



MAINE TRAILS

THE MAGAZINE OF THE MAINE BETTER
TRANSPORTATION ASSOCIATION

Full Steam Ahead

Maine's Rail Revival

Annual Aroostook Meeting

Presque Isle Connector Update



VOLUME 43 ■ AUGUST / SEPTEMBER 2025 ■ NUMBER 4



THE ADRENALINE RUSH COMES STANDARD.

THE MOST POWERFUL COMPACT LOADER WE'VE EVER BUILT

The Bobcat® T86 delivers load-lifting, hair-raising power in a maneuverable, efficient and productive package. For the most demanding applications, like planing concrete or asphalt, optional super-flow hydraulics and attachments give you the highest performance.



Bobcat®

One Tough Animal.



Jordan Equipment Company
664 CIVIC CENTER DR.
AUGUSTA, ME
207-309-3626

Jordan Equipment Company
18 BLACKSTRAP ROAD
FALMOUTH, ME
(207) 797-2240

Jordan Equipment Company
35 DAVES WAY
HERMON, ME
(207) 848-9036

Bobcat Company is a member of the Doosan Group. Doosan is a global leader in construction, grounds maintenance and material handling equipment, power and water solutions, and engineering that has proudly served customers and communities for more than a century.

Bobcat®, the Bobcat logo and the colors of the Bobcat machine are registered trademarks of Bobcat Company in the United States and various other countries.

©2025 Bobcat Company. All rights reserved. | 1549 26016303



Crack seal now or fill potholes later.



Regular routine maintenance of your road network keeps your asphalt in good condition, saving taxpayer money. **For everywhere on the curve, we're here to help.**



Always Commitment
indusinc.com/totalcurve

The Rowley Agency is now Gallagher.

Same local commitment. New global strength.



At The Rowley Agency, we're proud to be part of Gallagher, a global insurance brokerage who shares our core values and a deep commitment to its employees, clients, and community. With our combined experience, we remain committed to helping your business and our community face the future with confidence.

Contact us: (603) 224 2562 | AJG.com



© 2024 Arthur J. Gallagher & Co. | GGBUS102367

MAINE TRAILS

THE MAGAZINE OF THE MAINE BETTER TRANSPORTATION ASSOCIATION

IN THIS ISSUE



PRESIDENT'S MESSAGE

- 6 Leadership Transition:** Building on Our Momentum.
By Erik Wiberg

ON RAMP

- 10 Nation's Largest Wildlife Overpass** Breaks Ground in Colorado.

COVER STORY

- 12 Full Steam Ahead:** Maine's Rail Revival.
By Betty Adams

MAINEDOT NEWS

- 18 Briefs from the** MainedOT newsroom.
20 MainedOT Legislative Recap.
By Meghan Russo

- 22 Charting the Road Ahead** at MainedOT.
By Dale Doughty

ASSOCIATION NEWS

- 28 Annual Presque Isle Meeting:** P.I. Connector Phase II Briefing.
32 Infrastructure Golf Tournament: Year 28 Brings Fun in the Sun.

MAINE NEWS

- 36 AGC's Kelly Flaggy Honored by** *Mainebiz*: "Outstanding Women in Business."

GUEST COLUMN

- 40 Conway Scenic Railroad:** Freight Railroading and its Benefits for Maine.
By Jake Duffin



MEMBER NEWS

- 42 Cianbro Connects Communities** Through the Ticonic Bridge.
46 MBTA Members Honored by Being Named "Best Places to Work 2025."

EXIT RAMP

- 48 Celebrating the Turnpike** Widening Ground Breaking: Looking Back 25 Years Later.

On the cover: Dave Swirk, President and Owner of the Conway Scenic Railroad.

Cover photo: Brian Solomon



Maine Better Transportation Association

150 Capitol Street, Suite 5 • Augusta, Maine 04330 • (207) 622-0526 • www.mbtaonline.org

"Maine Trails" (ISSN-0047-5548 8) is published bi-monthly, for \$20 by the Maine Better Transportation Association, 150 Capitol Street, Suite 5, Augusta, ME 04330. Periodicals postage paid at Augusta, Maine and additional mailing offices. Printed by Cummings Printing. Postmaster: Please send address change to: Maine Trails • 150 Capitol Street, Suite 5, Augusta, ME 04330



**PROUDLY SERVING THE NORTHEAST
AS ONE OF NEW ENGLAND'S LEADING
CIVIL CONTRACTORS.**



NORTHEAST-PAVING.COM
207.945.0873 | 953 ODLIN RD. BANGOR, ME 04401
FIND US ON SOCIAL MEDIA:  



**DELIVER THE HIGHEST
QUALITY SERVICES
AND PRODUCTS**

- Paving & Asphalt •
- Site Development •
- Civil Construction •
- Design Build •

CLIENTS, COMMUNITIES AND STAKEHOLDERS.

**PROVIDING LIQUID ASPHALT
MANUFACTURING AND AGGREGATE
MATERIALS THROUGHOUT
THE NORTHEAST.**



**OUR TEAMS ARE FORMED BY EXPERTS IN THE
ASPHALT INDUSTRY WHO ARE CAPABLE OF
SUPPORTING THE ENTIRE PRODUCTION AND
STORAGE PROCESS.**

WE MANUFACTURE BOTH NEAT AND PMA GRADE ASPHALTS.

(207) 385 - 5922

COPIAM.TERMINAL@EUROVIA.US



AGGREGATES

RECYCLED PRODUCTS

CRUSHING SERVICES

SCREENING SERVICES

**AS A TRUSTED NAME IN AGGREGATE
MANUFACTURING AND SUPPLY THROUGHOUT
MAINE, WE DELIVER QUALITY, SUSTAINABLE
MATERIALS TO SUPPORT YOUR
INFRASTRUCTURE NEEDS.**



DIRIGOMATERIALS.COM

207.945.0873 | 801 ODLIN ROAD, BANGOR, ME 04401

AGGREGATEINFO@EUROVIA.US





Leadership Transition

Building on our momentum

*By Erik Wiberg, President,
Maine Better Transportation Association*

AS WE TRANSITION from the summer months to fall, August 29th marked Maria Fuentes' last day as outgoing Executive Director of the MBTA. It is hard to describe what Maria has meant to MBTA over the last three decades; we're eternally thankful for the leadership and grace she provided. We'll continue to honor her legacy, but with change also comes excitement. In our last issue, we welcomed new Executive Director Jake Lachance into this role. It is important for the membership to know that we intend to build on the momentum by continuing to educate, advocate, and collaborate through the various events and publications that have become mainstay throughout the state.

You will see throughout this issue that the summer months continued this effort. In early August, a packed room at the Northeastland Hotel in Presque Isle was briefed on the tremendous work being done by the MaineDOT and VHB for Phase II of the Presque

Waterville Country Club was a huge success. A full field from a wide gamut of transportation sectors took advantage of the beautiful weather to have fun, enjoy each other's company, and raise money for our Infrastructure Fund. I want to thank all our sponsors, including the Grand Sponsors: All States Materials Group, American Concrete Industries, Core & Main, Gendron & Gendron, HNTB Corporation, Ranger Construction, Superior Concrete, and Whited Equipment. We look forward to seeing you all back next year!

Following our mission of education, we are pleased to announce that our own Hannah Heady has been hired by MBTA full-time to continue her role as Communication Specialist. Hannah joins seasoned veteran Cindy VanDenBossche to bolster our incredible staff. Hannah will help ensure that we continue to keep members aware of transportation development, key pieces of policy, legislation, news, and highlight the great work that our members do around our state, both in publi-



ASSOCIATION OFFICERS

PRESIDENT

ERIK WIBERG
R.W. Gillespie & Associates, Inc.

VICE PRESIDENT

JASON GRIFFITHS
Pike Industries

2ND VICE PRESIDENT

ALAN GOULD
White Cap / A.H. Harris

SECRETARY-TREASURER

PARKER BROWN
HNTB Corporation

IMMEDIATE PAST PRESIDENT

MICHELLE IBARGUEN
Cross Insurance

BOARD OF DIRECTORS

WAYNE BERRY
Northeast Paving Co.

PAUL BRADBURY
Portland International Jetport

PATRICK BRADY
Brady Law, PLLC

DEBORAH DUNLAP AVASTHI
Androscoggin Bank

TIMOTHY FOLSTER
Old Town

TONY GRANDE
VHB

STEPHEN JONES
Treadwell Franklin Infrastructure

DANA KNAPP
Concord Coach Lines

RODNEY LANE
Bangor

ROLAND LAVALLEE
HNTB Corporation

BRADLEY LYON
Sebago Technics

DOUG MORRISON
Sargent

SUSAN MORRISON
CPM Constructors

MICHAEL O'BRIEN
Gallagher

BRIAN RAYMOND
Dirigo Materials

BRUCE RIDEOUT
Bitumar USA, Inc.

ERIC RITCHIE
Sargent

IRVIN SMITH
BET Transport

PATRICK SUGHRUE
Cianbro Corporation

ERIN SULLIVAN
Maine Turnpike Authority

CASEY TUTTLE
Copiam

EXECUTIVE DIRECTOR

JAKE LACHANCE
Augusta

“It is hard to describe what Maria Fuentes has meant to MBTA over the last three decades; we're eternally thankful for the leadership and grace she provided.”

Isle bypass project. Attendees gained insight into the three-phase project's status and what still needs to be done. The presentation, by VHB's Tony Grande, P.E., sparked questions and collaboration—yet another event where our organization's pillars were achieved.

In another example of the transportation community coming together to support MBTA's efforts, our July 24th golf tournament at

cations and on social media. We could not be more excited to have Hannah join our team in a full-time capacity!

In this issue, we highlight the rail industry. As stated in the Maine Section of the American Society of Civil Engineers' Report Card for Rail, “Maine has 1,320 miles of active railroad, with the largest rail customers being pulp and paper and lumber industries. In addition to

WE BUILD

LIVES | CAREERS | CONNECTIONS



SARGENT

100% EMPLOYEE-OWNED

Learn more: sargent.us



US 2 and SR 23 over Carrabassett Stream, Canaan, ME



SR 41/SR 156 over Sandy River Farmington Falls, ME



SR 41/SR 156 over Sandy River Farmington Falls, ME

ERDMAN ANTHONY

The Community That Builds Communities

WE KEEP MAINE MOVING

For more information, contact Christopher Sichak, PE, at (585) 427-8888 x 1088 or SichakC@erdmananthony.com.

erdmananthony.com

freight rail service, the Amtrak Downeaster provides passenger service several times per day from Brunswick, Maine, to Boston – with plans to extend the northern terminus. Five federal grants in recent years have invested \$94 million between rail infrastructure and intercity rail programs, contributing to ongoing projects improving over 380 miles of track. These big projects come with \$8.3 million in state support and \$54 million from the private rail companies that own the corridors. State funding programs have also contributed smaller grants to improve freight access beyond the major thoroughfares. MaineDOT has identified freight and passenger projects for the future: 17 for the short-term (2023-26) – some already in development – and 16 more projects identified as long-term (2027-2042).” The Maine Section of ASCE, a MBTA member, gave an overall grade of B- for Maine’s rail systems.

Included in this issue are MBTA Members Northern New England Passenger Rail Authority and Conway Scenic Railways. Both provide practicality to our transportation system and help bolster commerce and the tourism industry along with the many freight lines that are important to Maine’s economy. By highlighting what is happening in the rail industry across the state, it illustrates how all modes are essential to the wheel of transportation infrastructure.

It is always a goal of MBTA to highlight our membership and the great work that is being done. Please continue to reach out to Hannah, Jake, or Cindy and let us know about your team’s transportation-related projects, including public outreach and workforce development. We want to highlight the many ways our members contribute to Maine’s quality of life and economy. Your stories are motivating, strengthen the MBTA community, and encourage collaboration, knowledge sharing, and mutual support.

Thank you for all you do to support MBTA and the well-being of Maine’s transportation infrastructure. 📍



2025 MBTA CALENDAR

Tuesday, September 30

MENTAL HEALTH SUMMIT, Oakland

Friday, October 3

PDH TOUR, Brunswick

Thursday, October 9

TRANSPORTATION ON TAP
Shipyard Brewing, Portland

Thursday, October 16

ASCE/WTS/MBTA PROGRAM, Freeport

Thursday, December 4

MAINE TRANSPORTATION CONFERENCE
Augusta Civic Center

Thursday, December 11

SCHOLARSHIP/HOLIDAY MEETING, Orono

Please visit mbtaonline.org/Events for updates and registration links.



BECOME A MEMBER TODAY

Visit mbtaonline.org/join-the-mbta/ or scan the QR Code.

