

# Safe Reliable Sustainable







*“For more than 70 years, the Maine Turnpike has provided safe and reliable travel—without any taxpayer support. It is our honor to be stewards of your road.”*

Dear Travelers,

In the fall of 2018, we began issuing a series of contracts for approximately \$145 million in new construction—about two thirds of which will be to widen the turnpike around Portland. This is one of the largest series of capital projects in the history of the Turnpike.

In order to widen the mainline around Portland from mile 44 to mile 49, we need to rebuild both the Cummings Road Bridge and the Exit 45 interchange. We must also widen and repair bridges over the Stroudwater River, The Maine Central Railroad, and Warren Avenue.

On the south end, we have started work on a new plaza for the York Toll. In the spring of 2019, Maine DOT and New Hampshire DOT will award a contract for over \$50 million in repairs to the High Level Bridge originally constructed in 1972. In later phases of this work, the Turnpike will join with New Hampshire DOT in creating a system to open either side of the bridge to four-lane traffic during temporary periods of intense traffic.

In this report, we will detail our progress in 2018 through the lens of our tagline “**Safe | Reliable | Sustainable,**” defining what each of these words mean to the MTA, and by extension, what this commitment means to the people of Maine, and all those who travel the Turnpike.

Keep reading to see how everything from projects under construction to long-term planning initiatives for the Turnpike express these three words and bring us together as one team focused on achieving our mission for our customers.



Peter Mills  
Executive Director

# Mission

To responsibly provide our customers with safe, reliable and sustainable mobility on Maine’s most economically important highway without any taxpayer support, and to work collaboratively toward prudent solutions to related transportation challenges.





Safe



“Safe” means reducing danger or risk to the greatest extent practical. It means crash rates below state and national averages.

### Emergency Vehicle Ramps (EVRs) Impact on Safety

Safety is paramount for the Maine Turnpike Authority – for both Turnpike customers and our employees. Since the early 2000s, the MTA has been constructing Emergency Vehicle Ramps (EVRs) at various locations as part of a Turnpike-wide safety initiative along the highway. These EVRs improve safety for travelers and MTA workers by utilizing special purpose ramps that allow plow trucks and other emergency vehicles to reverse direction on the Turnpike instead of requiring difficult U-turns using center median openings. Using the median openings to make a U-turn during high traffic times, plow trucks can wait a long time to reverse direction, which keeps them from their mission of controlling snow and ice on the Turnpike. The EVRs are gated and have limited use—mostly in snowstorms—and are not open to the general public.



Blackstrap Road EVR Completed



## Turnpike Improvements with Safety – and you – in Mind

In 2018, the MTA constructed EVRs at three separate locations:

- Weymouth Road | Gray
- Dutton Hill | Gray
- Blackstrap Road | Falmouth

Including these new ramps, the MTA now has 21 separate EVRs servicing 11 locations along the turnpike corridor.

**Additional ramps are planned for construction in 2019 and 2020.**

- New Gloucester
- Portland
- Wells
- York

Additional ramp construction is subject to permitting and property acquisition.



The two new Blackstrap Road EVRs eliminate the need for Mainline plow usage at a median opening.

# EVRs

Academy Road | Litchfield

Hackett Road | Auburn

Hotel Road | Auburn

Weymouth Road | Gray

Forest Lake Road | Gray



Litchfield Maintenance | Litchfield



Auburn Maintenance | Auburn



Route 122 | Auburn



Weymouth Road | Gray



Dutton Hill | Gray

# Southbound

Cumberland Service Plaza | Cumberland

Blackstrap Road | Falmouth

Two Rod Road | Scarborough

Flag Pond Road | Saco

South Street | Biddeford

Route 35 | Kennebunk



MTA Sign Shop | Cumberland



Blackstrap Road | Falmouth



Two Rod Road | Scarborough



Flag Pond Road | Saco



South Street | Biddeford



# Northbound





Reliable



“Reliable” means, to the extent feasible, free-flowing passage at highway speeds and without delays, comfortable merges and exits, real-time traveler information, and no chronic congestion. In winter months, it means top-notch snow fighting to minimize those uncomfortable winter trips.

