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National Highway Week in Maine : May 20-26, 1962

Maine Highway Commission

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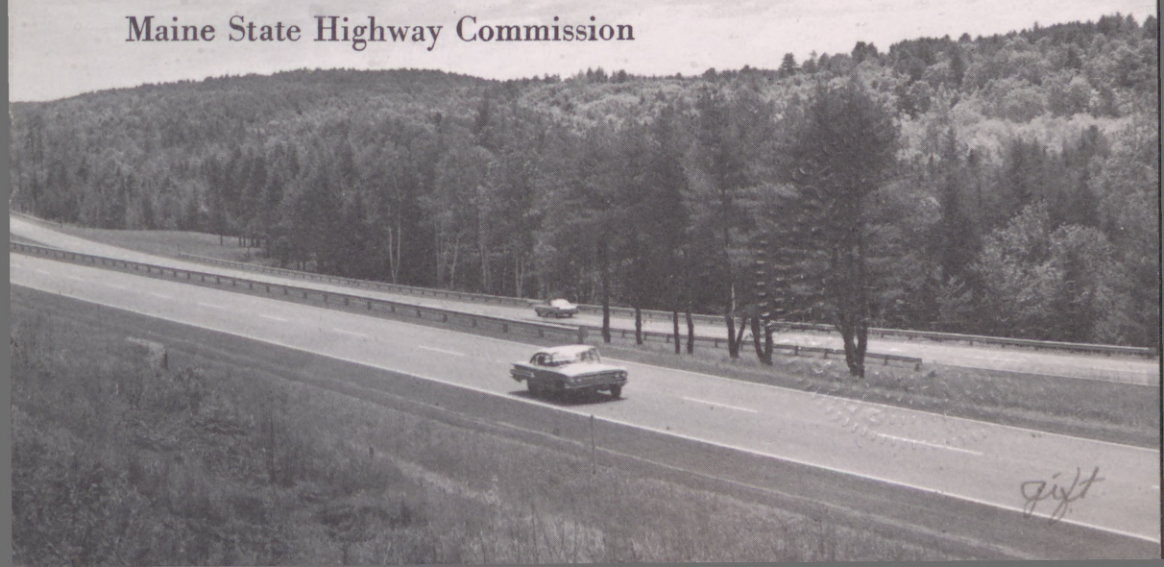
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National Highway Week In Maine

May 20-26, 1962

Maine State Highway Commission



gift

National Highway Week In Maine

Highways being built today will save lives—
will also save the motorists time and money.

NATIONAL HIGHWAY WEEK presents a good time for us all to take stock of the many changes that have come to our highways since the horse-and-buggy days and what still lies before us.

The highway revolution has been so gradual that many of us have not realized the changes we have been going through. Today's children have always been taken about in cars and buses. It is difficult for them to understand that not long ago boys and girls either walked or rode a horse to a red schoolhouse.

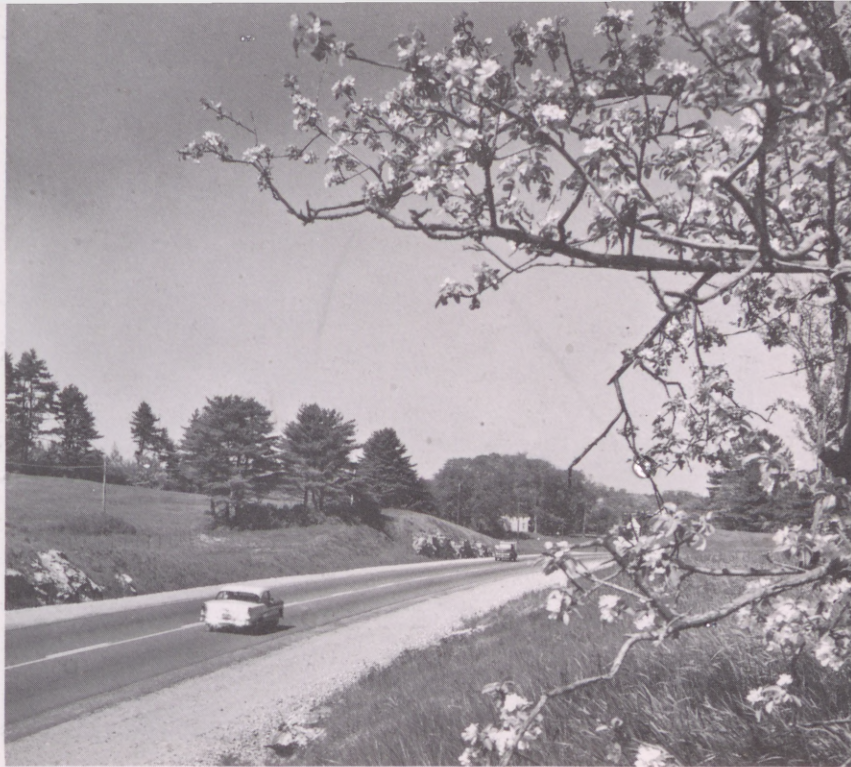
It was only 70 years ago that American wheelmen, pushing their bicycles over muddy paths, became the first advocates of good roads. When this century opened, the horse-drawn hansom cab still met the train at the station and only a few venturesome souls were chugging about in little carriages with one-lung engines underneath.

