

1947 – 1972



Silver Anniversary

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THE MILEPOST

Newsletter of the Maine Turnpike Authority

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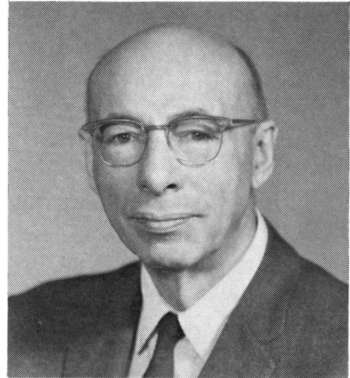
Maine Turnpike Authority



CHARLES W. DIGGERY
Chairman



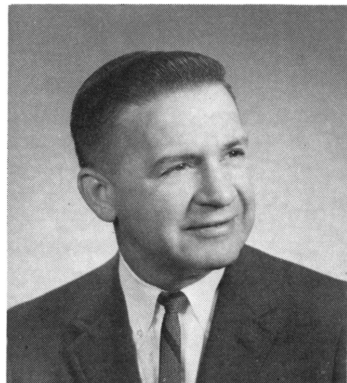
DONALD H. BENNETT
Vice Chairman



DAVID H. STEVENS
Member ex-officio
secretary and treasurer



HAROLD T. WILEY
Member



CLYDE BARTLETT
Member



FRANK A. HOWE
Executive Director

- Kenneth J. Libby Administrative Assistant
Malcolm W. Washburn Chief Accountant
R. Leon Lary Buyer
James Kane, Jr. Computer Supervisor
Charles M. Watson Superintendent of Fare Collection
Elwyn J. Smilie Asst. Superintendent of Fare Collection
Robert M. Ridlon Chief Engineer
Gerald T. Pillsbury Right-of-Way Engineer
Frederick W. Truman Superintendent of Highway Maintenance
Walter R. Dews Superintendent of Equipment
Ronald R. Slattery Superintendent of Building Maintenance
Leon F. Arsenault Special Services

Administrative offices:

17 Bishop Street
Portland, Maine 04103

**MEMBERS OF
MAINE TURNPIKE AUTHORITY
SINCE ORGANIZATION IN 1941**

- Joseph T. Sayward: appointed by Governor Sumner Sewall in 1941, as Chairman of the Maine Turnpike Authority, and served in that capacity until his death in 1954.
- Guy P. Gannett: appointed by Governor Sumner Sewall in 1941, as a member of the Maine Turnpike Authority, for an eight-year term, serving until his resignation in 1942.
- Paul C. Thurston: appointed by Governor Sumner Sewall in 1941, as a member of the Maine Turnpike Authority, for a four-year term. Mr. Thurston was re-appointed in 1945 and was elected Vice-Chairman of the Authority in September 1946. He became Chairman of the Authority upon the death of Joseph T. Sayward, in March 1954, appointed by Governor Burton M. Cross. He served until his death August 9, 1963.
- Charles W. Diggery: appointed by Governor Sumner Sewall in 1941, as a member of the Maine Turnpike Authority, for a six-year term. Mr. Diggery was re-appointed in 1947 and served as a member until he was elected Vice-Chairman by the Authority in September 1956. He served in that capacity until he was appointed Chairman of the Authority by Governor John H. Reed on September 11, 1963, a position he presently holds.
- Lucius D. Barrows: appointed by Governor Sumner Sewall in 1941, as Secretary-Treasurer of the Maine Turnpike Authority. He served in that capacity until his death March 11, 1968.
- Boyd N. Harrington: appointed by Governor Horace Hildreth in 1945 as a member of the Maine Turnpike Authority. He served in that capacity until 1949.
- Frank S. Naiman: appointed by Governor Frederick G. Payne on March 1, 1950, to replace Mr. Harrington. He was elected Vice-Chairman of the Authority September 19, 1953, and served in that capacity until his death October 9, 1967.

