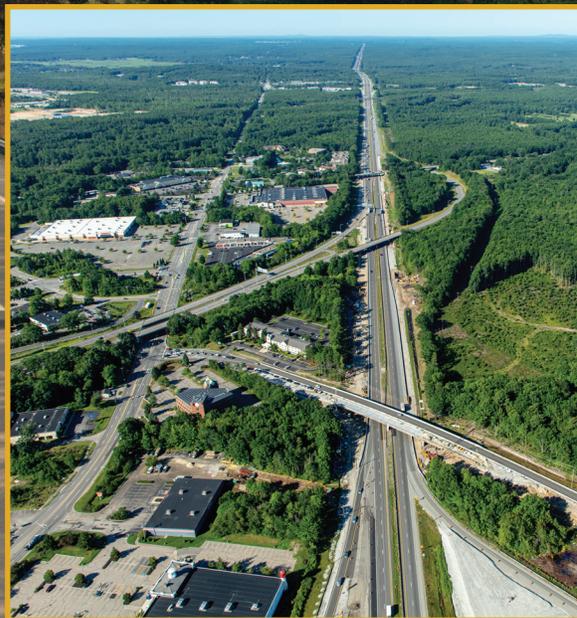


2023 Annual Report



Safe | Reliable | Sustainable



Peter Mills, Executive Director

Executive Director's Letter

Dear fellow travelers:

This year marks the 76th anniversary of the Maine Turnpike. While the 76th doesn't garner the same celebration as the 75th, it was a year filled with accomplishments.

Maine Turnpike Authority completed the Portland Area Widening project in the fall. This project began five years ago when we started issuing a series of contracts for approximately \$146 million to widen and improve the infrastructure in Maine's largest metropolitan area. In addition to constructing a third lane, we modernized bridges, improved side slopes, and drainage, and redesigned Exit 45 to be more efficient with higher bridge clearance.

Also, in 2023, construction of the new Exit 35 in Saco began in earnest. Our contractor, Sargent Corp., constructed the interchange ramps throughout the year, erected one of the toll plazas, and began initial work on the collector-distributor road. This road will keep Exit 35 traffic separate from the busy mainline. This project resulted from a study partnership with the MTA, MaineDOT, and the City of Saco. When completed in 2025, this interchange will provide a more convenient way to access the turnpike for travelers from the west and will free up intersections and roadways near Exit 36.

While many of you may remember the turnpike when there were toll tickets, an Exit 8, or a tunnel under the road to get to Howard Johnson's rest stop, I hope you can appreciate how the Maine Turnpike continues to maintain and care for this unique Maine roadway. We mow the median strip. Plow the snow. Repair the worn. Replace the old and invest in the new. And after 76 years, the Maine Turnpike is as young as ever. That's the way we plan to keep it.

A handwritten signature in black ink that reads "Peter Mills". The signature is written in a cursive, flowing style.



The completed Portland Area Widening Project (looking north), Fall 2023

Portland Area Widening

The Portland to Augusta extension of the Maine Turnpike opened in 1955 when the average daily number of cars and trucks on the turnpike was 2,500. Today's daily average hovers around 190,000, with 60,000 vehicles or more traveling through the Portland mainline alone.

The \$146 million master plan for improving this turnpike section required more than simply paving two new lanes. The most dramatic aspect involved completely rebuilding bridges and lengthening overpasses in four locations—to accommodate the wider highway. In addition, improvements to the five interchanges along this corridor were made, including a substantial reconfiguration of Exit 45, the hub of activity for the Maine Mall area. Lastly, from Mile 43 to Mile 49, MTA replaced the median guardrail with a 36-inch-high concrete barrier and a paved median to make it safer to work on disabled vehicles. When work was completed in October, the third lanes were opened in stages to allow contractors the ability and time to restripe the lanes.



