HNTB

2025 OPERATION AND MAINTENANCE ANNUAL REPORT

PRESENTED BY: HNTB CORPORATION

PRESENTED TO: MAINE TURNPIKE AUTHORITY

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October 10, 2025

Maine Turnpike Authority
2360 Congress Street
Portland, ME 04102

Dear Maine Turnpike Authority Members,

We are pleased to submit our 2025 Operation and Maintenance Annual Report for the Maine Turnpike. This report sets forth our findings as to the condition of the Maine Turnpike and our recommendations concerning maintenance, operation, insurance, and deposits to be made to the Capital Improvement and Reserve Maintenance funds and the Operation and Maintenance budget.

Our findings and recommendations are based on a visual inspection of the turnpike facilities performed between April and July, 2025; several additional visual inspections of turnpike facilities made during the year; and, on a careful evaluation of turnpike operation and maintenance procedures. We have periodically reported to the Chief Operations Officer or Director of Engineering on other items that warranted prompt attention.

We appreciate the opportunity to provide consulting engineering services, and we acknowledge the excellent cooperation of Authority members and personnel in the performance of these services.

Best regards,

Tim Cote, P.E.
Vice President

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1. Introduction

This 2025 Operation and Maintenance Annual Report is based on the findings of a visual inspection of Maine Turnpike (Turnpike) facilities; a review of current operating practices; and a review of the insurance coverage currently in effect, all as conducted by the licensed professional engineers of HNTB Corporation (HNTB). It sets forth observations, conclusions, and recommendations concerning the condition, maintenance, repair, and operation of the Turnpike and its associated facilities. Additionally, this report includes recommendations for funding required for the proper maintenance, repair, and operation of the Turnpike to be deposited into the Capital Improvement fund, Reserve Maintenance fund, and the Operation and Maintenance budget. Finally, recommendations regarding insurance coverage are also provided.

In 1941, the Maine Turnpike Authority (Authority or MTA) was created as an independent state agency and given the mandate to construct a turnpike "from some point at or near Kittery to a point at or near Fort Kent." The legislature intentionally delegated the responsibility for Turnpike construction and operation and maintenance to the Authority and precluded any financial commitment by the state. The original 45 miles of Turnpike, Section I, from Kittery to Portland, opened to traffic in 1947, and Section II, from Portland to Augusta, was completed in 1955. The Turnpike also includes a three-mile spur from the Turnpike mainline to Route 1 and I-295 in Falmouth.

In 2015, the Authority acquired approximately 1.9 miles of I-95 beginning at a point 75 feet north of the northernmost joint of the Piscataqua River Bridge, extending the original limits of the Turnpike south. This acquisition provided the MTA with care and control of the roadway from the southern entry into the state to the Turnpike's northern terminus in Augusta.

In 2016, the Authority purchased from the Maine Department of Transportation (MaineDOT) approximately 1,800 feet of I-295 roadway in Scarborough northeast of the existing Exit 44 Toll Plaza. The acquisition was in preparation for the now complete Exit 44 open road tolling (ORT) toll plaza conversion project and included the addition of several regulatory and warning roadside signs, an overhead sign bridge structure with signage, a cantilevered sign structure with signage, and cable guardrail.

Slightly more than half of the 111 miles of roadway maintained and operated by the MTA is a four-lane divided highway with the portion extending from Mile 0.2 to Mile 49 consisting of a six-lane divided highway. Turnpike facilities include 198 structures (182 bridges and 16 minor spans); 23 interchanges; 23 toll plazas (including Exit 35, scheduled to open in fall 2025); an administration building, including the E-ZPass Customer Service Center and the State Police offices; five service areas; and nine maintenance facilities.

The Turnpike, designated as I-95, is one of the major north-south highways in the state, extending from Kittery to Augusta, Maine, and is part of the National Highway System (NHS). The NHS is comprised of the Interstate Highway System, as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the United States Department of Transportation (USDOT) in cooperation with the states, local officials, and Metropolitan Planning Organizations (MPOs). The Turnpike system, shown in **Figure 1**, is the only interstate highway from Kittery to Portland, making it one of the most critical elements of Maine's transportation network.

The Turnpike is a safe and efficient highway, carrying approximately 92 million trips and processing 95.9 million transactions in 2024 – marking a new record for both. The growing demands placed on Turnpike facilities are enormous, as its roadways, bridges, interchanges, toll plazas, service areas,

and maintenance areas are subjected to increasing stress due to age, traffic levels, a high weight limit (100,000-pound trucks allowed), and the demands of the harsh northern New England climate. To maintain the sound condition and effective operation of the Turnpike, the Authority funds and implements aggressive Operation and Maintenance, Reserve Maintenance, and Capital Improvement programs. The vigilance of the Authority through these programs has resulted in a well maintained and efficiently operated Turnpike. The Authority looks to continue initiatives such as routine pavement rehabilitation, bridge preservation, rehabilitations and replacements, and system modernization to assure that Turnpike facilities meet current safety standards and can satisfy projected demands.

ANNUAL INSPECTION PROGRAM

In accordance with Section 806 of the Bond Resolution dated May 1, 1991, HNTB Corporation, as the consulting engineer, is required to inspect the Turnpike at least once a year and submit to the Authority a report setting forth the following:

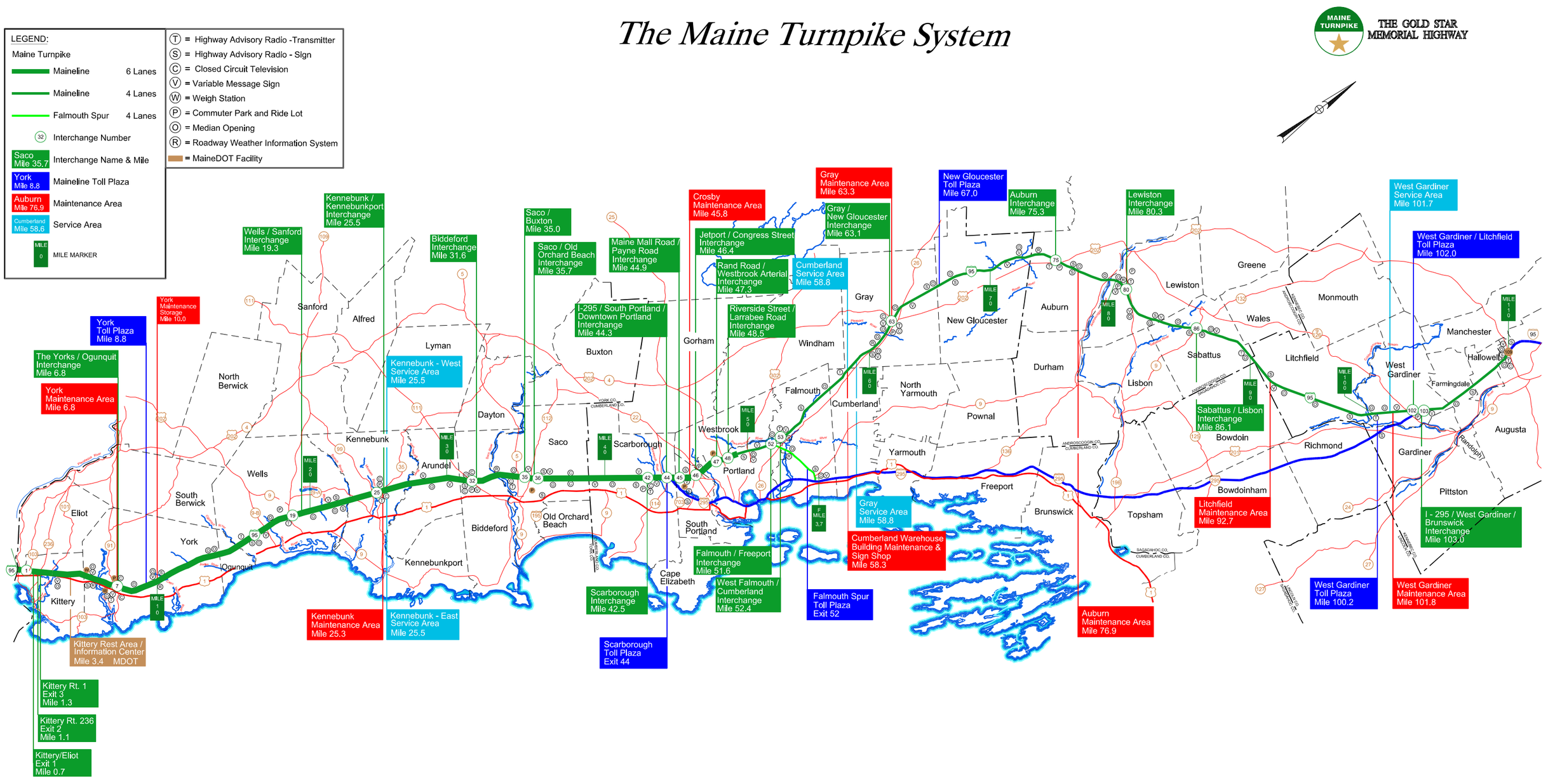
- An opinion as to whether the Turnpike has been maintained in good repair, working order, and condition
- Advice and recommendations as to the proper maintenance, repair, and operation of the Turnpike during the ensuing fiscal year and an estimate of the amount of money necessary for such purposes
- Advice and recommendations as to the amounts and types of insurance to be carried
- Recommendations as to the amount of money that should be deposited into the Reserve Maintenance fund during the upcoming fiscal year

To comply with the listed requirements, the engineers and staff of HNTB Corporation annually conduct a visual inspection of the entire Turnpike. The inspection covers pavement, cut sections, embankments, bridges, roadway lighting, drainage structures, ancillary structures (i.e., signs), pavement markings, toll plazas, utility buildings, service areas, maintenance areas, stormwater treatment devices (commonly referred to as Stormwater Best Management Practices, or BMPs), and other facilities. This report is based on observations made during the inspection conducted between April and July 2025. The opinions, statements, and recommendations made herein are based solely on conditions revealed by visual inspection. No representation or warranty is made that all defects have been discovered or that defects will not appear later. Inspections of specific Turnpike facilities are conducted when special attention is warranted.

A detailed Annual Inspection Report was submitted to the Authority in August 2025 for use in conjunction with this 2025 Operation and Maintenance Annual Report.

Photo 1: MTA Maintenance Team

Figure 1: The Maine Turnpike System



2. Inspection Findings and Corrective Measures

The Turnpike has been maintained in generally good condition and presents a favorable appearance. Traffic volumes and the age of the facility necessitate continued focused maintenance and capital investment. Routine upkeep is managed by the MTA's maintenance forces, while larger projects, such as pavement resurfacing, bridge repairs, and new construction are executed by private contractors through publicly bid contracts.

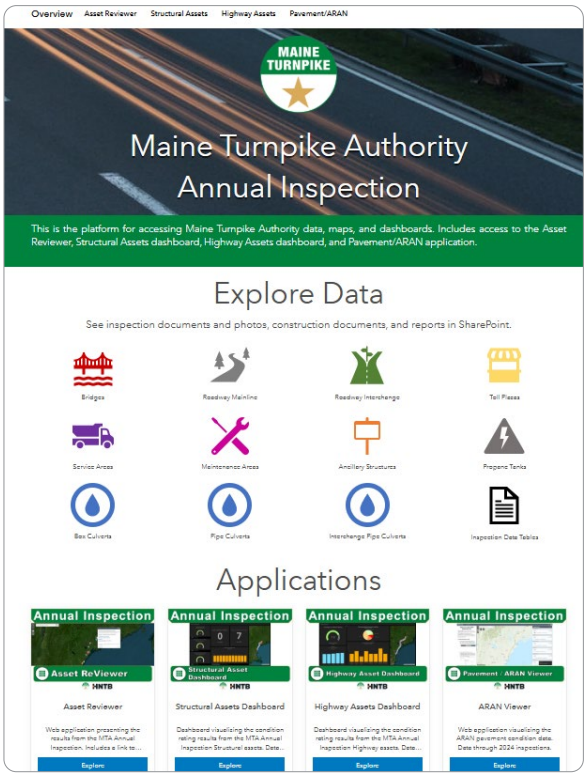


Figure 2: MTA Annual Inspection Dashboard

During the 2025 Annual Inspection, the HNTB team placed continued emphasis on the identification and early communication of deficiencies that were not significant enough to warrant standalone contracts, but that could be addressed by maintenance crews. These findings were reported to MTA staff as the annual inspection fieldwork was completed, enabling the MTA to address these deficiencies promptly, without waiting for the annual report to be submitted.

Furthermore, the results of the annual inspection are incorporated into an Annual Inspection Dashboard. This dashboard, utilizing a geographic information systems (GIS) interface linked to a SharePoint content management system, allows for visual mapping and warehousing of inspection data and findings. In addition to current and historical inspection data and photos, the SharePoint site includes important information, such as as-built construction drawings and bridge load capacity information. The Annual Inspection Dashboard, shown in **Figure 2**, reflects the Authority's continued focus on enhanced transparency and data accessibility to further promote data-driven decision-making.

The following sections summarize HNTB's 2025 inspection findings.

PAVEMENT

Each year MaineDOT collects pavement condition data throughout the state using Automatic Road Analyzer, or ARAN, truck technology. This data provides insight to the MTA into the overall condition of the pavement on the Turnpike system. The most recent data available is for calendar year 2024 and is presented in **Figure 3** graphically.

Additionally, ARAN data from the past five years, shown in **Table 1**, indicates 99.9-percent of the mainline pavement on the Turnpike is in good to fair condition. Ongoing pavement rehabilitation contracts led to a 9.4-percent increase in pavement rated as "good" compared to the previous year. A continued robust pavement rehabilitation program is expected to maintain current pavement conditions, with 65 and 42 lane miles of paving planned for 2026 and 2027, respectively.

Table 1: ARAN Condition Results

	2020	2021	2022	2023	2024
"Good"	22.9%	24.3%	24.5%	17.9%	27.3%
"Fair"	76.9%	75.7%	75.4%	82.0%	72.6%
"Poor"	0.2%	0.0%	0.1%	0.1%	0.1%

In accordance with the Federal Highway Administration's (FHWA) published Federal Register (82 FR 5886) final rule established in May of 2017, the performance measures for pavement on the NHS include categorizing pavement into "Good," "Fair," and "Poor" conditions. The above reporting and classifications are consistent with current FHWA guidelines.

To maintain pavement quality and roadway safety, the MTA has a planned program of pavement rehabilitation. The MTA generally rehabilitates mainline pavement on a 12-year cycle. **Appendix A** provides a history of paving contracts completed over the past 15 years.

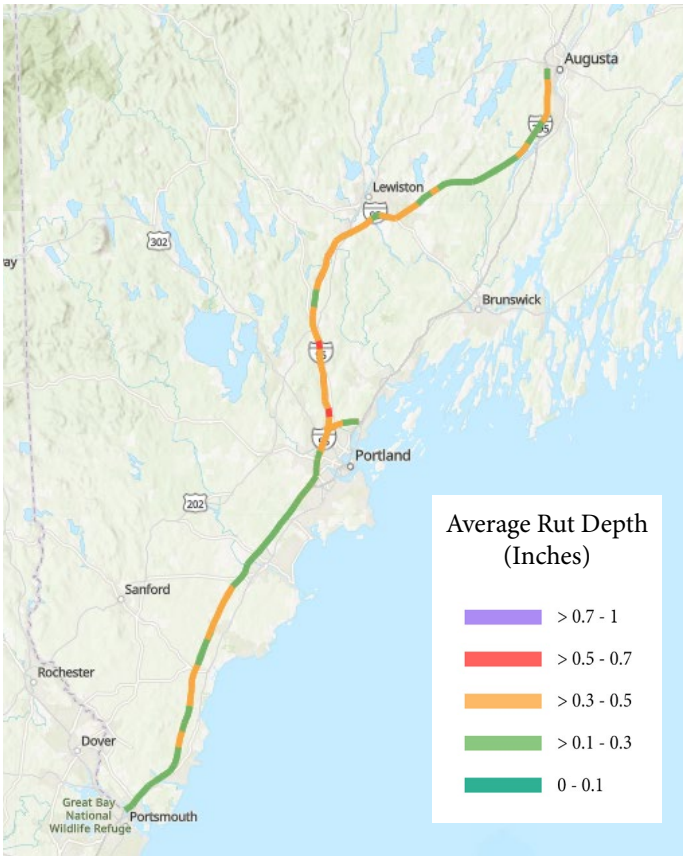


Figure 3: Aran Rutting Data (2024)

Studies indicate that pavement maintained in good condition costs substantially less to preserve than pavement that is allowed to deteriorate to poor condition. Based on this concept, the MTA's resurfacing program consists of rehabilitating one or more sections of roadway, averaging approximately ten centerline miles each year, to minimize the cost of future repairs.

Figure 4 illustrates the rate of deterioration and relative cost of rehabilitation at various times throughout the life cycle of a section of pavement. Evidence that pavement requires rehabilitation includes wheel rutting, excessive cracking, and poor ride quality. Since 2014, pavement rehabilitation contracts have included the use of polymer-modified asphalt to enhance various properties of the asphalt. Polymer-modified asphalt improves durability, weather resistance, and overall performance. This practice has continued through 2025, with the use of polymer-modified pavement showing reductions in rutting and pavement deterioration, thereby enhancing the durability and longevity of the pavement.

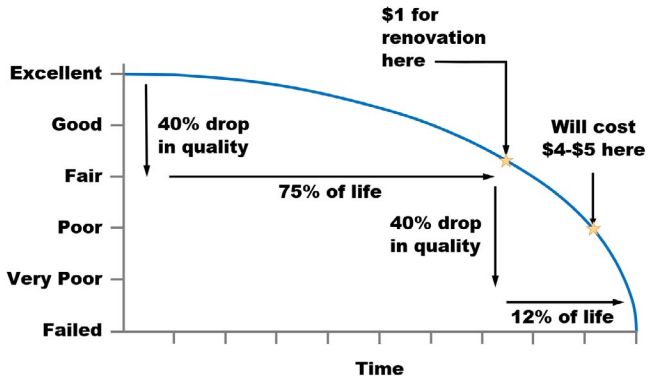


Figure 4: Pavement Life Cycle

The monitoring of developments in paving technology should continue with the purpose of identifying and evaluating opportunities to further refine and improve Turnpike pavement specifications. Changes in the characteristics of the bitumen used in asphalt paving continue to occur. Monitoring is required to understand how these changes, including the use of polymers and plastic-based additives, may affect pavement durability.

The use of aggregates sourced from different parts of our state also influences pavement durability and should continue to be considered in the development of pavement mix designs.

In fall 2023, a supplemental inspection of shoulder pavement was conducted to assess conditions and inform future paving projects. This inspection evaluated the necessity for shoulder rehabilitation across all paving projects planned for the next four years. The findings indicate a strong need to prioritize inclusion of shoulder rehabilitation in these upcoming projects, ensuring that future projects are effectively aligned with the current state of the infrastructure.

Photo 2: Pavement Rehabilitation

For calendar year 2025, several mainline pavement rehabilitation and drainage improvement projects are underway, including sections between Mile 13.4 and Mile 20; Mile 42 and Mile 49.3 northbound (NB); and Mile 51.2 and Mile 54.5. Interchange paving at Exit 45 is also being advanced. All projects are expected to be completed by the end of 2025.