- Stillman E. Woodman: Chairman of the Maine State Highway Commission, member ex-officio of the Maine Turnpike Authority from 1941 to 1948.
- Lloyd D. Morton: Chairman of the Maine State Highway Commission, member ex-officio of the Maine Turnpike Authority from 1948 to 1956. He was elected Vice-Chairman of the Authority on September 1, 1955 and served in that capacity until his death March 23, 1956.
- David H. Stevens: Chairman of the Maine Department of Transportation, member ex-officio of the Maine Turnpike Authority, appointed by Governor Burton M. Cross, January 20, 1954. He was re-appointed in 1961. He was elected by the Authority to serve as Secretary-Treasurer of the Maine Turnpike Authority on April 25, 1968, replacing Lucius D. Barrows. He is presently serving as Secretary-Treasurer of the Maine Turnpike Authority.
- Henry L. Doten: appointed by Governor Edmund S. Muskie on July 11, 1956, as a member of the Maine Turnpike Authority. He was elected Vice-Chairman of the Authority on November 2, 1967 and served in that capacity until his death December 4, 1971.
- Donald H. Bennett: appointed by Governor John H. Reed on October 16, 1963, as a member of the Maine Turnpike Authority. He was elected Vice-Chairman of the Authority on January 13, 1972, still serving in that capacity.
- Harold T. Wiley: appointed by Governor Kenneth M. Curtis on April 25, 1968, as a member of the Maine Turnpike Authority, replacing Frank S. Naiman. Mr. Wiley is still serving in that capacity.
- Clyde Bartlett: appointed by Governor Kenneth M. Curtis on July 7, 1972, as a member of the Maine Turnpike Authority, replacing Henry L. Doten. Mr. Bartlett is still serving in that capacity.

OPERATING PERSONNEL

- Williams B. Getchell: employed by the Maine Turnpike Authority as its Executive Director on February 28, 1946 and served in that capacity until August, 1963.
- Frank A. Howe: employed by the Maine Turnpike Authority April 16, 1946. Mr. Howe became Acting Executive Director of the Maine Turnpike Authority in November 1962. The Authority elected him Executive Director in September of 1963. Mr. Howe is still serving in that capacity.

LEGAL COUNSEL

- George D. Varney: retained by the Authority May 23, 1946, as counsel for the Authority and served in that capacity until 1965.
- Frank E. Hancock: retained by the Authority March 3, 1965, replacing George D. Varney. Mr. Hancock is still serving in that capacity.

CONSULTING ENGINEERS

- Howard, Needles,
Tammen and
Bergendoff: employed by the Maine Turnpike Authority July 25, 1945, as Consulting Engineers for the Authority. This firm is still serving as Consulting Engineers for the Authority.

25 YEARS IN THE YANKEE TRADITION

A major program of reconstruction along the Maine Turnpike was well underway as the 100-mile expressway completed 25 years of service to the traveling public on December 13, 1972.

The prospect of ever-increasing highway travel in the coming years has been a focal point for planning by the Maine Turnpike Authority and its consulting engineers for many months and the Silver Anniversary year marked the beginning of the reconstruction project to meet this vital need.

Work is underway to widen the roadway from four to six lanes . . . with provisions for a total of eight lanes . . . from the York toll plaza to Scarborough, where a new interchange to be designated Exit 6A will connect with the I-295 route. All the bridges in this section will be rebuilt or replaced by larger structures. Reconstruction of the Saco River bridge, begun in 1971, is the largest single job since the original Turnpike construction 25 years ago.

A long-term pavement resurfacing project was completed in 1972, two new Howard Johnson's Restaurants, service areas and picnic facilities were built at Mile 24 in Kennebunk, guard rails along the median strip were installed on another 26 miles and reconstruction of the Saco River Bridge continued in anticipation of other expansion projects on the southern end of the Turnpike where many thousands of additional travelers will be entering the State of Maine in coming years.

The Maine Turnpike opened in 1947 with four lanes from Kittery to Portland and the 64-mile extension to Augusta was completed in 1955. The larger toll plaza at York is now the official entrance to the Maine Turnpike and its total length is 100 miles.

The cost of the 35.44 mile York-to-Scarborough reconstruction, which includes 36 bridges, is estimated at \$61,130,000. The Maine Turnpike Authority will carry out the program in six stages over a period of eight years.

It will be done on a pay-as-you-go basis since the toll revenue projections definitely indicate that future traffic will not only provide money for the reconstruction but also provide for the reduction on the outstanding bond issues which financed the original Turnpike.

