

Maine Turnpike Authority Annual Report 2016



INTRODUCTION

The Maine Turnpike Authority was established by the Maine Legislature as an independent state agency in 1941. It was charged with the task of constructing and maintaining a toll highway that, in the seven decades since, has become one of the most critical elements of Maine's transportation network.

The 109 mile Maine Turnpike includes 65 miles of divided four-lane highway and 44 miles of divided six-lane highway. Turnpike facilities include 184 bridges, 19 interchanges, 19 toll plazas, nine maintenance facilities, five service plazas, and administration and public safety building that includes the E-ZPASS customer service center.

The Maine Turnpike Authority is governed by a seven-member board, appointed by Maine's governor and confirmed by the Maine Senate. Six members are appointed to staggered six-year terms and the seventh member is Maine's Commissioner of Transportation or the Commissioner's designee, serving as a member ex-officio. The board oversees maintenance, construction, operation and management of Maine's most traveled highway.

Maine Turnpike Authority Board

Daniel E. Wathen, Esq. Chairman

Michael Cianchette

Gerard P. Conley Sr.

John E. Dority

Freeman Goodrich

Robert Stone

Karen S. Doyle Member Ex Officio



Maine Turnpike Authority Executive Staff

The Maine Turnpike Authority employees are responsible for maintenance and operation of the 109 miles of roadway that serve as the economic lifeblood for Maine, as well as the welcome mat for most visitors into the state. Executive Director Peter Mills leads these employees and his executive staff, listed below.

Peter S. Merfeld, P.E.	Chief Operations Officer
Douglas D. Davidson	Chief Financial Officer and Authority Board Treasurer
Stephen R. Tartre, P.E.	Director of Engineering and Building Maintenance
John P. Sirois	Director of Finance
John W. Cannell	Director of Highway & Equipment Maintenance
Lauren G. Carrier	Director of Human Resources
Richard R. Barra	Director of Fare Collection
Bruce A. Van Note	Director of Policy and Planning
Greg J. Stone	Director of Public Safety
William H. Yates, III	Director of Information Services and Communications
Conrad W. Welzel	Government Relations Manager
Jonathan A. Arey, Esq.	Staff Attorney and Authority Board Secretary

2016 Year in Review by Peter Mills, Executive Director

Though the basic alignment of the Turnpike has been the same since 1955, those who work here every day know how much the road constantly changes.

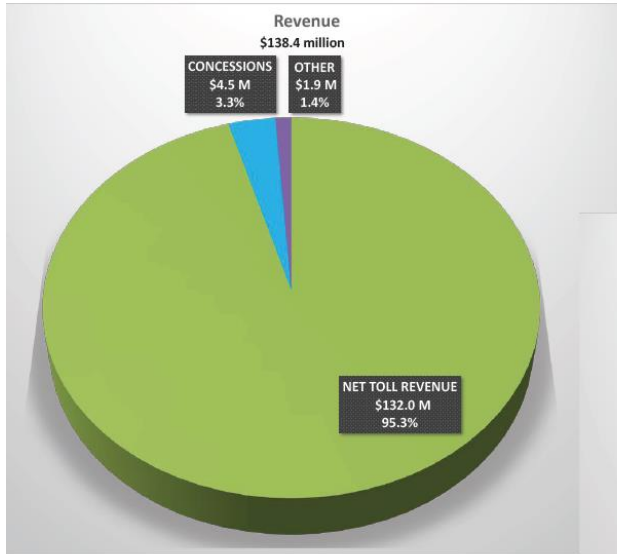
Many bridges north of Portland have passed their 60th birthdays and are being re-decked, overhauled or replaced. On a much shorter cycle, each travel surface of the highway must be ground down and re-paved about every 12 years to preserve the road structure. While the Turnpike has no plans to build new interchanges, older interchanges like Lewiston and Gray have undergone significant revamping and redesign.

In 2013, the Turnpike began modernizing toll lanes in all 19 of its plazas. That work, which is about 2/3 done, is the Turnpike's largest engineering project since the widening was completed in 2004. Every toll lane on the road must be closed for a time to install new electronics.

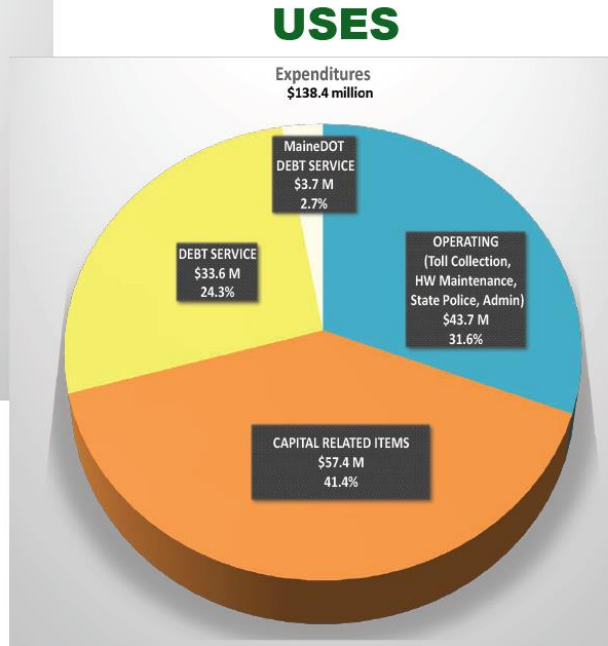
Closures like this are an inconvenience, but Turnpike staff have been helpful in extending courtesies to travelers. As a result, most Maine citizens appreciate the value of this road that carries about 9% of Maine's traffic, over half of its freight, and most of its tourists.