HNTB RECOMMENDATION

Roadway and shoulder pavement is in generally fair to good condition, and the ride quality of the Turnpike continues to be acceptable. HNTB recommends that the MTA continue with the annual maintenance paving program of addressing approximately ten centerline miles per year with polymer-modified asphalt surface pavement. Pavement rehabilitation projects should continue to generally consist of a minimum 1¾-inch milling, crack sealing, shimming, and repaving. Additionally, we recommend continued shoulder pavement assessments and completing shoulder pavement rehabilitation at a frequency not to exceed every other mainline paving cycle.

For the 2026 construction season, we recommend mainline pavement rehabilitation between Mile 27.2 and Mile 30.4; Mile 54.5 and Mile 59.5; and Mile 68.5 and Mile 74.9. These sections should be milled and repaved as described.

DRAINAGE

The surface drainage system, consisting of side slopes, drainage ditches, catch basins, storm drainpipes, and culverts is an important aspect of the Turnpike. The system is responsible for collecting and diverting storm water away from the roadway surface and into adjacent ditches where runoff can be safely conveyed into nearby waterbodies. The annual inspection of these components found them to be in generally fair to good condition. In some areas the presence of winter sand buildup, primarily found under guardrails, impedes the sheet flow of water from the roadway and increases the potential for standing water in the roadway shoulders. The buildup also results in channelized flow that is more likely to create areas of erosion. Routine berm, ditch, and side slope maintenance and repairs are required for proper upkeep of the highway.

For the 2025 inspection season, HNTB updated its culvert inspection criteria to enhance the usability of collected data for long-term planning and to better align with industry standards. Additionally, we introduced three new "overall" rating fields to capture key inspection aspects that were previously recorded only in notes, making the data more consistent and easier to sort and analyze.

As part of the annual inspection, notable findings identified by the inspection team were reported to the MTA before the inspection report was delivered. This proactive approach enabled maintenance crews to address slope and drainage issues organically throughout the summer and increase their ability to complete repairs before fall. Additionally, it allows the MTA to implement "Slope and Drain" repair contracts to tackle larger scale repairs that were judged to be beyond the capabilities or availability of MTA maintenance forces.

Cross pipes and box culverts are also an integral component of the Turnpike's drainage system. In

addition to carrying the numerous rivers and streams that pass under the Turnpike, they also convey the collected surface runoff away from the roadway surface. Box culverts and culvert pipes are inspected on a predetermined schedule depending on size.

Photo 3: Large Diameter Culvert Inspection

All box culverts and pipes with spans or diameters between 60 inches and ten feet, totaling 34 crossings, are inspected annually. When conditions allow, HNTB conducts internal inspections by walking through the culverts. If safe access is not possible, visual inspections are performed from each end. Structures that cannot be adequately assessed visually, due to submersion or other obstructions, are flagged for special inspection using robotic camera technology. The last full robotic inspection, completed in 2018, included 18 culverts 60 inches or greater in diameter and found them to be in generally satisfactory condition.

Culverts between 36 and 54 inches in diameter are inspected on a five-year cycle. The last inspection was completed in 2023, with the next scheduled for 2028. During the 2023 inspection, these culverts were found to be in fair to satisfactory condition, with no immediate structural concerns requiring special follow-up.

Cross culverts measuring 30 inches or less are inspected on a rotating five-year cycle. Inspections covering the segment between Mile 0.3 and Mile 25 were completed in 2025. The 2025 inspection found that culverts in this size class ranged from good to poor condition. These efforts are summarized in **Table 2**, which outlines the current inspection schedule for small-diameter pipes.

Table 2: Culvert Inspection Cycle (30" and smaller)

Mile Range (Culverts 30" and Smaller)	Inspection Year
Mile 0.3 to Mile 25	2025
Mile 25 to Mile 49	2024
Mile 49 to Mile 63.3 and Falmouth Spur	2026
Mile 63.3 to Mile 85.2	2023
Mile 85.2 to Mile 109.1	2022

As part of broader efforts to enhance inspection oversight and reduce the risk of culvert failure and costly slope repairs, culverts rated as poor in previous cycles received out-of-cycle follow-up inspections in 2024. Additional detailed inspections are scheduled for fall 2025, targeting culverts identified in the 2025 annual inspection and past assessments. Priority is given to structures in poor condition, under high fill, or with limited accessibility—primarily between Mile 0.3 and Mile 25. These inspections, to be conducted by Vortex Companies, will inform long-term planning and maintenance prioritization.

Photo 4: Vortex Small Diameter Culvert Inspection (Not an MTA Culvert)

Many smaller cross-culverts have reinforced concrete pipe (RCP) sections directly under the core roadway but switch to corrugated metal or high-density polyethylene under the side slopes. While the concrete sections are generally in fair to good condition, the metal pipe ends are often in poor condition, showing issues such as rusted flow lines, disconnected joints, and detached metal flared end sections. The reinforced concrete and polyethylene pipe ends frequently have inlets and outlets obstructed by heavy vegetation, debris, or outwash from areas of slope erosion. These conditions can cause erosion on the side slopes, potentially impacting the roadway over time.

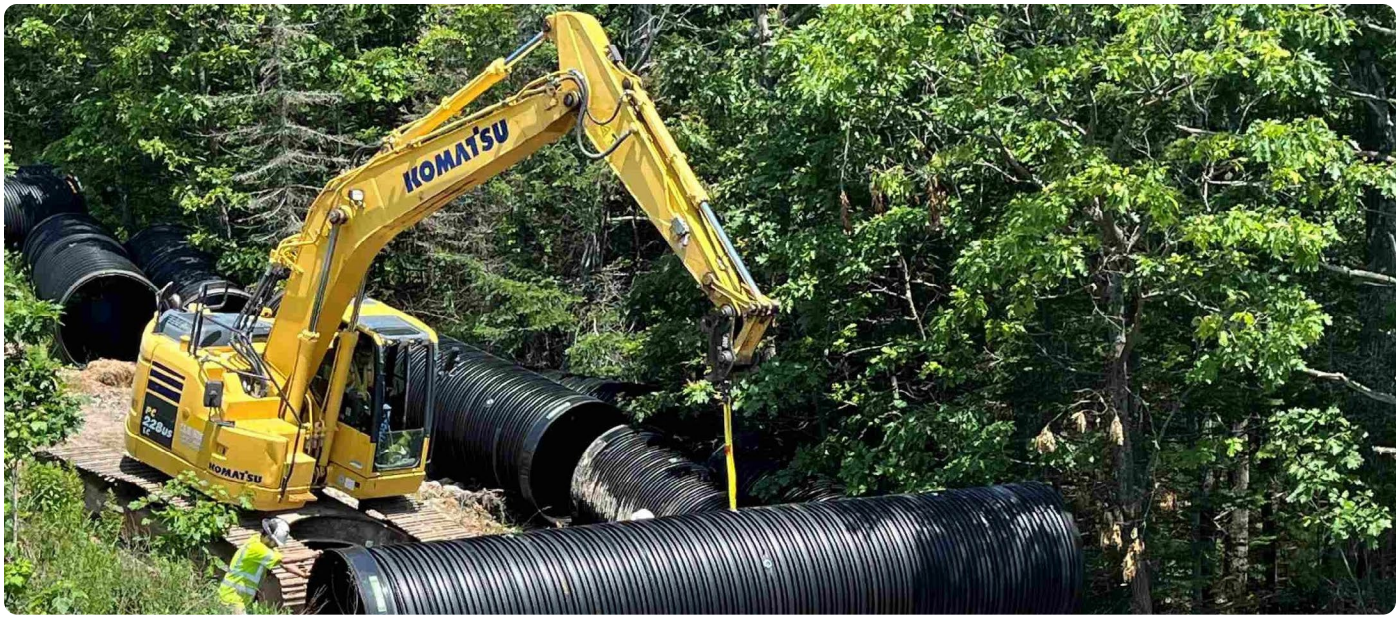


Photo 5: Culvert Slip Lining

The MTA routinely replaces the corrugated metal culvert ends with reinforced concrete or high-density polyethylene as resources and funds allow. More than 95 smaller culvert ends were replaced by maintenance between 2021 and August 2024. An additional 25 culvert ends were replaced in the Litchfield and West Gardiner area in 2025, and an additional 25 culvert ends are planned for replacement in 2026. The MTA's multi-year program developed to replace all aging metal culvert ends will be substantially complete at the end of 2026.

In March 2024, a special inspection was conducted on a significant area of slope erosion at Mile 72.2, caused by a culvert failure beneath the 40-foot-tall highway embankment. The inspection revealed that joint separation in the end sections of a 30-inch RCP led to substantial soil loss and erosion. In response, a contractor completed short-term repairs in April and May to stabilize the culvert and the eroded embankment. A subsequent repair contract was awarded in June for permanent repairs, which involved replacing sections of the pipe and reconstructing the embankment slope. Construction was completed in fall 2024. A separate culvert slip-lining contract completed in 2025 extended the longevity of culverts at Mile 40.3, Mile 70.0, and Mile 72.2, with the work at Mile 72.2 serving as the final step in ensuring long-term stability at that location.

HNTB RECOMMENDATION

Routine maintenance and repairs of berms, ditches, side slopes, storm drain pipes, catch basins, and cross pipes are essential for maintaining proper roadway drainage. Recently, the MTA has included this work within pavement rehabilitation projects. We recommend continuing this approach.

We recommend the continued repair of culvert end locations rated in poor condition, as detailed in the Annual Inspection Report and identified through notable finding recommendations, with a goal of completing this effort by the end of the 2026 construction season. Once complete, these repairs will reduce the potential for more significant and costly improvements in the future.

Periodically, the MTA issues contracts to address drainage issues that cannot be repaired by the MTA's maintenance forces due to their size, location, or the equipment required. This work has recently been included either in standalone drainage improvement projects or within adjacent pavement rehabilitation contracts. We recommend continuing this approach as needed. For culverts that can be reasonably repaired by the MTA's maintenance forces, these should be prioritized and addressed as resources permit. Such repairs typically involve replacing deteriorated metal pipe ends with high-density polyethylene or RCP, along with stabilizing the associated slopes and drainage channels.

GUARDRAIL AND SAFETY IMPROVEMENTS

The MTA has remained dedicated to its goal of improving safety by upgrading its infrastructure on a regular basis.

WRONG-WAY DRIVERS

In response to the rise in wrong-way driver crashes in Maine and across the nation, the MTA is evaluating incidents and exploring countermeasures, focusing on interstate ramps, service plazas, and median openings. Immediate actions have included reviewing and improving signage on ramps, the targeted usage of "Wrong Way" and "Do Not Enter" signage with flashing LED sign borders, and adding reflective red tape to signposts to enhance visibility for wrong-way drivers. Additionally, the MTA continues to close non-essential median openings. The construction of new emergency vehicle ramps has facilitated these additional median opening closures.

Further review of wrong-way driving countermeasures in 2024 resulted in the development of a new five-year program intended to enhance signage at all ramp and service plaza locations. At these locations existing "Wrong Way" and "Do Not Enter" signage will be replaced with backlit signs and signs with flashing LED sign borders. Five locations received these enhancements in 2024, and five more locations received signs in 2025, with all remaining locations to be completed over the next three years. Longer-term strategies will involve reviewing interchange ramps for potential geometric improvements and further upgrades in signage, striping, and lighting.

GUARDRAIL

Through an American Association of State Highway and Transportation Officials (AASHTO) and FHWA partnership, an agreement was executed in 2015 to define actions needed across the country to fully implement the *Manual for Assessing Safety Hardware* (MASH) over the course of several years. The MASH guidelines replace its predecessor's guidelines defined in the National Cooperative Highway Research Program (NCHRP Report 350), published in 1993.

MASH guidance includes four important parts:

1. Agencies are urged to establish a process to replace existing highway safety hardware that has not been successfully tested to NCHRP Report 350 or later criteria.
2. Agencies are encouraged to upgrade existing highway safety hardware to comply with the 2016 edition of MASH either when it becomes damaged beyond repair, or when an individual agency's policies require an upgrade to the safety hardware.
3. For contracts on the NHS with a letting date after December 31, 2019, only highway safety hardware evaluated using the 2016 edition of MASH criteria will be allowed for new permanent installations and full replacements.
4. Temporary work zone devices, including portable barriers, manufactured after December 31, 2019, must have been successfully tested to the 2016 edition of MASH. Such devices manufactured on or before this date and successfully tested to NCHRP Report 350 or the 2009 edition of MASH may continue to be used throughout their normal service life.

Photo 6: Guardrail Maintenance

The Turnpike's highway safety hardware is compliant with the above guidance. All new highway safety hardware installed on the Turnpike is MASH-compliant.

A program to upgrade and modernize Turnpike guardrail on an as-needed basis has been in place since the mid-1990s and remains active. This program includes the following:

- Installation of thrie-beam guardrail or median concrete barrier at select locations
- Closing median openings that are not critical for authorized vehicles

- Installing emergency vehicle ramps to eliminate the use of median openings, or where new openings cannot be constructed
- Replacing non-crash attenuating guardrail terminal end sections with impact attenuating units
- Adjusting guardrail heights
- Improving strength of guardrail at locations where the guardrail was in close proximity to bridge piers
- Constructing new terminal end – anchored end sections

In 2025, upgrades to guardrail between Mile 13.4 and Mile 20; Mile 42 and Mile 49.3 NB; and Mile 51.2 and Mile 54.5 were underway as part of a pavement rehabilitation improvement project. The practice of including guardrail and safety improvements within the yearly paving contracts, or within new toll projects, has been successful and should continue as the need arises.

WORK ZONE SAFETY

In 2017, a tragic work zone crash resulted in the loss of an MTA employee. The crash was a call to action, leading the MTA to amplify their emphasis on safety by implementing a robust public outreach campaign to raise public awareness. The program utilized print, digital, and radio advertising to emphasize motorist and work zone safety. Additionally, the MTA focused on improving work zone safety procedures, adding safety devices and enhancing work zone training programs.

Lane closure device installation and removal procedures have been updated to include two truck-mounted impact attenuators, significantly improving worker protection. Enhanced training, including drone videos of real-world applications, has been implemented and will continue annually, promoting opportunities for feedback from MTA maintenance crews aimed at refining and improving practices. Additionally, work zone traffic control details and procedures are routinely reevaluated and assessed with the intent of enhancing safety. In 2025, MTA maintenance forces began limited use of lane closure setups that omit median side signs in exchange for additional right-hand side portable changeable message boards. This reduces the need to cross lanes to set out signs while still providing drivers with advance notice of upcoming road work. Collectively, these efforts are expected to result in fewer work zone crashes systemwide and improve safety for workers and motorists alike.

HNTB RECOMMENDATION

HNTB recommends ongoing evaluation of wrong-way driving incidents and the implementation of countermeasures as deemed appropriate.

We also recommend the continued repair and upgrade of guardrail as needed. Upgrades, such as adjusting guardrail height, are still needed as a regular activity and should be reviewed yearly for possible inclusion in adjacent paving rehabilitation contracts.

The increased use of truck mounted attenuators, radar speed and messaging trailers, and other work zone safety devices should continue as they enhance safety for motorists and workers alike.

HNTB also recommends the MTA continue its focus on improving traffic control details and practices, including enhanced work zone safety training, to improve safety for both motorists and workers.

Photo 7: Crosby Maintenance Crew (National Work Zone Awareness Week)

EMERGENCY VEHICLE RAMPS

Emergency vehicle ramps (EVR) allow for emergency vehicles to enter and exit the Turnpike mainline at gated locations. In addition, these ramps allow maintenance vehicles to change direction without crossing the mainline. These ramps also allow for improved safety by improving emergency vehicle response time and improved winter maintenance operations.

In 2023, the MTA awarded contracts for the installation of new emergency vehicle ramps (EVRs) at High Street (Mile 103.6). Construction was completed in summer 2024. A new EVR at Captain Thomas Road in Ogunquit is scheduled for construction in fall 2025.

Separately, in 2022, the MTA initiated a program to upgrade access control infrastructure at existing EVR sites. The objective was to enhance operational efficiency for authorized emergency and maintenance vehicles while preventing unauthorized access to the mainline. Eight access gate locations were upgraded in 2023, followed by six in 2024 and five in 2025. An additional five upgrades are ready to proceed, pending resolution of right-of-way coordination that is expected to be completed this year. The capital program also includes funding to complete eight additional gates each year in 2026 and 2027.

HNTB RECOMMENDATION

The MTA should continue to study the feasibility of constructing other EVRs where new installations are critical to the safe and efficient operation of the Turnpike. Additionally, the maintenance or replacement of the gate systems installed at existing ramp locations should continue as required to provide safe and efficient access for authorized users and to preclude unauthorized use.

ROADWAY SIDE SLOPES

A program to clear vegetation near the roadway and to push tree lines back closer to the right-of-way commenced in 2012. This clearing improves safety by removing vegetation near the roadway and reduces roadway icing in the winter by minimizing shading of the roadway. **Table 3** illustrates contracts issued specifically to address side slope clearing since 2012.

The MTA actively evaluates maintenance clearing and incorporates this work into its capital program to minimize vegetation intrusion into the clear zone. When practical, MTA maintenance crews clear brush and small trees within and along the tree line to maintain the current tree line and to remove fallen and damaged trees. In 2024, side slope clearing was completed between Mile 25.8 and Mile 32. In 2025, side slope clearing is underway between Mile 19.6 and Mile 29.9.

HNTB RECOMMENDATION

The continued maintenance clearing of vegetation near the roadway, as well as the removal of larger trees and brush nearer the right-of-way line, is recommended. These activities enhance safety by providing recovery zones for errant vehicles, reduce highway shading that can contribute to roadway icing, and improve conditions for mowing operations.

Photo 8: Roadside Clearing Operations

Table 3: Clearing Contracts

Year	Locations
2025	Mile 19.6 to Mile 29.9
2024	Mile 25.8 to Mile 32.0
2023	N/A[1]
2022	N/A[1]
2021	Exit 32 and Mile 33
2020	Exit 45
2019	N/A[1]
2018	Mile 42.0 to Mile 45.0
	Mile 85.0 to Mile 85.8 (SB)
	Mile 93.0 to Mile 100.8
	Exit 103
2017	Mile 44.7 to Mile 61.8
	Falmouth Spur
2016	Mile 75 to Mile 83
	Mile 99 to Mile 109
2015	Mile 63 to Mile 75

[1]No contracts issued this year.

LIGHTING

The roadway lighting system is in generally good condition. During the annual inspection, HNTB noted most interchanges and service plazas had a few lights that were not operating. MTA maintenance forces routinely replace or repair lights as required to maintain acceptable lighting levels.

In 2022, the MTA completed a systemwide program to update its exterior lighting to LED fixtures, reducing both operation and maintenance costs.

In 2020 and 2021, HNTB completed hands-on inspections of 30 high mast light poles fabricated from weathering steel. The inspection identified a single high mast light near Exit 36 in poor structural condition, which has since been removed from service. This light is scheduled for replacement as part of the Saco Interchange Exit 35 project, which will be completed in fall 2025.

All high mast light poles are scheduled for hands-on inspections in 2026. These inspections reflect the MTA's ongoing commitment to infrastructure safety, proactive asset management, and adherence to industry standards. The 2026 cycle will provide an opportunity to document significant changes in condition since the last inspection and identify emerging maintenance needs. Recent annual inspection findings indicate that several other high mast light poles are showing signs of deterioration. While not as severe as the one previously removed from service, their condition may necessitate replacement within the next decade.