Tolls on the entire 100-mile York-to-Augusta expressway account for the Turnpike's total financing needs. They pay for maintenance now costing \$3 million a year; they finance salaries of 232 employes and a fare collection system costing more than \$800,000 a year; and they pay for 56 vehicles owned by the Turnpike and used in maintenance and snow removal.



The once-familiar gateway sign at Kittery. The present beginning of the Turnpike is now six miles further north at York.

Summer travelers on the Maine Turnpike will easily understand the necessity for our reconstruction program. Holiday weekends have brought capacity business to the Turnpike for some time now, and the heavy traffic periods are spreading out to more than just a few days of each year.

Continuing surveys of traffic and facilities on the Maine Turnpike all reflect steadily increasing usage. In 1971, the Turnpike topped the 10 million mark for the first time in the number of vehicles traveling in a calendar year. And gross revenue reached a high of \$11,361,810.60

These represent yearly increases of just about ten per cent . . . a rate of growth that has held steady for several years. This is a faster growth rate than had been predicted at the beginning, but planning has taken this into account and the current reconstruction program is designed to meet the needs of the future.

The Turnpike's consulting engineers, Howard, Needles, Tammen and Bergendoff, say the highway is filled to capacity now during the peak summer months and they predict a 100 per cent increase in traffic by 1980.

Budgeted costs for 1972, combined with the Reserve Maintenance estimates, add up to a total of more than \$10 million. As in the past, revenue from tolls and rentals covered all of these costs, as well as bond interest and redemptions. None of the Turnpike's construction or maintenance costs is paid by taxes and a high percentage of the revenue comes from commercial and non-resident traffic.

Of course, this silver anniversary year is a period in which our entire history is significant, not just the year past. All of our employes . . . many of whom started with us at the very beginning . . . are proud of the fact that the Maine Turnpike is the first



George N. Mannett, first Superintendent of Building Maintenance, and one of the early toll houses.

toll highway financed by revenue bonds to be built in the United States and it has served as a model for many that have come in the years since.

The entire Turnpike is financed without tax appropriation and is operated and maintained . . . from fare collection to snow plowing . . . completely from vehicle revenue. It's a modern expressway available to any who desire its speed and convenience at only the cost of the toll . . . and a great majority of these toll payers are out-of-state residents.

The six sections of work in the widening project through 1980 are in segments of approximately five and a half miles each.

A typical cross-section of the existing Turnpike consists of a pair of 12-foot wide travel lanes with a 4-foot inner shoulder and an 8-foot outer shoulder. The northbound and southbound lanes are separated by an 18-foot wide raised median strip.

Under the reconstruction design, a third 12-foot wide travel lane will be added to the outside of each highway, with sufficient width acquired to provide for a fourth 12-foot travel lane and a 10-foot paved shoulder. In this project, only the third lane will be added to the travel widths, complete with shoulders, but the grading will be done for the fourth lane.

All of the overhead structures will be built of sufficient span to cover the full four lanes and shoulders of each highway.

The present raised median strip will be depressed . . . as the northern portion of the Turnpike is now constructed . . . to provide for better ice and water control.



The Maine Turnpike – Autumn 1972.

Some type of resurfacing has been applied to all of the original 106 miles from Kittery to Augusta with an accumulated expenditure of \$6 million. Scheduled after the current year will be application of the three-inch minimum to the remaining miles north of Mile 80 which have previously received only a "skinny mix" pavement overlay.

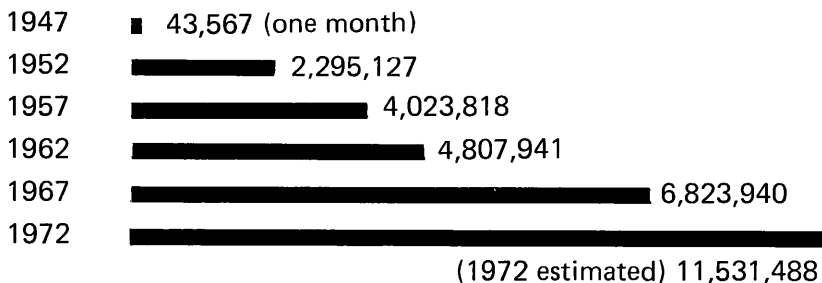
The current cost estimate is \$55,000 per mile for two lanes of highway and the total program, when completed, is expected to amount to \$7 million.