Highways worthy of the name were really born with the roadbuilding partnership established by the Federal Government and the individual States 46 years ago. Now, in the expanded highway construction program building the

Augusta - Winthrop interchange, Interstate 95



**Scenic
Primary
highway**



National Interstate System, in the improvements being made to the Primary, Secondary and Urban Systems, we are seeing what that partnership can produce. A third of the country's ultimate 41,000 miles of the Interstate highways is already carrying traffic. The completed sections have proved that modern engineering can move people and goods with the utmost in speed, comfort, economy and safety.

In Maine, the Interstate will extend 312 miles from Kittery to the Canadian border east of Houlton when completed. Today, 114 miles are now in use. About sixty miles of the total are a part of the Maine Turnpike. The remaining 54 miles now open to traffic have been built by the State Highway Commission. Traffic is now flowing over the Interstate from Kittery to Brunswick

with the exception of a short section in Yarmouth which is expected to be open this fall. Twenty-four miles of new expressway were opened in the fall of 1960 between Augusta and Fairfield, and has since been awarded a prize as America's most scenic highway in 1961. In the Bangor-Orono area 12 miles of the Interstate are now in use. By 1965 it is expected that the section between Fairfield and Bangor will be completed. At that same time construction on other sections of the expressway north of Orono towards Aroostook County should be well under way.

Good highways cannot be built overnight, but today a motorist can drive over many completed stretches of Interstate from 100 to 200 miles in length. By 1972, the target date for completion, he will be able to go from the Atlantic



Beautiful Waldo - Hancock bridge currently undergoing modernization

to the Pacific without encountering a stop sign, a traffic light or a grade crossing. There will be from two to six lanes, with entrances from side roads and intersections controlled for maximum safety.

Although the Interstate System, marked with its distinctive red, white and blue signs, is the most spectacular highway effort, it would be of little value without the more than 800,000 miles of other Federal-aid highways, known as the "ABC" roads, that radiate from these expressways.

In Maine, work on the "ABC" roads is going forward at a fast pace. During the present biennium which ends June 30, 1962, a \$25 million construction program is well underway to rebuild these other Federal-aid roads in all sections of the State.

In addition to the Federal-aid program, about \$4 million of State funds

A section





will be expended on the reconstruction of State highways. Much of this money will be used to eliminate hazardous conditions.

Also, during the biennium, \$2 million is allotted for expenditure on State-aid roads for Special State-aid projects; \$4 million to be used by the Highway Commission to match municipal funds for the construction and reconstruction of State-aid roads; and \$3 million for Town Road Improvement work.