A 2022 inspection found that several ramp light poles had breakaway couplings in poor condition. A follow-up inspection in 2023 confirmed that many older breakaway devices showed varying levels of deterioration. Based on these findings, MTA maintenance crews removed or replaced all locations identified by HNTB as having significant deterioration. Replacement of the remaining older breakaway devices was completed in 2025.

As part of the 2024 annual inspection, seven light poles at various locations along the Turnpike were observed to have collision damage that warranted replacement. The replacement poles were ordered in fall 2024, with installation being completed by maintenance forces throughout 2025 as fabrication is completed.

HNTB RECOMMENDATION

The MTA should continue to inspect and maintain its roadway lighting system on a regular basis to minimize the number of outages.

High mast lights should continue to receive annual routine inspections with hands-on inspections matching the frequency used for overhead sign structures. Debris, including road sand and excessive vegetation, should be removed from on and around the bases and foundations of light poles to minimize the potential for corrosion.

SIGNAGE

The MTA maintains its signs in generally good condition. The MTA's Sign Shop fabricates the majority of the regulatory, route marker, warning, and specialty signs on the Turnpike. Signs that are damaged, faded, or otherwise in poor condition are replaced on a routine basis.

In 2016, the Authority initiated a four-year plan to evaluate, upgrade, and replace its existing guide signs. The first contract was awarded in 2016 for upgrades from Exit 75 to Exit 109. The second contract was awarded in 2017 for upgrades from Exit 25 to Exit 63. The third contract was awarded in 2018 for upgrades for Exits 32, 36, 42, 44, and 45. The fourth contract was awarded in 2019 for upgrades from Exit 1 to Exit 19.

Near the southern terminus of the Turnpike, sign upgrades were made as part of the York Toll Plaza replacement project and the Piscataqua River Bridge improvement project. These projects were completed in 2021 and 2022 respectively.

Additional guide sign upgrades between Mile 45 and Mile 48 were completed as part of the Portland Area Widening and Safety Improvement project completed in 2024. These upgrades finalize the MTA's program to upgrade and replace existing guide signs. Additional guide sign replacements will be carried out as they are identified and based on operational needs.

HNTB RECOMMENDATION

HNTB recommends the MTA continue to monitor, maintain, and replace the regulatory, route marker, warning, and specialty signs as needed. Nighttime retroreflectivity is of specific concern and should continue to be assessed periodically. Signs that are found to have inadequate retroreflectivity should be replaced.

ROADWAY MARKINGS

The MTA's maintenance forces have historically restriped the Turnpike mainline once a year to maintain roadway markings in good condition. Beginning in 2020, the roadway was restriped twice annually, once in the spring and once in the fall, to improve the visibility of pavement markings in the mid to late winter months and for the summer's increased traffic volume. This approach has proven effective and remains in place today.

The MTA is also utilizing reflectorized pavement marking tape installed in grooves at interchange ramps and to supplement the white skip lines on the mainline. The tape improves visibility of the pavement markings in wet conditions and at night. The pavement marking tape is typically installed with pavement rehabilitation projects and is therefore replaced on an average of every 12 years. Although it offers a longer service life than paint, its effective lifespan generally ranges from five to seven years, depending on factors such as traffic volume, turning movements, and environmental conditions. The replacement cycle is considered acceptable, as the use of tape exceeds minimum requirements.

Double yellow lines in two-way traffic areas within interchanges and newly paved areas are typically painted twice a year. This frequency has been adequate to maintain roadway striping.

Photo 9: Robotic Striping Layout (Operated by Pike Industries)

HNTB RECOMMENDATION

HNTB recommends the MTA continue its current roadway marking practices of restriping twice per year.

VEGETATIVE COVER

Vegetative cover generally includes the grass median and side slopes of the roadway. The inspection revealed that most medians are in good condition, although the vegetative cover is in poor condition in some locations. The width of the median makes maintenance of the vegetation impracticable. The typically gentle slopes of the median allow the sand placed during winter maintenance activities to accumulate and replace the vegetation.

Maintenance crews rehabilitated nearly a mile of median areas prone to washouts at the southern end of the Turnpike by replacing median topsoil material with pavement millings. This inexpensive solution has successfully repaired and mitigated future washouts at susceptible locations. Based on this successful outcome, similar conversions are expected to be implemented in future years.

Median grading is routinely included in adjacent paving projects to improve drainage, remove built-up sediment, and reestablish vegetative cover. In some cases, the vegetative cover is replaced with pavement millings.

The Authority's capital program includes plans for installing median barriers and paving the median as future capacity improvement projects are completed. In the interim, sections of vegetated median are being evaluated to replace existing grassed areas with pavement millings as part of pavement projects to minimize maintenance and reduce worker exposure.

To date, median safety and modernization improvements, including replacing vegetative cover with pavement and installing concrete barriers, have been completed between Mile 0.3 and Mile 1.3; Mile 7.0 and Mile 7.6; Mile 8.1 and Mile 9.6; and Mile 43 and Mile 49.

Most roadway side slopes are stable and well-vegetated, but some areas have minimal vegetation, leading to erosion. The Annual Inspection Report details locations needing minor corrective action, including winter sand buildup, localized sloughing (especially around structures), and erosion from roadway runoff. Corrective measures are also needed where gravel shoulders are too low compared to paved shoulders and for minor erosion that could worsen over time. The MTA's maintenance forces should continue to handle these repairs as required, with larger-scale repairs integrated into adjacent paving contracts or bid as separate projects.

Photo 10: Median Grading Operations

HNTB RECOMMENDATION

The MTA should continue completing berm drop-off corrections with maintenance forces, or by incorporating them into pavement rehabilitation projects. Additionally, where feasible and funding allows, efforts toward completing additional median safety and modernization improvements should continue. The work includes removing vegetation from medians and replacing with pavement millings, or paving medians and replacing guardrails with concrete barriers. These changes simplify maintenance, enhance safety, and eliminate the need to mow narrow areas adjacent to traffic. Unvegetated side slopes should also be considered for revegetation to prevent future erosion.

STORMWATER BEST MANAGEMENT PRACTICES

The MTA's staff inspects and maintains systemwide stormwater control devices, commonly referred to as Stormwater Best Management Practices (BMPs). Beginning in 2024, HNTB was asked to complete the annual inspection of these devices. Currently, there are 59 operational BMPs, with an additional five under construction and expected to be operational by year end. The BMP infrastructure includes underdrained soil filters, meadow and forest buffers, wet ponds, tree box filters, and gravel treatment wetlands. The majority of the devices are underdrained soil filters.

Yearly inspections help the MTA maintain compliance with Maine Department of Environmental Protection permitting requirements by ensuring the BMPs are functioning properly. Maintenance is typically managed by the MTA's maintenance team. Internal training has been implemented to minimize inadvertent damage frequently caused to BMPs by mowers and heavy machinery.

The 2025 inspection concluded that the MTA's BMPs are generally in good condition.

HNTB RECOMMENDATION

HNTB recommends that the MTA continue addressing corrective actions noted in the BMP inspection reports as appropriate to maintain the BMPs' effectiveness.

Photo 11: Kennebunk Southbound Wetpond

TOLL INFRASTRUCTURE

TOLL COLLECTION EQUIPMENT

A May 2013 toll system assessment report outlined that the legacy cash toll collection system installed in 2004 provided acceptable levels of performance, reliability, and system uptime based on the originally intended functionality. However, the system was reaching the end of its anticipated life. In response, the MTA implemented a program to convert its legacy cash toll collection system at all toll plazas to a new toll collection system called the "Infinity System." The Infinity System has specific infrastructure requirements, such as vehicle detection loops installed in a concrete roadway slab with non-

Photo 12: Toll Equipment (Spaceframe Infrastructure)

metal reinforcement. The slabs are required to meet specific dimensional requirements to accommodate the way the loops are embedded in the concrete slab to sense vehicles and interact with other toll collection equipment.

The conversion to the Infinity System also included a systemwide upgrade of the automated vehicle identification (AVI) reader system to include multi-protocol readers. The upgraded AVI reader system was installed in preparation for the use of 6C protocol sicker tags on the Turnpike system, and to provide nationwide interoperability of the toll system.

The Infinity System offers the following advantages to the MTA:

- Improved accuracy allowing for maximized revenue collection
- Programmed system enhancements for violation enforcement in staffed lanes, video audit, and reduced maintenance costs
- Use of loops embedded in concrete slabs for vehicle classification, eliminating the use of maintenance-intensive treadles
- Support for the addition of multi-protocol AVI readers to the system

Progress toward the MTA's transition to the Infinity System with multi-protocol AVI readers was completed following the opening of new toll plazas at the Exit 45 interchange in fall 2023.

TOLL PLAZAS

The Turnpike's toll plazas are comprised of open-road toll lanes, space frames, tollbooths, canopies, gantries, utility buildings, and other structures. The MTA's 23 toll plazas are in the following 18 locations:

Mainline Toll Plazas

- York (Mile 8.8)
- Scarborough (Exit 44)
- Falmouth Spur (Exit 52)
- New Gloucester (I-95, Mile 67.0)
- West Gardiner (I-95, Mile 100.2)
- West Gardiner (I-295, Mile 102.0)

Side Toll Plazas

- Wells (Exit 19)
- Kennebunk NB and SB (Exit 25)
- Biddeford (Exit 32)
- Saco/Buxton NB and SB (Exit 35) ~ opening fall 2025
- Saco (Exit 36)
- Scarborough (Exit 42)
- South Portland NB and SB (Exit 45)
- Jetport NB and SB (Exit 46)
- Westbrook/Rand Road (Exit 47)
- Portland/Westbrook (Exit 48)
- Falmouth/Cumberland (Exit 53)
- Gray NB and SB (Exit 63)

Table 4: Toll Revenue Summary

2024 Traffic Characteristic	York	Exit 44	Exit 52	New Gloucester	West Gardiner I-95	West Gardiner I-295	Side Toll Plazas
Annual Tolled Traffic Volume (millions)*	16.2	8.0	4.2	6.7	4.8	9.0	46.4
Annual Revenue (millions)**	$75.8	$9.6	$4.6	$20.4	$9.3	$7.6	$42.2
Share of Total Turnpike Revenue	44.7%	5.7%	2.7%	12.1%	5.5%	4.5%	24.9%
Truck % (MTA Classes 3-6)	11.1%	5.0%	4.4%	13.3%	11.6%	6.6%	4.2%
Overall E-ZPass %	87.8%	85.6%	83.9%	83.2%	83.5%	79.5%	91.4%
Truck E-ZPass %	98.1%	97.4%	96.7%	98.7%	98.1%	96.9%	98.2%

* This table only includes vehicles that paid tolls; it excludes violators and non-revenue vehicles.

** Revenue totals are after business and personal discounts are applied.

TOLL PLAZAS (REVENUE SUMMARY)

The six mainline plazas generated nearly $127 million in toll revenue in 2024, nearly three-fourths of all toll revenue collected by the MTA. The remaining toll revenue was generated by side toll plazas. **Table 4** illustrates a tabulation of traffic, revenue, and E-ZPass usage.

- **E-ZPass Usage Trends:** The percentage of motorists with an E-ZPass continues to grow across the Turnpike system. There was a six-percent increase in Maine E-ZPass use and a three-percent out-of-state increase. This is combined with a four-percent reduction in cash payments for an overall 3.3-percent increase. The largest increases in Maine E-ZPass use, with double digit increases, were at Exit 42 (11-percent), New Gloucester (11-percent), and West Gardiner (12.7-percent). The largest increases in out-of-state E-ZPass use, with double digit increases, were at Exit 42 (11.8-percent), Falmouth Spur (10.8-percent), and West Gardiner (14.5-percent).
- **E-ZPass Penetration:** Turnpike E-ZPass penetration is nearly 89-percent, with the highest penetration at the Wells Toll Plaza (95-percent) and the lowest at the West Gardiner I-295 toll (<80-percent).
- **Maine E-ZPass Holders:** The greatest discount generated was by the Family Volume discount, which accounted for more than half of the nearly $13 million in discounts recorded for 2024. These local E-ZPass holders account for 60-percent of the transactions and 40-percent of all revenue. It should also be noted that six-percent of Maine E-ZPass holders are out-of-state.
- **Cash Usage Trends:** Cash was down at every location, with the exception of Exit 42 (.7%-percent) and Falmouth Spur (five-percent). Some of these shifts can be attributed to continued increased E-ZPass penetration, the opening of Costco, and major construction on I-295.
- **Revenue by Plaza:** The York Toll Plaza is the greatest single contributor, historically accounting for more than 40-percent of all Turnpike toll revenue. The mainline plaza at New Gloucester is the next highest contributor, historically accounting for approximately 12-percent of all toll revenue. Combined, the side toll plazas account for about 25-percent of all toll revenue.
- **Truck Traffic:** Trucks account for approximately seven-percent of Turnpike users (Classes 3-6). Among trucks, E-ZPass usage is high, with 98-percent penetration.

YORK TOLL PLAZA

The York Toll Plaza is an open road toll (ORT) plaza at Mile 8.8, approximately two miles north of Turnpike Exit 7. The facility features three ORT lanes in each direction as well as five southbound (SB) and four NB cash lanes. It was completed in 2022 and is in excellent condition.

EXIT 44 TOLL PLAZA

In May 2019, the MTA opened a new ORT toll plaza at Exit 44 in Scarborough, consisting of two ORT lanes and two cash lanes in each direction. Exit 44 connects the Turnpike to I-295 south of Portland, making it vitally important to the interstate transportation network. This plaza is in good to very good condition.

EXIT 52 FALMOUTH SPUR TOLL PLAZA

In December 2017, the MTA opened the ORT lanes at the Falmouth Spur Toll Plaza, consisting of a single ORT lane and two cash lanes in each direction. All toll collection equipment was replaced with the Infinity System during the project. Exit 52 connects the Turnpike to I-295 north of Portland and is integral to the transportation network. Several plaza elements were replaced or rehabilitated as part of this work, including new westbound (WB) toll booths, new slabs, and a new access tunnel. This plaza is in generally good condition.

NEW GLOUCESTER TOLL PLAZA

In April 2013, the MTA opened the reconstructed New Gloucester Toll Plaza, featuring three cash lanes and one ORT lane in each direction. The cash booths, slabs, and toll collection equipment were also replaced or rehabilitated. As a result of the recent expansion and improvements, this plaza is rated in good condition. The plaza received additional improvements in 2020, including equipment upgrades related to the Infinity

System and rehabilitation of the concrete roadway slabs serving the ORT lanes. The tunnel beneath the Turnpike, primarily used for utility infrastructure and foot traffic by toll booth attendants, exhibits general deterioration and moderate moisture and water ponding due to a failing drainage system. A tunnel maintenance and repairs contract is planned for issuance in fall 2025 to address these conditions.

WEST GARDINER I-95 TOLL PLAZA

In November 2016, the MTA opened the reconstructed West Gardiner I-95 Toll Plaza. The reconstructed plaza consists of one ORT lane and two cash lanes in each direction. The cash booths, slabs, and toll collection equipment were also replaced or rehabilitated. As a result of the recent expansion and improvements, this plaza is rated in good condition. The plaza received additional improvements in 2020, including equipment upgrades related to the Infinity System and rehabilitation of the concrete roadway slabs serving the ORT lanes. Similar to New Gloucester Toll Plaza, a tunnel maintenance and repairs contract is planned for issuance in fall 2025 to address these conditions.

WEST GARDINER I-295 TOLL PLAZA

Construction of the new West Gardiner I-295 Toll Plaza and removal of the existing plaza were completed in November 2021. The new facility consists of two ORT lanes and three cash lanes in each direction and operates using the new Infinity System. This plaza is in new condition.

SIDE TOLL PLAZAS

In fall 2022, the MTA completed a program to replace and upgrade its toll system at all side toll plaza locations. The upgrades transitioned the plazas to the Infinity System with multi-protocol AVI readers and included repairs, modifications, and the addition of lanes to meet current needs.

The Turnpike's side toll plazas are in fair to good condition, with many of the facilities recently repaired or rehabilitated. The Exit 45 side toll plazas are in new condition. Improvements at Exit 86 and Exit 75 were completed in 2017 and 2019, respectively. These improvements allowed for automatic vehicle classification and other system upgrades.

The new side toll plazas at the Saco/Buxton interchange are nearing completion. Located at Mile 35, the project includes construction of NB and SB ramps, a SB toll plaza on the west side of the Turnpike, and a NB toll plaza on the east side—both with signalized intersections at Route 112.

The work also includes widening of the Turnpike for a SB collector-distributor road, improvements to Route 112, and construction of new access roads. Final elements, such as tolling equipment, administration buildings, canopies, and supporting infrastructure, are being completed, with full project completion expected soon.

Photo 13: Saco Toll Canopy Construction

SPECIAL DAMAGE INSPECTIONS

Special damage inspections of toll plazas are conducted when collisions occur or a condition requiring a more detailed inspection is observed. When this occurs, HNTB conducts an immediate field investigation to determine the extent of the damage. In some cases, emergency repairs or lane restrictions are required to maintain safe operations.

As of the writing of this report, no special damage inspections have been required in 2025.

HNTB RECOMMENDATION

At several locations, the epoxy overlays placed over the toll sensor loops are degrading due to normal wear and tear associated with traffic loadings and weather. These overlays protect the sensor loops embedded in the toll plaza slabs. The MTA should coordinate with their toll vendor to replace the failing epoxy overlay where required to maintain the functionality of critical components of the tolling system.

SERVICE AREAS

The Turnpike system includes five service plazas and one transportation center at the following locations:

- Wells Transportation Center
- Kennebunk NB
- Kennebunk SB
- Cumberland SB
- Gray NB
- West Gardiner

Each location has a fuel service station and food services. At the three larger plazas (Kennebunk NB and SB, and West Gardiner), there is also a convenience store. Cumberland and Gray service plazas were converted from Starbucks/convenience stores into Burger Kings with drive-throughs in 2016. In 2023, the Starbucks stores were converted to Dunkin stores at Kennebunk NB and SB, and West Gardiner.

Replacement of the fuel system at the Gray service plaza was completed in spring 2021. The Cumberland fuel system received maintenance repairs and was satisfactorily tested in spring 2020. Replacement of the Cumberland fuel system is underway and is scheduled for completion by fall 2025.

Photo 14: Cumberland Service Plaza Construction

In 2023, a contract was issued to repair the exterior gutter systems, replace corroded entryway door systems and flooring, and perform other related repairs at the service plazas. These repairs have been completed. In 2024, exterior masonry repairs were performed at Kennebunk NB and SB, as well as at West Gardiner, under a separate contract. This work is now complete.

Starting in 2024, drone photography was collected to document the condition of maintenance and service plaza building roofs, as well as pavement conditions. This innovative approach provides a more comprehensive view of Turnpike assets, enhancing the team's ability to assess overall conditions, track changes over time, and plan and schedule repairs.

KENNEBUNK SERVICE PLAZA UTILITY TUNNEL

An eight-foot by eight-food reinforced concrete utility tunnel beneath the Turnpike mainline at the Kennebunk service plaza, located between the NB and SB plazas at Mile 25.52, carries sewer and natural gas lines. Structural inspections are conducted every five years, with the most recent inspection in 2023 confirming the tunnel is in fair condition. The next inspection is scheduled for 2028.

