

Ten Year Planning Report 2009-2018

Prepared for

Maine Turnpike Authority



Prepared by

HNTB

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Introduction

The Maine Turnpike is the primary highway link between Maine and the rest of the United States. While it was originally built primarily to accommodate long distance trips, today its function is also to serve as a major arterial for the following four urban regions.

- Biddeford/Saco
- Portland
- Lewiston/Auburn
- Gardiner/Augusta

The Maine Turnpike serves as the state's most important artery, handling an average of 167,500 trips daily and a total of 61.3 million trips in 2008. Maine, more than any other state in the union, relies on its highways to move its products and services to markets throughout the region. Eighty-five percent of all freight in Maine moves on the highways (the national average is 78 percent) – and the majority of those shipments travel on the Maine Turnpike.

As a result, the Maine Turnpike is a critical link for Maine's economy. It is the road that brings visitors to Maine and Maine products to markets throughout the world. The Turnpike remains the safest, most efficient overland route for shipping Maine products, technology and equipment. It is important that the Maine Turnpike remain a safe, efficient conduit for the goods and services that are at the heart and the future of our economy.

This Ten-Year Planning Report is intended to be a planning tool, not only for the Maine Turnpike Authority (MTA), but also for the Maine Department of Transportation (MaineDOT), the regional councils, Metropolitan Planning Organizations (MPOs) and communities that are served by the Turnpike. Its purpose is to report on the transportation and infrastructure projects planned to maintain and improve service on the Turnpike and to enhance the ability of the entire transportation system of the communities along the Maine Turnpike corridor to operate in a safe and efficient manner.

As such, the MTA recognizes that an important component of the overall transportation system is to provide and encourage alternative modes of transportation, which includes intermodal connections. The MTA is committed to invest in methods of reducing highway congestion and reducing vehicle emissions. The MTA works closely with the MaineDOT and local agencies to provide an express bus, travel demand management programs, and park and ride lots. In addition, the MTA is planning to construct a pedestrian and bicycle bridge over the Turnpike that will be part of the Eastern Trail. In the past, the MTA has built an intermodal transportation center in Wells that provides connections to rail.

The purpose of this Ten Year Planning Report is to report on the transportation and infrastructure projects planned to maintain and improve service on the Turnpike and to enhance the ability of the entire transportation system of the communities along the Maine Turnpike corridor to operate in a safe and efficient manner.

On an ongoing basis, the MTA produces several documents that report on the transportation and infrastructure needs of the Maine Turnpike and the patrons it serves. This planning report builds off of information pulled from these sources.

- 2008 Operations and Maintenance Annual Report
- Maine Turnpike Needs Assessment, Systemwide Traffic Operation and Safety Study (2007)
- 2008 Maine Turnpike Authority 20 Year Financial Plan
- 2009-2015 Capital Improvements, Consulting Engineer's Summary Report
- 2004 Origin-Destination Survey Summary Report

These reference documents were prepared considering the needs of the Maine Turnpike, the obligations of the MTA, and the current economic climate.

Reflecting national and state economic trends, the Maine Turnpike has experienced a decline in traffic volumes since 2007, resulting in lower than anticipated toll revenue collections over the two year period. At the same time the MTA is also dealing with the high increase in the cost of construction and maintenance and an aging infrastructure. In addition, the MTA has a legal and financial obligation to their bondholders to properly maintain the Turnpike. While this report identifies the transportation and infrastructure needs of the Turnpike, it also attempts to prioritize improvement projects within the current financial climate. As such, this report is dynamic. Due to the changing nature of traffic volumes and patterns on the Turnpike and the ever-changing needs of the aging infrastructure, the scope and schedule of the identified projects are subject to change.

This report was produced according to the requirements set forth in the Sensible Transportation Policy Act (STPA). In 1991, the Sensible Transportation Policy Act 23 M.R.S.A. § 73 was passed by a citizens initiated referendum, essentially to require early public involvement in statewide transportation planning. The STPA required the MaineDOT, in coordination with the MTA and other pertinent state agencies, to establish a rule to implement the policy.

In 1992, MaineDOT adopted the Rule for the Sensible Transportation Policy Act. According to this rule, "MaineDOT is charged with the overall responsibility for balanced transportation planning and policy....In connection with the development and adoption of the Statewide Transportation Plan by MaineDOT, MTA shall develop and submit an MTA Planning Report"¹.

¹ MaineDOT Rule for the STPA, (1992, revised 2007)

History of the MTA

In 1941, the Maine State Legislature passed *An Act to Create the Maine Turnpike Authority* and thus was born a new, independent state agency, charged with constructing a highway from “some point at or near Kittery to some point at or near Fort Kent.” At the time, it was the largest construction project in Maine history. To make it happen, the Maine Turnpike Authority would establish historic firsts in highway administration, finance, engineering and operations.

Starting this new venture, creating the standard, developing the design and survey, and securing of finances for the first, 45-mile, four-lane divided highway (Section I) was expected to take a full five years to complete. However, the actual construction took less than two years. In 1947, when the MTA cut the ribbon on the new super highway, the Maine



Turnpike was one of only two modern toll highways in existence in the United States (the Pennsylvania Turnpike opened in 1941). With four wide, clearly marked lanes and a wide grass median, an innovative safety feature at the time, the Maine Turnpike provided a vision of the future of transportation.

The ‘Extension’

Plans to construct a 66-mile extension of the Maine Turnpike to the state capital in Augusta, including a four-mile spur to US Route 1 in Falmouth, began very soon after the first section opened. On December 13, 1955, in Augusta, Governor Edmund S. Muskie cut the ribbon opening the Turnpike extension (Section II), eight years to the day after the original toll highway opened for business in Portland. In 1956, the Federal Highway Act authorized the construction of the Interstate highway system and precluded the need to further extend the Turnpike.



Innovative Funding

The MTA achieved a financing first through the innovative method of leveraging funds using revenue bonds for highway construction. More than 20 million dollars was raised through bonds sold to private and institutional investors. This landmark use of revenue bonds meant that the only collateral pledged to back the debt was the revenue (tolls and concession rentals) produced by the Turnpike and its assets. In this manner, the Turnpike is different from most state

The Maine Turnpike is funded entirely by tolls and rental revenues.

agencies who must pledge the full faith and credit of the state (tax funds) to borrow money. The Maine Turnpike does not receive state or federal tax dollars.² It is funded entirely by tolls and rental revenues from concessionaires operating at service plazas along the highway.

The Continuation of the Maine Turnpike Authority

The Maine Turnpike Authority was completely debt free in 1982, and while there was no law mandating that the Authority be abolished and the tolls removed, that was clearly the expectation of many Maine people. However, in 1982, when the Maine Legislature, began to consider the implications of abolishing the Turnpike and removing the tolls, they were confronted with several realities.

- First, they recognized that the highway and all of its bridges were already 25-30 years old and would require ongoing and increasing maintenance. The facility would still require paving, plowing, mowing, sweeping, repair and rehabilitation. Likewise, the need for 24-hour state police coverage, radio dispatch and motorist assistance would continue to be necessary. Legislators understood that there would be no new federal money to pay for the section of interstate and the elimination of toll revenue would mean that these services could only be paid for by significantly raising state fuel taxes or by taking money away from other road and bridge projects around the state.
- Legislators also recognized that Turnpike traffic volumes would continue to grow, demanding major capital improvements that would cost hundreds of millions of dollars over the next several decades. To their credit, legislators foresaw the need for new interchanges or improvements in Scarborough, South Portland, Portland, Westbrook, Sabattus, Auburn, Lewiston and Biddeford. They understood that driver safety and the state's economic well-being would demand that the southern section of the Turnpike be widened. And they knew that few of these improvements could be accomplished without toll revenue.
- Finally, legislators discovered that removing the tolls and relying instead on fuel tax revenues to maintain the Turnpike would result in a dramatic cost-shift from out-of-state drivers to Maine residents. Studies at the time indicated that while out-of-state drivers contributed about 50% of all toll revenues collected, they only contributed about 20% of fuel tax revenues collected in the state.

In the end, the Maine Legislature enacted 23 M.R.S.A.1961 et seq (Chapter 595, Public Laws of the State of Maine, 1982), which provided for the continuation for the Maine Turnpike Authority with several new provisions. One provision called for the establishment of a special commuter discount program designed to provide a 50%

² The MTA will receive limited federal stimulus funding for a special environmental truck electrification project at the West Gardiner Service Plaza.

discount to regular turnpike commuters. Today, more than 17,000 Turnpike customers benefit from that program. The legislation also directed the Authority to evaluate the need for new interchanges to better serve urban regions of the Turnpike. Ultimately, this study led to the construction of new interchanges in Scarborough, South Portland, Portland, and Westbrook and improvements to the interchanges at Biddeford, Lewiston, and Auburn. Subsequent studies resulted in the construction of new interchange in Sabattus as well as major improvements to existing interchanges in Wells, Biddeford, Saco, Gray, Auburn, Lewiston and Gardiner.

Managing Traffic Demand

During the 1980's and early 1990's, traffic on the Turnpike continued to increase. The process of obtaining the necessary permits and legislative approval to widen the highway started in 1988. Once legislative approval was given, the work focused on addressing the requirements needed to obtain state and federal, environmental regulatory agency construction permits. After almost three years of study and negotiations, the MTA was provided with most of the necessary permits to begin the widening project.

Then non-profit environmental groups began a petition drive forcing a referendum on the widening issue. In 1991, Maine voters stopped the widening project and approved the passage of the Sensible Transportation Policy Act (STPA) 23 M.R.S.A. § 73. The STPA created the following guidelines to evaluate transportation alternatives as part of any major transportation decision.

- Minimize the harmful effects of transportation on public health, air and water quality, land use, and other natural resources.
- Require that the full range of reasonable transportation alternatives be evaluated, giving preference to transportation system management options, demand management strategies, improvements to the existing system, and alternative transportation modes
- Ensure the repair and maintenance of roads and bridges throughout the State
- Meet the diverse transportation needs of the people of the State.
- Incorporate a public participation process

In the following six years, the MTA undertook a study in accordance with guidelines of the STPA to evaluate all strategies to address growing traffic congestion. The MTA engaged planning experts and hundreds of Maine citizens in a comprehensive review of all feasible strategies. Several projects were developed or expanded in an effort to reduce congestion. These include adding more spaces added to Turnpike park & ride lots, the ZOOM Bus, and GOMaine (a rideshare and carpooling service).

A Safer Highway

At the conclusion of the study, it was apparent that these alternatives were not enough to reduce traffic congestion on the Turnpike. In 1997, the MTA asked the Legislature to bring the widening question to referendum and Maine voters overwhelmingly favored the project. After nearly 30-years,



two state referendums, countless traffic jams and crashes and several in-depth studies, the MTA — and Maine’s citizens — were ready to widen this heavily traveled highway.

The 30 mile widening project from York to Scarborough was a complex construction project that included reconstruction of 30 bridges to accommodate the new third lane, as well as many important safety features including the following:

- A redesign of the grassy sideslopes leading to the edge of the highway with a reduced angle.
- The widening of the shoulders from eight feet to 12 feet.
- The removal of rock outcrops and other obstacles.
- Increasing vertical clearances on the bridges that were reconstructed.

Electronic Toll Technology

In September 1997, the MTA launched New England’s first Electronic Toll Collection (ETC) system called Transpass. The opportunity to use ETC technology to a level whereby a standard device could conduct multi-state transactions was not available in the 1990’s. Yet, the need to address growing traffic congestion at toll plazas signaled the importance to utilize new technology to assist in toll collection.

In addition to implementing ETC, the MTA also implemented a new “fixed fare” cash collection system for the entire Turnpike. Under the fixed fare system, all cash paying customers of the same vehicle class pay the same amount when entering the Turnpike and exit the Turnpike at most interchanges without stopping to pay a toll. By collecting the same fixed fare cash amount from every customer upon entry, the system eliminated time consuming fare calculations and dramatically sped up toll collection. More importantly, the system eliminated the need for customers to stop and pay a toll when exiting at most Turnpike interchanges. In its first year of operation, the system-wide fixed fare and Transpass systems combined to eliminate more than 43 million vehicle stops, which in turn reduced congestion, gas consumption, air pollution and turnpike operating costs. Because exiting toll booths at most locations were no longer necessary, many were converted to additional entering lanes, increasing the thru-put capacity at each plaza and preventing the need for costly toll plaza expansions and additional staffing.

As the Transpass system began to approach the end of its technological lifespan, the MTA began to consider options for the next generation of electronic toll collection. The industry had advanced rapidly since the implementation of Transpass in 1997 and the opportunity for multi-state compatibility was now possible. On February 1, 2005, the MTA converted to the E-ZPass system providing its customers with the ability to pay their tolls electronically on more than 40 highways and bridges operating in nine eastern states.

The popularity of E-ZPass has continued to grow in Maine and throughout the east and mid-west. Today, there are 48 E-ZPass highways and bridges operating in twelve states

from Maine to Virginia to Illinois. Together, the partnership of E-ZPass agencies, known as the Interagency Group (IAG) have issued more than 18 million tags.

By the end of 2008, more than 52% of Maine Turnpike customers were paying their tolls with E-ZPass. The MTA's E-ZPass customer service center issued 17,057 new E-ZPass tags in 2008, bringing the total number of active Maine tags to 157,423. Of those tags, 123,997 were issued to personal accounts and 33,427 were issued to business accounts. An analysis by the MTA's chief engineering consultant estimates that the E-ZPass system has saved \$8-10 million per year in staffing and operating costs since its adoption in 2005.

Community Outreach

The Maine Turnpike Authority has an established policy of obtaining public input on potential projects or changes in operations that may affect local communities, adjacent counties, or even the state as a whole. Beginning with the first 10 Year Planning Report prepared in 1994 and continuing through today, the MTA has sponsored numerous public meetings and has made reports available to the public on various proposed changes to the Turnpike and its operations.

Ongoing Outreach

The MTA holds two Board meetings each year in a variety of locations along the Turnpike corridor to make it easy for the public to attend. Usually the meetings are held in a municipality where there is a project happening at the time. The MTA also regularly holds public meetings relating to facility improvements such as bridge projects. These meetings are advertised in local papers and, if appropriate, abutters are sent an invitation. These meetings are always open to the public to share comments.



towns and the Maine Turnpike staff.

The Maine Turnpike Authority's Government Relations Office holds individual annual meetings with town officials from all the Towns along the Turnpike corridor. These meetings are to discuss any future projects in the region, any outstanding or new issues or concerns, and to update the community on any new information regarding the Turnpike. These meetings have been very useful and have opened the communication between the

The MTA staff also attends monthly Metropolitan Planning Organization meetings along the Turnpike corridor. These meetings include those of the following committees: Portland Area Comprehensive Transportation System (PACTS) Policy, Planning, Transit, and Technical committees; Androscoggin Transportation Resource Center (ATRC), Policy and Technical committees; and Kittery Area Comprehensive Transportation System (KACTS) Policy committee. These committees give the Turnpike an opportunity to participate with communities along the Turnpike, with respect to transportation planning and creation of transportation policy.

As an example of the MTA's ongoing effort to include the public in its decision making, the MTA decided to reach out to the public to create a 23 member citizens committee to advise the MTA on the equity of the toll rate structure of the Maine Turnpike. The Toll Rate Advisory Committee (TRAC) included business and municipal leaders, legislators, economists, trucking and transportation leaders, tourism officials, commuters, and occasional turnpike users. The goal of the TRAC was to achieve consensus on recommendations for improving the toll rate structure without reducing the revenue needed to maintain the nearly 60 year old highway. The committee completed its efforts in early-

2008 with the development of the document *Guiding Principles for Setting Toll Rates on the Maine Turnpike*³. These principles are intended to provide direction to the MTA for future toll adjustments to improve equity across the Turnpike system.

The Maine Turnpike Authority is currently preparing a Public Participation Guidebook. This guidebook will outline the public participation process which the MTA will undertake based on the project at hand. The Guidebook will have broad based public participation suggestions as well as a guide to develop project specific plans. The Maine Turnpike Authority hopes to have the Guidebook completed by fall of 2009.

Partnering with the Maine Department of Transportation

In the Fall of 2008, the MTA reported to Governor John E. Baldacci on the efforts undertaken by the MTA and the MaineDOT to reduce costs and increase efficiency by streamlining. The report cited that these two agencies work together cooperatively to reduce expenses, share equipment and expertise whenever possible. During this review of operations, a few new opportunities for increased efficiency were discovered. These include: the MTA doing pavement markings on DOT property located within 5 miles of the Turnpike, the MTA plowing at Exit 51 in West Gardiner, the DOT sharing its GIS information with the MTA, and the DOT and the MTA sharing planning efforts in some studies. The two agencies have also made the commitment to meet regularly to look at new opportunities for cost sharing.

The MTA also partners with the MaineDOT on several transportation studies, programs, and projects. Two of those studies, the Central York County Transportation Study and the Gorham East-West Corridor Study (both discussed in the Transportation System and Infrastructure chapter) will investigate the opportunity to enhance, expand, and preserve highway connections west of Route 1 in York and Cumberland Counties. The MTA and MaineDOT also work closely with local agencies to provide an express bus, travel demand management programs, and park and ride lots (discussed in the Transportation System Improvement Recommendations chapter). In addition, the MTA partnered with MaineDOT to build the newly opened West Gardiner Service Plaza. The MTA will continue to look for ways to partner and coordinate with the MaineDOT to improve the State of Maine's overall transportation network.

Outreach for this Ten Year Planning Report

As an integral part of the process of developing this Ten Year Planning Report, the MTA sought to involve the citizens and businesses of Maine, the patrons of the Maine Turnpike, the local regional councils, the MaineDOT, and all who are affected by the operations and maintenance of a highway so vital to the State of Maine

In order to garner public input for this Ten-Year Planning Report, the MTA held public hearings, attended and presented at a regional council meeting, and coordinated with the

³ HNTB Corporation, *Guiding Principles for Setting Toll Rates on the Maine Turnpike*. Portland, ME: Maine Turnpike Authority, 2008

MaineDOT. Through these forums, the MTA was able to gather ideas and concerns regarding the best way to plan and coordinate for the safe and efficient operation of the entire transportation system along the Maine Turnpike corridor.

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Public Hearings

The MTA actively sought public input in the preparation of this planning report. The MTA sponsored and advertised four public hearings held at towns along the Turnpike Corridor. These public hearings were held in Gardiner on August 4, 2009; Auburn on August 5, 2009; Portland on August 11, 2009; and Saco on August 12, 2009. Along with advertising the public hearings, the MTA also advertised a link on their website that the public could use to post their comments which would not require attendance at a public hearing.

At these public hearings, the goals and the transportation and infrastructure needs of the Maine Turnpike were presented. MTA staff and a Board member were on hand to answer questions. Copies of the DRAFT 10 Year Plan were available to anyone who requested a copy. The minutes of the public hearings are included in Appendix A

The MTA received comments on the draft report between August 4, 2009 and September 11, 2009. Copies of all public comments received by the MTA, including those posted on the website, along with the MTA’s responses have been included in Appendix B of this report.

Coordination with Local Public Agencies

The MTA staff regularly meets with area legislators and with town managers, and participates on many committees and boards. During a statewide meeting of the local Regional Council, the MTA gave a presentation regarding the Draft Ten-Year Planning Report. This forum allowed for local leaders to provide valuable input regarding issues of local importance that were considered in the Ten-Year Planning report.

Coordination with the Maine Department of Transportation

Coordination with the MaineDOT is also critical in developing a sensible plan that allows for the entire transportation system along the Maine Turnpike corridor to operate in a safe and efficient manner. The MTA has a long-standing relationship with the MaineDOT. These agencies, though separate and distinct, have



always collaborated on mutual goals and projects. This Ten-Year Planning report was submitted to the MaineDOT for inclusion in their long-range plan entitled, *Connecting Maine, Planning Our Transportation Future, Statewide Long Range Transportation Plan 2008-2030*.

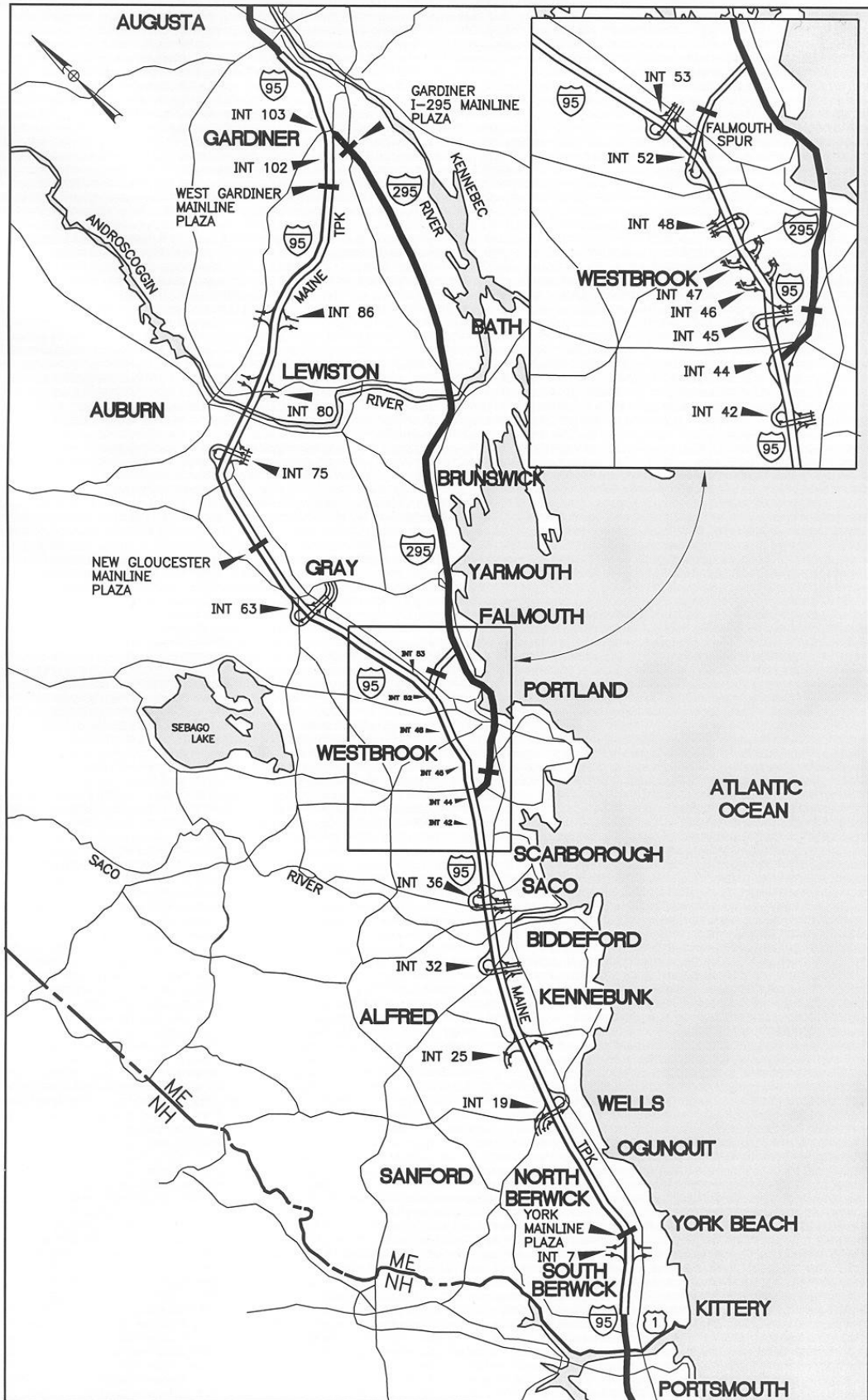
Traffic Data and Planning Forecasts

The Maine Turnpike Authority (MTA) collects and organizes extensive amounts of traffic data Turnpike-wide each year. The data consist of hourly traffic volumes collected by the Authority's traffic count stations, which are located at every on-ramp, off-ramp and mainline segment of the highway, and is supplemented by data gathered at the toll plazas regarding type of vehicle and type of payment. See Figure 1 for a map of the Turnpike.

Understanding trends in traffic on the Maine Turnpike is important for two reasons

1. To forecast annual future toll revenue – knowing the patterns of *average daily traffic*, as well as payment type and type of vehicle, allows the MTA to estimate future revenues.
2. To estimate the peak hour traffic demand – knowing the patterns of the *design hour traffic* allows the MTA to plan for needed safety and capacity improvements to the different roadway segments of the Turnpike as well as the toll plazas.

