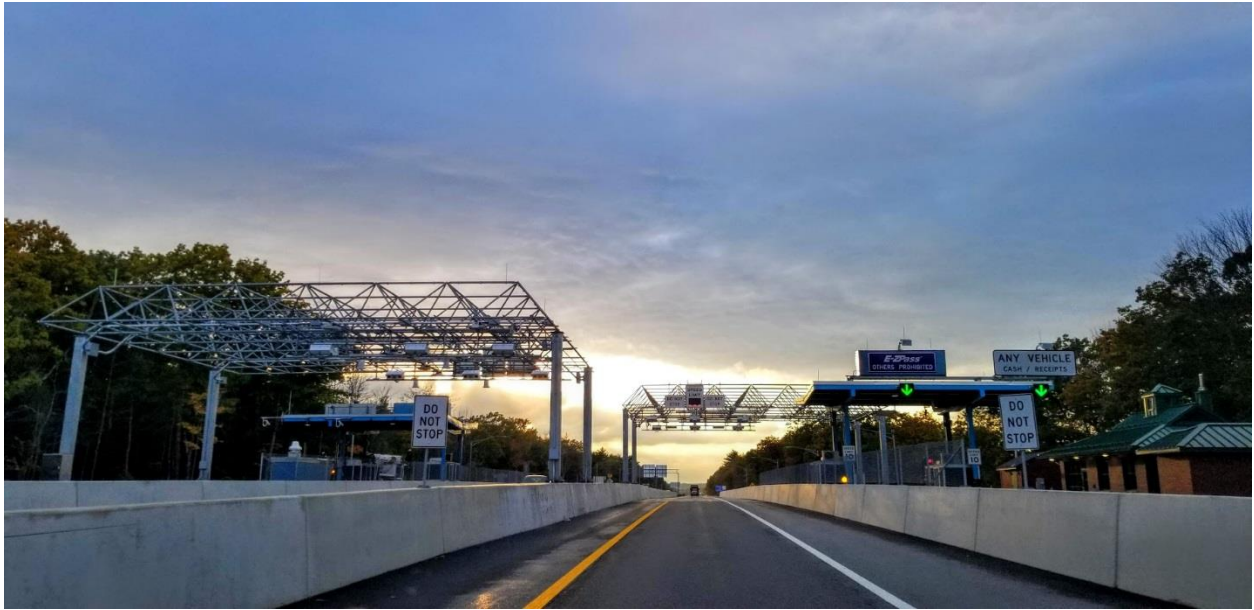


Maine Turnpike Authority Annual Report 2017



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 J. Cianchette

John E. Dority

Ann R. Robinson

Robert D. Stone

Thomas J. Zuke

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
Jonathan A. Arey, Esq.	Staff Attorney and Authority Board Secretary