PROPOSED SERVICE PLAZA ENHANCEMENTS

HMSHost managed food concessions at Maine Turnpike service plazas until summer 2021, when Applegreen Limited acquired HMSHost's U.S. motorway business. Since completing the acquisition, Applegreen has been evaluating the existing offerings and operations at the plazas and has suggested that capital improvements could support updated restaurant concepts, enhance facility utilization, and generate additional revenue.

In response, the MTA is renegotiating its long-term contract with Applegreen to modernize the plazas and improve traveler amenities. The potential upgrades include introducing new dining options, featuring national brands that will draw added interest, alongside improved restrooms, play areas, and more Maine-centric design elements. While no final decisions have been made and changes are unlikely before 2027, the MTA remains committed to ensuring future concepts reflect Maine's values, healthy food choices, and support for local businesses.

MTA ADMINISTRATION BUILDING

The MTA administration building (also known as Headquarters), located near the Jetport exit at Mile 46, was constructed in 2009 and serves as the central hub for Turnpike operations. It houses office space for MTA staff, the E-ZPass Customer Service Center, and the State Police troop assigned to the Turnpike. In September 2021, the MTA completed its parking area improvements, including lighting upgrades to enhance safety and visibility for employees and visitors.

Photo 15: MTA Administration Building Entrance

In 2024, the MTA began a series of building and site upgrades to ensure the facility remains functional, efficient, and aligned with long-term operational needs. Building improvements include routine and preventative maintenance, an energy-efficient LED lighting upgrade, replacement of outdated HVAC systems and audiovisual equipment, and an expansion of the E-ZPass Customer Service Center to better serve the public into the future.

Looking ahead, additional site improvements are planned for 2026 to address aging pavement conditions, resolve drainage issues in the northeast corner caused by winter snow storage, expand parking, and complete Americans with Disabilities Act (ADA) upgrades. The project will also prepare the facility for future electric vehicle charging stations through the installation of underground conduit. These enhancements reflect the MTA's commitment to maintaining its administration building in a state of good repair while adapting to evolving customer expectations and operational needs.

HNTB RECOMMENDATION

We recommend continued coordination with Applegreen Limited to clarify the scope, cost, and timing of any proposed changes at service plazas in support of the MTA's capital planning efforts. Routine maintenance should continue to ensure the facilities remain in good repair until further upgrades are defined. Additionally, we recommend pavement rehabilitation and site improvements at MTA Headquarters to address aging infrastructure and support long-term operational needs.

As a supplement to the Annual Inspection Report, which identifies the most critical needs for improvement, separate maintenance reports for each service area are also prepared and submitted as part of the annual inspection cycle. We recommend that MTA maintenance personnel actively address the maintenance items identified in these reports to the extent practical. This work is an integral component in maintaining safe and functional facilities.

MAINTENANCE FACILITIES

Nine maintenance facilities are located along the Turnpike at the following locations:

- York (Chases Pond Road)
- York Mile 10 (Storage Building)
- Kennebunk (NB)
- Crosby (SB)
- Sign Shop (NB)
- Gray (SB)
- Auburn (NB)
- Litchfield (NB)
- West Gardiner (NB)

Each maintenance area has a different combination of buildings ranging from material storage to vehicle and equipment storage to repair facilities and offices as shown in **Appendix B**.

The six vehicle storage garages built in the 1960s were expanded and upgraded in 2020 to better accommodate modern plow truck configurations and provide improved storage conditions, enhanced

maintenance access, and upgraded electrical and HVAC systems.

In 2024, an eight-bay garage was added at the Crosby Maintenance Facility to house Turnpike equipment and plow trucks needed for winter maintenance on newly widened lanes in the Portland area.

Photo 16: Crosby Maintenance Eight-Bay Garage

That same year, a new eight-bay garage was completed at the Litchfield Maintenance Yard, replacing the structure that was lost to a 2021 fire. Restroom renovations at the Litchfield crew building were also finished in 2024.

Construction of a six-bay storage garage at York Maintenance (Chases Pond Road) began in 2024 and is expected to finish in fall 2025. An eight-bay garage at the Auburn Maintenance Yard was advertised in 2025, with completion set for 2026, replacing the building destroyed by fire in February 2025.

Photo 17: York Maintenance Eight-Bay Garage Construction

In 2026, the MTA is planning the construction of a new crew building at its Crosby Maintenance Facility. The proposed facility is an approximately 8,800-square-foot, masonry framed building featuring office space, break rooms, restrooms, and meeting space and replaces the obsolete facility currently in use. The project includes full building construction—structural, mechanical, electrical, and plumbing systems, as well as comprehensive site work, such as grading, drainage, pavement, lighting, and utility installations.

An inspection found all maintenance areas generally in fair to good condition.

HNTB RECOMMENDATION

As a supplement to the Annual Inspection Report, which captures the most pressing needs for improvement, separate maintenance reports for the maintenance areas are also created and submitted as part of each annual inspection cycle. We recommend the MTA's maintenance personnel actively address the maintenance items reported to the degree practical.

FIRE PROTECTION

In 2025, the MTA engaged Colby Company Engineering to conduct a comprehensive fire risk assessment across several key maintenance facilities. This initiative was driven by a proactive commitment to safety and asset protection, with a focus on vehicle storage and personnel buildings located at the Turnpike's seven maintenance caps.

The primary objectives of the assessment were to identify the most significant fire-related threats to these facilities, develop strategies to mitigate those risks, and recommend detection systems to minimize potential damage.

As a result of this assessment, the MTA has established a multi-year program to install fire detection systems at all high-value maintenance facilities and install sprinkler systems at locations where public water is available. Facilities with the highest value and replacement cost will be prioritized first. Once this initial multi-year effort is complete, the MTA will evaluate fire suppression options for sites that do not have access to public water. This work has been incorporated into the MTA's capital plan as a five-year program with an estimated budget of approximately $10 million. The first project is scheduled to begin in 2026.

This assessment represents a critical step in the MTA's ongoing efforts to enhance facility safety and resilience.

It lays the groundwork for future improvements and underscores the Authority's dedication to maintaining a secure and reliable infrastructure.

HNTB RECOMMENDATION

The MTA should proceed with its five-year plan to install fire detection systems at all key maintenance facilities, prioritize sprinkler systems at high-value sites with public water access, and continue evaluating suppression options for locations without public water.

BUILDING NEEDS ASSESSMENT

At the request of the MTA, HNTB completed a building needs assessment of the 95 buildings owned and maintained by the MTA. The buildings have a total floor space of more than 460,000 square feet. The resulting June 2023 report concluded MTA buildings are in generally fair to very good condition. Recommendations were provided for the scope and timing of capital improvements and maintenance activities needed to maintain MTA buildings in a state of good repair, to support efficient operations, and to meet the evolving needs of the Turnpike and the traveling public. Many of the recommendations included in the building needs assessment report have been incorporated into the MTA's capital plan.

HNTB RECOMMENDATION

We recommend completing the capital improvement and maintenance activities outlined in the June 2023 building needs assessment report.

STANDBY GENERATOR ASSESSMENT

In May 2022, the MTA completed an evaluation of its 43 standby generators, identifying three units in need of replacement due to poor condition or lack of manufacturer support. The Biddeford Toll Plaza generator was recommended for immediate replacement, the Central Inventory generator within the next five years, and the West Gardiner Maintenance generator within five to ten years. Replacement generators for all three locations were ordered in October 2022, with delivery and installation initially expected in the first half of 2024. The Biddeford generator was successfully installed and became operational in fall 2024. Due to planned changes at the Sign Shop and Central Inventory facility, the generator originally designated for that site was repurposed and installed at the Kennebunk Southbound Toll Plaza, with work completed in summer 2024. For the West Gardiner Maintenance facility, the generator was purchased, but installation had not yet occurred as of August 2025. Site preparation was just beginning, including removal of the old unit and slab work for the new installation.

A special damage inspection of the York Maintenance Generator Building was completed following a fire on March 31, 2023. The inspection concluded that the building, generator, and the facility's primary electrical feed were damaged beyond repair. MTA maintenance forces installed a temporary generator and completed necessary repairs to temporarily restore electrical service to the maintenance facility. The construction of permanent repairs, including the installation of a new generator, is scheduled for completion in fall 2025.

HNTB RECOMMENDATION

The MTA should retain the services of a qualified firm to complete periodic testing and routine maintenance of the MTA's generator inventory.

Photo 18: Standby Generator

BRIDGES AND MINOR SPANS

The MTA is responsible for operating and maintaining 182 bridges, defined as spans measuring more than 20 feet in length, and 16 minor spans measuring between 10 and 20 feet in length.

The MTA's Operation and Maintenance Program for these structures involves multiple aspects, including developing and maintaining a detailed inventory of MTA-owned structures, scheduling and completing condition and safety inspections, compiling repair and replacement recommendations, and the development and execution of contracts for repair or replacement. The goals of this program are to accurately forecast bridge and minor span repair needs, identify critical deficiencies, repair and upgrade structures on a timely basis, and maintain the safe condition of MTA-owned bridges and minor spans.

This report quantifies and discusses bridges and minor spans separately. The National Bridge Inspection Standards (NBIS) established by FHWA require the inspection of bridges on a predetermined schedule and that the inspection data be reported in the National Bridge Inventory (NBI). No federal inspection or reporting requirements exist for minor spans.

However, MaineDOT collects and monitors condition data for minor spans for internal use. Since 2013, the inspection of MTA-owned minor spans has been completed and reported using FHWA's bridge inspection procedures. This process provides inspection consistency between the MTA and MaineDOT and provides documentation of the condition of the MTA's minor spans.

INSPECTION PROGRAM

Qualified inspectors conduct inspections of MTA-owned bridges and minor spans in accordance with the NBIS. Several types of inspections occur based on structure type, information needed, and federal regulations. These different inspection types are discussed in more depth in the following sections. Once these inspections are complete, the condition ratings for each structure are compiled and transmitted to MaineDOT for inclusion in the NBI.

Photo 19: Median Pier Inspection

The inspection data also becomes part of the MTA's records, which are used to develop the MTA's rehabilitation and repair program.

MaineDOT uses AssetWise software by Bentley Systems to manage bridge information. The MTA reports inspection data to MaineDOT directly through AssetWise to maintain consistency and streamline the reporting of bridge condition data. MaineDOT has granted the MTA access to the online AssetWise database and software.

In response to federal rulemaking, the MTA is collaborating with MaineDOT to implement updated inspection and reporting protocols within required time frames. Originally published in 1971 and revised through rulemaking in 2022, the NBIS now incorporates the Specification for the National Bridge Inventory (SNBI), replacing the NBIS Coding Guide. These updates focus on standardized data collection and reporting to align with MAP-21 goals. The new standards are more prescriptive and are generally expected to result in a higher number of bridges being classified in "poor" condition. This shift reflects changes in how conditions are defined, not a sudden deterioration in bridge health. HNTB is assisting the MTA in transitioning bridge inventory and inspection data to meet SNBI requirements, with the first FHWA submission due in March 2026.

The following is a discussion of the bridge inspection program components:

ROUTINE INSPECTIONS

All MTA-owned bridges and minor spans undergo routine inspections on an annual basis. The purpose of these inspections is to identify potential safety concerns, document areas of deterioration, and record condition ratings for key bridge components.

The 2025 routine inspection by HNTB identified that bridges along the Turnpike range from poor to very good condition. Minor spans range from poor to good condition. Structures that have been rehabilitated or reconstructed during the past 20 years were found to be in generally better condition than those that have not been recently rehabilitated.

INSPECTION FINDINGS

During the Annual Inspection, major structure components, such as the concrete deck, superstructure, and substructure are assigned condition ratings. When applicable, ratings are also applied to culvert and river channel elements. These components are assessed on a rating scale ranging from zero ("failed" condition) to nine ("excellent" condition). The resulting condition ratings are then used to classify bridges into three general condition categories established by FHWA. These categories and their criteria are detailed below:

- **"GOOD" CONDITION** – The lowest condition rating of the above-noted components is seven ("good" condition) or better. These bridges generally only require conventional bridge preservation measures, a majority of which can be addressed through routine maintenance.
- **"FAIR" CONDITION** – The lowest condition rating of the above-noted components is either five ("fair" condition) or six ("satisfactory" condition). These bridges need repair, but their structural safety is not in jeopardy at the time of inspection.
- **"POOR" CONDITION** – The lowest condition rating of the above-noted components is four ("poor" condition) or worse. These bridges in the past have also been commonly referred to as "structurally deficient" and should be programmed for repair as soon as practical. A structure in "poor" condition is not necessarily unsafe; however, these structures require repairs in the near future to ensure continued safe operations.

Current FHWA regulations require that no more than 10-percent of the total deck area of NHS bridges be classified as "poor" condition for three consecutive years. If 10-percent or more of the deck area is in "poor" condition, FHWA requires that a larger portion of the state agency's federal funding be reapportioned to bridges on the NHS. Although the Authority does not receive federal funding, Turnpike bridges located on the NHS network are included in the State of Maine's NHS bridge inventory.

Beginning in 2009, the MTA's bridge program focused on the rehabilitation or replacement of "poor" condition (previously referred to by FHWA as "structurally deficient") bridges. The 2009 inspection noted 24 "poor" condition bridges equaling 13.6-percent of all MTA-owned bridges. The MTA's focus on the repair or replacement of "poor" condition bridges has been successful, and from 2019 to 2024, the annual inspection had not identified any "poor" condition bridges in the Maine Turnpike's bridge inventory. In 2025, the annual inspection identified 10 bridges as "poor" condition, mainly a function of new SNBI rating standards, as noted above. A tabulation of MTA-owned bridges in "good," "fair," and "poor" condition, based on total deck area by year, is provided in **Table 5**. By comparison, five-percent of the nation's bridges, and 10-percent of Maine's bridges were in "poor" condition in 2024, according to the FHWA's National Bridge Inventory database.

Table 6, titled "Poor" Condition Bridge Historical Summary, presents a comprehensive list of all MTA-owned bridges that have been classified as being in "poor" condition since 2018. Alongside each listing, the table includes the scheduled dates for repair and rehabilitation. The MTA's bridge and minor span rehabilitation program is reviewed and updated annually, following the results of the yearly inspection cycle. Currently, there are ten bridges in "poor" condition within the Turnpike's inventory, all of which are programmed for repair or replacement.

The Turnpike's capital improvement program continues to prioritize the proactive management of its bridge inventory. This approach includes preserving and repairing newer structures while replacing or rehabilitating older ones. The program's overarching

objective is to maintain the overall health of the bridge network, address bridges rated in "poor" condition in a timely manner, and, where feasible, complete repairs before additional structures deteriorate to that level.

It is important to emphasize that bridges categorized as "poor" remain safe for public use. This classification simply indicates that the structure should be prioritized for repair or replacement within an agency's broader maintenance and capital planning framework.

Table 5: Bridge Condition Summary

Tabulation of "Good," "Fair," and "Poor" Condition Deck Areas						
Year	All Authority-Owned Bridges			NHS Authority-Owned Bridges		
	"Good"	"Fair	"Poor"	"Good"	"Fair"	"Poor"
2025[1]	23.1%	73.3%	3.6%	14.6%	79.6%	5.8%
2024	27.4%	72.6%	0.0%	15.2%	84.8%	0.0%
2023	26.8%	73.2%	0.0%	15.6%	84.4%	0.0%
2022	28.0%	72.0%	0.0%	18.3%	81.7%	0.0%
2021	29.0%	71.0%	0.0%	23.1%	76.9%	0.0%
2020	30.3%	69.7%	0.0%	25.0%	75.0%	0.0%
2019	34.3%	65.7%	0.0%	29.2%	70.8%	0.0%
2018	34.8%	63.8%	1.4%	28.7%	68.4%	2.9%

[1] The 2025 inspection results reflect the implementation of the new NBIS standards, which were the primary factor contributing to the increase in bridges classified as being in "poor" condition.

Table 6: "Poor" Condition Bridge Historical Summary

Year	Mile Marker	Structure Name	Structure Type	Status
2025	44.30	I-295 Underpass (SB)	Bridge	Programmed for repair in 2026 and painting in 2028
	50.00	Forest Avenue Overpass (NB)[2]	Bridge	Programmed for repair in 2025 and rehabilitation in 2028
	50.01	Forest Avenue Overpass (SB) [2]	Bridge	Programmed for repair in 2025 and rehabilitation in 2028
	51.20	Riverside Street Overpass (NB)	Bridge	Programmed for rehabilitation in 2031
	51.21	Riverside Street Overpass (SB)	Bridge	Programmed for rehabilitation in 2031
	71.61	Bald Hill Road Overpass (SB)	Bridge	Programmed for rehabilitation in 2027
	96.50	Stevenstown Road Underpass	Bridge	Programmed for rehabilitation in 2027
	104.61	Northern Avenue Overpass (SB)	Bridge	Programmed for rehabilitation in 2029
	107.70	Central Street Overpass (NB)	Bridge	Programmed for rehabilitation in 2032
	107.71	Central Street Overpass (SB)	Bridge	Programmed for rehabilitation in 2032
2024	N/A	N/A1	N/A	N/A
2023	N/A	N/A1	N/A	N/A
2022	N/A	N/A1	N/A	N/A
2021	N/A	N/A[1]	N/A	N/A
2020	N/A	N/A[1]	N/A	N/A
2019	N/A	N/A[1]	N/A	N/A
2018	102.50	I-295 Underpass (SB)	Bridge	Rehabilitation completed in 2018

[1] No bridges are "poor" condition between 2019 and 2024.

[2] The "poor" condition classification of the bridge will be reassessed following the completion of the 2025 repairs.

UNDERWATER INSPECTION

The FHWA requires an inspection of underwater bridge elements every five years. The most recent underwater inspection was performed in summer 2021. It included 18 bridges that carry the Turnpike over rivers and water bodies where certain elements of the substructures cannot be inspected as part of the routine inspection. The underwater inspection also included 10 minor spans and culverts where water depths are typically too deep to allow for the use of routine inspection methods. No serious structural deficiencies were noted on the bridges during the 2021 underwater inspection. The overall condition of the visible portions of the underwater substructures ranged from fair to good condition. Most deficiencies observed were attributed to freeze-thaw deterioration and abrasion from ice and debris. One box culvert, Northern Hart Brook at Mile 79.9, was identified as being in poor condition during the 2021 underwater inspection and is programmed for rehabilitation in 2026.

The next underwater inspections should be completed in 2026.

DETAILED INSPECTIONS

Detailed inspections are completed on bridges with special features that warrant increased attention and inspection effort. Two sets of Turnpike structures, the Androscoggin River Bridges and the York River Bridges, require detailed inspections.

Photo 20: Androscoggin River Bridge Inspection

The Androscoggin River Bridges, each measuring 850 feet long, consist of roadway surfaces supported on stringer and floor beam framing systems. The loads from these roadway framing systems are carried almost entirely by two primary girders. Because these structures are carried by only two primary girders, the bridge has insufficient redundancy to prevent a progressive collapse of all, or part of, the bridge if one of the primary girders were to fail. As a result, these structures are classified as “non-redundant steel tension member (NSTM)," previously known as "fracture critical,” and are subject to more rigorous inspection requirements as outlined in FHWA’s NBIS. To achieve compliance with these inspection standards, the Androscoggin River Bridges receive an NSTM inspection at intervals not exceeding 24 months.

The most recent NSTM inspection was completed in March 2025. During the inspection, several existing deficiencies, including multiple small cracks, were verified as stable. These conditions should continue to be monitored in future inspections, and if crack sizes increase over time, a repair contract will be recommended. The next NSTM inspection of these structures is scheduled for 2027.