OR

Call 207-622-0526 for a membership information packet.



MADE TO ORDER. MADE TO LAST.

HEWS

TRUCK BODIES & EQUIPMENT

FAMILY OWNED SINCE 1927

NOW PROUDLY OFFERING

TRAFFIC PRO BEDS®



✓ SAFETY ✓ EFFICIENCY ✓ ROI

READY TO CHECK ALL YOUR BOXES? **REACH OUT TODAY!**

📍 SOUTH PORTLAND, ME | BOW, NH ☎ 1.800.234.4397 ✉ INFO@HEWSCO.COM 🌐 HEWSCO.COM



ON RAMP

A digest of recent transportation news



Nation's Largest Wildlife Overpass Breaks Ground in Colorado

IN A GROUNDBREAKING effort to protect both wildlife and drivers, Colorado has begun construction on what will become the largest wildlife overpass in the United States. Designed to allow large animals such as deer, elk, and pronghorn to safely traverse six lanes of interstate traffic, the project is a milestone in the growing national movement to integrate infrastructure with the natural environment.

The overpass is a part of the I-25 Gap wildlife-crossing project, an undertaking that spans approximately 18 miles between Castle Rock and Monument. Along this corridor, engineers and conservationists are working together to create safe passage for animals through a network of overpasses, underpasses, and extensive deer fencing. The Colorado Department of Transportation (CDOT) estimates that once completed, the new overpass could reduce animal-vehicle collisions in the area by as much as 90 percent.

Colorado leaders have highlighted the project as an example of how infrastructure can balance human safety with environmental protection. "Over the past five years, state laws signed by the Governor have put larger emphasis on balancing the protection of Colorado's wildlife, their habitat and migratory routes with protecting the safety of Coloradans," said Marlon Reis, Colorado's First Gentleman, in a press release last summer. "Today's event truly highlights what can be accomplished through partnerships among government agencies, and support from public organizations and nonprofit groups who helped make this project possible."

The need for such projects is clear. Nationwide, more than 350 million animals are killed by vehicles each year, according to conservation estimates. These collisions not only devastate wildlife populations but also present a serious safety risk to drivers. Deer-related

collisions alone cause about 100 human fatalities annually in the United States, along with thousands of injuries and millions of dollars in property damage. By creating safer crossing points, states like Colorado are addressing both sides of the issue.

Beyond immediate safety concerns, wildlife crossings serve a greater ecological purpose. Roads often split critical habitats, cutting off access to food, water, and migration routes. Over time, this can weaken animal populations and destabilize ecosystem. In Colorado, where iconic species such as elk and pronghorn rely on seasonal migration, the ability to move safely across landscapes is essential for survival. Without such protections, dwindling wildlife populations could have ripple effects across agriculture.

State officials and conservation advocates argue that projects like the I-25 overpass are essential as Colorado's human populations and traffic volumes continue to grow. "With increasing human populations and traffic volumes in Colorado, we need to continue to develop effective solutions for wildlife to access valuable resources to maintain healthy populations," said Jeff Davies, director of Colorado Parks and Wildlife, in a 2024 press release.

The I-25 project represents the kind of forward-looking infrastructure that intertwines human and natural systems. By weaving together transportation planning, ecological science, and community support, Colorado is building more than just an overpass, it is constructing a model for how states across the country might balance growth with conservation.

When the nation's largest wildlife overpass is complete, drivers will likely notice fewer collisions along the busy corridor, while animals will reclaim safer access to their historic migration routes. The structure will stand as a visible reminder of what can be achieved when infrastructure is built with both people and wildlife in mind. 📍

FMI visit www.codot.gov/projects

CAT'S NEXT-GEN COMPACT TRACK LOADERS

RE-IMAGINED. FROM THE GROUND UP.

+7.5in
MORE LIFT
HEIGHT

22%
OVERALL
VOLUME

59%
LARGER
REAR
WINDOW

3,500psi
INCREASED
HYDRAULIC
SYSTEM
PRESSURE

19%
MORE TILT
BREAKOUT

22%
HIGHER LIFT
BREAKOUT
FORCE

15%
INCREASED
VIEWABLE
AREA

26%
ADDITIONAL
FOOT SPACE

+43%
MORE TORQUE
than 289D3 Cat
C2.8TA engine

30gal/min
INCREASED
HYDRAULIC
FLOW

24%
INCREASE IN
RATED OPERATING
CAPACITY (ROC)

**CAT
265**

74.3hp
ACROSS
A WIDER
RPM
RANGE

THIS IS THE CTL THAT CHECKS ALL THE BOXES.

With more torque, giving you the power you need to get things done. Completely re-imagined, it delivers enhanced grading, ride and stability. And its new cab layout simply redefines operator comfort. This is the complete package of power, performance and comfort.

**SEE FOR YOURSELF. CALL YOUR REP OR
VISIT YOUR NEAREST LOCATION TODAY.**

SCARBOROUGH

16 Pleasant Hill Road | (207) 885-8000

BREWER

79 Robertson Boulevard | (207) 991-3100

**0% FINANCING
AVAILABLE***

**INCLUDES A 2 YR. /
1,000 HR. MAINTENANCE
PARTS KIT.**

**INCLUDES A 2-YEAR /
2,000 HR.
STANDARD WARRANTY.**

Milton



www.miltoncat.com

*CAT® machines sold by participating CAT dealers to customers in the USA or Canada. Purchase and delivery must occur during offer period. Offer subject to machine availability and credit approval by CAT Financial. Not all customers will qualify. Payments based on 36-month loan. Payments do not include taxes, freight, set-up, delivery, document fees, inspections, additional options, or attachments. The credit of up to \$500 USD can only be applied towards the purchase of a qualifying CAT Customer Value Agreement (CVA) or qualifying Equipment Protection Plan (EPP). Amount of the credit cannot exceed the price of qualifying CVA or EPP. CVA must include 1-year preventative maintenance parts kit, TAI annual inspection, signed CVA contract and Product Link®. Amount of credit towards CVA or EPP is the same for all models. In some areas, EPP might be sold separately from the CVA. Offer may change without prior notice and cannot be combined with any other offers. Additional terms and conditions may apply. Contact your CAT dealer for details.



Full Steam Ahead

MAINE'S RAIL REVIVAL

By Betty Adams

RECENT EFFORTS to improve Maine's rail system — both for passengers and for freight — signal brighter times ahead for the rolling stock and their supporters.

Many people might think of the Amtrak Downeaster as the face of the Maine railroad as it makes five round trips a day carrying passengers — both commuters and recreational riders — between Brunswick, Maine, and Boston.

CSX owns the track and rails and operates freight service, and Amtrak contracts with CSX to run passenger service (in the form of the

PHOTO: LOGAN TOURILLON



Downeaster) for the Northern New England Passenger Rail Authority (NNEPRA).

"In FY 2024, NNEPRA funded a total of \$4.0 million in operating payments for the Downeaster, helping support a total ridership of 591,948," according to that authority's website.

And this past spring and summer, a \$37 million maintenance upgrade took place, in the form of a crosstie replacement project all along the 124-mile route between Brunswick and Boston.

CSX crews from across the country did

the replacement in nine cycles, said Patricia Quinn, NNEPRA's executive director, working eight days on, six days off through the end of July. "The tie crews had 32 pieces of equipment that worked in procession and basically marched up the railroad," she said. "Some of them took out the spikes and some of them moved the ballast away and others pulled the ties out and others put the ties in and others put the spikes back in. It was quite impressive."

While the tie replacement work was underway, various strategies were used to get

passengers where they needed to go. The first two southbound trains to Boston ran without interruption; a midday run was cancelled, and a bus bridge was used to ferry passengers around the worksite.

"Logistically it was a feat to manage how to give them work windows that they needed," Quinn said. "They wanted minimum 10-hour work windows with these resources they were applying to get in there and get as much done as they could, and we wanted them to get in and out too."

More than one hundred trains were cancelled and alternate transportation was provided. "The days that we ran, people rode. We were careful to make sure that the trains that take people to and from work were operating, so we were able to maintain that customer base of people who depend on us to get to work," she said, praising CSX, Amtrak, the contractors, the food service providers and the train mechanics and crews "for their professionalism and commitment to excellence." She added. "We finished our fiscal year on June 30 with over 550,000 riders, our third best year even though we canceled two hundred trains."

Work continues on that route as well, in the form of upgrades to the signal system and installation of Positive Train Control (PTC), which "is a system designed to prevent train-to-train collisions, derailments caused by excessive speeds, unauthorized train movements in work zones, and the movement of trains through switches left in the wrong position. PTC networks enable real-time information sharing between trains, rail wayside devices, and 'back office' applications, regarding train movement, speed restrictions, train position and speed, and the state of signal and switch devices," according to the Federal Communications Commission.

Other projects along the same rail line include improvements to the Wells train station to provide two passenger platforms with elevator towers to a pedestrian bridge so people can get across the tracks. And in Falmouth, the town, property owners there, NNEPRA and MaineDOT are working with a developer on a mixed-use development in conjunction with a West Falmouth train station. "Hopefully we'll see some good progress on that planning over the course of the next year," Quinn said. "West Falmouth will open the train up to more people west of Portland. All of these things together will provide more trains, make them more reliable and serve more people. What's exciting for me is the opportunity to diversify our ridership base."



Above: Dave Swirk, president and owner of Conway Scenic Railroad on engine 7470.

Opposite page: Tom Testa

The passenger rail authority is also awaiting funding opportunities for final design and construction of a new railroad station in Portland between St. John Street and the Fore River Parkway.

According to the Maine State Rail Plan, published in March 2023, “Maine’s rail network is operated by eight freight rail carriers and one passenger rail carrier, Amtrak, operating 1,072 miles of rail network within the state. These rail carriers range from large Class I railroads, which operate extensive national and international rail systems, to small switching and terminal railroads, which provide vital rail support functions. As of 2022, two of the seven North American

Class I railroads operate in Maine. This rail network facilitates freight shipments and hosts one intercity passenger rail service operated by Amtrak.”

“MaineDOT works with private rail operators as part of the transportation system on safety and infrastructure improvement projects and also as an advocate for Maine businesses who wish to use the rail system,” said Nate Moulton, MaineDOT’s director of freight and business logistics, via email.

The state’s rail plan includes both short-term goals — several of which have already been accomplished or underway — and a series of long-term goals which include increasing safety, access and connectivity as well as increasing market opportunities.

It also notes: “In 2019, total rail volumes reached approximately 4.5 million tons of goods, valued at \$4.4 billion, and 574,692 passengers. The freight rail system supports key industries throughout Maine including forestry, agriculture, manufacturing, aggregates, and energy. The rail system provides Maine businesses with access to domestic and global markets and suppliers.” Moulton said that “2019 was used in the plan as the last reliable data year as data during and immediately after the pandemic is not considered reliable for freight planning.”

The 2024 Maine Integrated Freight Strategy Report contains a graphic depiction of the freight moved in the state by various modes. It predicts that in 2050, rail will carry 9.6 million tons with an estimated value of \$9.6 billion. The same illustration shows that in 2019, some 91.3 million tons of freight valued at \$91.2 billion were moved in Maine, more than three-quarters of that by truck.

Among Maine’s railroads are those that offer scenic rides and holiday-themed rides, including the Downeast Scenic Railroad, which runs 12-mile, round-trip excursions between Ellsworth and Green Lake on Saturdays and Sundays from Memorial Day until mid-October as well as other days for charter groups. Volunteers — many of them former railway employees as well as carpenters and metal workers — put their talents to use at the railroad which is operated by the nonprofit Downeast Rail Heritage Preservation Trust, Inc.

Tom Testa, president of the organization, said the volunteers’ efforts are welcome. Some of the work involves upkeep of the vintage coaches, which were built in the 1910s. The trains are powered by vintage diesel



electric locomotives — one built in 1948 and the other in 1950.

On a Monday in late August, he helped to inspect the rail line to ensure that vegetation was not encroaching. “Once a month I go out with the crew,” he said the next day. The line is also inspected by a track superintendent and line inspector before the trains run.

“You’ve got to constantly be thinking ahead and we want to be proactive. You’re fighting Mother Nature all the time, and even the equipment, keeping it painted,” Testa said. “The more use by passengers, the more wear and tear on the inside. Everything we do is for safety for passengers, crews and the general public.”

Some 10,000 people ride the Downeast Scenic Railroad annually, and the railroad has been in operation for 16 years. “Our mission is to educate and we do that on every trip,” Testa said. People are told the history of the line, which was built in 1884, and the importance railroads play in everyday life.