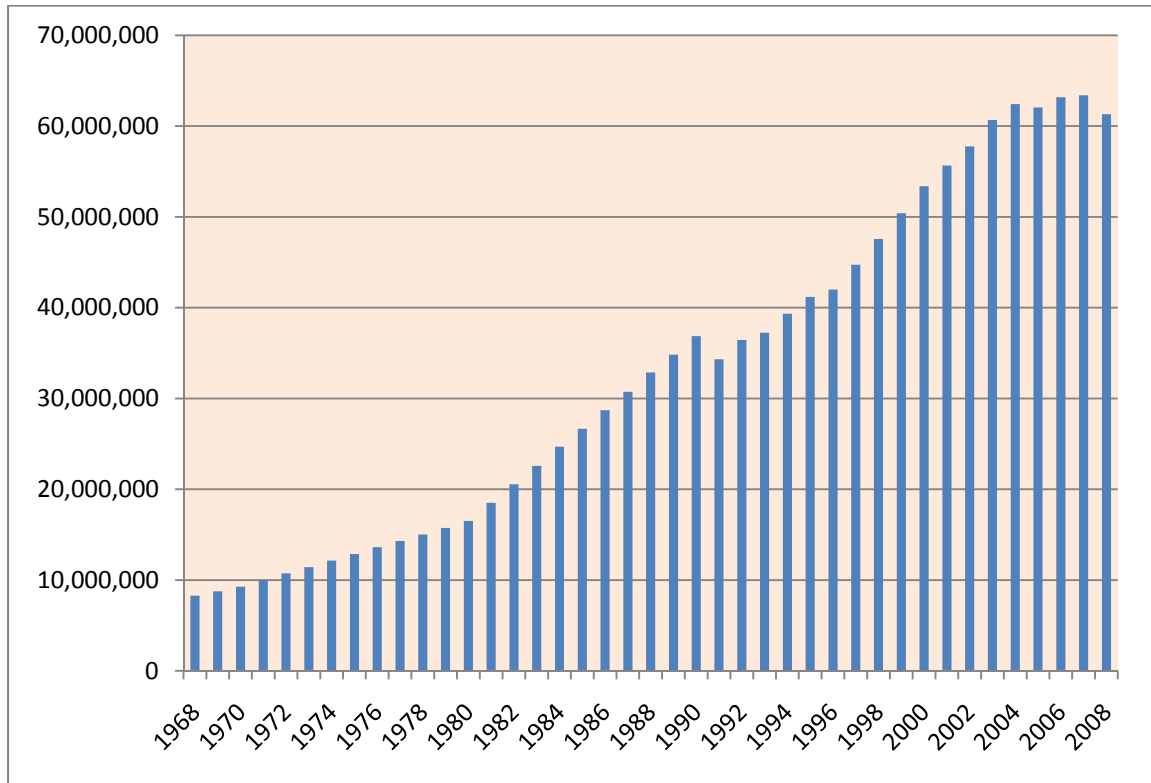
Figure 1 - Maine Turnpike Map



Annual Historical Traffic Growth

Historically, Maine Turnpike traffic has experienced steady growth in traffic. In 1968, a total of 8.3 million vehicles traveled on the Turnpike. By 2008, this number had risen to 61.3 million – a seven-fold increase in four decades. Figure 2 illustrates how trips on the Turnpike have grown from 1968 through 2008.

Figure 2 - Maine Turnpike Annual Trips, 1968-2008



As Figure 2 illustrates, growth in the number of trips has been robust in the past, averaging about 5.9% per year over the past 40 years. However, the rate of growth has fluctuated over time. From 1982 to 1989, annual trips grew at a rate of nearly 8%. Similarly high growth was seen from 1996 through 2004, when trips grew by about 5% per year. However, there have been periods when trips have declined. Annual trips fell from 1990 through 1992, and they have declined from 2004 through the present. In fact, total Turnpike trips in 2008 were at their lowest point since 2003. And data from the first 6 months of 2009 suggests that this decline will continue through 2009.

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Average Annual Daily Traffic

Annual Average Daily Traffic (AADT) is the total volume of traffic on a highway segment for one year, divided by the number of days in the year. The 2008 AADT was summarized for each highway segment and interchange ramp along the Turnpike. This AADT data identifies the volume of traffic moving through each mainline segment on an 'average' day of the year; in doing so, it assists future planning by providing a baseline number to be analyzed.

Figure 3 provides a summary of Turnpike AADT for 2008. Each interchange is illustrated by a cluster of four boxes, each representing ramp merging or diverging to and from the mainline. The boxes to the left of the center line represent the southbound ramps, boxes to the right represent the northbound ramps. Boxes between each cluster represent the AADT for the adjacent segment of mainline.

Figure 3 illustrates the following for the year 2008:

- Average total recorded vehicles per day – 167,516
- Northbound vehicles per day – 83,611
- Southbound vehicles per day – 83,905
- Total vehicles for 2008 – 61,310,702
- The mainline segment between the Saco and Scarborough exits carried the heaviest average volume – 67,063 vehicles per day
- The Biddeford and Saco interchanges have heavier traffic volumes to and from the North (Portland area) than to and from the South.
- The Portland/Westbrook, Falmouth, West Falmouth, and Gray interchanges have heavier traffic volumes to and from the South (Portland area) than to and from the North.

Recent AADT Growth Trends

Table 1 compares AADT volumes for all mainline segments from 2001-2008. This data identifies growth rates in each region. The three major regions of the Turnpike– the southern region from the New Hampshire state border to Exit 44 (I-295) which has 3 lanes in each direction, the central region from Exit 44 to Exit 53 (West Falmouth) which has 2 lanes in each direction and the northern region from Exit 53 to Exit 109 in Augusta which also has 2 lanes in each direction.

Table 1 – Mainline AADT's, 2001-2008

Turnpike Link		Average Annual Daily Traffic								
start	end	2001	2002	2003	2004	2005	2006	2007	2008	Growth
ME/NH State Line	Exit 7 (York)	55,465	57,099	57,789	58,395	56,988	57,204	56,963	53,419	-0.4%
Exit 7 (York)	Exit 19 (Wells)	43,448	44,836	45,630	46,408	45,366	45,899	45,587	42,884	0.0%
Exit 19 (Wells)	Exit 25 (Kenn)	45,083	46,495	47,066	47,862	47,163	47,714	47,534	44,853	0.1%
Exit 25 (Kenn)	Exit 32 (Bidd)	47,973	48,879	49,660	50,618	50,169	51,027	50,843	47,903	0.3%
Exit 32 (Bidd)	Exit 36 (Saco)	56,752	58,854	60,450	62,142	61,620	62,358	62,939	59,898	1.0%
Exit 36 (Saco)	Exit 42 (Scar)	62,614	66,246	68,337	70,131	68,921	69,434	69,425	67,063	0.9%
Exit 42 (Scar)	Exit 44 (I-295)	61,546	64,942	66,976	68,819	67,503	68,008	68,136	65,838	0.9%
Exit 44 (I-295)	Exit 45 (S. Port.)	41,817	44,661	46,674	48,074	47,532	47,680	47,376	45,883	1.2%
Exit 45 (S. Port.)	Exit 46 (Jetport)	39,665	42,500	44,746	45,854	45,171	45,463	45,551	44,074	1.3%
Exit 46 (Jetport)	Exit 47 (Rand Rd.)	n/a	46,623	49,812	51,302	50,651	51,251	51,036	49,439	0.8%
Exit 47 (Rand Rd.)	Exit 48 (Riverside)	43,425	46,499	47,660	48,360	47,658	47,676	47,674	45,931	0.6%
Exit 48 (Riverside)	Exit 52 (Falmouth)	39,594	40,635	42,699	43,807	42,710	42,584	42,006	40,231	0.3%
Exit 52 (Falmouth)	Exit 53 (W. Falmouth)	29,841	30,577	32,046	35,013	34,372	34,014	33,950	33,321	1.7%
Exit 53 (W. Falmouth)	Exit 63 (Gray)	26,960	27,313	28,229	31,039	30,372	30,111	30,102	29,649	1.6%
Exit 63 (Gray)	Exit 75 (Auburn)	19,051	19,853	20,243	22,456	21,641	21,273	20,960	20,695	1.2%
Exit 75 (Auburn)	Exit 80 (Lew)	16,664	17,066	17,520	19,732	19,682	19,446	19,551	19,297	2.4%
Exit 80 (Lew)	Exit 86 (Sabattus)	n/a	n/a	n/a	11,544	13,070	13,270	13,195	13,337	3.0%
Exit 86 (Sabattus)	Exit 102 (Gardiner)	9,420	9,225	9,453	11,333	11,300	11,206	11,036	11,150	3.1%
Exit 102 (Gardiner)	Exit 103 (W. Gardiner)	8,351	8,110	8,311	10,081	10,068	9,986	9,862	9,858	3.3%
Exit 103 (W. Gardiner)	Exit 109 (Augusta)	28,006	28,516	29,317	30,013	29,989	30,469	30,781	29,037	0.9%

The data in Table 1 was summarized by each major region as described above. From this, the following average growth rates are identified in Table 2 by region.

Table 2 – AADT Growth Rates, 2001-2008

	Average AADT Growth Rate	Average 2008 AADT
Southern Region	0.5%	54,550
Central Region	1.0%	43,150
Northern Region	1.9%	19,000

While nearly all areas are experiencing growth, the growth is modest. In fact, all portions of the Turnpike south of Biddeford had lower traffic levels in 2008 than they had in 2001. The relatively higher growth observed in the northern end can be attributed (at least in part) to three factors:

- the designation of the Maine Turnpike as I-95 between Falmouth and Gardiner in 2004, which led to a shift of long-distance through trips from the coastal route (now I-295) to the Turnpike;
- the opening of the Sabattus interchange in November 2004, which encouraged more short-distance trips on the Turnpike in the Sabattus-Lewiston-Auburn area; and
- the temporary closure of I-295 southbound in the summer of 2008, which led to a significant shift of long-distance southbound through traffic from I-295 to the Maine Turnpike.

AADT Forecasts

An important element in developing a ten-year plan is estimating the future travel demand for the Turnpike. AADT forecasts for the next ten years were developed. This in turn is needed to estimate future revenues, and to determine the extent of the maintenance and improvement programs,

Travel demand and patterns are a function of the location and extent of human activities. More specifically, travel demands are affected by the location and density of housing, employment, shopping opportunities, schools, services, recreational opportunities, and the like. Travel demands are also affected by economical factors such as income, car ownership, number of jobs per household, etc. Growth in travel demand is generally correlated to changes in population, employment, land uses, and economic factors.

As Table 1 illustrated, there has recently been a decline in traffic on the turnpike. It is expected that the decline will continue in 2009. Based on information that was gathered, the estimate for baseline traffic levels in 2009 is estimated to be about 3-5% lower than it was in 2008.

The average number of daily trips on the Turnpike will not regain levels of 2007 until 2014.

The traffic levels for 2010-2019 were estimated using the assumption that the economy would begin to recover in 2010 and continue a slow recovery through 2014. It is estimated that 2010 traffic will increase

by 2.25% over 2009 levels. After 2010, the daily traffic increases are expected to be smaller. Because of declines in traffic for two years and projected slow increases in future years, the average number of daily trips on the Turnpike will not regain levels of 2007 until 2014. The ten year traffic projection for the overall change in traffic for 2009-2018 is 18% (an average of less than 2% increase per year).

Design Hour Traffic

The *daily* traffic on the Maine Turnpike has been on the decline recently. However, the design hour traffic does not necessarily follow the same pattern. The design hour traffic is more a reflection of the traffic congestion on the Turnpike during peak times. Recently, the design hourly volumes decreased on some segments of the Turnpike and increased on other segments.

Design Hour Growth Trends

The design hour volumes are calculated annually as the 30th highest hour volume as summarized from the Turnpike’s traffic count stations and toll collection system. In order to calculate forecasted design hour traffic volumes historical design hour data from 2000 through 2008 was used to derive design hour growth factors for mainline segments of the Turnpike⁴.

The Turnpike was divided into three regions and an average design hour growth factor was calculated for each region as shown in Table 3. The regions are described in the section entitled Recent AADT Growth Trends.

Table 3 – Design Hour Traffic Volume Change From 2000 to 2008

Turnpike Region	Design Hour Traffic Growth Factor	2008 Ave. Design Hour Traffic (veh./hr)
Southern (Exits 7-44)	1.59%	3,660
Central (Exits 44-53)	0.87%	2,720
Northern (Exits 53-109)	1.52%	1,350

Design Hour Forecasts and Level of Service

Design hour traffic levels for future year 2018 were estimated using 2008 design hour traffic volumes as a baseline and the average design hour growth factors shown in Table 3⁵. Estimates for design hour traffic volumes for the years 2008 and 2018 are shown in Table 4.

⁴ 2008 historical design hour data was omitted for southbound design hour calculations between mile markers 44 and 103 (the I-295 and Gardiner interchanges respectively) due to the closure of I-295 southbound.

⁵ The I-295 southbound closure in 2008 resulted in inflated design hour traffic numbers for the Turnpike segments in the northern region. As a result, the baseline year for the southbound Turnpike segments in the northern region is 2007.

A level of service (LOS) was calculated for each region of the Turnpike. The levels of service for the two-lane segments of the Turnpike are based on an empirical speed-flow relationship curve, and the levels of service for the three-lane segments of the Turnpike are based on methods from the Highway Capacity Manual⁶.

The speed flow curve was developed empirically from actual traffic conditions observed on two-lane sections of the Maine Turnpike. Since empirical data is not available for three lane sections of the Turnpike, the nationally recognized traffic capacity analysis methods were used for those segments.

LOS is a qualitative measure describing operational conditions within a traffic stream. LOS is based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Letters designate each level ranging from A to F where a LOS of A represents free flow operating conditions and LOS F represents a stop-and-go congested condition (a more detailed description of LOS is in Appendix C). Table 4 provides a summary of the forecasted LOS for the different Turnpike segments.

As is shown in Table 4, currently all segments of the Turnpike operate at acceptable conditions – LOS D or better. By the year 2018, the LOS for the Turnpike segment from exits 46-47 Northbound will be a LOS E. LOS E represents a condition where traffic levels have reached roadway capacity. At LOS E traffic flow becomes unstable. A LOS E or F is considered unacceptable for an urban interstate highway.



⁶ Transportation Research Board. *Highway Capacity Manual*, Washington, D.C.: 2000.

Table 4 – Yearly Maine Turnpike Design Hour Traffic Volume Estimates

Turnpike Link		2008 Design Hour				2018 Design Hour			
start	end ¹	NB (veh /hr)	LOS	SB (veh /hr)	LOS	NB (veh /hr)	LOS	SB (veh /hr)	LOS
ME/NH State Line	Exit 7 (York)	4,170	C	4,333	C	4,881	D	5,072	D
Exit 7 (York)	Exit 19 (Wells)	3,441	C	3,582	C	4,027	C	4,193	C
Exit 19 (Wells)	Exit 25 (Kenn)	3,306	B	3,006	B	3,869	C	3,518	C
Exit 25 (Kenn)	Exit 32 (Bidd)	3,363	C	3,024	B	3,936	C	3,539	C
Exit 32 (Bidd)	Exit 36 (Saco)	3,808	C	3,890	C	4,457	C	4,553	C
Exit 36 (Saco)	Exit 44 (I-295)	3,971	C	4,024	C	4,648	C	4,710	C
Exit 44 (I-295)	Exit 45 (S. Port.)	2,724	C	2,701	C	2,971	D	2,946	C
Exit 45 (S. Port.)	Exit 46 (Jetport)	2,546	C	2,678	C	2,777	C	2,921	C
Exit 46 (Jetport)	Exit 47 (Rand Rd.)	3,172	D	3,035	D	3,460	E	3,310	D
Exit 47 (Rand Rd.)	Exit 48 (Riverside)	2,949	D	2,808	C	3,217	D	3,063	D
Exit 48 (Riverside)	Exit 52 (Falmouth)	2,610	C	2,660	C	2,847	C	2,901	C
Exit 52 (Falmouth)	Exit 53 (W. Falmouth)	2,300	C	2,432	C	2,509	C	2,653	C
Exit 53 (W. Falmouth)	Exit 63 (Gray)	2,049	B	2,102	C	2,384	C	2,445	C
Exit 63 (Gray)	Exit 75 (Auburn)	1,238	A	1,458	B	1,440	B	1,342	B
Exit 75 (Auburn)	Exit 80 (Lew)	1,080	A	1,374	B	1,256	A	1,233	A
Exit 80 (Lew)	Exit 86 (Sabattus)	912	A	1,200	A	1,061	A	985	A
Exit 86 (Sabattus)	Exit 102 (Gardiner)	714	A	1,136	A	831	A	893	A
Exit 102 (Gardiner)	Exit 103 (W. Gardiner)	674	A	1,079	A	784	A	1,208	A
Exit 103 (W. Gardiner)	Exit 109 (Augusta)	1,884	B	2,014	B	2,192	C	2,480	C

¹Mainline count station data at Exit 42 has been unreliable. However, based on ramp count stations, the amount of traffic that enters and exits the Turnpike at Exit 42 is very similar. Therefore, the roadway segments between Exits 36 and 44 are reported together.

E-ZPass Benefits and Trends

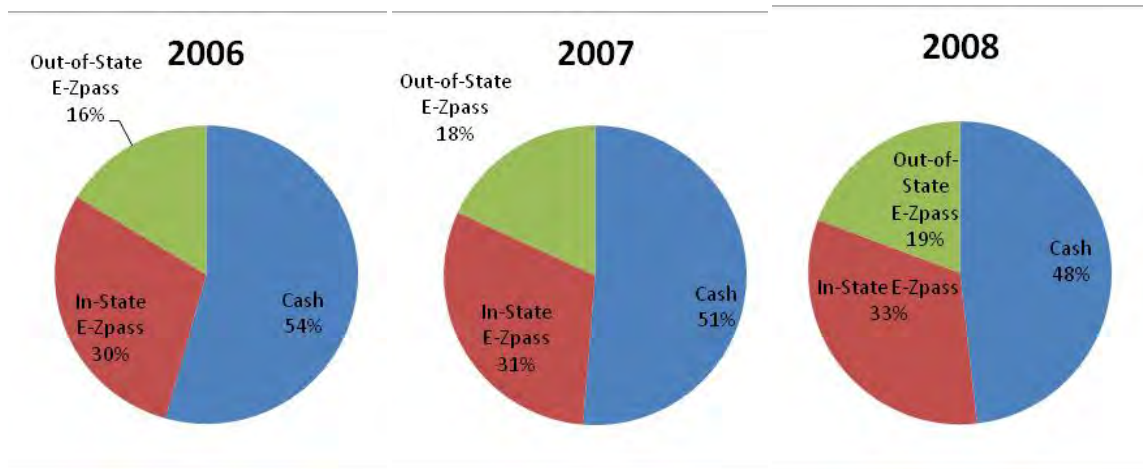
In February 2005, the MTA converted from its early generation of electronic toll collection technology to E-ZPass, a system that is now accepted on highway, tunnel and bridge toll facilities across 14 states in the eastern half of the United States.

E-ZPass technology has brought several benefits for the Maine Turnpike Authority and the State of Maine. Among the benefits are the following:

- E-ZPass enables patrons to make fewer stops. This reduces overall vehicle emissions and traffic congestion at the toll plazas.
- E-ZPass has also enabled the Maine Turnpike to run more cost efficiently and reduced the need for additional capacity at the toll booths.
- Maine-based E-ZPass accounts receive toll savings through automatic discount programs. Those discount programs were expanded with the 2009 toll adjustment.

Turnpike patrons from Maine and out-of-state are increasingly embracing E-ZPass. Every year the number of E-ZPass transactions grows while the number of cash transactions declines. Figure 4 shows the E-ZPass share for all revenue transactions for the years 2006-2008.

Figure 4 – Share of E-ZPass Transactions



Moving forward, the MTA will continue to look for innovative new technology and improvements to technology that reduces congestion and vehicle emissions, and improves safety. Currently, the MTA is focusing on creating highway speed tolling lanes for the mainline toll plazas. These projects are discussed in the next section.

Priorities and Financing

As shown in the previous section, the Maine Turnpike Authority is presently facing low traffic growth and corresponding stagnant revenues. At the same time the MTA is also dealing with the high increase in the cost of construction and maintenance. The overall cost of construction has risen by more than 55% since 2005. Some of the MTA's maintenance expenses have increased even more. For example, since 2005, the cost of paving has increased by 82 percent and deicing salt has increased by 83 percent. While this report identifies the transportation and infrastructure needs of the Turnpike it also prioritizes improvement projects of the Turnpike system within the current financial climate.

The MTA has a legal and financial obligation to the bondholders to properly maintain the highway. Therefore, the MTA has had to make cuts in spending and re-evaluate the maintenance and improvement programs. To make more money available for the highway and bridge programs, the MTA has made significant cuts from their operating budget. Through streamlining, technology, improving efficiency, and staff reductions, the operating expenses have been cut by \$1.6 million in 2007 and by \$3.2 million in 2008. Operating expenses will be further reduced by \$4 million in 2009. Budget reductions are also being planned for 2010 and 2011. Furthermore, those construction projects that could be deferred have been deferred, and others have been scaled back.

From 1999 to 2008, operation and maintenance expenditures by the MTA have increased at an average annual rate of approximately 6.48 percent. This average is influenced by the large increases of 2003 and 2006. The 2003 increase was high due to substantial increases in health insurance costs for current and retired employees together with some additional staff and the addition of administrative fees for State Police Services on the Turnpike. The 2006 high increase is mostly due to Generally Accepted Accounting Principles (GAAP) Compliance. The Maine Legislature statutorily mandated in 1998 that the MTA convert its existing financial accounting methodology from modified cash basis accounting to full governmental GAAP by the year 2011. However, the Authority's compliance with GAAP is substantially complete. Compliance with this law required the MTA to add positions to the departments of Accounting, Purchasing, Human Resources/Payroll and Information Technology, all of which are in the Finance Department. In addition, the Authority hired additional staff for its E-ZPass Customer Service Center.

National trends indicate that the rate of increase experienced over the past several years is generally within the typical range for the industry, and it is what could reasonably be anticipated in view of the age and wear of the Turnpike facilities. Sound management practices have kept the Authority's budget in balance and an effective maintenance program, supplemented by the Capital Improvement Programs, has kept the highway facility in good repair even though some segments of the roadways are operating near their capacity during peak periods of recreation and commuter traffic.

Despite state and national economic challenges, the Maine Turnpike Authority has maintained its outstanding reputation on Wall Street. In fact, the Maine Turnpike Authority is one of only five toll highways in the nation to earn AA ratings from two of the three credit rating agencies. The Authority has earned a rating of AA from Moody's, AA- from Fitch and A+ from Standard and Poors. The Authority's high ratings are the result of efficient operations, stable finances, sound debt service coverage and a long history of steady growth traffic and revenues, according to Moody's.

To meet the challenges of the foreseeable future, the MTA must continue its recent efforts to accomplish the accelerated construction and maintenance projects that directly impact public safety and highway efficiency. The continually growing traffic demands on an aging highway facility require the Capital Improvements projects to increase capacity and maintain a safe and efficient highway that meets the State's transportation needs for the future. The proposed Program, discussed in the following section, includes items that are essential to increase capacity, improve safety, preserve structural integrity, and provide for the efficient operation of the Maine Turnpike System.

The projects identified in this plan, their scopes, their schedules, and their costs are subject to change due to changes in highway conditions, traffic growth and available revenue. The overall cost of the Ten-Year Capital Improvement plan 2009 to 2018 is estimated to be \$610 million. This \$610 million can be broken down as follows:

Bridge Rehabilitation and Repair	--	\$233.0 million
Pavement Rehabilitation and Maintenance	--	\$ 99.4 million
Toll Plaza Improvements	--	\$ 81.3 million
Modernization and Widening of Mainline	--	\$ 79.6 million
Toll Technology, ITS and Signing	--	\$ 52.7 million
Interchange Improvements	--	\$ 32.4 million
Maintenance	--	\$ 11.5 million
Service Plazas/ Facilities	--	\$ 9.2 million
Alternative Transportation Modes	--	\$ 8.1 million
Planning Studies	--	\$ 3.4 million



Transportation System and Infrastructure

The Maine Turnpike is one of the major north-south highways in the state, extending from Kittery to Augusta. From Kittery to Scarborough (42 miles) the Turnpike is a 6-lane divided highway. The remaining 65 miles is a 4-lane divided highway. The associated Turnpike facilities include 176 structures (166 bridges with concrete decks and 10 box culverts), 19 interchanges, 19 toll plazas, five service areas, nine maintenance facilities, and an administration building which houses an ETC retail space and a State Police barracks. It also includes a three mile spur from the Turnpike mainline to Route 1 and Interstate 295 in Falmouth.

The demands placed on the Turnpike facilities are enormous. Its roadway, bridges, interchanges, toll plaza, service areas and maintenance areas are subjected to increasing stress due to age, heavy levels of traffic, and the demands of the harsh northern New England climate. To ensure the sound condition and effective operation of the Turnpike, the MTA funds and implements aggressive maintenance and improvement programs.

