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Maine Maritime Academy's

Summer Sea Term Is Underway



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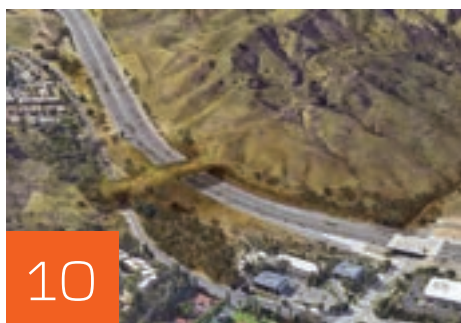
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IN THIS ISSUE



10

PRESIDENT'S MESSAGE

- 6 My Final Message:
Thank You MBTA.**
By Erik Wiberg

ON RAMP

- 10 World's Largest Wildlife Crossing
Nears the Finish Line.**

COVER STORY

- 12 Maine Maritime Academy's
Summer Sea Term Is Underway.**
By Betty Adams

MAINE NEWS

- 20 Briefs from the MaineDOT
newsroom.**
- 24 Together Portland:** What Residents
are Saying About Transportation,
Infrastructure, and Trails.

ASSOCIATION NEWS

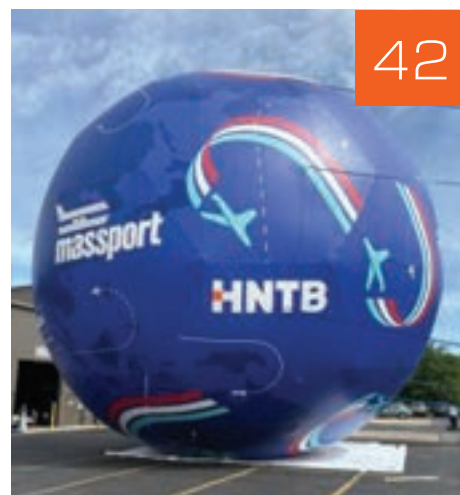
- 28 2026 MBTA Annual Meeting:**
Maine's Transportation Future.
- 35 Transportation on Tap:** Bringing
Industry Together in Biddeford.

GUEST COLUMN

- 40 Maine's \$4.5 Billion
Transportation Work Plan:**
Opportunities and Risk Management.
*By John Cronan, Partner,
PretiFlaherty*



12



42

MEMBER NEWS

- 42 HNTB partners with Massport
ahead of World Cup.**
- 44 Concord Coach Summer Schedule.**

EXIT RAMP

- 48 Winnisimmet Ferry:** The Nation's
First Ferry Service.

On the cover: The State of Maine arrives in
Portland. Photo courtesy of Maine Maritime
Academy.



Maine Better Transportation Association

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My Final Message

Thank You, MBTA

By Erik Wiberg, President,
Maine Better Transportation Association

THANK YOU. Thank you for being an MBTA member, for your steadfast support of our mission to be the leading voice for transportation infrastructure, and for sharing your time, resources, stories, and news with us. Thank you to those who serve on our committees and Board with perspective, dedication, and energy. Most of all, thank you for the honor of serving as MBTA's president over the past year.

As my term as President of the Maine Better Transportation Association comes to an end, I've reflected on where we started, what we accomplished together, and where our industry is headed. Serving in this role has been both an honor and a privilege, and I am proud of what we achieved together.

This year brought change, growth, and opportunity. MBTA's strength lies in its ability to adapt while staying focused on its mission: supporting Maine's transportation industry and ensuring the people, businesses, and communities that rely on our infrastructure have a strong voice.

One of the year's most significant moments was MBTA's leadership transition. After 35

and service created a strong foundation for the future. On behalf of the membership, I thank Maria for all she has done for MBTA and Maine's transportation community.

Transitions can be challenging, but they also open the door to fresh perspectives. Under our new Executive Director, Jake Lachance, MBTA has moved forward with confidence. Jake has brought energy, professionalism, and a clear understanding of transportation's importance to Maine's economy and quality of life. In a short time, he has built strong relationships with members, policy-makers, and stakeholders while carrying on MBTA's tradition of advocacy and service.

This year also reinforced the value of our events and educational programs. Our Fall Convention was again a tremendous success, offering networking, discussion, and critical support for MBTA's operations. Participation from members, sponsors, and volunteers showed how valuable this gathering has become.

Another highlight came in December 2025, when we hosted one of the largest Transportation Conferences in MBTA history, with 853



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“MBTA’s strength lies in its ability to adapt while staying focused on its mission: supporting Maine’s transportation industry and ensuring the people, businesses, and communities that rely on our infrastructure have a strong voice.”

years of dedicated service, we said goodbye to longtime Executive Director Maria Fuentes. Maria helped shape this organization into what it is today. Her leadership, advocacy,

attendees and more than 60 exhibitors. The turnout was more than a milestone; it showed an industry eager to collaborate on funding, workforce development, innovation, safety,

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and infrastructure investment.

Long-term transportation funding remains one of our industry's most pressing issues and one of MBTA's top priorities. Maine's transportation network is essential to our economy and daily life. Roads, bridges, rail, ports, aviation, public transit, and active transportation systems connect people, communities, and goods across the state. Sustaining that network requires reliable, long-term investment.

Throughout the year, MBTA worked with lawmakers, agency leaders, business partners, and stakeholders to advance meaningful conversations on sustainable funding solutions. These discussions are not easy, but they are necessary. As infrastructure ages, costs rise, and demands increase, MBTA will continue advocating for practical solutions that strengthen Maine's transportation future at both the state and federal levels.

Beyond advocacy, MBTA serves as a trusted resource for businesses and organizations across the state, including both traditional and alternative modes of transportation. As transportation in Maine evolves, MBTA remains committed to fostering dialogue, sharing expertise, and helping members navigate change.

We also celebrated the achievements of our membership. One of MBTA's greatest strengths

has always been its people: builders, planners, operators, engineers, advocates, and innovators who strengthen Maine's economy every day. Recognizing their contributions matters, and I am proud MBTA continues to highlight their work.

None of this happens without committed support and leadership. I thank our Board of Directors for their dedication, thoughtful guidance, and countless hours of service. I also thank our membership. Your engagement and trust make everything we do possible.

I am deeply thankful for the opportunity to serve this outstanding organization, and I leave this role with great confidence in MBTA's future. Maine's transportation needs will evolve, and the challenges ahead will require steady leadership, practical solutions, and a united voice. MBTA is well-positioned to provide that voice and help shape safe, reliable, and sustainable transportation systems across our state.

I wish our incoming President, Jason Griffiths, the very best. Jason brings experience, leadership, and deep commitment to this industry, and I know MBTA will thrive under his guidance. I look forward to seeing MBTA lead, connect, and advocate for the transportation future Maine deserves. Thank you for a remarkable year and for one of the greatest honors of my career. 📍

2026 MBTA CALENDAR



Thursday, July 23

INFRASTRUCTURE GOLF TOURNAMENT

Waterville Country Club, Oakland
9:00 am

Thursday, August 6

AROOSTOOK COUNTY MEETING

Northeastland Hotel, Presque Isle
4:30 pm*

Thursday, August 20

TRANSPORTATION ON TAP

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5:00 pm

Friday & Saturday, September 18-19

FALL CONVENTION & FALL GOLF OUTING

Samoset Resort, Rockport

Saturday, September 19

DEMPSEY CHALLENGE

Lewiston

Tuesday, September 22

MENTAL HEALTH SUMMIT

Oakland

Friday, October 2

PDH TOUR
Location TBD

Thursday, October (TBD)

TRANSPORTATION ON TAP

Western Maine

Thursday, December 3

MAINE TRANSPORTATION CONFERENCE

Augusta Civic Center, 8:00 am

Thursday, December 10

SCHOLARSHIP/ HOLIDAY MEETING,

Wells Conference Center,
UMaine, Orono, 5:00 pm*

*Board meeting prior to dinner meeting
Please visit mbtaonline.org/Events for updates and registration links.



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ON RAMP

A digest of recent transportation news



World's Largest Wildlife Crossing Nears the Finish Line

AFTER YEARS of construction, the world's largest wildlife bridge is finally approaching completion. Project leaders recently announced that the Wallis Annenberg Wildlife Crossing, which spans California's busy U.S. 101 Freeway in Agoura Hills, is scheduled to open on December 2nd, marking a major milestone in one of the country's most ambitious wildlife infrastructure projects.

