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Statement Made by the Maine State Highway Commission at a hearing held by the Legislative Research Committee; State House Augusta, Maine; November 12, 1957

David H. Stevens
Maine Highway Commission

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Statement

Made by the

Maine State Highway Commission

at a hearing held by the

Legislative Research Committee

State House

Augusta, Maine

November 12, 1957

David H. Stevens, Chairman
Clarence S. Crosby, Member
Harold B. Emery, Member

COMMISSIONERS
DAVID H. STEVENS
CHAIRMAN
CLARENCE S. CROSBY
HAROLD B. EMERY

VAUGHAN M. DAGGETT
CHIEF ENGINEER



State Highway Commission
State of Maine
Augusta

COPY

COPY

October 28, 1957.

Honorable Robert N. Haskell
President of the Senate

Honorable Joseph T. Edgar
Speaker of the House

Gentlemen:

The Maine State Highway Commission respectfully suggests concurrent consideration at the special session of the 98th Legislature of such action as you may wish to take to accomplish a thorough legislative review of the Commission's plans relating to the Federal Interstate Highway System in Maine.

The Commission's recommendations covering this phase of our activities were first announced in a press release on December 20, 1956. You will undoubtedly recall that the Commission's plans for the construction of the Interstate System in Maine were subject to rather exhaustive legislative consideration during your regular session and apparently had at least majority legislative approval.

The Commission recognizes the right of any individual or group of individuals or any local area of interest to be critical of its plans. Such a right is an inherent part of our democratic form of government. On the other hand, the Legislature has by statute placed in the Maine State Highway Commission certain responsibilities in connection with the expenditure of highway funds. We wish to be certain that the Commission is discharging those responsibilities in the matter of the construction of the Interstate System in Maine in a satisfactory and acceptable manner.

While the Commission has no wish to appear presumptuous to the extent of attempting to prescribe legislative procedures, we are hopeful that you may assist us in the discharge of our responsibilities to the Legislature and the taxpayers of the State by designating a legislative group to review our plans relating to the Federal Interstate Highway System in Maine.

COPY

- 2 -

October 28, 1957.

The Commission is thoroughly convinced that the plans for construction of the Interstate System which it announced in December 1956 and which it has been following since that date in as expeditious a manner as possible are correct and based on factual data which can be readily supported. Our sole purpose in suggesting a legislative review of these plans is to provide a means for a committee of the Legislature to review these plans to the extent that all concerned may have another opportunity to become convinced of the soundness of the Commission's approach to this problem. Assuming that the Legislature does designate a legislative committee, such committee would be in a position to follow the progress of the program, to advise the Commission relative to it, to inform the public with respect to it, and to thereby assist in expediting the construction of the integrated highway system.

Respectfully yours,

Maine State Highway Commission

David H. Stevens, Chairman

Clarence S. Crosby, Member

Harold B. Emery, Member

By David H. Stevens
David H. Stevens, Chairman

C O P Y

C O P Y

October 28, 1957

ORDERED, the House concurring, that the Legislative Research Committee be and hereby is directed to hold forthwith a public hearing or public hearings which shall ascertain the current progress of Federal Interstate Highway planning and construction in Maine.

They are directed to study any and all phases of the problem to the end that the interest of the entire state may best be served by the Federal Interstate System.

The Committee shall make a full and complete report of its finding and recommendations to the recessed session of this Special Session or to any Special Session next following. S. P. 631

HOUSE OF REPRESENTATIVES

Read and Passed

OCT 30 1957

In Concurrence

Harvey R. Pease, Clerk

IN SENATE CHAMBER

OCT 28 1957

Read and Passed

Sent Down for Concurrence

Chester T. Winslow

Parker

Piscataquis

Mr. Chairman, Members of the Research Committee:

The State Highway Commission is pleased to take this opportunity to appear before you today for the purpose of discussing plans for the Interstate Highway System in the State of Maine. On December 20, 1956, the Commission announced through the press, radio and television stations a suggested construction program for the biennium starting July 1, 1957 ending June 30, 1959. Contained in that suggested program was a list of projects which the Commission believed should be authorized during that period on the Interstate System. Total dollars suggested by the Commission to be authorized for these projects amounted to \$36,100,000. This program was announced in order that the Legislature meeting in regular session, January 1957, would have this information when considering the allocation of funds for highway construction for the biennium.