### **Reliable. Predictable. Planning ahead – for MTA infrastructure and your travel experience.**

Maine Turnpike customers pay extra to travel on a safe, convenient, well-maintained highway that is reasonably free from chronic congestion and capacity problems. The Turnpike’s goal is to meet these customer expectations and go beyond—anticipating and resolving problems in order to maintain a reliable highway travel experience. It also means providing a Turnpike free from chronic congestion so that business and travelers can be confident that they “can get there from here.”

Reliable mobility is part of the Maine brand. It distinguishes Portland from places like Boston, and provides a clear quality of life benefit that can help attract the younger talent that Maine needs. Because Turnpike customers pay tolls, they expect a high level of service, which includes congestion management. We take a long-term, proactive approach, including 4-, 10- and 30-year plans.

### **Case study in reliability:**

#### *Portland Area Mainline Needs Assessment*

In 2018, the MTA completed its needs assessment of the Maine Turnpike through the Greater Portland area from Exits 44 to 53. The purpose of this study was to assess safety and mobility deficiencies on the turnpike between Scarborough and Falmouth and to recommend practical solutions to preserve and improve long-term highway mobility.

To help guide the study, the MTA formed a public advisory committee (PAC) to assist in identifying and evaluating solutions to the safety and capacity challenges. The PAC consisted of 19 members from various organizations within the study region including:

- Bicycle Coalition of Maine
- City of Portland
- City of South Portland
- City of Westbrook
- GPCOG / PACTS
- Greater Portland Metro Bus
- Long Creek Watershed Management District
- Maine Better Transportation Association
- Maine Motor Transport
- Maine State Legislature
- Maine State Police
- MaineDOT
- NNEPRA
- Portland Jetport
- Portland Metro
- Portland Regional Chamber
- Portland Trails
- Towns of Falmouth and Scarborough

Alternatives were evaluated and then recommendations were made based on technical analysis and assessment of existing conditions, input from the Public Advisory Committee and the public.

**The recommendations fall under three categories:**

1. Addressing safety and congestion with a phased approach. This includes widening the mainline to three lanes in each direction.
2. Turnpike capacity preservation, which includes Transportation Demand Management, Transit, and Land Use.
3. Mitigate impacts on protected resources, which means to continue best practices regarding natural resources along the highway and includes evaluation of the deicing program to minimize impacts to the watersheds.



On September 6, 2018, the Maine Turnpike Authority Board voted to approve the following in regard to the Portland Area Mainline assessment:

- Proceed immediately with design and permitting to widen the Turnpike to three lanes in each direction from Exit 44 in Scarborough to a point at or near mile 49 in Portland.
- Monitor traffic conditions and prepare as necessary to widen the Turnpike to three lanes in each direction from mile 49 to a point at or near Exit 52 or 53 before congestion causes unacceptable levels of service.
- Continue working with municipalities and other public agencies to bring to the Maine Turnpike Board for review and approval any reasonable, effective, and prudent measures to preserve the traffic capacity of the Turnpike and to further improve mobility within the region served by the Portland Area Widening.

Since then, MTA staff have been preparing environmental permitting documents for the first phase of widening that will be filed in early 2019. In addition, contracts for bridges that need attention before the widening occurs have been awarded with work to commence in 2019.