Construction began in 2022 with the goal of creating a safe passage for wildlife across one of Southern California's busiest transportation corridors. The bridge stretches over 10 lanes of freeway and, once complete, will reconnect thousands of acres of natural habitats.

Most of the bridge structure has already been completed and landscaped, giving it the appearance of a natural hillside rather than a traditional overpass. The remaining work includes building a crossing over near-by Agoura Road and connecting both ends of

the structure to surrounding space, allowing animals to move freely across the landscape.

The crossing is expected to benefit a wide range of wildlife, including mountain lions, bears, bobcats, coyotes, foxes, deer, and other species. One of the project's primary goals is to improve genetic diversity among Southern California's isolated mountain lion population by reconnecting habitats that have been separated by highways for decades.

Even before the bridge officially opens, wildlife has already begun making use of the site. According to project leaders, multiple butterfly species, red-tailed hawks, American kestrels, and other birds have already been observed around the developing habitat. Once the bridge is fully connected to the surrounding landscape, project managers are inviting the public to guess which animal will be the first to make the complete crossing.

Like many large infrastructure projects, the wildlife bridge has faced its share of

challenges. Originally expected to open in 2025 with a \$90 million budget, the project has been delayed by more than a year, while costs have increased to approximately \$114 million. Funding comes from a combination of private donations and public investment.

Project leaders attribute the delays to several factors, including near-record rainfall in 2023 and 2024 that saturated the construction site, along with inflation, labor shortages, and the complexity of building what is essentially a functioning ecosystem above a major interstate.

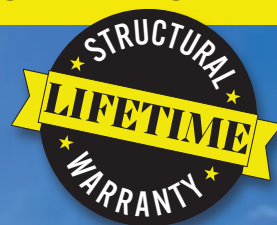
Despite those challenges, supporters say the project represents an important investment in both transportation safety and environmental conservation. By reducing wildlife-vehicle collisions while reconnecting fragmented habitats, the crossing is expected to benefit both motorists and wildlife for decades, demonstrating how thoughtful infrastructure can serve people and nature alike. 📍

PHOTOS: (TOP) ROCK DESIGN ASSOCIATES & NATIONAL WILDLIFE FEDERATION (LEFT) KTLAS

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Maine Maritime Academy's Summer Sea Term Is Underway

By Betty Adams





AFTER ALMOST three months docked at the Maine State Pier in Portland, the new *State of Maine* sailed away to Galveston, Texas, on May 8. Aboard for the maiden voyage were 260 freshmen and juniors from Maine Maritime Academy (MMA) in training for their summer sea term along with faculty and professional crew.

And when the ship returns to the Pine Tree State in July, it will tie up at a new campus waterfront in Castine being constructed by Woolwich-based Reed & Reed, Inc.

"This is a fantastic opportunity for Maine Maritime Academy, the state and our country and benefits all our students," said academy President Craig Johnson in an interview in mid-April. "It's a game changer. It is a ship that was purpose-built for training."

The former training ship, also known as the *State of Maine*, was a government vessel refurbished into a training vessel. Currently it is laid up in the government fleet.

With the new ship and the waterfront improvements, Johnson anticipates an accompanying increase in enrollment. "Getting a student on board and seeing life on a modern ship will be a game changer for Maine high school students," he said. "There's a modern bridge, a modern engine room. Overall, it's a big win-win."

Johnson said that the federal government paid 90% for the waterfront improvements and the academy took a loan for the remaining 10%.

Opposite: The *State of Maine*, Maine Maritime Academy's training vessel.

Above: A new campus waterfront being constructed in Castine by Woolwich-based Reed & Reed, Inc.

PHOTOS: COURTESY MAINE MARITIME ACADEMY



Above: Reed & Reed crane imported for the waterfront construction in Castine.

The ship was purchased by the federal Maritime Administration, known as MARAD, and the academy operates it. It was built by Hanwha Philly Shipyard, Inc., at the Philadelphia Navy Yard. Maine Maritime Academy is the third of the five state maritime academies scheduled to receive a new training ship.

The academy's February 24, 2023, application to the state Department of Environmental Protection for the waterfront improvements permit, which was prepared by GZA GeoEnvironmental, Inc., notes that the new National Security Multi-Mission Vessels (NSMV) – the classification of the *State of Maine* – “are state-of-the-art training platforms as well as national assets that will be deployed to

support federal responses to natural disasters and humanitarian needs.”

The same document notes, “[T]he current pier will not support the new vessel. The new vessel is larger with more modern services and different system requirements than the current training vessel utilized by MMA. To be ready to receive the NSMV, MMA’s Waterfront Campus requires modification of its current waterfront infrastructure and systems and additional water-dependent structures for the safe mooring and berthing of the NSMV. In addition to the proposed work for the NSMV, MMA proposes to complete routine maintenance of their other waterfront structures.”

According to the U.S. Department of

Transportation Maritime Administration, which provided some \$53 million for the waterfront redevelopment in 2023 in addition to other funding, “The training ship is an essential component of the Maine Maritime Academy’s unlimited license training program and allows students to spend months at sea navigating and operating the vessel as well as receiving hands-on experience during the traditional academic semesters. To safely moor the new training vessel now, and for the anticipated life of the ship, Maine Maritime Academy must significantly redesign its current pier and waterfront facilities. These funds will help redesign the current pier and waterfront facilities.” The award lists U.S. Senators Susan Collins and Angus King as helping to secure the funding.

And more recently, a February 23, 2026, announcement from Collins’ office noted that she secured “\$1.17 million to support workforce development through small vessel training and \$2.8 million to purchase equipment for a simulation laboratory aboard the *State of Maine* training vessel.”

The college itself is a public institution, dating to a March 21, 1941, act of the Maine Legislature, according to the academy’s website. Today it has an enrollment of about 950 students, with 575 of them in the unlimited license program, meaning some are among the sailors during this sea term. The school offers undergraduate programs in engineering, management, science and transportation, as well as small vessel operations. Certain majors leading “to a U.S. Coast Guard unlimited license require participation in the Regiment of Midshipmen,” the academy notes on its website. Sophomores in that program spend their sea term learning aboard commercial vessels.

The new *State of Maine* has a larger “house” (essentially the superstructure above the main deck) than the previous vessel, meaning it can accommodate up to 600 cadets along with 160 crew, faculty, and staff. The previous training ship carried 240 cadets.

Last summer, Maine Maritime Academy students sailed the summer sea term with cadets from Texas A&M Maritime Academy aboard the TS Kennedy. This year, as the Texas academy awaits its own new training ship, 248 Texas cadets sailed aboard the new *State of Maine*.

A fact sheet notes that the new vessel has “berthing for up to 1,000 people, hospital facilities, water desalination capabilities, a helicopter pad, training spaces, including



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Top: The State of Maine profile.

Left: MMA President, Craig Johnson.

Opposite: Gardiner Parker, Chief Development Officer at Reed & Reed.

eight classrooms; a full training bridge, workshops, lab spaces and an auditorium; thrusters and a flap-type rudder to allow the ship to moor without tugs, (and) roll-on/roll-off and container storage, with a cargo crane and side ramp for self-loading.”

The academy’s president had plans to join the ship in Texas and sail to Charleston, South Carolina. Johnson, an engineer, graduated from the Maine Maritime Academy in 1991 and worked mostly on oil tankers, retiring as a first assistant engineer.

When asked whether the pier will be ready to handle the new ship at the end of the sea term in mid-July, Johnson said, “All signs point to yes. The plan is to come in and tie up this summer.”

Those interested in daily happenings aboard during the summer sea term can visit <https://mainemaritime.edu/tssom-training-cruise-blog/>

At the waterfront in Castine, Reed & Reed’s Chief Development Officer Gardiner Parker surveyed the work underway on a chilly, windy day in late April, pointing out a long line of orange barrels that mark a safe passage through the work site for students to access the academy boats in what is known as the inner basin. There various craft, including a wooden sailing vessel, a tugboat and other

training boats, were tied to wooden piers.

Reed & Reed’s work on the project began when its first barge arrived in mid-July 2024. Almost two years later, the company had six barges on site and was awaiting a seventh.

