

MAINE STATE LEGISLATURE

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Maine Turnpike Authority Annual Report 2015



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

James F. Cloutier, Esq. Vice Chairman

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. These employees are led by Executive Director Peter Mills 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

2015 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 is constantly changing.

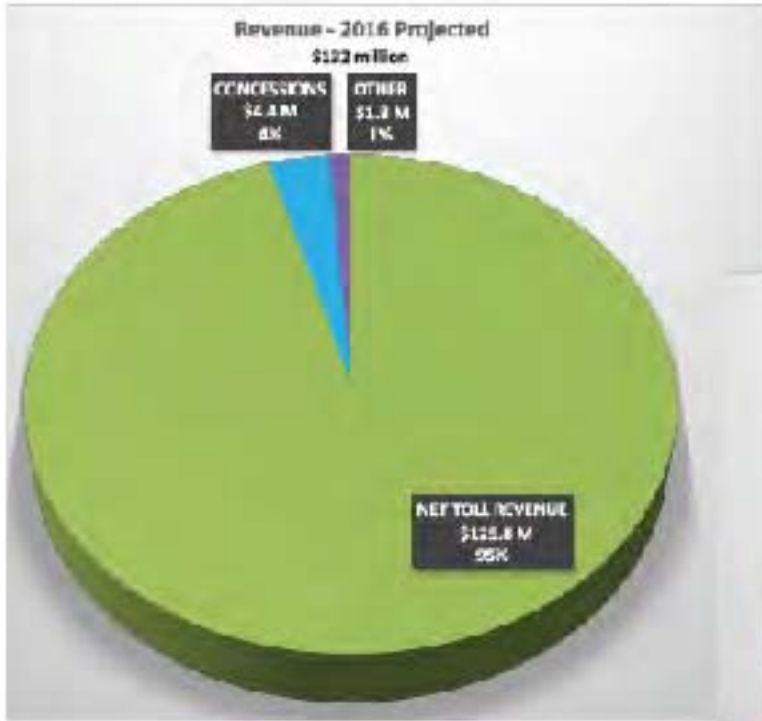
For example, the bridges north of Portland have long since passed their 50th birthdays and many are being re-decked, overhauled or replaced. On a much shorter cycle, each travel surface of the highway must be ground down and re-paved about every 12 years to preserve the road structure.

In 2013, the Turnpike began modernizing toll equipment in all 19 of its plazas. That work, which is about half 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 the new electronics.

Closures like this are an inconvenience, but Turnpike staff are always helpful in extending courtesies to travelers. As a result, most citizens of Maine appreciate the value of this road that carries about 9% of Maine's vehicle traffic and a much larger portion of its freight.

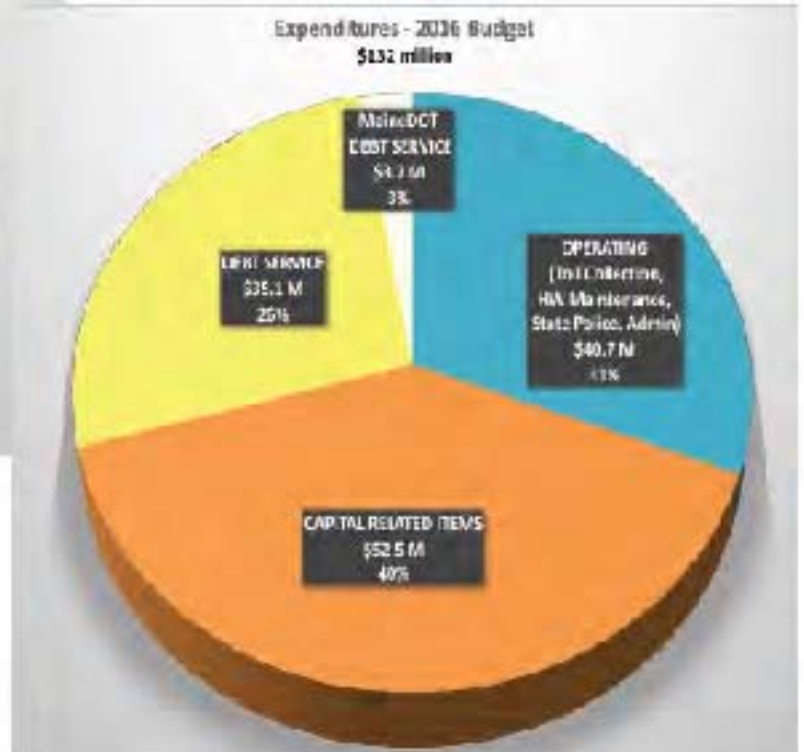
I want to thank employees for their hard work, their patience and their help in dealing with the public as the Turnpike undergoes these transitions that are so often necessary.