The MTA, as part of its contract with the bondholders called the “General Turnpike Revenue Bond Resolution”, must employ a General Engineering Consultant (GEC) to perform certain duties. This is required to assure the bondholders that the highway is properly maintained and their investment is protected. The GEC must be competent and of national repute. Among the duties of the GEC is the performance of a visual inspection of the entire Maine Turnpike each year, typically during the period of May through July. This inspection covers all portions of the Turnpike including:

- pavement
- cut sections and embankments
- bridges
- roadway lighting
- drainage structures and ditches
- signs and pavement markings
- interchanges (including toll plazas, utility buildings, ramps and equipment)
- service areas
- maintenance areas
- other roadway structures and features.

The inspection is performed by teams who are familiar with the type of facilities that they are inspecting. The teams are comprised of structural and highway engineers and, if needed, specialists are enlisted for other types of structures and features such as lighting, heating, electrical systems and underwater inspection. A summary of the detailed findings of the inspection, as well as an Annual Report, is submitted to the MTA's Executive Director and reviewed for acceptance by the MTA Board. The results of this inspection are the basis for the formulation of the ensuing and future years' Reserve Maintenance and Capital Improvement Program as recommended to the MTA Board by the GEC. The rating system used to rate the condition of the Turnpike facilities is generally consistent

with rating criteria established by the Federal Highway Administration for its roadways and bridges.

The 2008 inspection of Turnpike facilities indicates that the Maine Turnpike continues to operate in an efficient and effective manner and has been maintained in generally good repair, working order and condition. The inspection found that the Turnpike presents a good appearance through the continued efforts of the Authority's maintenance forces. As noted in the GEC's Annual Report, however, a number of the Turnpike's bridge decks, sections of the roadway riding surface, and several support facilities are approaching the end of their structural lifespans, thereby requiring an increased amount of maintenance and rehabilitation.

The 2008 inspection of Turnpike facilities indicates that the Maine Turnpike continues to operate in an efficient and effective manner and has been maintained in generally good repair, working order and condition

The projects that are identified for the next ten years are those that were pulled from information in the GEC's Annual Report. In addition, the following MTA studies and reports provided information that was used to develop the project list.

- Maine Turnpike Needs Assessment, Systemwide Traffic Operation and Safety Study (2007)
- 2008 Maine Turnpike Authority 20 Year Financial Plan
- 2009-2015 Capital Improvements, Consulting Engineer's Summary Report
- 2004 Origin-Destination Survey Summary Report

Table 5 summarizes the project list by municipality. More detailed descriptions of the projects can be found in the following sections. All projects that the MTA has identified within each municipality are listed. At the end of the municipality list, are projects that affect specific corridors along the Turnpike and projects that cannot be set to one location but affect the entire Turnpike such as electronic toll collection technology and maintenance programs. The types of projects that are listed under the municipalities are the following:

- Pavement rehabilitation
- Bridge rehabilitation
- Interchange improvements
- Service plaza projects
- Park and ride lot improvements
- Modernization and widening of the Turnpike mainline
- Maintenance facility improvements
- Toll plaza improvements

The MTA continually inspects, analyzes, and monitors the condition of the Maine Turnpike. This project list and anticipated start dates is ever-changing due to the needs of the infrastructure of the Turnpike, available funding, and maintenance and construction costs. The MTA also relies on established policies when considering projects for this list (Information regarding those policies are in Appendix D). Some projects may be delayed and some projects may be accelerated.

Table 5 – Project List

Town	Project	Description	Anticipated Start Date	
Arundel	Pavement Rehabilitation	Miles 27.2 through 30.0	2015	
		Miles 30.0 through 30.6	2013	
Auburn	Pavement Rehabilitation	Exit 75	2016	
		Miles 73.5 through 74.9	2017	
		Miles 74.9 through 78.9	2018	
	Washington St & MCRR NB & SB Bridges	Bridge rehabilitation	2015	
Auburn, Lewiston	Interchanges	Downtown connector study to determine the need for additional interchanges in the Lewiston/Auburn region	2009	
Augusta	Pavement Rehabilitation	Miles 108.7 through 109.1	2016	
Biddeford	Pavement Rehabilitation	Miles 30.6 through 33.0	2013	
		Exit 32 Park and Ride Lot Improvement	Park and ride lot capacity improvements	
Cumberland	Pavement Rehabilitation	Miles 57.0 through 58.9 northbound lanes	TBD	
Falmouth	Pavement Rehabilitation	Miles 51.8 through 52.7	2012	
		Exit 53	2012	
		Falmouth Spur 0.0 through 3.4	2014	
		Miles 52.7 through 57.0	2011	
	Bridges	Maine Central Railroad EB and WB Bridges (Falmouth Spur)	Bridge rehabilitation	2009
		Lambert Street/Blackstrap Road (Falmouth Spur)		2009
		West Falmouth Interchange Exit 53 Bridge		2013
Exit 53 Park and Ride Lot Improvement	Park and ride lot capacity improvements	2015		
			TBD	
Farmingdale	Pavement Rehabilitation	Miles 104.4 through 106.4	2016	
Gray	Pavement Rehabilitation	Miles 58.9 through 64.4 NB lanes	2017	
		Miles 64.4 through 67.0	2018	
	Gray Maintenance Facility	Replacement of storage shed. Expansion or replacement of body shop	2012	
			2012	
Hallowell	Pavement Rehabilitation	Miles 106.4 through 108.7	2016	
Kittery	Pavement Rehabilitation	Miles 2.2 through 4.2	2010	
Kennebunk	Pavement Rehabilitation	Miles 23.3 through 27.2	2017	
		Eastern Trail Bridge	Construction of the Eastern Trail Bridge at the request of the Eastern Trail Management District	
		Kennebunk Service Plaza Truck Parking	Construction of additional truck parking spaces	
			2016	
Lewiston	Pavement Rehabilitation	Miles 78.9 through 80.8	2018	
		Service Plaza	The fuel systems will be removed from the Lewiston Plaza	
	Bridges	Bridge rehabilitation		2009
		NB and SB bridges over Route 196 and Maine Central Railroad		2013
		Old Lisbon Road Bridge		2013
Exit 80 Park and Ride Lot Improvement	Park and ride lot capacity improvements	TBD		
Litchfield	Pavement Rehabilitation	Miles 90.6 through 92.6	2013	
		Miles 92.6 through 98.0	2014	
		Miles 98.0 through 99.2	2016	
	Bridges	Hallowell Road	Bridge rehabilitation	2011
		Lunt's Hill Road		2012
Service Plaza	The fuel systems will be removed from the Litchfield Plaza	2009		
New Gloucester	Pavement Rehabilitation	Miles 67.0 through 68.5	2018	
		Miles 68.5 through 73.5	2017	
	Toll Plaza	The New Gloucester toll plaza may be upgraded to accommodate high speed tolling.	2015	
	Bridges	Bridge rehabilitation		2012
		Chandler Mill Road Snow Hill Road (Shaker Rd)		2012
Ogunquit	Pavement Rehabilitation	Miles 13.8 through 15.2	2010	
Portland, Scarborough, South Portland, Westbrook, Falmouth	Mainline - Mile Marker 44 to 52	Modernization	The modernization of this 8 mile section of the Turnpike is an ongoing effort to upgrade the roadway and associated structures to meet current design standards.	
		Widening	This section of the Turnpike may reach capacity within the next ten years. Capacity issues with this section will be studied on an ongoing basis.	
Portland	Pavement Rehabilitation	Miles 46.3 through 51.8	2012	
		Exit 48	2012	
		Exit 52	2012	
	Bridges	Bridge rehabilitation		2011
		Exit 48 Portland/Westbrook Interchange Warren Avenue Falmouth Spur Interchange Exit 52 Bridge		2012
Sabattus	Pavement Rehabilitation	Miles 88.6 through 90.6	2013	
Saco	Bridges	Bridge rehabilitation	2013	
		Furbush Road	2014	
		Maxwell School Road	2014	
Saco	Pavement Rehabilitation	Miles 33.0 through 35.5	2013	
		Toll Plaza	The Authority plans to initiate a study to determine the best means to provide additional capacity at the Saco toll plaza.	
		Interchange	Concurrently, the Authority plans to also study the best means to provide additional capacity of the adjacent ramps	
			TBD	
Scarborough	Pavement Rehabilitation	Miles 44.3 through 44.8	2012	
		Exit 42	2013	
		Exit 44	2015	
South Portland	Pavement Rehabilitation	Miles 44.8 through 46.3	2012	
		Exit 45	2012	
Wells	Pavement Rehabilitation	Miles 15.2 through 18.7	2010	
		Miles 18.7 through 19.9	2011	
		Exit 19	2013	
		Miles 19.9 through 23.3	2014	
West Gardiner	Pavement Rehabilitation	Miles 99.2 through 104.4	2016	
		Gardiner I-295 Toll Plaza	The Authority is investigating the existing site for rehabilitation. Pending the outcome of the study, other feasible alternatives may be analyzed.	
		Service Plaza	Construction of additional truck parking spaces	
		Gardiner Area Diversion Study	This study will attempt to quantify the percentage of traffic, if any, that is avoiding the Gardiner I-95 mainline toll plaza by using local roads.	
			2009	
			2010	
York	Pavement Rehabilitation	Miles 4.2 through 6.8	2010	
		Miles 7.8 through 13.0	2011	
		Miles 13.0 through 13.8	2010	
	Toll Plaza	The Authority is currently investigating the existing site for rehabilitation. Pending the outcome of the study, other feasible alternatives may be analyzed.		
			TBD	
Systemwide	Traffic Count Stations	Replace mainline count loops systemwide with new technology.	On-going	
	Upgrade Toll Collection Equipment	Replace toll collection equipment as needed.	2015	
	Clear Zone Improvements	Continue the effort to upgrade roadside clear zones to current standards north of MM 53.	2010	
	Guide Signs	Replace guide signs as necessary when reflectivity fades.	2015	
	Intelligent Transportation Systems (ITS)	Update the communications center to allow the ITS systems to interface with existing equipment.	2009	
Communications Center		2010		
Highway Advisory Radio	The Authority is considering improving coverage by adding radio transmitters along the Turnpike.	2010		
Variable Message Signs (VMS)	An upgrade to the existing VMS system is planned.	2010		
Road Weather Information System Stations (RWIS)	The Authority is evaluating data from two RWIS stations to determine if they are beneficial.	2015		
Automatic Vehicle Location System (AVL)	The Authority is considering AVL systems for use in maintenance operations.	TBD		
Central York County	Studies	Central York Corridor Study	This Corridor Study will be a comprehensive transportation and land use assessment and will serve to identify potential land use strategies and transportation investments for future needs.	
		Gorham East-West Corridor Study	This Corridor Study will be a comprehensive transportation and land use assessment and will serve to identify potential land use strategies and transportation investments for future needs.	
Cumberland County	Safety and Capacity Study	The Authority plans to update the Safety and Capacity Study as required to re-evaluate priorities for project funding.	2009	
		Origin and Destination	The Authority plans to conduct origin and destination studies as required. The data from these studies provide valuable insight into the travel patterns and trends along the Turnpike.	
			2011	
Systemwide	Environmental Initiatives	The MTA has taken on several initiatives to reduce their environmental impact	On-going	
		Maintenance	The Authority's Bond Resolution mandates the the Turnpike be maintained in good repair, working order, and condition. These projects are identified annually as part of the annual inspection program.	
		Guardrail Upgrade		
		Paving		
		Toll Tunnel Rehabilitation		
Electrical and Mechanical Upgrades				
Roof Replacement				
Bridge Painting				
Pavement Crack Sealing				
Slope, Drainage and Culvert Repair				
Bridge Repair	The Authority has currently identified 13 bridge locations (not listed above) that will require significant repairs but not major rehabilitation	On-going		

* This project list is current as of July 27, 2009 and is subject to change. This list is for planning purposes only. Inclusion on this list is no guarantee that any given project will be completed. Also, other projects may be added if the need is determined in the future.

Arundel

Pavement Rehabilitation Miles 27.2 through 30.6

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2013 for Mile 30.0 through 30.6

2015 for Mile 27.2 through 30.0

Auburn

Pavement Rehabilitation Exit 75 and Mile 73.5 through 78.9

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2011 for Exit 75

2017 for Mile 73.5 through 74.9

2018 for Mile 74.9 through 78.9

Washington Street Bridges

The northbound and southbound bridges over Washington Street and the Maine Central Railroad were constructed in 1953. The bridges were originally constructed with a metal bridge rail system and a deck width of 30 feet, both of which are not in conformance with current standards. The bridge decks were replaced in 1979.

The existing metal bridge rail system is deteriorating. Replacement of the rail system with a new system in conformance with current standards is planned. The proposed work includes a partial deck replacement, the removal of the existing painted metal bridge rails and installation of galvanized steel bridge rail, joint replacement, substructure and deck repair, installation of a waterproof membrane and a bituminous concrete overlay.

When the above noted bridge repairs are scheduled, the MTA will review the condition of the existing deck to determine if it is cost effective to repair the deck or replace it with a wider deck that is in conformance with the current standards for travel lane and shoulder widths.

Anticipated Start Dates:

2010

Interchange

(See *Auburn, Lewiston*)

Auburn, Lewiston

Interchange

The Maine Turnpike Authority has been working with the communities of Auburn and Lewiston for more than twenty years on ways to better improve mobility for the Lewiston/Auburn region. In 1991, the New Gloucester barrier was built and the Lewiston tolls were removed thus changing the tolling system for the northern end of the Maine Turnpike from a ticket system to a barrier toll system. Changes continued for the Lewiston/Auburn region when tolls were removed from the Auburn interchange in 1999. This created a regional tolling system. In 2004 a new interchange was built in Sabattus linking the Maine Turnpike with Rt. 9. The current regional tolling system north of the New Gloucester toll barrier allows free trips between Lewiston, Auburn, and Sabattus.

The Turnpike interchanges in Lewiston and Auburn provide a vital transportation link for the Lewiston/Auburn area. The MTA has recognized the need for improved transportation connections for this key urban area. As a result, the MTA in conjunction with the MaineDOT have been conducting a downtown connector study. The goal of the downtown connector study is to determine the need for additional interchanges and/or upgrades to the existing interchanges in the Lewiston/Auburn region. The study is in the final stages. Public meetings on the study's findings are planned for the fall of 2009.

The preliminary results indicate that there would be marginal benefit to construct a new interchange in the near future. There is also an indication that a new interchange may provide more benefit at some point in the future.

However, the study is also examining other options that would provide more benefit in the near future. The MTA is committed to invest in improvements that will improve mobility in the region and that coordinate and compliment the cities' plans. The

improvement needs for the two existing interchanges are also being analyzed. Part of the downtown connector study is analyzing improvements to Exit 80. A subsequent study and analysis of Exit 75 is currently underway.

Anticipated Start Date: 2009

Augusta

Pavement Rehabilitation Miles 108.7 through 109.1

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2016

Biddeford

Pavement Rehabilitation Miles 30.6 through 33.0

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2013

Exit 32 Park and Ride Lot

The MTA has heard from many patrons that the park and ride lots are an important, valued piece of the Turnpike system. Meeting the growing need is an ongoing goal for the MTA who provides these lots free of charge as a service to patrons and to encourage carpooling. The Exit 32 park and ride lot in Biddeford has been identified as possibly needing capacity improvements, which may mean a new location, in the near future.

Anticipated Start Date: TBD

Cumberland

Pavement Rehabilitation Miles 57.0 to 58.9 NB lanes

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2017

Falmouth

Pavement Rehabilitation Miles 51.8 through 57.0, Exit 53, and Falmouth Spur Miles 0.0 through 3.4

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2011 for Mile 52.7 through 57.0

2012 for Mile 51.8 through 52.7

2012 for Exit 53

2014 for Falmouth Spur 0.0 through 3.4

Bridges

Extensive bridge work is anticipated at the following locations:

The eastbound and westbound Falmouth Spur bridges over the Maine Central Railroad

These bridges were constructed in 1953 and have not previously undergone major rehabilitation. The bridges were originally constructed with a metal bridge rail system and a deck width of 30 feet, both of which are not in conformance with current standards. The existing bridge decks are distressed and are at the end of their useful life. The proposed rehabilitation involves removal of the substandard painted metal bridge rails and concrete deck, construction of new wider concrete deck with concrete parapets, joint replacement, substructure repair, installation of a waterproof membrane and a bituminous concrete overlay.



The eastbound and westbound Falmouth Spur bridges over Lambert Road

These bridges were originally constructed in 1953 and have not previously undergone major rehabilitation. The existing bridge decks are distressed and are at the end of their useful life. The proposed work includes a complete deck replacement, joint replacement, substructure repair installation of a waterproof membrane and a bituminous concrete overlay.

West Falmouth Interchange Exit 53 Bridge

This bridge was constructed in 1953 and has not previously undergone major rehabilitation. The bridge is distressed and repair is warranted.

This bridge is located within the limits of the Mile 42 to 52 widening and the existing concrete piers supporting the bridge structure are located directly adjacent to the outside shoulders are in conflict with the potential new travel lane. Rather than redeck the existing bridge now, and then totally replace the bridge in the future when the 42 to 52 widening is warranted, the Authority plans to replace the entire structure now such that it can accommodate the planned mile 42 to 52 widening.

The northbound and southbound bridges over the Piscataqua River

These bridges were constructed in 1953 and have not previously undergone major rehabilitation and they are now in need of rehabilitation. The bridge decks are distressed and repair is warranted. In addition, the inside steel fascia beams are deteriorated and are in need of repair. These bridges are located in an area of high commuter traffic volumes which may be severely impacted by the proposed construction. Additional planning is warranted to determine how best to cost effectively rehabilitate these structure while minimizing traffic delays.

The northbound and southbound bridges over the Presumpscot River

These bridges were constructed in 1953 and were re-decked in 1980. However, the bridge decks are distressed and repair is warranted. In addition, the width of the existing bridges is substandard compared to current standards and the existing metal bridge rails are deteriorated and warrant replacement. These bridges are located in an area of high commuter traffic volumes which may be severely impacted by the proposed construction

so additional planning is warranted to determine how best to cost effectively rehabilitate these structure while minimizing delays.

At a minimum, the proposed rehabilitation involves removal of the concrete deck and substandard painted metal bridge rails and, construction of new wider concrete deck with concrete parapets, joint replacement, substructure repair, installation of a waterproof membrane and a bituminous concrete overlay.

Anticipated Start Dates:

2009 for the Maine Central Railroad Bridge
2009 for the Lambert Street/Blackstrap Road Bridge
2013 for the Exit 53 Bridge
2015 for the Piscataqua River Str. Bridges
2010 for the Presumpscot River Bridges

Mile Marker 44 to 52 Modernization and Widening

(See Portland, Scarborough, South Portland, Westbrook, Falmouth)

Exit 53 Park and Ride Lot

The MTA has heard from many patrons that the park and ride lots are an important, valued piece of the Turnpike system. Meeting the growing need is an ongoing goal for the MTA who provides these lots free of charge as a service to patrons and to encourage to carpooling. The Exit 53 park and ride lot has been identified as possibly needing capacity improvements in the near future. Currently, the MTA is analyzing new sites for the park and ride lot.

Anticipated Start Date: TBD

Farmingdale

Pavement Rehabilitation Miles 104.4 through 106.4

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2016

Gray

Pavement Rehabilitation Miles 58.9 through 64.4 NB lanes, Miles 64.4 through 67.0

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2017 for Mile 58.9 through 64.4 NB lanes

2018 for Mile 64.4 through 67.0

Gray Maintenance Facility

The shed that is currently located at the Gray maintenance facility does not provide adequate space to stockpile necessary de-icing materials, is at the end of its expected design life, and will be replaced. Covering de-icing stockpiles is essential to minimizing environmental impacts and maximizing the effectiveness of the material. For this reason, the current material storage shed at the Gray maintenance facility will be replaced.

In addition, the current body shop at Gray does not provide adequate space for the necessary equipment to be stored and for employees to work efficiently. Therefore, the body shop will also be expanded or replaced.

Anticipated Start Date: 2012

Hallowell

Pavement Rehabilitation Miles 106.4 through 108.7

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2016

Kittery

Pavement Rehabilitation Miles 2.2 through 4.2

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2010

Kennebunk

Pavement Rehabilitation Miles 23.3 through 27.2

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2015

Eastern Trail Bridge

The Eastern Trail Bridge is currently being designed and is expected to be constructed in 2010. This will be a narrow bridge over the Turnpike for non motorized traffic (bicycles and pedestrians only).

The non-profit corporation Eastern Trail Management District (ETMD) has received funding from MaineDOT to plan, design and construct a trail system between Portsmouth, New Hampshire and South Portland, Maine. The trail will be constructed east and west of the Turnpike in the Town of Kennebunk. The MTA will construct this bridge to connect the planned trails.

Anticipated Start Date: 2010

Kennebunk Service Plaza

Additional truck parking spaces are planned for construction. Based on success/failure of the truck stop electrification (TSE) project at West Gardiner (see the section [West Gardiner Service Plaza](#)) similar devices would be considered for Kennebunk when additional parking spaces are developed.

Long haul trucking fleets idle their primary diesel engine to cool and heat their cabs. The idling of a large primary diesel engine solely to maintain comfort inside the cab is inefficient. Improving efficiency will reduce fuel consumption and air pollution. TSE technology uses electric power from a utility grid rather than the operation of a diesel powered internal combustion engine to provide creature comforts.

Anticipated Start Date: 2016



Lewiston

Pavement Rehabilitation Miles 78.9 through 80.8

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2018

Bridges

The Maine Turnpike bridges over Route 196 and Maine Central Railroad

These bridges were constructed in 1953. The bridges were originally constructed with a metal bridge rail system and a deck width of 30', both of which are not in conformance with current standards. The bridge deck was replaced in 1985.

The existing concrete deck and the metal bridge rail system are deteriorating. The proposed work includes complete deck the removal, removal of the existing painted metal bridge rails, construction of a new wider concrete deck with concrete parapets, joint replacement, substructure repair, installation of a waterproof membrane and a bituminous concrete overlay.

The Old Lisbon Road Bridge

This bridge, constructed in 1953, has not previously undergone major rehabilitation and is now in need of rehabilitation due the poor condition of the existing concrete deck. This project will involve removing the existing concrete deck, raising the bridge to improve the clearance between the bottom of the steel beams and the turnpike pavement, placement of a new concrete deck and parapets, new joints, new waterproof membrane and a bituminous concrete overlay. The roadway approaches to the bridge will also be reconstructed as part of the project.

Anticipated Start Dates:

2009 for the Maine Turnpike bridges over Route 196 and Maine Central

2013 for the Old Lisbon Road Bridge

Interchange

(See *Auburn, Lewiston*)

Exit 80 Park and Ride Lots

The MTA has heard from many patrons that the park and ride lots are an important, valued piece of the Turnpike system. Meeting the growing need is an ongoing goal for the MTA who provides these lots free of charge as a service to patrons and to encourage carpooling. The Exit 80 park and ride lots have been identified as possibly needing capacity improvements in the near future.

Anticipated Start Date: TBD

Lewiston Service Plaza

The fuel systems will be removed at the de-commissioned service plaza. The services historically provided at this location are now provided at the new West Gardiner plaza. This service plaza is no longer in use. It is important that fuel systems are removed to avoid any environmental issues and to comply with current regulations.

Anticipated Start Date: 2009

Litchfield

Pavement Rehabilitation Miles 90.6 through 99.2

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies

indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2013 for Mile 90.6 through 92.6

2014 for Mile 92.6 through 98.0

2016 for Mile 98.0 through 99.2

Litchfield Service Plaza

The fuel systems will be removed at the de-commissioned service plaza. The services historically provided at this location are now provided at the new West Gardiner plaza. This service plaza is no longer in use. It is important that fuel systems are removed to avoid any environmental issues and to comply with current regulations.

Anticipated Start Date: 2009

Bridges

Extensive bridge work is anticipated at the following locations:

Hallowell Road Bridge

This bridge was constructed in 1953 and has not previously undergone major rehabilitation. It is now in need of rehabilitation due the poor condition of the existing concrete deck. This project will involve removing the existing concrete deck, raising the bridge to improve the clearance between the bottom of the steel beams and the turnpike pavement, placement of a new concrete deck and parapets, new joints, new waterproof membrane and a bituminous concrete overlay. The roadway approaches to the bridge will also be reconstructed as part of the project.

Lunt's Hill Road Bridge

This bridge was constructed in 1953 and has not previously undergone major rehabilitation. It is now in need of rehabilitation due the poor condition of the existing concrete deck. This project will involve removing the existing concrete deck, raising the bridge to improve the clearance between the bottom of the steel beams and the turnpike pavement, placement of a new concrete deck and parapets, new joints, new waterproof membrane and a bituminous concrete overlay. The roadway approaches to the bridge will also be reconstructed as part of the project.