Since that time the Legislature has taken certain action in regard to Highway financing; namely, the authorization of the 24 million dollar bond issue, and an Act to increase the fees for automobile registrations and operators' licenses. The Federal Congress has apportioned federal grant in aid funds for all categories of federal systems, including Interstate, for the fiscal year 1959.

Because of the action of the Legislature and the Federal Congress the Commission has realized that it should make available a schedule of construction which would contain more detail and would supplement the program announced in December 1956.

Such a program, however, could not be made available to you and the other members of the Legislature and the general public until such time as a decision had been made by the people of this State in regard to the 24 million dollar bond issue and also a decision by the Federal Bureau of Public Roads as to the location of the Interstate Highway in the Waterville-Fairfield area. To announce a construction program prior to the time that these decisions were made would have been meaningless and could have been misleading. As you know, the decision in regard to the bond issue was made September 9, 1957, and only on Monday, October 28, 1957, was the State Highway Commission advised by the Federal Bureau of Public Roads that it had approved the location of the Interstate System in the vicinity of Waterville and Fairfield. The Commission is therefore pleased to be able to announce to you today that included in this statement is a schedule of contractual obligations which the Commission believes should be authorized during the four years starting July 1, 1957.

FEDERAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

In order to bring about a better understanding of the origin of the Interstate System, it would seem desirable at this time to review some of the events which have taken place in connection with this System. The Federal Aid Highway Act of 1944 contains a provision for the establishment of a Federal System of Interstate and Defense Highways, more commonly called the Interstate System. The original act as passed by the Congress in 1944 provided for 40,000 miles of such highways in the 48 States. (See Fig. I). Under the terms of the 1944 Act the Federal Bureau of Public Roads was given

the responsibility of working with the various State Highway Departments for the purpose of establishing the location of the Interstate System. The Interstate System as it was established embraces about 1.2% of the total road mileage in the country, joining the Capitol Cities of 42 States and 90% of all cities over 50,000 population. When completed it will carry more than one-seventh of all traffic, one-fifth of the rural traffic, will serve 65% of the urban and 45% of the rural population. It will be the key network of a nationwide system of highways and for national defense.

THE INTERSTATE SYSTEM IN MAINE

The Interstate System in Maine presently consists of 315 miles. (Fig. II) The recommendations for the general location of the System as made by the State Highway Commission were accepted August 2, 1947, by the Federal Bureau of Public Roads. Briefly, the general location provided for the Interstate Highway to extend from the New Hampshire line in Kittery to the Canadian boundary at Houlton, via Portland, Brunswick, Augusta and Bangor. The length of the Interstate System which was approved in 1947 on the general location was about 300 miles, this being the State of Maine's share of the original allocation of mileage by the Bureau of Public Roads which amounted to 37,600 miles for all the States. In 1954 the Bureau of Public Roads requested the States to make recommendations for allocation of the balance of the 40,000 miles. This was done and the State of Maine received an additional allocation of approximately 15 miles consisting of an urban route in the vicinity of Portland now known as the Portland Loop or Expressway,

a spur in Bangor from the Hammond Street Bulge to Maine Street commonly referred to as the Industrial Spur, and a short section in the vicinity of Saco extending from the Turnpike to Route 1. The question has been raised as to why the State Highway Commission in 1947 recommended that the Interstate System should be designated via Brunswick, from Portland to Augusta, rather than via Lewiston. A check of traffic for that period, namely 1947, indicates that the main corridor of traffic from Portland to Augusta was via Brunswick. (Fig. III, Fig. IV). It was, of course, the intent of the Federal Act to establish the Interstate System along the main corridors of traffic as well as taking into consideration defense requirements. Certainly the decision made by the Commission in 1947 satisfied both of those requirements.

STANDARDS FOR THE INTERSTATE SYSTEM

Standards established for the Interstate System must be uniform throughout the 48 States and include provisions for 12-foot travel lanes with 10-foot shoulders on the outside, except where there are four lanes, divided, and 4-foot shoulders on the inside. A minimum 36-foot depressed median or dividing strip is required in rural sections. A wider median is to be used wherever possible. A median of less than 36-foot width may be used in urban areas. Design speeds at least 60 miles per hour with the requirement that a higher design speed be used if feasible. Shoulders are to be paved. A right of way of at least 300 feet in width must be acquired in rural areas. In Maine the Interstate Highway will be a 4-lane, divided, roadway, except north of Old Town where it will be two lanes. Right of way

for four lanes will be purchased, however, at the time of construction of the two lanes. Other standards provide for a high-type surface, consisting of either asphaltic concrete or portland cement concrete; all curves above 30 minutes to be super-elevated; a maximum of one degree of curvature, except in compact sections; and maximum grades of 4%.