# Maintenance

|           |   |         |
|-----------|---|---------|
| Falmouth  | Blackstrap Rd Emergency Vehicle Ramp  | \$0.7 M |
| Kennebunk | Kennebunk Service Plazas  |         |
|           | Fuel System Replacement   | \$4.9 M |
| Saco      | Interstate 195 Culvert Linings  | \$0.3 M |
| Various   | Guide Sign Modifications - Phase III  | \$1.6 M |
| Various   | Bridge Painting: Cider Hill, Captain Thomas Rd, Route 126 Underpass & High Street Underpass | \$1.5 M |
| Wells     | Crediford Brook Culvert Repair  | \$0.4 M |

# Bridges

|                         |   |          |
|-------------------------|---|----------|
| Auburn                  | Androscoggin River Bridge Repair        | \$1.4 M  |
| Auburn                  | Danville Corner Underpass Bridge Repair | \$0.3 M  |
| Biddeford               | Route 111 Underpass Bridge Repair       | \$0.4 M  |
| Biddeford               | Biddeford Interchange Bridge Rehab      | \$0.4 M  |
| Cumberland              | Blackstrap Rd Bridge Repair             | \$0.6 M  |
| Gray                    | Dutton Hill Bridge Rehab                | \$1.7 M  |
| Gray                    | Weymouth Rd Bridge Repair               | \$0.7 M  |
| Kittery                 | Dennett Rd Bridge Rehab                 | \$0.8 M  |
| Litchfield              | Center Rd Underpass Bridge Repair       | \$0.3 M  |
| Portland                | Stroudwater/MCCR Bridge Rehab           | \$20.5 M |
| Sabattus                | Fisher Farm Rd Underpass Bridge Repair  | \$0.3 M  |
| So Portland             | Running Hill Rd Bridge Rehab            | \$0.4 M  |
| So Portland/Scarborough | Cummings Rd Bridge Replacement          | \$13.9 M |
| West Gardiner           | Exit 103 I-295 Underpass Bridge Rehab   | \$6.8 M  |
| West Gardiner           | Cobbosseecontee Stream Bridge Rehab     | \$5.4 M  |
| York                    | York River Bridge Repair                | \$0.4 M  |

# Toll Systems

|        |   |          |
|--------|---|----------|
| Auburn | Exit 75 Toll System Upgrades and Slope Repair | \$2.5 M  |
| York   | York Toll Plaza Replacement                   | \$39.5 M |

# Paving

|                          |  |         |
|--------------------------|--|---------|
| Auburn/Lewiston          | Mainline Pavement Rehab (MM 74.9 to 80.8)  | \$2.9 M |
| Biddeford                | Biddeford Interchange Pavement Rehab       | \$1.3 M |
| Litchfield/West Gardiner | Mainline Pavement Rehab (MM 98.0 to 102.2) | \$2.5 M |
| Portland                 | Rand Rd Interchange Improvements and Rehab | \$1.8 M |
| Scarborough              | Exit 44 On-Ramp Widening                   | \$1.4 M |
| York                     | York Toll Plaza Pavement Repair and Rehab  | \$0.9 M |

**Total Awarded in 2018 for construction    \$116.5 M**

Reliable



**Sustainable**



“Sustainable” means providing long-term solutions pursuant to a predictable, long-term financial and asset management plan and in a manner that thoughtfully considers how the Turnpike fits within a larger system and impacts the livability of communities and the environment.