Anticipated Start Dates:

2011 for the Hallowell Road Bridge

2012 for the Lunt's Hill Road Bridge

New Gloucester

Pavement Rehabilitation Miles 67.0 through 73.5

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2017 for Mile 68.5 through 73.5

2018 for Mile 67.0 through 68.5

New Gloucester Toll Plaza

The New Gloucester Toll Plaza, built in 1991, may be upgraded to accommodate highway speed travel for E-ZPass patrons. Highway speed plazas are expected to eventually replace all of the Turnpike's mainline plazas. They ensure convenience by allowing E-ZPass patrons to pay a toll without stopping and starting while still allowing cash paying patrons access to a traditional plaza.



Anticipated Start Date: 2015

Bridges

Extensive bridge work is anticipated at the following locations:

Chandler Mill Road Bridge

Chandler Mill Road Bridge was constructed in 1953 and has not previously undergone major rehabilitation and it is now in need of rehabilitation due the poor condition of the existing concrete deck. This project will involve removing the existing concrete deck, raising the bridge to improve the clearance between the bottom of the steel beams and the turnpike pavement, placement of a new concrete deck and parapets, new joints, new waterproof membrane and a bituminous concrete overlay. The roadway approaches to the bridge will also be reconstructed as part of the project.

Snow Hill Road (Shaker Road) Bridge

Snow Hill Road Bridge was constructed in 1953 and has not previously undergone major rehabilitation and it is now in need of rehabilitation due the poor condition of the existing concrete deck. This project will involve removing the existing concrete deck, raising the bridge to improve the clearance between the bottom of the steel beams and the turnpike pavement, placement of a new concrete deck and parapets, new joints, new waterproof membrane and a bituminous concrete overlay. The roadway approaches to the bridge will also be reconstructed as part of the project.

Anticipated Start Dates:

2012 for the Chandler Mill Road Bridge

2012 for the Snow Hill Road Bridge

Ogunquit

Pavement Rehabilitation Miles 13.8 through 15.2

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2010

Portland

Pavement Rehabilitation Miles 46.3 through 51.8, Exit 48 and Exit 52

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2012 for Mile 46.3 through 51.8

2012 for Exit 48

2012 for Exit 52

Bridges

Extensive bridge work is anticipated at the following locations:

Exit 48 Portland/Westbrook Interchange Bridge

This bridge was constructed in 1953 and has not previously undergone major rehabilitation and it is now in need of rehabilitation. The bridge deck and substructure is distressed and repair is warranted. However, this bridge is located within the limits of the Mile 42 to 52 widening and the existing concrete piers supporting the bridge structure are located directly adjacent to the outside shoulders are in conflict with a potential new travel lane. Rather than redeck the existing bridge now, and then totally replace the bridge in the future when the 42 to 52 widening is warranted, the Authority plans to replace the entire structure now such that it can easily accommodate the possible mile 42 to 52 widening.

Warren Avenue Bridge

This bridge was re-decked and widened in 1992 to add an outside shoulder. The joints were not replaced at that time and now require rehabilitation. In addition, the existing aluminum bridge railings installed in 1992 per 1992 standards, do not conform to current standards. This bridge is located within the limits of the Mile 42 to 52 widening and an area of high traffic volumes which may be severely impacted by the proposed construction. Additional planning is warranted to determine how best to cost effectively rehabilitate these structure while minimizing traffic delays.

Falmouth Spur Interchange Exit 52 Bridge

This bridge carries the Falmouth Spur traffic over the mainline. It was constructed in 1953 and was redecked in 1977. However, the width of the existing bridge is substandard compared to current standards and the existing painted metal “pork chop” bridge rails are deteriorated and warrant replacement.

This bridge is located within the limits of the Mile 42 to 52 widening and the existing concrete piers supporting the bridge structure are located directly adjacent to the outside shoulders are in conflict with the potential new travel lane. Rather than replace the deteriorated railings and widen the existing bridge now, and then totally replace the bridge in the future when the 42 to 52 widening is warranted, the Authority plans to replace the entire structure now such that it can accommodate the planned mile 42 to 52 widening.

Anticipated Start Dates:

2011 for the Exit 48 Bridge

2012 for the Warren Avenue Bridge

2011 for the Falmouth Spur Bridge

Mile Marker 44 to 52 Modernization and Widening

(See Portland, Scarborough, South Portland, Westbrook, Falmouth)

Portland, Scarborough, South Portland, Westbrook, Falmouth

Mile Marker 44 to 52 Modernization

The modernization of this 8 mile region of the Turnpike is an ongoing effort to upgrade the roadway and associated structures to meet current safety and design standards. The reconstruction work involves constructing new bridges with abutments set back to allow for additional travel lanes, shoulder widening and clear zones, as well as increased vertical clearances. Several bridges (as discussed earlier in this document) require significant rehabilitation. Many of these bridges are scheduled to be reconstructed prior to the construction of any additional travel lanes. The modernization process will be ongoing throughout the next 10 years.

Anticipated Start Date: 2010

Mile Marker 44 to 52 Widening/ Alternatives Analysis

This section of highway is currently four (4) lanes and nearing capacity. The design hour forecasts (in the [Design Hour Forecasts and Level of Service](#) section) show that there may be a need to widen this section to six (6) lanes in about 10 years. While the widening is not expected for another 10 years, the beginning stages of this project will be ongoing. Widening the roadway, once it has reached its capacity, will eliminate undue delays to motorists and will, in turn, reduce emissions and improve air quality. The tasks that may be completed within the next 10 years are the following:

- Analyze traffic growth and forecasts to determine when widening will be necessary,
- Monitor traffic volumes and safety data to ensure that the current highway is meeting the needs of patrons
- Beginning to gather information for the permitting process.

Anticipated Start Date: 2015



Sabattus

Pavement Rehabilitation Miles 88.6 through 90.6

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies

indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2013

Bridges

The following bridges have been identified as approaching the end of their estimated lifespan and are scheduled for complete reconstruction.

Furbush Road Bridge

Furbush Road Bridge was constructed in 1953 and has not previously undergone major rehabilitation. It is now in need of rehabilitation due the poor condition of the existing concrete deck. This project will involve removing the existing concrete deck, raising the bridge to improve the clearance between the bottom of the steel beams and the Turnpike pavement, placement of a new concrete deck and parapets, new joints, new waterproof membrane and a bituminous concrete overlay. The roadway approaches to the bridge will also be reconstructed as part of the project.

Maxwell School Road Bridge

Maxwell School Road Bridge was constructed in 1953 and has not previously undergone major rehabilitation. It is now in need of rehabilitation due the poor condition of the existing concrete deck. The existing bridge is a narrow 14' wide one lane bridge which is not in conformance with current standards. This project will involve complete removal of the existing bridge and the construction of a new wider two lane bridge. The roadway approaches to the bridge will also be reconstructed as part of the project.

Anticipated Start Dates:

2013 for the Furbush Road Bridge

2014 for the Maxwell School Road Bridge

Saco

Pavement Rehabilitation Miles 33.0 through 35.5

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2013

Saco Exit 36 Toll Plaza

The three lane Saco Toll Plaza is the busiest side plaza and currently serves nearly 2,000 design-hour vehicles. This 3-lane plaza is actually busier than the northbound side of the New Gloucester mainline barrier, whose 5 lanes serve about 1,500 vehicles during the design hour.

The side toll plaza at Saco will be studied to determine possible modifications intended to increase capacity during the peak hours. Once the most feasible option is determined the proper course of action will be implemented. These modifications will be done in conjunction with interchange improvements at the same area.

Anticipated Start Date: TBD

Exit 36 Interchange

The one lane northbound on ramp at the Exit 36 Interchange is close to capacity during the morning rush hour. The Saco interchange will be studied to determine possible modifications intended to increase capacity and meet design standards. Once the most feasible option is determined the proper course of action will be implemented. These modifications will be done in conjunction with the toll plaza improvements mentioned above.

Anticipated Start Date: TBD

Scarborough

Pavement Rehabilitation Miles 44.3 through 44.8, Exit 42, and Exit 44

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2012 for Mile 44.3 through 44.8

2013 for Exit 42

2015 for Exit 44

Mile Marker 44 to 52 Modernization and Widening

(See Portland, Scarborough, South Portland, Westbrook, Falmouth)

South Portland

Pavement Rehabilitation Miles 44.8 through 46.3 and Exit 45

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2012 for Mile 44.8 through 46.3

2012 for Exit 45

Mile Marker 44 to 52 Modernization and Widening

(See Portland, Scarborough, South Portland, Westbrook, Falmouth)

Wells

Pavement Rehabilitation Miles 15.2 through 23.3 and Exit 19

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2010 for Mile 15.2 through 18.7

2011 for Mile 18.7 through 19.9

2013 for Exit 19

2014 for Mile 19.9 through 23.3

Westbrook

Mile Marker 44 to 52 Modernization and Widening

(See Portland, Scarborough, South Portland, Westbrook, Falmouth)

West Gardiner

Pavement Rehabilitation Miles 99.2 through 104.4

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Date: 2016

Gardiner Area Diversion Study

This study will attempt to quantify the percentage of traffic, if any, that is avoiding the Gardiner I-95 mainline toll plaza by using local roads. This is part of an ongoing initiative by the MTA to identify and address diversion concerns around all of the mainline toll plazas. This study will commence once the MaineDOT's I-295 construction projects are complete.

Anticipated Start Date: 2010

West Gardiner Service Plaza

Additional truck parking spaces will be constructed at the new West Gardiner Service Plaza with connections that allow for electricity, heating, and communications, referred to as truck stop electrification (TSE)

Long haul trucking fleets idle their primary diesel engine to cool and heat their cabs. The idling of a large primary diesel engine solely to maintain comfort inside the cab is inefficient. Improving efficiency will reduce fuel consumption and air pollution. This project will offer TSE technology that uses electric power from a utility grid rather than

the operation of a diesel powered internal combustion engine to provide creature comforts. This technology will save the drivers money, as well as reduce Greenhouse Gases.

Anticipated Start Date: A stimulus grant through the Environmental Protection Agency was awarded to Maine Turnpike in order to perform this work in 2009/2010.

Gardiner I-295 Toll Plaza

The current location of the Gardiner I-295 Toll Plaza is less than ideal due to a nearby interchange and a bridge overpass which blocks sight distance and hinders lane choice in the northbound direction. Currently, the rehabilitation and possible relocation of the toll plaza is being studied. If appropriate, the existing plaza will be rehabilitated at the current location or relocated to an undetermined location

As part of the construction work on the Gardiner I-295 Toll Plaza, the toll plaza will be designed to accommodate highway speed tolling. Highway speed plazas are expected to eventually replace all of the Turnpike's mainline plazas. They ensure convenience by allowing E-ZPass patrons to pay a toll without stopping and starting while still allowing cash paying patrons access to a traditional plaza.

Anticipated Start Date: TBD

York

Pavement Rehabilitation Miles 4.2 through 6.8 and Miles 7.8 through 13.8

To maintain pavement quality, the MTA has established a program of planned pavement rehabilitation to ensure roadway safety in the most cost effective manner possible. Studies indicate that pavement maintained in good condition costs substantially less to maintain than pavement that is allowed to deteriorate to poor condition.

The pavement rehabilitation generally consists of the removal of the top layer of pavement on the travel lanes (and shoulders where deemed necessary), establishment of a 1/4"/ft cross slope to improve drainage, repair of damaged pavement, sealing of cracks, reconstruction of drainage structures, berm drop-off correction, and overlaying the roadway with new bituminous concrete pavement.

Anticipated Start Dates:

2010 for Mile 4.2 through 6.8

2010 for Mile 13 through 13.8

2011 for Mile 7.8 through 13

York Toll Plaza

Currently, the rehabilitation and possible relocation of the York Toll Plaza is being studied. If appropriate, the existing plaza will be rehabilitated at the current location or

relocated to an undetermined location. The rehabilitation or relocation of the York Toll Plaza is also anticipated to include an upgrade to accommodate highway speed tolling.

The existing York Toll Plaza was constructed in 1969 when the roadway was realigned to connect to the newly constructed Piscataqua River Bridge. Since federal money had gone into the reconstruction work on the nearly five miles between Kittery and York, federal law prevented that section from being tolled. The York Toll Plaza was built on a less than ideal site as a temporary structure. The plan for the York Toll Plaza was that it would be torn down before the end of its 25-year life span, because at the time it was built, it was assumed that tolls would no longer be collected after the construction bonds were paid in 1982. However in 1982, members of the Maine Legislature voted for the continued operation of the Maine Turnpike by the Authority.

The need for the project is demonstrated by the deficiencies of the York Toll Plaza. The age of the toll plaza, the outmoded conditions of the existing tollbooths, canopy, and tunnel, and poor soil conditions require constant attention to maintain it in reasonable condition.

As part of the construction work on the York Toll Plaza, the toll plaza is anticipated to be designed to accommodate highway speed tolling. Highway speed plazas are expected to eventually replace all of the Turnpike's mainline plazas. They ensure convenience by allowing E-ZPass patrons to pay a toll without stopping and starting while still allowing cash paying patrons access to a traditional plaza.



Anticipated Start Date: TBD

Central York County

In response to growing pressures to improve east-west connections in York and Cumberland Counties, the 123rd Maine State Legislature directed the MaineDOT and the MTA to study the opportunity to enhance, expand, and preserve highway connections west of Route 1 in York and Cumberland counties, specifically noting the Gorham and Sanford areas.

The Central York County Transportation Study will assess all modes of transportation, in addition to land use strategies, in accordance with the Sensible Transportation Policy Act (STPA) and the Growth Management Act (GMA) for the Central York Corridor. It will serve to identify potential land use strategies and transportation investments for future needs.

Anticipated Start Date: 2009

Cumberland County

In response to growing pressures to improve east-west connections in York and Cumberland Counties, the 123rd Maine State Legislature directed the MaineDOT and the

MTA to study the opportunity to enhance, expand, and preserve highway connections west of Route 1 in York and Cumberland counties, specifically noting the Gorham and Sanford areas.

The Gorham East-West Corridor Study will assess all modes of transportation, in addition to land use strategies, in accordance with the Sensible Transportation Policy Act (STPA) and the Growth Management Act (GMA) for the Gorham East-West Corridor. It will serve to identify potential land use strategies and transportation investments for future needs.

Anticipated Start Date: 2009

System-wide

Environmental Initiatives

The MTA has taken on several initiatives to reduce the environmental impact of the operations and maintenance of the Maine Turnpike, as well as ways to reduce vehicle emissions. The MTA will continue to go above and beyond simply meeting environmental requirements for MTA projects. The initiatives that the MTA is undertaking are described in the following paragraphs.

REDUCING VEHICLE EMISSIONS

The MTA is committed to look for ways to reduce vehicle emissions. The Maine Turnpike Authority has recently started using biodiesel in some of its maintenance equipment. The biodiesel fuel mixture contains five percent soybean oil. Currently, about half of the MTA's maintenance equipment use biodiesel. The MTA will continue to pursue the use of biodiesel based on the success of the program. MTA is working toward a goal of using a biodiesel fuel that is 20 percent soybean oil.

The MTA's maintenance group has initiated the installation of Webasto heaters on several snow plow trucks. The successful test has resulted in maintenance initiating the installation of Webasto heaters on all of MTA snow plows over the next few years. The heaters allow the truck's main engine to be shut-off while keeping the engine block and the cab warm in the winter. This will significantly reduce idling by MTA snow plows as well as reduce fuel usage during winter while not impacting safety.

The MTA not only invests in reducing vehicle emissions from our maintenance vehicles, but also vehicle emissions from patrons of the Turnpike. The MTA recognizes the importance of providing and encouraging alternative modes of transportation, as well as other measures to reduce vehicle emissions from patrons of the Turnpike. The following are some of the projects that the MTA is undertaking to help reduce vehicle emissions, which have been described in other sections:

- The installation of Truck Stop Electrification in the West Gardiner Service Plaza (see [West Gardiner Service Plaza](#))
- Encouraging the use of E-ZPass (see [E-ZPass Benefits and Trends](#))

- Supporting alternative transportation modes (see [Transportation System Improvement Recommendations](#)) including the construction of the Eastern Trail Bridge over the Turnpike in Kennebunk in 2010 (see [Eastern Trail Bridge](#))

WATERSHED MANAGEMENT PLANNING

The MTA recognizes that polluted stormwater runoff is the most significant source of water quality problems in Maine’s waters. Because of this, the MTA has a Stormwater Program Management Plan (SPMP) for the purpose of establishing, implementing, and enforcing a program to reduce the discharge of pollutants from MTA’s roadways, drainage areas, and facilities. The goal of the SPMP is to protect water quality and to satisfy water quality requirements of the Clean Water Act.

The MTA also participates in several additional stormwater-related efforts which includes attending Watershed Management Plan meetings for Hart Brook and Long Creek. Currently, the MTA is actively involved with the Long Creek Watershed Management Steering Committee and Maine Department of Environmental Protection (MeDEP), MaineDOT and municipalities to develop a Watershed Management Plan for the Long Creek Watershed. Because of MTA’s proactive involvement, the MTA has received two EPA awards for participating in the Long Creek Management Plan development process.

WEATHERIZATION AND ENERGY EFFICIENCY

The MTA began an energy efficiency/weatherization program seven years ago by replacing some wooden overhead doors. The program currently consists of a two pronged approach to saving energy at the MTA.

- Energy consumption associated with heating MTA facilities is decreased using a combination of replacing old overhead doors and simply turning down thermostats in areas where lower temperatures could be rationalized. Each year between 8-10 old wooden overhead doors are replaced with insulated steel doors.
- Electricity is also conserved by replacing old failed electric motors with high efficiency ones, replacing incandescent light fixtures with LED light fixtures, and installing occupancy sensors for lighting in areas of limited personnel use.

Bridge Repair

The MTA has currently identified multiple bridges (not listed previously) that will require significant repairs over the next ten years, but not complete rehabilitation. Repair typically involves concrete deck and substructure repair, removal and replacement of waterproof membrane and bituminous concrete wearing surface. (Rehabilitation is more extensive and typically involves replacement and or widening of the existing concrete deck).

As part of the annual bridge inspection program, the condition of these structures will be carefully reviewed to determine when the repairs are warranted as well if more comprehensive rehabilitation is warranted. Those bridges in need of major repair are the following:

- Auburn – Kitty Hawk Avenue

- Falmouth – Auburn St (Falmouth Spur)
- Falmouth – Leighton Road
- Falmouth – Mountain Road
- Falmouth – Presumpscot River (Falmouth Spur)
- Gray Interchange
- Lewiston Interchange
- Litchfield – Route 197
- Sabattus – Sabattus River
- Scarborough – Gorham Road over the Turnpike
- Scarborough – Gorham Road over I-295 ramp
- Scarborough – I-295 over Payne Road NB
- York – York River Bridge

Anticipated Start Date: On-going

Traffic Count Stations

To gather accurate and timely traffic data, the MTA began installing traffic count stations at interchanges in 1996. The stations utilize loop detectors placed in each mainline lane and on each entrance and exit ramp to continuously record traffic volume and speed data. The MTA is planning on replacing all mainline count loops system-wide with side fired microwave radar units.

Recently, some of the traffic loops have failed, causing gaps in the traffic data. The MTA is investigating whether they should install new loops or possibly upgrade to newer technology. As part of this investigation, side fired microwave radar for traffic counts were installed at Exit 45 and in York. The microwave radar technology is not embedded in the pavement like loops, and may be easier to install and maintain.

Anticipated Start Date: On-going

Upgrade Toll Collection Equipment

The MTA is planning to update the existing toll collection system. The existing toll collection system was installed in 2003 and will likely be functionally obsolete in 2015.

Anticipated Start Date: 2015

Clear Zone Safety Improvements

The clear zone is that area which extends from the edge of the travel way to the nearest obstruction. The MTA is planning to continue the effort to upgrade roadside clear zones north of MM 53, to current design and safety standards that suggest a clear zone of 30 feet.

Anticipated Start Date: 2010

Guide Signs

Guide signs provide needed information to the Turnpike patrons. The signs are retroreflective which allow them to be visible in the darkness due to their ability to reflect light from the headlights of vehicles. However, the signs lose their retroreflectivity over time.

The guide signs on the Turnpike are expected to lose reflectivity and be nearing the end of the projected lifespan by 2015. All affected guide signs will be replaced in the next ten years.

Anticipated Start Date: 2015

Intelligent Transportation Systems

COMMUNICATIONS CENTER – The current communications center is outdated and inefficient. Older software does not allow new ITS systems to interface with the existing equipment and the design of a new administration building allowed for significant upgrades without a substantial delay in services. The communications center in the new administration building is designed to better accommodate the current ITS systems and possible upgrades and additions.

Anticipated Start Date: 2009

HIGHWAY ADVISORY RADIO (HAR) – Today, eleven Highway Advisory Radio (HAR) transmitters are located in strategic locations along the turnpike to provide information at critical decision points along the highway, typically at or near interchanges. Pre-recorded messages are continually broadcast to provide information about traffic conditions, weather, and construction zones. Currently, the MTA is considering the addition of radio transmitter at Kennebunk to improve signal coverage.



Anticipated Start Date: 2010

VARIABLE MESSAGE SIGNS (VMS) – The MTA currently maintains a network of Variable Message Signs (VMS) to provide motorists with critical real-time traffic information. The signs typically advise turnpike patrons of current traffic conditions, weather restrictions, accidents, delays, etc. The existing VMS system will be upgraded to meet current design standards and integrated into the existing communications center software platform. This upgrade will improve the reliability of the system.



Anticipated Start Date: 2010

ROAD WEATHER INFORMATION SYSTEM STATIONS (RWIS) – RWIS stations are a tool used by many storm response crews around the country. Two RWIS stations

are currently being tested at key locations on the Turnpike. These RWIS stations can relay real-time information about precipitation, air and surface temperatures and video images at the site. This information is valuable to the decision makers who decide when and how to treat the roadway. Both stations and the data they produce are being evaluated by the MTA. If these systems prove to be beneficial to the MTA, additional RWIS stations will be considered.

Anticipated Start Date: 2015

AUTOMATIC VEHICLE LOCATION SYSTEM (AVL) – The MTA is considering Automatic Vehicle Location (AVL) systems for use in maintenance operations. AVL systems are capable of reporting an abundance of information including where a vehicle is and the speed at which it is traveling. Of specific importance is the system’s ability to track snow removal equipment. The decision maker during a storm can know where a snow removal vehicle is, whether the plow is in use, if the spreader is being used and how much material is being released.

Anticipated Start Date: TBD

CLOSED CIRCUIT TELEVISION (CCTV) – The MTA is planning to add CCTV at the Kennebunk Service Plazas, the West Gardiner Service Plaza, and on the Maine Turnpike mainline south of York. The addition of CCTV at the service plaza locations is to assist in security and monitor parking and traffic situations. The addition of CCTV south of York will be for incident verification.

Anticipated Start Date: TBD

LED VARIABLE SPEED LIMIT SIGNS – The MTA is planning to explore the feasibility of upgrading the existing “flashing” 45 MPH signs with modern LED Variable Speed Limit signs.

Studies

ORIGIN AND DESTINATION (O&D) – This study will attempt to acquire updated information on travel patterns, better understand key patron characteristics, and receive feedback on the quality of service provided by the Maine Turnpike. The MTA conducts this study once every five years to ensure that the most recent data and trends are available. This study provides the MTA with travel pattern information that cannot otherwise be obtained. The data gathered from this study help guide the decisions of the MTA.

Anticipated Start Date: 2011

SAFETY AND CAPACITY – This study is a system-wide traffic operations and safety analysis of the Maine Turnpike. It is a comprehensive study, done every five years, which encompasses all interchanges, mainline segments, toll plazas, and park and ride

lots. This study provides an important planning tool for the MTA to gain a better understanding of where safety and capacity improvements are needed most.

Anticipated Start Date: 2012

Maintenance

The MTA's Bond Resolution mandates that the Turnpike be maintained in good repair, working order, and condition. High traffic volumes and the age of the Turnpike necessitate continued high levels of maintenance. The following ongoing projects have been identified to maintain the Turnpike in good condition.

GUARDRAIL UPGRADE – Continue to upgrade all outdated guardrail and add new guardrail where required to meet current design standards. The most critical locations will be addressed first. Typically, on the outside shoulders, the leading end sections are removed and replaced with crash attenuating end treatments and the length of guardrail in many locations is increased. The median guardrail modifications include closing some median openings that are not critical for authorized vehicles, and constructing new median openings at areas where there is adequate sight distance.

TOLL TUNNEL REHABILITATION – Continue routine maintenance and rehabilitation at all toll tunnel locations. The most critical locations will be addressed first.

ELECTRICAL AND MECHANICAL UPGRADES – Continue routine maintenance at all facilities as needed. The most critical locations will be addressed first.

ROOF REPLACEMENT – Each facility roof will be replaced or repaired as needed. The most critical locations will be addressed first.

BRIDGE PAINTING – Continue routine painting at all bridge locations as needed. The most critical locations will be addressed first.

PAVEMENT CRACK SEALING – Continue routine crack sealing on all portions of the Turnpike when needed. The most critical locations will be addressed first.