I want to thank employees for their hard work, their patience and their help in dealing with the public as the Turnpike undergoes these necessary transitions.

MTA FUNDING (PROPOSED 2017 BUDGET)



SOURCES



USES

2016 Projects

Mainline Paving – Mile Marker 54.5 - 64.4

\$6,351,600

This project was pavement rehabilitation of the two 12-foot wide lanes and the median shoulders in both directions from mile 54.5 to mile 64.4. The pavement rehabilitation also consisted of milling, filling, and overlaying the four ramps at Exit 63 in Gray. The work also involved earthwork, bridge repairs, and snow fence installation, drainage, and guardrail and pavement markings.



Cumberland and Gray Service Plaza Improvements

\$1,300,000

In the spring of 2016, improvements were made to the service plazas in Gray and Cumberland. A 24-Hour Drive-thru Burger King replaced the Starbucks at both plazas. This required the service plazas to be closed for a few weeks during construction.

Emergency Vehicle Ramps – Scarborough

\$254,250

At the Two Rod Road Bridge in Scarborough two Emergency Vehicle Ramps (EVR) have been built. This included a limited amount of tree clearing, excavating and paving. The need for the EVRs is to increase safety for MTA winter maintenance crews. Prior to these ramps being built snowplows had to use a median crossover at mile maker 40.3. This was a dangerous maneuver in a loaded plow truck during inclement weather, as it required the driver to cross both lanes of traffic both north and southbound. Putting the EVRs at this location also shorten the plow route in this area resulting in a reduction of the snowplow route.

Small Road Bridge Replacement – Litchfield

\$1,773,492

This project consisted of replacing the Small Road bridge superstructure over the Maine Turnpike in the Town of Litchfield. The work included concrete deck and steel girder replacement, concrete substructure modifications and repairs, approach work and paving as well as guardrails and bridge rails.



Maple Street Bridge Replacement -Farmingdale

\$1,373,468

On November 18th the new Maple Street Bridge in Farmingdale opened to traffic. The work consisted of replacing the Maple Street bridge superstructure over the Maine Turnpike. The work included concrete deck and steel girder replacement, concrete substructure modifications and repairs, approach work and paving, guardrail, bridge rails, maintenance of traffic.



Roadside Clearing - Mile 47.7 to 51.8 & Falmouth Spur

\$178,350

This project included the removal of trees, brush and debris from the roadside, northbound and southbound, between Mile 75.3 and Mile 82.9, and Mile 99.2 and Mile 109.1 of the Maine Turnpike. Vegetation was removed to a distance of roughly 100 feet from the edge of pavement on both bounds. The goals of the project were to improve overall roadway safety by removing large trees from the clear zone, reduce shading of the roadway to aid in snow and ice removal operations, and to increase driver reaction times when confronting wildlife crossing the roadway.

LED Lighting Replacement -Systemwide

\$196,983



In 2016 approximately 205 existing highway and site lighting luminaires were replaced with LED luminaires at Maine Turnpike entering and existing ramps, toll plazas, service plazas, and maintenance yards. The work included verifying existing luminaire and circuit voltages, furnishing and installing replacement LED luminaires and furnishing and installing pole breakaway splice kits, if non-existent.

Guide Signs Replacement – Various Locations

\$678,633

The work consisted of removing, replacing and installing new highway signs along the Maine Turnpike from south of Exit 75 to south of Exit 109 at the northern end of the Maine Turnpike in the municipalities of Auburn, Lewiston, Hallowell, and Augusta, New Gloucester, Litchfield,

Sabattus, West Gardiner and Farmingdale. The work included furnishing, installing and salvaging aluminum signs, steel H-beam sign supports, and concrete foundations.

Bridge Painting - Various Locations

\$1,249,875

In 2016 Saffo Contractors cleaned and painted the following bridges on the Maine Turnpike, Mousam River Overpass (Kennebunk), Exit 52 Interchange Bridge (Portland), Exit 53 Interchange Bridge (Falmouth), and Eagles Nest Bridge (New Gloucester).

PLANNING STUDIES

York Toll Plaza Relocation

In 2016, the Maine Turnpike Authority applied for permits to build a new toll plaza in York at mile 8.8. The US Army Corps of Engineers and the Maine Department of Environmental Protection require applications. It is anticipated that the permits will be received in 2017. The MTA's consultant, Jacobs Engineering researched and produced three reports regarding the relocation of the York Toll Plaza pertaining to Air, Noise and Highway Lighting.



Open Road Tolling Plaza at Mile 8.8 Rendering

THE MAINE TURNPIKE AUTHORITY

Financial Statements

For the Years Ended December 31, 2016 and 2015 are located at: <http://www.maineturnpike.com/getattachment/Business-With-MTA/Investor-Relations/MTA-2016-Audited-Financials.pdf.aspx?lang=en-US>