“We’ve got a lot of different disciplines going on, concrete formwork and falsework going on in multiple different locations,” said Parker, who is also the project manager. He noted that electrical subcontractors were running conduit for the cast-in-place concrete. “There’s a lot going on. There’s a lot of action here, a lot of equipment, a lot of people, and people enjoy watching the progress.”

Previously, crews from Maine Drilling & Blasting spent about a year on site doing pile-driving to help anchor various structures. Reed & Reed brought the cranes and operators; Maine Drilling & Blasting brought the drilling expertise. “They did everything they said they were going to do, met every schedule and did an awesome job,” Parker said.

In April 2025, Reed & Reed’s website noted that “This \$85 million project includes replacing the existing pier with a new, larger one, three new mooring dolphins, a breakwater and other ancillary upgrades . . . Over 300 steel pipe piles will be driven to refusal and socketed into bedrock to support the new structures. Precast pile caps and slabs will support the new concrete deck system.”

The waterfront improvement involves almost seven miles of new pipe – around 35,000 linear feet, Parker said, adding, “This is really an impressive project. What makes this project a little different is building it from the outside in. It presented some challenges with what we would call ‘keeping one foot on the shore.’” He noted that the shore has shallow

water and deep soils that provide good rigidity to hold piles in place.

Pointing farther into the harbor, he added, “Out there, there’s 50 feet of water and sometimes only 15-20 feet of mud covering the ledge, so things move around a lot. It’s been a challenge to hold everything on location, but we’re good at that sort of thing.”

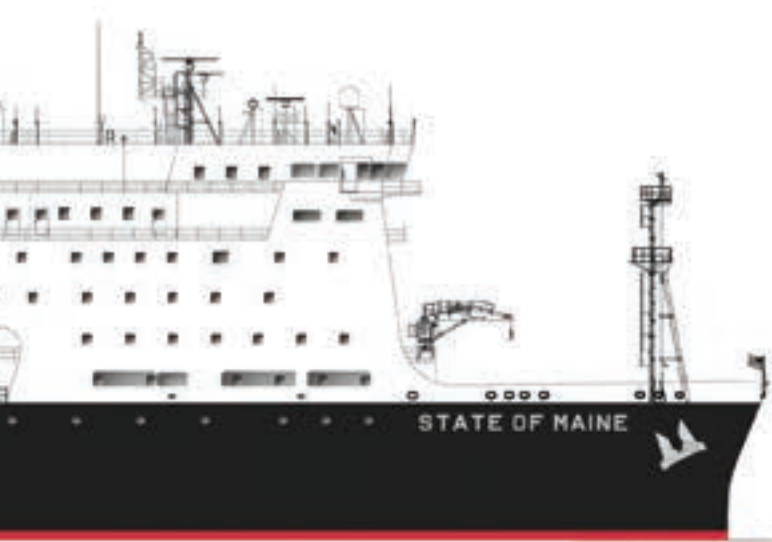
As he spoke, a boat resembling a small tugboat pushed material through the water. Parker called it a “push boat.”

Since the academy’s frontage is 325 feet and the new *State of Maine* is 525 feet long, marine dolphins – heavy concrete structures anchored in the seabed – are used to allow the ship to tie off. That particular day crews were working on West Dolphin 2 and getting ready to start putting rebar in West Dolphin 1, Parker explained.

Work on the new waterfront takes place 7 a.m.-7 p.m., as permitted by the town’s noise ordinance. One academy building, Payson Hall, is so close to the pier that students’ voices can be heard through the wall. The building houses “classrooms, engineering laboratories, and boat repair and maintenance facilities,” according to the undergraduate catalog.

The construction work has to respect the sea life as well. For instance, during the window that allows in-stream work (about three months in the summer), pile-driving carries special conditions. “We have to perform a soft start for our hammers,” Parker said, adding that a vibratory hammer for instance, would be run at a low RPM for a short period of time and then halted. The process would be done several times to encourage the marine life to move away from the area.

GZA is the engineer on the project and



“This is really an impressive project. What makes this project a little different is building it from the outside in.” —Gardiner Parker



Colliers Project Leaders serves as the owner’s representative. Parker said the work is probably the largest marine facility the company has done in recent years. In fact, in 1990-1991, Reed & Reed had built the pier frontage and three concrete dolphins, according to Colliers.

“It’s a landmark facility,” Parker said. “It’s a great team from our perspective. From the subcontractors, the academy, the consultants, everybody’s working together to put together a really impressive

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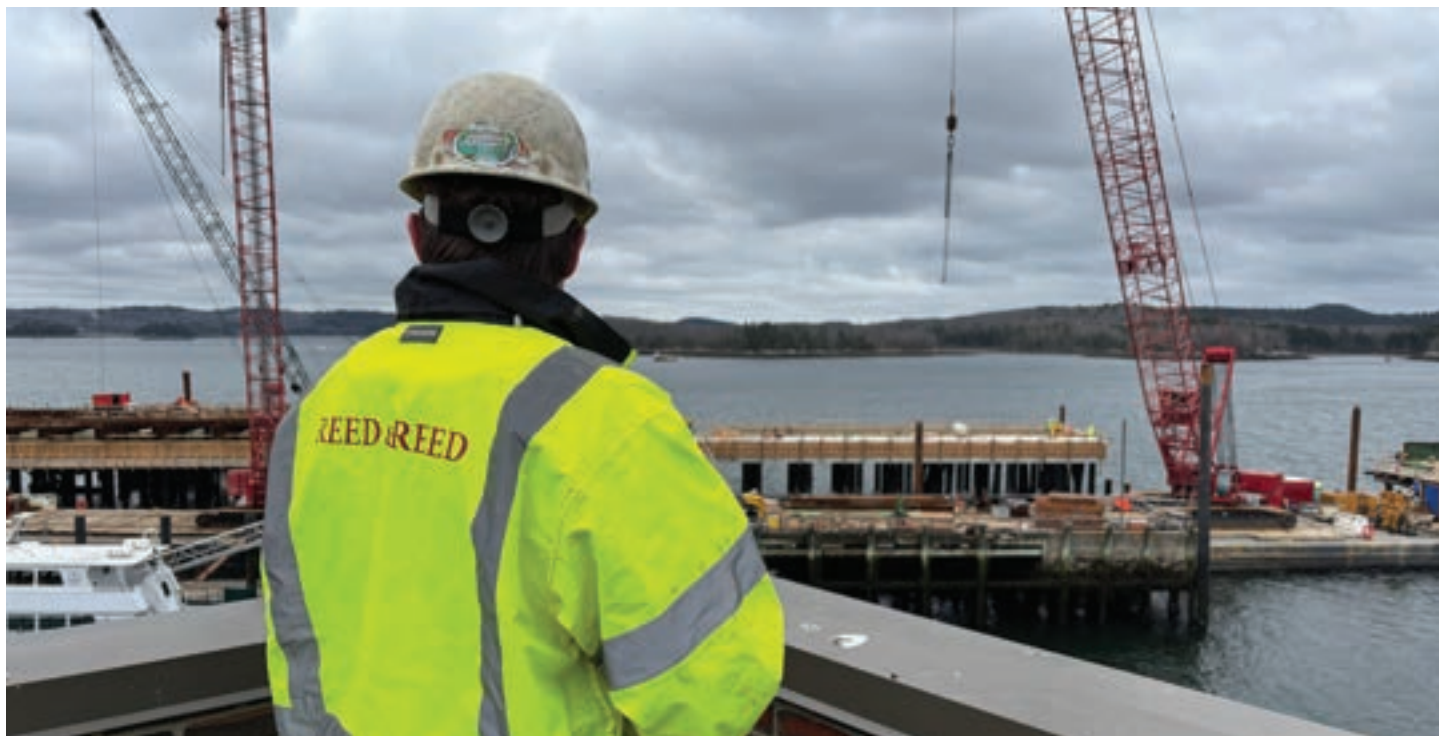
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Above: Parker, surveying the waterfront work in Castine.

structure and facility.” Parker also noted that two of the project engineers on site had attended Maine Maritime Academy.

Once the first phase of Reed & Reed’s work is completed, Phase 2, the inboard or inland side, is scheduled for an additional year. “It’s replacing the existing timber pier, replacing the bulkheads on this west side, the timber cribbing, and the sheet pile wall and miscellaneous infrastructure upgrades including additional power, sewer and domestic cold water,” Parker said. That is anticipated to run into 2027.