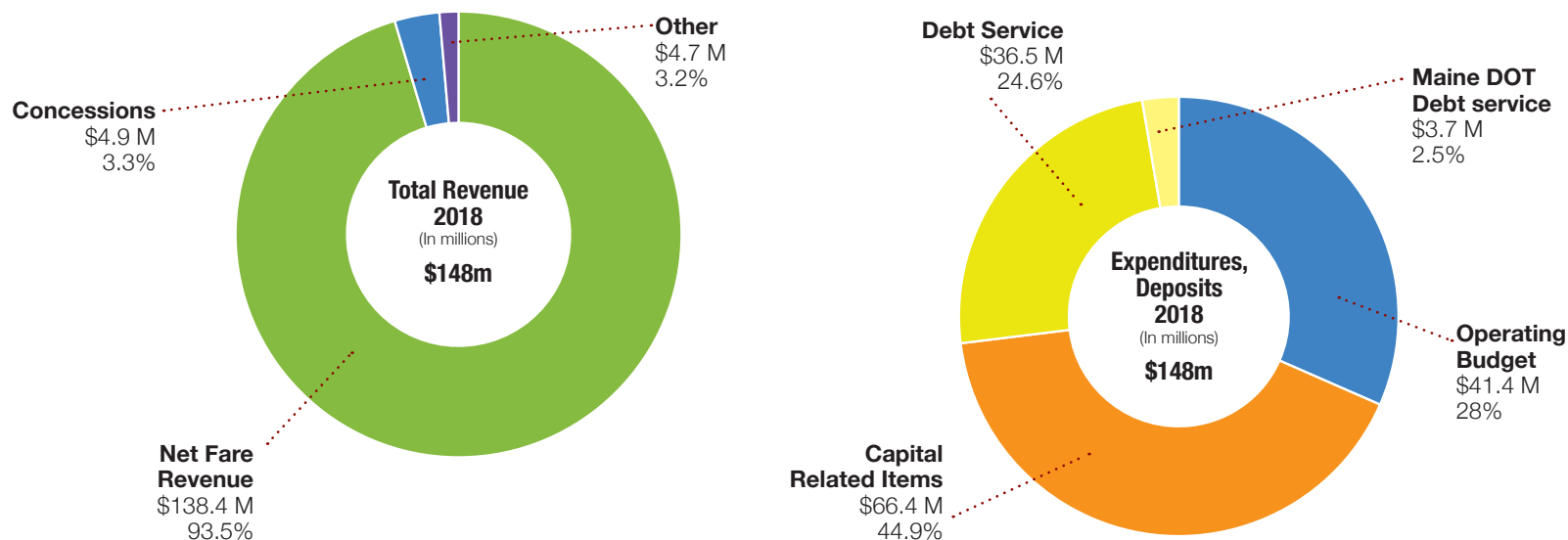
“Sustainable” is not a word that many people would immediately associate with the Turnpike, which is exactly why it was chosen. In fact, the Turnpike is “sustainable” in many ways.

## 1 Sustainable Plans and Finances

The dictionary defines “sustainable” as “able to be maintained at a certain rate or level.” Being able to maintain safe and reliable service levels on the Turnpike requires long-term planning and financial stability. The MTA plans ahead 4, 10, and even 30 years. Much like a business, these long-term plans are thoughtfully executed using dedicated resources under the supervision of an accomplished Board of Directors. The MTA receives no state or federal subsidies. All of its revenue is generated by toll payers – 68% of which is paid by out-of-staters. By contrast, MaineDOT must deal with two-year election cycles and political infighting, leading to short-term, stop-gap capital plans, and spreading insufficient dollars even thinner across the state.

### MTA Financial Overview

(2018 unaudited)



# 2

## **Sustainable Highway Mobility**

The Turnpike provides highway mobility for regional and through traffic that is essential to Maine's overall transportation system. Doing so requires sufficient highway capacity over the long term, which includes adding lanes and connections when necessary and appropriate. Unlike roads that do not control access, Turnpike capacity is not quickly gobbled up by adjoining development and the driveways that come with it.