The new Kennebunk concession area project was begun in the summer of 1971 and was completed in July, 1972 at a cost of \$3.25 million. This gives us two new restaurants and two service areas, as well as some attractive and spacious nearby picnic areas.

The restaurants replace a single smaller restaurant on the southbound side and the underground tunnel which formerly connected the two sides for foot traffic was closed except for manhole access. It will be used solely for utility lines.

It was recognized that the Kennebunk facilities needed to be enlarged as more and more people came onto the Turnpike after traveling greater distances without an opportunity to stop for food and service to vehicles. This was an important introduction to the State of Maine for many people and

TURNPIKE TRAFFIC 1947-1972



the Maine Turnpike Authority pledged itself to provide adequate facilities that would do credit to the arterial expressway that means so much to so many social and economic interests in Maine.

The old Kennebunk restaurant and service facilities had served well, considering they were next to the first to be built for toll road operation. But it was time to provide more space and some new services.

Each restaurant includes a cafeteria and counter service, as well as separate dining room service. The seating capacity for each side is about 275, in addition to ample provisions for take-out and other services.

Both sides also include new and improved service station facilities, including provisions for diesel fuel and other features. Enlarged parking layouts are designed for the greatest convenience and the efficient accommodation of all types of vehicles.

A \$2 million safety program continued with the installation of 26 additional miles of guard rail along the median strip from Mile 54 to 80 in 1972. Twenty-six more miles will be done in 1973.



Frank Howe, Donald W. Hoffses, a member of the executive board of the former Me. Highway Safety Committee, and Richard Hamlin, MHSC executive director, at one of the new signs installed in 1972.

In 1971, median strip guard rail was installed from Mile 42 to 54. The total program will provide guard rail along 64 miles of the Turnpike. This augments the protective guard rail installed in 1970 on both sides of approaches to all bridge piers and abutments.

Traffic on the Maine Turnpike has shown steady increases over a period of many months . . . increases of 10 and 15 per cent over comparable periods in preceding years. The engineers' projections for continued traffic growth have been accurate and we are entering the next 25 years of Maine Turnpike history with confidence and pride.

The faith of the Maine Turnpike's founders in the success of this venture has been confirmed. They recognized the coming of an "America on wheels" and they planned to provide the service and fill the need this would create.

Now, as we complete one era, we see many signs of change that will dramatically affect our next quarter century. The Maine Turnpike will continue to be a vital factor in our state's economic and social life. The need for a modern, controlled-access highway into the heart of Maine has been demonstrated, the ability of the Maine Turnpike to fill this need has been proven and the challenge of serving ever-increasing numbers of travelers in the best interest of our state in coming years will be met by the same dedication and courage we see in those who have brought us to this silver anniversary celebration.



Plowing with one of the original six Oshkosh trucks and a Ross V-plow in January of 1948 . . . our first winter.



New Kennebec concession areas.



York toll plaza.



Mousam River bridge.



Exit 8 — Westbrook.



Dedication ceremonies for the new Kittery-to-Portland Maine Turnpike on Dec. 13, 1947, were highlighted by enthusiastic praise for one of the greatest engineering projects in the history of the State of Maine and optimistic predictions of growth and service to the people of the state. Predictions are expected at such events and they are usually made with the silent prayer that the words will never actually be weighed against the outcome.

At that dedication ceremony, many speakers expressed a sincere confidence in the eventual success of their undertaking. We can now subject those words to the perspective of history and conclude that if they erred at all, they erred on the side of conservatism.

There were no guarantees that the Maine Turnpike would be an overnight success . . . or that it would succeed at all. There was only one other model for comparison, the Pennsylvania Turnpike, and this new Maine Turnpike was to be the nation's first toll highway to be financed by revenue bonds. But succeed it did. By 1955, it had been extended to Augusta, and now, we are at work on a major program to provide the best possible service in the years to come.