Adjacent to the academy waterfront are town docks that had been replaced after being destroyed in back-to-back storms January 10 and 14, 2024.

Castine Town Manager Derik Goodine – who started in that post in July 2024 after the storm – detailed some of the repair work to the Town Dock and Acadia Dock, noting that those repairs were aimed at making the structures more resilient and more solid:

“I wasn’t here when that happened, but I was watching a video of the Acadia Dock, which is kind of an L-shape. The long part of the L goes farther out into the harbor and the other part is right up against the bulkhead. That almost looked like somebody was playing one of those xylophones and those things were popping up on the boards. So that (now) has flow-through on it in that area.” The tops of the bulkhead have been reinforced with a concrete cap.

In early spring, the town was in the process of reinstalling a gazebo that had collapsed on itself due to the pounding of the waves during those same January 2024 storms. “It was just basically a roof on top of a pile of wood,” Goodine said.

Repairs cost \$550,000, including administrative time. “I guess in a way Mother Nature blessed us with some much heavier-duty dock structure, more resilient,” he said. “It

will be able to weather the weather.”

The town has also done a study funded through Maine Department of Transportation’s Maine Infrastructure Adaptation Fund which is aimed at helping “municipal, tribal, and infrastructure districts to adapt their critical infrastructure to reduce vulnerability to climate change.”

Goodine said, “It has some recommendations in there about how much higher the bulkhead needs to go,” and added that the town’s Harbor Committee has opted to wait until it sees Maine Maritime Academy’s plans so it could be a coordinated effort. “Whatever they’re doing, we’ll do because you’re only as strong as your neighbor.”

The town received about \$300,000 in Congressionally Directed Spending to address the impact on the town docks and navigation caused by the new Maine Maritime Academy training ship. “You’re going to have to take a wider berth to get around that boat to get into our dock system,” Goodine said. “We don’t know how the water and tides are going to react to that new dock with the ship there, so we’re in kind of a holding pattern before we can expend those funds.” The town has mostly recreational boaters with some commercial fishermen doing light lobstering.

“There’s a lot of pleasure craft, recreational boating that comes into Castine,” he said. “It’s the place a lot of people come that are on their way up to the Penobscot.”

He anticipated that a number of people would travel to Castine to see the new *State of Maine* sail up the river and into the harbor for its scheduled arrival on July 12. “It’s a good advertisement and it’s also something I think the state of Maine can be proud of. It was one of my favorite things as a youth to come down here to Maine Maritime and see the ship in the harbor.” I grew up in Brewer and we had oil tankers all the time coming up the Penobscot River.” 📍

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MaineDOT

Briefs from the MaineDOT newsroom



Acadia Gateway Center Opens

THE ACADIA Gateway Center officially opened in May, giving visitors to Acadia National Park and Downeast Maine a new transportation hub designed to improve access while helping reduce congestion on Mount Desert Island.

Located in Trenton, the \$27.7 million intermodal transit center features 300 free parking spaces, including electric vehicle charging stations and oversized vehicle parking, and serves as a hub for the Island Explorer shuttle system and commercial tour buses. Inside, the 11,000-square-foot facility offers park and regional tourism information, retail space, restrooms, and a comfortable waiting area.

The project is the result of more than two decades of planning and collaboration among MaineDOT, the Federal Transit Administration, the National Park Service, Friends of Acadia, and other partners. Officials expect the center to serve nearly 300,000 visitors annually, making it easier to explore Acadia while encouraging more sustainable travel throughout the region. 📍

MaineDOT to Officially Launch Environmental Impact Statement Process for Machias Dike Bridge

THE MAINE Department of Transportation has officially launched the Environmental Impact Statement (EIS) process for the Machias Dike Bridge, marking an important step toward identifying a long-term solution for the crossing.

Required under the National Environmental Policy Act, the EIS will evaluate a range of potential alternatives, gather input from the public and state and federal agencies, and identify a preferred option. MaineDOT emphasized that no final decisions have been made, and the process is intended to ensure all reasonable alternatives receive thorough consideration.

Public participation will play a key role throughout the review. Tentative opportunities for public comment include meetings on the project's purpose and need in fall 2026, followed by a draft EIS review in spring 2027. The department expects the environmental review process to be completed in 2027.

The effort builds on years of previous studies and evaluations of the Machias Dike Bridge, while providing a fresh, comprehensive review to help guide the future of this important transportation link. 📍

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MaineDOT to Replace Moosehorn Bridge in Charlotte

DRIVERS TRAVELING through Charlotte should plan for detours this summer as the Maine Department of Transportation replaces the Moosehorn Bridge.

The bridge closed on June 15 and is expected to remain closed until November 2026 while crews complete the replacement. Traffic is being detoured along Charlotte Road, Station Road, Ridge Road, Upper Cross Road, and Route 214, with message boards and detour signs in place to help guide motorists.

The project is expected to be completed by spring 2027. Eurovia Atlantic Coast/Northeast Construction of Bangor is serving as the contractor for the \$2.24 million project.

MaineDOT encourages motorists to allow extra travel time and thanks the public for its patience while the improvements are underway. 📍



MaineDOT to Begin Pavement Resurfacing in Lisbon, Auburn, and Lewiston

MOTORISTS TRAVELING through Lisbon, Auburn, and Lewiston can expect roadway improvements throughout the summer and into the fall as the Maine Department of Transportation completes a cyclical pavement resurfacing project.

Work began in early June and includes shoulder milling, roadway shimming and resurfacing, as well as ADA upgrades to sidewalks at roadway crossings. The project spans several key streets, including Pine, Ash, and Bates streets in Lewiston, School Street in Lisbon, and Western Avenue in Auburn.

Drivers should expect one-way alternating traffic while crews are working and are encouraged to plan for minor delays.

The project is scheduled for completion by October 2026. Glidden Paving and Excavation of Gorham is serving as the contractor on the nearly \$2 million project. 📍



MaineDOT to Begin Work on Hogan Road Diverging Diamond Intersection in Bangor

MAINE DOT IS now several months into construction of what will become Maine's first diverging diamond interchange, a major project underway at I-95 Exit 187 in Bangor.



Work began in April and is currently focused on building a new bridge south of the existing Hogan Road overpasses. While motorists have likely noticed construction activity in the area, traffic impacts on Hogan Road have remained relatively minor so far. Most travel patterns are expected to stay the same until the new bridge is completed in late 2027.

The \$56.7 million project includes several major improvements. In addition to constructing a new bridge, crews will rehabilitate the existing eastbound Hogan Road bridge and remove the westbound structure. The completed interchange will feature new signalized ramp intersections and a protected pedestrian crossing spanning the interstate between the two remaining bridges.

One of the most notable aspects of the project is the introduction of a diverging diamond interchange, the first of its kind in Maine. This innovative design temporarily shifts traffic to the opposite side of the roadway as vehicles pass through the interchange, reducing conflict points and improving traffic flow. Because the design will be unfamiliar to many drivers, MaineDOT plans to conduct extensive public outreach and educational efforts before the new traffic pattern is implemented.

The project, which received funding through the Federal Highway Administration's RAISE Grant program, is being constructed by CPM Constructors of Freeport. Work is expected to continue through fall 2029. 📍

MaineDOT to Work on Benton Avenue in Winslow and Benton

DRIVERS TRAVELING through Winslow and Benton can expect roadway improvements throughout the summer as the MaineDOT completes a series of paving and drainage upgrades.

Work began in early June and includes asphalt repairs and drainage improvements

along Benton Avenue, Route 32, Route 100A, and Clinton Avenue. Throughout construction, motorists should expect alternating one-way traffic controlled by flaggers and should plan for occasional delays.

The project is scheduled for completion by October 2026. Northeast Paving of Lewiston

is serving as the contractor on the \$2.6 million project, which is designed to improve roadway conditions and extend the life of these important local routes. 📍





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Together Portland

What Residents Are Saying About Transportation, Infrastructure, and Trails

By Together Portland Team

PORTLAND IS a city shaped by how people travel by foot, bike, car, bus, and through the airport and working waterfront that connect Maine to the rest of the world. Recently, a new community group called Together Portland has been working to amplify resident voices and promote civic participation on issues shaping the city's future, including transportation and infrastructure.