Tie in to the Exit 48 southbound ramp in 2023



Concrete pour at the Exit 45 bridge in 2022



The third lane open in October 2023

Portland Area Widening through the years



2018 Cummings Road Bridge



2019 Maine Central Railroad Bridge



2020 Stroudwater Bridge



2021 Exit 45 and Widening



2022 Demolition of Exit 45 Bridge



2023 Three lanes complete near Exit 47

Exit 8 Ramp Closures

In order to tie the third lane into existing interchange ramps, every ramp had to be shut down for a period of time while crews milled, paved, placed guardrail and striped the ramps. One of the busiest interchanges in the Portland Area Widening project is Exit 48. On average 11,400 vehicles use this interchange each day. Conveniently, Exit 47 is nearby and provided a suitable detour. The project was made even more complicated by the weather this summer. When the southbound on ramp was closed in mid-June, it rained three out of the five days of the closure and the contractor was plagued with mechanical issues. Thanks to the hard-working crews of our contractor and their sub-contractors, the ramp was opened on time.

Days with Precipitation

Portland, ME - June 2023

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	



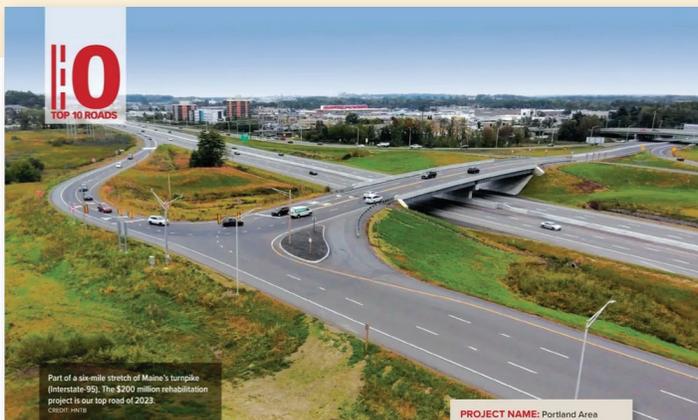
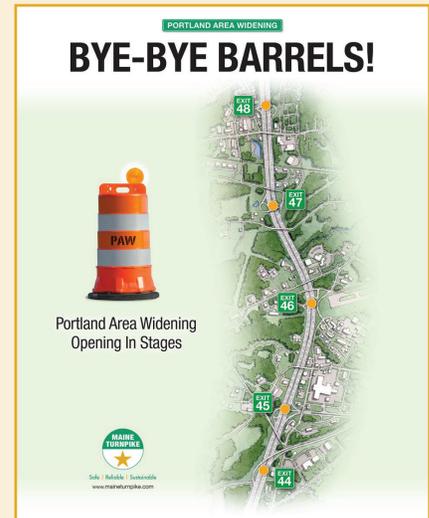
Crews work in wet weather to connect the Exit 48 ramps to the new third lane



Scan here to listen to a radio ad on the completion of the Portland Area Widening

As the third lane and safety improvements were nearing completion, MTA created print ads and website content to inform the traveling public that the barrels would soon be gone in the Portland Area. Since MTA would stagger the opening of the lanes, this campaign ran for several weeks, along with a radio ad letting people know there was a slow migration of the barrels.

In December, *Road and Bridges Magazine*, a notable transportation engineering trade publication, named the Portland Area Widening its #1 Road Project in North America for 2023. In this issue it highlighted the complexity of the project with multiple contracts, poor geologic conditions, and a heavily traveled corridor.



TOP 10 ROADS

Part of a six-mile stretch of Maine's turnpike (Interstate-95). The \$200 million rehabilitation project is our top road of 2023.

TOP ROAD #1

MAINE'S MAINLINE

How a multidisciplinary team's coordination delivered results

▶ **WITH ITS STARTLINGLY** beautiful coastlines and renowned lobster, Maine continues to be a popular destination, and the state's turnpike (or Interstate 95) is the mainline for millions of travelers each year.

Maine's busiest highway serves as the primary economic artery for the southern half of the state. More than six decades after its opening in 1955, traffic volumes within the greater Portland area have increased 25-fold, leading to increased congestion and crash rates.

Recognizing these challenges, the "Portland Area Widening and Safety

Improvement Program" was incorporated into the turnpike's capital improvement plan with the aim of improving a six-mile stretch of congested highway.