“From the preservation aspect, the rail line itself is historic for our region,” Testa said. He explained that prior to rail, everything was based on coastal schooners, so there was little moving in the winter. The advent of the railroad changed everything — including the economy — for the better for the Down East region.

Testa said he enjoys “exposing people to a form of transportation that’s been an economic driver for the country and around the world. Today we think about making a plane reservation; 70 years ago it was making a train reservation.”

He added, “We’re here preserving this piece of history and we’ve got a great group of people and very much enjoying the opportunity to do it.”

Another passenger connection comes from the Conway Scenic Railroad through its VIP Tour and Charter Bus firm which has picked up cruise ship passengers in Portland and brought them to New Hampshire’s White Mountain region, where they can board trains to North Conway or Crawford Notch — the latter run paralleling both Route 302 and much of the Saco River.

In fact, the New Hampshire Department of Transportation reports that it has operator agreements with freight railroads and two tourist excursion railroads and approximately “150 miles actively used state-owned rail lines, 290 miles of abandoned or inactive state-owned rail lines and 230 miles of privately owned rail lines.” The Mount Washington Cog Railway, for instance, is privately owned.

David Swirk, president and owner of Conway Scenic Railroad, is a big promoter of rail for both passengers and for freight, and he hopes to pick up business on the freight side as another source of income for his railroad company. He says the advantages include less reliance on fossil fuels.

“Every rail car is 3½ to 4 truckloads of material,” Swirk said. According to a Federal Railroad Administration report, “Heavy freight such as coal, lumber, ore, and heavy freight going long distances are likely to travel by rail, or some combination of truck, rail, and water. The rail

FOR ALL YOUR ASPHALT NEEDS



Bruce Rideout
207-245-0491
Bruce.Rideout@bitumar.com

Carl Voigt
410-303-3614
Carl.Voigt@bitumar.com

MONTREAL
QUEBEC
Broadway



HAMILTON
ONTARIO
Vopak



MONTREAL
QUEBEC
CMT / Bur-Pak



HAMILTON
ONTARIO



SOUTH
PORTLAND
MAINE



PROVIDENCE
RHODE ISLAND



BALTIMORE
MARYLAND



BALTIMORE
MARYLAND
CANTON



DOUGLASVILLE
GEORGIA





THE TOTAL SOLUTION

BITUMAR.COM

network accounted for approximately 28 percent of U.S. freight movement by ton-miles (the length and weight freight travels).” The same report estimates the national freight rail network as a nearly \$80 billion industry.

“MaineDOT has a very successful Industrial Rail Access Program (IRAP) which helps shippers have better access to the freight rail system here in Maine,” Moulton said. “Additionally, MaineDOT does own about 600 miles of rail right-of-way and infrastructure, about half of which is under lease and operating agreements with rail operators.”

Most recently MaineDOT sought applications for an Industrial Rail Access Program which “provides financial assistance to businesses and shippers for investment in rail or freight rail related infrastructure located on, within or adjacent to the general railroad system,” according to the announcement. Some \$2 million is available with a minimum 50/50 private/public match. The announcement also says, “Applicants are encouraged to provide a match that is greater than 50%,” with a submission deadline of noon, Oct. 1, 2025.

Swirk’s plan for carrying commercial freight requires the reactivation of a line owned by MaineDOT and linking with CSX at

its Rigby Yard in South Portland.

“The thing that really makes this opportunity possible is that Conway Scenic effectively has its own construction company to rebuild track,” Swirk said. “So we can rebuild a railroad a lot cheaper than anybody else because we have our own equipment and our own employees to do it.”

He also noted that in 1995 Conway Scenic Railroad rebuilt the New Hampshire section of that same railroad line. “It was done as a collaborative effort with New Hampshire DOT and that go-around there wasn’t any federal funds,” Swirk said. At that point the line had been closed for a decade. Now this has been closed for an extra 30 years, so that’s why federal dollars need to be utilized for these infrastructure improvements.”

Moulton said, “Under the Maine Rail Preservation Act, MaineDOT will consider any viable business proposal for rail service on state-owned rail lines; however, the proposal must provide specific information to be considered for a lease and operating agreement.” Among the items needed are “Proof of financial stability to undertake the proposed service including maintenance and improvement of the railroad line” and “commitments

from shippers and interchange agreements with connecting railroads for freight service and (Surface Transportation Board) approval for Common Carrier status.”

Currently the Conway Scenic Railroad has 75 employees, with 10 more hired as seasonal help, he said, emphasizing its ties to the Pine Tree State. Swirk also is seeking opportunities to attract younger people to the railroad work.

Jason Briggs, Conway Scenic Railroad’s manager of government relations, emphasized the company’s commitment to Maine: “Fifteen employees live in Oxford County, Maine, and Cumberland County, plus we serve Maine products for our box lunches, we have Maine whoopie pies we serve on the buses and Maine-made potato chips from Aroostook County and we do door prizes with Maine products too, so really promote a lot of Maine things even on the New Hampshire side.”

Swirk added that the Conway Scenic Railroad is a for-profit company: “We’re actually the largest financial contributor of any other railroad in New Hampshire to New Hampshire DOT and I’m kind of seeing something similar happening in Maine so at the end of the day it’s a positive for both states.” 📍



Site & Concrete Contractor
Building structures
Concrete structures
Highway/ road
Landfills
Site work



Sand
Gravel
Stone
Rip rap
Landscape products

Gendron & Gendron

Gendron Aggregates

Since 1971

(207) 782-7372 | 50 Alfred Plourde Parkway Lewiston, ME 04240



Quality & Class come together

When **quality** &
dependability matter,
depend on
Whited Truck Center!



4 locations to serve you!!

207 Perry Road, Bangor ME 04401 ~ 800-439-3673
2160 Hotel Road, Auburn, ME 04210 ~ 800-235-3613
17 Houlton Road, Presque Isle, ME 04769 ~ 800-764-4150
837 Portland Road, Saco, ME 04072 ~ 844-430-6810



*Thank You to all our valued customers for your support over the past 30+ years!
We look forward to serving all your trucking and construction needs in the many years to come!*



Whited Truck Center is "YOUR" authorized Bandit Dealer for the State of Maine
We have chippers & grinders to fit all your forestry needs big or small we have them all!!!! Call a location near you for more information.



We are Maine's newest Full-Service Factory Authorized Hyundai dealer and also offer all makes used equipment in our Auburn, Saco & Presque Isle locations. We offer Sales, Lease & Rental, as well as Parts & Service support with on road maintenance. We have over 30+ years of experience behind us and look forward to be able to offer our customers equipment to fit all your construction needs. Call Ryan Kennard at 207-346-0279 or Tim Pomerleau at 207-659-9992 for your equipment inquiries.

STAIRS

TRAILERS

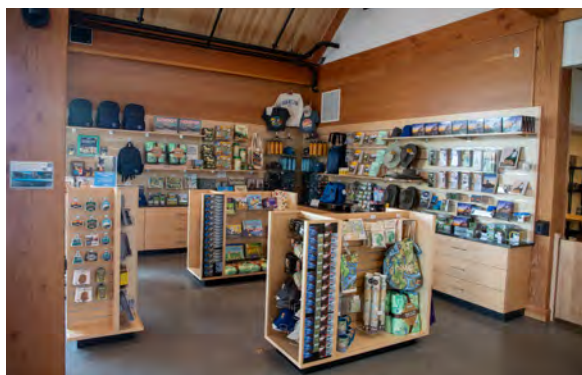
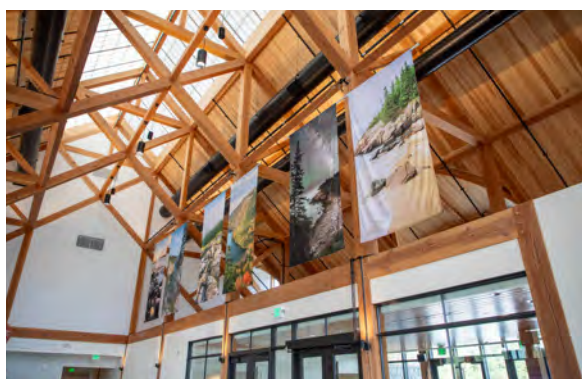
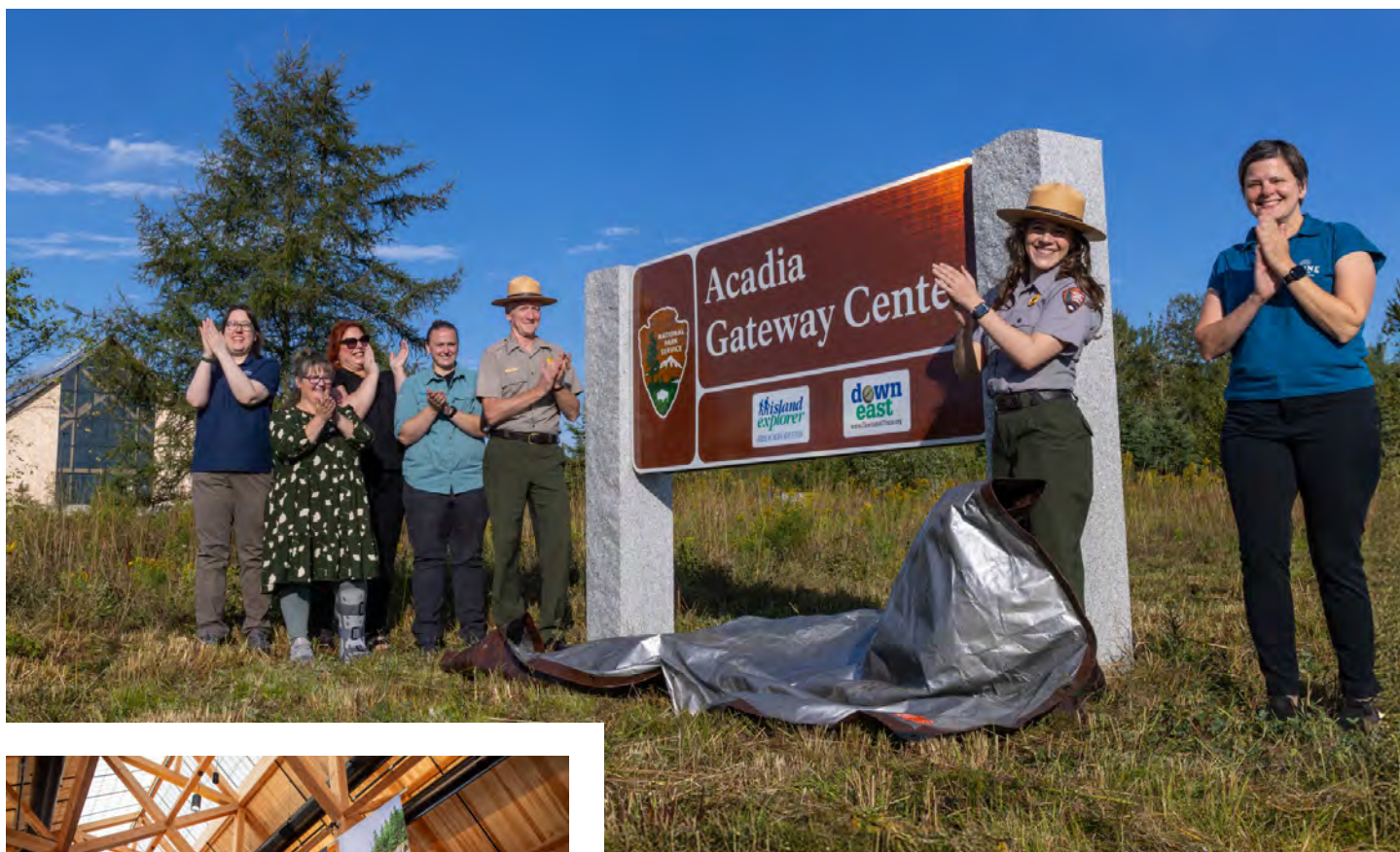


www.whitedpeterbilt.com ~ www.whitedhyundai.com



MaineDOT

Briefs from the MaineDOT newsroom



Acadia Gateway Center Officially Opens to Visitors

TRAVELERS HEADING to Downeast Maine and Acadia National Park now have a brand-new stop to make their trip smoother and more welcoming. On September 3, 2025, the Acadia Gateway Center (AGC) officially opened its doors to the public, marking a new chapter in visitor services for the region.

Designed as both an intermodal transit hub and a welcome center, the AGC offers a wide range of amenities for park visitors and tourists exploring the surrounding communities. The site includes free day-use parking with 300 spaces, 18 of which are equipped with EV charging stations and another 10 are set aside for oversized vehicles. For those looking to leave the driving to someone else, the center also serves as a convenient stop for the Island Explorer bus system, as well as commercial tour buses.