2017 Year in Review by Peter Mills, Executive Director

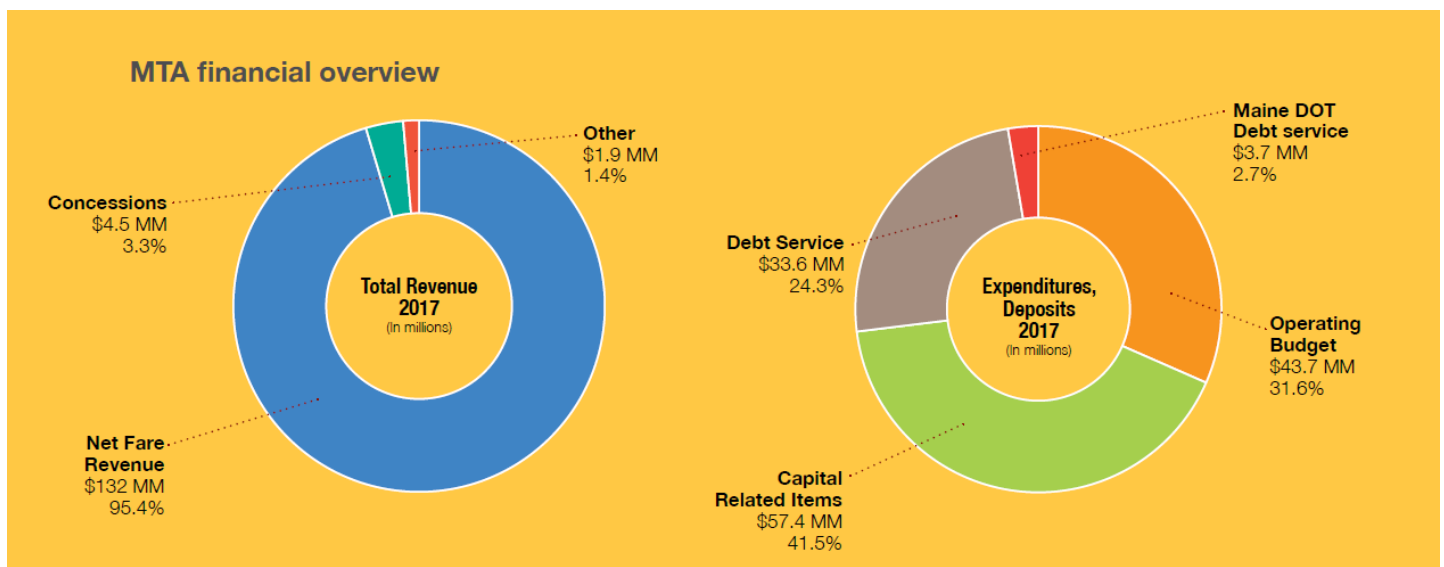
The Maine Turnpike opened 70 years ago as the first "superhighway" in New England, the first in the U.S. built entirely from revenue bonds with no public money or government guarantee.

For the original 47 miles from Kittery to outer Congress Street, the car toll was 50 cents. By 1953, the Turnpike was able to extend the road 66 more miles from Portland to Augusta. In 1955, the full length toll for cars was \$1.95. Today's cash toll for the same trip is \$7.00, a figure that would be \$18 by now if it had increased with inflation.

Though the basic alignment has been the same since 1955, those of you who work here know how much the road is constantly changing. Nearly every one of our 183 bridges has been rebuilt or overhauled since original construction. And the pavement must be ground down an inch or two and re-surfaced about every dozen years to keep the road rideable and preserve the deep asphalt and gravel structures underneath.

Because of our courteous and conscientious staff, Maine citizens appreciate the value of this road and how well it is maintained to benefit commerce, freight haulers and tourism. It is the lifeblood of Maine. The livelihood of nearly everyone in our state depends on it.

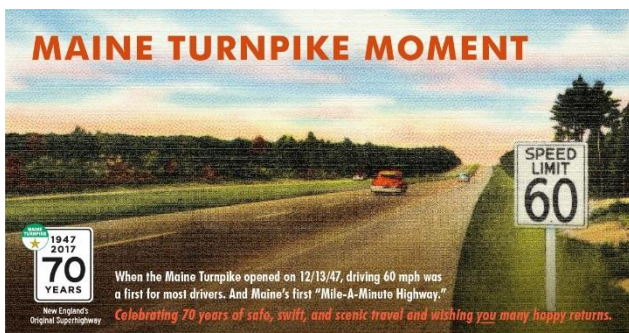
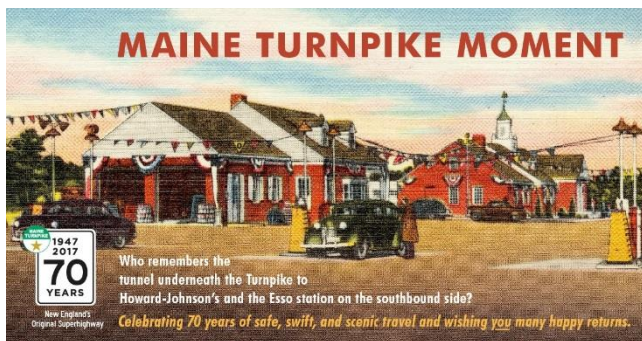
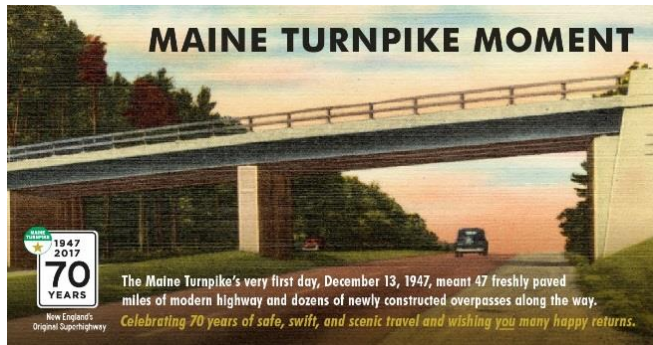
MTA FUNDING