WHAT IS TOGETHER PORTLAND?

Together Portland is a community platform designed to bring residents together, inform them about local issues, foster discussions, and encourage their involvement in local decisions. The goal is straightforward: to create a space where residents can stay informed and have a voice in shaping Portland's future.

While Together Portland has helped amplify community perspectives, the data cited in this article comes from the City of Portland's official residential survey, conducted in late 2025.

WHAT THE RESIDENTIAL SURVEY FOUND

Portland's latest community survey, with over 1,100 respondents, provides a detailed view of resident opinions. Overall, Portland residents report high satisfaction with many city services, including public safety and neighborhood quality of life.

However, the survey also points out significant concerns about transportation and infrastructure. Transportation challenges were a consistent theme throughout the survey responses, particularly when

it comes to everyday mobility and the ease of getting around the city.

More than 40% of respondents were dissatisfied with traffic flow and ease of getting around the city. Concerns about road conditions, sidewalk upkeep, and overall infrastructure were also frequently mentioned issues. Residents emphasized the need for improved road maintenance, smoother traffic flow, and safer conditions for everyone, including drivers, pedestrians, and cyclists. At the same time, many expressed interest in expanding transportation options, including better transit connections, increased pedestrian safety, and infrastructure that encourages biking and walking without navigating vehicle traffic.

"Residents aren't just asking for new infrastructure, they're asking the city to take better care of what already connects Portland," said Nick Mavodones, Chair of Together Portland.

Survey results show that satisfaction with transportation infrastructure remains quite low in key areas, especially sidewalks, transit, and overall maintenance. The survey measured satisfaction levels, and the percentages of those satisfied with specific transportation items drew serious attention.

The main point is clear: although Portland remains a very livable city, residents are calling for more investment in the systems that keep the city running.

At the same time, one part of Portland's transportation system stands out for its strong performance: the Portland International Jetport.

The Jetport is a vital part of the city's transportation system and economy, and 84% of residents are satisfied with how easy it is



to use, while 72% are happy with the facilities and amenities. Its success has also earned national recognition, including the 2025 Airport Service Quality Awards from the Airports Council International.

This contrast highlights a broader challenge: Portland has shown it can invest in transportation infrastructure that earns high marks and national recognition. The question residents seem to be asking is whether that same level of attention is reaching streets, sidewalks, and day-to-day travel inside the city, even as long-term capacity at the Jetport remains a consideration as demand continues to grow.

TRAILS: A Transportation Asset, Not Just Recreation

Survey responses reinforce a clear theme from the broader transportation discussion, with residents consistently requesting safer, off-road pathways for walking and biking. Portland's trail network is a vital part of the city, and increasingly, it is becoming integrated into the transportation system, not just for recreation, but as a component of everyday mobility.

The Back Cove Trail is among the most heavily used multi-use paths in the city, connecting neighborhoods and linking to other trail systems. For many residents, it functions as both a recreational space and a practical commuting route.

But like roads and sidewalks, trails require ongoing investment, and in recent years, users have felt they need to maintain them firsthand. Sections of Back Cove have experienced temporary closures and detours due to necessary sewer separation and stormwater upgrades, especially along the northern edge. These projects are essential for improving water quality but have sometimes disrupted access.

Elsewhere, the Eastern Promenade and Bayside Trail corridors have experienced occasional closures, narrowed paths, and detours due to infrastructure work and nearby development. Seasonal flooding and freeze-thaw damage have also impacted usability in low-lying areas.

These disruptions highlight an increasingly clear truth: trails are vital infrastructure and keeping them in good shape demands the same planning and funding as roads.

Looking ahead, Portland faces both opportunities and challenges as it expands its trail network. City plans and regional initiatives continue to focus on building more connections between neighborhoods, closing gaps in the trail system, and improving accessibility

Transportation Satisfaction

Percent of Residents Satisfied



for all users. This includes better links between the Back Cove loop, the Bayside Trail, the Eastern Promenade, and connections to regional systems like the Eastern Trail.

There is also increasing recognition that trails need to be built for year-round use and climate resilience. That involves addressing flooding issues, improving drainage, and investing in stronger materials that can withstand Maine's changing weather patterns.

However, these improvements come with real funding challenges.

Trail projects often compete with traditional road and infrastructure needs for limited municipal and state resources. Federal funding can help, but it is often competitive and project-specific. At the same time, ongoing maintenance, not just new construction, remains one of the most underfunded aspects of trail systems.

As the survey suggests, residents are not only requesting new infrastructure but also demanding better maintenance of what already exists. Balancing expansion with upkeep will be a key challenge in the years ahead.

THE WORKING WATERFRONT: Cruise Ships, Tariffs, and Environmental Incentives

As the survey highlights, one of Portland's core challenges is balancing economic growth with infrastructure capacity and environmental responsibility. That tension is especially visible along the city's working waterfront, where transportation is not limited to land.

In recent years, Portland has seen rising cruise ship activity, with roughly 85 ships expected to dock in Portland Harbor this year and approximately \$3.86 million in

cruise-related revenue generated in FY25.

While this growth provides clear economic benefits, it has also raised community concerns about congestion, emissions, and infrastructure strain in the Old Port and nearby areas.

As cruise activity increases, so does the need to manage its effects on traffic flow, pedestrian safety, air quality, and the overall city experience, especially in areas where trails, sidewalks, and roads intersect with waterfront activity. City officials are considering changes to cruise ship fees, including possible increases in the upcoming years. These charges aim to offset the effects of cruise traffic on city services and infrastructure, such as transportation systems.

At the same time, Portland has explored incentives for cleaner fuel use, including lower-sulfur marine fuels and other emissions-reducing practices. It's worth noting that much of today's marine diesel is already regulated for sulfur content under international and federal standards. However, incentive programs can still help by encouraging ships to adopt cleaner technologies more quickly, cut emissions while in port, or shift to even lower-emission systems over time.

For Portland, the challenge is like what residents pointed out in the survey: balancing economic growth with infrastructure capacity and environmental responsibility.

THE BIG PICTURE

The message from Portland residents is clear. The city continues to offer a high quality of life but maintaining that standard will require a renewed focus on transportation and infrastructure.

"Residents are telling us they want a city that works, where you can get around safely, infrastructure is maintained, and investments keep up with the growth," said Mavodones. "This survey offers a roadmap, and I hope the Council uses it to focus on the infrastructure improvements people are clearly asking for."

Together Portland has helped bring attention to these issues, but the city's survey provides the data supporting them: residents want smoother roads, safer travel options, better-maintained sidewalks, and expanded trail connections. As Portland continues to grow, these investments will influence not just how people get around, but how they experience the city itself.

Because in Portland, transportation is more than movement, it's part of the city's identity. 📍

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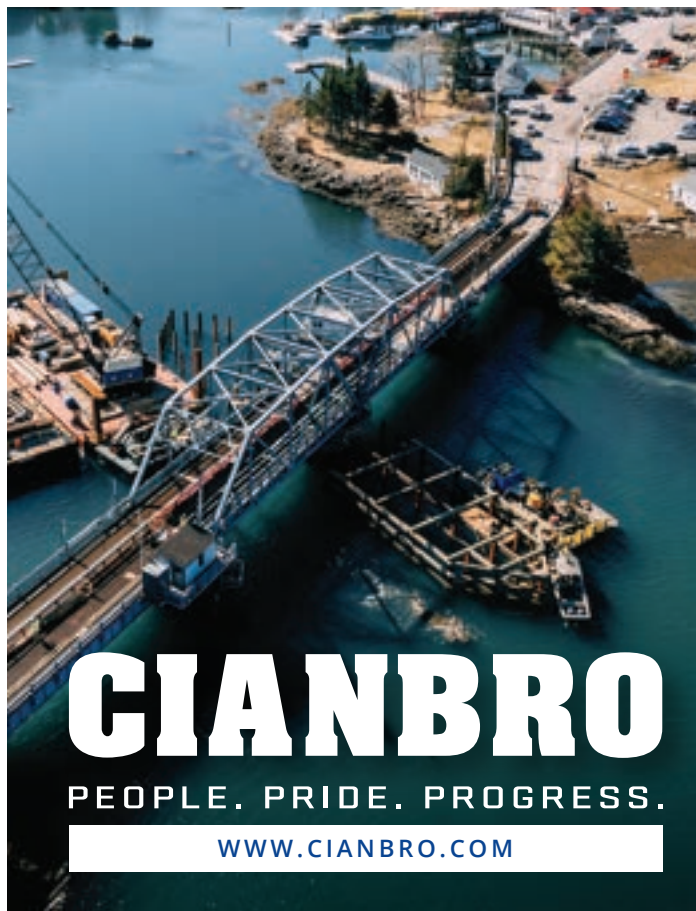
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MBTA Annual Meeting Highlights