At the York River Bridges, the girder framing system includes pin-and-link assemblies. Because routine inspection procedures are insufficient to identify defects in the pins, ultrasonic testing of these elements is necessary. A five-year inspection frequency for ultrasonic testing is suggested. This frequency is based on engineering judgment since the FHWA does not have a required frequency for these components.

Photo 21: York River Bridge Pin-and-Link Inspection

An ultrasonic testing inspection was completed in May 2025. The inspection verified that the pin-and-link assemblies are in acceptable condition and exhibited no change in the magnitude of pin deterioration. Additionally, similar to previous inspection cycles, no cracks were identified in the pins. The next pin-and-link inspection of these structures is scheduled for 2030.

SPECIAL DAMAGE INSPECTIONS

Special damage inspections are conducted in response to collisions or when a condition requiring a more detailed inspection is noted. When this occurs, HNTB conducts an immediate field investigation to determine the extent of the damage and whether it is safe for traffic to continue using the structure. In some cases, emergency repairs or lane restrictions are required to maintain traffic.

Two special damage bridge inspections have been completed since the issuance of the 2024 Operation and Maintenance Report:

A special damage inspection was conducted at the Forest Avenue Bridge Overpasses (Mile 50.0) to evaluate the condition of the wearing surface and identify associated concrete deck deficiencies. The findings of these inspections resulted in the initiation of a repair contract to address deteriorating deck concrete. Further details regarding the required repairs are provided in the 2025 Emergency and Unanticipated Bridge Repairs section of this report.

Additionally, in August 2025, during the ongoing bridge painting contract, the Resident Engineer identified moderate to heavy section loss at the Bennett Road Bridge Underpass (Mile 68.6). This deterioration was discovered during required girder surface preparation and cleaning activities. The section loss was localized to the south exterior girder over the NB Turnpike lanes, primarily in areas exposed to salt spray and chloride-laden moisture. HNTB conducted a site visit to document the extent of the damage and recommended a load rating update to assess the structural implications of the corrosion. The load rating update is in progress.

Photo 22: Bennett Road Bridge Section Loss Measurements

2025 BRIDGE REHABILITATION, REPAIR, AND PRESERVATION PROJECTS

Three bridge repair and preservation contracts were issued for construction in 2025. These contracts include work such as concrete rehabilitation, bridge joint repairs, pavement resurfacing, and other miscellaneous repairs. Following is a summary of bridge contracts issued for construction in 2025:

ANDROSCOGGIN RIVER OVERPASS (MILE 78.9 AND MILE 78.91) – NORTHBOUND AND SOUTHBOUND (CONTRACT 2025.06)

The work includes repairs to the concrete bridge barrier, aluminum bridge rail, concrete endposts, and post-tensioning sleeves, as well as replacement of the bridge wearing surface and expansion joints.

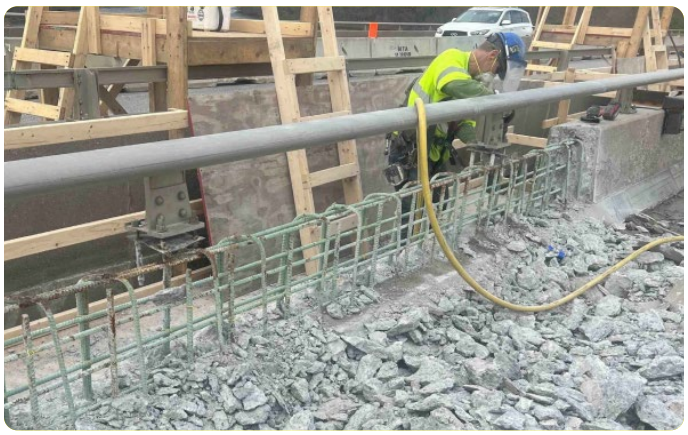


Photo 23: Androscoggin River Bridges Parapet Repairs

BRIDGE REPAIRS – VARIOUS LOCATIONS (CONTRACT 2025.04)

Bridge preservation work is underway at three locations. The work includes expansion joint repairs, repairing joint headers, applying protective sealant to exposed concrete surfaces, and weep drain extensions. The following locations are programmed for repair:

- Beech Ridge Road Underpass (Mile 4.8)
- New County Road Underpass (Mile 34.4)
- Route 9/Middle Road Underpass (Mile FS 3.70)

BRIDGE PRESERVATION AND REPAIRS – VARIOUS LOCATIONS (CONTRACT 2025.01)

Bridge preservation and repair work is currently underway at six bridges and is included as part of the mainline paving rehabilitation contract in the area. The scope of work includes concrete and expansion joint repairs, replacement of bridge wearing surfaces,

and repairs to joint headers. These efforts are intended to protect existing bridge joints from damage caused by traffic loads and winter plowing operations. The following locations are programmed for repair:

- B&M Railroad Overpass (Mile 19.0) - NB and SB
- Sanford Road/Routes 9 and 109 Overpass (Mile 19.1) - NB and SB
- Wells Interchange Overpass (Mile 19.3) - NB and SB

2025 PAINT CONTRACTS

The following bridges were contracted for painting in 2024, with the completion of work scheduled for 2025:

- Shaker Road Underpass (Mile 64.3)
- Weymouth Road Underpass (Mile 66.2)
- Bennett Road Underpass (Mile 68.6)

Photo 24: Bridge Painting Containment System

2025 EMERGENCY AND UNANTICIPATED BRIDGE REPAIRS

Emergency and unanticipated bridge repairs are periodically required, most often due to collisions involving vehicles carrying loads that exceed legal height limits. While MTA maintenance crews handle minor repairs, more significant work, such as heat straightening or repairs warranting heavy equipment, is completed through construction contracts. The MTA's strategy of increasing vertical clearance during rehabilitation projects, along with the installation of overheight vehicle detection systems at selected locations, has led to a notable reduction in annual overheight vehicle impact. However, several structures with substandard vertical clearance remain and continue to pose a higher risk of being struck.

In 2025, one emergency or unanticipated bridge repair was contracted.

FOREST AVENUE OVERPASS – NORTHBOUND AND SOUTHBOUND (MILE 50.0)

In June 2025, a special damage inspection was completed to assess deficiencies on the underside of both bridge decks. The inspection concluded that multiple areas require partial and full-depth deck repairs, along with a wearing surface mill and fill to improve the bridge deck condition and wearing surface rideability. The completion of repairs is expected by fall 2025.

2026 BRIDGE REHABILITATION, REPAIR, AND PRESERVATION PROJECTS

Based on the findings of the 2025 bridge inspection program, HNTB recommends the following bridge rehabilitation, repair, preservation, painting, and maintenance for 2026:

HNTB RECOMMENDATION

2026 WIDENED CONCRETE HAUNCH REMOVALS – VARIOUS LOCATIONS

On many Turnpike bridges built before the mid-2000s, the deck steps downward outside the edges of each bridge girder, a detail that bridge owners commonly used throughout the region. Agencies have since determined that these unreinforced concrete deck sections, referred to as "widened concrete haunches," are prone to premature cracking and deterioration. In some instances, portions of the concrete haunch have fallen onto the roadway below. MTA-owned bridges with this detail have been identified and prioritized for periodic inspection by maintenance crews and for removal of the widened haunches by contract as resources allow. Contract 2025.05 initially included the removal of haunches at six bridge locations. As the contractor had additional availability during the project, extra bridge sites were added and completed as part of the contract through approved additional work. Future removal contracts of similar size are anticipated for advertisement in 2026, 2027, and 2028 at which time all MTA-owned bridges identified as high priority will have been addressed. Maintenance and inspection crews will continue to monitor the "widened concrete haunches" left in place.

Photo 25: I-295 SB Underpass Haunch Removal

2026 BRIDGE PRESERVATION - VARIOUS LOCATIONS

The work includes wearing surface replacement, together with joint and joint header repairs, at the following locations:

- Coles Hill Road Underpass (Mile 21.7)
- High Street/Route 9A Underpass (Mile 23.6)
- Cat Mousam Road Underpass (Mile 24.7)
- Broadturn Road Underpass (Mile 39.9)
- Maine Mall Road Underpass (Mile 44.91)
- Royal River Overpass – NB and SB (Mile 71.1)
- Washington Street/Route 202 and MCRR - NB and SB (Mile 75.6)
- Lisbon Street/Route 196 & MCRR Overpass – NB and SB (Mile 81.4)
- Falmouth Road Underpass (Falmouth Spur Mile 1.7)

2026 BRIDGE REPAIRS - VARIOUS LOCATIONS

The work at these locations includes a range of repairs that vary by site. Typical improvements involve wearing surface replacement, joint repairs, substructure concrete repairs, concrete curb restoration, deck repairs, and bearing repairs. These activities are intended to address existing deficiencies and extend the service life of the structures. Work is planned at the following locations:

- Burnt Mill Rod Underpass (Mile 19.9)
- Saco River Overpass – SB (Mile 33.01)
- I-295 SB Underpass (Mile 44.3)
- Northern Hart Brook (Mile 79.9)

2026 BRIDGE PAINTING PROJECTS

The MTA has implemented a bridge painting program intended to balance investment with needs. The program reduces the potential for costly future repairs necessary to correct steel corrosion. Since 1990, more than 53 MTA-owned bridges have been repainted, with the most recent painting project issued for construction in 2024. As part of their capital program, the MTA anticipates issuing a painting contract approximately every two years. The following bridges are scheduled for painting in 2026:

- Beech Ridge Road Underpass (Mile 4.8)
- Mountain Road Underpass (Mile 10.6)
- Berwick Road/Ogunquit Road Underpass (Mile 13.8)
- Fletcher Street/Route 35 Underpass (Mile 25.3)

BRIDGE OPERATION AND MAINTENANCE PROGRAM

Throughout 2025, MTA maintenance crews focused on implementing outstanding maintenance recommendations from 2024 while continuing to carry out standard routine maintenance activities across the system. These efforts ensured that both corrective and preventive measures were addressed in a timely and efficient manner. While most maintenance tasks were handled internally, HNTB was occasionally called upon to support enhanced maintenance operations, particularly in cases where specialized insight or technical recommendations were required to complete the work effectively.

For instance, in May 2025, a special inspection was conducted to address potholing of the concrete wearing surface on the NB York River Bridge. MTA maintenance crews performed a concrete patch repair on a deteriorated section of the bridge deck, supported by a representative from Sika who demonstrated installation procedures for a concrete repair product under consideration for future use. HNTB was present to delineate the required repair limits, observe the repair process, and complete an inspection of the wearing surface while traffic control was in place. The soundings taken during this inspection will serve as a historical record to monitor surface degradation over time and support future capital planning efforts.

Photo 26: York River Bridges Wearing Surface Repair

HNTB RECOMMENDATION

HNTB recommends the following periodic bridge maintenance activities on Turnpike bridges:

- ***DECKS*** Sweep (power broom) bridge decks and flush bridge deck drains and joints with ordinary water. Patch potholes in wearing surfaces and repair leaking expansion joints when practical. At the deck underside, remove areas of concrete delamination and loose concrete haunches over lanes of traffic.
- ***PARAPETS*** Power rinse. Reapply concrete sealer at an interval consistent with manufacturer recommendations.
- ***SUPERSTRUCTURE*** Periodically power rinse the girder ends and bearings, particularly at expansion joint locations. Remove debris collected around the base of rocker bearings.
- ***SUBSTRUCTURE*** Power rinse and/or clean debris from bridge seats. Reapply concrete sealer at an interval consistent with manufacturer recommendations. Clean drainage downspouts and repair leaks when it's practical to do so.

The MTA should continue to maintain bridge files as part of its Bridge Operation and Maintenance Program, in accordance with FHWA requirements. These files should include inventory and appraisal information, such as bridge geometrics and age, as-built drawings, condition ratings, safe load capacities, and scour evaluations.

LOAD RATING OF IN-SERVICE BRIDGES

In 2014, the MTA completed its initiative to develop load ratings for all its bridges. Load ratings are used primarily to understand the safe load capacity of bridges and to identify structures that should be posted for load limits. Additionally, load ratings are used to evaluate overweight permit load requests and to aid in the prioritization of bridge repair projects. These uses require that bridge load ratings are reliable, uniformly consistent, and current. The results of these load ratings were reported to MaineDOT and are saved in the MTA's bridge files. A bridge load rating should be completed following construction involving significant alterations, or whenever the condition rating of a key element falls below thresholds established by FHWA.

The MTA is actively updating load ratings for all applicable bridges to comply with FHWA requirements for emergency vehicles (EV) and routine permit vehicles (RPV). Since 2019, the MTA has worked in coordination with MaineDOT to develop load rating computations that meet federal standards and deadlines. The MTA is currently coordinating with consultants to complete all remaining bridge ratings with final assessments expected by mid-2026.

In 2024, the MTA worked in collaboration with MaineDOT and the Bureau of Motor Vehicles (BMV) to establish overload restrictions for Turnpike-owned bridges with RPV ratings below 1.0. The BMV now has the necessary information to enforce RPV restrictions on affected bridges.

SCOUR EVALUATIONS

In 2012, the MTA completed scour evaluations for 24 river crossings (14 bridges and 10 culverts). The evaluations were completed to ensure compliance with the FHWA NBIS, Title 23, CFR 650, Subpart C. Individual reports for each structure were created, and, in summary, the evaluations concluded that no MTA-owned bridges or culverts were scour critical.

BRIDGE GEOMETRICS

The MTA's bridge inventory includes structures that are not compliant with current geometric design guidelines. These structures have narrow lanes or shoulder widths, substandard clearances, or the inability to handle current traffic volumes. When practical, the MTA should consider including improvements such as bridge raising and shoulder widening in its capital improvement program to address these conditions.

ANCILLARY STRUCTURES

The MTA is responsible for 152 ancillary structures, including 53 overhead sign bridges, 15 overhead cantilever sign structures, one light bridge, 12 AVI mast arms, two AVI gantries, 12 space frames, 16 variable message signs (VMS) on posts or butterfly supports, five communication towers, two overheight vehicle detectors, eight weather stations, two sets of high mast lights (HML) consisting of 25 poles, and 17 bridge-mounted signs. These structures carry regulatory, route marker, warning, and specialty signage or equipment. Routine ground-level inspections of these ancillary structures are conducted yearly as part of the annual inspection. No significant deficiencies were observed during the 2025 inspection.

Sign structures, high mast light poles, mast arms, and other ancillary structures located over or immediately adjacent to roadways are recommended to receive hands-on inspections every four to six years per FHWA guidance. In 2020, hands-on inspections were performed for the 81 MTA-owned assets meeting this criterion. The inspection concluded that these assets are in generally good condition. No significant deficiencies were observed.

HNTB RECOMMENDATION

The continuation of annual routine inspections of ancillary structures is recommended. The next hands-on inspection cycle is recommended in 2026, consistent with FHWA guidance. Additionally, prior to this inspection cycle, a comprehensive review of the MTA ancillary structure inventory is recommended, as these structures encompass a wide range of types and are often included or modified under various contracts.

Photo 27: HML Inspection

3. Toll Collection System

ELECTRONIC TOLL COLLECTION

The MTA operates its electronic toll collection (ETC) system as a closed-barrier toll system from the York Toll Plaza north to the New Gloucester Toll Plaza, and as an open-barrier toll system from the New Gloucester Toll Plaza north to the Turnpike terminus in Augusta. The open-barrier toll system allows free travel between interchanges within the limits of the mainline barrier toll plazas on the northern section of the Turnpike.

In 2024, the York Toll Plaza recorded the highest transaction volume on the Turnpike, accounting for approximately 17-percent of all toll activity. The toll plazas at Exit 103 (West Gardiner, I-295) and Exit 44 (Scarborough, I-295) followed, contributing about nine-percent and eight-percent of total transactions, respectively.

From a revenue standpoint, the York Toll Plaza continues to be the highest revenue-generating location, contributing close to 45-percent of the Turnpike's total toll collections annually. The New Gloucester and Exit 44 plazas follow, generating approximately 12-percent and six-percent of overall toll revenue, respectively.

Comparatively, the Exit 36 Toll Plaza in Saco was the busiest side plaza, totaling approximately eight-percent of transactions and four-percent of revenue.

Photo 28: Exit 45 Toll Plaza Northbound On-Ramp

ALL-ELECTRONIC TOLL COLLECTION

Electronic toll collection (ETC) currently accounts for 88-percent of the toll revenue collected on the Turnpike. Recognizing the continuing increase in E-ZPass usage along the Turnpike, the MTA commissioned a study to evaluate a possible systemwide transition to all-electronic tolling (AET) in early 2024. This study is evaluating the feasibility, financial implications, and required system and operational changes associated with a possible transition to AET, and will include potential next steps if implementation is desired. While there is no fixed timeline for the delivery of this assessment, the work is progressing to ensure the MTA is well-positioned for a future transition to AET, should such a transition be deemed appropriate.

E-ZPASS GROUP

On February 1, 2005, the MTA implemented its current ETC system, E-ZPass, thereby gaining admission into the E-ZPass Group. Formerly known as the Inter Agency Group (IAG), membership provides the MTA with a voice in one of the largest and most successful toll collection systems in the world. Originally founded in 1990, members of the E-ZPass Group have collected more than $15.6 billion in tolls in 19 states from more than 59 million collection devices in circulation.

The primary mission of the E-ZPass Group is to enable E-ZPass members to provide the public with a seamless, accurate, interoperable electronic method for paying tolls and fees, as well as the ability to collaborate with other agencies regarding new technologies and services. Since becoming a member of the E-ZPass Group, the MTA has increased electronic revenue collections, reduced toll plaza footprints, and maximized collections while increasing efficiency and maintaining customer satisfaction.

The E-ZPass Group has recently adopted the North American Toll Interoperability initiative and, as of January 2024, has accepted three communication protocols that will be accepted within the E-ZPass Group to help achieve the National Interoperability goals. The MTA completed their conversion from the legacy ARCS toll system to the new Infinity System in September 2023. This initiative included updating all lane side AVI readers to a tri-protocol reader, thus meeting the E-ZPass Group's goal for utilizing the accepted three communication protocols.

TOLL SCHEDULE

Toll revenue totaling $169.5 million was collected during 2024, up from $164.2 million in 2023. This is an increase of approximately $5.3 million, or 3.2-percent, over 2023 values. Toll revenue for calendar year 2025 is expected to slightly exceed 2024 levels.

The toll schedule was most recently adjusted in 2021. Cash rates for Class I vehicles are:

- $4.00 York Toll Plaza
- $2.25 New Gloucester Toll Plaza
- $1.75 West Gardiner I-95 Toll Plaza
- $1.50 Wells NB-On and Gray SB-On Toll Plazas
- $1.00 All remaining locations

A passenger car traveling the full length of the Turnpike pays $8.00 (7.2 cents per mile), while five axle tractor trailers pay $32.00 (28.8 cents per mile). E-ZPass patrons who have an E-ZPass tag from other toll authorities are charged the cash fare.

Maine E-ZPass fares are 8.0 cents per mile. The E-ZPass fares are structured in such a way that they are equal to, or less than, the cash rate for a given movement. For those who acquire their E-ZPass tag from the MTA, the following discount programs are available:

DISCOUNT PROGRAMS

Patrons who drive a motorcycle, passenger car, van, or pickup with four tires or fewer can establish a personal account. The advantages of a personal account include having tolls automatically deducted from their pre-paid balance when traveling on the Turnpike or other E-ZPass compatible facilities, no-stop payment of tolls, and often paying less than, but never more than, the cash fare. Trips are charged based on the lesser of the current cash fare or the E-ZPass rate per mile fare. Vehicles with a Maine-based E-ZPass account save an average of 18-percent compared to the cash rate, before the application of volume-based discounts.