Another important aspect of the Interstate System in regard to standards is the fact that the entire System must be designed for traffic estimated for the year 1975. This is evidence of the Federal Government and the States cooperating in an effort to construct a highway system which will be adequate to take care of traffic for at least twenty-five years or more.

The location of interchanges is an important factor to which engineers and planners have given much attention on the Interstate System. It is realized that they must be located in such a manner that the Interstate Highway will serve the maximum amount of traffic. However, interchanges can only be located where they can be economically justified. The location of both the main highway and interchanges has been the subject of much study and planning on the part of the State Highway Commission Engineers and the Planning Division. It is believed that the location of the Interstate System as planned will provide the maximum amount of service to both interstate and local traffic.

The most important standard for the Interstate System is the requirement by the Federal Government that all Interstate Highways are to be constructed with controlled access. In other words, there will be no

crossing of the Interstate System except at interchange points where the roads will be separated. There will be no entrances or driveways allowed along the highway. All public roads crossing the Interstate Highway will be carried over or under or severed and connected to existing public roads which in turn will be served by an interchange on the Interstate System. (This will be similar to the Maine Turnpike in this respect.) The controlled access provision must be adhered to if the State is to receive Federal Interstate Funds. Too many times have the States and the Federal Government provided funds for the construction of what was to be a main highway and later found that these roads became low-speed local roads because of roadside development. The controlled access requirement is also incorporated in the Interstate System to protect established businesses on existing roads. It is a Federal requirement that there will be no business enterprises on the controlled access Interstate Highway System. Mr. C. D. Curtiss, Commissioner of Public Roads, U. S. Department of Commerce, in an address to the Southeastern Association of State Highway Officials in Atlanta, Georgia, on October 2, 1957, made this statement in regard to controlled or planned access on the Interstate Highways: "It permanently reserves road right-of-way and this in turn protects the highway investment. It cuts traffic accidents by two-thirds. It offers the maximum in economical, efficient motor vehicle operation. It adds tremendously to the Nation's defense and survival potential in time of war. It opens the way for long-range

State and community planning which will tie together not only highway transportation and economic growth but the many community betterments that are needed."

LOCATION OF PRELIMINARY CONSTRUCTION LINE

The Federal Aid Highway Act of 1956 contained a requirement that the Bureau of Public Roads file with the Congress in January 1958 an estimate of the cost of the construction of the entire 40,000 miles of Interstate System. Following the usual practice, the Bureau requested the various State Highway Departments to submit this data. An estimate had been made in 1954, but in many instances because of misunderstanding it was not too realistic. The revised estimate will be filed with the Congress in January 1958. In order to obtain these estimates each State, including our own, has reviewed the general location of the Interstate System as previously approved by the Bureau of Public Roads, for the purpose of establishing the preliminary construction line. This was done after reconnaissance surveys in the field and by use of topographic maps and aerial photography. It was necessary for the Bureau of Public Roads to approve this preliminary construction line before the estimates could be made. The Maine State Highway Commission recommended that the preliminary line for construction purposes for the Interstate System in Maine be located as follows: A new bridge to be constructed across the Piscataqua River between Portsmouth, New Hampshire, and Kittery, Maine; thence to a connection with the Maine Turnpike at the Kittery Toll Plaza; thence to the Falmouth Spur of the Maine Turnpike; and by way of the Turnpike Spur to a point easterly of the railroad; and from there to proceed in the general direction of U. S. Route 1 through Falmouth,