Maine's Transportation Future

Opposite page:

Top left: MaineDOT Commissioner Dale Doughty, MBTA Outgoing President Erik Wiberg, Maine Turnpike Authority Executive Director Andre Briere

Top right: Andre Briere, Dale Doughty

Middle right: Sargent — James McCarthy, Craig Shorey, Kody Vining, Tim LePage, Adam Tenan, Tim Folster

Bottom right: Michelle Boone, Liz Brownell, Be Schonewald

THE MAINE Better Transportation Association's Annual Meeting, held on May 7, 2026, at the Augusta Civic Center in Augusta, brought together transportation leaders from across the state for an evening focused on one of Maine's most pressing issues: maintaining and investing in the infrastructure that keeps the state moving. Contractors, engineers, suppliers, consultants, policymakers, and public sector leaders gathered to hear from key voices shaping transportation at the federal and state levels.

This year's program featured presentations from Dean Franks, Senior Vice President of Congressional Relations for the American Road and Transportation Builders Association (ARTBA), Maine Turnpike Authority Executive Director Andre Briere, and MaineDOT Commissioner Dale Doughty. Together, the speakers painted a clear picture of both the opportunities and challenges facing transportation funding and infrastructure investment.

The evening began with Dean Franks of ARTBA, who brought a Washington, D.C. perspective to the discussion and offered attendees a detailed assessment of the federal transportation landscape. Franks focused heavily on the impact of the Infrastructure Investment and Jobs Act (IIJA) and what comes next as Congress prepares to reauthorize federal surface transportation programs.

Franks highlighted the significance of the IIJA, noting that it produced a historic increase in federal transportation investment. Total annual federal highway investment has grown from approximately \$48.4 billion in FY 2021 to \$74.5 billion in FY 2026, representing more than 50% growth. He emphasized that these dollars are largely dedicated to capital investments such as road, bridge, and infrastructure construction, rather than routine maintenance or administrative costs, making them a major driver of the current transportation construction market.

He explained that federal funding now accounts for a substantial share of state transportation spending nationwide, averaging 54% of annual state DOT capital outlays for highway and bridge projects. In states like Maine and throughout New England, federal support plays an especially important role in delivering large-scale projects that would otherwise be difficult to finance. Maine alone has seen its federal-aid highway apportionments rise from roughly \$202 million in FY 2021 to more than \$313 million in FY 2026. Transit funding has also increased significantly, growing from nearly \$34 million to more than \$52 million over that same period.

Franks noted that this federal investment has helped fuel strong construction activity and employment growth across the transportation sector. Highway, street, and bridge construction employment has climbed substantially in recent years as contractors work to meet increased project demand. However, he cautioned that this momentum depends heavily on maintaining reliable federal investment.

A central theme of Franks' presentation was uncertainty surrounding the next federal transportation bill. The current reauthorization law is set to expire on September 30, 2026, and Congress faces major questions about how to sustain current funding levels. While there is broad bipartisan agreement on the importance of infrastructure investment, Franks said several variables will shape the outcome, including political divisions in Congress, the influence of the Trump administration, election-year dynamics, and the ongoing challenge of identifying long-term revenue sources for the Highway Trust Fund.

Despite those uncertainties, Franks pointed to encouraging signs from both Republicans and Democrats in Congress, with leaders in the House and Senate signaling support for continued infrastructure investment. His message



to the MBTA audience was clear: while recent federal funding has created major opportunities for states like Maine, the transportation industry must continue advocating aggressively to ensure those gains are not lost.

Franks closed by underscoring that transportation investment is far more than a budget issue – it is a direct investment in economic productivity, supply chain reliability, workforce mobility, and public safety. For Maine, where infrastructure serves as the backbone of both commerce and community connectivity, maintaining strong federal partnerships will remain essential in the years ahead.

Next, Andre Briere delivered a compelling overview of the State of the Maine Turnpike. He reminded attendees that the Turnpike remains one of the state’s most critical economic assets – serving as Maine’s primary freight and passenger gateway to the rest of the country. The Turnpike handles approximately 1.68 billion vehicle miles annually across 668 lane-miles, while employing more than 400 Mainers and operating five service plazas, multiple tolling facilities, and maintenance centers.

Briere emphasized a fact often overlooked in public discussions: the Turnpike is funded entirely by users, with zero state or federal tax dollars supporting operations. Roughly two-thirds of toll revenue comes from out-of-state drivers, meaning visitors help fund infrastructure that benefits all Mainers. The Maine Turnpike Authority also contributes \$9 million annually to MaineDOT and \$8 million to the Maine State Police, reinforcing its value beyond the highway itself.

Addressing common misconceptions, Briere tackled questions about tolls, accountability, and whether the Turnpike should be merged into MaineDOT. His message was straightforward: eliminating tolls or dissolving the MTA would create major financial consequences. Replacing Turnpike revenue would require the equivalent of roughly a 27-cent increase in Maine’s gas tax, while transferring the Authority’s \$450 million in bond debt to the state could weaken Maine’s ability to fund other infrastructure priorities.

Briere also outlined the Turnpike’s modernization plans, including upgraded service plazas, improved



E-ZPass customer service, new mobile capabilities, smarter tolling systems, and continued investments in work zone safety. His presentation reinforced a key truth: keeping Maine’s transportation backbone safe and efficient requires constant reinvestment.

The final presentation came from Commissioner Dale Doughty, who offered a detailed look at the current “State of MaineDOT,” emphasizing that transportation is ultimately about supporting economic opportunity and



quality of life across Maine. He highlighted internal organizational changes aimed at improving efficiency, including clearer leadership roles, better alignment between engineering, operations, and finance, and renewed focus on workforce stability.

Doughty also discussed several major initiatives currently underway. Among them was the Portland West Balanced Mobility Improvement Study, a collaborative planning effort designed to evaluate how multiple transportation modes – vehicles, freight, transit, cycling, and pedestrian travel – can better coexist in one of Maine's busiest corridors. He stressed the importance of public engagement and ensuring transportation challenges

are understood in a real-world human context rather than solely through technical analysis.

Other major priorities included safety and resiliency. Doughty highlighted planning around the Piscataqua River Bridge contingency strategy, a joint effort with New Hampshire transportation officials and local municipalities to ensure traffic could be managed if the critical interstate crossing became unavailable. He also underscored MaineDOT's growing work zone safety campaign, centered on public aware-

ness, technology, policy, and training to better protect both workers and drivers. These efforts reflect a broader commitment to reducing risk in increasingly complex transportation environments.

Still, Doughty's message carried a warning. Maine faces a growing transportation funding gap, and maintaining the current work plan will become increasingly difficult without long-term revenue solutions. He noted that even modest capital reductions create ripple effects, delaying projects and increasing future costs. The need for sustainable investment – not short-term fixes – was a central theme of his remarks.

The evening concluded on a lighter note with MBTA's traditional 50/50 raffle, which generated plenty of excitement throughout the room. The lucky winner was Larry Grondin of RJ Grondin & Sons, who donated his winnings of \$550 back to the Educational Foundation, and brought the evening to a memorable close.