Led by the Maine Turnpike Authority (MTA) and HNTB, the \$200 million project comprised of nearly a dozen separate contracts. The projects team overcame several challenges through meticulous planning and coordination. The size, scope, and result have earned it first place on our list of Top 10 Roads of 2023.

Dale Mitchell, HNTB senior project manager, said he was proud that the project will have a legacy.

PROJECT NAME: Portland Area Widening and Safety Improvements Program

PROJECT LOCATION: Portland, Maine

OWNERS: Maine Turnpike Authority

DESIGNER: HNTB Corporation

CONTRACTORS: CPM Constructors, Cianbro Corporation; Reed & Reed, Sargent Corporation, Shaw Brothers Construction, Wyman & Simpson

COST: \$200 million

LENGTH: Six miles

COMPLETION DATE: November 2023

"As a civil engineer, it is very rewarding to see your designs being built and more importantly to see how it improves the infrastructure and the lives of people using it," Mitchell said. "I'm especially humbled to drive this wider, safer, and less congested highway with the millions of other motorists that use it annually, and as importantly to have this project be recognized as one of Roads & Bridges Top 10 Roads of 2023.



Top: An aerial view of the Portland area widening and safety improvements project. Bottom left and right: Motorists drive through the work zone on Interstate-95. The MTA developed comprehensive temporary traffic control plans for the project. CREDIT: THE MAINE TURNPIKE AUTHORITY (TOP); HNTB (BOTTOM LEFT AND RIGHT)

"This is a huge recognition for the Maine Turnpike, HNTB and the rest of our team, one that I'm very proud to have been a part of."

Early in the planning process, HNTB recognized the subsurface marine clay at Interchange 45 was going to require a comprehensive geotechnical study given the low shear strength and high compressibility of the Presumpscot formation.

This a Pleistocene glacial deposit of predominantly submarine clays, and it is one of the most challenging soil types in New England because it does not serve as a solid foundation for highway and bridge embankments.

The team found a composite geotechnical solution that included an embankment preload coupled with zones of lightweight fill called geofabric.

To avoid schedule conflicts with adjacent contracts, the preloading program was designed in a multi-layered, multi-zoned fashion readying certain

areas for follow-up contracts earlier than other areas.

Despite the challenges the project team faced, their extensive coordination efforts enhanced the Portland area with the following structures:

- 16 bridges,
- five interchanges,
- two toll plazas,
- four stream/large culvert structures,
- two new emergency vehicle ramps,
- six centerline miles of widening, drainage, and median safety improvements.

At the height of this six-year program, there were six active construction projects happening concurrently. Every project featured interdependent work scopes and outcomes. However, the interrelationship of these contracts meant that, if one fell behind, then the entire program would be harmed.

The team emphasized coordination. During the preliminary design phase,

the team created a time-bound contracting and sequencing plan that outlined milestones and limitations of operations to ensure projects could happen concurrently.

During each major construction phase, the MTA developed a comprehensive set of temporary traffic control plans. The plans addressed every interchange ramp and every merge point between the construction contracts.

These plans provided the contractors with clear traffic control plans that would accommodate the traveling public with minimal disruption. These efforts were critical for allowing traffic to flow smoothly through the various work zones and, as importantly, allowed the contractors work safely behind temporary concrete barriers.

Since the project's completion, drivers enjoy a more efficient, less congested, and safer travel experience as they navigate the growing Portland area. **RB**

Saco, Exit 35

Exit 35 will address regional traffic issues by improving connections to and from the turnpike, especially those going to and coming from west of Saco. The soils in the area are made of layers of sand, stiff clay, soft clay, glacial till and bedrock. This required them to be compressed using wick drains. In the early spring of 2023 wick drains were installed before 40,000 cubic yards of fill was placed to compact the soil. Once the soil was ready, work began on the ramps, toll plaza and collector distributor road. Below are the highlights of the project during each construction year. The new interchange is expected to open late 2025.