Since 1956, when the Federal-aid accelerated program started, construction contracts have been completed or undertaken on more than 150,000 miles of the country's "ABC" roads. The Federal Government's part for this work is currently \$925 million a year. Congress is expected to increase this by \$25 million every other year until an annual level of \$1 billion is reached. By 1968 the Federal Interstate authorizations will

of Maine's Interstate 95, Waterville, voted America's most scenic highway in 1961





Motorists enjoying a SHC picnic area

reach their peak of \$3 billion a year, making a total of \$4 billion of Federal funds for all Federal-aid road construction. Costs for building the "ABC" roads are shared by the Federal government and the States on a 50-50 basis. Interstate construction is financed 90% by Washington and 10% by the States.

The costs promise to be more than matched by the benefits. For an automobile, the Federal taxes to pay for roads are calculated at about \$30 a year. By 1972 the direct benefits for an auto-

mobile from these highway improvements are estimated by the Bureau of Public Roads at two and a half times that figure, or \$75 a year.

A recent study by the U. S. Bureau of Public Roads conservatively estimates that after 1972, when the 41,000 miles of the Interstate System will be completed, its safety features will save over 5,200 lives a year. Studies by others have estimated these savings in lives as high as 9,000 per year.

Full control of access has cut in half

the fatality rate in urban areas — from 4 to 2 per 100 million miles driven. In rural districts the reduction is even greater — from 8.7 to 3.3. But although the rates have been reduced by modern, safety-engineered highways, safety experts expect that, in view of the swelling growth of traffic, the annual totals of highway deaths will increase. Last year 38,000 persons were killed on American highways, and within 15 years the figure may pass 50,000. This melancholy prospect is a spur to further effort in all phases of traffic safety.

For improved "human engineering" of the highways, laboratory research into the reactions of drivers has begun. With equipment that simulates road conditions without subjecting the operators to actual dangers, the moves that drivers make to meet emergencies are being studied. Engineers will apply what they learn to future highway design.

Besides preserving life, the new highways are saving great sums of money and many years of valuable time. Research consultants estimate that the Interstate System will save motorists more than 2 cents per mile in urban sections as a result of lower accident, fuel and vehicle maintenance costs, and about 1 cent per mile in rural areas. Looking ahead to 1980, they calculate that the System will save motorists \$5 billion a year in such outlays, thus paying its own cost of \$41 billion in about 8 years.

The pressure for highway progress is illustrated by the burden on today's roads — at last count more than 87 million operators driving 76 million motor vehicles 720 billion miles a year, and burning 65 billion gallons of fuel. No wonder all units of government are involved and vitally concerned with this problem of providing and maintaining adequate highways.



Public hearing



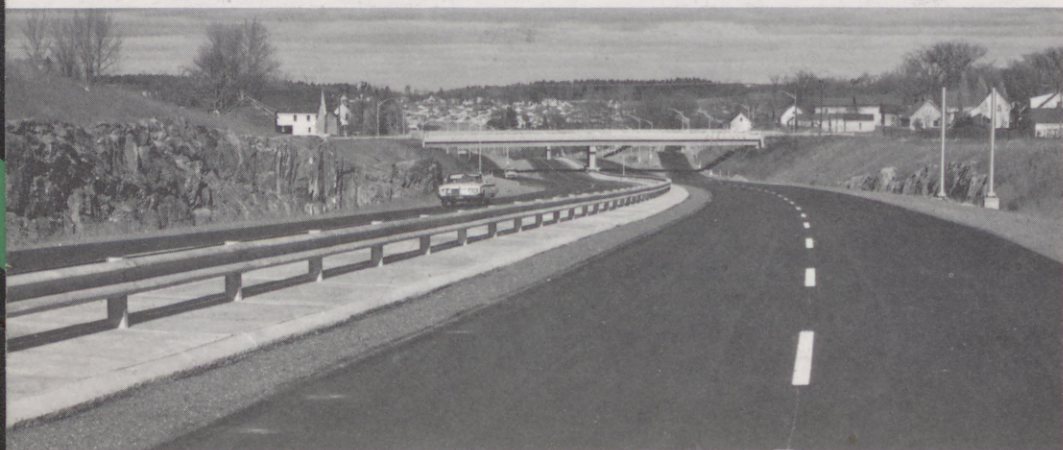
Plans being developed



Highway under construction



A Secondary highway



Interstate 95, Bangor



Tukey's Bridge, Portland