1947-2017 MTA Turns 70

In 2017 the MTA celebrated 70 Years

On December 13, 1947 the Maine Turnpike opened from Kittery to Portland. In recognition of this milestone the MTA celebrated the accomplishment by posting videos on social media which highlighted how the turnpike was Maine's first mile a minute highway, that the Maine Turnpike was the first superhighway in new England and the second in the nation as well as the first superhighway way to pay its own way. In addition print ads were created and clever social media was posted.



**ON OUR 70TH BIRTHDAY,
THE MAINE TURNPIKE
WISHES YOU MANY
HAPPY RETURNS.**

The Maine Turnpike celebrates two birthdays on December 13. One in 1947 when the Kittery-to-Portland roadway opened. And one in 1956 when the extension to Gardiner came online.

Also deserving are the countless drivers whose miles of Turnpike use have made it sustainable without any state or federal funding.

Seventy years ago, the Turnpike was the pinnacle of modern engineering and construction setting the American standard for highway safety and efficiency.

Today the Maine Turnpike Authority celebrates 70 years of safe, swift, and scenic driving and wishes all who travel with us many happy returns.

As New England's first superhighway—the nation's second—its 60 mph speed limit meant that Maine travelers were among the first to experience mile-a-minute driving, while the Turnpike fueled the state's economy and shaped the Maine we know today.

So many were involved in its creation and expansion: the thousands of people who dreamed it, designed it, built it, and managed it across seven decades who deserve all our appreciation.

ezpassmaineturnpike.com

New England's Original Superhighway

2017 Projects

Acceleration Lanes & Shoulder Widening of Cumberland and Gray Service Plazas

\$1,589,800

To improve traffic flow and safety at the Cumberland and Gray Service Plazas, the northbound and southbound acceleration lanes were extended. This was needed because of the increase use of the plazas by tractor-trailers. In addition, the shoulders along the service plazas perimeter road where trucks parked was widened to improve safety and additional parking spaces were added.



Bridge Painting

\$1,090,000

This project included cleaning and painting five bridges on the Maine Turnpike. The work consisted of cleaning and painting specified areas of structural steel and metalwork. The bridges were: Boom Rd (Saco), Two Rod Rd (Scarborough), Leighton Rd (Falmouth), Auburn Street (Falmouth) and Falmouth Rd (Falmouth).

Pavement Rehabilitation and Clearzone Improvements Mile 80.7 to Mile 88.6

\$6,462,000

This project consisted of pavement rehabilitation of two 12-foot wide lanes and shoulders from mile 80.7 to mile 88.6. It also consisted of milling and filling the lane at the Exit 86 Sabattus Interchange off all four ramps and upgrades to the Exit 86 toll system. The work also involved earthwork, bridge repairs, drainage, guardrail, pavement markings and maintenance of traffic.

Pavement Rehabilitation & Clearzone Improvements Mile 64.4 to Mile 68.5

\$2,070,000

In New Gloucester and Gray, the pavement was rehabilitated. This project also consisted of doing earthwork, bridge, guardrail and drainage repairs as well as putting down new pavement markings.



Maxwell Road Bridge Repairs, Sabattus

\$1,797,000

The Maxwell Road Bridge in Sabattus was replaced in 2017. Not only was a new bridge built but work was done on grading, drainage, pavement, guardrail, structural concrete and concrete deck. The bridge was closed during the reconstruction from March to October and a 6.5-mile long detour was signed on the local roads.