PERSONAL VOLUME-BASED-DISCOUNT

The MTA offers the personal volume-based discount program to all Maine E-ZPass account holders. Under this system, the total fare for travelers of the Turnpike is discounted by 20-percent if more than 30 one-way trips occur in a month, and by 40-percent if 40 or more one-way trips occur in a month.

BUSINESS VOLUME-BASED DISCOUNT

Business accounts are intended for commercial vehicles. As with passenger cars, commercial vehicles having an E-ZPass tag from the MTA are charged the lesser of the current cash fare or the underlying per-mile rate. Commercial vehicles that enroll in this program can establish a pre-paid or a post-paid account, or a combination of the two.

POST-PAID PLAN VOLUME DISCOUNT

Commercial vehicles with a post-paid Maine Turnpike E-ZPass account (with the required $5,000 surety bond) receive an additional "volume discount" based on the amount of their monthly tolls. **Table 7** summarizes the post-paid plan volume discount program. In essence, all tolls in excess of $50 for the month are discounted between 10-percent and 20-percent. On a systemwide basis, post-paid E-ZPass business accounts receive an average volume discount of more than 17-percent. This discount program is in addition to the already-discounted E-ZPass fares described earlier. For post-paid commercial vehicles, the combined effect of the E-ZPass discount and the volume discount produces an average savings of roughly 45-percent compared to the cash fare.

Pre-paid commercial accounts do not require a surety bond, but they do not provide their account holders with a volume discount. However, the accounts do receive the normal E-ZPass discount compared to the cash fare. This discount averages about 33-percent for commercial vehicles.

Table 7: Post-Paid Plan Volume Discount

E-ZPass Charges (per month)	Post-Paid Plan Volume Discount (business accounts only)
Between $0 and $50	No discount
Between $50 and $100	10% discount off everything over $50
Between $100 and $300	$5 discount plus 15% off everything over $100
Over $300	$35 discount plus 20% off everything over $300

4. Traffic Management and Technology

Since opening in 1947, the Turnpike has served as a vital transportation link for the state. Two common transportation measures are used to compare historical volumes on the Turnpike: annual vehicle-miles traveled (VMT) – the estimated number of miles traveled on the Turnpike throughout the entire year, and annual number of trips – the estimated total number of trips along the Turnpike. In 2024, the Turnpike logged a record 1.7 billion VMT and approximately 92.7 million trips. For historical comparison purposes, 79 million of those trips occurred north of Exit 7. **Figure 5** illustrates the trends of both measures. The MTA acquired an additional section of highway south of Exit 7 in 2016; therefore, data for the "full Turnpike" is available beginning in that year.

In 2024, the average trip length on the Turnpike was approximately 19.4 miles. **Figure 6** plots the number of annual trips together with the total VMT on the Turnpike. The data show that the average trip length has remained constant during COVID recovery.

Figure 5: Vehicle Miles Traveled

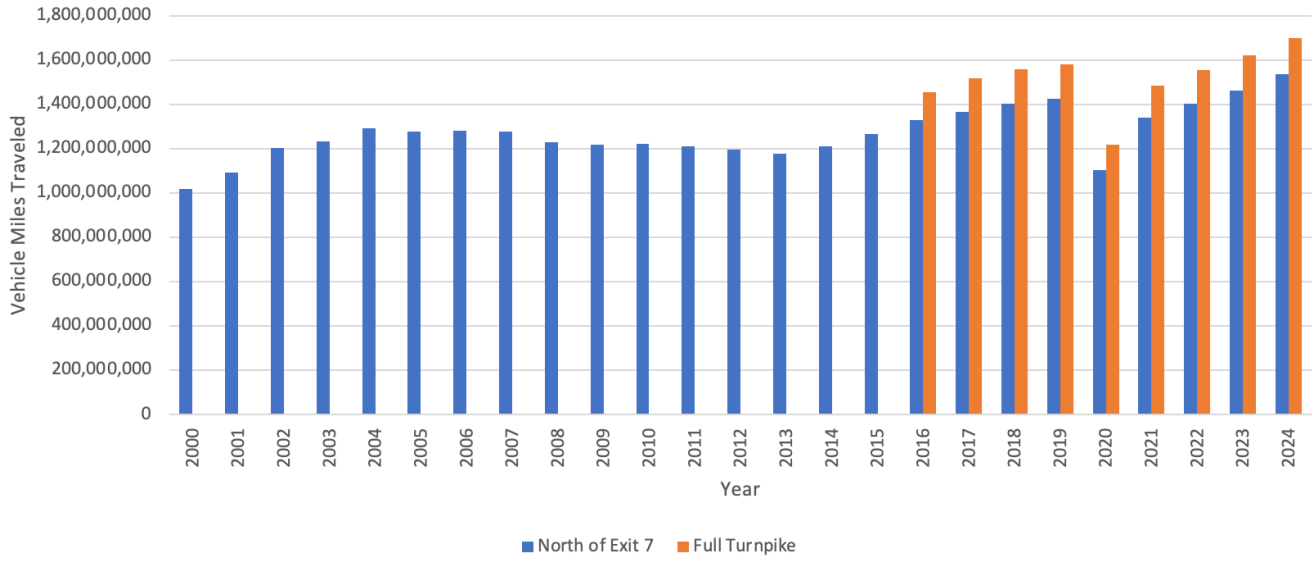
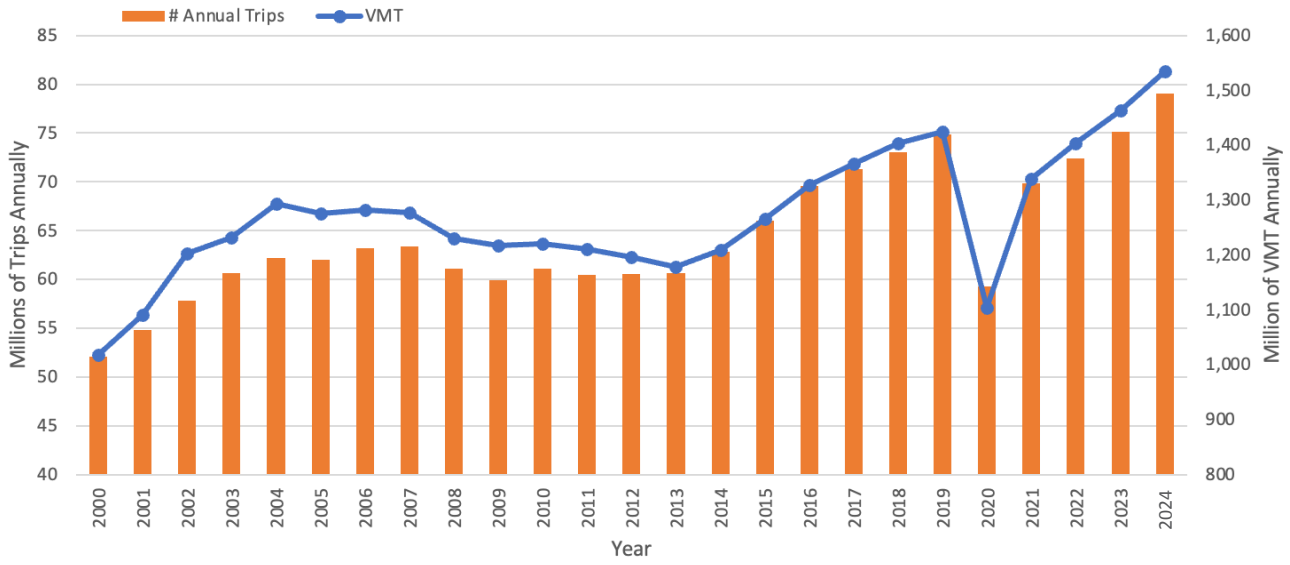


Figure 6: Growth in Annual Trips (2000-2024)



ITS MASTER PLAN

The MTA is developing a 10-year intelligent transportation systems (ITS) master plan, scheduled for completion in fall 2025. The draft report has been submitted and is currently under review by the MTA, with the final report expected later in the year. This strategic roadmap outlines modernization priorities for the Turnpike's ITS infrastructure, emphasizing safety, mobility, and sustainability. Informed by internal stakeholder input and guided by performance metrics, the plan will support capital planning and help prioritize system upgrades that extend infrastructure life and enhance operational efficiency.

REDUCED SPEED LIMIT

As part of an overall effort to reduce vehicle speeds and crashes during poor travel conditions, the MTA maintains eighteen "45 MPH Reduced Speed Limit" signs controlled remotely from the Turnpike Traffic Management Communication Center (TMCC). In addition, all new ORT lanes are specified to include variable speed limit signs. Recommendations in the ITS master plan are expected to include modernization of the existing reduced speed limit signs.

TRAFFIC COUNT STATIONS

In 1996, the MTA began installing traffic count stations at interchanges to gather accurate and timely traffic data. The controllers currently utilize side-fired radar technology to record traffic volume and speed data continuously, enabling the MTA to collect the data automatically. The existing count stations cover each ramp and the mainline section from the Maine state line through Mile 103 in West Gardiner. In 2022, the MTA launched a comprehensive modernization of its traffic count stations across the Turnpike. Since then, it has steadily replaced outdated units and installed new ones systemwide. Accuracy verification testing is currently underway, with full program completion expected by the end of 2025.

ROADWAY SENSORS

Eight roadway weather information systems (RWIS) are currently installed on the Turnpike. Each location measures the surface temperature of the road, road state (dry, damp, wet, frost, or ice), and other factors. This information helps maintenance supervisors make cost-effective decisions regarding the application of de-icing materials during winter storm events and provides detailed information regarding changes in weather conditions along the length of the Turnpike. RWIS are currently installed at the York River Bridge (Mile 5), York Maintenance (Mile 10), Saco River Bridge (Mile 33.5), Falmouth Spur Presumpscot River Bridge (Mile FS1.1), Eagles Nest Road Bridge (Mile 60.8), Poland Spring Road Bridge (Mile 74.5), Androscoggin River Bridge (Mile 78.7), and Sabattus Interchange (Mile 86.1).

Additionally, CAST iOT sensors were installed at four new locations: Mile 23 NB, Mile 42 SB, Mile 91 SB, and Mile 107 SB (which includes both in-pavement and atmospheric sensors). These additions expand the monitoring network and support pavement and base temperature data collection for forecasting. When TempCast and GroundCast sensors are paired, they function as an “RWIS Lite” system. The Wx Horizon forecasting model, introduced last year, now provides continuous access to 24- and 72-hour pavement temperature and condition forecasts, marking a significant improvement over previous capabilities.

The ITS master plan is expected to recommend maintaining the existing RWIS network and enhancing the ability of the TMCC to leverage the data in real time to monitor and respond to environmental conditions.

VARIABLE MESSAGE SIGNS

The MTA currently maintains a network of VMS to provide motorists with critical real-time traffic information. There are 24 VMS and 33 portable changeable message signs (PCMS) installed along the Turnpike, primarily focused in the more heavily traveled southern section. The signs typically advise Turnpike patrons of current traffic conditions, weather restrictions, accidents, and delays. Message displays are controlled by Turnpike dispatchers from the TMCC at the MTA Headquarters. The 33 PCMS

have been deployed long-term throughout portions of the Turnpike for incident management purposes. They, too, can be controlled from the TMCC in the same manner as the fixed VMS. The ITS master plan calls for a comprehensive modernization of the Turnpike's VMS and PCMS inventory, including the scheduled replacement of aging VMS units and a phased transition from portable PCMS boards to permanent VMS installations.

HIGHWAY ADVISORY RADIO

The MTA installed its first highway advisory radio (HAR) transmitter in Saco in 1997 and has expanded the system to cover nearly the full length of the Turnpike since then. Transmitters along the Turnpike are strategically located to provide information at critical decision points along the highway, typically at or near interchanges.

In 2007, the MTA upgraded 11 transmitter sites and the software platform located in the Turnpike TMCC. This upgrade synchronized all the HAR transmitters, improving coverage on the mainline.

The HAR transmitter locations are listed in **Table 8** below. Each transmitter location is supplemented by signs advising motorists to tune their radios to 1610 AM to receive real-time Turnpike information. Prerecorded messages are continually broadcast to provide information about traffic conditions, weather, and construction zones. The Turnpike TMCC has the ability to control and quickly update messages.

Over time, the HAR system has become less effective due to patrons' declining use of AM radio. In some cases, new vehicles do not include AM radio capabilities

Table 8: Highway Advisory Radio Transmitter Locations

Town/City	General Location	Mile
York	I-95 NB at Cider Hill Underpass	6.2
Wells	I-95 SB at Tatnic Road Underpass	15.4
Wells	I-95 SB at SB On-Ramp	19.1
Kennebunk	I-95 NB at Kennebunk Maintenance	25.3
Saco	I-95 NB at Boom Road Underpass	33.4
Scarborough	I-95 NB at Holmes Road Underpass	43.0
Falmouth	Exit 53 On-Ramp	53.0
Cumberland	I-95 NB at Sign Shop	58.3
Gray	I-95 SB at Gray Maintenance	63.3
Auburn	Exit 75 NB On-Ramp	75.3
Lewiston	Exit 80 NB Off-Ramp	80.3
Sabattus	I-95 NB at Marsh Road Underpass	89.2
West Gardiner	I-95 NB at West Gardiner Toll Plaza	100.2
Augusta	I-95 SB, N. of Winthrop Street Underpass	108.7

because their electric motors can cause interference with the AM radio frequency band. Recognizing this, the ITS master plan will likely recommend decommissioning the HAR system and replacing their messaging capabilities with additional VMS coverage and other modern communication tools.

CLOSED-CIRCUIT TELEVISION SYSTEM

The Turnpike operates dozens of closed-circuit television (CCTV) cameras along the length of the roadway, transmitting streaming video 24 hours a day, seven days a week, to monitors located in the TMCC at the MTA Headquarters. Still images from many of these cameras are also viewable on the MTA website.

The CCTV cameras are located at the following locations:

- Kittery Weigh Station SB
- York Toll Plaza NB and SB
- Exit 19 (Tatnic Road) SB only
- Exit 25 (Route 35) NB and SB
- Exit 32 (Route 111) NB, SB, and WB
- Between Exits 32 and 36 (Boom Road) NB only
- Between Exits 36 and 42 (Flag Pond Road) NB and SB
- Exit 42 (Holmes Road) NB only
- Exit 46 (Jetport Road) NB only
- Exit 47 (MCRR) SB only
- Exit 63 (Gray) NB and SB
- Exit 63 (Gray) Park & Ride
- Exit 80 (Lewiston) Park & Ride
- Mile 108.8 SB only

These cameras allow the Turnpike TMCC to view traffic in the vicinity of these heavily traveled interchanges.

Four additional trailer-mounted CCTVs were purchased after 2010 for temporary work zone monitoring and incident management.

The ITS master plan is expected to recommend expanding and upgrading the CCTV network by adding coverage in under-monitored areas, particularly in the northern section of the Turnpike and at complex interchanges and enhancing functionality within the TMCC through integration with video analytics and automation to improve incident detection and traffic monitoring.

OVERHEIGHT VEHICLE DETECTION SYSTEM

Many of the Turnpike bridges have been struck and damaged by overheight loads. This issue has been mitigated by the MTA's policy of increasing bridge underclearance as part of bridge rehabilitation projects and by constructing new bridges with a minimum of 16.5 feet of underclearance. However, several bridges still have minimal underclearance and have a potential for damage if struck by an overheight vehicle. The MTA has addressed this concern by installing overheight vehicle detection systems at select locations. These systems detect overheight vehicles and send a signal to a flashing sign that notifies the driver of an overheight vehicle to come to a stop or exit the highway. The Turnpike's TMCC is also notified of the occurrence and receives video of the incident. A system was installed on Auburn Interchange in 2013 and on the mainline in West Gardiner in 2014.

GO MAINE PROGRAM

GO MAINE is Maine's statewide commuter program. It matches up carpoolers and provides information regarding vanpooling, transit, active transportation, and working from home. GO MAINE rewards commuters who use any form of green transportation to get to and from work. The program also offers an emergency ride home benefit, providing a ride home (with a taxi or Uber) from work in case of a workday emergency.

GO MAINE runs the Way 2 GO MAINE challenge twice a year. This friendly competition between employers across the state encourages Mainers to walk, bike, carpool, vanpool, take the bus, or work from home.

In 2021, a third-party vendor, AECOM, was hired to run the program under MaineDOT and the MTA. MaineDOT funds the program 75-percent, with the

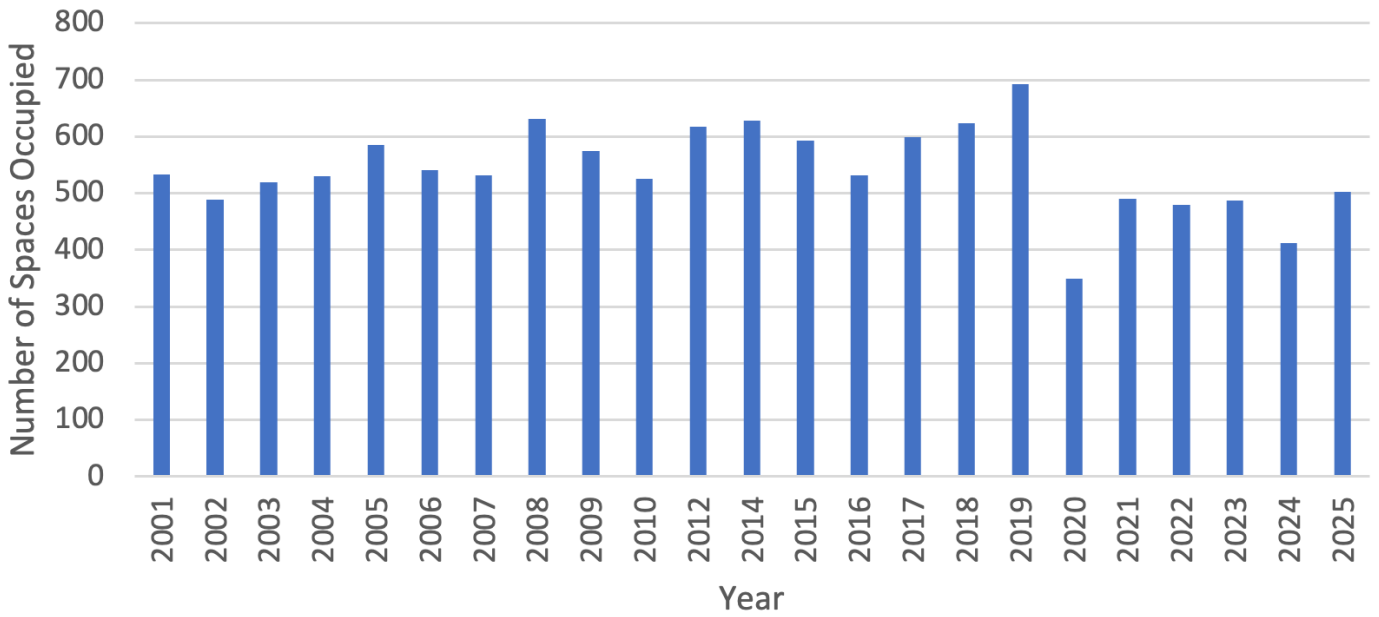
MTA contributing 25-percent. AECOM manages the program's day-to-day operations, including outreach and education, coordination with the ride-matching software provider Agile Mile, marketing and communications, and reporting.