At the heart of the facility is an 11,000 square foot information center, where visitors can find everything from Acadia National Park details to regional tourism highlights. Inside, guests will also discover retail space, restrooms, and a comfortable waiting area. 📍

PHOTOS: COURTESY MAINEDOT

MaineDOT Announces Frank J. Wood Bridge Closure in Brunswick and Topsham

DRIVERS IN Brunswick and Topsham should prepare for some major traffic changes this fall. Starting in September, the Maine Department of Transportation (MaineDOT) will close the Frank J. Wood Bridge to northbound traffic for 89 consecutive days, with the exception of national holidays.

During the closure, drivers heading north from Brunswick into Topsham will be rerouted via the Topsham Bypass and Route 196. Southbound drivers will still be able to cross the bridge, apart from six overnight full closures. These full closures, scheduled to run from 9:00 p.m. to 6:00 a.m., will temporarily restrict traffic in both directions. The exact date hasn't been set yet, but drivers can expect plenty of advance notice thanks to electronic message boards that will post detour instructions along the route.

Construction of the new bridge is expected to reach substantial completion by late 2026, with traffic beginning to flow across the new structure before all finishing touches are wrapped up.

This \$49.9 million project is being led by Reed & Reed Inc. of Woolwich, a contractor well known for its large-scale infrastructure projects in Maine. Once finished, the new bridge will not only improve safety and reliability for motorists but also stand as an important link between the communities of Brunswick and Topsham. 📍



Route 113 Daytime Closures

FROM SEPTEMBER 8 to November 14, the Maine Department of Transportation will be closing a section of Route 113 to all vehicle traffic on weekdays between 7 a.m. and 5 p.m. The closure is part of a cable guardrail replacement project designed to improve safety in the area.

The work zone stretches from just south of the Spruce Hill Trail parking area to Brickett Place, a scenic stretch of roadway often used by both local residents and visitors heading into the forest. Once the new guardrails are installed, the project is expected to be wrapped up by late fall.

While vehicles will be detoured during working hours, the road will remain open to cyclists and pedestrians. However, anyone traveling on foot or by bike should use extra caution when passing through active work zones and follow the instructions of flaggers on site.

Signage along Route 113 will be updated daily to let drivers know which sections of the road are currently closed. Those planning to travel through the area during construction hours are encouraged to seek alternate routes. Maine drivers are advised to use Route 5, while drivers coming from New Hampshire can take Routes 16 and 302 as detours.

The contractor for the project is a CA Newcomb & Sons of Carmel, Maine, with a total contract value of \$1.4 million. 📍

The advertisement for Core & Main features a background image of two construction workers in safety gear (hard hats, high-visibility vests, and gloves) working on a project. The worker on the left is wearing a white hard hat and a yellow safety vest over a dark shirt. The worker on the right is wearing a grey hard hat and an orange safety vest over a yellow shirt. They are both smiling and appear to be working together. The text "coreandmain.com" is visible in the top right corner of the image. On the left side, there is a black box with the "CORE & MAIN" logo in white and yellow. Below the logo, the text "WE'RE ALL ABOUT Your Success" is written in white, with "Your Success" in a script font. Further down, it says "Customer service and a project well done go hand in hand. At Core & Main, we don't just assist you with your waterworks project needs. We partner with you all the way to the finish line. Give us a call to get started." At the bottom left, the address "Westbrook, Maine 29 Eisenhower Dr. 207-464-0585" is listed. A small map of Maine with a yellow dot is also present. The text "Local Experience, Nationwide™" is at the bottom right. A vertical phone number "0301-04022308" is on the far left.

CORE & MAIN

WE'RE ALL ABOUT
Your Success

Customer service and a project well done go hand in hand. At Core & Main, we don't just assist you with your waterworks project needs. We partner with you all the way to the finish line. Give us a call to get started.

Westbrook, Maine
29 Eisenhower Dr.
207-464-0585

Local Experience, Nationwide™

coreandmain.com

0301-04022308



MEGHAN RUSSO

Director of Government Affairs
and Constituent Relations,
MaineDOT

Recap of the First Regular and First Special Sessions of the 132nd Legislature

THE 132ND Legislature adjourned its First Regular Session on March 21, 2025, and immediately entered into its first special session. The effective date for nonemergency laws passed in the first regular session was June 20, 2025. The Legislature adjourned its first special session sine die (without day) on June 25, 2025, meaning the effective date for non-emergency laws passed in this special session is September 24, 2025.

The Maine Department of Transportation tracked over 100 bills during the first regular and first special legislative sessions. We delivered testimony of some form on more than half of these proposals. The Transportation Committee, where most of the bills affecting MaineDOT were heard, had 117 bills referenced to the committee, 90 of which resulted in unanimous committee reports, 18 were divided reports, and 8 bills were carried over to the second regular session.

Regarding the bills on which MaineDOT actively engaged, we had impressive success. Legislation that passed into law was either supported by MaineDOT at the onset or amended with language MaineDOT could support. More specifically, of the 16 pieces of legislation pertaining to MaineDOT that were enacted into law, we supported 10 of them, and we testified neither for nor against or simply monitored the remainder to assure they did not negatively impact us. Of the 24 pieces of legislation pertaining to MaineDOT that died this session, MaineDOT opposed 19 of these bills and testified neither for nor against on the remaining.

On the budget front, the Legislature nearly unanimously passed and Governor Mills signed into law Maine's Highway Fund (HF) budget on March 21, 2025. This budget took effect on July 1, 2025, and continued the significant funding increase to the Highway Fund - first included in the last biennial budget - from auto-related sales tax and state net liquor proceeds. Additionally, the Highway Fund Budget provided the authority to issue \$250 million in TransCap revenue bonds that can be used for highway and multimodal capital needs. This will provide the state funding needed to support our Work Plan through 2027, absent big market or budget changes.

Below are a few highlights of legislation that was enacted or defeated this past session:

LD 29 and LD 30 were proposals submitted by MaineDOT. They were based on the recommendations of three rail use advisory councils, each recommending portions of inactive state-owned rail line be converted to interim bicycle and pedestrian paths. These interim trails include sections between the Town of Brunswick and the City of Gardiner, the City of Portland and City of Auburn, and the Town of Pembroke and the City of Calais. Projects to complete these interim trails will be dependent on future funding and municipal agreements. MaineDOT also sponsored LD 154 which removes limitations on the types of activities that municipalities can use their state issued Local Road Assistance funding for and added to the types of roadways for which municipalities will receive funding. In addition, legislation was enacted last session that transfers jurisdiction over harbor pilots operating in Portland Harbor from the Board of Harbor Commissioners for Portland Harbor to the Maine Pilotage Commission.

Over the course of the regular and special sessions, MaineDOT opposed several bills that would have negatively impacted transportation in the state. These included proposals related to legislating speed limits, expanding ATV use on public roads, changes affecting the Maine Turnpike Authority, and the Maine State Ferry System.

One notable bill, LD 1756, proposed creating a Transportation Project Selection Council to oversee project prioritization. MaineDOT opposed this measure, emphasizing that the department's Work Plan is developed based on asset condition and management principles - not political influence. The majority of bills the department opposed ultimately failed, largely due to lack of support in the Transportation Committee.

This legislative session was marked by productive collaboration between MaineDOT and the Transportation Committee. Under the leadership of Senator Tim Nangle and Representative Lydia Crafts, the committee approached its work with professionalism and a focus on Maine's transportation needs. The department remains grateful for the bipartisan support and merit-based decision-making that guided the legislative process. 📍



Bangor • Lewiston • Portland • Waterville

bandag
ISO
9001:2015
Certified

Bandag Retreading

ISO 9002 certified since 2000

OTR tire specialists- OTR tire repair

Heavy Duty Boom Trucks in all locations

Bridgestone Firestone Michelin Tires



NO DETOURS.



1-800-244-8221

REED & REED

A 100% EMPLOYEE OWNED COMPANY

Building Bridges to Our Transportation and Energy Future



275 River Road, Woolwich, ME | (207) 443-9747 | www.reed-reed.com



DALE DOUGHTY
Acting Commissioner,
MaineDOT

Charting the Road Ahead at MaineDOT

EVERY JOURNEY, no matter how carefully planned, carries unexpected turns. My own journey with MaineDOT began in 1996, and I could never have imagined the path it would take. From my early work in the Office of Environment, through leadership roles in Planning and later as Director of Maintenance and Operations, I learned that transportation in Maine is about more than asphalt, bridges, railways, and ferries. It is about people—the crews who clear our roads, the communities we serve, and the lives touched daily by the system we maintain.

In 2018, I left MaineDOT to serve the City of Lewiston as Public Works Director and later as Deputy City Administrator. That experience gave me a sharper perspective on the challenges faced by local leaders and the importance of strong state–municipal partnerships. When I returned to MaineDOT in 2021, it felt like coming home, but I carried with me new skills, a broader perspective, and a renewed sense of mission.

This summer, Governor Mills entrusted me with the honor of serving as Acting Commissioner, succeeding my longtime colleague and friend, Bruce Van Note. The Governor's leadership and Bruce's legacy have positioned MaineDOT to deliver on our mission: to support economic opportunity and quality of life by providing the safest and most reliable transportation system possible, within available resources. For me, this responsibility is deeply personal. A lifelong Mainer, I studied geology and chemistry at the University of Maine at Farmington, pursued graduate work in West Virginia, and now live with my wife Pam on our small farm in Pittston where we raised two daughters. That personal journey—rooted in Maine, enriched by time away, and strengthened through return—shapes how I view transportation: it is about connection, opportunity, and home.

A LEADERSHIP TEAM BUILT ON TRUST

The work ahead will succeed because of the team beside me. We have recently realigned the department's front office to better match leadership skills with organizational needs. Our four-person executive team has known and worked alongside one another for more than 25 years. That history allows us to cut through formality, act decisively, and move projects forward quickly. Importantly, it grounds us in a shared understanding of Maine, its people, and its needs.

PRIORITIES FOR THE FUTURE

As Maine evolves, so must MaineDOT. Looking ahead, I see four priorities that will guide our work:

■ Recruiting and Retaining Talent.

Through our WorkSET initiative—Workforce Support, Engagement, and Training—we are making MaineDOT a place where people want to build a career. Attracting and retaining engineers, mechanics, planners, and leaders is essential to keeping Maine moving.

■ Developing the Next Generation of Leaders.

Leadership is cultivated, not accidental. We are committed to building a strong pipeline of supervisors, managers, and executives who will guide MaineDOT well into the future.

■ Engaging Communities and Partners.

Our work touches every corner of Maine—from The County to Kittery, the midcoast to the mountains. Lasting results depend on trust and collaboration, which are built only through consistent, open communication with citizens, partners, and policymakers.

■ Modernizing Processes and Systems.

Every project rests on countless internal steps. By streamlining and upgrading our systems, we can deliver safer, faster, and more efficient service to the people of Maine.

MOVING FORWARD

When I think about MaineDOT, I think about the people behind the work: the snowfighter out in a storm, the planner sitting with a community to redesign a downtown, the engineer refining bridge plans, the ferry crew ensuring an island's lifeline. Their dedication is our greatest strength. My responsibility is to ensure they have the tools, training, and support to succeed—and to deliver the smart and steady progress Governor Mills has directed us to pursue.

MaineDOT's Core Values—Integrity, Competence, and Service—guide every decision we make. They are more than organizational principles; they are personal commitments. Like all Mainers, I want my children, and someday their children, to inherit a state where they can thrive. By investing in our people, strengthening partnerships, and continually improving how we operate, I believe MaineDOT is well positioned for the road ahead. 📍



PORTABLE EQUIPMENT

Sales • Service • Rentals



52 US Route 1, Scarborough, ME | (800) 287-1538 | tdmgo.com



Shaw Brothers Paving Plant



Kittery Bridge Demo

GENERAL CONTRACTORS

HIGHWAY • SITE • UTILITY • PAVING • AGGREGATES

Tel: (207) 839-2552 Fax: (207) 839-6239 Gorham, ME 04038

Web Site: www.shawbrothers.com E-Mail: info@shawbrothers.com

Thank you for renewing!

The MBTA would like to recognize the following corporate members for their ongoing support.