Maine is no longer "the end of the line." The mobility of the American and Canadian motorist and the expansion of American and Canadian business has made the State of Maine an important part of a major "loop" that encompasses the Great Lakes, the northeastern United States, the Maritime Provinces of Canada and the Province of Quebec. We are entering a period of new business prosperity and unprecedented tourist travel.

Growth and expansion are desirable only when they improve matters, not when they increase problems and add complications. We are faced with the challenge of providing safe and swift highway transportation for the inevitable increase in traffic. It is essential that we recognize the importance of moving people and products into, out of and through Maine with a minimum of impact upon the assets we value so highly.

The Maine Turnpike will continue to offer this benefit to Maine. The 100 miles of York-to-Augusta expressway moves millions of vehicles through a critical part of our state. It channels the traffic to its destination in the most efficient manner and it offers near-by communities additional transportation resources. Industrial growth has been significant along the route and recreation interests have benefitted greatly. The highway is user-supported so it requires no contribution from those who do not choose to travel on it but it generates a substantial amount of money for the state's highway fund through fuel taxes.

The years ahead present some real challenges for the Maine Turnpike. We are dedicated to providing a service for the traveling public. The success of the past 25 years has been extremely gratifying, but some of the most important years of our history are yet to come. We will continue to seek the best course for the benefit of the State of Maine.



Opening of the first section, Dec. 13, 1947. Mrs. Joseph T. Sayward cuts the ribbon at the Portland toll house.

THE EARLY DAYS AND EXPANSION

On the occasion of the opening of the Maine Turnpike's Portland-to-Augusta extension in December of 1955, a special edition of THE MAINE TRAIL, published by the Maine Good Roads Association was dedicated to the Maine Turnpike. In that edition was printed "A History of the Maine Turnpike" by Lucius D. Barrows, secretary and treasurer of the Maine Turnpike Authority for 27 years. It is a most definitive record of the early Turnpike days and the following excerpts highlight some of the events of the first years.

* * * * *

The State Highway Department of Maine for some time previous to 1940 had been much concerned about the inadequate condition of U. S. Route 1 between Kittery and Portland. During the previous twenty years improvements had been made from year to year, consisting of widening for the most part but no built-up sections had been by-passed and no highway grade separations had been provided at any of the important intersections between Kittery and Portland. No part of the road had been brought up to design standards necessary to adequately serve the prevailing high density traffic, nor did it seem possible to achieve all of the required improvements without relocating a substantial mileage. The State Highway Department had met with strong opposition to proposed relocations to by-pass built-up and congested areas, and had these proposed relocations prevailed, there was no adequate provision for controlled highway access to prevent the relocated sections from eventually becoming "built-up" and congested.



Cobbossee Stream, Gardiner.

It was not believed possible to obtain popular support for amending the State Constitution to provide for an issue of State bonds to finance the construction of 45 miles of new high-cost highway between Kittery and Portland to relieve U. S. Route 1.

Such were some of the conditions which were discussed at an informal conference of three gentlemen from York County one evening in February of 1941 during the session of the Legislature: Mr. George D. Varney, then Speaker of the House; Mr. George C. Lord of Wells, a member of the State Highway Commission; and the late Joseph T. Sayward, at that time Representative to the Legislature from Kennebunk. They had met in Mr. Varney's room at the Augusta House to discuss the Route 1 problem and were concerned that apparently no move was under consideration to provide for the much needed improvement. Mr. Sayward had seen the Pennsylvania Turnpike, just completed, and was a very good friend of the late Mr. Walter Jones then Chairman of the Pennsylvania Turnpike Commission. Mr. Sayward, and perhaps the others, were familiar with "Toll Roads and Free Roads" just previously published by the federal government, and had in their minds the statement that a section of Route 1 from "a point near Boston to Portland, Maine" had some traffic basis which approached justification for its construction as a toll road.



Fare collector Andrew O. Gallant, right, passes out the first toll ticket at Kittery on Dec. 13, 1947.

The deadline for submitting legislative bills was drawing near, and Mr. Sayward remarked that if someone would prepare a bill to provide for building a toll road from Kittery to Portland, he would present it to the Legislature. Mr. Varney agreed to prepare such a bill. It was as simple as that, and that was how the Maine Turnpike was started.