In the third year of their oversight, nearly 100,000 trips were reduced in the state of Maine. GO MAINE has almost 13,300 members, with nearly 1,500 new members signed up from more than one thousand Maine employers, surpassing their current goals. Those commuters saved 2.1 million miles of travel from July 2024 through June 2025.

PARK & RIDE LOT PROGRAM

Currently, the MTA owns a network of eight Park & Ride lots and is responsible for maintaining one additional MaineDOT Park & Ride lot. The MTA-maintained lots, combined with four additional MaineDOT-maintained lots, provide Park & Ride facilities at or near most Turnpike interchanges. The MTA strongly encourages motorists to utilize these Park & Ride lots to reduce congestion on the Turnpike through ridesharing. Lot usage is monitored annually to confirm that sufficient capacity is available. **Figure 7** summarizes overall Park & Ride lot usage from 2001 through 2025. The data is reflective of the number of vehicles observed on the day of the survey. The survey is completed annually on weekdays between 9:00 a.m. and 5:00 p.m. to capture lot usage during commuting hours. The 2025 survey found 46-percent of available spaces were in use on average. This value is the highest recorded since the COVID pandemic but remains down from the peak utilization of 59-percent in 2019. **Table 9** summarizes Park & Ride lot usage per location on the day it was surveyed as part of the 2025 Annual Inspection of the Turnpike.

Figure 7: Park & Ride Historical Usage



TURNPIKE SAFETY AND LAW ENFORCEMENT

According to data compiled by the National Highway Transportation Safety Association and State of Maine crash data, the Turnpike has a crash rate that is approximately one-third the national average for interstates and one-half the state of Maine interstate average, as illustrated in **Figure 8**.

Injury rates from crashes on the Turnpike reached a five-year low in 2023, with 0.74 injuries per hundred million vehicle miles (HMVM). In 2024, the rate increased to 1.18 injuries per HMVM. While this represents a rise from the previous year, it remains generally consistent with recent values and is still below the 2021 peak of 1.42 injuries per HMVM.

Table 9: 2025 Park & Ride Lot Usage per Location

Town	Location	Owner	Spaces	2025 Volume	% Capacity
York	Chases Pond Road, US-1 Connector	MaineDOT	26	19	73%
Wells	Maine Tpk Exit 19, adj. to Wells Trans Center	MTA	100	49	49%
Kennebunk	Maine Tpk Exit 25 SB, on Route 35	MTA	52	32	62%
Biddeford	Maine Tpk Exit 32, on Route 111	MTA	155	70	45%
Saco	I-195 Exit 1, on Industrial Park Road	MaineDOT	-	66	28%
Scarborough	Maine Tpk Exit 42, shared w/ Cabela's parking lot	MTA	66	22	33%
South Portland	Maine Tpk Exit 45, on Route 703	MaineDOT	111	12	11%
Portland	Maine Tpk Exit 46, adj. to toll plaza	MTA	68	25	37%
Westbrook	Larrabee Road, near Maine Tpk Exit 47	MaineDOT	91	45	49%
West Falmouth	North side of Hannaford behind the Irving	MTA[1]	9	6	67%
Gray	Maine Tpk Exit 63, on US-26	MTA	127	57	45%
Auburn	Maine Tpk Exit 75, on US-202	MaineDOT	137	61	45%
Lewiston	Maine Tpk Exit 80 - Route 196	MTA	93	32	34%
West Gardiner	Maine Tpk Exit 102, near Route 126	MTA	54	6	11%
		Overall	1,089	502	

[1] Leased from Hannaford by the Town of Falmouth with cost contribution by MTA.

In 2024, there were nine fatal crashes on the Turnpike, resulting in nine fatalities and a fatality rate of 0.5 per HMVM. This rate continues to reflect a relatively low level of fatality risk compared to similar highway systems in Maine and across the nation.

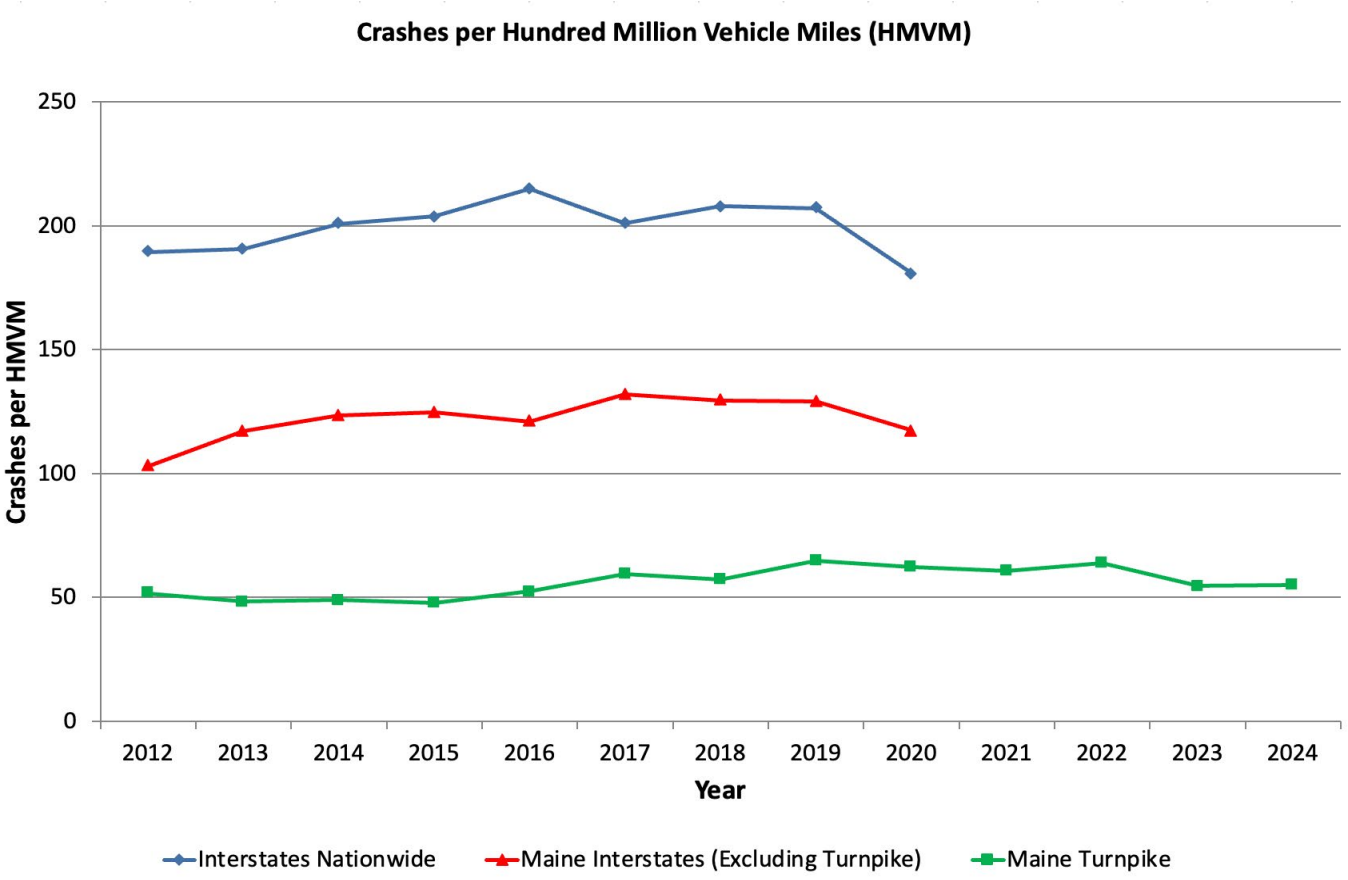
The overall number of crashes in 2024 increased slightly by six-percent compared to 2023; however, with VMT increasing at nearly the same rate, the crash rate remained unchanged at 54.8 per HMVM.

The Turnpike continues to monitor crash patterns and trends while actively pursuing opportunities to reduce crash rates, particularly those involving injuries and fatalities, in order to further enhance safety across the system.

While still low in volume, there has been an observed increase in the number of wrong-way crashes since the COVID pandemic. In an effort to reduce wrong-way crashes, the MTA and MaineDOT are collaborating to develop a consistent approach for the installation of enhanced signage at interchange ramps and service plazas. The MTA is also evaluating the closure of additional median openings as described in the Wrong-Way Drivers section.

The monitoring of high crash locations (HCLs) is an important metric used to monitor and measure the safety of the Turnpike system through the identification of hot spots that may have opportunities for mitigation. An HCL is defined as a location with more than eight crashes in a three-year period, and a critical rate factor (CRF) greater than 1.0. The CRF relates the crash rate at a location to the statewide crash rate average for a similar type of facility. During the most recent three-year period ending in 2024, there were 13 identified HCLs on the Turnpike system, encompassing the mainline, toll plazas, and interchange ramps. This represents a notable reduction compared to the previous five reporting periods, during which the number of HCLs ranged from 18 to 24. This downward trend will be further

Figure 8: Crashes per Hundred Million Vehicle Miles (HMVM)



analyzed to determine whether it reflects a sustained improvement in safety or if other contributing factors are at play.

Law enforcement services on the Turnpike are provided by Troop G of the Maine State Police and are essential to the continued safety of the Turnpike. Troop G is funded entirely by the MTA and located in the MTA administration building. With access at Exit 46, Troop G has a safe entry/exit to the Turnpike mainline, and good accessibility to the public. In addition, Troop G benefits from a modern facility with state-of the-art law enforcement components similar to other recently constructed state police facilities.

Troop G is composed of a Lieutenant, Sergeants, Corporals, and Troopers assigned to the Turnpike. In recent years, staffing levels have fallen short of the full complement, ranging between 20 and 25 personnel. By the end of 2025, however, the troop is expected to be operating closer to 35 staff. These troopers are responsible for patrolling the entire Turnpike, 24 hours per day, 365 days per year. The troopers are dedicated to making the road safer by enforcing speed limits; assisting disabled motorists; detecting and apprehending operators who are under the influence of drugs or alcohol; and enforcing other Maine state laws.

The MTA is also exploring the use of automated work zone speed enforcement as a tool to improve safety for both workers and motorists. This technology is expected to reduce speeding in active work zones, lower crash rates, and enhance compliance with posted speed limits. A pilot program is under consideration, and enabling legislation is currently pending review by the Maine Legislature. If approved, implementation could begin as early as the 2026 construction season.

Photo 29: MTA Administration Building Maine State Police Troop G Entrance

TURNPIKE SAFETY PATROL

In October 2016, the MTA started a safety patrol program to cover p.m. peak hours in the Portland area year-round, and in the Kittery area during the summer season. In October 2018 this successful service was expanded to provide additional hours of coverage. In October of 2021, GEICO became the new program sponsor, adding 1,000 hours of patrol time. The most frequent calls are for disabled vehicles, fuel, tire changes, and welfare checks for vehicles that are stopped but not disabled. Vehicles on the side of the road can cause congestion and can lead to safety hazards. Clearing them quickly and efficiently is crucial to maintaining mainline operations.

Photo 30: MTA Safety Patrol

5. Maine Turnpike Authority/ MaineDOT Joint Initiatives

OPERATION AND MAINTENANCE

The MTA and MaineDOT have a long history of working together to provide an efficient transportation system. Beginning in 1995, the MTA provided winter maintenance and litter patrol for a fee on a two-mile stretch of I-95 (from Kittery to York) that, at the time, was owned and maintained by MaineDOT. The agreement also included cooperation with the New Hampshire Department of Transportation (NHDOT) for winter maintenance of the Piscataqua River Bridge.

In 2014, the two agencies entered into an agreement that reimburses the MTA for the maintenance of various roadways and visitor centers connecting to the Turnpike roadway. Additional discussions occur annually to confirm that all overlap points are being covered in the most efficient manner.

In 2016, the MTA purchased this two-mile section and is no longer reimbursed for the related maintenance work. However, winter maintenance of the Piscataqua River Bridge is still reimbursed.

In 2018, MaineDOT requested help painting pavement markings on I-295 in Portland. The MTA forces worked the night shift during a week in August to paint pavement markings.

In summer 2021, MaineDOT made a portable temporary signal system available for the Turnpike's use at the Route 197 Bridge after an overheight vehicle struck it.

Additionally, the MTA coordinates with MaineDOT when developing pavement rehabilitation projects. Although the two agencies use differing standards, this working relationship has resulted in improved consistency for paving projects.

In 2024, the two agencies, in collaboration with NHDOT, initiated the development of a transportation management plan for both short- and long-term closures of the Piscataqua River Bridge. This bridge, which spans the Piscataqua River, is a critical link carrying I-95 between Maine and New Hampshire. On peak travel days, more than 130,000 vehicles traverse the bridge. Given its role as a major route for vehicular traffic entering and leaving Maine and its position at the southern terminus of the Maine Turnpike, any closure or restriction can significantly impact Maine Turnpike operations. Therefore, establishing effective

Photo 31: Winter Maintenance

contingency plans is essential. The study aims to create comprehensive plans that guide traffic incident management and public outreach, minimizing disruptions to traffic flow to the extent practical.

As part of 2013 LD 1538 (the MTA Omnibus Bill), the Authority is providing transportation dollars or credit to MaineDOT for projects and initiatives that will provide a benefit to the MTA. This includes MaineDOT projects that physically connect to the Turnpike or are consistent with the overall MTA mission. Alternative programs, such as the ones identified below, are included in these transportation dollars provided to MaineDOT.

The MTA and MaineDOT also collaborate regarding stormwater issues. Both agencies jointly review permitting processes through the Maine Department of Environmental Protection (MaineDEP), and three-party agreements are signed so that MaineDOT and the MTA are treated the same for transportation purposes.

PARK & RIDE LOT COORDINATION

The MTA and MaineDOT continue to coordinate on the use, condition, and improvements to Park & Ride lots. In coordination with MaineDOT, the MTA performed an updated inventory of all Park & Ride lots throughout the state of Maine in spring 2013. This involved an inventory of available parking spaces, an assessment of signing and amenities, and a count of the number of vehicles served by each lot.

The MTA and MaineDOT agree to continue working to identify future Park & Ride lot needs through the continued inventory and evaluation of these lots, which are described in detail in Section 4, "Traffic Management and Technology."

PART-TIME SHOULDER USE (PISCATAQUA RIVER BRIDGE)

To address recurring congestion on I-95 near the Piscataqua River Bridge, MaineDOT and the MTA developed and implemented Part-Time Shoulder Use (PTSU), a strategy allowing vehicles to use the outside shoulders during peak traffic periods. Originating from a MaineDOT-led study focused on improving traffic flow between Exit 3 in New Hampshire and Exit 2 in Maine, PTSU was incorporated into a 2022 bridge rehabilitation project that included structural upgrades and safety enhancements. In spring 2024, final installations of signage and ITS devices were completed to support PTSU operations. With construction now finished, MaineDOT and the MTA continue to collaborate to monitor and manage PTSU, ensuring it effectively relieves congestion and improves mobility during high-demand travel times.

PROJECT DEVELOPMENT

The MTA routinely coordinates with MaineDOT on projects that are located near the Turnpike.

In Auburn, the MTA provided land to MaineDOT for a bus terminal and parking area. This project was completed in 2019.

MaineDOT and the MTA also worked together on the I-295 corridor study to understand the implications to the Turnpike traffic flow and surrounding areas. This effort led to the installation of travel distance and time signage along the Turnpike in 2019 to encourage motorists to travel on I-95, thereby relieving congestion on I-295.

This working relationship also involves project planning and construction. Both agencies worked together on the Turnpike West Gardiner Service Plaza project and the central York County and Gorham East-West Corridor studies. Additionally, MaineDOT and the MTA recently partnered to complete bridge preservation work and capacity enhancements at the Piscataqua River Bridge linking Maine and New Hampshire. This MaineDOT-led project was completed in early 2024.

6. Planning Studies

The evaluation of potential new transportation projects requires the completion of planning studies by the MTA to evaluate project viability and identify the best available alternatives. The following paragraphs describe recent or ongoing planning studies.

EXIT 32 FEASIBILITY STUDY

In 2020, the MTA completed a study evaluating safety and capacity concerns related to the Exit 32 interchange and Route 111 in Biddeford. Specifically, the purpose of the study was to evaluate short- and long-term solutions to address growing traffic queues on the Exit 32 SB off-ramp, improve capacity at the Exit 32 and Route 111 intersection, and improve accessibility between local communities and the Turnpike. The alternatives evaluated were designed to increase capacity near the existing interchange and remove vehicles from congested areas by providing new connections. The alternatives include additional off-ramp lanes, signal modifications, new connections to Route 111 and South Street, and new interchange configurations.

The final feasibility report recommended short- and long-term solutions that add capacity over time. Short-term recommendations included queue detection on the SB approach to the intersection of Exit 32 and Route 111, as well as an increased deceleration length for the SB off-ramp. Midterm recommendations include constructing a new one-way SB off-ramp connection from the Turnpike to Route 111, together with geometric and signal improvements at the intersection of Exit 32 and Route 111. The recommended long-term improvement involved reconfiguring the existing interchange and converting the SB off-ramp extension to Route 111 into a two-way spur roadway. A connection between the future spur road and South Street, proposed to be completed by others, would further reduce vehicles from the congested intersection of Exit 32 and Route 111.

The proposed short-term improvements have been implemented. Additionally, a portion of the mid-term solutions, including geometric updates to the intersection of Exit 32 and Route 111 to improve signal operations, were completed in 2023.

In December 2022 MaineDOT, the MTA, and the City of Biddeford completed a joint feasibility study evaluating options for the addition of a connector road between Route 111 and South Street in the vicinity of Exit 32 with the purpose of improving mobility and relieving traffic congestion. At the same time, the MTA completed a study of potential alignments for a proposed SB off-ramp connection with Route 111 that would work regardless of whether the connector road between Route 111 and South Street was built. The Turnpike study concluded in 2023 and presented a series of conceptual alignments for consideration with environmental regulatory agencies. Based on these studies, the MTA's capital improvement plan includes further improvements to the Exit 32 interchange.

In 2023, the Maine Turnpike completed a feasibility assessment for extending the Exit 32 SB off-ramp to Route 111. This extension would divert a portion of the SB exiting traffic to Route 111, about a mile west of the congested intersection at Exit 32. The project would also serve as the first phase of reconfiguring the interchange to improve mobility and traffic flow. The evaluation concluded that an off-ramp extension was feasible and recommended a series of conceptual alignments for further evaluation, public input, and coordination with environmental regulatory agencies. The MTA's study built upon and integrated findings from a December 2022 joint feasibility study by MaineDOT, the MTA, and the City of Biddeford, which assessed constructing a connector road between Route 111 and South Street near Exit 32 to improve mobility and reduce traffic congestion. Construction of the Exit 32 SB off-ramp extension is currently included in the Turnpike's capital improvement plan for the early 2030s.

EXIT 36 FEASIBILITY STUDY

The MTA completed an initial feasibility study in 2019 in the vicinity of Exit 36 and Route 112 with the goal of identifying long-term improvements and addressing regional transportation issues. Specifically, the study sought to evaluate the potential for managing and improving access to Route 112, making safety improvements at intersections, maintaining and improving easy access to and from the Turnpike, and separating local and through traffic as much as practicable.