- ANACCO Construction Services
- Dennis K. Burke, Inc.
- Curb & Sidewalk Solutions, Inc. dba CurbSol
- Dayton Sand & Gravel Co., Inc.
- Frankenmuth Insurance Company
- N. S. Giles Foundations, Inc.
- H&H
- Hampden Public Works
- Hopkins Paving, LLC
- The Jackson Laboratory
- John Turner Consulting
- Kennebunk Public Services Dept.
- Emery Lee & Sons, Inc.
- Seth McCoy's Trucking & Excavating, LLC
- Plymouth Sand & Gravel
- Portland Trust Co.
- Shaw Earthworks, Inc.
- Thompson Equipment
- TYLin
- United Construction & Forestry
- Verrill
- Westfield Insurance Company

MBTA welcomes these new members

CORPORATE MEMBERS

BANGOR SAVINGS BANK

PO Box 930, Bangor, ME 04402

Phone: 207-974-4173

Email: Jacob.Baker@bangor.com

Contact: Jacob Baker

Recruited by: Glenn Adams

Bangor Savings Bank has been investing in our neighbors and communities since 1852. With our customized solutions and amazing team, we're dedicated to your success.

GREAT FALLS CONSTRUCTION

20 Mechanic St., Gorham, ME 04038-1560

Phone: 207-839-2744

Email: info@greatfallsinc.com

Contact: Joseph Smith

Recruited by: Jim Anderson / Erik Wiberg

Construction manager, general contractor & design builder serving Northern New England since 1988.

MOTT MACDONALD

101 Station Dr Ste 230, Westwood, MA 02090

Phone: 617-968-2057

Email: matthew.coughlin@mottmac.com

Contact: Matthew Coughlin

Recruited by: Staff

Mott MacDonald is a global, employee owned, engineering, management and development

consultancy that plans, designs, delivers and maintains the transportation, energy, water, buildings and infrastructure that is integral to people's daily lives.

SWANS ENGINEERING, PLLC

903 Howard Ave.,

Mamaroneck, NY 10543-1620

Phone: 914-582-6934

Email: eswansen@swansengineering.com

Contact: Erica Swansen

Recruited by: Staff

Provides traffic-related engineering, planning, and consulting services, including data collection, planning studies, traffic analysis and modeling, design, and project management.

TEC, INC.

2 Monument Sq, Ste 301, Portland, ME 04101

Phone: 207-274-0986

Email: tlynn@theengineeringcorp.com

Contact: Taylor Lynn

Recruited by: Staff

TEC is an award-winning, client-focused engineering firm providing transportation, civil, structural, and water engineering services to public and private clients throughout New England.

INDIVIDUAL MEMBER

Justin Harris

**Maine
TRAILER**
800-244-5718
mainetrailer.com



20' Containers



Flatbeds



Office Containers



Office Trailers

(8x20, 8x32, 8x32 double office, 10x36 double office, 10x40)

YOUR TRUSTED EQUIPMENT RENTAL PARTNER SINCE 1985!



Advancing concrete and cement performance

Innovative admixtures and additives

We partner with you at every step - developing sustainable solutions, solving challenges, and unlocking new value.

Contact@chrysoinc.com



Built on a foundation of customer service

AUBURN CONCRETE

A Maine family owned and operated business with six state-of-the-art concrete plants, the largest and most experienced sales and quality control staff in the state, a team of local dispatchers and a fleet of 43 concrete mixers to service central, southern and coastal regions.

Plants in Auburn, Westbrook, West Bath, Augusta, Topsham

Main office: Goldthwaite Road • P.O. Box 1747, Auburn, ME 04211-1747

Phone: (207) 777-7100 Fax: (207) 777-7171

www.auburnconcrete.com - info@auburnconcrete.com

A black and white photograph of a large cable-stayed bridge, likely the Bixby Creek Bridge, spanning a valley. The bridge has two tall, rectangular concrete pylons with numerous stay cables fanning out to support the deck. The bridge is surrounded by trees and vegetation.

BUILDING WINNING PARTNERSHIPS TO PROTECT YOUR TEAM FOR TOMORROW



PERSONAL



COMMERCIAL



SURETY



BENEFITS

www.CrossAgency.com

CROOKER CONSTRUCTION

Since 1935

Constructing Maine's Future with a Tradition of Excellence



- Heavy/Highway Construction
- Underground Utility Installation/Repairs
- Commercial Site Preparation/Construction
- Airport/Airfield Construction
- Wetland Construction/Remediation
- Bituminous Pavement Installation



- Cold Milling and Reclaiming of Existing Pavement
- Aggregate Production and Sales
- Bituminous Pavement Production and Sales
- Crane Work
- Snow Removal/Winter Services
- Design-Build Projects

Stone, gravel and hot mix available Saturdays 6:00am - 1:00pm during paving season (please call the day before for large volumes)

Office: 207.729.3331 | Fax: 207.725.0926 | 103 Lewiston Road, P.O. Box 5001, Topsham, Maine 04086
An Equal Opportunity, Affirmative Action Employer

CIANBRO

PEOPLE. PRIDE. PROGRESS.

WWW.CIANBRO.COM



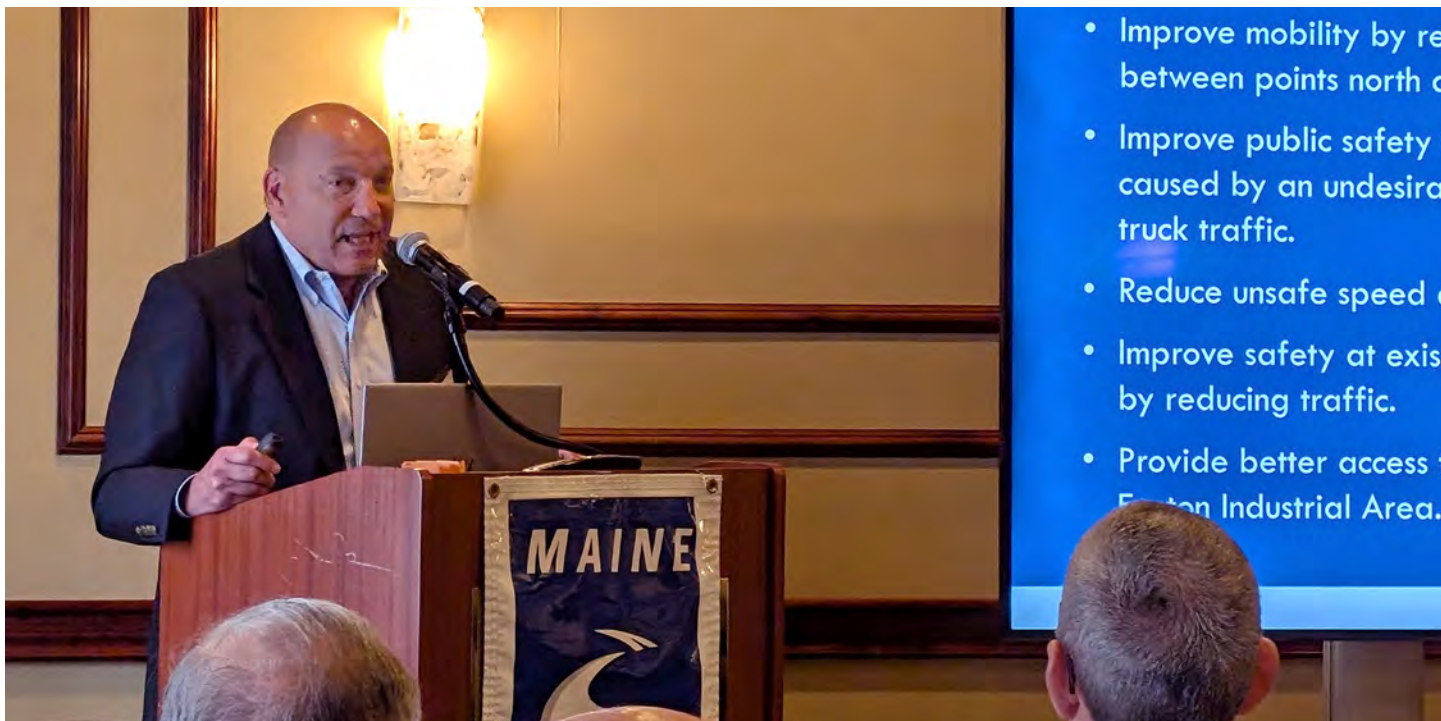
At Team EJP, we recognize how important water is, and we take it seriously. That's why we provide reliable products and services for water, wastewater, stormwater, erosion control, and smart utility solutions. Our professionals stand ready to assist you, from our product specialists to our 24-hour emergency service department.

TEAM EJP
WATER • WASTEWATER • STORMWATER
SOLUTIONS

**LET'S MOVE
WATER**

Caribou, ME 207-952-4893
Gardiner, ME 207-582-2006
Portland, ME 207-797-3330
Bangor, ME 207-990-5000

1-800-EJP-24HR
www.ejprescott.com



- Improve mobility by re... between points north o
- Improve public safety... caused by an undesira... truck traffic.
- Reduce unsafe speed o
- Improve safety at existi... by reducing traffic.
- Provide better access t... Eastern Industrial Area.



Presque Isle Meeting

ON THE evening of August 7th, almost 50 MBTA members and guests from across the State descended upon the Northeastland Hotel in Presque Isle for our annual Aroostook County Meeting. Starting with a cocktail hour and dinner, members enjoyed time speaking to folks that live in the crown of our State. It is always a goal of MBTA to showcase and involve members from Kittery to Fort Kent.

After dinner, MBTA President Erik Wiberg took to the mic to give MBTA's goals of advocacy, education, and collaboration, and how those pillars would be continued by new Executive Director Jake Lachance. Wiberg also took time to thank outgoing MBTA Executive Director Maria Fuentes, who attended her last Aroostook County Meeting in an ED capacity. Wiberg thanked Maria for being a steadfast champion of the transportation community, which was met by an enthusiastic and thankful round of applause from attendees.

President Wiberg then thanked the sponsors, whose generosity made this year's Aroostook County event possible. Their commitment and support play a vital role in advancing transportation, infrastructure, and economic vitality across our state.

Wiberg then handed the mic over to Tony Grande, P.E., project manager and Director of Transportation for VHB. Tony, an MBTA Board member and past President, gave a detailed presentation on Phase II of the Presque Isle Bypass.

PRESQUE ISLE BYPASS PHASE II BRIEFING

The Presque Isle Bypass traces its roots back to the Aroostook County Transportation Study, launched in 1999. The study's purpose was straightforward: to evaluate alternatives to strengthen the regional economy by improving mobility. After years of environmental review and public consultation, FHWA issued a Record of Decision in 2013 selecting "Alignment Option 7" as the preferred route.

Phase I of the bypass opened to traffic in June 2019, while the Caribou Connector — another related regional project — was completed in 2012.



Top: Tony Grande, Director of Transportation, VHB

Middle: Nate Strout, Greg Schaub, Chase Dunn, Josh Michaud, Joe Rollins, Tim Ring

Bottom: Barrett Parks, Michelle Ibarguen, Dave McPherson

With those milestones behind, Phase II is now the focus in the Northern Maine area.

PURPOSE AND GOALS

The project is designed to tackle some of Presque Isle’s long-standing transportation challenges. By diverting through traffic off U.S. Route 1, the bypass will cut travel times for north-south trips, improve safety by separating local and heavy truck traffic, and reduce accident risks at several high-crash downtown locations. It will also open better access to the east side of the city, particularly the Easton Industrial Area, boosting local economic development.

WHAT PHASE II INCLUDES

Phase II extends 6.2 miles, linking Route 1 in Westfield to Conant Road in Presque Isle. It will tie directly into Phase I, which spans 1.7 miles to Route 167. Future plans envision Phase III carrying the bypass across the Aroostook River.

The new roadway will feature one 12-foot travel lane in each direction, eight-foot shoulders, and additional lanes for ramps, turns, and truck climbing. The controlled-access highway will be designed for 55 mph travel and connect to Conant Road via a diamond interchange.

Key structures include four bridges – crossing Henderson Road, the Maine Northern Railway, Easton Road, and Conant Road – as well as six large culverts, such as the expansive Clark Brook arch culvert and crossings for tributaries of Williams and Merritt brooks.

Thank You to Our Aroostook Sponsors

Your sponsorship at every level allows us to continue our mission of advocacy, education, and investment in Maine’s transportation ecosystem. We are grateful for your trust, partnership, and ongoing commitment to our shared goals.

COUNTY CROWN SPONSORS



ALLAGASH SPONSORS



SPUD SPONSORS



Cote Crane & Rigging



Crane & Rigging Services
Millwright • Machinery Moving
Trucking • Warehousing
Cranes up to 300 Ton Capacity

A Family-Owned Maine Company Since 1966!