The first meeting of the Authority was held at the office of the State Highway commission in Augusta on September 24, 1941. At this meeting Lucius D. Barrows of Augusta was elected Secretary and Treasurer pro tem and it was decided to confer with Mr. Walter A. Jones, Chairman of the Pennsylvania Turnpike Authority, for advice regarding procedure under the new act, and to make an inspection of the new Pennsylvania Turnpike. This inspection, and a visit with Mr. Jones, were made by Chairman Sayward, Mr. Thurston, Mr. Diggery and the Secretary, on October 13, 1941.

It soon was apparent that two things were absolutely needed before any bonds could be sold; first a traffic study and prediction of income by an engineering concern or group accepted as competent and experienced in making such studies; and second an estimate of the cost of construction of a modern express highway by a competent engineering firm of national reputation, showing that such a highway could be built and maintained, and the bonds retired over a reasonable period of time, all with the income from tolls and rental of concessions.

Between September of 1941 and October of 1944 the Authority devoted a great deal of effort to seeking ways and means of financing a traffic study covering the section between Kittery and Portland.

Then after some three years of trying, with all of the attending disappointments and perhaps much wishful thinking, it appeared that the necessary preliminary work could be carried out.

A favorable traffic report on the Kittery-Portland section of the proposed turnpike was submitted by Coverdale and Colpitts on April 9, 1945 and accepted.

Progress after the foregoing preliminary work was rapid: The Engineers on January 22, 1946 presented a revised estimate of \$15,000,000 for the project cost. Tripp & Co., Inc. and Stifel, Nicolaus & Co., Inc. presented a revised proposal on January 25, 1946 offering to purchase \$15,000,000 principal amount of Maine Turnpike Authority Turnpike Revenue Bonds to bear interest at the rate of 2½% per annum, to be issued under an indenture dated February 1, 1946 prepared by Masslich and Mitchell of New York City as Bond Counsel, to be entered into between the Authority and The First National Bank of Boston as Trustee, and the National Bank of Commerce of Portland, Maine, as Co-Trustee. Tripp & Co., Inc. and Stifel, Nicolaus & Co., Inc. agreed to purchase the bonds at 95¼ per cent of the proposal amount plus accrued interest to date of delivery of the bonds at the National City Bank in New York and to pay costs of issuing the bonds, including legal fees and printing of the indenture and bonds. This proposal was accepted by the Authority on the same date.

Then on February 15, 1946, almost exactly five years since Mr. Sayward's Bill, "An Act to Create The Maine Turnpike Authority," was presented to the Legislature, Mr. H. S. Parker, Vice President of The First National Bank of Boston, Trustee, issued a certificate of Delivery and Payment certifying that 15,000 Maine Turnpike Authority Turnpike Revenue Bonds of the denomination of \$1,000 each, dated February 1, 1946 and maturing February 1, 1976, had been delivered to the purchasers upon the payment of \$14,302,083.33 which included the contract price of \$14,287,500 and accrued interest of \$14,583.33. And so the Authority was in business.

Portland toll houses under construction – 1947.



On February 28, 1946, Mr. Williams B. Getchell, Jr., at that time Right of Way Engineer for the State Highway Commission, was elected Executive Director. When the writer asked Mr. Getchell if he would consider accepting the position, he replied with characteristic enthusiasm, "I certainly would, that job is right up my alley," and all agree that it has been.

The Kittery-Portland section was opened to traffic on December 13, 1947 when Mr. Sayward cut the ribbon at the Portland Toll House.

The Maine Good Roads Association was active in support of an extension of the Turnpike, and at a meeting in December, 1949, a Committee was named to make a study of the feasibility of an extension. This Committee included Mr. George D. Varney of Kittery as Chairman, Mr. J. R. Cianchette of Pittsfield, Mr. Paul C. Thurston of Bethel, Mr. Bernal B. Allen of Auburn and Mr. F. Ardine Richardson of Strong.