# 3

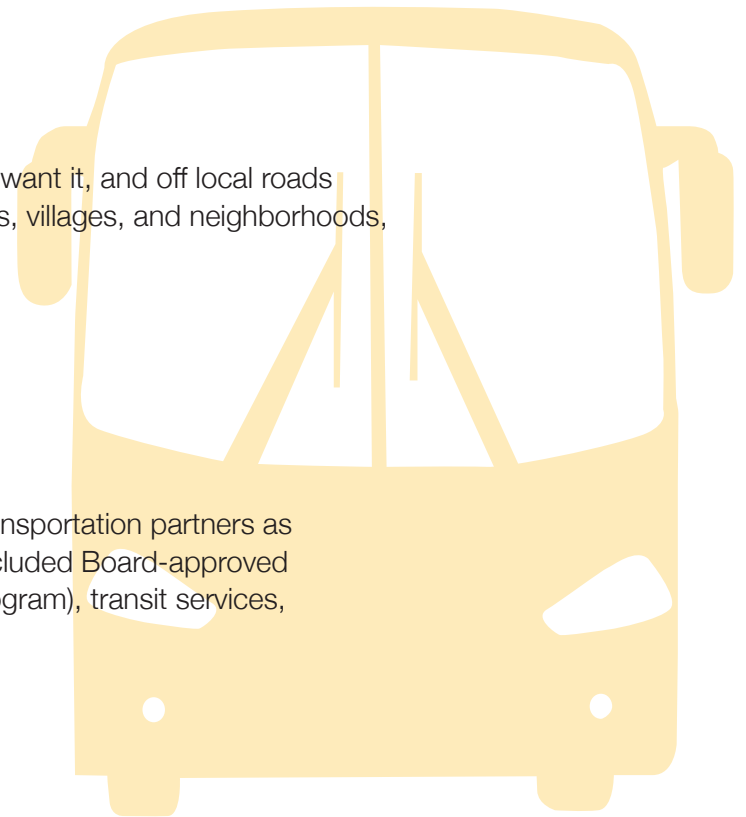
## **Sustainable Communities**

This highway mobility allows regional traffic to stay on the Turnpike where we want it, and off local roads where we don't, which facilitates the development of complete streets in cities, villages, and neighborhoods, making them more walkable, bicycle-friendly, and livable.

# 4

## **Sustainable Partnerships**

As we do our part, we are committed to working collaboratively with other transportation partners as they fulfill their role in the overall transportation system. Over time, this has included Board-approved investments in park and ride lots, Go Maine (Maine's statewide commuter program), transit services, the Wells Transportation Center, and the Exit 75 bus station in Auburn.





## MTA Employee Recognition 2018

The employees of the Maine Turnpike Authority are the reason we can deliver on our promises of **safety** and **reliability**— day and night, all year long. Our team's institutional knowledge, longevity, and loyalty make it possible to offer the high standards of customer service that our travelers expect of us. We are pleased to recognize the dedication of our employees.

### 5 YEARS

Joyce A. Berry  
Jeffrey D. Bryant  
Joseph R. Bureau  
Abigail J. Crowell  
Sandra L. Doyon  
Dean J. Elmo  
John E. Elwell  
Thomas E. England II  
Brian S. Hahn  
Donald N. Hanson, Jr.  
Anna M. Johnson  
Melanie T. Laskey  
Gabriela J. Melakian  
Tracy L. Mileski  
Joyce M. Morrison  
Jeffrey R. Nadeau  
Daniel J. Orino  
Gregoire W. Provost  
Amanda F. Reynolds-Gregg  
Michael K. Robinson  
Christopher S. Root  
Hans R. Tarbox  
Stephen M. Winship

Toll Collector I  
Toll Collector I  
Violation Notice Processor  
Communication Ctr. Supervisor  
E-ZPass CSR  
Highway Maint. III  
Highway Maint. III  
Custodial Worker III  
Highway Maint. III  
Toll Collector I  
Toll Collector I  
Toll Collector I  
Toll Collector I  
Toll Collector I  
Toll Collector I  
Resident Engineer  
Toll Collector I  
Highway Maint. III  
Violation Image Review Processor  
Highway Maint. III  
Highway Maint. III  
Toll Collector I  
Highway Maint. III

### 10 YEARS

Scott L. Adams  
Eric R. Barnes  
Jennifer R. Levesque  
Cindy J. Musolff

Highway Maint. III  
Toll System / ITS Mgr.  
Violation Notice Processor  
Toll Collector I