2980 HOTEL ROAD • AUBURN, MAINE 04210 • WWW.COTECRANE.COM



Above: Erik Wiberg, MBTA president, Paul Underwood, Rep. Lucien Daigle, Rep. Joseph Underwood

ENGINEERING AND ENVIRONMENTAL FEATURES

Construction won't just focus on pavement and bridges. The project will incorporate wildlife crossings, moose habitat connectivity measures, deer escape jump outs, and stream restoration to maintain ecological balance. Road weather information stations, ramp lighting, and variable message signs will also enhance safety and provide real-time travel updates.

Nearly 600,000 cubic yards of excavation, 40,000 cubic yards of rock, and more than 160,000 cubic yards of aggregate base will be required. Over three miles of guardrail, 60 acres of clearing, and nearly a million pounds of reinforcing steel highlight the project's magnitude.

IMPACT ON THE COMMUNITY

Presque Isle residents can expect improved traffic flow downtown once the bypass is completed, reducing congestion in local neighborhoods and improving pedestrian safety. Businesses in the Easton Industrial Area should see more efficient freight movement, while travelers will enjoy quicker, safer trips through northern Maine.

While the project is ongoing, Henderson Road, Easton Road, and Conant Road will remain open, except for short closures during bridge beam placement. Conant Road reconstruction is slated to be compressed into a single summer while schools are closed, minimizing impacts on students and families.

TIMELINE

Plans were to be finalized by the end of August 2025, with project advertisement scheduled for September. Construction is expected to begin in winter 2025, with completion projected for summer 2029.

Thank you so much, Tony, for an engaging conversation and presentation.

To close the night, Michelle Ibarguen took home the 50/50 drawing, pocketing \$148 with matching funds going to the MBTA Scholarship Foundation. MBTA would like to thank the Northeastland for their continued hospitality and we look forward to our meeting there next summer. 📍

Drilling services that you can rely on.

When you need geotechnical and environmental drilling services, Seaboard Drilling has the equipment and expertise to meet your needs. With a diverse fleet of drill rigs, we can access the most challenging sites providing both rotary drilling and cone penetrometer testing services. Our team of experienced drillers will provide quality service with an emphasis on safety and efficiency.

SEABOARD DRILLING

Serving all of New England with offices in Maine, Massachusetts, Rhode Island & New Hampshire
855-792-DRIL • info@seaboarddrilling.com
SEABOARDDRILLING.COM



**MAINE'S LEADING CONCRETE SLIPFORM
& GRANITE CURBING COMPANY,
ROUTINELY INSTALLING THOUSANDS
OF FEET PER DAY.**

**We outshine our competition because
we choose to; everyday.**

Slipform Technology Benefits:

- **Saves Time**
- **More Cost-Effective (Sometimes 50-70% Below Pre-Cast!)**
- **Scheduling Flexibility (Can Be Installed Before OR After Paving)**
- **Superior Strength And Durability**
- **Longer Design Life**
- **Stronger Against Plows And Other Rough Use**

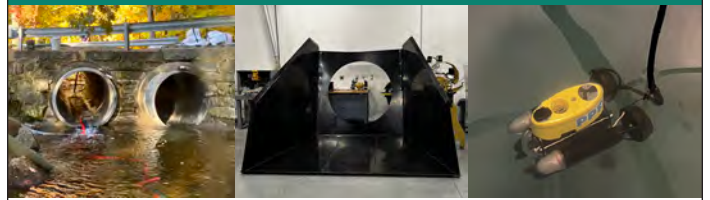
DIRIGO SLIPFORM



Concrete Curb • Concrete Sidewalk • Concrete Barrier • Granite Curb
P.O. Box 340 • Stillwater, ME 04469 • 249 Gilman Falls Ave, Old Town, ME 04468
Ph (207)827-0100 • Fax (207)827-0101 • www.dirigoslipform.com

PLASTIC PIPE FABRICATION

A Division of Everett J. Prescott, Inc.



Team PPF is your source for fabricated and specialty products and services. Thriving on solving new challenges and satisfying customers, Team PPF's dedicated specialists stand ready to assist you with custom HDPE fabrications, slip lining, camera inspections, and beyond.



Fabrication



Slip lining



Inspection

Contact us today!

TEAM PPF
PLASTIC PIPE FABRICATION

TeamPPF.com

207-582-4795

Grondin®



R. J. Grondin & Sons

11 Bartlett Road, Gorham, Maine 04038

**EARTHMOVING SPECIALIST WITH INDUSTRY
REPUTATION FOR EXCELLENCE AND INTEGRITY**

Highway / Heavy Construction
Commercial • Industrial • Residential
Site Work • Utilities

Corporate Sales 207-883-3852 | Materials Sales 207-839-5544



Infrastructure Golf Tournament

Year 28 Brings Fun in the Sun

Above: Whited Peterbilt/Auburn Concrete teams

OPPOSITE

Top left: American/Superior Concrete teams

Top right: Tara Russell, Mike Pietroski, Skowhegan Savings Bank

Middle left: Golf chair Joe Rollins and MBTA president Erik Wiberg

Middle center: Jeremy Moody celebrates Tyler Robitaille's near hole-in-one on the casino hole.

Middle right: Attar Engineering/Wyman & Simpson team

Bottom left: MBTA Golf volunteers Shannon Walton, Cross Insurance and Greg Dore, Bruce Hubbard & Casey VanDenBossche, MaineDOT

Bottom right: Shaw Brothers/Gallagher team

WHILE LAST year came with some weather worries, the 2025 MBTA Infrastructure Golf Tournament on July 24 had sunny skies from start to finish.

A full field of 144 golfers arrived yet again at Waterville Country Club to raise money for the MBTA Infrastructure Development Fund. This fund allows MBTA to fulfill its goal to advocate and educate members and the public about transportation and infrastructure-related issues throughout the state, and to be flexible when unexpected challenges regarding the Maine economy arise.

As participants gathered by their carts to begin, MBTA President Erik Wiberg greeted the group, wishing them luck and to have fun. Wiberg passed the mic to the new Executive Director Jake Lachance, who seconded the words of encouragement. "We are so fortunate to have the members and supporters that we do for this organization. It is events like these that show how important MBTA is to them, and how important they are to MBTA."

After all the groups finished and the scorecards were turned in, President Wiberg briefly spoke to

thank all of our sponsors who made this tournament a success including:

■ **Grand Sponsors:** All States Materials Group, American Concrete Industries, Core & Main, Gendron & Gendron, HNTB, Ranger Corporation, Superior Concrete, Whited Equipment

■ **19th Hole Sponsors:** Bitumar and Sebago Technics

For a full list of sponsors, please see page 34.

We then moved on to our winners:

■ **1st Gross:** Team Gallagher, Score of 55

Team Members: Gary Lapierre, Phil Mattingly, Josh Mattingly, Larry Grondin

■ **2nd Gross:** Team Gendron & Gendron, Score of 56

Team Members: Josh White, John Gendron, Matt Greenleaf, Taylor Py

■ **1st Net:** Team TYLin, Score of 53

Team Members: Kevin Ducharme, Tom Errico, Ernie Martin, Heath Cowan

■ **2nd Net:** Team Whited, Score of 54

Team Members: Jon Whited, Joel Cummings, Mike Wharf, Robert Anderson



Thank You to Our Infrastructure Golf Tournament Sponsors

GRAND SPONSORS



19TH HOLE SPONSORS



CLUBHOUSE SPONSORS



LUNCH / BEVERAGE SPONSOR



GOLD SPONSORS



SILVER SPONSORS



■ **1st Mixed Team:** Team Ranger, Won Tiebreaker
Team Members: Jon Sanborn, Danyl Sanborn, Tyler Robitaille, Jeremy Moody

In the individual prize categories, Straightest Drive, Tara Russell from Skowhegan Savings Bank was 14'6" away from the center line and Brett Plossay from Kleinfelder was 11".

Melanie Whited from Whited Peterbilt won the closet to the pin for the women and Heath Cowan from MaineDOT won for the men. Heath continued his winning streak by taking home the top putting competition as well, beating out Erik Wiberg from RW Gillespie & Assoc. and Lori Driscoll from HNTB, who took second and third. A total of 10 golfers made the initial putt to qualify for the finals. There were three winners drawn out of nineteen for our Casino Hole. Those winners were Mike Pietroski from Skowhegan Savings Bank, Wayne Chadbourne from Haley & Aldrich, and Mike Mountain from Cianbro.

Heather Hayes from VHB won our 50/50 drawing and took home \$1,100. The other half of the pot went to support MBTA's Scholarship Fund, which supports Maine students pursuing transportation-related studies.

Golf Chair Joe Rollins finished the day by recognizing the hard work of all the MBTA staff and volunteers who made this event possible. Without these folks, along with the golf committee and Chair Rollins, this tournament and effort would not be possible. Thank you all and we are already looking forward to next year! 📍



**WE DO
ONE THING
AND WE DO
IT RIGHT,
SHIPPING.**

With authority in 48 States and Canada, our logistics company specializes in flat and step deck services. From coast to coast, we've got you covered.



Call us today!
207.582.5019

FOR MORE INFO, CHECK OUT:
www.ejprescott.com/services/pep-transportation

Providing Maine Municipalities with:

- Road and Intersection Design
- Site Planning and Development
- Traffic Impact Studies/Reviews
- Bridge Design
- Planning Board Peer Review
- Road Assessments/Inventory
- Right-of-Way Services
- Aviation Services
- Transportation/Land Use Planning

Serving Maine since 1945

HNTB Corporation

The HNTB Companies
 Engineers Architects Planners

82 Running Hill Road, Ste. 201
 South Portland ME 04106
 Tel: (207) 774 - 5155
 Fax: (207) 228 - 0909
www.hntb.com

HNTB

GENERAL MANAGER
 Shawn Maguire
 207-6596160 cell
 207-942-4878 Dysart's
shawnm@dysarts.com

Services Offered:

- Bulk and Package Lubricant Delivery
- Bulk Oil and Grease Dispensing Equipment
- Equipment Loan Programs:
 - GRACO Lubrication Equipment
 - National Spencer Equipment
- Lubrication Equipment Service and Repairs

PURUS



Kelly Flagg honored by Mainebiz

THE MAINE Better Transportation Association would like to extend a heartfelt congratulations to Associated General Contractors of Maine's Executive Director Kelly Flagg, who *Mainebiz* recognized as one of seven "Outstanding Women in Business" for 2025.

Kelly assumed her role as Executive Director of AGC three years ago and has been instrumental in advocating for a skilled workforce and infrastructure improvements throughout Maine. In a recent interview by *Mainebiz*, Flagg said *"My job is to serve our members... There is no way this program (Maine Construction Academy) could happen without good partners, including my staff that works tirelessly... I never sit back and say, 'Hey, look what we've done.' We might take a quick victory lap every once in a while. But we're always thinking about, 'How can we serve more people?'"*

MBTA and AGC have had a strong partnership for many years, and MBTA is looking forward to that continuing for years to come! Congrats, Kelly! 📍

PHOTO: KELLY FLAGG, AGC MAINE



SINCE 1924, WE'VE BUILT BRIDGE, HIGHWAY, POWER AND MARINE PROJECTS – AND A REPUTATION FOR EXCELLENCE.



WYMAN & SIMPSON, INC.
General Contractors
910 Main Street, P.O. Box 40
Richmond, Maine 04357
207-737-4471 - fax 207-737-8565
www.wymansimpsoninc.com



Nothing beats experience

When you've been building roads for as long as we have, you learn a lot on the job. That's why you can count on Pike Industries to live up to any challenge and deliver your job on time, within budget, and exceed your expectations.

• AGGREGATES • HOT MIX ASPHALT • PAVING & CONSTRUCTION

**Maine regional office: 95 Western Ave, Fairfield, ME 04937
207-453-9381 | www.pikeindustries.com**



**DO IT ONCE.
DO IT WITH STONE.**

Granite Curbing Since 1883. Seamless Supply: From Quarry to Quality – Our Granite, Our Commitment.



WHY CHOOSE GRANITE CURBING?

Our products are 100% natural and created by us from what Mother Nature provides! Why use products that cannot hold up against harsh New England weather? Servicing New England and beyond.

Contact Leslie Shea at curbsales@swensongranite.com
(603) 224-1637 | swensongranite.com



Find A Store!



A Guide To
Granite Curbing



Erosion control?

Call Peter A. Lyford

Peter A. Lyford, Inc. is family-owned, and we specialize in erosion control, hydroseeding, and commercial landscaping for the entire state of Maine.