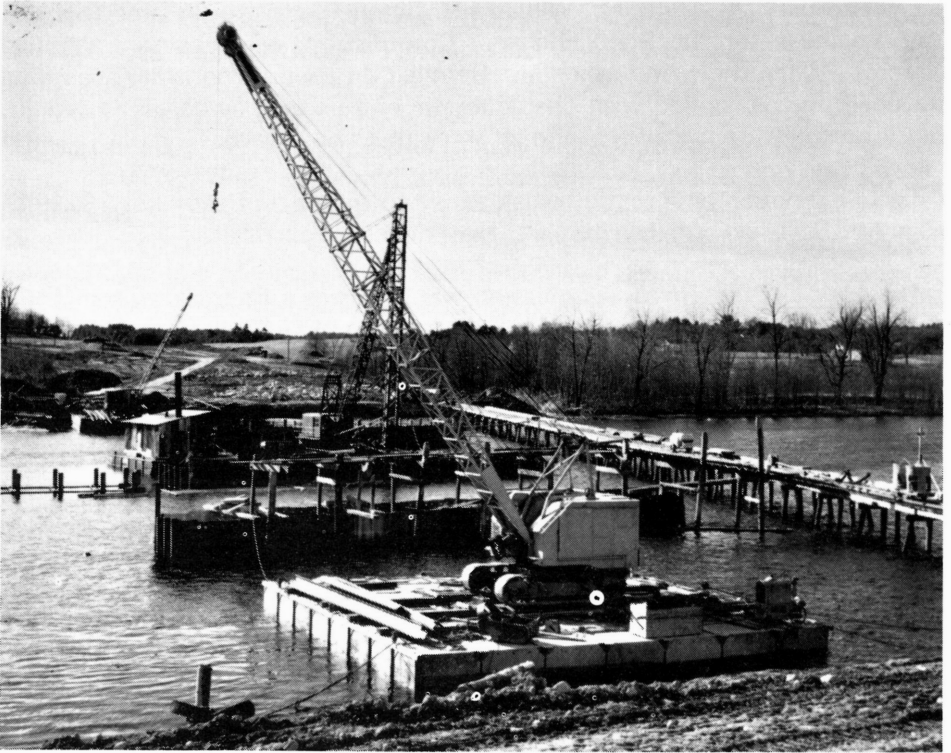
It was finally decided to extend the Turnpike to Augusta, following substantially the route studied by the Maine Good Roads Association, including a spur of some 4 miles to U.S. Route 1 in Falmouth, a total distance of 66 miles.

The Augusta Extension, after long months of discussion and planning and intensive construction efforts, was opened to traffic on December 13, 1955, exactly eight years after the opening of the Kittery-Portland Section

* * * * *

Opening of the second section, ceremonies at Augusta, Dec. 13, 1955





Just beginning — Saco River Bridge construction.



Labor Day traffic at Kittery in 1956 — light by today's standards.



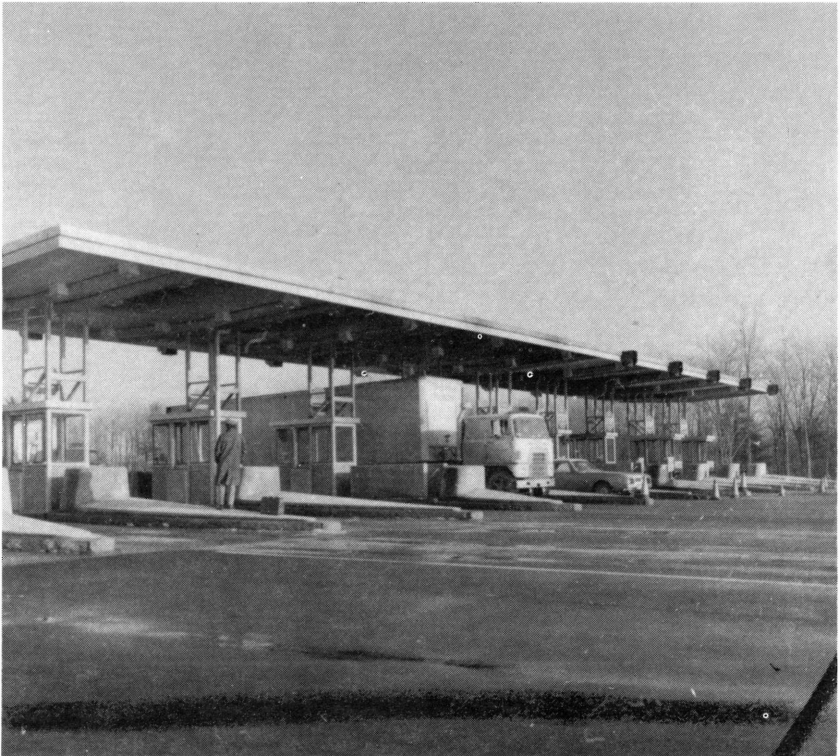
Decking over the Saco River Bridge, Nov. 1947.