Highlights

2023: Clearing, northbound ramps reconstructed and the northbound toll plazas built

2024: Southbound ramps and toll plaza constructed, utility work on Route 112 and work on the intersections with Route 112

2025: Utility work on Route 112, bridge repairs and interchange open



Placing wick drains



Preloading the southbound ramp area



Work on the northbound toll plaza



September

Construction Progress of Exit 35 in 2023



March



June



October



Striping the new pavement Mile 88 to Mile 98, July

Projects

LIST OF PROJECTS AWARDED IN 2023

Project Type	Municipality	Description	Amount
Bridges	Auburn	Bridge Repairs - Eagles Nest Road Southbound Overpass Mile 60 & Superstructure Replacement Route 122 Underpass Mile 74	\$ 4,700,000
Maintenance	Sabattus/Litchfield	Pavement Rehabilitation and Drainage Improvements Mile 88-98	\$ 870,000
Maintenance	West Gardiner	Emergency Vehicle Ramps-High Street	\$ 700,000
Maintenance	Scarborough	Repairs to the Exit 42 underpass	\$ 200,000
Maintenance	Sabattus	Replacement of three culverts that carry Maxwell Brook under Furbush Road	\$ 400,000
Maintenance	Wells	Pavement Rehabilitation, Clearzone and Drainage Improvements MM 20.0 TO MM 23.3	\$ 7,000,000
Maintenance	York	York Maintenance Electrical Repairs Mile 6.8	\$ 600,000
Maintenance	York	Pavement Rehabilitation - Exits 1, 2, 3 & MM 1.3 to MM 6.8	\$ 18,000,000
Total			\$ 32,470,000



Paving Mile 88 to Mile 98, May



The demolition of the Exit 102 bridge

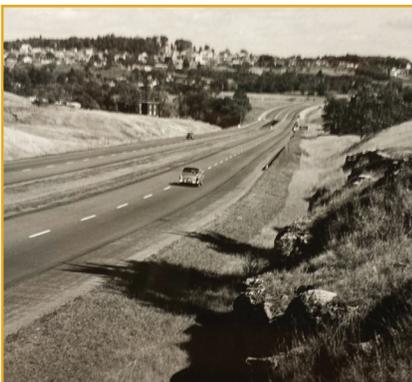
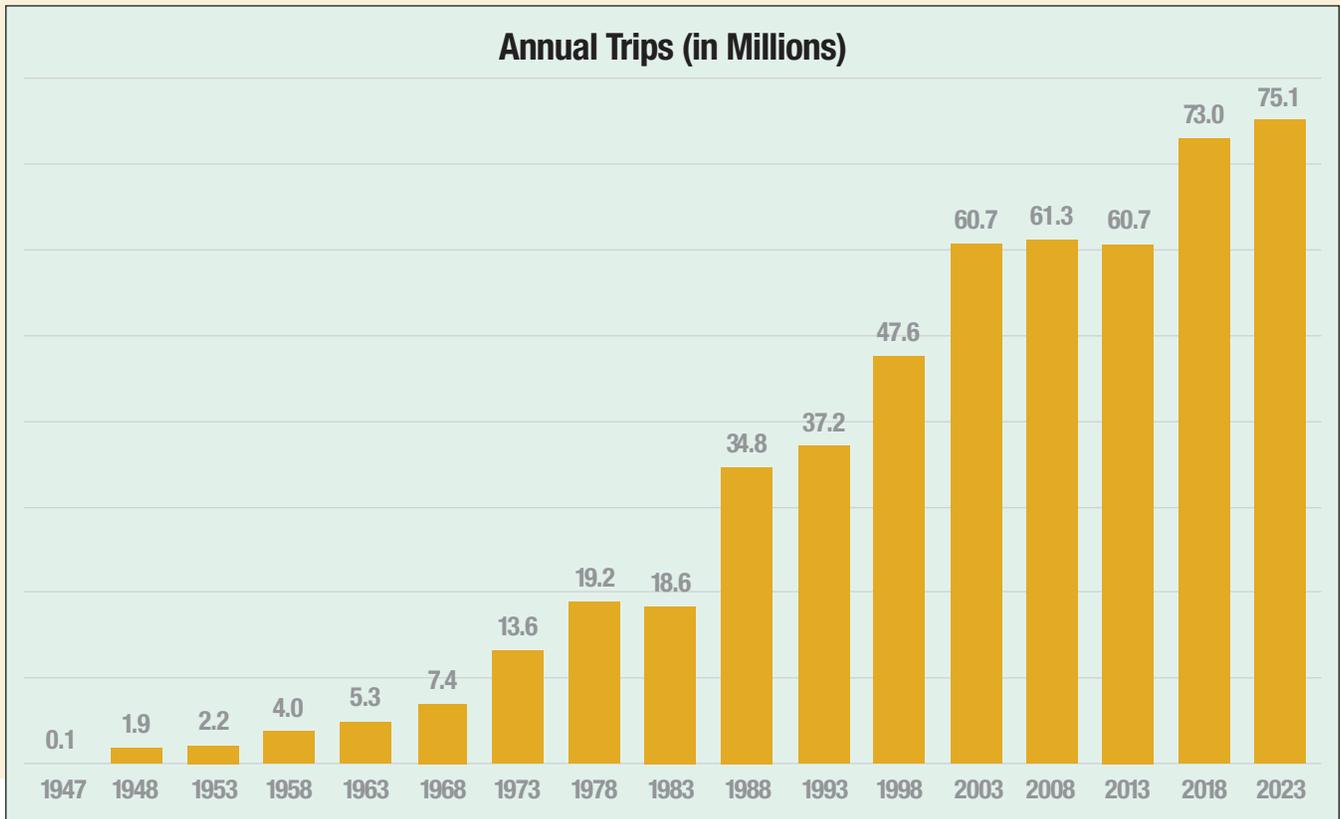