The study documented existing conditions and evaluated alternatives that address transportation congestion and safety deficiencies. Alternatives were evaluated based on transportation measures, environmental resources, land use, cost, funding, and property impacts. The study concluded with a recommendation to modify the existing Exit 36 interchange and reopen the Exit 35 interchange.

Construction of the project started in 2023 and is scheduled for completion in 2025.

GORHAM CORRIDOR STUDY

The Gorham Corridor study was initiated in 2009 to evaluate long-term transportation solutions for the fast-growing area west of Portland. Prompted by a joint resolution from Gorham, Westbrook, Scarborough, and South Portland, the study explored alternatives to traditional road widening, including a potential Turnpike spur connecting to the Gorham Bypass. Following completion of the study in 2012 and subsequent feasibility and environmental reviews, the Maine Legislature authorized funding in 2017 for planning and design. A 2019 traffic and revenue study confirmed the financial viability of the proposed Gorham Connector, and public engagement began in 2024.

However, based on public feedback, the MTA has halted efforts on the project and removed the work from its capital program. Future evaluations for improving mobility west of Portland will be led by MaineDOT and are expected to include a broad range of transportation solutions.

SAFETY AND CAPACITY STUDY

In 2022, the MTA requested an updated systemwide traffic operation and safety study of the Turnpike to assess current and future operating conditions of all interchanges, mainline sections, ramps, and toll plazas between Kittery and Augusta. Typically, the safety and capacity study is prepared every five years.

The data collected and analyses performed resulted in a series of recommendations, including potential future improvements, such as roadway or interchange ramp widening, the addition of toll plaza capacity, and safety improvements. The recommendations in the report are accompanied by an approximate timetable of when the improvements will become necessary and an estimate of construction cost. The updated safety and capacity study serves as a key long-range planning tool in the development of the MTA's capital improvement plan.

PORTLAND AREA MAINLINE NEEDS ASSESSMENT

The MTA completed a Portland area mainline needs assessment in 2018, which looked at growing safety and capacity issues on the Turnpike between Exit 44 in Scarborough and Exit 53 in West Falmouth. The Portland area mainline needs assessment aimed to evaluate a full range of reasonable alternatives to address identified issues. Existing and future conditions were evaluated, and alternatives, including transportation demand management (TDM), transportation system management (TSM), various tolling strategies, enhanced/expanded transit alternatives, and widening/capacity expansion alternatives were considered.

The MTA assembled a public advisory committee (PAC) to provide input and information for the Portland area mainline needs assessment process. This PAC consisted of individuals from transportation, land use, commercial, and safety who contributed a broad range of knowledge and experience to the process. The Portland area mainline needs assessment was completed in 2018 and concluded that widening and modernizing the Turnpike mainline through the Portland area was appropriate and prudent.

Construction of mainline improvements between Mile 44 and Mile 49 includes the addition of a third lane in each direction, together with associated drainage and median safety improvements. This work was completed in 2024 and addresses the most critical capacity needs between Exit 44 and Exit 53. Additional lane widening and median improvements between Mile 49 and either Exit 52 or Exit 53 are projected to be needed by the early 2030s.

7. Funding

Recommendations will include possible future improvements (such as a roadway or interchange ramp widening and safety improvements) and estimated construction costs.

Funds for the operation, maintenance, and improvement of the Turnpike are deposited into accounts designated for specific purposes. These accounts are:

CAPITAL IMPROVEMENT AND GENERAL RESERVE FUND: Includes specific projects to upgrade roadway facilities and improve highway safety, such as the Portland Area Widening Project and the ETC system.

RESERVE MAINTENANCE FUND: Includes projects exceeding normal maintenance constraints, such as bridge reconstruction programs.

OPERATION AND MAINTENANCE FUND: Includes routine operation and maintenance work carried out by MTA personnel, such as daily operations, repairs, and improvements.

Below are the details of each fund and the recommended deposits for fiscal year 2026. In addition, a recommendation regarding insurance coverage is included.

CAPITAL IMPROVEMENT AND GENERAL RESERVE FUND

As part of the Sensible Transportation Policy Act, the MTA identified projected deficiencies in Turnpike facilities that need to be addressed in the near and long term. From this planning effort, the MTA developed a capital improvement program that detailed the need to significantly expand the extent of rehabilitation and maintenance work. The result of this effort made clear that routine maintenance programs could no longer stem the deterioration of Turnpike facilities or provide the higher level of operational efficiency made possible by current technologies.

The capital improvement program was proposed for projects that require a faster pace of reconstruction work due to compelling public safety interests and for projects intended to significantly enhance operations. At the end of 2025, we estimate this fund will have a balance of $150.6 million. Including carryover projects from 2025, we estimate $87.8 million in capital improvement expenditures in 2026.

Based on the estimated fund balances and capital improvement expenditures, no additional deposit into the Capital Improvement and General Reserve Fund is required for 2026.

RESERVE MAINTENANCE FUND

The Reserve Maintenance Fund dedicates the revenue required to keep Turnpike infrastructure safe and in proper operational condition. This category normally funds contract work that exceeds the scope of routine maintenance, such as bridge rehabilitation, bridge painting, and annual paving projects. The recommended deposit to the Reserve Maintenance Fund for fiscal year 2026 is $42 million.

OPERATION AND MAINTENANCE FUND

Operation and maintenance work is usually carried out by MTA personnel and includes activities such as administration, toll collection, snow plowing, minor repair work, sign replacements, and other activities. We estimate that the cost of operation and maintenance during 2026, exclusive of reserve maintenance and capital improvement expenditures, will be $56.1 million. This estimate is based on careful examination of 2025 expenditures and an evaluation of factors expected to influence these costs during 2026.

INSURANCE

Based on the replacement values provided by HNTB, the current Turnpike insurance coverage appears to adequately protect the Authority's properties, interests, and operations. Insurance is provided under policies, including a comprehensive commercial package, worker's compensation, and public officials and employee liability. A detailed schedule of insurance is presented in **Appendix C**.

8. Appendixes

APPENDIX A - HISTORIC PAVING CONTRACT LIMIT

Year	From MM	To MM	Roadway	Centerline Miles Paved
2025	13.4	20	NB/SB	6.6
	42	49.3	NB	7.3
	51.2	54.5	NB/SB	3.3
	Int. 45			
2024	1.3	6.8	NB/SB	5.5
	20	23.3	NB/SB	3.3
	42	49	SB	7.3
	Int. 1, 2, 3, & 75			
2023	88.6	98	NB/SB	9.4
2022	102.6	109.1	NB/SB	6.5
	Int. 25 & 36			
2021	0.2	1.3	NB/SB	1.1
	30.0	35.5	NB/SB	5.5
2020	35.3	42.0	NB/SB	6.7
	102.2	102.6	NB/SB	0.4
2019	42.0	44.3	NB/SB	2.3
	49.3	51.2	NB/SB	1.9
2018	44.0	49.3	NB/SB	5.3
	74.9	80.7	NB/SB	5.8
	98.0	102.2	NB/SB	4.2
	Int. 32 & 47			
2017	64.4	68.5	NB/SB	4.1
	80.7	88.6	NB/SB	7.9
	Int. 86			

Year	From MM	To MM	Roadway	Centerline Miles Paved
2016	54.5	57	NB/SB	2.5
	59.5	64.4	NB	4.9
	57	64.4	SB	7.4
	Int. 63			
2015	51	54.5	NB/SB	3.5
	68.5	74.9	NB/SB	6.4
	FS0.5	FS3.8	EB/WB	3.3
	Int. 46			
2014	23.3	30.3	NB/SB	7
	102.6	109.1	NB/SB	6.5
	57.0	59.5	NB	2.5
2013	7.4	13.5	NB/SB	6.1
	88.0	92.0	NB/SB	4.0
	Int. 7 & 44			
2012	30.0	35.0	NB/SB	5.0
	92.0	98.0	NB/SB	6.0
	102.0	Plaza	NB/SB	
	Int. 42, 45, & 53			
2011	13.3	23.3	NB/SB	10.0
	Int. 19 & 48			
2010	2.2	7.0	NB/SB	4.8
	44.0	51.2	SB	7.2
	45.0	51.2	NB	6.2

APPENDIX B - MAINTENANCE AREA BUILDING COUNTS

Description	York	Old York	Kennebunk	Crosby	Sign Shop	Gray	Auburn	Litchfield	West Gardiner	TOTAL
	Mile	Mile	Mile	Mile	Mile	Mile	Mile	Mile	Mile	
	7	10	25	46	58	63	77	93	102	
Maintenance Garage, 3 Bay		1	1					1		**3**
Maintenance Garage, 4 Bay			1			1			1	**3**
Maintenance Garage, 5 Bay				1				1		**2**
Maintenance Garage, 6 Bay	1									**1**
Maintenance Garage, 8 Bay			2	2		1	1	1		**7**
Maintenance Garage, 10 Bay			1	1						**2**
Salt Shed	1	1	1	1		1	2	1	2	**10**
Sand / Salt Storage Building	1		1	1		1	1	1	1	**7**
Flammable Storage Building	1		1							**2**
Storage / Body Shop Building						1				**1**
Cold Storage Building	1		1	1	2				1	**5**
Central Inventory Building					1					**1**
Sign Shop					1					**1**
Disaster Recovery Building					1					**1**
Office Building				1						**1**
Office Building, 5 Bay Garage							1	1		**2**
Office Building, 6 Bay Garage						1				**1**
Office Building, 7 Bay Garage									1	**1**
Office Building, 10 Bay Garage			1							**1**
Office Building, 14 Bay Garage	1									**1**
Fuel Distribution System	1		1	1		1	1	1	1	**7**
Generator Building	1		1	1	1	1		1	1	**7**

HNTB Corporation
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Engineers Architects Planners

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September 30, 2025

John Sirois
Chief Financial Officer & Treasurer
Maine Turnpike Authority
2360 Congress Street
Portland, Maine 04106

Re: Maine Turnpike Authority
Certification of Self-Insurance for Automotive Comprehensive Coverage

Dear Mr. Sirois,

The Maine Turnpike Authority (MTA) completed its annual insurance renewal process during the summer of 2025. Through this process, the MTA has secured commercial insurance for automotive collision and liability coverage for the insurance cycle beginning October 1, 2025. However, the MTA has been unable to obtain comprehensive coverage for its automotive fleet. This is primarily attributed to maintenance garage fires in 2021 and 2025 which resulted in atypical insurance claims.

Accordingly, and consistent with the provisions of Section 807 of the Turnpike Revenue Bond Resolution, adopted April 18, 1991, the MTA has elected to self-insure against comprehensive automotive losses. Insurance for automotive collision and liability coverage will continue to be purchased from the commercial market. This decision was reached following coordination by the MTA with HNTB, serving as the Consulting Engineer, as well as Mintz, serving as the MTA's Bond Counsel. This letter outlines the amount of funds to be set aside, the process by which they will be designated for this purpose, and the Consulting Engineer's concurrence with the proposed amounts and approach.

Whereas the most significant comprehensive automotive claim is likely to result from a fire at a garage building, the MTA completed an inventory of the equipment and vehicles stored at each of their garage and storage facilities. From this inventory, the total value of vehicles and equipment stored in each garage was developed. The MTA estimates the maximum value of vehicles and equipment stored in any single building is $2.86 million. Further, a 25% contingency factor has been added to this value to serve as a buffer against catastrophic losses resulting in a self-insurance fund value of $3.6 million. This value reflects the depreciated value of the vehicles and equipment, which is consistent with coverage ordinarily provided by commercial carriers.

Therefore, effective October 1, 2025, the MTA will set aside $3.6 million from its general reserves for the explicit purpose of covering potential comprehensive automotive losses. While these funds will not be held in a separate insurance account, they are board-designated for this explicit purpose and will remain so until at least September 31, 2026. At that time, the Authority will either secure commercial insurance or reassess and continue this self-insurance arrangement.

The amounts of the designated self-insurance funds, and the process by which they are held in reserve, will be reviewed annually by the Consulting Engineer and reported as part of the annual Consulting Engineer's report, in accordance with Section 806 of the bond resolution.

In our judgment as Consulting Engineer, the proposed self-insurance arrangement for comprehensive automotive coverage, including the coverage amount of $3.6 million, is sufficient to protect the interests of the Authority and the Bondholders consistent with Section 807 of the bond resolution.

Please contact us if further information or documentation is required.

Sincerely,

Timothy Cote, P.E.
Vice President
HNTB Corporation

cc: Mr. Andre Briere, Colonel, USAF (Ret.) – MTA
Mr. Matt Elliot – MTA
HNTB File No.: 83833-DS-105

THE MAINE TURNPIKE AUTHORITY

Schedule of Insurance

2025-2026

Comprehensive Package Policy Including Turnpike Property

Underwritten by Federal Insurance Company / Chubb — Agent: Cross Insurance

			Premium Amt
Commercial Property	**Policy No. 3609-4193**	**Term: October 1, 2025 to October 1, 2026**	**$140,000**

Coverage	Limit
Blanket Buildings & Contents	**$100,000,000**
Blanket Extra Expense & Loss of Rents	**$3,611,500**
Ordinance of Law Coverage	**$10,000,000**
Machinery Breakdown	**INCLUDED**
Earthquake Excluding Bridges	**$25,000,000**
Flood	**$10,000,000**

Deductible - $500,000

48 Hour Waiting Period (Flood and Earthquake)

Comprehensive Package Policy Including Turnpike Bridges / Inland Marine

Underwritten by ACE American / Chubb — Agent: Cross Insurance

Commercial Property	**Policy No. I11230404 001**	**Term: October 1, 2025 to October 1, 2026**	**$562,000**

Coverage	Limit
Total Insured Values	**$409,138,000**
Physical Loss/ Any One Structure	**$25,000,000**
Debris Removal	**25% of loss or $2,500,000 whichever is less**
Extra Expense	**20% of loss or $1,000,000 whichever is less**
Expediting Expense	**20% of loss or $1,000,000 whichever is less**
Flood	**$1,000,000**
Named Windstorm	**$409,138,000**
Earth Movement	**$25,000,000**
Pollution or Contamination Clean-Up	**$250,000**

Deductible - $500,000

Business Auto **Policy No. CAA1000628-43** **Term: October 1, 2025 to October 1, 2026** **$631,625**

Underwritten by Acadia Insurance Co. Agent: Cross Insurance

Liability	Bodily Injury Liability, CSL,	$1,000,000	Each Occurrence
	Uninsured Motorist	$1,000,000	Each Occurrence
	Medical Payments	$5,000	Per Person
	Hired & Non-Owned Liability	$1,000,000	
	MCS-90		Included

Auto Physical Damage Collision coverage only on all power units and trailers that were manufactured within the last 10 years (2015 or newer). A $15,000 deductible applies.

Comprehensive General Liability Policy

Underwritten by Acadia Insurance Co. Agent: Cross Insurance

Premium Amt

General Liability **Policy No. CPA1000627-43** **Term: October 1, 2025 to October 1, 2026** **$127,366**

Comprehensive General Liability	
Each Occurrence Limit	$1,000,000
Personal & Advertising Injury	$1,000,000
General Aggregate Limit	$2,000,000
Products-Completed Ops Aggregate	$2,000,000
Fire Legal Liability	$300,000
Premises Medical Payments	$10,000
Employee Benefits Liability	$1,000,000

**$25,000 premises/operations BI/PD per claim deductible applies

Comprehensive Crime

Underwritten by Travelers Agent Cross Insurance

Premium Amt

Policy No. 106807620 **Term: October 1, 2025 to October 1, 2026** **$6,720.00**

Coverage	Limit	Ded
Employee Theft	2,000,000	10,000
Forgery or Alteration	2,000,000	10,000
On Premises	2,000,000	10,000
In Transit	2,000,000	10,000
Computer Fraud	2,000,000	10,000
Funds Transfer Fraud	2,000,000	10,000
Money Orders/Counterfeit Money	2,000,000	10,000
Claim Expenses	10,000	n/a

Worker's Compensation Self-Insurance Excess Policy

Underwritten by Midwest Employers Casualty Company; Agent: USI Insurance Services

		Premium Amt
Policy No. EWC009992	**Term: February1, 2023 to February 1, 2025**	**$138,121.00**

Policy in keeping with the laws of the State of Maine;
cancellation; 60 days
$750,000 Insurers retention for each accident
or each employee for disease insurer's Limit of
Indemnity for each employee for disease

1. As respects Coverage A (worker's compensation)
   - Statutory — Each Accident
   - Statutory — Aggregate - Disease
2. As respects Coverage B
   - $1,000,000 — Each Accident
   - $1,000,000 — Aggregate - Disease

$28,176,445 Total Estimated Annual Remuneration - February 2022-2023
Claim Service: Cannon, Cochran Management Service, Inc.

Public Officials and Employees Liability

Underwritten by ACE American Insurance Company — Agent: Cross Insurance

		Premium Amt
Policy No. EON M00608592 013	**Term: October 1, 2025- October 1, 2026**	**$65,581.00**

Public Officials Employee Liability	Elected and appointed officials and all full-time and part-time employees	$5,000,000 each loss and aggregate for each policy year	Retention: $50,000 loss

Fidelity Bond-Public Officials

Underwritten by Travelers Insurance Company: — Agent USI Insurance , Inc

Member of Authority	Term	Amount of Bond	Remarks	
				Premium Amt
Andre Briere Interim Executive Director Policy No. 108109452	April 08, 2025-2026	$50,000		**$219.00**
				Premium Amt
Jonathan Arey Secretary Policy No. 105220456	January 2, 2024-2025	$50,000		**$175.00**
				Premium Amt
John P. Sirois Treasurer	July 12, 2025-2026	$50,000		**$158.00**

Policy No. 107886102

Fiduciary Responsibility

Underwritten by ACE Insurance Company — Agent: Cross Insurance

		Premium Amt
Policy No. G25749522 014	**Term: October 1, 2025-October 1, 2026**	**$9,058.00**

Limit $2,000,000
Retention $25,000
Provides protection for your errors/omissions or negligent acts in connection with handling of employee benefit plans: Maine State Health Insurance Plan; Maine State Dental Insurance Plan; Maine Turnpike Group Life Insurance Plan; and Maine State Retirement System

Group Hospital-Surgical

Effective April 1999

Primary Coverage	Aetna	Full semi-private room allowance

Self-Insured Workers Compensation Bond

Underwritten by Travelers Insurance Company

		Premium Amt
Policy No. 103464379	**Term: December 2025**	**$960.00**

Obligee: Maine Bureau of Insurance

Privacy & Network Liability Insurance

Underwritten by Travelers | Agent: Cross Insurance

		Premium Amt
Policy No. 106807615	**Term: October 1, 2025-October 1, 2026**	**$113,676.00**

CyberRisk Aggregate Limit: $ 10,000,000

Privacy and Security	$10,000,000	$100,000
Privacy Breach Notification	$10,000,000	$100,000
Social Engineering Fraud	$250,000	$10,000
Business Interruption	$10,000,000	

Excess Cyber Liability

Underwritten by Trisura | Agent: USI Insurance

		Premium Amt
Policy No. PL 1000002-02	**Term: October 1, 2025-October 1, 2026**	**$34,500.00**

	Each Claim	Aggregate
Limits of Liability	$ 5,000,000	$ 5,000,000