SLOPE, DRAINAGE AND CULVERT REPAIR - Continue to repair slopes, drainage areas and culverts as needed. The most critical locations will be addressed first. Over time rain and runoff from the roadway can erode the side slopes and damage drainage areas and culverts. These critical pieces need to be repaired routinely to ensure proper drainage and roadway/slope stability.

Transportation System Improvement Recommendations

Investing in alternative travel modes is a priority in the Maine Turnpike Authority's traffic demand management program. The MTA actively encourages the use of alternative modes of transportation and partners with local and state agencies including MaineDOT to provide support for commuters, including operation of Park & Ride lots and support of carpools, vanpools and transit through the GO MAINE program and the ZOOM Turnpike Express.

During 2008, a record number of new commuters were drawn to both of these programs due to fluctuating gasoline prices and the uncertain economic outlook. The MTA plans to continue its support of these programs and work with MaineDOT and local agencies to improve services and information available to Maine commuters.

ZOOM Turnpike Express

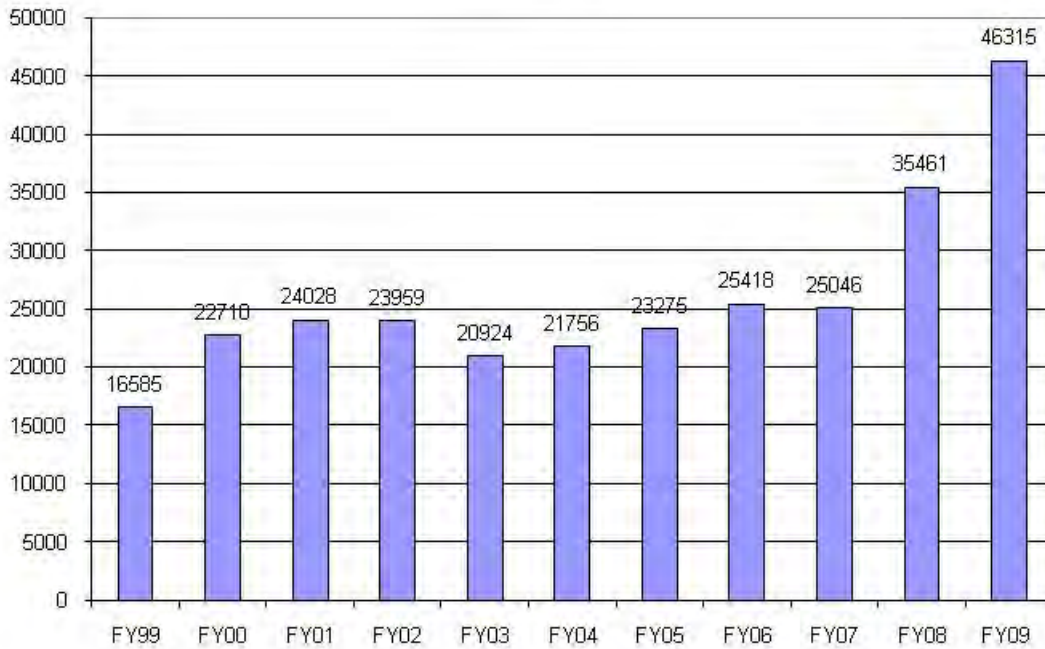
The MTA provides partial funding for the ZOOM Turnpike Express, a commuter bus service operating between Biddeford/Saco and Portland. The commuter bus provides an alternative to driving on the most heavily traveled commuter route in the state. An average of nearly 70,000 vehicles per day travel this section of the Turnpike. The MTA also provides designated bus pick-up and drop-off areas in the Exit 32 and Exit 36 Park & Ride lots.

Traditionally, the ZOOM bus has served about 100 travelers per weekday – a level that has remained relatively steady since the service began in the summer of 1998. However, in response to the spike in gasoline prices and increased public concern with the environment, the tenth year of ZOOM saw a dramatic increase in ridership to their highest levels ever. Currently, the ZOOM bus serves about 140 travelers per weekday. The increase in the number of passengers began in September 2007 with continual monthly increases to June and July 2008. Figure 5 summarizes annual ZOOM bus ridership since the service began.

As Figure 5 illustrates, ZOOM bus ridership had hovered between 20,000 and 25,000 travelers per year for the first nine years of service. Even though usage dipped slightly in 2007, it increased to 35,461 travelers in 2008 (a 42% increase over 2007) and has further increased to almost 46,000 travelers according to data available for 2009.

During 2009, Biddeford-Saco-Old Orchard Beach Transit (operator of ZOOM) worked with MaineDOT to acquire two transit buses to replace an aging fleet. To accommodate a growing number of commuters using the existing Park & Ride lot in Saco, the MTA worked with MaineDOT and the City of Saco to open a new overflow parking lot on North Street at the site of the MTA's old Exit 5 ramp. The new lot has eased parking pressures considerably for ZOOM riders and others using alternative modes.

Figure 6 – ZOOM ridership



GO MAINE Program

The GO MAINE Commuter Connections program, administered by GPCOG and funded by Maine DOT and the MTA provides healthy, economical and eco-friendly ways for Maine citizens from Kittery to Fort Kent to get to and from work. Major services for commuters and employers include: Carpool and vanpool ridematching via the interactive website at www.gomaine.org; an express commuter vanpool program; promotion of and partnership with transit, bicycling and pedestrian entities; and the Emergency Ride Home Guarantee.

GO MAINE commuter registrations and program activity levels have increased dramatically in the current economic climate. In 2008, an additional 3,039 commuters registered for services. As of May 2009, another 397 commuters have registered. The total commuters in the database is 7,612, a record high number. The number of registered carpools is 498.

GO MAINE has recently placed 10 new 7-passenger minivans into service on commuter routes ranging from Greater Portland to Aroostook County. There are now 38 registered vanpools in the GO MAINE system, 31 are administered by GO MAINE and 7 are privately owned and operated. Of the 38 vanpools, 16 are registered with an E-ZPass and regularly use the Maine Turnpike. There are a total of 293 registered vanpool riders. Five new full-size 12-passenger vans have been added to the GO MAINE fleet in August 2009.

GO MAINE continues to increase market penetration statewide owing to a high level of major employer interest. GO MAINE continues to work with transportation, business, state and municipal partners, and other key stakeholders to increase market penetration, primarily along the Maine Turnpike, I-95 and I-295 corridors from Bangor to York.

Recently, GPCOG has entered into an agreement with the Vermont Agency of Transportation for the purpose of sharing the costs and management of software technology designed to facilitate commuter ridesharing. New Hampshire Department of Transportation is expected to join with Maine and Vermont by late 2009. This regional ridesharing arrangement is notable for its tri-state cooperation and expected to produce economies of scale that will enhance program activities, increase commute options for the public, and save money.

The MOVE! Program

The *MOVE!* Program (formerly known as Kids and Transportation) offers classroom presentations, and a variety of resources and activities that engage young minds by teaching Maine students how transportation impacts our world. The objective of the program has been to provide students and teachers with a better understanding of the issues, impacts and options associated with transportation in the hope that future generations will be able to make more informed choices about transportation options.

The York County portion of *MOVE!* is one of many mitigation efforts of the Turnpike Widening project and has been completely funded by the MTA and managed by the Southern Maine Regional Planning Commission since its inception in the fall of 2000. Now entering the tenth year, the *MOVE!* Program has been consistently reaching over 2,000 students per year in schools throughout York County.

The Program recently merged with the Cumberland County Kids and Transportation program. The MTA and the MaineDOT sponsor this program, which enables transportation based presentations and resources to be offered to students from kindergarten through twelfth grade in both York and Cumberland Counties.

Park & Ride Lot Program

The MTA strongly encourages motorists to utilize its Park & Ride lots to reduce congestion on the turnpike through ridesharing. The MTA started providing park and ride lots to patrons in 1970. Currently, the MTA maintains a network of Park & Ride lots located at or near most interchanges. The MTA monitors the use of these lots to assure that adequate capacity is available.

Table 6 summarizes Park & Ride utilization at the 15 lots located along the Maine Turnpike. Eleven of these lots are owned and maintained by the MTA, while the remaining four lots are owned and maintained by the Maine DOT.

Park and ride lots save an estimated 15 million vehicle-miles traveled each year by providing drivers with an opportunity to carpool, vanpool and connect to buses

Table 6 – Park and Ride Utilization

Town	Location	Owner	Spaces ¹	2001	2002	2003	2004	2005	2006	2007	2008	% Full 2005	%Full 2006	%Full 2007	%Full 2008
York	Chases Pond Road, US-1 Connector	MaineDOT	26	20	17	16	9	21	8	11	26	81%	31%	42%	100%
Wells	Maine Turnpike Exit 19, adj. to Wells Trans Ctr.	MTA	100	35	30	32	16	28	33	49	54	28%	33%	49%	54%
Kennebunk	Maine Turnpike Exit 25 SB, on Rt. 35	MTA	52	24	24	22	19	19	26	19	22	37%	50%	37%	42%
Biddeford	Maine Turnpike Exit 32, on Rt. 111	MTA	155	138	115	114	105	97	99	120	100	63%	64%	77%	65%
Saco	I-195 Exit 1, on Industrial Park Road	MaineDOT	135	112	105	94	98	80	117	106	110	59%	87%	79%	81%
Scarborough	Maine Turnpike Exit 42, adj. to toll plaza	MTA	23	25	16	13	24	21	18	27	17	91%	78%	117%	26%
South Portland	Maine Turnpike Exit 45, on Rt. 703	MaineDOT	111	24	23	42	29	33	22	24	28	30%	20%	22%	25%
Portland	Maine Turnpike Exit 46, adj. to toll plaza	MTA	68	8	14	8	21	17	17	21	20	25%	25%	31%	29%
Westbrook	Larrabee Road, near Maine Turnpike Exit 47	MaineDOT	91	n/a	n/a	46	43	58	51	43	53	64%	56%	47%	58%
W. Falmouth	Maine Turnpike Exit 53, adj. to toll plaza	MTA	19	4	14	15	14	14	13	15	20	74%	68%	79%	105%
Gray	Maine Turnpike Exit 63, on US-202	MTA	74	45	29	41	57	41	46	34	77	55%	62%	46%	104%
Auburn	Maine Turnpike Exit 75, on US-202	MTA	137	57	81	75	68	84	76	71	106	61%	55%	52%	77%
Lewiston-1	Maine Turnpike Exit 80 NB on Plourde Pkwy	MTA	62	0	44	41	53	36	56	28	47	58%	90%	45%	76%
Lewiston-2	Maine Turnpike Exit 80 SB on Plourde Pkwy	MTA	27	64	17	23	22	16	21	21	28	59%	78%	78%	104%
W. Gardiner	Maine Turnpike Exit 102, near Rt. 126	MTA	54	28	25	28	34	32	27	28	50	59%	50%	52%	93%
Total			1134	584	554	610	612	597	630	617	758	53%	56%	54%	67%

¹Fourty-three spaces were added to Scarborough in 2008

The following observations may be drawn from Table 6:

- As Table 6 illustrates, Park & Ride lot usage remained relatively steady from 2001 through 2007. Overall usage typically was in the 50-55% range.
- The number of vehicles parked grew by over 20% from 2007 to 2008, perhaps due to record-high fuel prices. Nearly two-thirds of all Park & Ride spaces were filled during the 2008 survey.
- Traffic at the Gray and Auburn lots grew by nearly 75% (both sites combined) from 2007 to 2008. The Gray lot is already at capacity.
- The Scarborough lot was recently expanded and relocated. The lot is now part of some shared-use space in the Cabela's development. Interestingly, even though the lot tripled in size (from 23 spaces to 66 spaces), the usage of the lot actually declined from 2007 to 2008. It is likely that people are not yet familiar with the new location.

Recommendations

The MTA has seen that the programs aimed at encouraging alternative modes of transportation are utilized by motorists. In 2007, a report on the state's 51 Park & Ride lots was completed, which included the 15 lots located adjacent to the Maine Turnpike. One key finding in the report, entitled *Maine's Park & Ride Lots – System Update 2006*, is that the park and ride lots save an estimated 15 million vehicle-miles traveled each year by providing drivers with an opportunity to carpool, vanpool and connect to buses. The GO MAINE Program and the ZOOM Turnpike Express bus provide carpools, vanpools, and commuter buses for drivers. It is recommended that collaboration with the MaineDOT and local agencies continue and that the programs continue to be monitored and improvements made when the need arises.

Conclusion

The Maine Turnpike is one of the major north-south highways in the state, extending from Kittery to Augusta, Maine. It also includes a three mile spur from the turnpike mainline to Route 1 and Interstate 295 in Falmouth. The turnpike 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 that serves over 61 million motorists every year including commuters, truckers and visitors to the State of Maine.

The MTA is presently facing an unprecedented lack of traffic growth and corresponding stagnant revenues. Because of declines in traffic for two years and projected slow increases in future years, the average number of daily trips on the Turnpike will not regain levels of 2007 until 2014. At the same time the MTA is also dealing with the high increase in the cost of construction and maintenance.

The demands placed on turnpike facilities are enormous. Its roadways, bridges, interchanges, toll plazas, service areas and maintenance areas are subjected to increasing stress due to age, robust levels of traffic, and the demands of the harsh northern New England climate. To ensure the sound condition and effective operation of the turnpike, the MTA will continue to fund and implement aggressive maintenance and improvement programs. The proposed Program, outlined in this report includes items that are essential to increase capacity, improve safety, preserve structural integrity, help reduce vehicle emissions, and provide for the efficient operation of the Maine Turnpike System.

The MTA continually inspects, analyzes, and monitors the condition of the Maine Turnpike. This program presented in this report is ever-changing due to the needs of the infrastructure of the Turnpike, available funding, and maintenance and construction costs. Some projects may be delayed and some projects may be accelerated. An update to this report will be published in five years (2014).

Appendix A

Public Hearings and Comments

**Auburn Public Hearing on the 10 Year plan
August 5, 2008
Auburn City Hall**

Dan Paradee opened the hearing and introduced Conrad Welzel and Sara Devlin in Government Relations and Elizabeth Roberts, with the MTA's General Engineering Consultant (GEC), HNTB.

Today for handouts we have a draft of our 10 Year Plan, annual reports, E-ZPass applications, and copies of the presentation, and could you please sign in. We have been formalizing the meetings. We will have a record of this meeting. When you get up to ask a question please give your name and the town you're from.

The MTA has a 20 year plan, but as a result of the STPA we are required to do a formal 10 Year Plan and to present that plan. The plan must be done in writing, and it allows us to coordinate and it allows for you, the public, to know what we are doing. Maybe the most important thing is accountability. The fact that you are all here makes us accountable. There is nothing in stone in this plan; this is a draft, our best estimate as to what will happen. It will be updated.

Background-

The best way to understand the MTA is to understand why and how it began. In the early 1940's there was terrible congestion on Route 1, there were safety issues, and it was affecting the state's economy. There were some visionaries in state government who thought we could benefit from a super highway. The problem was they estimated it would cost 19 million dollars-all the resources of the Maine DOT- so the Maine Turnpike Authority was created. It was the second one created in the country. A self sufficient agency; it did not rely on taxes, and had its own debt. The road could be built without impacting the state.

As a result the MTA serves a few different masters. We are accountable to the Governor. The Governor appoints our Board. They are confirmed by the Senate. The legislature approves our budget. And we are accountable to bond holders. Their number one interest is to see that the turnpike is well maintained. That's the dynamic that has helped the turnpike stay well maintained over the years. The GEC has to have a national reputation. One of their most important roles is to inspect every bridge, all of the pavement, and buildings, and come back and tell the Board what needs to be done to keep things maintained. It removes the turnpike decisions from the political sphere. Lucien Gosselin, one of our Board Members has arrived.

The Maine Turnpike was built between 1946 and 1955, we have 176 bridges along the turnpike, and an average bridge lasts about 50 -70 years. That means all those bridges need to be fixed between 1997 and 2025. Starting in 1995 we have had an aggressive bridge replacement program. Since 1995 we have replaced 80 bridges along the Turnpike. It costs 2-8 million dollars per bridge. It is a major undertaking. We still have

96 bridges to rehabilitate. Paving of the Turnpike, we try to maintain so it does not deteriorate. We pave about every 12-15 years.

There are a few reports that go into the plan, engineering, financial and bond holders report. Here is a chart showing growth. Last year 60 million vehicles traveled on the Turnpike. In 1960 it was 8 million. Constant increasing trends, but a fairly significant drop in 2007-2008. Traffic equals revenue. Over 40 years traffic has grown 6%, we anticipate that by the end of 2009 there will be a reduction of 2-3%. In 2010 we expect it to pick up, but it won't reach 2007 levels until 2014.

E-ZPass, has been very successful, it has reduced congestion at toll plazas, reduced emissions, created a cost savings. We save about 10 million dollars a year in staffing and operations with E-ZPass. If we did not move to E-ZPass we would be facing the expansion of almost all of our toll plazas. 52% of the users have E-ZPass and 48% pay cash. There are 160,000 tags in Maine. The total in 12 states that have E-ZPass is 18 million tags. We benefit from those every weekend they come from Massachusetts, New Hampshire, and other states. They are paying the full fare, while most Mainers enjoy a discounted rate.

Level of service measures traffic at peak hours. The MTA will be delaying the widening through Portland, because of the traffic decline. It is expected that it will ramp up and reach unacceptable level of service by 2020. While traffic has been slightly down, construction costs have risen dramatically. Bridge construction costs are up 55% since 2005. A year ago paving was up 80% up since 2005. We have a dynamic of limited revenue with higher costs, and this has caused us to really prioritize. Everything in this plan is subject to change. Things that are more traffic based may have to be changed.

Over the next ten year period the MTA expects to spend more than 600 million dollars on capital improvement projects. This is just bread and butter stuff, bridge rehabilitation, pavement rehabilitation and toll plaza improvements.

Bridges-

All bridges are coming due for repair. We have done 80 and have 90 left. Most bridges in the southern end have been done; they were the oldest and had the most traffic. In the central area there are mainline bridges in the Falmouth area that will be done. There are 9 bridges in the northern section. This year the Route 196 Bridge, a mainline turnpike bridge that goes over Route 196, will be completely replaced, both north and south. It is now out to bid, it will likely be awarded in August, and start in October, and finish around spring 2011.

Paving-

This is what most people see. But paving the highway is like fixing the roof of your house. If you have a hole on the roof of your house the rain will come in and the hole will be the least of your problems. The reason you don't see a lot of potholes is the Maine Turnpike has an exceptional sub surface and the MTA is dedicated to paving every 12-15 years. Quite a bit of paving has been going on in the northern section over the last several

years There have been 15 major paving projects by the MTA, 12 of them on the northern end. The one thing that I thought was amazing is a lot of these projects seem like we just did them. Well, we did them 2004 etc, so they would be coming due. We are committed to the 12-15 year cycle.

Toll Plaza Improvements-

The York Toll Plaza is important to all of us, 40% of the revenue for the MTA comes from there, and it is the gateway. It is not a traffic related issue. Traffic could still go down and we will have to replace it. It is 15 years beyond its structural life span, its crumbling and sinking. This is why we have to work with the people of York County and the agencies to get this thing done. We want to introduce open road or highway speed tolling. That refers to the type of tolling that with E-ZPass you will continue straight and the sensor will transact your toll, the cash payers will go thru a more traditional toll plaza. It is happening in other places. It offers lots of convenience, less congestion, safer, less pollution. We need to invest 20 million dollars, minimum, in the toll plaza in York, so we need to build something that is really nice for the future. The York Toll Plaza is at the bottom of a hill. It is on a curve and near an interchange. And it is in a swamp. We are working hard with the people of York. They have legitimate concerns and we are working with them. I think it can be done.

The Gardiner I-295 Toll Plaza is getting more congested, we would like to do open road tolling there as well. New Gloucester is a nice toll plaza. It has all the safety things we would like to have at York, but we would like to have it have Open Road Tolling as well.

Widening from 44-52

For a while that was looking like this project was imminent, traffic had been building on the Turnpike and 295, so it was a must-do. But we have seen traffic trail off. This is a project that is traffic driven. We saw the traffic dropping and decided to wait and see what happens. If traffic and the economy come back we could start studying it in 2012, maybe construct 2015. We have to see what happens.

Other Projects-

Exit 36 Saco, is the busiest interchange and needs some improvements.

There is a Downtown Connector study that we are working with the Maine DOT on in Lewiston/Auburn, to study ways to move traffic more efficiently to the downtowns. We will have to see what the report says when it comes out. The Turnpike has been committed to help solve this problem. It will be a major undertaking in the next 10 years.

Kennebunk Service area needs expanded truck parking.

Park and Ride lots are filling up with the gas prices going up. We are happy to build lots where we can.

The service areas were shut down in Lewiston and Litchfield and we built the nice facility in West Gardiner that serves both the Turnpike and 295, so we are going to be

decommissioning those locations. There is a lot of conversation about what will happen at those locations. We don't have any decisions made now.

At the West Gardiner Service Facility we are going to add more truck parking to give truckers a place to rest. We knew we would have a phase 2 for more spots, we just got a grant from the EPA to put in TSE (Truck Stop Electrification), a great thing for trucks so that they can have a station where they can plug into for heat, lap tops, etc.

We have a lot of technology on the Turnpike, E-ZPass, Highway Advisory Radio (HAR) - they will all see updates. Guide sign lose their retroreflectivity. This is just taking care of businesses for the most part.

We also have a commitment to alternative programs. The Zoom, which is growing in popularity with the gas prices going up. The GOMaine Program, formally the Rideshare Program, we fund that along with the DOT. Park and Ride lots, we have a whole network of them, looking to expand and make sure they are convenient.

Our role is to present 10 years worth of work that is going to take place on the Turnpike. There is time to contact us, on the website, you can download the report, and you can make comments on it.

PUBLIC COMMENT

Dan gave instructions for people to give name and town when they speak. There is a form to mail back if you want to do that.

REPRESENTATIVE MARGARET CRAVEN-I am Margaret Craven the Maine State Representative from Lewiston. I have two questions. On the interchange there is conflicting information that we get. I would like to have more solid explanation as to where that is going. In the report it was said it was not needed now.

Dan said he would let Conrad Welzel follow up on this question.

Conrad- Right now the study is wrapping up so we have not got a complete answer on everything, in the next few months there will be some public presentations as to what the report states. What was found in the preliminary information was that there are not a lot of advantages to new interchanges right now and that improvements to current interchanges have greater benefits. So that is probably the direction that we are headed in. We are working very closely with ATRC and the Cities.

MARGARET CRAVEN-the other question that I get from my constituents all the time is why does Lewiston/Auburn carry such a heavier burden than other cities along the Turnpike? I feel like that myself because when the tolls went up recently it went up here way more than the other tolls.

Dan- the fact of the matter is Lewiston/Auburn doesn't carry more of the burden than other parts of the state. I guarantee when we go to Portland and Saco we will get a similar question. There is a difference here that gives you a different impression. You have a different toll system here. It was determined instead of point to point tolling like on the southern end, the Cities wanted to have a barrier system, so the tolls were removed from Lewiston and Auburn, it is the only place on the Turnpike where there is free travel. The rate per mile for the trips that are taken in this area are not out of whack with everywhere else.

MARGARET CRAVEN-I don't want to argue with you about that, but if I was just going to Auburn or Sabattus I wouldn't take the Turnpike. So every time I take the Turnpike I have to pay. So that's the thing. Everyone in the communities feel this way. If we are traveling in our own communities we wouldn't get on the Turnpike. If you go to Gray it costs \$1.75 if you are paying cash, that's 11 miles.

Dan- there are locations that are worse than the Lewiston/Auburn area. In Portland you can go one mile and pay a dollar. So there are inequities throughout the system. There are a lot of benefits to the system you have in Lewiston and Auburn. If you want to regain equity, the way to go is E-ZPass.

Conrad- if you travel the Turnpike in this area during rush hour, you do see people using the Turnpike between Lewiston and Auburn. The concept is catching on.

JULIE ORNE from AUBURN- I am referring to your schedule with E-Z Pass. It shows that for cash or E-ZPass for Lewiston and Auburn is the same and that there is no toll if you get off the Turnpike at Exit 52. And there is. If you leave Auburn to go to Portland via 295, you pay a dollar to get off the Turnpike. To go to downtown Portland round trip is 5 dollars and that seems a little uneven. It seems that this area is paying more and according to your chart we are paying more and it's the same for cash or E-ZPass. Other communities in the south there is a reduction for E-ZPass, not for us.

Dan- Your trips are longer because the exits are farther apart.

JULIE ORNE- In Augusta they can get on 295 and not the Turnpike. I love the Turnpike. I think you really need to visit the numbers here because this area is paying more to go to Portland. And it's not reflected on here that you have to pay to get off at Exit 52

GLENN AHO AUBURN CITY MANAGER- My question is in regard to the interchange you have proposed on page 28. I have participated in many meetings whereby more has been discussed about building a new interchange. I understand we have also spoke about improvements to Exit 75, but with the downtown connector we have spoken about purchasing land, so I am a bit confused.

