bales. MF staff also mowed the ditches and swales at approximately 22 locations. Finally, the staff excavated a trench for the electrical line at the Gray MF and regraded the rear storage area. A silt fence was installed during construction, and vegetated areas were stabilized with loam and seed following construction.
- The Kennebunk MF staff repaired relatively small washouts between MM 20 (Wells) and 37 (Saco), and repaired a washout in the median between MM 23 and MM 24. MF staff mowed the ditches and swales between MM 20 (Wells) and 37 (Saco) and swept up sand under the bridges.
- The York MF staff repaired washouts at MM 0.3 and MM 16 with riprap and gravel and repaired a culvert at the Wells train station by cementing a pipe joint. The MF staff also swept and removed sand from guard rails and medians as well as mowed the vegetated ditches and swales between MM 0 and MM 20. Finally, the MF staff excavated and stabilized outfalls between MM 7.5 and 8.5 NB.

MTA performed annual inspections of the catch basins and associated pipeline outlets along the ROW. Repairs and catch basin cleanouts were subsequently performed within MTA ROW, as

needed. The sediment removed during the cleaning were managed in accordance with established DEP protocols for waste management and beneficial reuse.

Consistent with previous years, Highway Maintenance crews utilize weekly summary reports and transfer the data relating to stormwater or soil and erosion control activities to quarterly O&M reports to document MOA compliance. The Environmental Services Coordinator conducts:

- Periodic review of the quarterly O&M reports at each Highway Maintenance Facility to track progress throughout the year;
- Joint quarterly inspections of each Highway Maintenance Facility to address stormwater and erosion control issues with the Foremen to supplement their monthly inspections;
- Audits of construction projects with Foremen to review the post-construction O&M Plan requirements for permanently installed BMPs as part of MTA's CPEC Program; and
- Annual training on stormwater, erosion/sedimentation control and spill prevention topics for both MTA's Highway Maintenance and Engineering personnel.

In addition to the daily maintenance operations completed by MTA's Highway Maintenance Department, a comprehensive inspection of MTA's ROW is conducted each year by their general engineering consultant. This inspection (generally referred to as the "Annual Inspection") addresses 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, MTA receives a report that provides guidance and recommendations as to the proper maintenance, repair, and operation of the Highway during the ensuing fiscal year.

IV. ADDITIONAL PROGRAMS AND TRAININGS

In 2016, the MTA's CPEC program was utilized to manage, monitor and document stormwater-based compliance issues in order to ensure stormwater-related activities and other environmental considerations are documented, and filed in a single binder for each construction project. The CPEC binders provide project-related compliance documentation from Project Development (e.g., planning, permitting, design, etc.) through Post-Construction, when projects are inspected by the Highway Maintenance Foremen as part of the O&M Plans for recently completed projects. The implementation of the CPEC Program ensures compliance with Chapter 500/MOA requirements and the applicable Maine Pollutant Discharge Elimination System (MEPDES) Program permits, such as the MS4 permit and the MCGP.

Each year, the MTA conducts stormwater training for employees in accordance with its MS4 Stormwater Program Management Plan (SPMP). This stormwater training is combined with Erosion and Sedimentation Control (ESC) training and includes a discussion of the MOA. The training was held in May and June of 2016 and was attended by 86 MTA employees, including maintenance personnel and engineering inspectors.

V. 2017 CONSTRUCTION PROJECTS

In 2017, MTA's construction projects are focused primarily on bridge repair/rehabilitation and pavement rehabilitation/resurfacing with additional projects involving clearing, toll conversions,

aboveground storage tank installation, and interchange improvements. These projects are summarized in **Table 2**. As seen in **Table 2**, several 2016 projects have extended into 2017, and with the exception of contract 2016.02 (Gray Interchange Improvements) all projects are located within an existing travel corridor or developed property (i.e., Service Plaza or Park and Ride).

The CPEC program will be utilized for these projects to document compliance with Chapter 500/MOA requirements and other environmental considerations. Post-construction O&M Plans will be prepared and implemented for newly installed BMPs to facilitate long-term functionality and treatment efficacy.

MTA's Highway Maintenance Department has no specific plans to perform new construction projects with BMP requirements beyond the Chapter 500 Basic Standards. Construction projects to be performed by MTA Highway Maintenance are anticipated to be limited to improvements to existing infrastructure and the associated land disturbances are expected to be limited in nature.