53 Dave's Way, Hermon (207) 848-3335
54 Olde Canal Way, Gorham (207) 839-8668
info@peterlyfordinc.com | peterlyfordinc.com

**Hydroseeding - TerraSeeding - Bark Mulching
- Filter Sock - Hay Mulching - Commercial Landscaping -
Wetland Restoration**

CONTECH[®]

ENGINEERED SOLUTIONS

Contech holds the Maine State Culvert and Reline Contract available to DOT Regions & Municipalities



BRIDGES | DRAINAGE SOLUTIONS | WALLS | CULVERT & BRIDGE RELINE | STORMWATER TREATMENT

YOUR LOCAL CONTECH TEAM:

Steve Wolf, P.E.
Culverts, Relining, Stormwater
Steel & Aluminum Structural Plate
802-233-9110

Glenn Robie
Precast, Plate & Truss Bridges
207-232-3228

Justin Reardon, P.E.
Vehicular & Pedestrian Truss Bridges
207-885-6125

Joshua Stackhouse
Stormwater Treatment & Detention
207-219-9110

www.ContechES.com



*Serving Maine clients
and communities for
more than 25 years.*



- Geospatial Services
- Geotechnical Engineering
- Environmental Consulting
- Communication & Public Involvement
- Traffic Planning & Studies
- Bridge & Highway Design
- Architectural & MEP Design
- Program & Construction Management

Eliot: 207-438-8616 | Portland: 207-775-5401

Learn more at www.wsp.com



Our reason is water.™



**Advanced Drainage Systems
designs, manufactures and delivers
water management solutions for
communities and companies.**

As an industry leader in sustainable business practices, we're proud to be the second largest plastic recycling company in North America.

For more information
on ADS please contact:

Rich Tibbetts
richard.tibbetts@ads-pipe.com

© 2021 Advanced Drainage Systems, Inc. MH

ADS
adspipe.com



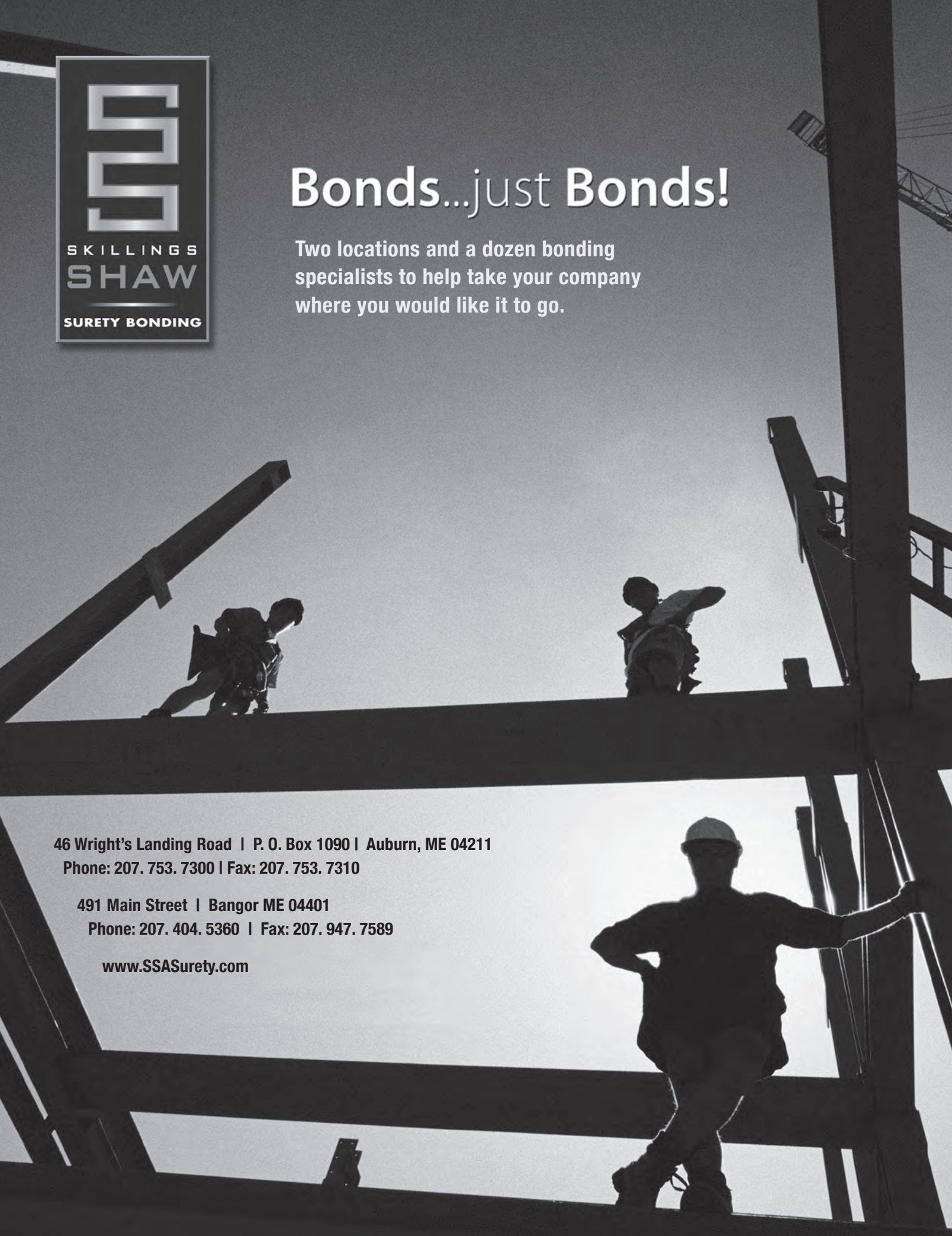
Bonds...just Bonds!

Two locations and a dozen bonding specialists to help take your company where you would like it to go.

46 Wright's Landing Road | P. O. Box 1090 | Auburn, ME 04211
Phone: 207. 753. 7300 | Fax: 207. 753. 7310

491 Main Street | Bangor ME 04401
Phone: 207. 404. 5360 | Fax: 207. 947. 7589

www.SSASurety.com





Jake Duffin, Conway Scenic Railroad

Freight Railroading and Its Benefits for Maine

By Jake Duffin, Sales Manager, Conway Scenic Railroad

AS RECENTLY as 2022, Maine's railroad infrastructure carried over 4.7 million tons of freight with a value of roughly \$1.9 billion, as reported in MaineDOT's 2023 State Rail Plan. Despite such heavy tonnage moving across the state, Maine's railroads find themselves constrained by structural limitations and, in some cases, a lack of infrastructure to reach new markets, which puts Maine and Maine businesses at a competitive disadvantage compared to states with better developed rail access.

"Rail is by far the most efficient, environmentally friendly way of moving freight across the earth", said Conway Scenic Railroad president David Swirk, whose company has plans to restore the dormant Mountain Division rail corridor from Portland through Western Maine to their headquarters in North Conway, New Hampshire. "This is preexisting technology that can haul more freight with comparatively little fuel when compared to trucking".

Supporting Swirk's claim, The Association of American Railroads states that trains are, on average, four times more fuel efficient than trucks. The AAR explains that a gallon of fuel can move one ton of freight by rail roughly 478 miles, substantially more than possible with over-the-road trucking. Average freight railcar capacity is equivalent to three or four trucks, and freight trains are generally more cost-effective for shipping bulk commodities such as lumber, fuel, and aggregates.

In addition to fuel efficiency, freight railroading offers a multitude of economic and environmental benefits. Reducing truck traffic helps to cut carbon emissions, reduces damage to the road system, and thus lowers the cost of highway maintenance while improving public safety. The asphalt lasts longer, the bridges are not as strained, and road maintenance costs are significantly reduced. In a state where the overall infrastructure grade was referred to as "mediocre" by the Maine Section of The American Society of Civil Engineers, less wear and tear is certainly a plus.

Freight rail superiority makes this a valuable asset for business development, community revitalization, and job growth. The Great Northern Paper Mill site in Millinocket is a prime example: last year, it was announced that a rail connection will be part of the One North redevelopment project as provided by a \$53.3 million federal grant to MaineDOT. The mill's redevelopment — aided by its reconnection to the national rail network — will ideally bring economic growth to a city struggling since the loss of its largest employer.

Maine still lags behind many states in terms of the efficiency and functional utilization of its rail network. This is in part due to the antique condition of significant portions of the state's rail infrastructure, and challenges faced by traditional rail shippers over the previous half-century. However, consistent public and private investment combined with innovative and forward thinking proposals to rebuild and expand Maine's essential railroad network offer a promising future that can benefit communities, the state, industry, and the environment by providing sustainable opportunities for growth. 📍

PHOTO: CONWAY SCENIC R.R.

The Association of American Railroads states that trains are, on average, four times more fuel efficient than trucks. The AAR explains that a gallon of fuel can move one ton of freight by rail roughly 478 miles, substantially more than possible with over-the-road trucking."



Serving Maine for more than 30 years

VHB's roadway, structural, traffic, environmental, and land development professionals deliver solutions that help Maine thrive.

www.vhb.com

Engineers | Scientists | Planners | Designers

500 Southborough Drive
Suite 105B
South Portland, ME 04106
207.889.3150



Maine's Off-Site HR Department

Servicing the Blue-Collar Industry Statewide.
Certified Flaggers Statewide.
Portable Traffic Controls, Message Boards
and more for Rent.
DBE

Call any of our 4 locations
for more information & quote.

Maine Offices

HAMPDEN: 3 Future Way, ME 04444
Phone 207-989-1990

SKOWHEGAN: 91 Madison Avenue, ME 04976
Phone 207-474-5900

TURNER: 287 A Auburn Road, ME 04282
Phone 207-225-5627

SANFORD: 15 Daigle Lane, Ste. 104, ME 04073
Phone 207-206-7290



CONSTRUCTION RISK MANAGEMENT & INSURANCE SERVICES

*USI advises construction clients how to manage
business risks related to:*

Workers' Compensation | Property
General Liability | Umbrella/Excess Liability
Automobile Liability | Contractor's Equipment
Marine | Professional Services
Environmental Risks | Cyber Risks
Claims & Risk Control | Contract Review

*To learn more about how USI can help
manage your business risk contact:*

CHRISTOPHER M. ABBODD | CRM, CPCU, CIC, WCP, CRIS
Partner | Practice Leader | Property & Casualty
USI Insurance Services | South Portland, ME
chris.abboud@usi.com | 207.239.3306

Property & Casualty | Employee Benefits
Personal Risk | Retirement Consulting



Cianbro Connects Communities Through the Ticonic Bridge

FOR MORE than a century, the Ticonic Bridge has stood as a vital link between the communities of Waterville and Winslow, Maine, spanning the Kennebec River and carrying Route 201. Now, after more than 110 years of service, the bridge is undergoing a transformative replacement with help from Cianbro and its project partners.

The original Ticonic Bridge dates to the late 1800s, when a steel truss structure first connected the two towns. In the early 20th century, a concrete deck arch bridge was constructed to accommodate a trolley line and a modest roadway. This version of the bridge became a lifeline for the region, supporting both public transit and growing vehicular traffic.

However, nature tested its strength. During the Great Flood of 1936, a massive ice chunk struck one of the bridge's piers, causing significant damage. Emergency repairs followed, including a widening of the structure to accommodate increased traffic. As trolley use declined and automobile traffic surged, the bridge underwent another major expansion in 1970. That project marked Cianbro's first experience with the bridge.

Fast forward to the 21st century — despite decades of maintenance and upgrades, the Maine Department of Transportation determined that the structure had deteriorated beyond the point of feasible repair.

Rather than continuing patchwork fixes, the department made the decision to replace the bridge entirely. The new design would not only meet modern safety and accessibility standards but also reflect the needs of a growing and evolving community.

The new Ticonic Bridge is being built with longevity and inclusiveness in mind. Designed to last another century, the bridge will feature:

- Six-foot sidewalks for pedestrians, improving walkability and downtown access.
- Five-foot shoulders for cyclists, promoting alternative transportation and safety.
- Crash-resistant rails and architectural lighting, enhancing both safety and aesthetics.
- Corrosion-resistant materials, ensuring durability in Maine's challenging climate.

This forward-thinking design reflects a commitment to multimodal transportation and community connectivity — values that are increasingly central to infrastructure planning in Maine and beyond.

The replacement of the Ticonic Bridge is being executed in two major stages by Cianbro to minimize disruption and maximize efficiency.

In spring 2024, the first phase began with the demolition of the 1970 bridge deck and the reconstruction of the upstream half of the bridge. This phase showcased a remarkable feat of engineering: the use of overhead gantry

Above: Overhead view between Waterville and Winslow.

Opposite page: "Down-the-road" view of the ongoing work.

cranes and a custom-designed truss system to dismantle the concrete deck and steel girders.

This innovative approach, developed by Cianbro's in-house engineering team, allowed for precise and safe removal of materials in a challenging environment.