Conrad- I think there are discussions and there is the process. There have been discussions but nothing had been formalized. To put something like purchasing land in this document like this would be premature.

GLENN AHO- Has contact been made with people in Auburn about purchasing land?
Conrad- no, we have not done a formalized process with anyone.

GLENN AHO- but if this is a 10 year plan, wouldn't you at least mention it?
Dan- I think we ought to take a look at the language.

GLENN AHO-its exclusive, through further study it may be found something that could happen.

Conrad- We as the Turnpike and DOT and ATRC have had discussions but we have not determined what we want to do, so we do not want to put it on paper.

GLENN AHO- if it's not mentioned in here can it be added to the plan later?

Conrad- This is a draft plan, that is key, the MTA has a 20 year financial plan. We have moved the money up for the Lewiston/Auburn area so we can deal with it much earlier. There is 25 million for interchanges in L/A

Dan- I can see how you can read this language as being exclusive, so maybe we ought to review the notes and adjust the language, to add a new interchange, if it has not been ruled out. And it seems to me that it has not been.

GLENN AHO I think you have spent 8 million dollars on studies

Conrad- it is more like 2 million

GLENN AHO- Really? I think it was more than that. But anyway 2 million is a lot to spend on studies, and it's not even mentioned in the plan.

Conrad- We haven't defined what it is.

GLENN AHO- How do I know if you have changed it?

Dan- on our website we will have updates with changes. And the plan itself gets updated every 5 years.

RAY BERUBE from AUBURN- that turnpike is over 50 years old and that exit has never been touched and not have one dime spent on it. When was it that we started talking about intersections? The 1980s? You have totally taken it out of your plans. We have been dumped like we never existed. Where is the justification for the Sabattus exit? You need to look at your plans and see if you can allocate some money for Auburn, since we haven't seen any since the Turnpike was built.

LILLIAN O'BRIEN from Lewiston- Where we have to connect all way down to connect with 295. We have to go all the way down to connect with the Turnpike and since 1941 the coordination with the MTA and the DOT and this wonderful toll road of course you can have a comment like on page 28. The current traffic volumes do not show need for

additional interchanges in the area, it's like taking out a bridge and saying nobody uses the road. We do not have sufficient transportation for the people of Lewiston and Auburn, considering the cities' population and where we are located. Considering where the toll road is in Auburn, where it is in Lewiston and where 295 is and all I say is we have got the short end of the stick. And all I have to say is, in the future we are still going to have interchanges, I think a lot words, a lot meetings and we are still getting the short end of the stick. And with words like this it is going to continue.

DEB SIMPSON Senator from AUBURN- The reason I stood is I have a few questions, some of which have already been answered. But with the Department of Transportation closing some of the rest areas north of the Turnpike, people have called me and are wondering about safety for truckers. I was wondering when you will have the expanded rest area in Gardiner and why would you move the rest area off the Turnpike to 295, which is not a toll road. That seemed odd to me. I used to stop for gas in Gardiner, where I used to stop on the Turnpike. I was wondering how that decision was made. It seems counter-intuitive to spend money to support 295, although there may be more traffic there to recoup more money, but I doubt many of the Turnpike users go there.

Dan- First of all the facilities in Lewiston and Litchfield were losing money. We had to maintain them and put money into them. At the same time the DOT had a need to close some rest areas. So both agencies got together, as we are often encouraged to do, to build a place that serves both locations. We did not build this ourselves, DOT did the lion's share. It was built using the local roads to avoid wetlands. And most likely we would not have gotten a permit if we made bigger ramps. I think we can try and promote this for Turnpike travelers.

Conrad- we are adding 35 spaces, plus electrification and we are going to start that in the fall, done 2011.

DEB SIMPSON-what are your plans for automobiles that need electrification?

Dan-we did a survey of truckers to see what they wanted for electrification and they were all over the place, you have to sort of wait and see on these things.

Conrad –we have tried a few things in the past like propane. We found that it is better to get the technology closer to what it will be first.

DEB SIMPSON- Will there be fees for the trucks to use the electricity?

Conrad- Yes

DENNIS BERGERON- I am a local resident, I don't feel ready to offer comment, but I do have a few questions. I understand the Turnpike has capital costs and operating costs and that you collect the money based on the vehicles that go through the interchanges. The first question is when you have a situation of capital costs rising and vehicle miles going down, you have a problem. You have to either defer maintenance which will cost

in the long run or raise tolls, right? It is really important to see if you are going to see the volumes that you are predicting. Because if you miss, you will end up raising tolls even more. And so when I look at your load forecast it looks like there is something wrong. If you look at the chart and you see from the 1970s through 1989, there was a recession there and the cost of fuel got high. The traffic did not decrease, but then when the cost of fuel went down in the 1980s, the traffic numbers went way up, and then the recession in the 1990s affected it a little bit. And then if you look at around 2000 and the fuel prices started to rise again the numbers went flat. The question I have is do you take fuel prices into account when you forecast?

Conrad-we use economic professionals, cost of maintenance all get built into the projections.

DENNIS BERGERON- When you do your rate design for the Turnpike, when you decide how much you will be extracting from each of the toll areas. Is it just the total capital costs of the Turnpike divided by the vehicle miles at the interchanges or is there some sort of localization of the costs. Like if you put an interchange out here, would the cost of the interchange be collected from all the travelers or would it be averaged out.

Conrad- In general all the costs are weighed out by all the travelers.

Elizabeth-the Turnpike also has another traffic consultant. Our bond holders use their report. Wilbur Smith produces the forecasts. They are the experts.

DENNIS BERGERON-Is their forecast on your website?

Dan-no but we can provide it for you.

DENNIS BERGERON- you mentioned there was a study coming out after this 10 year plan that was coming out?

Conrad- we are in the midst of it with the DOT and ATRC

DENNIS BERGERON-that study used to be on the website of ATRC, is that still the case?

Conrad-Phase 1 is on there, phase 2 is not written yet.

DAN COTE from LEWISTON, has a business in AUBURN- We have sat down numerous times over the last 20 years to talk about the interchanges. 15 years ago it was commented that there was a problem with traffic, with all the trucks on Route 4 and it was commented that there would be some studies. This was 15 years ago. Here is a study that is 10 years down the road, making it 25 years and nothing has been done. I think the city manager has some good questions and you should follow up on. We have a lot of trucks that come into us and that is our concern. Two big parking lots that are northbound and southbound you are looking for parking for tractor trailers. I think it would be good publicity for the Turnpike, just get rid of the buildings and let the trucks use them.

Conrad- this is one of the ideas we are looking at.

BRUCE DAMON- Imagine that you are a tourist or a development director for a nationwide company who is looking at our free trade zone, here in Auburn. Coming up the Turnpike, it was smooth traveling up from Portland, 3 lanes traveling is good. You get north of Portland, it gets narrower, but you are still in pretty good shape. Then you get off in Auburn and what happens? Now pretend you are in a car and you are behind a tractor trailer truck. The first thing you see is that there are no signs, you don't know if Auburn is right or left. There are no overhead signs, anywhere. The signage that is actually there is MaineDOT, 3 inch letters, 25 of them all the way down by the stop light, and if you are behind a truck you can't see them because of the way the alignment is. At the same time you have tractor trailer traffic doing this criss-cross pattern over the potholes. The Auburn exit, Exit 75 is in the worst surface condition of any exit on the entire road. They took the row of guardrail out. They sort of took out the toll booth. Some if it's concrete, some of it is pavement. I know the old tunnel is under there as well. Your vision of coming into Auburn is pretty negative. You are coming here and trying to think that this place is friendly to economic development and user friendly for someone who doesn't know the area. We only get one chance to make a first impression. We are doing a lot with the intermodal and this whole pinetree zone, and to be honest the Turnpike is fighting us. You guys are a detriment to economic development in Lewiston and Auburn. I know that years ago MaineDOT purchased a large strip of property from your over pass to the foot of Brick Yard Hill. It runs parallel to the outbound Washington Street. That was originally proposed as parallel lanes, high speed access with a service road that was the old Route 100, which is now the north bound lane. The land is undeveloped, DOT has shot it down, Rodman Rd is the only new development on that road since 1960, I guess that whole thing has been scrapped. The other thing I don't see, one thing that would help exit 75 would be to move northbound off ramp to Kittyhawk. It has a good LOS and traffic light controlled. It would reduce the time spent to get on and off 75. The level of service at 75 is very low. You go out and look at the trucks backed up there all day long. And the timing of the lights is long and arduous. No lane delineation, no signage, and terrible road surface, and according to your plan you don't plan to repave that until seven more years. You said yourself that if it's just like if you let your roof go and that's just what you're doing here. And it's getting worse, and there is real rot at that exit. To think we need to wait seven years for a resurface, that's crazy. Now MDOT had gone down and they are going to repair that railroad bridge just south of Kittyhawk. They are in the process of doing it right now. But the intersection is a mess. As you come across there, slows traffic because it is irregular, trucks scrape on the median, the alignment of the grade there needs to be done. The alignment and the signage is you guys and I think maybe we can't get a whole new exit downtown, but, by god, they could do something for a lot less money at Exit 75. The 75 exit serves a huge number of people from Lewiston, Greene, Farmington. We know there is a lot of truck traffic there. Something has to be done. Get creative. The major study of what you are going to do at the Androscoggin River is complicated; we have been studying it for 25 years and will probably be studying it for another 25 years. How about a simple solution? Anything would help.

Conrad-A lot of what you are talking about are definitely things we are talking about.

Dan- I have to say everyone knows this has been going on a long time. It is complicated. I think the problem is very difficult. It is a tough problem. We are certainly hearing what you are saying. It's not the Turnpike Authority just not wanting to fix the problem.

BRUCE DAMON-then how do you explain not resurfacing 75 for 7 more years?

Conrad-these are estimated schedules, we move things around as things come up. And I noticed it tonight. I wondered when this was scheduled and when Dan put that I up I thought, this might get moved around.

Dan- we have done that. We had an area in Saco that we had to do that. If it's as you say, I wouldn't be surprised if it got moved.

PHIL NADEAU-Acting City Administrator City of LEWISTON- Speaking on behalf of part of the community that has been involved with the MTA or DOT, I am acutely aware of how much work has been going on. As residents have participated, the processes have different forms. Goes back to 1995 when the Grove St interchange was disapproved by the City of Lewiston. We have realized it was in our best interest of the cities to join together. We understand what is going on at the federal and state levels. We are all sensitive to that. Bruce was speaking to the pavement of Exit 75. I think it's an embarrassment when getting off the Lewiston Exit (the darkest one on the Turnpike) that you can almost drive right by it without seeing it. A source of great aggravation, we are significantly underlit. Sabattus is Fenway Park compared to the City of Lewiston. I think that needs to be addressed. Not an inviting gateway. The issue of building exits to stimulate economic development we understand. We have been told we cannot do much more development around Exit 80. The Auburn interchange reminds me of the old 93 to cross over to get to Storow Drive. I think the tolerance for waiting for improvements has been wearing thin. I think that's what we are hearing from the community. At the end of the day these changes need to be made. They are beginning to affect us economically. The language on the new interchange really looks like an afterthought. We need to do something that states the case the better. We need to make sure that our citizens and elected officials know that there is something going on and that there will be investment.

Dan- I appreciate the comments. We don't come out to these things to get softballs thrown at us, we appreciated that. We will be back to you on these issues you have raised. Thank you very much. We are a responsive agency; we will try and find a way to do it. If you spoke and you didn't sign in it would be helpful to attach a name with the comments.

**10 Year Plan Public Hearing
August 11, 2009
MTA Headquarters**

Dan- My name is Dan Paradee I am the Public Affairs Manager for the Maine Turnpike Authority. I want to thank you for coming. I want to introduce some people. Conrad Welzel, Manager of Planning and Government Relations, Sara Devlin, Assistant Government Relations Manager, Elizabeth Roberts, an engineer with our chief consulting engineers, HNTB. Gerard Conley is here, he is the chairman of the Authority. Richard Valentino is a member of the Authority and Paul Violette is the Executive Director. Also we have Peter Merfeld Chief Operations Officer, Steve Tartre Director of Highway and Building Maintenance and Neil Libby Deputy Director of the Turnpike and Chief Financial Officer, also Representative Peoples who represents Westbrook is here. Let's get started with this presentation

What is our Ten Year Plan? Like any good business the best way to be effective, is to plan ahead. Why do you have one? It is a tool. Once it is on paper its something people can question or challenge. This is a draft; it is not in stone. It is a draft and it will be revised. It is a tool that helps us coordinate with MaineDOT and towns; it's required by the STPA.

Tonight's agenda- background then move on to traffic, budget priorities, projects by region, and how to comment on the plan.

Background- we are an independent agency created by the legislature to be a self sufficient agency to help ensure proper maintenance of the road. We receive only tolls and generate our own revenue. Our debt is separate from the state's debt. We are a tool in the states tool box. We are unique. We have a unique structure of accountability. We have a seven member board appointed by the Governor and confirmed by the Senate. Our budget is approved by the legislature and our bond ceiling is approved by the legislature. Unlike a lot of government agencies, we can issue bonds. So we have accountability to the bond holders. The bond agreement requires the highway be maintained in a safe efficient manner. How is that done? Each year the turnpike is inspected from one end to the other by a 3rd party General Engineering Consultant (GEC), Elizabeth is representing them tonight. They look at all the infrastructure. They come to the Board with a report that says to maintain the highway to a good standard, you must do this. The MTA is required to do it. We are accountable to credit agencies.

In developing this plan a number of reports are used: Operations and Maintenance Report, the GEC puts together to outline what we need to accomplish; the second one involves traffic; the 20 Year Financial Plan, the revenue side, how much money; the final is the one the GEC makes to the bond holders.

This diagram tells the story of the turnpike for the last 40 years, decades of traffic growth. There has been significant growth. The interesting thing is the steady growth, about 5% every year until 2004-05. 2007-08 saw a decrease. You can see we entered some different

times. Drops in traffic means drop in revenue, projections say that we will be down 3% this year. It will be about 2014 before we are back at 2007 levels.

We can't talk traffic without talking EZPass. Right now at least 52% pay using EZPass, it results in a reduction in congestion, lower emissions, operational costs savings. It allowed us to save 10 million dollars a year in operational costs. Capital cost savings are enormous. If we did not have the faster traffic flows benefits we would be out there expanding toll plazas at a significant expense.

As we have seen traffic drop on the turnpike, revenue has dropped. There has been a huge increase in the cost of construction. These are the challenges we face. Salt is up 83%, paving 82%, and diesel 117%, so the idea behind the charts is that with the declining revenues we had to prioritize. There are not a lot of frills in this plan. It is a bread and butter plan. The lion's share is going to bridge rehab and repair.

Bridges-

All of the bridges on the turnpike were built from 1946-1955. The average life span of a bridge is 50-75 years depending on wear and tear. If you do the math, all 176 have come due for repair or are coming due for repair. The MTA began an aggressive bridge reconstruction program, in 1995. We have done 80 bridges, but there are still 96 that need repair. We are going to present the projects by region. There are no a lot of bridges in the southern region that need work. They are in good repair. They were the first ones we targeted with the 1995 program. They are the oldest, have more wear and tear, and were part of the widening. The Eastern Trail Bridge, the Eastern Trail is a bike/pedestrian greenway from Florida to Maine. In Kennebunk they have to cross the turnpike. In the central area there are a number of bridges, if you have driven the Falmouth spur, there are bridges under construction. Bridges cost 3-8 million dollars a piece, its real money but it has to be done. The Exit 48 bridge, in Westbrook, a little rusty, and is due for repair 2011.

Pavement Rehab-

My boss, Paul Violette, describes that pavement on the road is like the roof of your house. If you have a hole and you don't fix it then you have serious damage. Very much like it is on the turnpike; every section is done about every 12 years. In the central part of the turnpike there is a fair amount here, and on the northern section, we are almost doing the whole turnpike during this period of time

Toll Plaza Improvements-

York Toll Plaza has been in the papers. It is a very important project for all users, and it produces 40% of the traffic. It's where the out-of-staters pay, it is the gateway to Maine. It is not really a traffic related issue. It's old, crumbling, unsafe; doesn't matter if there 16 million or 15 million vehicles using it. We are working with the town of York. We are back on track to work cooperatively with them to come with a solution that meets the needs with as little impact as possible. We have a goal of highway speed tolling. Here is a picture, an example of an open road tolling system. With 50% using EZPass in York

there will be 50% not stopping, so there are many benefits. We hope to use Open Road Tolling on other plazas.

Saco plaza looking for ways to increase capacity there as well.
The I-295 Toll Plaza is old and needs work, looking to do at that location.

Modernization and Widening-

This is a traffic driven issue. It was believed that we would reach unacceptable levels by 2010, so the plan was to widen that section. But with a reduction in traffic, the MTA said lets move that out. It has been postponed, bridges, guardrail, still happening, but the widening itself will not. If economy picks up we may have Level of Service that would warrant further study, which would include all the alternatives to widening that section of the road that section of the road and if necessary we would move ahead with planning and designing a widening

In Lewiston/Auburn there is an ongoing study, looking at easier and safer access to the downtown areas

Other facilities-

Here is where there are some other projects that did not really fit anywhere else. We are looking into truck parking, to give places to have tired truckers rest.

The MTA maintains park and ride lots and we are looking to expand or build new facilities at Exit 32 and Exit 53.

We are redoing the body shop at Gray Maintenance.

At the new West Gardiner Service Plaza, we are in phase two where we will add more parking We have an EPA grant to install TSE (truck stop electrification) at the West Gardiner Service Plaza, a way to keep trucks from idling all night.

We have two corridor studies going on, one in Central York County and one west of the turnpike to Gorham.

The Maine Turnpike Authority is a sponsor of GOMaine, the old Rideshare program and Zoom, and an education program called MOVE.

That was about as quick as I could do it. And now I would like to invite you to comment. We are recording. Please go to the mike and give your name for the notes. Also there are yellow forms you can fill out, or go to our website to comment.

PUBLIC COMMENT

Hello my name is FELICIA TEACH and I am a member of the Maine Alliance for Sustainable Transportation a coalition of individuals and organizations dedicated to promoting sustainable transportation in the state. I would like to comment briefly on your ten year planning report. As a preface I would like to quote from the Sensible Transportation Policy Act, a set of policy guidelines for MaineDOT and MTA. The act requires that “the full range of reasonable transportation alternatives be evaluated, giving preference to transportation system management options, demand management strategies, improvements to the existing system and alternative transportation modes” and it also states that we “meet the diverse transportation needs of the people of the State” Although the ten year plan includes some alternative transportation options (kudos for that) its not even close to giving them preference over other options. While hundreds of millions will go towards road repair and road building, very little will go towards alternative transportation. While all of the road and bridge maintenance programs have firm timetables and budgets the park and ride lots and carpooling service improvements have no timetables or specific plans for the future. The only needs being serious addressed by the current plan are the needs of drivers. I am here to remind you that sustainable transportation options don't belong at the end of the study, looking like some kind of throw away wish list. We need progressive transportation policies that will move us into the future. If the MTA is going to meet Maine's “diverse population needs” we need to include folks who use public transportation, folks that carpool and folks that bike or walk. The STPA was passed for a reason: because tax payers were tired of funding more and more roads and road repairs which don't address our drivers and evolving needs. It's time to look at reducing the number of single occupancy vehicles traveling our roads. Your own study indicates that demand for commuter and bus services is now growing fast. Over the next ten years we have to anticipate as well as actively grow demand for these services. A reduction of cars on the road is better for our health and our wallets. The time for systematic changes is now. Please, reconsider the priorities of this plan in light of STPA

CHRIS MCNEIL, A member of the PORTLAND bike and pedestrian committee- I have a copy of the plan and you mentioned the turnpike trips that shows flat or decline. The Zoom ridership is up. Page 54 shows a 60% increase. I understand Zoom is reaching its capacity. It is a very successful program. It has tremendous economic development benefits if the MTA prioritizes widening over alternatives. You will be forcing Portland to build more parking spaces or widen other streets that the local municipalities are responsible for and you will be exporting more air pollution. You have a business, and the prospect for the future does not look good. You have the Zoom bus that has increased, one part of your business is in decline, one that is growing in 60%. There is no investment in the Zoom in this plan. Before widening look at the Zoom bus north to Lewiston and Auburn. The MTA is not operating in a vacuum. You are one part of the house that represents the rest of the state's struggling highway fund, must do more to help with the rest of the state. I will be working with the transportation committee. It is irresponsible for the MTA to talk about huge projects, when the rest of the state is suffering.

CONNOR COBEAN, from the Conservation Law Foundation-Both in Maine and nationally, the transportation sector is undergoing seismic changes due to severe problems posed by energy, climate and highway funding crises. Rapid and major increases in fuel and construction costs, combines with significant declines in transportation budgets, are making maintenance of our existing highway networks unsustainable. At the same time, the urgent need to reduce global greenhouse gas emissions requires transportation agencies to develop alternative low-carbon solutions for both passenger and freight traffic. Maine's Sensible Transportation Policy Act has provided the necessary framework to ensure that the state adopts sustainable transportation polices that minimize environmental impact and lessen Maine's dependence on the highway system. Despite this framework, the Conservation Law Foundation has been disappointed to see state policy continue to pursue traditional, highway focused projects. But as the state plans for another decade of transportation policy, the Conservation Law Foundation looks forward to partnering with the effort to avoid further highway bypass and expansion projects in favor of more sustainable solutions.

Good Evening and thank you for the opportunity to speak. My name is HILARY FRENKEL and I am an organizer with the League of Young Voters. The League works to make politics relevant, accessible, and fun by empowering and engaging young people in civic action. Transportation is one issue young people are fired up about. In the past year and a half approximately 1000 folks have taken action around regional, sustainable, transportation issues. Maine is a proud leader in this country around civil rights issues and environmental laws. One area where we are lacking, but have opportunity to lead, is in sustainable transportation. The League believes that all Mainers should have access to reliable, affordable, and sustainable transportation. With that in mind, on behalf of the League of Young Voters, I would like to thank you for acknowledging that, due to declining traffic and revenues in the past three years, now is not the right time, to undergo massive projects like the widening of the turnpike in southern Maine. However, we are concerned that the MTA still plans to move forward with other capital expansion projects that will cost the state hundreds of millions of dollars and are not high priorities for the state of Maine. Additionally we are concerned that MTA plans to move ahead with the widening of the turnpike once traffic rates are back on the rise. We are apprehensive that your plan lacks a focus on proactive traffic reduction methods. As an alternative we encourage you to implement your ten year plan focused on more sustainable transportation. Funding more sustainable transportation choices like the Zoom Turnpike Express could save our regional economy millions of dollars a year in transportation costs and provide people with alternative modes to reach their destination. While these are only a few pieces of your ten year plan, we hope the MTA takes all five years to implement all sustainable transportation options. Your leadership on this issue will help to make Maine a leader in sustainable transportation and improve quality of life for Mainers. Thank you again for the chance to speak today.

Dan- we do fund Zoom, Go Maine, Park and Ride lots and they are sponsored by the MTA

JOHN DUNCAN, PACTS-I am working with the MTA on the Gorham East West study, and congratulations on the way you are doing it, sustainable is a word I hear a lot during that process. I thought the report was one of the better written reports I have read in a while. I would put a word in for the expansion of the Zoom.

STEPHEN KOSACZ - I have questions about promoting E-ZPass, when I go thru NH tolls they have a significant amount of LED boards promoting E-ZPass. I wondered if you have any consideration to have a kiosk at service plaza. What about charging people with their license plates, are you entertaining any discussions on that point?

Dan-I can address briefly. MTA Board decided to ramp up promotion of E-ZPass. It does sell itself. It has benefits. We have run heavy promotional TV, radio to promote it and the numbers have soared. We have seen some progress. We have put up signs on the turnpike. We are doing promoting. One thing I will mention, our program has quite a variety of discount programs. As a result it is a little more complicated. So it is a problem with setting up a kiosk somewhere.

STEPHEN KOSACZ- The York Toll Plaza, that study, a final decision has not been released?

Dan- the study was going on until about a year ago. The York selectmen wanted us to look at the existing site. For the last year we have been looking at that specific issue. We reported on that in June. York selectmen are reviewing. It is a slow process.

MIKE BOBINSKY, City of PORTLAND- I would like to echo John Duncan, it is a well laid out report. I appreciate environmental things you are dealing with. As we at the city level deal with that our partnership with the MTA is following that as well. We appreciate the recognition of the infrastructure management, agree with the focus on sustainability and recognize the need to maintain as well. That has a significant impact as well on the City. We coordinate greatly with the MTA, on things like bridges; we recognize and appreciate the affect it has on the municipalities.

Dan- Appreciate you coming out. It keeps us accountable. It's a draft. Nothing is in stone. Thank you.

