

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 2

CONTRACT 2018.12

Pavement Rehabilitation, Guardrail,
Drainage, and Clear Zone Improvements
MM 74.9 to MM 80.7

The following changes are made to the Specifications.

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.
- The following Subsection is added:

107.4.7 Limitations of Operations

Roadway and Clear Zone--Traffic Control Requirements

The construction in each location shall proceed expeditiously. Once milling and/or paving operations commence for every day/night not worked (milling or paving) when work is allowed by Contract and weather, the Contractor will be charged a fee in the amount of \$1,000 (excluding inclement weather days).

The milled surface shall have live traffic for one shift prior to any asphalt rubber mastic crack sealer work beginning.

The Contractor will be allowed to work on both roadways at the same time. The Contractor shall complete his milling operation in one location prior to beginning his milling operation in the other location unless otherwise approved by the Resident. The paving operation shall begin within seven calendar days of all milling being complete per location. The Contractor shall complete the paving operation in one location prior to beginning his paving operation in other location. The Contractor will be allowed to work in two separate work areas on each roadway providing that there is a two mile gap between work areas. The work areas are not required to be in the same lane.

The Contractor will be allowed to mill the entire work area (location) prior to beginning the paving operation in the other location. The Contractor shall begin the milling operation in Lane 2 (travel lane), followed by Lane 1 (passing lane).

The Contractor shall begin the paving operation in Lane 1 (passing lane), followed by Lane 2 (travel lane).

The Contractor shall secure all catch basin grates with Sikaflex 1a before being allowed to shift traffic onto the outside shoulder. This work will be incidental to Item 652.361.

The Contractor shall limit the milling operations such that temporary pavement markings or pavement markers are applied daily prior to the roadway being open to traffic.

Lane closures shall be as shown on the Traffic Phasing plans or as otherwise approved by the Resident. Lane closure(s) will not be allowed over a weekend or Holidays unless approved otherwise by the Resident.

The Contractor shall keep a 12 foot wide lane open for traffic during his milling and paving operations unless approved otherwise by the Resident.

Temporary bituminous ramps will be required at all butt joints.

Traffic will be allowed to traverse the longitudinal joint where the pavement is lower in one lane than the adjacent lane.

Drainage and Permanent Pavement Markings

The Contractor shall schedule all drainage paths, catch basins and bituminous concrete waterways work to coincide with his work operations in the adjacent lane.

The Contractor shall place the permanent pavement markings; solid white lane edge (SWEL), solid yellow edge line (SYEL), broken white lane line(s) (BWLL), solid white lane line (SWLL) and dotted white line (DWL), on new pavement at the end of each week prior to opening the work area to traffic unless approved otherwise by the Resident.

Care shall be taken when working near catch basins to ensure foreign material and contaminants do not enter the basin. If foreign material and/or contaminants enter the basin, it shall be removed prior to the material exiting the basin into a waterway. Removal shall be completed to the satisfaction of the Resident and payment shall be incidental to the Contract.

Silt fence and/or haybales shall be used to protect the pipe outlets from all catch basins that are scheduled to be rebuilt. The quantity of silt fence and/or haybales at the outlets will be determined in the field by the Resident. The silt fence and/or hay bales will be paid for under Item 656.50, Baled Hay and Item 656.632, Temporary Silt Fence.

Equipment Storage

The Contractor shall submit his proposed construction staging and storage areas for approval by the Resident.

- The following Subsection is added:

107.4.8 Failure to Complete Daily Work on Time (Lane Rental)

Both roadways shall have two lanes and acceleration/deceleration lanes, fully open to traffic for all times outside the allowed lane closure times. The Contractor shall pay a \$500.00 lane rental fee for each five (5) minute block of time or portion thereof that each lane closure remains in place outside the allowed times on each roadway.

The travel lanes shall not be opened to traffic until the pavement internal temperature has cooled to 120°F, pavement markers (temporary and/or permanent) have been installed, and all traffic control devices have been removed from the travel lanes to the satisfaction of the Resident.

ATTACHMENTS

- MS4 Stormwater Awareness Plan (4 pages)
- MS4 Targeted BMP Adoption Plan (4 pages)

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

The total number of pages included with this addendum is twelve (12).

All bidders are requested to acknowledge the receipt of the Addendum No. 2 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. 2 on Page P-8 of the bid package.

Business Name

Print Name and Title

Signature

Date

April 20, 2018

Very truly yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike Authority

Maine Turnpike Authority

MS4 Stormwater Awareness 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)¹, 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.

¹ 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 Stormwater 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.”**

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- 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)¹, 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.

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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
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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.

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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