As attendees left the Augusta Civic Center, one message stood out above all others: Maine's transportation network remains essential to the state's economic future, but sustaining it will require leadership, collaboration, and long-term investment. The 2026 MBTA Annual Meeting once again served as an important forum for bringing together the public and private sectors to tackle those challenges head-on. 📍

PHOTOS: JEN BECHARD PHOTOGRAPHY



Top: Pike Industries — Connor Szczepanek, Lori Griffiths, MBTA President Jason Griffiths, Loren Blair, Jody Watson, Brandon Lapointe, Todd Sawyer

2nd row left: CPM Constructors — MBTA Sec/Treasurer Susan Morrison, Jamie Sienko, Tim Ouellette

2nd row right: Bruce Van Note, David Bernhardt, Dale Doughty, Tony Grande

3rd row: VHB — Tony Grande, Jon Pinkham, Sterling Paul, Tim Bryant, Heather Hayes, Brian Reeves, Justin Harris

Bottom: Rep. Lydia Crafts, Rep. Steven Bishop, Rep. Holly Eaton



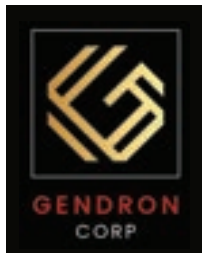
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PHOTOS: MBTA

Transportation on Tap Brings Industry Together in Biddeford

THE MAINE Better Transportation Association's Transportation on Tap series continued its strong momentum on April 30, 2026, with another successful gathering at Batson River Brewing & Distilling in Biddeford. The event brought together transportation professionals from across Maine for an evening of networking, conversation, and collaboration in a relaxed and welcoming setting.

Transportation on Tap has quickly become one of MBTA's most popular member engagement opportunities, offering a casual forum where professionals from every corner of the transportation sector can connect, exchange ideas, and strengthen relationships outside of the traditional conference setting. The Biddeford event was no exception, drawing an impressive crowd that reflected the broad reach and diversity of Maine's transportation community.

Attendees represented nearly every segment of the industry, including contractors, constructors, paving professionals, engineers, consultants, suppliers, and public-sector leaders. The evening showcased the unique strength of MBTA: bringing together individuals and organizations who may approach transportation from different perspectives but share a common goal of maintaining and improving Maine's infrastructure.

The event featured strong participation from both the public and private sectors. Representatives from Maine Department of Transportation and Maine Turnpike Authority joined industry professionals to discuss ongoing projects, future priorities, and the challenges and opportunities facing transportation in Maine. Their presence underscored the importance of continued partnership

Top left: Dale Mitchell, Mike Zarba, Alex Mayo, Dean Lessard

Top middle: Denis Lovely, David Bernhardt, Erin Force

Top right: Jake LaChance, Jon Pinkham, Aaron McMorrow, James Davis

Center left: Lauren Fleming, Katherine Wight

Center middle: Liz LeBlanc, Don LeBlanc, Steve Wolf

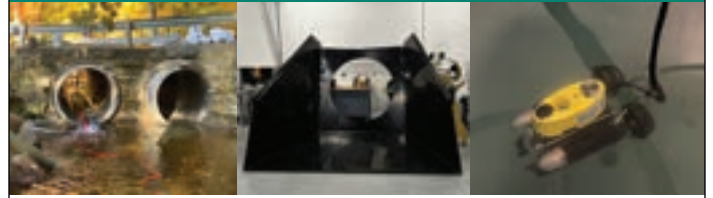
Right: Steve Tartre, Tom Milligan

Bottom left: Rebecca Clark, Steve Wolf, Ryan Quaglieri, Dalton Sanborn

Bottom middle: Nathan Baert, Parker Brown, Justin Harris, Mike Johnescu

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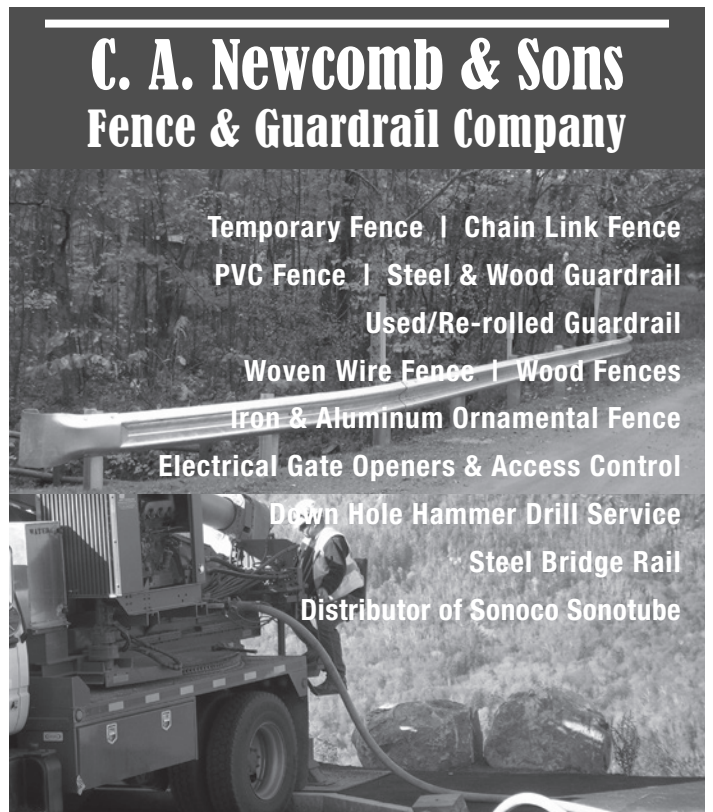
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between agencies and private-sector stakeholders in delivering safe, efficient, and resilient transportation systems.

Local leadership was also well represented. Tom Milligan from the City of Biddeford offered valuable municipal perspective, highlighting the importance of local infrastructure planning and investment as communities continue to grow and evolve. The event also welcomed Patrick Conlon from the Eastern Trail Alliance, whose work helps advance multimodal transportation and recreational connectivity throughout southern Maine. His participation served as an important reminder that transportation in Maine extends beyond roads and bridges to include trails, active transportation, and the many ways people move through their communities.

One of the defining strengths of Transportation on Tap is its ability to foster meaningful conversations among professionals who may not otherwise have regular opportunities to connect. Whether discussing workforce challenges, project delivery, funding needs, emerging technologies, or simply sharing stories from the field, the evening reflected

the collaborative spirit that continues to drive Maine's transportation industry forward.

MBTA extends a special thank you to Patrick Brady, Chair of our Young Professionals committee, hosts of the Transportation on Tap series, for his leadership and continued dedication to making these events successful. Patrick's efforts have helped build Transportation on Tap into an important platform for industry engagement, relationship building, and member connection.

MBTA also gratefully acknowledges the generous support of this year's Transportation on Tap series sponsors, indus and Sargent Corporation, along with April event sponsor DLVEWS, Inc. Their sponsorships help make these events possible and demonstrates their ongoing commitment to supporting Maine's transportation community.

As the Transportation on Tap series continues, events like the Biddeford gathering reinforce what makes Maine's transportation industry so strong: collaboration, partnership, and a shared commitment to keeping Maine moving. MBTA looks forward to continuing these conversations and bringing members together throughout the year. 📍



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Maine's \$4.5 Billion Transportation Work Plan

Opportunities and Risk Management

By John Cronan

MAINEDOT'S THREE-YEAR Work Plan signals one of the busiest and most demanding construction cycles in years. With 2,798 planned projects, the \$4.5 billion allocation goes well beyond basic highway paving. Major categories include preserving and rehabilitating aging infrastructure, expanding transit services, upgrading ports and marine infrastructure, and certain regional investments, such as the new I-295 off-ramp serving the Roux Institute campus in Portland.

PRACTICAL RISK MANAGEMENT

Despite the impressive top-line number, contractors face heightened risks that should be addressed long before signing a contract. Consider the following practices in the event you pursue MaineDOT work:

■ **State Funding Shortfalls and Project Delays.** MaineDOT has faced state funding crises and gaps in anticipated federal matching dollars. The risk here is that you may mobilize late, or worse, have a project deferred mid-cycle, tying up your workforce and equipment. To reduce this risk, review contractual suspension of work and termination for convenience clauses, including notice and compensation requirements. Ensure your bid includes adequate general conditions and overhead allocation to weather potential schedule shifts.

■ **Volatile Material Costs and Supply Chain Issues.** Although the market has generally stabilized from recent spikes in copper, steel, and electrical components, inflationary pressures and transportation bottlenecks continue to threaten profit margins. A fixed-price bid can turn into a loss leader if material costs surge between the bid date and actual procurement. To reduce this risk, consider including price escalation clauses in contracts, where applicable. Contracts should ideally define the process for either party to request changes to the scope of work, including price and

schedule impacts. Also consider securing backup suppliers for long-lead items.

■ **Prequalification.** MaineDOT enforces strict contractor prequalification standards. Do not assume your current standing guarantees you are qualified for specific bridge, structural, or heavy civil scopes. Check your firm's prequalification long before the bid deadline.