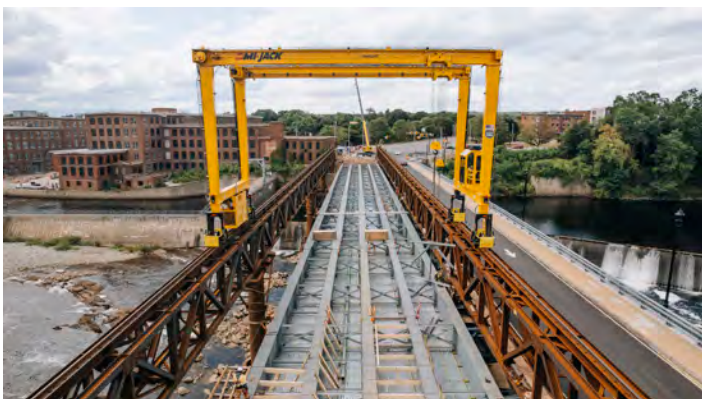
"Using gantry cranes to demolish the bridge was a smart solution that accelerated the work and made a challenging task safer for our team," said Cliff Albert, assistant project superintendent.

By fall 2024, the team had constructed a new concrete pier in the river and installed abutments, setting the stage for the final girder section of the upstream bridge. In October, three concrete placements were completed on the first bridge deck, marking a major milestone in the project.

On June 26, 2025, the bridge reopened to eastbound traffic, marking the completion of Phase One. Vehicles can now travel across the newly constructed upstream portion of the bridge from Waterville to Winslow, which will eventually serve as the westbound lanes once the full bridge is complete. Pedestrian access has also been restored, with the new six-foot sidewalk open to foot traffic. Cyclists traveling westbound are advised to walk their bikes across the bridge using the sidewalk.

The bridge had been fully closed to traffic since Jan. 6, 2025 to allow crews the space needed to safely demolish the existing structure and begin construction of the new one.

The project has now entered its second stage. This phase involves the demolition of the existing 1911 arch bridge and the 1936 deck, followed by construction of the downstream half of the new bridge. In August of this year, the final girder for the bridge was fixed in place,



capping off more than 3 million pounds of structural steel installed in the new bridge. The project is on schedule and one step closer to completion.

Once the new structure is done, the team will remove all remaining gantry components and demolish the old piers beneath the bridge. This final step will complete the transformation and restore full connectivity between Waterville and Winslow.

"This project has brought talent from across the company to create a powerhouse team," Albert said. "It's been inspiring to see how everyone — from designers to crane operators — has contributed to making this vision a reality."

The bridge remains on schedule for completion in spring 2027. When finished, it will stand as a modern, resilient and inclusive structure that honors the past while embracing the future. It will continue to serve as a vital artery for transportation, commerce, and community life in central Maine. 📍



Kleinfelder is a full-service architecture, engineering, and science consulting company providing solutions to meet our world's complex infrastructure and natural resource challenges.

Expertise in:

- Civil, structural, bridge, highway, and geotechnical engineering
- Climate resiliency
- Construction management, inspection, and documentation
- Local Project Administration
- Program project delivery
- ADA compliance
- Cultural resources management and environmental permitting
- NBIS and underwater inspection
- Geotechnical engineering, environmental, and resiliency planning
- Davis-Bacon compliance
- Public outreach

Augusta, ME: 207.623.0648
Portland, ME: 207.623.0648
Manchester, NH: 603.623.4400



www.kleinfelder.com



ADVERTISE IN MAINE TRAILS

With a circulation of almost 1,000, *Maine Trails* is an effective advertising vehicle for companies or organizations who wish to reach Maine's transportation community.

Maine Trails is published six times per year.

For rate information, contact the MBTA at 207-622-0526.



INNOVATIVE SOLUTIONS

SUSTAINABLE RESULTS



McFarland Johnson

Transportation Planning &
Engineering

Environmental Services

Airport Planning and Engineering

Freeport, ME • (207) 869-5419 • www.mjinc.com



American
Concrete
Industries



Superior
Concrete

PLANT LOCATIONS:

982 Minot Ave., Auburn, Maine 04210
Phone: 207-784-1388 | Fax: 866-414-9083

1717 Stillwater Ave., Veazie, Maine 04401
Phone: 207-947-8334 | Fax: 866-414-9083



CURBSOL

★★★★★

DIV. CURB & SIDEWALK SOLUTIONS

dshorey207@outlook.com

We don't just *outshine* our
competitors, we *illuminate*
the whole show!

SLIPFORM CURB • SIDEWALKS

GRANITE CURB

STAMP CONCRETE • PATIOS

207-404-6850



Reliable asphalt supply, close to home

As the largest supplier of asphalt in New England, you can count on us for the products you need, the quality you expect and the people you trust.



To learn more, call us at **1.866.865.8800** or email IOCCustomerSupport@irvingoil.com

IaBrecque Const. Inc.

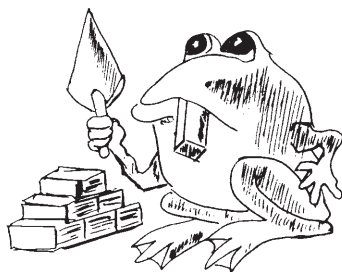
General Contractor

Sidewalks

- Brick
- Concrete
- Bituminous

Curb

- Granite
- Concrete



1350 Riverside Street
Portland, Maine 04103
(207) 797-6305



C. A. Newcomb & Sons Fence & Guardrail Company

Temporary Fence | Chain Link Fence

PVC Fence | Steel & Wood Guardrail

Used/Re-rolled Guardrail

Woven Wire Fence | Wood Fences

Iron & Aluminum Ornamental Fence

Electrical Gate Openers & Access Control

Down Hole Hammer Drill Service

Steel Bridge Rail

Distributor of Sonoco Sonotube



PO Box 206, Carmel, ME 04419
207-848-2795 | newcombfence@yahoo.com

2025 Best Places to Work in ME

Celebrating Our Members

Best Places to Work in Maine 2025

A TOTAL OF 143 companies across Maine have earned a place on this year's prestigious Best Places to Work in Maine list. These honorees represent the very best in workplace culture, innovation, and employee satisfaction, spanning businesses of all sizes and sectors.

Now in its 20th year, the Best Places to Work program is presented by the Maine State Council of the Society for Human Resource Management, Best Companies Group, and Minneapolis-based BridgeTower Media. To qualify, organizations must employ at least 15 workers in Maine, maintain a brick-and-mortar location in the state, and have been in business for at least one year.

Winners were chosen based on a comprehensive review of workplace policies, practices, and demographics (25% of the evaluation), combined with direct employee feedback through an anonymous survey (75% of the score).

We are especially proud to congratulate all of our members for their well-deserved recognition this year. 📍

SMALL EMPLOYERS (15-49 EMPLOYEES)

- **Aceto & Sons Earthwork LLC, doing business as Aceto Earthworks**
- **James W. Sewall Co.**
- **Lebel & Harriman LLP**

lebel & harriman
RETIREMENT ADVISORS



Sewall
The evolution of expertise
SFC

MEDIUM-SIZED EMPLOYERS (50-249 EMPLOYEES)

- **Auburn Concrete/Aggregates**
- **Colby Co. Engineering**
- **Haley Ward, Inc**
- **Moulison Heavy Electrical**
- **NorthEast Charter & Tour**
- **NS Giles Foundations**
- **R.J. Grondin & Sons**
- **S. W. Collins Co.**
- **Sebago Technics Inc.**
- **Skowhegan Savings Bank**



HALEY WARD.



LARGE EMPLOYERS (250 OR MORE EMPLOYEES)

- **Cianbro**
- **Darling's**
- **HNTB**
- **Machias Savings Bank**

CIANBRO



HNTB





40 Years
of Building Maine
and New England

GROWTH, QUALITY, VALUE

CPM Constructors is a family-owned general contractor focusing on bridge, pile driving, railroad, historic rehabilitation and marine construction work.

Freeport, Maine • www.cpmconstructors.com • (207) 865-0000

CPM CONSTRUCTORS IS AN EQUAL OPPORTUNITY EMPLOYER



Providing quality concrete products to Roadbuilders since 1963



- Bridge beams & deck slabs
- Wharf slabs & concrete piling
- Concrete pipe & manholes
- Box culverts
- Retaining Walls

Strescon

*Strescon is a member of
the OSCO Construction Group*



www.strescon.com • e-mail: sales@strescon.com • Precast Sales: 506-633-8877 • Pipe Sales: 207-368-5536

BUSINESS AND PROFESSIONAL SERVICES



DAYTON SAND & GRAVEL INC.

928 Goodwin Mills Rd., Dayton, ME
Tel: 207-499-2306 - In ME: 1-800-339-2700
Fax: 207-499-7102



Hydroseeding
Snow removal
Vegetation control
Erosion control
Redi Rock wall installation
Tree and shrub installation

Hermon 207-848-3335 • Gorham 207-839-4411



Sales, Service
Construction Tools
and Equipment

www.kennebecrental.com



Jeffrey A. Simpson Inc.
Demolition & Wood Recycling

Disposal Facility • Container Service
On Site Grinding And Removal
Bark Mulch and Erosion Mulch Products

281 JAGGER MILL ROAD
SANFORD, ME 04073

(207) 324-5412
FAX 324-8179



EXIT RAMP



Above: Mile 38 NB
Bottom Right: L-R
 Roger Mallar, Dana
 Connors, Sam
 Zaitlin, Gov Angus
 King, Julian Coles,
 Lucien Gosselin,
 Sam Cohen
 at the York
 groundbreaking.

Marking 25 Years Since the First Turnpike Widening

ON MAY 9, 2000, the Maine Turnpike Authority (MTA) broke ground on what would become one of the most significant highway undertakings in its history: The York Widening and Modernization Project. Now, 25 years later, the milestone offers an opportunity to reflect on the transformative five-year effort that reshaped the Turnpike for a new generation of travelers.

At its core, the \$135 million initiative was about safety and modernization. The Maine Turnpike was originally built in the 1940s and opened in 1947. It had long been a vital artery for commuters, freight, and the millions of summer visitors drawn to Maine's coast. But by the late 20th century, traffic volumes had surged beyond what the 53-year-old highway was built to handle. The solution? To add a third travel lane to 30 miles of highway between mile 12 in York and mile 42 in Scarborough, while implementing a range of safety upgrades to bring the roadway in line with modern standards.

The safety improvements were as critical as the additional capacity. Breakdown lanes were widened to 12 feet, giving disabled vehicles, state troopers, and maintenance crews an added margin of protection. Embankments were rebuilt with more gradual slopes, improving recovery chances for

drivers who veered off the roadway. Bridges were expanded and reconstructed with abutments set farther back from the travel lanes. Hazardous roadside obstacles like rocks and trees were removed to create a safer clear zone. Modern drainage systems were also installed, reducing standing water and helping to prevent hydroplaning during storms.

The scale of the project required careful phasing. In the summer of 2000, construction began on two sections: a two-mile stretch between Exits 6 (now Exit 42) and 6A (now Exit 44) in Scarborough, and a six-mile segment from mile 12 in York to Exit 2 (now Exit 19) in Wells. Both were open to traffic by December of that year. Bridge work was equally intensive, with nine bridges under construction during the first year alone. Each construction season thereafter, crews tackled widening projects from the north and south ends of the Turnpike, finally meeting in Kennebunk to close the gap in 2004. The project delivered not just a wider roadway, but a safer, more reliable Turnpike ready to meet the standards of the 21st century.

As the 25th anniversary of the groundbreaking is marked in 2025, the project stands as a reminder of the foresight, planning, and time that went into modernizing Maine's most traveled highway. 📍



**SUCCESS IS
AT THE HEART
OF EVERYTHING WE DO**



CASE

BANGOR, ME
207-848-2050
PRESQUE ISLE, ME
207-498-3196

CONSTRUCTION

SCARBOROUGH, ME
207-885-0600

CONCORD, NH
603-225-6621
COLCHESTER, VT
207-498-3196

WWW.BEAUREGARDEQUIP.COM



Decades in the Dirt

For 40 years, Wacker Neuson has engineered, designed and built excavators around the needs of our customers. And because every construction site is different, we offer variety and versatility for the job at hand. From rugged and reliable tracked conventional tail machines to minimal tail swing, wheeled, and zero emission models, you'll find the right configuration, lifting capacity and breakout force to handle the toughest challenges. What's more, Wacker Neuson excavators are durable, powerful and easy to operate.

See how Wacker Neuson builds solutions for you.
Contact your local dealer today!



45 Dempsey Greaves Lane
Stillwater, Maine 04489

(207) 827-6193
www.centralequipmentco.com

www.wackerneuson.com