VI. STORMWATER MOA OVERSIGHT

Stormwater MOA compliance and oversight is provided by the following MTA personnel, most of whom are professional engineers and/or certified under the DEP's Non-Point Source (NPS) Training Program:

MTA Personnel	MTA Job Title
John Branscom	<i>Environmental Services Coordinator</i>
Peter Merfeld, P.E.	<i>Chief Operations Officer</i>
<i>MTA Engineering Personnel</i>	
Steve Tartre, P.E.	<i>Director of Engineering and Building Maintenance</i>
Scott Warchol	<i>Construction Program Manager</i>
Jeff Nadeau, P.E.	<i>Resident Engineer</i>
Ralph Norwood, P.E.	<i>Project Manager</i>
J. Ryan Leavitt, P.E.	<i>Senior Resident Engineer</i>
Scott McConihe	<i>Inspector</i>
Gerry Ouellette	<i>Inspector</i>
Jody Dyke	<i>Inspector</i>
<i>MTA Highway Maintenance Personnel</i>	
John Cannell	<i>Director of Highway & Equipment Maintenance</i>
Brian Taddeo, P.E.	<i>Highway Maintenance Engineer</i>
Roger Mathews	<i>Highway Division Supervisor</i>
Andy Perry	<i>Highway Division Supervisor</i>
Dale Cook	<i>Foreman at Gardiner and Litchfield Highway Maintenance Facility</i>
Rick Dionne	<i>Foreman at Auburn Highway Maintenance Facility</i>
Jeff Stevens	<i>Foreman at Gray Highway Maintenance Facility</i>
Bill Thompson	<i>Foreman at South Portland (Crosby) Highway Maintenance Facility</i>
Jim Sotir	<i>Foreman at Kennebunk Highway Maintenance Facility</i>
Joe Violette	<i>Foreman at York Highway Maintenance Facility</i>

In addition to these MTA staff, several engineering consulting contractors provide additional technical and professional services to MTA regarding stormwater and erosion control maintenance, inspection, design, planning, permitting and compliance.

VII. CONCLUSION

MTA consistently applies appropriate engineering design and construction practices to its projects to successfully meet the requirements of the current stormwater MOA. MTA management remains committed to post-construction operations and maintenance, and increased education for its employees. MTA proactively manages stormwater and erosion control issues to protect the environment and comply with the conditions contained in the current MOA.

TABLES

Table 1 – Review of 2016 MTA Construction Projects

Table 2 – Review of 2017 MTA Construction Projects

TABLE 1
REVIEW OF 2016 MTA CONSTRUCTION PROJECTS
Based on MaineDOT ENV Ch 500/MOA Flowchart