### 15 YEARS

Paula Barrieault  
Cindy L. Bourdeau  
Christopher J. Chapman  
James A. Delage  
Jody E. Dyke  
Amy J.D. Grace

Toll Collector I  
Toll Collector I  
Toll Collector I  
Toll Collector I  
Engineering Tech. II  
Training Coordinator

Jeffrey C. LaFrinea  
Michael J. Lennox  
Lorelei Michaud  
Linda M. Wooten

### 20 YEARS

Elaine R. Clukey  
Bryan J. Kimball  
John D. Roberts  
Richard W. Somerville

### 25 YEARS

Cecile M. Caya  
Susan C. Cloutier  
Stephen R. Goucher  
Laurie I. Mondor  
Steven F. O'Leary  
Linda K. Patch  
Deborah A. Pettey  
Stephen E. Ramsdell  
Scott A. Redlon  
Michael D. Sullivan  
John W. Tate  
Robert L. Titcomb  
Anita H. Turgeon  
Christine E. J. White

### 30 YEARS

James D. Brewer  
Dennis B. Maher, Jr.  
Scott A. Warchol

### 40 YEARS

Dennis G. Aucoin

Automotive Mech. Foreman  
Highway Maint. III  
Toll Collector I  
E-ZPass CSR

Receptionist  
Automotive Mech. III  
Right of Way Mgr  
Director of E-ZPass Ops

Toll Collector I  
Toll Collector I  
Highway Maint. III  
Toll Collector I  
E-ZPass CR  
Toll Collector I  
Toll Collector I  
Toll Collector I  
Communication Ctr. Specialist  
Violation Notice Processor  
Toll Collector I  
Toll Collector I  
Toll Collector I

Automotive Mech. III  
Highway Maint. III  
Construction Program Mgr.

Toll Plaza Supervisor

## Executive Staff

**Peter Mills**  
Executive Director

**Douglas D. Davidson**  
Chief Financial Officer  
& Authority Board Treasurer

**Peter S. Merfeld, P.E.**  
Chief Operations Officer

**Jonathan A. Arey, Esq.**  
Staff Attorney  
& Authority Board Secretary

**Richard R. Barra**  
Director of Fare Collection

**John W. Cannell**  
Director of Highway  
& Equipment Maintenance

**Lauren G. Carrier**  
Director of Human Resources

**Matthew W. Elliott**  
Controller

**John P. Sirois**  
Director of Finance

**Richard Somerville**  
Director of E-ZPass Operations

**Greg J. Stone**  
Director of Public Safety

**Stephen R. Tartre, P.E.**  
Director of Engineering  
& Building Maintenance

**Bruce A. Van Note**  
Director of Policy & Planning

**William H. Yates, III**  
Director of Information Services  
& Communications

## MTA Board of Directors

**Daniel E. Wathen**  
Chairman  
Augusta, Maine  
Kennebec County

**Robert D. Stone**  
Vice-Chair  
Auburn, Maine  
Androscoggin County

**John E. Dority**  
Member  
Augusta, Maine  
Kennebec County

**Michael J. Cianchette**  
Member  
Cumberland, Maine  
Cumberland County

**Thomas J. Zuke, CPA**  
Member  
Saco, Maine  
York County

**Ann R. Robinson**  
Member  
Portland, Maine  
Cumberland County

**Karen S. Doyle**  
Chief Financial Officer  
MaineDOT  
Ex-Officio Member

## Contact the MTA

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Portland, ME 04102

**Administration**  
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(207) 871-7771

**E-ZPass**  
(888) MTA-PASS or  
(888) 682-7277  
8:00 am to 6:00 pm M-F  
ezpassmaineturnpike.com

**Outside United States**  
(207) 871-7771, then press 2

**Traffic Dispatch  
(Road Conditions)**  
(800) 675-7453

**MTA Website**  
www.maineturnpike.com



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