MTA FUNDING



SOURCES

USES



2015 Projects

Mainline Paving Mile Marker 68-75 \$3.8 million

The pavement rehabilitation work consisted of milling and resurfacing the two 12-foot wide lanes and the median shoulder from mile 68.5 to mile 74.9. The work also involved earthwork, tree plantings, and bridge repairs at the Royal River and Bald Hill bridges, drainage, guardrail, pavement markings, and maintenance of traffic. Pike Industries Inc was the contractor this \$3.8 million dollar project.

Mainline Paving Mile Marker 51-54 \$4.7 million

The pavement rehabilitation work consisted of milling and resurfacing the two 12-foot wide lanes and the median shoulder. The pavement rehabilitation work consisted of milling and resurfacing the two 12-foot wide lanes on the Falmouth Spur. The work also involved earthwork, bridge repairs, drainage, guardrail, berm drop-off correction, pavement markings, and maintenance of traffic. Pike Industries Inc was the contractor on this \$4.8 Million dollar project

Lunt's Hill Road Bridge Superstructure Replacement \$1.2 million

Wyman & Simpson was the contractor for this project, which required that the bridge be closed for 6 months. The work consisted of replacing Lunt's Hill Road Bridge superstructure over the Maine Turnpike in the Town of Litchfield, Maine. The Lunt's Hill Road Bridge was the lowest volume two-way bridge that spans over the Turnpike. The work included concrete deck and steel girder replacement, concrete substructure modifications and repairs, approach work and paving, guardrail, bridge rail, and maintenance of traffic.



Exits 45 and 46 Bridge Repairs \$3 million

CPM Constructors of Freeport, Maine was the contractor on this project. The work consisted of pavement overlay of the Exit 46 interchange ramps as well as minor widening of the southbound off ramp and the northbound on-ramp. There was a new pavement wearing surface put down and repairs to the bridge joints on Skyway Drive. At Exit 45, bridge repair work included bridge joint repairs, substructure repairs, deck repairs, new bridge deck membrane, paving and approach paving, and the installation of a lightweight barrier

system. All work was done while maintaining traffic on the bridge. Various traffic configurations were required during the project in order to complete the work including some ramp closures at night.

Southerly Bridge Repairs \$1 Million

Scott Construction did the work on this contract that consisted of repairs and modifications on Route 1 On-Ramp, Underpass Bridge, Clay Hill Road Underpass Bridge, Route 1 SB over I-95 On-Ramp Bridge, Mountain Road Underpass Bridge, Cape Neddick River Culvert and Josias River Culvert on the southern end of the turnpike.



The work includes pavement and waterproofing membrane replacement, concrete deck, fascia, fascia overhang, pier, and abutment repairs; cleaning and painting of girder bearings; concrete box culvert repairs; end post replacement; bridge joint modifications; bridge drain repairs; fabric trough and hopper construction; application of protective coatings; slope erosion repairs; maintenance of traffic; and installation of permanent snow fence.

Toll System Upgrades

As part of the ongoing 7-year \$125 million toll conversion project a new fourth toll plaza lane was added at exit 36 in Saco. While work continued on open road conversion projects in Falmouth at Exit 52 and West Gardiner Barrier plaza.

Exit 63 Park and Ride Lot Relocation \$1.2 million

Sargent Corporation completed the new park and ride at Exit 63 in Gray in the Fall of 2015. The work not only consisted of building a new 135 space park and ride facility just north on Route 26A but in addition earthwork and culvert construction was required for the future southbound ramps past Exit 63.



Wells Exit 19 Interchange Improvements \$350,000

Pratt & Sons widened the Exit 19 off ramp, milled, and shimmed the existing travel lanes. A new median island was constructed and drainage added. As well as some signal work and sign installation.

Auburn and West Gardiner Roadside Clearing \$250,700

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.