Cumberland, Yarmouth and Freeport to Brunswick where there would be a new bridge across the Androscoggin River; thence in the general direction of U. S. Route 201 to Gardiner where it connects with the Maine Turnpike; follows the Turnpike to the Augusta Toll Plaza; thence to Waterville, through Sidney on the West side of the Kennebec River; crosses the Kennebec River north of Fairfield; thence to Pittsfield, Newport and Bangor. From Bangor the line would be on the West side of the Penobscot River, passing to the North of Orono, continuing on the West side of the Penobscot River and crossing that river in the vicinity of Medway; thence to the Island Falls area, crossing U. S. Route 1 just to the North of Houlton; and thence to the Canadian boundary. This would be the main line of the Interstate System in Maine. As previously mentioned, there are two spurs and a loop in addition to the main line. The Industrial Spur in Bangor extends from Hammond Street Bulge to Main Street in that City. The location of the Portland Loop or Portland Expressway as it is sometimes called, starts at the Falmouth Spur of the Maine Turnpike, extends southerly through East Deering, across Tukey Bridge, along the proposed Marginal Way adjacent to Back Cove, around Deering Oaks adjacent to the railroad, and to the intersection of Park Avenue and Valley Street. A study has been made to determine whether or not this Portland Loop should continue from the intersection of Park Avenue and Valley Street via Valley Street and across Veterans Memorial Bridge to the Turnpike, via the South Portland Spur of the Turnpike, or follow an alternate route which would extend westerly through the City of Portland to make a connection with the Maine Turnpike at some point between existing South Portland Spur and Brighton Avenue Interchange of the Turnpike. No decision has been made as

yet as to the location of this section of the Portland Loop. There would also be a spur at Saco from the Turnpike to Route 1. The location of the preliminary line for construction purposes, with the two spurs and the Portland Loop, were approved, as previously indicated, by the Federal Bureau of Public Roads for the purpose of making the estimate of cost as required by the Congress. The entire main line, the two spurs and the Portland Loop were approved by the Federal Bureau of Public Roads December 12, 1956, for construction purposes, except for four short sections; namely, the south end of the Portland Loop which is still the subject of the study already mentioned, the definite location of the Saco Spur, the definite location of the new bridge across the Piscataqua River between New Hampshire and Maine, and the Waterville-Fairfield section. The location of this last section was approved by the Bureau of Public Roads on October 28, 1957.

At the time that the Maine State Highway Commission made its recommendation for the location of the preliminary construction line for the Interstate System, it took note of the fact that the construction of that section of the Interstate System from Brunswick to Gardiner would jeopardize the earnings of the Maine Turnpike, particularly that section of the Turnpike from Augusta, through Lewiston and on to Portland. (Fig. VII). For this reason the Commission suggested to the Bureau of Public Roads that approval be given of the location of the Interstate System in Maine with the qualification that the Brunswick-Gardiner section not be constructed until the latter part of the 13-year period which Congress estimated would be required for the construction of the Interstate System. Since that time the Federal Bureau of Public Roads has indicated that it will not consider

approval of the construction of this section, namely from Brunswick to Gardiner until such time as it will not jeopardize the earnings of the Maine Turnpike. This, in the opinion of the Maine State Highway Commission, provides adequate protection to the Maine Turnpike Authority in the matter of jeopardizing earnings of the Turnpike by reason of the construction of the Interstate System in this State.

CONSTRUCTION PROGRAM ANNOUNCED DECEMBER 20, 1956.

It was stated in the opening remarks that on December 20, 1956 (Fig. V) the State Highway Commission announced to the press, radio and television stations a proposed construction program for the current biennium ending June 30, 1959. That program contemplated the construction of the Interstate System in three areas and that construction work should proceed simultaneously in those areas. The three areas were (1) Cumberland County, and more specifically Tukey Bridge in Portland, and the Interstate Highway from East Deering to Cousins River in Yarmouth; (2) extending the Interstate Highway from the Maine Turnpike terminal at Western Avenue in Augusta towards Waterville; and (3) in the Bangor area from Main Street in Bangor to the Hammond Street Bulge Interchange, thence to Hammond Street and through Bangor towards Old Town. The selection of these areas was based on traffic considerations to the extent that highway projects in these locations will do the greatest good for the largest number of people. (Fig. (VI)

1952 and 1954 FEDERAL HIGHWAY FUNDS

The 1952 Federal Highway Act and also the 1954 Act made some Federal Interstate monies available to the States. Funds made available

under the 1952 Act were on a 50-50 basis and in 1954 on a 60-40 basis. The State Highway Commission has authorized projects using these funds in two locations on the Interstate System. First to complete the construction of the Interstate System of approximately 9 miles from Brunswick Village south through Freeport to the Desert of Maine Road, (Fig. VIII) and second the Main Street Interchange near the City Hospital in Bangor.