Saco Public Hearing on the 10 Year Plan
August 12, 2009
Saco City Hall

Dan Paradee-thank you very much for coming out. My name is Dan Paradee. I am the Public Affairs Manager for the Maine Turnpike Authority. I want to introduce some of my compatriots here, Conrad Welzel is Manager of Government Relations and Planning; Sara Devlin is also a planner; Elizabeth Roberts is an engineer with our chief Engineering Consultant, HNTB. We also have Diane Doyle, an Authority member, who has been with us a few months; Ron Michaud, the Mayor of Saco; and Sandra Bastille from Saco City Council. I want to point out some of the materials we have there. The envelopes, those are E-ZPass Applications. Please take one or more if you need them. This sheet here is if you decided not to speak tonight you can write down comments and send them. Also, our 2008 Annual Report and of course the 10 Year Plan.

Like any business or good government agency we have a Ten Year Plan, we also have a 20 year plan that looks very far out into the future. It helps to put things on paper, to have goals. This is a draft plan and it will change. Some things are more predictable than others. It is a great tool for coordinating with the State's overall transportation policy. It helps create cooperation with MaineDOT. We see the plan; we work together. We are required to have a Ten Year plan by the STPA.

An overview of tonight's agenda: there will be a little background, talk about traffic, and talk about projects that are priorities and then projects by region. Then we will tell you how you can comment.

The Turnpike Authority was created by the Maine Legislature in 1941 to be an independent agency to ensure that the highway was well taken care of. We do generate our own revenue, only from tolls, not taxes. We issue our own bonds. We have our own credit rating; it is not tied to the state's credit rating. We carry our own debt; our debt is not part of the state's debt. It is a unique creation. As a result of this we have dual accountability. We are accountable to the public and the private sector. We have a seven member board that is appointed by the Governor and confirmed by the Maine Senate. Our bond ceiling is also determined by the legislature. This is the unique side; we have accountability to bond holders and investors. Investors are concerned that their assets are protected so we are required to maintain the highway in a safe and efficient manner. We are required to have a 3rd party independent engineering firm do an inspection, every year, of the turnpike, every bridge, every building, every mile of highway and tells us what we need to do to make sure the highway does not deteriorate. We have our own credit rating and the rating is among the best of any toll road in the nation. That allows us to borrow money less expensively.

There are a number of reports that go into the plan that we are introducing tonight: the annual inspection report: we have a study of traffic trends on the turnpike: 20 year financial plan: bond holders report from the GEC.

This is a chart you have probably seen before, a history of traffic on the turnpike. Traffic has been steadily increasing, 5-6% every year recently to about 2004. In 04-06 it starts to level off, all related to the economy. In 2007-08 there is a significant drop in traffic. This relates to our revenue and that factors into our decision making. Traffic is down 3-5 % this year. Our projections say that our traffic will not rebound to 2007 levels until 2014.

52% of our users are using E-ZPass. We still have a fair amount of cash payers. It reduces congestion reduces pollution, very convenient, E-ZPass has been key to cutting expenses, day-to-day staffing expenses. We have saved 10 million dollars a year in operational costs. If we did not have E-ZPass we would have to expand our toll plazas and that would be a major capital expense.

Our revenue is declining with declining traffic, but there has also been an increase in construction costs. This plan does what we need to do. There are not a lot of frills. We have had to stick to the basics. Over the 10 year period we are looking at spending \$605 million in capital improvements, \$230 million for bridges, \$100 million for pavement. These are critical basics of running the road.

All the bridges were built between 1946-55, the average lifespan is 50-75 years. All 176 bridges are due for repair now. That is a huge undertaking. In 1995, we launched an aggressive bridge rehab program. We have done 80. We still have 96 more to go between now and 2025. In the southern region there are not many because they were done with that aggressive campaign starting in 1995. They were older, had more traffic, and they were part of the widening. The Eastern Trail Bridge is a pedestrian bridge in Kennebunk that carries the Eastern Trail. We are building the bridge in 2010. There are eight bridges in the central region. In Falmouth, they are going on now. On the northern end there are a number of bridges to do.

Pavement on a highway is like the roof on your house. If there is a hole in the roof on your house and you don't fix it then you have serious problems. If the pavement is about to deteriorate then there are problems. We want to protect it. Each section is paved about once every 12 years, about 9 miles a year. In the southern section in 2010 there is some in York. This is pretty much the bread and butter of the plan.

Now we move to toll plaza improvements, you no doubt have heard of the reconstruction of the York Toll Plaza. It is not really driven by traffic. It is an old structure; it's crumbling; and it's sinking and unsafe. And it doesn't matter how many vehicles go through it every year. We are working now with the town of York. We are working with the community right now. It is important to all travelers because this is where out-of-staters pay. It is a gateway. The MTA has decided that when we do this we would like to have Open Road Tolling; it would allow E-ZPass customers to travel down the highway and go under a sensor without having to stop or slow down. The cash paying pay in a more traditional way. There are many environmental benefits.

Saco Toll Plaza has capacity issues. We are working at looking at what will best solve this problem. There is a commitment here that we know about these issues. Gardiner I-295 Toll Plaza needs to be rehabilitated as well.

You have experienced a widening project in this area. We were looking at beginning the studies and other work for widening in the Portland area in 2010. We have seen traffic fall off and now we are going to see what traffic does. We will still fix other safety features. Looking at the forecasts, we expect that by 2020 that there will be unacceptable levels of congestion. So that would mean by 2012 we may start doing the alternative analysis for widening.

Saco interchange northbound off ramp, it gets congested; it's not as safe as it could be. We are looking at adding capacity.

Other projects-

At the Kennebunk Service Plaza there is not enough truck parking space, they line up to get their rest. We are constrained there. We are trying to add additional spaces.

We have seen the increase in park and ride lots, at the Biddeford lot we want to expand and add spaces. The same thing is happening at Exit 53 in Falmouth.

We are going to build a new body repair shop in Gray.

At the new West Gardiner Service Plaza, we are as going to add truck parking spaces at that facility, as was planned in Phase Two of the construction of the plaza. We have won an EPA grant to add TSE (Truck Stop Electrification) at that area. When truckers stop they have to leave their engines idling in order to use heat, electricity etc, these stations make it so they do not have to keep idling.

Other things we have to put in the plan, upgrading toll system, improving the clear zones, upgrading communication systems, upgrading guard rail.

Central York County - a major study between Sanford and MTA, headed up by MaineDOT, looking at all alternatives to alleviate congestion. DOT is heading up that study. There is a similar study going on in Gorham to Portland. We are heading up that study looking at a comprehensive solution.

We will continue to fund the Zoom Turnpike Express, the GOMaine Program, and our Park and Ride lots. The MOVE program is bringing transportation issues into the classroom.

You can comment on this plan, and I urge to get them in the next 30 days. You can speak tonight, send one in, or on our website. This is our fourth meeting. They will have an impact on the plan.

PUBLIC COMMENT

JOHN ANDREWS, President of the Eastern Trail Alliance-It was delightful to see the Eastern Trail Bridge in the Ten Year Plan. Over 12 years ago, when the Maine Turnpike Authority proposed the Widening, we asked Paul Violette if they would consider, as part of the project, a bridge over the Turnpike for the Eastern Trail. And he looked at us and said "who are you?" Since then the MaineDOT has designated the Eastern Trail as one of 3 trails of statewide significance, we have received an earmark from Congressman Allen for 1 million dollars for this project for Biddeford to Kennebunk and 1.1 million dollars from Representative Pingree. The DOT has allocated funds already. I want to thank the MTA. I expect that next fall, 2010, we have a ribbon cutting.

STATE REPRESENTATIVE DON PILON, from SACO- the high speed toll you are proposing for York, how is the weather going to affect the sensors?

Dan- let me be clear we are talking about highway speed tolling not all electric tolling. This is with an E-ZPass device. We have had experience already with this. Our accuracy rate is like 99.9%. I have not heard anyone suggest that there will be any effect with the weather, not a visual thing, it's a radio wave. When you get off our interchanges now you pass under a sensor.

REP. PILON- Is anyone else in New England using this?

Dan-not presently. It's in New York, New Jersey, going to New Hampshire next year.

REP. PILON in Florida you can use your transpass to going to parking lots. So at the airport you can drive into the parking lots. It will allow you to drive into the parking lot and charge you your fee. Is there any opportunity here to use the technology at the airports?

Dan- Yes, I would have to say, we haven't heard a great demand for it. I believe they provide that in New Jersey. It's certainly doable.

REP. LINDA VALENTINO, from SACO- thank you for coming to Saco to give your presentation. I would like to thank Diane Doyle for coming and apologize that Representative Pilon and I were late; we have been in Augusta all day. Are there plans for expansion on the commuter parking lot in Saco? The parking lot is full most days. The second question on your Ten Year Plan have you looked at doing anything with the old Exit 5 to help with the capacity problem at the Saco exit? My 3rd question is that I have a constituent that has big project on Route 1 near the Cascade Road and he said two years ago that he was willing to donate land to the Turnpike to Route 1 to the MTA for an interchange. And since Saco is the busiest side toll plaza on the Turnpike, I was wondering if there would be a chance to build a new interchange there.

Dan-We did mention the Saco interchange. We are looking at adding capacity to the northbound on-ramp and the toll plaza. Exactly how they are going to do it is not known. The commitment is there. In these studies that are going on there are access issues. We are committed to work on these issues.

REP. VALENTINO- the point was to get it on the record for the public hearing.

Dan- I just want to say for two legislators who are dealing with what you are dealing with it is an incredible act that you are here. I appreciate it.

RON MICHAUD, SACO MAYOR- I agree with Linda's comments. Saco is a growing community. We talk a lot about interchanges, and capacity, but it's almost important to look at getting to the interchanges. Just like the Sanford situation, I think you are looking at Route 109, we have a Route 112. I have seen Route 112 turn from a small road to an arterial because of the attraction to your facility. I know, I use it a lot. I used it during your construction period and I must say you did it very well. It was easy to travel. We face the problem of the attractiveness of your facility because people to the west of here are coming down our roads to use your facility. I know you don't like to talk about additional access points. I know one time Conrad was here and you were proposing to build a barrier in Scarborough. There was discussion about the cost, impacts on local neighborhoods, these discussions have not been forgotten. Is a barrier something we should consider to reduce the interchange costs in the long term? You have created a great transportation system. I mean just the paving project this spring, it was done incredibly well. Excellent job. An additional exchange is something we need to work together on.

Dan- There are some problems here and they do not have definite solutions and I think that's because we need to have these discussions about these things. I know the MTA and Conrad have been working with the DOT on to make sure there is cooperation. The days are over when we work in a vacuum.

RICK MICHAUD, SACO CITY ADMINISTRATOR- The nature of the Turnpike has changed over the years. It was a mainline through the state. I think in recent years it has become how Maine people get from one place to another. As a result it has become a real player in what I will call transit related development and impacts. The impacts are felt beyond the Turnpike or the interchanges as the Mayor mentioned a minute ago. Certainly I want to reiterate his comment about at least the inclusion of an interchange study in this looking at the Saco interchange. I am glad to hear you comment that what is in this plan is not set in concrete. I think this is an excellent plan. Frequently when I see these plans, projects are not listed. I like that part of this. So we can see what you are planning on doing. I think that is very helpful. Saco is member of the Transit Committee, which operates Zoom, I appreciate the support. The recent support of adding the overflow parking for the Zoom was great. It helped when were peaking with riders. I was a member of the regional toll study group back in 99 or whenever and times and technology have changed. Maybe it is time look at a barrier. Maybe it would have less of an impact now than it would have then. And I believe there are ways to adjust tolls so

people pay a fair amount. I know the turnpike has spent a lot of time on that recently and they have done a good job with it. I want to tell you a story, a few years ago I hired someone to do work for the City. He lived in Fairfield. He worked for the City for 5 years. I couldn't believe he stayed with us that long. But I asked him about the driving and he said, I will tell you if its storming, I will take the turnpike not 295, because the service is so much better. I would encourage an addition aspect to this report and that is tolling 295. That would generate money to take care of it. That's an item you ought to consider. I know it's fraught with political angles. Thanks for picking Saco for the public hearing.

Dan- the traffic numbers show what you are saying - that the turnpike is not just for through traffic anymore.

DALE HANINGTON, PRESIDENT OF MAINE MOTOR TRANSPORT ASSOCIATION-thank you for having these meetings. I have a couple of comments. I wanted to give you kudos on your maintenance out there, particularly in the winter. As you are doing your interchange improvements, we ask that you look at the location of where the E-ZPass lanes are. It is a safety issue. They are unusual on the left. And then when you go through, the trucks have to go to the right and that is a blind side for tractor trailers. I know you have your toll taker issues and crossing lanes and this and that but if you could keep an open mind on it and place them closer to the right. I am fully aware that you can use E-ZPass in all lanes, but some drivers who come in and are not familiar with your interchanges. They do think they need to be in the E-ZPass lane.

Dan- the overall problem is that these toll plazas were built in the 1940s and 50s and they were not built to handle this technology. We have done the best we can, but we understand what you are saying.

ED MADDEN, from SACO- I live close to the old Exit 5 and have a business there. I remember when I moved here in '84 seeing a stop sign at the end of Industrial Park Way. And eventually, all the accidents there, resulted in a traffic light. It's changed a lot. There is a lot of growth: a lot of new houses west of the turnpike. So I do think that look at alternatives like Old 5 might help. I want to speak for all my neighbors and they have to go through all the congestion.

Dan-I think the overall point is we need to address this in a comprehensive manner.

RENE INTERBACH, Member of the Planning Board in SACO-we are beginning to look at our comprehensive plan. We're discovering that Saco is becoming more of a bedroom community, particularly on the Route 5 & 112 corridor. The Planning Board is anticipating that there will be more development along those routes, so I wanted to bring that to the MTA's attention.

SANDRA BASTILLE, Saco City Councilor-I want to thank you for the wonderful presentation tonight. I want to make a few comments. I live in Saco. I am a city councilor and I work for the MTA. The York Toll, as someone who has worked there, I must say it

is imperative that it be replaced. I hope you guys get it done. I just wanted to put that on record. You have some very good employees working there and they have some safety issues working there. As a business owner, I can see that the City has changed, it has turned into a bedroom community to some degree, and the amount of congestion has increased. I just wanted to get that on the public record. Also as far as Gorham and the Sanford studies go, I hope to see some westward expansion, maybe into New Hampshire. Because people really do want to stay on the highway, which is a really good thing for you.

JOHN ANDREWS-Speaking as a citizen of Saco, I know there were proposals to make it toll free within Lewiston/Auburn with a barrier. There was some discussions about making Biddeford/Saco toll free but the Barrier seemed to cause some problems. Because you are able to sense every car going through the toll plaza I would ask that you study the possibility that a car that enters in Saco and exits Biddeford do that at no cost. The congestion on Main Street in Saco is bad and if people could travel for free, using an E-ZPass programmed for free travel between Saco and Biddeford it would encourage more purchase of E-ZPass units.

Dan-tolls are collected differently on the northern end, so what is lost by having free travel in Lewiston and Auburn is captured at the barrier tolls at New Gloucester and West Gardiner. I don't want the perception to be that that area of the turnpike is not contributing its fair share. They are not getting off scot free. The vast trips in the Lewiston/Auburn area do go through the barriers. Before we had a toll increase last February we had a committee that looked at for a year or so at every possible way to make tolls more equitable. They were not willing to look at the barrier, but they did put it as one of the out-of-the-box ideas and a commitment to relooking at that.

JOHN ANDREWS –this would not involve a barrier. Some people will not take the Turnpike because of the toll and they are clogging the streets. Just a study is all I am asking

Dan- thank you for all your comments, what you said tonight will be incorporated. You will see your comments in the report, all this will be shared with the Turnpike Authority and will be online.

Thanks for your time

Appendix B

Written Comments Received on the Ten Year Planning Report

From:

Name: Natasha Mayers

Via email

Comment:

Don't widen the turnpike. Maine must seek alternative modes of transportation.

Response:

Dear Natasha:

Thank you for taking the time to comment on the Maine Turnpike Authority's draft Ten Year Plan on the possible widening of the Turnpike. The Maine Sensible Transportation Policy Act requires all reasonable alternatives must be considered before a decision is made to add more capacity to a highway. As you may recall, the Authority undertook an extensive six year study of alternatives before the decision was made to widen the southern section of the Turnpike. While the study concluded that alternative strategies would not resolve the growing congestion and safety problems, it did lead to the creation of the ZOOM commuter bus program, the Kids and Transportation educational program (now MOVE!), the GOMaine Program and the expansion of key park and ride lots.

Given the lack of state and national economic growth in recent years and the resulting flattening of Turnpike traffic volumes the Authority has postponed studies relating to congestion on the section of the Turnpike between Scarborough and Falmouth. Those studies may become necessary when and if the economy improves and traffic volumes begin to grow again.

Again thank you for your comment, the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

From:

Name: Julie Orne

Via email

Comments:

I attended the meeting in Auburn last Wed and spoke to the unequal toll burden placed on folks in the Auburn Lewiston area. The data supplied by you in your ez pass applications distributed at the meeting verified my comments. I was told you would get back to everyone who spoke at the meeting. Please respond. By the way I will not be getting an ez pass since there is no advantage over cash to people in our area.

Response:

Ms. Orne,

Thank you for taking the time to come to the public hearing on our Ten Year Planning Report and for your comments on the tolls in the Lewiston and Auburn area.

In 1991 The MTA converted from the longstanding toll ticket system to a system of fixed fares in Lewiston/Auburn and in 1997 the rest of the turnpike became a fixed fare system and we added electronic toll collection (ETC). The fixed fare system is faster, more efficient, better for the environment and much less expensive to operate. Its only drawback is that it is somewhat less equitable than the old ticket system. It is not capable of collecting tolls on a precise per mile basis. The inequities within the fixed fare system are not particular to any one region of the Turnpike, they are apparent in all regions. Currently the ETC system charges the lower of two fares wither the fixed fare price or the price per mile, so it does save you money if you have an E-ZPass

The Authority has recognized that the fixed fare system has some inequities and tries to do what it can to make it a more equitable system. Prior to the 2009 toll increase the MTA created a 23-member citizens advisory group to recommend ways to improve toll equity on the Turnpike. Their recommendations were adopted by the Authority and as a result the current rate structure is significantly more equitable than the previous structure. The primary recommendation of the citizen's advisory group was to make per-mile rate equity available to customers through the E-ZPass program. Again, the Authority adopted their recommendations and made great progress in this regard. The Maine Turnpike's E-ZPass program, not only provides greater equity, but offers significant discounts.

For example, if you decided to get an E-ZPass you would see that the charge to travel from Auburn to Exit 52 would be \$1.55 instead of the \$2.75 cash toll. With an MTA-issued E-ZPass, there is only one charge for any trip on the Maine Turnpike, even if you go through Exit 52 or Exit 44. Much like the old ticket system, the E-ZPass system is able to record where you enter and where you exit and charges you accordingly.

In addition, trips from Auburn are discounted if you go through the West Gardiner Toll Plaza or if your trip ends at Gray or Exit 53. For trips northbound on the Turnpike, an E-ZPass toll is discounted on all trips from the Portland area, even from Scarborough and Saco, to Auburn. The following is a comparison of round trip tolls with an E-ZPass versus the cash price.

Round Trip	Cash	E-ZPass
Auburn-Exit 52	\$5.50	\$3.10
Auburn-Maine Mall Rd	\$4.50	\$3.75

We hope that with this information you will re-consider getting an E-ZPass. In just 11 round trips from Auburn to Exit 52, you will recover the cost of the purchase of an E-ZPass.

Again thank you for your comment, the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

From:

Name: Daniel Howes

Via email

Comments:

Hello,

Please do not widen I295. We have enough problems paying bills we do not need any new bills.

When your broke as a joke, you cut back and conserve. The Nation is Broke, we are living on borrowed money, and borrowed time. There is no room for waste and widening I295 will be a waste. It is a waste of our time to have to fight this decision every year. No Means No.

Thank you,
Daniel L. Howes

Response:

Dear Daniel:

Thank you for taking the time to comment on the Maine Turnpike's Ten Year Plan. You commented that the Maine Turnpike Authority should not widen I-295. I-295 is not part of the Maine Turnpike; therefore we have no jurisdiction as to whether or not it is widened.

With respect to the Maine Turnpike (I-95 from Kittery to Augusta), the Maine Sensible Transportation Policy Act requires that all reasonable alternatives must be considered before a decision is made to add more capacity to a highway. As you may recall, the Authority undertook an extensive six year study of alternatives before the decision was made to widen the southern section of the Turnpike. While the study concluded that alternative strategies would not resolve the growing congestion and safety problems, it did lead to the creation of the ZOOM commuter bus program, the Kids and Transportation educational program (now MOVE!), the GOMaine Program and the expansion of key park and ride lots.

Given the lack of state and national economic growth in recent years and the resulting flattening of Turnpike traffic volumes the Authority has postponed studies relating to congestion on the section of the Turnpike between Scarborough and Falmouth. Those

studies may become necessary when and if the economy improves and traffic volumes begin to grow again and funding is included the studies in the Ten Year Plan.

Again, thank you for your comments the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

From: Bruce R. Merrill
Via email

Comments:

The downtown connector for Lewiston/Auburn should not be shelved because of "lack of traffic". The ONE exit in Lewiston and the ONE exit in Auburn were not originally placed in the proper location. If they had been, the exits would be used far more frequently to travel between the 2 cities. A downtown connector would go a long way to right the original injustice of locating the exits and the turnpike itself in the wrong location to begin with. Maine's 2nd and 4th largest cities deserve more from the turnpike authority than what they have received since the inception of this highway. It is interesting to note that Bangor, Maine's 3rd largest city, which is served by basically the same road (only non-toll) has many exits, and yet L/A has only one exit per city. This is extremely unfair, and just because the turnpike was located in the least expensive area to develop to begin with. Downtown L/A needs a turnpike connector and has been waiting patiently for years for it to happen.

My only other comment is the former Lewiston rest stop should be torn down immediately!!! Coming south down the turpiike you first see the "City Line - Lewiston" sign in the median strip, and 100 yards down the road you see an abandoned rest stop, complete with weeds, etc. What a lovely gateway to the city of Lewiston.

In conclusion, the Turnpike Authority needs to invest some time and money into the L/A area. Its residents have been paying the tolls for years, and are not being heard. I have always supported the Maine Turnpike Authority, however if this is the way L/A is to be treated for the next 10 years I would consider joining a move to abolish the system.

Bruce R. Merrill
118 Stonewall Rd.
Sabattus, Maine 04280.

Response:

Dear Bruce:

Thank you for commenting on the Maine Turnpike Authority's draft Ten Year Plan. The MTA is currently working with the Maine Department of Transportation and the Cities of Lewiston and Auburn to determine the needs of the interchanges in the area. The study is wrapping up right now and it is premature to comment on what specifically may occur. The MTA will continue to work with the appropriate parties to create solutions that make transportation and financial sense.

As far as the Lewiston Service Plaza is concerned the Maine Turnpike Authority will be tearing down the facility soon.

Again, thank you for your comments the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

From:

Name: Jack & Fay Bussell

Via email

Comments:

People: We would like to make a public comment about the MTA's 10-year traffic plan, specifically concerning widening of I-295 in the Portland area. We understand that the widening has been put off for at least 5 years. However many Portland citizens feel that there should be no widening at all, ever. The MTA should be investing in the ZOOM system and more public transportation, encouraging park and ride and to become proactive in lessening future traffic growth rather than expanding/widening the road system which encourages increased vehicle use.

Public transportation seems to us to be the most viable way to discourage private vehicle usage with its attendant pollution.

Thank you.

Jack & Fay Bussell, 180 High St #34, Portland, ME 04101

Response:

Dear Jack and Fay:

Thank you for taking the time to comment on the Maine Turnpike's Ten Year Plan. You commented that the Maine Turnpike should not widen I-295. I-295 is not part of the Maine Turnpike; therefore we have no jurisdiction as to whether or not it is widened.

With respect to the Maine Turnpike (I-95 from Kittery to Augusta), the Maine Sensible Transportation Policy Act requires that all reasonable alternatives must be considered before a decision is made to add more capacity to a highway. As you may recall, the Authority undertook an extensive six year study of alternatives before the decision was made to widen the southern section of the Turnpike. While the study concluded that alternative strategies would not resolve the growing congestion and safety problems, it did lead to the creation of the ZOOM commuter bus program, the Kids and Transportation educational program (now MOVE!), GOMaine Program and the expansion of key park and ride lots.

Given the lack of state and national economic growth in recent years and the resulting flattening of Turnpike traffic volumes the Authority has postponed studies relating to congestion on the section of the Turnpike between Scarborough and Falmouth. Those

studies may become necessary when and if the economy improves and traffic volumes begin to grow again and funding is included the studies in the Ten Year Plan.