Southern Bridge Repairs

\$985,000

Nine bridges were included in this contract and work consisted of concrete deck repair and replacement, concrete substructure modifications and repairs, slope protection repairs, joint repairs, bridge drain extensions, snow fence installation, joint replacement, utility hanger repairs and bridge rail repairs. The nine bridges were: Beech Ridge Rd (Scarborough), Cider Hill Rd (York), Route 236 (Kittery), York Interchange, Captain Thomas Rd (Wells), Two Rod Rd (Scarborough), North St (Saco), Tatnic Rd (Wells) and Route 1 (Kittery) on ramp.

Northern Bridge Repairs

\$1,993,000



Eight bridges were included in this contract and work consisted of sliding plate bearing replacement, deck repairs, endpost replacement, rocker bearing replacement, joint installation, and substructure repairs. The eight bridges were: Saco Interchange, Auburn Interchange, River Rd (Auburn), Goddard Rd (Lewiston), and Lewiston Interchange.

Hackett Road Bridge Repairs and Access Ramp

\$1,154,500

The project includes bridge repairs to the Hackett Road Bridge in Auburn as well as the construction of an access ramp to provide a connection to the southbound lanes of the turnpike for MTA maintenance vehicles. The repairs included fixing steel girder damage from an over height vehicle hit, raising of the bridge to avoid future vehicle hits, reconstruction of the roadway approaches, replacement of the

bridge wearing surface and repairs to the concrete deck and substructure. The bridge was closed for 12 weeks during construction.



Guide Signs Replacement

\$886,000

Work continues in 2017 to remove, replace and installing new highway signs along the Maine Turnpike. This contract had signs in the cities of Saco, South Portland and Portland, and the Towns of Kennebunk, Arundel, Falmouth, Cumberland, Gray and New Gloucester.

Bridge Work - Winthrop Street (Hallowell) & High Street (West Gardiner)

\$276,600

The work consisted of bridge repairs to the High Street bridge in the Town of West Gardiner and replacing the Winthrop Street bridge superstructure over the Maine Turnpike in the City of Hallowell. The Winthrop Street bridge was closed for 55 days during construction and a detour route on local roads was signed.



Exit 44 - Open Road Tolling (ORT) Toll Plaza Conversion, Scarborough

\$17,444,000

Work began on replacing the existing Exit 44 toll plaza and the construction of two northbound and southbound Open Road Tolling lanes and two northbound and two southbound cash/E-ZPASS lanes in 2017. The work began in May and much of it consisted of constructing the new tunnel for pedestrian access and utilities that will be under the road at the plaza.

Toll System Upgrades - Exit 53

\$3,623,000



In 2017, work wrapped up on toll system improvements at Exit 53 in Falmouth. This project consisted of the complete replacement of the toll plaza west of its current location with an added toll lane at Exit 53 and constructing a new toll administration building at Exit 53. Work includes all mechanical, electrical and plumbing, site work, grading, drainage, removal of the existing utility building and relocation of the existing toll equipment.

Toll System Upgrades - Exit 32, 36 & 46 NB

\$4,489,600

Upgrades to the toll systems at Exits 32, 36 and 46 northbound were completed in the fall of 2017. This work included the construction of a single new entry toll lane at Interchanges 32 and 46 as well as the complete reconstruction of the existing structural concrete slabs at the eight entrance lanes at Exits 32, 36, 46 Northbound and five exiting lanes at Exits 32 and 36. The work also included an upgrade to the cash toll system at Exits 32, 36, and 46 Northbound including installation of tolling equipment in the utility buildings, canopy, toll booths, toll booth pits and islands; widening the northbound on ramp at Interchange 32; installation of signing and traffic control devices and maintenance of traffic.