■ **Schedule realism and liquidated damages.** Build a realistic schedule that accounts for seasonal restrictions, traffic windows, environmental windows, and utility coordination. Careful review should be given to liquidated damages provisions (i) to ensure the daily rate is reasonable; (ii) for provisions which allow for multiple tiers that escalate in value as delay lengthens; (iii) to limit assessment of liquidated damages only to substantial completion rather than multiple milestone dates; and (iv) to cap liquidated damages to a specific sum or number of days. Contractors should seek broadly defined excusable delay or force majeure provisions. Careful attention should be given to clauses that restrict compensation for delay, commonly called 'no-damages-for-delay' clauses, so the contractor's sole remedy is not limited to time extension only. Rather, the contract should ideally ensure that entitlement to adjustment of contract time and contract sum is mandatory.

■ **Insurance and bonding readiness.** Ensure that insurance coverage is aligned with contract and any project-specific requirements.

■ **Differing site conditions and change management.** Preserve your rights with timely, written notice before disturbing the condition where feasible. Submit appropriate and timely change order packages with appropriate backup. Where representation regarding site conditions is required, contractors should ensure they have been given site access, include details of access and limitations in the contract, and limit representation to only visual observations.

Contractors are generally not entitled to adjustment if they knew of encountered conditions at time of bid, conditions could reasonably have been discovered during required inspections, or the contractor fails to give timely notice.

■ **Time Measurement and Notice Requirements.** Contractors should clearly identify the window during which contract time is measured, ensuring a fixed time for commencement to avoid delays to the start of work. The contract should confirm that the contract time runs to substantial completion and not final completion, and provide a clear definition of when substantial completion is achieved. Contractors should avoid notice requirements that may be difficult to meet, preferring that notice requirements be triggered when the contractor knows of the event giving rise to any given delay (rather than when delay actually starts or applying a subjective 'should have known' standard). Additionally, pay close attention to clauses that allow concurrent delays to bar all adjustments to contract time and contract sum.

■ **Claim preservation and Documentation Best Practices.** Identify a specific person authorized to execute waivers and releases who is fully informed of all potential and noticed claims as well as all contractual claim notice requirements.

GETTING TO WORK: CLOSING THOUGHTS

Maine's \$4.5 billion Transportation Work Plan is a rare, statewide runway for growth for teams with ambition with discipline. Price risk deliberately, build compliance into your workflows, validate schedules against realities, confirm bonding and insurance requirements, and document everything with claims preservation in mind. Make your contract review count before you bid or mobilize. With the right planning, success is possible; transforming complex, statewide blueprints into safer roads, modernized bridges, and reliable transportation networks. 📍



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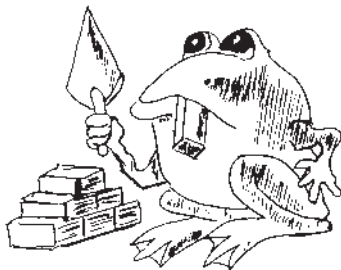
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HNTB partners with Massport

to earn Guinness World Records™ title for world's largest soccer ball, supporting World Cup momentum across the nation

Above: The world's largest soccer ball at the June 12th unveiling.

BOSTON – HNTB has partnered with the Massachusetts Port Authority (Massport) to set a new Guinness World Records™ title for the world's largest soccer ball, which was unveiled at Piers Park II in East Boston.

Standing 47.9 feet tall, the larger-than-life soccer ball was unveiled today and officially awarded the Guinness World Records certificate. It remained on the waterfront for a weeklong public display from June 12–18, visible across Boston Harbor. This joint effort is part of a broader push to build excitement and community engagement as FIFA World Cup matches kick off in the Boston region.

It was unveiled on June 12 and officially awarded the Guinness World Records certificate at Piers Park II in East Boston.

HNTB sponsored the giant soccer ball and joined Massport for the event and related festivities. The week also included community programming and activities that drew residents and visitors to the East Boston waterfront.

“Massport has created something that captures the energy building around the World Cup while bringing people together along the waterfront,” said Paul Godfrey, HNTB vice president and Massachusetts office leader. “We’re proud to support an effort that connects the global stage with local communities.”

The collaboration reflects HNTB’s broader work supporting infrastructure tied to major sporting events, including preparations for the FIFA World Cup in Boston and other host cities across North America.

“The World Cup creates an opportunity to make smart, lasting investments in infrastructure,” said Gary Bua, Northeast Division president, HNTB. “Our focus is on helping clients deliver improvements that serve communities well beyond the event itself.”

Matches will be played at Gillette Stadium in nearby Foxborough, with regional activities like the Massport soccer ball installation helping build visibility and momentum across Greater Boston.

“This partnership grew out of the strong relationship HNTB has built with Massport and our shared interest in creating meaningful connections between infrastructure, community and major events,” said Katayoun Sadeghi, HNTB senior vice president and managing director, national advisory. “Massport saw an opportunity to bring World Cup excitement directly to the East Boston waterfront, and we jumped at the chance to help support this fun, awe-inspiring experience that celebrates the region and welcomes the world.”

HNTB is supporting FIFA World Cup 2026 preparations through a broad range of transportation and infrastructure initiatives across multiple host cities. The firm is working alongside departments of transportation, transit agencies, host committees and airport authorities to help communities plan for and manage the significant influx of visitors, advancing mobility strategies that improve access, safety and the overall fan experience. From nationally recognized transportation planning efforts in host cities like Kansas City to aviation and transit coordination in markets such as Houston and Los Angeles, HNTB is helping clients prepare for one of the largest global sporting events ever held.

In key regions such as New York/New Jersey, which will host the tournament’s final match, HNTB is providing program management, traffic engineering and advanced technology support to strengthen system readiness. This includes deploying intelligent transportation systems, integrating real-time data and coordinating multi-agency operations to keep people moving efficiently and safely. 📍

PHOTO: HNTB



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New Hampshire service began operating under a revised schedule on May 21, while Maine routes transitioned to a new schedule on May 31. Passengers are encouraged to review the updated schedules before traveling to ensure they have the latest departure and arrival information.

The revised schedules reflect Concord Coach Lines' ongoing efforts to provide reliable intercity bus service throughout Maine and New Hampshire. Riders should check the current services when planning trips, particularly if they travel regularly on either route. 📍



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The choice of location was no accident. Winnisimmet had long been an important gathering place for Native peoples because of its freshwater spring and strategic location along Boston Harbor. Water travel provided a much more efficient route than traveling overland around the marshes and waterways that separated communities north of Boston from the growing colonial settlements to the south.

Colonial records note that Thomas Williams “hath undertaken to set up a ferry betwixt Winnisimmet and Charlestown.” Although Williams died shortly after launching the service, the ferry continued under the management of his widow and her second husband, William Stitson. A second ferry service operated by Samuel Maverick soon followed, highlighting the growing importance of water transportation in the region.

The ferry quickly became an essential part of daily life. People, animals, and goods regularly crossed the harbor, helping connect Boston with communities to the north. The route was so important that colonial authorities closely regulated fares, schedules, and safety requirements. In many ways, the Winnisimmet Ferry served as an early example of transportation infrastructure supporting economic growth and regional connectivity.

Its significance only increased over time. In 1641, the First County Road was constructed between the Winnisimmet ferry landing and Salem, creating an important transportation

corridor that linked maritime and overland travel. Together, the ferry and road network helped establish the movement of people and commerce throughout the region.

By the time of the American Revolution, the Winnisimmet Ferry had already been operating continuously for 144 years. It remained a critical connection between Chelsea and Boston as the nation grew and transportation needs evolved. In 1831, steam-powered ferries were introduced, providing safer and faster crossings while modernizing the centuries-old service.

Eventually, advances in bridge construction began to replace ferry travel. The first Chelsea Bridge opened in 1802, offering a direct route across the harbor for increasingly large volumes of traffic and freight. Additional bridge improvements followed throughout the 19th and early 20th centuries.

The final chapter of the Winnisimmet Ferry came in 1917, when its last passenger stepped ashore after nearly three centuries of continuous service. While the ferry itself is gone, its legacy remains. As the nation's first ferry service, it helped establish transportation connections that fueled settlement, commerce, and growth throughout the Boston region, proving that even the simplest transportation solutions can leave a lasting mark on history. 📍





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