Contract Number	Contract Type	Description of Work	Existing Corridor	Applicable Standards ¹	Limits of Disturbance (LOD) ³	Amount of New Impervious Cover (IC) or Developed Area ⁴	Located within Urban Impaired Stream (UIS) ⁵ ?	MOA Reportable ⁶	Other Stormwater Permits
2014 & 2015 Construction Projects Active in 2016									
2014.10	Interchange Improvements	Lewiston: Interchange Improvements to Exit 80 – Phase II (Bridge and Mainline) MM 80.3	Yes	Basic ² + General	14.4 acres	34,000 sf of New Impervious Cover 110,000 sf of New Landscaped Area	Yes (Hart Brook)	Yes	MS4 UA, MCGP
2014.16	Bridge Repair & Rehabilitation	York: Wearing Surface Replacement and Substructure Rehabilitation at York River Bridge MM 5.20 and Web Stiffener Rehabilitation at Cutts Road Bridge MM 3.10	Yes	Basic ²	1.74 acres	16,553 sf of New Impervious Cover	No	No	MS4 UA, MCGP
2015.07	Other (Clearing)	Auburn/Lewiston/West Gardiner/Farmingdale/Hallowell: Roadside Clearing MM 75.3-82.9 and 99.2-109.1	Yes	Basic ²	None	No changes expected	Yes (Hart Brook)	No	Portions MS4 UA
2015.09	Other (Toll Upgrades)	Falmouth: Toll Plaza Replacement at Interchange 53 (MM 52.4)	Yes	Basic ²	3.68 acres	12,040 sf of New Impervious Cover	No	No	MS4 UA, MCGP
2015.10	Bridge Repair & Rehabilitation	Litchfield: Superstructure Replacement at Lunts Hill Road Underpass MM 99.0	Yes	Basic ²	1.5 acres	No changes expected	No	No	MCGP
2015.11	Other (Toll Conversion)	West Gardiner: West Gardiner Barrier Toll Plaza Open Road Tolling Conversion MM 100.2	Yes	Basic ²	4.1 acres	9,588 sf of New Impervious Cover	No	No	MCGP
2015.12	Other (Toll Upgrades)	Biddeford/Saco/Portland: Toll system support upgrades at Exits 32, 36, and 46 NB (MM 31.6, 35.7, and 46.4)	Yes	Basic ²	2.77	27,007 sf of New Impervious Cover	Yes (Thatcher Brook / Goosefare Brook / Long Creek)	No	MS4 US, MCGP
2015.13	Other (Toll Conversion)	Falmouth: Exit 52 Open Road Tolling Conversion	Yes	Basic ² + General	7.62 acres	96,406 sf of New Impervious Cover	No	Yes	MCGP
S2015.53	Other (Slope & Drainage Repairs)	Falmouth: Slope and Drainage Repairs - Route 100	No	Basic ²	0.4 acres	No changes expected	No	No	MS4 UA
Construction Projects Initiated in 2016									
2016.01	Resurfacing & Bridge Repairs	Falmouth/Cumberland/Gray: Pavement Rehabilitation Clear Zone Improvements (MM 54.5-64.4), Eagles Nest Road Bridge Repairs (MM 60.8), and Hunts Hill Road Bridge Repairs (MM 61.6)	Yes	Basic ²	0.6 acres	No changes expected	No	No	None
2016.02	Interchange Improvements	Gray: Gray Interchange Exit 63 (MM 63.3)	No	Basic ² + General	14.9 acres	42,700 sf of New Impervious Cover	No	Yes	MCGP
2016.03	Bridge Repair & Rehabilitation	Litchfield: Bridge Superstructure Replacement at Small Road Underpass (MM 95.1)	Yes	Basic ²	1 acre	No changes expected	No	No	MCGP
2016.04	Bridge Repair & Rehabilitation	Farmingdale: Superstructure Replacement at Maple Street Underpass (MM 106.0)	Yes	Basic ²	1.4 acres	No changes expected	No	No	MCGP
2016.05	Bridge Repair & Rehabilitation	Kittery/Scarborough/South Portland/Portland: Snow fence Installations and Bridge Repairs - Ramp J Over Route 1 SB and Ramp M Underpass (MM1.59), Two Rod Road Underpass (42.0), Cummings Road Underpass (44.6), Exit 45 Underpass (44.9), Forest Ave NB and SB Overpass (50.0)	Yes	Basic ²	0.4 acres	No changes expected	Yes (Long Creek)	No	MS4 UA
2016.06	Other (Sign Upgrades)	Auburn/Lewiston/Sabattus/Lichfield/West Gardiner/Farmingdale/Hallowell/Augusta: Guide Signing Upgrades at Exit 75 to Exit 109 (MM 70.7-110.5)	Yes	Basic ²	0.5 acres	No changes expected	No	No	MS4 UA
2016.07	Other (Clearing)	Portland/Falmouth: Roadside Clearing (MM 47.7-51.8 and F0.0-F3.8)	Yes	Basic ²	None	No changes expected	Yes (Nasons Brook / Capisic Brook)	No	Portions MS4 UA
2016.09	Other (Bridge Painting)	Kennebunk/Portland/Falmouth: Cleaning and Painting Steel Structures - Mousm River Overpass Bridges (MM 25.0), Exit 52 Interchange Bridge (MM 51.6), and Exit 53 Interchange Bridge (MM 52.4)	Yes	Basic ²	0.95 acres	No changes expected	No	No	MS4 UA

TABLE 1
REVIEW OF 2016 MTA CONSTRUCTION PROJECTS
Based on MaineDOT ENV Ch 500/MOA Flowchart