Prepping the Exit 102 ramp

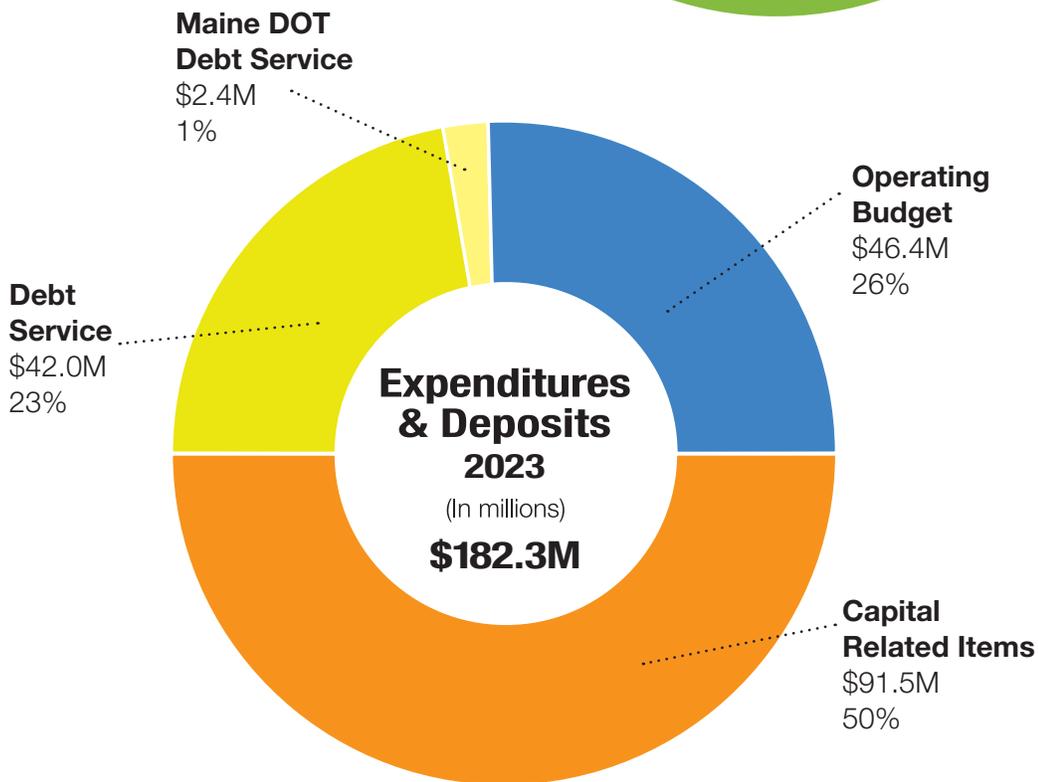
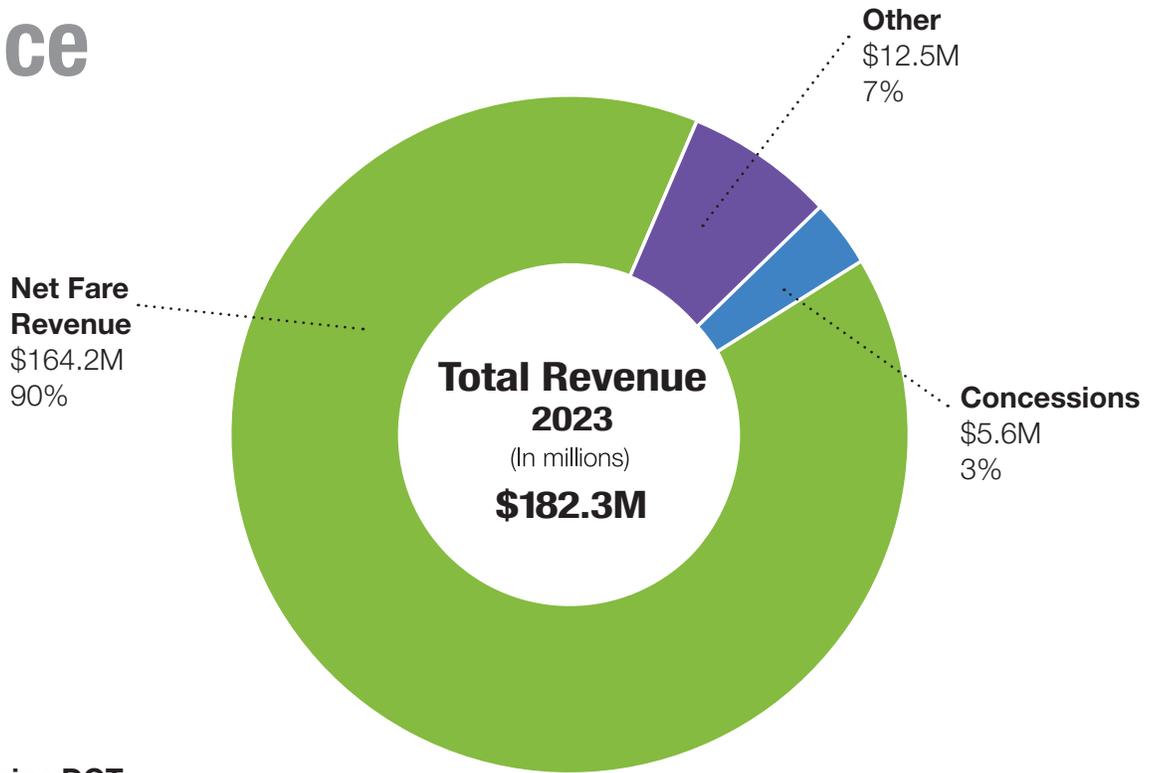


Culvert replacement on Furbush Road

Traffic Through The Years



Finance



Employee Recognition

Maine Turnpike Authority is a successful transportation innovator in Maine because of our employees. This list below highlights those who have reached milestones in their employment with us in 2023.

5 Melissa A. Benware - *Electronic Toll Collection Coordinator*
 Michael E. Child - *Highway Maintenance III*
 Shohn J. Cyr - *Highway Maintenance III*
 Joshua A. Davis - *Highway Maintenance III*
 Krystal L. Delano - *Toll Collector I*
 Sean W. Donohue - *Permitting Coordinator/ Environmental Liaison*
 Cheslee A. Duval - *Communication Center Specialist*
 Amanda E. Iosa - *E-ZPass Customer Service Representative*
 Harold J. Mason - *Construction Project Manager*
 Johnathan N. Merfeld - *Violation Image Review Processor*
 Matthew D. Millett - *Highway Maintenance Foreman*
 Jonathan M. Palmer - *Intelligent Transportation System Administrator*
 Jessica S. Pearson - *Toll Collector I*
 David L. Pinard - *Highway Maintenance III*
 Charles A. Somerville - *Violation Image Review Processor*