Again, thank you for your comments the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

September 11, 2009

MAINE TURNPIKE AUTHORITY
Government Relations Manager
2360 Congress St
Portland, Maine 04102

ATTN: Conrad Welzel
Government Relations Manager

Dear Mr. Welzel:

On behalf of the Maine Department of Transportation (MaineDOT), I am writing to commend the Maine Turnpike Authority (MTA) on the development of your draft 10 Year Planning Report 2009-2018. You did an excellent job of presenting your policy goals and anticipated improvements clearly and concisely. MaineDOT looks forward to continuing its work with you to implement this report and other on-going planning efforts.

The following comments are offered for consideration as you finalize your plan to allow for better linkage with MaineDOT's long-range plan:

Prior 10-Year Plan

Since each of your 10-Year Planning Reports outline specific investments, perhaps it would be worth including a discussion of the implementation of the first several years of your prior plan. This could include a discussion of what was implemented and what was not along with causal factors explaining the differences such as funding, unexpected needs, public opinion, etc.

Public Participation Guidebook

MaineDOT is currently preparing a federal required public involvement plan and we would be very interested in reviewing an early pre-public draft of your upcoming guidebook. If possible, could you please send a copy to Kat.Fuller@maine.gov, Duane.Scott@maine.gov, and Martin.Rooney@maine.gov to allow for better understanding and where appropriate, consistency between our two plans?

Public Meetings Past & Future

MaineDOT is well aware of MTA public involvement efforts and where appropriate, we welcome the opportunity to co-sponsor or at least attend meetings and participate in other efforts. Perhaps it would be worth including an appendix listing of prior public meetings from previous years and known Board meetings and other meetings in the next year or so. This would truly articulate the depth of public meetings and activities to your customers.



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Economic Importance of the MTA/ Transportation Projects

While you correctly identify the Turnpike as the primary highway link between Maine and the rest of the United States, you may wish to add a paragraph or even section linking your facility to Maine's economic vitality. Although the connection between the State economy and transportation seems apparent, it should not be de-emphasized. Furthermore, adding this section would make your plan more consistent with MaineDOT's long-range plan. I would suggest you include some direct information such as estimating the annual amount of employees – MTA, Design Firms, Construction Contractors the MTA employees and indirect benefits associated with VHT savings, increased mobility and quality of life.

Land Use Transportation/ Planning Linkage

While the turnpike is a controlled access highway, any MTA action will affect land use potentially leading to growth, economic development but also sprawl if not carefully coordinated with local communities, Metropolitan Planning Organizations and MaineDOT. Likewise, the MTA must consider local land use plans and goals as outlined in the recently revised STPA rule. Therefore, MaineDOT recommends that you add language in your long-range plan addressing this relationship.

MPO Recommendations

Since KACTs, PACTs and ATRC all have significant decision making authority with regard to regional transportation investments, it might be appropriate to acknowledge and/ or respond to some of their policy priorities in your long-range plan. This may be particularly appropriate since many MPOs are currently studying or have included new access roads in their transportation planning. This plan could be an opportunity to address these recommendations.

Policies (Interchange, Noise and Other)

Perhaps these may better be warranted in your forthcoming Public Participation Guidebook but you may wish to consider referring to existing policies with associated Internet links or appendices for the public or municipalities who are likely to inquire about.

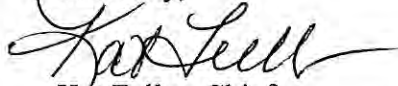
MTA Transportation by the Numbers

A 10-Year Planning Report may not be the best place to reference this, but there appears to be a disconnect even among many municipal officials how much maintenance and capital investments cost on an Interstate type system. Perhaps including some information such as how much it costs to: maintain an average mile of the MTA; maintain a bridge; apply a 10-Year + paving treatment to a lane mile; construct an interchange; amount of years from inception to interchange completion would be worthwhile information to help educate transportation stakeholders.

Conrad Welzel
September 11, 2009
Page 3

Once again, I would like to congratulate you on your draft 10-Year Planning Report and MaineDOT looks forward to continuing its relationship with you as this report is implemented. Should you have any questions regarding these comments, please do not hesitate to contact me. I may be reached at 207-624-3300 or at Kat.Fuller@maine.gov.

Sincerely,



Kat Fuller, Chief
Bureau of Transportation Systems Planning

KF/jmf

cc: ✓ Sara Devlin, MTA
David A. Cole, Commissioner, MaineDOT
Bruce VanNote, Deputy Commissioner, MaineDOT
Duane Scott, Bureau of Transportation Systems Planning, MaineDOT
Marty Rooney, Bureau of Transportation Systems Planning, MaineDOT

Maine Turnpike Authority

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September 25, 2009

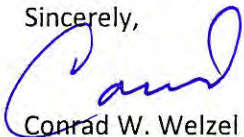
Kat Fuller
MaineDOT
16 State House Station
Augusta, Me 04333

Dear Kat: *KAT,*

Thank you very much for the Department's comments on the MTA's draft Ten Year Plan. We have reviewed them and we are working on adding more information to our plan based on your comments. We are also posting our policies (Interchange, Noise and Eminent Domain) on our website and they will be referenced in the report. We feel that a few of the comments will be very helpful for future updates to the plan as well. There were a few comments that we will keep in mind for the next time we update the plan as well.

We plan to have the Ten Year Planning report completed in October. I will be forwarding a hard copy to you when it is complete.

Sincerely,



Conrad W. Welzel
Government Relations Manager



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THE GOLD STAR
MEMORIAL HIGHWAY



Town of Scarborough, Maine

US ROUTE ONE, PO BOX 360
SCARBOROUGH, MAINE • 04070-0360

THOMAS J. HALL, TOWN MANAGER
thall@ci.scarborough.me.us

September 9, 2009

Conrad Welzel
Maine Turnpike Authority
2360 Congress Street
Portland, Maine 04102

RE: Ten Year Planning Report 2009-2018

Dear Conrad:

The Town of Scarborough has reviewed the plan and attended the public meeting in Saco and would like to offer the MTA our perspective on your management direction planned for the system.

As you know, the Town of Scarborough has experienced significant growth for many years and has had, and continues to have, significant challenges in managing our own transportation system. However, if the transportation system, which should include a multi-modal function, is going to successfully serve the public, managing that system effectively requires cooperation and coordination with our municipal neighbors and other transportation providers, such as the MTA and of course MDOT. You acknowledged and recognized the critical need of cooperation and outreach as part of your presentation in Saco.

One of, if not perhaps, the biggest challenge we face, is managing our transportation relationship with U.S. Route 1 in the context of the broader State transportation needs of U.S. Route 1, and our efforts to create a municipal identity, and a desirable place to live and work. Striking a balance between local needs and goals, and regional traffic needs and patterns is a difficult task in many ways. Cooperation between all transportation providers is critical to find that balance. The unmanaged growth of traffic on Scarborough's road system can compromise our ability to enhance and manage the Town's goals for a unique identity and a high quality of life in Scarborough.


We believe the MTA as a transportation provider partner can assist in our efforts. Firstly, we believe that a study is needed to examine the impact on through traffic in Scarborough by the placement of a new interchange between existing MTA Exits 36 and 42. We understand that the City of Saco has also expressed interest in a similar study. Our interest in such a consideration is simply based in providing a convenient transportation alternative to U.S. Route 1 as more than

30% of the traffic through Scarborough can be categorized as commuter traffic. Additionally, in conjunction with this study, we believe the study should include identifying ways to encourage through traffic to use the turnpike in this area instead of U.S. Route 1 through, perhaps, toll reductions or other toll management techniques. We feel these studies are very complementary, if not necessary, to your plans to study the capacity issues at Exit 36 thoroughly. And if a study shows a clear benefit, than all transportation providers will reap the rewards of that approach. It is interesting to note that the 10-year plan states that the mainline segment between exits 36 and 42 had the highest average volume in 2008, with the volume in the next northerly segment to I-295 not far behind. We feel this data suggests that population growth in this area is unique and requires specific examination as part of MTA's mission of working with all transportation providers.

In addition to the broad issue outlined above, the Town does have a couple of detail items to convey to the MTA as you move forward to implement the plan. First, given the scale of the Gateway development on Payne Road and Haigis Parkway as well as the development potential along the length of the Haigis Parkway, we are interested in your plans, if any, for future improvements to Exit 42. As you may know, real estate is limited at that location and alterations to the interchange may significantly impact the development potential of this important commercial corridor. Secondly, we are interested to better understand the intentions and timeframe for the expansion of the Turnpike through South Portland and Portland. The Cummings Road (North Spring Street) overpass is within this segment of the turnpike and is in need of improvement and widening, which would be challenging to accomplish independent of this MTA initiative. This roadway and overpass is a critical component to existing operations and future growth in Scarborough, South Portland and Westbrook. We respectfully request an opportunity to be involved in any process considering improvements in this area.

In closing the Town of Scarborough would like to congratulate the MTA for successfully managing a significant and important piece of transportation infrastructure in the State, and hope to continue to work with the MTA to successfully meet our individual, and perhaps, shared responsibilities.

Sincerely,


Thomas J. Hall
Town Manager

CC: Richard Michaud, Saco Town Manager
Kat Fuller, Director, MDOT Bureau of Planning
John Canell, MDOT Region 1 Manager
Harvey Rosenfeld, SEDCO

Maine Turnpike Authority

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September 25, 2009

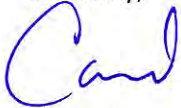
Tom Hall
Town of Scarborough
PO Box 360
Scarborough Me 04070

Dear Tom: *Tom*

Thank you for your comments on the Maine Turnpike Authority's 10 Year Plan and it was nice to see Jim at the hearing in Saco. At this time the MTA does not have funding for another interchange study. However I would be happy to meet with you regarding your interest in an additional interchange after you have had a chance to look at the enclosed interchange policy. Perhaps this is something we can discuss at our annual town visit meeting which will be coming up this fall. Currently we do not know of any deficiencies at Exit 42 and have no plans to make any changes there unless conditions change. We are aware of the amount of growth and the changes that are occurring there and if there is more development planned for the area please keep us informed so that we may monitor the interchange. As far as the Cummings Road over pass that bridge was redecked in the early 1990s and it will be widened if we widen the turnpike through Portland, as you know that has been put off. If you have some specific concerns about the bridge, please let me know.

Again, thank you for your comments, the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

Sincerely,



Conrad W. Welzel
Government Relations Manager



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THE GOLD STAR
MEMORIAL HIGHWAY

Hello, my name is Felicia Teach and I am a member of the Maine Alliance for Sustainable Transportation, a coalition of individuals and organizations dedicated to promoting sustainable transportation in the state.

I would like to comment briefly on your ten year planning report.

As a preface, I would like to quote from The Sensible Transportation Policy Act (STPA), a set of policy guidelines for MDOT and MTA. The act requires that “the full range of reasonable transportation alternatives be evaluated, giving *preference* to transportation system management options, demand management strategies, improvements to the existing system, and *alternative transportation modes*;” and it also requires that we, “meet the diverse transportation needs of the people of the State”

Although the ten-year plan includes some alternative transportation options (kudos for that), it’s not even close to giving them preference over other options. While hundreds of millions will go towards road repair and road building, very little will go towards alternative transportation. While all of the road and bridge maintenance programs have firm timetables and budgets, the Park and Ride and Carpooling service improvements have no timetables or specific plans for the future. The only needs being seriously addressed by the current plan are the needs of drivers. I’m here to remind you that sustainable transportation options don’t belong at the end of the study, looking like some kind of throw-away wish list. We need progressive transportation policies that will move us into the future.

If MTA is going to meet Maine’s “diverse transportation needs,” we need to include folks who use public transportation, folks that carpool, and folks that bike or walk. The Sensible Transportation Policy Act was passed for a reason: because tax payers were tired of funding more and more roads and road repairs which don’t address our diverse and evolving needs. It’s time to look at reducing the number of single-occupancy-vehicles traveling our roads. Your own study indicates that demand for commuter and bus service is now growing fast. Over the next ten years we have to anticipate as well as actively grow demand for these services. A reduction of cars on the road is better for our health and our wallets.

The time for systematic changes is now. Please, reconsider the priorities of this plan in light of STPA.

Maine Turnpike Authority

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CHIEF OPERATIONS OFFICER

September 25, 2009

Felicia Teach
272 Danforth St
Portland ME 04102

Dear Felicia:

Thank you for attending and commenting at the Maine Turnpike Authority's Ten Year Plan Hearing. The MTA has a legal obligation to the citizens of Maine, our customers, the state's economic well-being and to our bondholders to maintain the highway, bridges and other critical components of the infrastructure. The Ten Year Plan must reflect this obligation. However, the MTA is also a major funder of alternative transportation programs and your point is well taken that these programs may not have been highlighted and detailed enough in the draft of our Ten Year Plan. We are currently updating that section and will have some more specific information on these programs.

Again, thank you for your comment, the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

Sincerely,



Conrad W. Welzel
Government Relations Manager



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THE GOLD STAR
MEMORIAL HIGHWAY

Maine Turnpike Authority
10 Year Plan Public Hearing
August 11th, 2009

This sheet is provided if you would prefer to share your comments in writing or if you have other comments following tonight's presentation. Please return your completed sheet to a staff member at this meeting or mail to:

Conrad Welzel
10 Year Plan
Maine Turnpike Authority
2360 Congress St
Portland Me 04102

Zoom bus is most successful, cost-effective
program that the Turnpike Auth. funds. Buses are full and
aging - why no increase in support in your 10-year
plan? Seems a blatant indication of the MTA's preference
for pavement at the expense of fiscal responsibility +
Maine's mobility + economic development in Greater Portland.

MTA also needs to contribute to the rest of the
state's road maintenance. Re: the roof analogy:
it makes no sense to spend \$30 million on a new tollbooth,
or even \$1 million to study widening, when the roof
is falling in all over the rest of the state.

NAME

ADDRESS

EMAIL

Maine Turnpike Authority

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CHIEF OPERATIONS OFFICER

September 25, 2009

Christian McNeil
64 Winter St
Portland Me 04102

Dear Christian: *Christian,*

Thank you for attending and commenting at the Maine Turnpike Authority's Ten Year Plan Hearing. The MTA has a legal obligation to the citizens of Maine, our customers, the state's economic well-being and to our bondholders to maintain the highway, bridges and other critical components of the infrastructure. The Ten Year Plan must reflect this obligation.

However, the MTA is also a major funder of alternative transportation programs and, like you, we are encouraged by the recent growth in the utilization of these services, particularly with respect to the ZOOM bus, which has been significantly underutilized for years. Whether the recent growth in ZOOM ridership requires an increase in funding or simply begins to justify its current level of funding is a matter that we will continue to investigate. Your point is also well taken that MTA alternative transportation programs may not have been highlighted and detailed enough in the draft of our Ten Year Plan. We are currently updating that section and will have some more specific information on these programs.

Again, thank you for your comments the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

Sincerely,



Conrad W. Welzel
Government Relations Manager

Thanks for attending!



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THE GOLD STAR
MEMORIAL HIGHWAY

Conservation Law Foundation
47 Portland Street, Suite 4
Portland, ME 04101
Phone: 207-210-6439
Fax: 207-221-1240

August 11, 2009

Both in Maine and nationally, the transportation sector is undergoing seismic changes due to severe problems posed by energy, climate and highway funding crises. Rapid and major increases in fuel and construction costs, combined with significant declines in transportation budgets, are making maintenance of our existing highway networks unsustainable. At the same time, the urgent need to reduce global greenhouse gas emissions requires transportation agencies to develop alternative, low-carbon solutions for both passenger and freight traffic. Maine's Sensible Transportation Policy Act has provided the necessary framework to ensure that the state adopts sustainable transportation policies that minimize environmental impact and lessen Maine's dependence on the highway system. Despite this framework, the Conservation Law Foundation has been disappointed to see state policy continue to pursue traditional, highway-focused projects. But as the state plans for another decade of transportation policy, the Conservation Law Foundation looks forward to partnering in the effort to avoid further highway bypass and expansion projects, in favor of alternative, more sustainable solutions.

Sincerely,

Connor Cobean

Legal Assistant

Conservation Law Foundation

Maine Turnpike Authority

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CHIEF FINANCIAL OFFICER
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September 25, 2009

Connor Cobean
20 Hammond Rd
Falmouth ME 04105

Dear Connor:

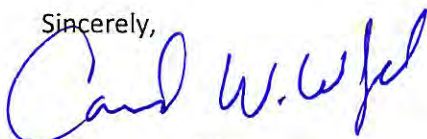
Thank you for attending and commenting at the Maine Turnpike Authority's Ten Year Plan Hearing. The MTA has a legal obligation to the citizens of Maine, our customers, the state's economic well-being and to our bondholders to maintain the highway, bridges and other critical components of the infrastructure. The Ten Year Plan must reflect that obligation. However, the MTA is a major funder of alternative transportation programs.

The Maine Sensible Transportation Policy Act requires all reasonable alternatives must be considered before a decision is made to add more capacity to a highway. As you may recall, the Authority undertook an extensive six year study of alternatives before the decision was made to widen the southern section of the Turnpike. While the study concluded that alternative strategies would not resolve the growing congestion and safety problems, it did lead to the creation of the ZOOM commuter bus program, the Kids and Transportation educational program (now MOVE!) and the expansion of key park and ride lots.

Given the lack of state and national economic growth in recent years and the resulting flattening of Turnpike traffic volumes the Authority has postponed studies relating to congestion on the section of the Turnpike between Scarborough and Falmouth. Those studies may become necessary when and if the economy improves and traffic volumes begin to grow again and funding is included the studies in the Ten Year Plan.

Again, thank you for your comments, the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

Sincerely,



Conrad W. Welzel
Government Relations Manager



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THE GOLD STAR
MEMORIAL HIGHWAY



Good evening and thank you for the opportunity to speak. My name is Hilary Frenkel and I am an organizer with The League of Young Voters. The League works to make politics relevant, accessible and fun by empowering and engaging young people in civic action. Transportation is one issue young people are fired up about—in the past year and a half, approximately 1000 folks have taken action around regional sustainable transportation issues.

Maine is a proud leader in this country around civil right issues and environmental laws. One area where we are lacking, but have opportunity to lead, is in sustainable transportation. The League believes that all Mainers should have access to reliable, affordable and sustainable transportation.

With that in mind, on behalf of The League of Young Voters, I would like to *thank you* for acknowledging that, due to declining traffic and revenues in the past three years, now is not the right time to undergo massive projects like the widening of the Turnpike in southern Maine. However, we are concerned that MTA still plans to move forward with other capital expansion projects that will cost the state hundreds of millions of dollars and are not high priorities for the state of Maine. Additionally, we are concerned that MTA plans to move ahead with the widening of the Turnpike once traffic rates are back on the rise. We are apprehensive that your plan lacks a focus on proactive traffic reduction methods.

As an alternative, we encourage you all to implement your 10 year plan, focused on more sustainable transportation. Funding more sustainable transportation choices like the ZOOM Turnpike Express could save our regional economy millions of dollars a year in transportation costs and provide people with alternative modes to reach their destination.

While these are only a few pieces of your 10 year plan, we hope the MTA takes all five years to implement all sustainable transportation options. Your leadership on this issue will help to make Maine a leader in sustainable transportation, and improve quality of life for Mainers.

Thank you again for the chance to speak today.

Hilary Frenkel
Organizer
The League of Young Voters
hilary@theleague.com
772-3207

Maine Turnpike Authority

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PORTLAND, MAINE 04102

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DEPUTY EXECUTIVE DIRECTOR
CHIEF FINANCIAL OFFICER
PETER S. MERFELD, P.E.
CHIEF OPERATIONS OFFICER

September 25, 2009

Hilary Frenkel
87 Lincoln St #4
Portland ME 04103

Dear Hilary:

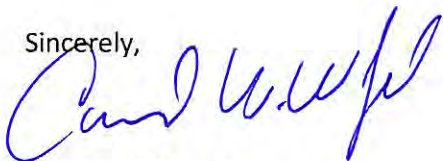
Thank you for attending and commenting at the Maine Turnpike Authority's Ten Year Plan Hearing. The MTA has a legal obligation to the citizens of Maine, our customers, the state's economic well-being and to our bondholders to maintain the highway, bridges and other critical components of the infrastructure. The Ten Year Plan must reflect that obligation. However, the MTA is a major funder of alternative transportation programs, including ZOOM Bus, Go Maine, Park and Ride Lots and the Kids and Transportation educational program (now MOVE!), not to mention the construction of the Wells multi-modal center.

The Maine Sensible Transportation Policy Act requires all reasonable alternatives must be considered before a decision is made to add more capacity to a highway. As you may recall, the Authority undertook an extensive six year study of alternatives before the decision was made to widen the southern section of the Turnpike. While the study concluded that alternative strategies would not resolve the growing congestion and safety problems, it did lead to the creation of the ZOOM, MOVE! and the expansion of key park and ride lots.

Given the lack of state and national economic growth in recent years and the resulting flattening of Turnpike traffic volumes the Authority has postponed studies relating to congestion on the section of the Turnpike between Scarborough and Falmouth. Those studies may become necessary when and if the economy improves and traffic volumes begin to grow again and funding is included the studies in the Ten Year Plan.

Again, thank you for your comments, the final report should be completed in October, keep an eye on our website maineturnpike.com for updates.

Sincerely,



Conrad W. Welzel
Government Relations Manager



TELEPHONE (207) 871-7771

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THE GOLD STAR
MEMORIAL HIGHWAY

Maine Turnpike Authority
c/o 10 Year Plan
2360 Congress Street
Portland, ME 04102

Paradee and co.

Having read the draft of your Ten Year Planning Report ('09-'18), I am concerned that you are responding to the various data regarding you road in a more-or-less passive way. The plan as drafted is not glaringly unacceptable, but there is considerable room for improvement.

Two points take overwhelming priority: Declining traffic volumes are a good thing. The speed limit should be reduced and properly enforced.

While it is important to react to projected trends, please do not believe that you should simply accommodate however many cars wish to use your roads. Far preferable to find creative ways of reducing (or, failing that, redistributing through time) traffic volumes down to a level that the current turnpike can accommodate. Widening any segments of the highway is a last resort temporary fix; it does nothing to prevent the increase from continuing, and in another decade or so you will be right back where you started but with no polar ice caps this time. Pardon me if I hyperbolize.

I have only a common sense understanding of traffic dynamics. It is my understanding that, when traffic levels are high, cars slow down. From this I am inferring that an imposed reduction in speed would not adversely affect your capacity. Either way, the known benefits of reduced speed (increased safety, reduced emissions, reduced wear on the pavement) outweigh any annoyed letters you might engender. There are two ways of imposing such a reduction, either reducing the posted speed limit, or enforcing the existing limit more stringently. I suggest both.

Finally, I trust that you will not hesitate to improve you shuttle-bus, car-pool, and park-and-ride services. I don't believe I've ever seen or heard an advertisement for those services. Why not? It is possible that I am simply not on the right channels, but when I mention the Zoom shuttle to my friends, none of them know what I am talking about. Any normal company wishing to sell a service would invest in an add campaign.

Thank you very much for soliciting input on your plans. I wish you the best of luck with your roads.

Mako Bates



49 Falmouth St. #3
Portland ME 04103

Maine Turnpike Authority

2360 CONGRESS STREET
PORTLAND, MAINE 04102

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September 25, 2009

Mako Bates
49 Falmouth Street #3
Portland Me 04103

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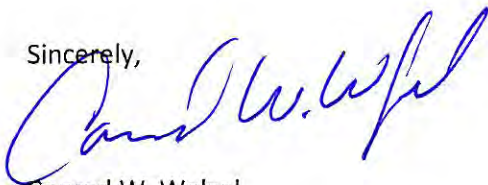
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Appendix C

Level of Service Descriptions

Level of Service Descriptions

LOS A

- Free-flow operation



LOS B

- Reasonably free flow
- Ability to maneuver is slightly restricted
- Effects of minor incidents easily absorbed



LOS C

- Speeds at or near free flow
- Freedom to maneuver is restricted
- Queues may form behind a significant blockage



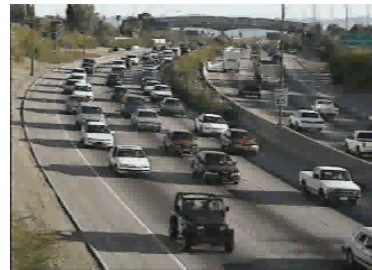
LOS D

- Speeds decline slightly
- Freedom to maneuver is limited
- Minor incidents create queuing



LOS E

- Operation at or near capacity
- No usable gaps in the traffic stream
- Operations are volatile
- Any disruption causes queuing



LOS F

- Breakdown in traffic flow
- Queues form
- Demand for travel is greater than capacity



Appendix D

Policies of the Maine Turnpike Authority

Policies of the Maine Turnpike Authority

PDF copies of the Maine Turnpike Authority's policies may be downloaded from:
www.maineturnpike.com/about/policies.php

These policies include:

- **Maine Turnpike Authority's Policy for Initiating Studies of Existing and New Interchanges and Access Roads**
- **Maine Turnpike Authority's Policy on Acquisition of Property**
- **Maine Turnpike Authority's Highway Traffic Noise Policy**