Contract Number	Contract Type	Description of Work	Existing Corridor	Applicable Standards ¹	Limits of Disturbance (LOD) ³	Amount of New Impervious Cover (IC) or Developed Area ⁴	Located within Urban Impaired Stream (UIS) ⁵ ?	MOA Reportable ⁶	Other Stormwater Permits
2016.10	Other (Light Upgrades)	South Portland/Portland/Falmouth/Cumberland/Gray/New Gloucester/Auburn/Lewiston/Sabattus/Lichfield/West Gardiner: LED Luminaire Installations (MM 44.9-103.4)	Yes	Basic ²	None	No changes expected	Yes (Long Creek / Nasons Brook / Capisic Brook / Hart Brook)	No	Portions MS4 UA
2016.11	Other (Emergency Ramps)	Scarborough: Emergency Vehicle Ramps at Two Rod Road Underpass (MM 42)	Yes	Basic ²	1.41 acres	0.32 acres of New Impervious Cover	No	No	MS4 UA, MCGP
N/A	Other (Pavement Reduction)	Lewiston: Park and Ride pavement reduction	Yes	Basic ²	0.75 acres	Remove 0.71 acres of Impervious Cover	Yes (Hart Brook)	No	MS4 UA
N/A	Other (Pavement Reduction)	Lewiston: Former Service Plaza pavement reduction	Yes	Basic ²	0.65 acres	Remove 0.65 acres of Impervious Cover	No	No	MS4 UA
2016.HMS	Other (Host Service Plaza Renovation)	Cumberland/Gray: Service Area Renovation	Yes	Basic ²	0.25 acres	Remove 0.09 acres of Impervious Cover	No	No	None
2017.03	Bridge Repair & Rehabilitation	Sabattus: Bridge Replacement at Maxwell Road Underpass (MM 90.0)	Yes	Basic ²	2.5 acres	No changes expected	No	No	MCGP

NOTES:

- 1 - Applicable Standards refer to Chapter 500 Stormwater Management as it applies through MaineDOT's Environmental (ENV) Office "DEP Stormwater Rule Compliance Flowchart."
- 2 - Basic Standards apply unless 1 acre or more of new impervious OR > 5 acres of developed area are anticipated.
- 3 - Limits of Disturbance greater than or equal to 1 acre may trigger Maine Construction General Permit (MCGP) coverage.
- 4 - Developed Area excluding area that within one calendar year of being disturbed is returned to a condition with the same drainage pattern that existed prior to the disturbance and is revegetated, provided the area is not mowed more than once per year.
- 5 - Urban Impaired Stream as listed in Chapter 502 and the Maine Municipal Separate Stormwater Sewer System (MS4) Permit.
- 6 - MOA Reportable indicates that the project may require Ch 500 BMPs beyond Basic Standards (e.g., General Standards to the Extent Practicable with DEP Consultation) as per the current MOA and Flowchart referenced in Note #1 above. MOA reportable projects included those projects with greater than 1 acre of new impervious cover (IC) or greater than 5 acres of developed area or projects located within an urban impaired stream with greater than 20,000 SF of new IC or greater than 5 acres of developed area.

TABLE 2
REVIEW OF 2017 MTA CONSTRUCTION PROJECTS
Based on MaineDOT ENV Ch 500/MOA Flowchart