10 Joyce A. Berry - *Toll Collector I*
 Joseph R. Bureau - *Violation Notice Processor*
 Sandra L. Doyon - *E-ZPass Lead Customer Service Representative*
 Dean J. Elmo - *Highway Maintenance III*
 John E. Elwell - *Highway Maintenance III*
 Thomas E. England II - *Custodial Worker II*
 Melanie T. Laskey - *Toll Collector I*
 Gabriela J. Melakian - *Toll Collector I*
 Jeffrey R. Nadeau - *Resident Engineer*
 Michael K. Robinson - *Highway Maintenance III*
 Christopher S. Root - *Highway Maintenance III*
 Hans R. Tarbox - *Toll Collector I*
 Stephen M. Winship - *Engineering Technician II*

15 Eric R. Barnes - *Director of ITS*
 Jennifer R. Levesque - *Violation Image Review Processor*
 Cindy J. Musolff - *Toll Collector I*

20 Paula J. Barrieault - *Toll Collector I*
 Christopher J. Chapman - *Toll Collector I*
 James A. Delage - *Toll Collector I*
 Jody E. Dyke - *Highway Maintenance III*
 Amy J.D. Grace - *Training Coordinator*
 Jeffrey C. LaFrinea - *Supervisor of Equipment Maintenance*
 Michael J. Lennox - *Highway Maintenance III*

25 Bryan J. Kimball - *Automotive Mechanic III*

30 Susan C. Cloutier - *Toll Collector I*
 Stephen R. Goucher - *Highway Maintenance III*
 Laurie I. Mondor - *Toll Collector I*
 Deborah A. Pettey - *Toll Collector I*

45 Dennis G. Aucoin - *Toll Plaza Supervisor*



In April, MTA Headquarters employees showed their support for their coworkers who are in work zones during Work Zone Safety Awareness Week.



In May MTA maintenance crews participated in MTA's Snowplow Rodeo.



This fall, MTA employees Steve Tartre and Kristi Van Ooyen, along with Paul Godfrey and Dale Mitchell from HNTB, accepted the Honor Award for Transportation Planning and Work Safety from ACEC of Maine for the Portland Area Widening.

Executive Staff

Peter Mills
Executive Director

John P. Sirois
*Chief Financial Officer
& Authority Board Treasurer*

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

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

Eric R. Barnes, P.E.
Director of ITS

Richard R. Barra
Director of Fare Collection

John W. Cannell, P.E.
*Director of Highway
Maintenance*

Lauren G. Carrier
Director of Human Resources

Matthew W. Elliott
Director of Finance

Shawn R. Laverdiere
Director of Building Maintenance

Pamela J. Lambert
Director of E-ZPass Operations

Greg J. Stone
Director of Public Safety

Stephen R. Tartre, P.E.
*Director of Engineering
& Chief Engineer*

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



Robert Stone's term on the Maine Turnpike Authority Board ended in March. Bob, from Androscoggin County, served nearly 12 years on the Board, most of it as a vice-chair. Governor Mills appointed Bettyann Sheats, a small business owner and former member of the Maine Legislature, to replace Bob on the Board.

MTA Board of Directors

Daniel E. Wathen - Chairman
Augusta, Maine
Kennebec County

Michael J. Cianchette - Vice-Chair
Cumberland, Maine
Cumberland County

Jane L. Lincoln - Member
Farmingdale, Maine
Kennebec County

Andrew McLean - Member
Gorham, Maine
Cumberland County

Bettyann Sheats - Member
Auburn, Maine
Androscoggin County

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

Bruce A. Van Note - Commissioner
MaineDOT
Ex-Officio Member

Contact the MTA

Erin T. Courtney
Public Outreach Manager
(207) 482-8119

Administration
(877) 682-9433 (toll free)
(207) 871-7771

E-ZPass
(888) MTA-PASS or
(888) 682-7277
8:00 am to 5:00 pm M-F
EZPassSaves.com

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

MTA Website
www.maineturnpike.com



Safe | Reliable | Sustainable

MTA Administration
& Public Safety Building
2360 Congress Street
Portland, ME 04102