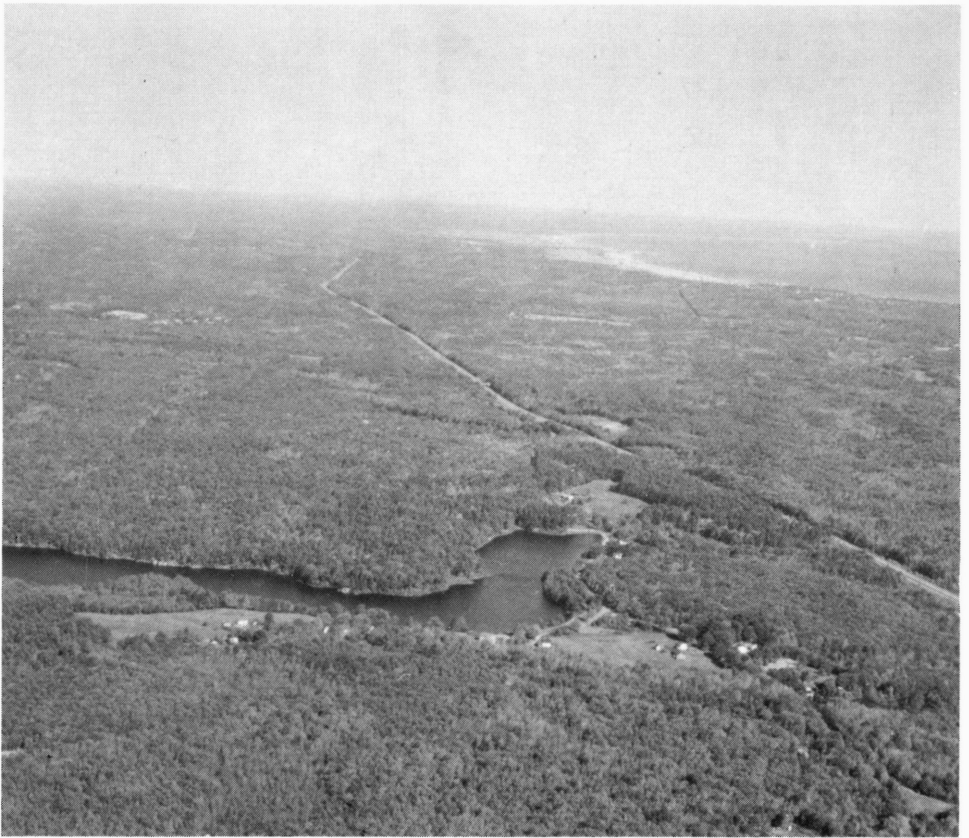
One of our present snow-plowing vehicles equipped for clearing the left lanes.



Preparing for another hard winter . . . Freeland Proctor at the Auburn garage.



The present toll plaza at York.



A stretch of Maine Turnpike in York County.

Forecast Annual Growth Rates (Percent)

Interchange	1970-1974	1975-1979	1980-1984	1985-1990
York	7	6	5	4
Wells-Sanford	7	6	5	4
Kennebunk	14	10	6	4
Biddeford	11	8	6	4
Saco	14	10	6	4
Scarborough Downs	2	2	2	2
South Portland	12	8	6	4
Portland-Westbrook	13	9	6	4
Falmouth-Rte. 1	10	8	6	4
Portland North	11	8	6	4
Gray	10	8	6	4
Auburn	11	8	6	4
Lewiston	13	10	6	4
Gardiner	8	6	5	4
Augusta	10	8	6	4
AVERAGE	10	8	6	4



A view of the northern section before opening in 1955.