Open Road Tolling Conversion - Exit 52

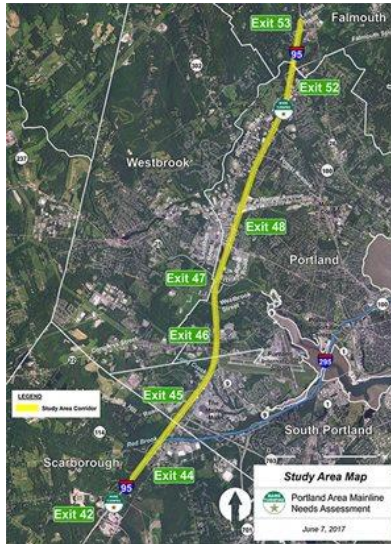
\$8,282,100

The conversion of Exit 52 in Falmouth to Open Road Tolling was completed in 2017. The project consisted of converting the exterior two lanes in the eastbound direction to the new cash system, construction of two new westbound cash lanes, construction of a precast pedestrian tunnel for employee access and utilities, demolition of the remaining cash lanes and conversion from cash/E-ZPass into Open Road Tolling highway speed lanes.



PLANNING STUDIES

Portland Area Needs Assessment



In 2017, work continues on the Portland Area Mainline (PAM) Study to assess safety and mobility deficiencies on the Maine Turnpike between Scarborough and Falmouth. In order to do this the Maine Turnpike Authority assembled a Public Advisory Committee (PAC) to complete a safety and capacity evaluation and to evaluate alternatives and outline findings, recommendations and next steps. In 2017, there were two PAC meetings held. Agenda items at those meetings were regional transportation systems, growth, existing conditions, assumed future projects and STPA & Enabling Act provisions.

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. In 2017 the Maine Turnpike Authority received the Federal and State permits required to relocate the York Toll Plaza.



EMPLOYEE MILESTONES

5 Years

Charles DePiero, Highway Maintenance III
James Desrosiers, Highway Maintenance III
Deidre Maureen Kinney, Toll Collector I

Ralph Norwood, Project Manager
Gary Perry, Automotive Mechanic III
Thomas Vanesse, Carpenter

10 Years

Steven Benson, Highway Maintenance III
Craig DeCourt, Toll Collector I
Jacqueline Hansen, Exec Admin
Tammy Hebert, Toll Collector I
Brenda Lee Joyce, Toll Collector I
Rory McDougal, PC Support/ADP System Admin

Mohammad Nabi, Toll Collector I
Carrie Rickett, Business Accounts Processor
Randy Lee Smith, Toll Collector I
Mark Tobkin, iSeries Programmer-Analyst
Stephen Walsh, Highway Maintenance III

15 Years

Wayne Ackley, Highway Maintenance III
Patricia Adams, Toll Collector I
Larry Berry, Systems Analyst-Designer AS400
Kim Flewelling, Systems Analyst-Designer AS400
Gary Freeman, Automotive Mechanic III
Timothy Hutchinson, Toll Collector I

Jonathan Lizotte, Automotive Mechanic Foreman
Scott Manison, Systems Analyst-Designer AS400
Katherine Moulton, Exec Admin
George Ruopp, Toll Collector I
Paula Salvaggio, Toll Collector I
Gary Wheeler, Highway Maintenance III

20 Years

Lisa Benson, Toll Collector I
Rebecca Grover, Outreach Coordinator
Richard Kenney, Toll Collector I
Peter Merfeld, Chief Operations Officer

Gerald Ouellette, Engineering Technician II
Timothy Paquin, Automotive Mechanic III
Larry Patneau, Accountant III

25 Years

Susan Meader, Toll Collector I
Edson Noyes, Storekeeper

Abel Violette, Highway Maintenance Foreman
Robert Webber, Highway Maintenance

30 Years

Richard Dionne, Highway Maintenance Foreman

Thomas Nunes, Toll Collector I

35 Years

Thomas Gionest, Toll Collector I

Mark Perry, Equipment Maintenance

40 Years in Memoriam

Brian Ross, Toll Plaza Supervisor



THE MAINE TURNPIKE AUTHORITY

Financial Statements

For the Years Ended December 31, 2017 and 2016 are located at:

<http://www.maineturnpike.com/getattachment/Business-With-MTA/Investor-Relations/MTA-2017-Audited-Financials.pdf.aspx?lang=en-US>