TUKEY BRIDGE - PORTLAND

Since the announcement on December 20, 1956, construction plans have been developed for Tukey Bridge in Portland. (Fig. IX). We now find that while the cost of the bridge was estimated in December 1956 at \$3,100,000 the latest estimates indicate an expenditure of \$4,000,000 for this structure and its approaches. One of the factors involved in the increased cost was the fact that Tukey Bridge must be a 6-lane structure because of the many ramps on the north and south ends. The Commission has consistently believed that Tukey Bridge should be reconstructed, due to the fact that it is currently carrying traffic in excess of 16,000 vehicles per day. The estimates for 1975 indicate at least a 100% increase in traffic with a possible traffic volume of 40,000 vehicles per day. The present structure is inadequate to carry the traffic. It is a low-level bridge with a draw which presently is not operable and the abutments, so we are informed by our engineers, are supported on log mats or cribwork and these have shown signs of disintegration to the point where settlement has occurred. It is imperative that this structure be replaced as soon as possible. It is planned to ask for bids for the purpose of awarding a contract in January 1958. It will be necessary for the Federal

Bureau of Public Roads to approve the construction plans before the contract can be awarded. Before the Federal Bureau of Public Roads does approve the construction plans the Bureau will require an expression of opinion from the Maine Turnpike Authority as to the effect of the construction of this bridge on the volume of traffic using the Turnpike. This qualification applies to all Interstate construction projects on the Portland Loop south of the Falmouth Spur of the Turnpike. It does not apply to construction projects north of the Falmouth Spur.

EAST DEERING-PORTLAND TO COUSINS RIVER - YARMOUTH.

Traffic on that section of Route 1 from East Deering in Portland north to Cousins River in Yarmouth is now being served in an inadequate manner by a two-lane highway with short sections of four-lane highway in Yarmouth and in Falmouth just north of Martin Point Bridge. (Fig. X) Realizing that this should be one of the first sections of the Interstate System to be constructed, the State Highway Commission before the final passage by the Congress of the 1956 Federal Aid Highway Act employed Fay, Spofford & Thorndike, Inc., consulting engineers of Boston, Massachusetts, to do the necessary reconnaissance and field surveys and to develop construction plans for this 10.7 mile section. The consulting engineers explored many different lines and finally developed information as to cost both construction-wise and for right-of-way on five lines. In accordance with the requirements of the 1956 Federal Aid Highway Act a public hearing was held in the Town of Falmouth on February 5, 1957 for the purpose of providing an opportunity for those interested to discuss the information which

had been developed in regard to these five lines. The Greater Portland Regional Planning Commission went on record at the hearing as being in favor of the line adjacent to the Canadian National Railway and between the railroad and Route 1. A modification to the line as reported by the Engineers was suggested, making necessary the relocation of a part of existing Route 1 in Cumberland. This will permit new Route 1 to be located on the easterly side of the Interstate Highway. After considering the report of the consulting engineers and on the basis of information obtained at the public hearing the State Highway Commission decided to utilize the line next to the railroad in accordance with the suggestion of the Planning Commission. The Federal Bureau of Public Roads approved this line on February 15, 1957 and authorized the Highway Commission to proceed with the development of construction plans. Construction plans are nearly completed for the entire 10.7 mile section from East Deering to Cousins River. It is expected that the first contract which will be for the overpass on Johnson Road will be awarded in December 1957. Other contracts will be awarded for various sections of this line within the next six months and it is expected that all contracts for structures will be underway within the next twelve months. Contracts for some of the grading and the paving will not be authorized until the latter part of this biennium and the first part of the next biennium.