Contract Number	Contract Type	Description of Work	Existing Corridor	Applicable Standards ¹	Limits of Disturbance (LOD) ³	Amount of New Impervious Cover (IC) or Developed Area ⁴	Located within Urban Impaired Stream (UIS) ⁵ ?	MOA Reportable ⁶	Other Stormwater Permits
2016 Construction Projects Active in 2017									
2016.02	Interchange Improvements	Gray: Gray Interchange Exit 63 (MM 63.3)	No	Basic ² + General	14.9 acres	42,700 sf of New Impervious Cover (Net Increase)	No	Yes	MCGP
2016.03	Bridge Repair & Rehabilitation	Litchfield: Bridge Superstructure Replacement at Small Road Underpass (MM 95.1)	Yes	Basic ²	1 acre	No changes expected	No	No	MCGP
2016.04	Bridge Repair & Rehabilitation	Farmingdale: Superstructure Replacement at Maple Street Underpass (MM 106.0)	Yes	Basic ²	1.4 acres	No changes expected	No	No	MCGP
2016.06	Other (Sign Upgrades)	Auburn/Lewiston/Sabattus/Lichfield/West Gardiner/Farmingdale/Hallowell/Augusta: Guide Signing Upgrades at Exit 75 to Exit 109 (MM 70.7-110.5)	Yes	Basic ²	0.5 acres	No changes expected	No	No	MS4 UA
2016.07	Other (Clearing)	Portland/Falmouth: Roadside Clearing (MM 47.7-51.8 and F0.0-F3.8)	Yes	Basic ²	None	No changes expected	Yes (Nasons Brook / Capisic Brook)	No	Portions MS4 UA
N/A	Other (Pavement Reduction)	Lewiston: Former Service Plaza pavement reduction	Yes	Basic ²	0.65 acres	Remove 0.65 acres of Impervious Cover (Net Decrease)	No	No	MS4 UA
2016.HMS	Other (Host Service Plaza Renovation)	Cumberland/Gray: Service Area Renovation	Yes	Basic ²	0.25 acres	Remove 0.09 acres of Impervious Cover (Net Decrease)	No	No	None
Construction Projects Initiated in 2017									
2016.08	Other (Toll Upgrades)	Scarborough: Interchange 44 Barrier Toll Plaza Open Road Tolling Conversion (MM 44.3)	Yes	Basic ² + General	17.35 acres	3.3 acres of New Impervious Cover (Net Increase)	Yes (Red Brook)	Yes	MS4 UA, MCGP
2017.01	Resurfacing, Bridge Repairs, & Other (Toll Upgrades)	Lewiston/Sabattus: Pavement Rehabilitation Clear Zone Improvements (MM 80.7-88.6), Ferry Road Bridge Repairs (MM 80.8), and Sabattus Exit 86 Toll System Upgrades (MM 86.0)	Yes	Basic ²	1.51 acres	No changes expected	Yes (Hart Brook)	No	Portions MS4 UA, MCGP
2017.02	Resurfacing	Gray/New Gloucester: Pavement Rehabilitation Clear Zone Improvements (MM 64.4-68.5)	Yes	Basic ²	0.1 acre	No changes expected	No	No	None
2017.04	Bridge Repair & Rehabilitation	West Gardiner/Hallowell: High Street Underpass Bridge Repair (MM103.6) and Winthrop Road Underpass Superstructure Replacement (MM 108.3)	Yes	Basic ²	1.71 acres	No changes expected	No	No	MCGP
2017.05	Bridge Repair & Rehabilitation	Kittery/York/Ogunquit/Wells/Saco/Scarborough: Southern Bridge Repairs - Beech Rd (MM 4.80), Cider Hill Rd (MM 6.20), Route 236 (MM 1.25), York Interchange (MM 6.80), Captain Thomas Rd (MM 14.80), Two Rod Rd (MM 42.00), North St (MM 35.30), Tatnic Rd (MM 15.21), and Route 1 On Ramp (MM 1.8)	Yes	Basic ²	0.5 acres	No changes expected	No	No	Portions MS4 UA
2017.06	Bridge Repair & Rehabilitation	Saco/Auburn/Lewiston: Northern Bridge Repairs - Saco Interchange EB & WB (MM 35.7), Auburn Interchange NB & SB (MM 75.3), River Rd NB & SB (MM 79.4), Goddard Rd NB & SB (MM 79.6), and Lewiston Interchange NB & SB (MM 80.3)	Yes	Basic ²	0.6 acres	No changes expected	Yes (Goosefare Brook / Hart Brook)	No	MS4 UA
2017.07	Other (Bridge Painting)	Saco/Scarborough/Falmouth: Cleaning and Painting Steel Structures - Boom Rd, Two Rod Rd, Leighton Rd, Auburn St, and Falmouth Rd Bridges (MM 33.4, 42.0, 52.6, F0.6, & F1.6)	Yes	Basic ²	0.77 acres	No changes expected	No	No	MS4 UA
2017.08	Other (Sign Upgrades)	Kennebunk/Arundel/Biddeford/Saco/Scarborough/South Portland/Portland/Falmouth/Cumberland/Grey/New Gloucester: Guide Signing Upgrades, Phase Two, Exit 25 to Exit 63 (MM 23.3-73.0)	Yes	Basic ²	0.15 acres	No changes expected	Yes (Red Brook / Long Creek / Nasons Brook / Capisic Brook)	No	Portions MS4 UA
2017.13	Other (Widening)	Cumberland/Gray: Acceleration Lanes & Shoulder Widening, Cumberland and Gray Service Plazas(MM 58.8)	Yes	Basic ²	6.7 acres	0.98 acres of New Impervious Cover (Net Increase)	No	No	MCGP

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- 3 - Limits of Disturbance greater than or equal to 1 acre may trigger Maine Construction General Permit (MCGP) coverage.
- 4 - Developed Area excluding area that within one calendar year of being disturbed is returned to a condition with the same drainage pattern that existed prior to the disturbance and is revegetated, provided the area is not mowed more than once per year.
- 5 - Urban Impaired Stream as listed in Chapter 502 and the Maine Municipal Separate Stormwater Sewer System (MS4) Permit.
- 6 - MOA Reportable indicates that the project may require Ch 500 BMPs beyond Basic Standards (e.g., General Standards to the Extent Practicable with DEP Consultation) as per the current MOA and Flowchart referenced in Note #1 above. MOA reportable projects included those projects with greater than 1 acre of new impervious cover (IC) or greater than 5 acres of developed area or projects located within an urban impaired stream with greater than 20,000 SF of new IC or greater than 5 acres of developed area.