Planning Studies

Safety and Capacity Study

Periodically the Maine Turnpike Authority conducts a study to assess both current and future operating conditions of all interchanges, mainline sections, ramps and toll plazas on the Maine Turnpike. The study is intended to be a broad look at safety and capacity needs on the Turnpike over the next 30 years. The study is will be complete in 2016.

Gray Interchange

The Maine Turnpike Authority with consultants, VHB and HNTB have developed a design for Exit 63 in Gray which addresses the current and future safety and efficiency issues as the existing location. The new design includes a relocation of the southbound on and off ramps to the west side of the turnpike, which will eliminate the need for southbound traffic to travel over the turnpike. When the interchange reconstruction is complete, the bridge will be removed.

York Toll Plaza Relocation

Work continues on the York Toll Plaza relocation including, technical work that resulted in our consultants, Jacobs, recommending a location for the toll plaza at mile 8.8. The MTA staff endorsed that location to the Board of the Maine Turnpike Authority on November 16. In July the Army Corps of Engineers accepted the MTA's statement that purpose of the project is to replace the existing barrier toll plaza with highway speed electronic tolling lanes and cash lanes to address safety deficiencies, settling/subsidence, facility deficiencies including substandard tolling equipment, existing and projected traffic volumes, and traveler impacts and expectations.

Gorham East-West Project

On April 30, 2015, the MTA Board authorized MTA staff to contract with HNTB to conduct work aimed at efficiently seeking a determination from the ACOE regarding the practicability of the widening existing roadways alternative. The MTA will be the sole applicant communicating with the ACOE, although coordination with MaineDOT regarding transportation system conclusions will be required.

Employee Milestones

5 years

Anthony Michael Dyer	Equipment Body Mechanic
Jonathan K Gentley	Highway Maintenance III
Francis Marc Gregoire Jr	Highway Maintenance III
Charles X. Higgins	Toll Collector I
Pamela Jane Lambert	E-ZPass Manager
David Edmond Morrow	Highway Maintenance III
Robert Charles Thayer	Highway Maintenance III
Jason Isaac Thyen	GIS Coordinator
Marie E. Turgeon	Toll Plaza Supervisor

10 Years

Ebenezer N Akakpo	PC Support Specialist - ADP System Admin.
Ronald P Belisle	Toll Collector I
Dawna L Crockett	E-ZPass Lead Customer Service Representative
Roger L Foster	Highway Maintenance III
Stacey A Hathorne	Toll Collector I
Kira L LeClair	Business Accounts Processor
David A Katula	Highway Maintenance III
James C King	Highway Maintenance III
Sean R. Poage	Network Manager-Network Engineer
Gregory J Stone	Director of Highway Safety
Val Joe Tait	HR & Benefits Specialist II

15 Years

Jonathan A. Arey	Staff Attorney
Christopher M. Gallant	Toll Collector I
Brenda S. Gayton	E-ZPass Customer Service Representative
Rosa E. Jaynes	Business Accounts Processor
David G. King	Highway Maintenance III
Norman R. Lachance	Toll Collector I
Joseph R Lamb	Highway Maintenance III
Kathleen A Martin	Toll Collector I
Judith D Northrup	Toll Collector I
Donna M. Ruopp	Toll Collector I
Bruce R Sevigny	Oil-Gas Burner Technician
Daniel R. Speck	Toll Collector I
Stephen R. Tartre	Director of Engineering & Building Maintenance
William H. Yates III	Director Of Information Services
Jeanne E. York	Toll Collector I

20 Years

Douglas D. Davidson	Chief Financial Officer
Michael P DeSimone	Highway Maintenance III
Gerald L. Picard	Highway Maintenance III
Jeffrey A. Stevens	Highway Maintenance Foreman

25 years

Diane L. Frederickson	Toll Collector I
Jeffrey G. Lamb	Highway Maintenance III

30 Years

Richard P. Cabana	Printing Room Coordinator
Terry L. McCarty	Toll Collector I

40 Years

Gerald K. McArthur	Teller
William E. Wells	Director of Maintenance

THE MAINE TURNPIKE AUTHORITY

Financial Statements

For the Years Ended December 31, 2015 and 2014 can be located at:

<http://www.maineturnpike.com/getattachment/Business-With-MTA/Investor-Relations/MTA-2015-Audited-Financials.pdf.aspx?lang=en-US>