There have been questions raised as to the necessity for building a four-lane controlled access highway on this section from East Deering in Portland to Cousins River in Yarmouth. Those raising these questions have indicated that the construction of an additional two lanes on the location of the

existing Route 1 would be sufficient. This thought has undoubtedly been expressed due to the fact that the Maine State Highway Commission started to construct the existing two-lane road in 1942. It became necessary to suspend the contract because of the war and the work was not completed until 1949. In 1942 when the right-of-way was purchased for existing Route 1 in this section it was planned to construct an additional two lanes and sufficient right-of-way was acquired to build the four lanes under the standards in effect at that time. Since the two-lane highway was completed there has been considerable roadside development of both commercial enterprises and residential building. Prior to funds being provided on a 90-10 matching basis by the passage of the 1956 Federal Aid Highway Act the Commission, through its Right of Way Division, explored the possibility of placing this section under controlled access. The controlled access law in the State of Maine was enacted in 1947. The decision was made that it would not be feasible to purchase the property rights along Route 1 from East Deering to Cousins River because of the large amount of improved property that would be destroyed and due to the fact that economically it would be advisable to build a road on new location under controlled access. In arriving at a decision as to the geometric design of the highway to be constructed it was necessary to consider traffic data. It was found that in 1955 there were 9483 vehicles per day on existing Route No. 1 just north of Yarmouth Village. There was some decrease in this volume in 1956 because of the opening to traffic of the Turnpike Extension from Portland to Augusta and for the period October 1956 to October 1957 the average daily traffic at this point was 8612 vehicles. It is a well recognized fact among highway engineers that whenever the average daily

traffic on a main travelled highway in a rural area reaches 5,000 to 6,000 vehicles per day it is necessary to think in terms of a four-lane highway. It is also a well recognized fact that a four-lane highway without controlled access is more dangerous than a two-lane highway. We have already indicated that controlled access decreases traffic accidents by two-thirds. The Commission therefore made the decision that to construct an adequate highway from East Deering in Portland to Cousins River in Yarmouth it would be necessary to construct a four-lane, divided highway under controlled access. This would be the same type of highway as that section of the Interstate System constructed from Brunswick southerly to the Desert of Maine Road in Freeport. Having made this decision, it became necessary to consider placing this highway on a new location because of the amount of property damage that would be involved in converting Route 1 to a controlled access road. In the December 1956 press release in regard to the proposed construction program an expenditure of \$11,000,000 was indicated for this section. Plans and estimates have now been developed and in the light of more detailed information the cost is now estimated to be \$14,000,000. The cost would be distributed between the State and Federal government as follows:

State	\$ 1,540,000
Federal	<u>12,460,000</u>
Total	\$ <u>14,000,000</u>

Our Right of Way Division has estimated that the cost of right of way for the construction of the Interstate Highway as proposed by the Commission in the following towns would be as follows:

Falmouth	\$ 110,900
Cumberland	53,100
Yarmouth	<u>288,000</u>
Total	\$ <u>452,000</u>

If this road were to be constructed as a four-lane, divided, controlled access highway to Interstate standards on existing Route 1 from Depot Road in Falmouth to Cousins River the right of way costs including the purchase of improved property adjacent to the highway would be as follows:

Falmouth - Depot Road	
to Falmouth-Cumberland	
line	\$ 960,000
Cumberland	375,000
Yarmouth	830,000
Total	<u>\$2,165,000</u>

The suggestion has been made that there should be two additional lanes constructed on the location of existing Route 1, not to be under controlled access. In that event it would be necessary to consider the use of Federal Primary funds on a 50-50 matching basis rather than Interstate money on a 90-10 matching basis. Interstate funds are not available for any highway which is not under controlled access. The cost of constructing the section from East Deering to the Falmouth Spur to Interstate standards with controlled access and from the Falmouth Spur to Cousins River without controlled access would be as follows:

State	\$ 1,750,000
Federal	<u>5,250,000</u>
Total	<u>7,000,000</u>

The total cost of this type of construction would be \$7,000,000 less than the cost to construct the entire section to Interstate standards with controlled access on new location. It must be borne in mind, however, that the road which would result from this type of construction from the Falmouth Spur to Cousins River would not be under controlled access and it would therefore

be an unsafe highway. This would be particularly true in view of the fact that there would be no separation of intersections with other public roads. Because commercial development would not be prohibited from the Falmouth Spur to Cousins River this section would, in a very short time, become a slow speed highway resulting in inadequate service to the travelling public with respect to safety, speed and congestion. There would also be a real doubt as to whether or not the Federal Government would participate even to the extent of making Primary funds available for this type of construction. Additional costs to the State of Maine would be in excess of \$200,000.

AUGUSTA-WATERVILLE

In the press release of December 1956 relating to the proposed construction program the State Highway Commission also listed the section from the end of the Turnpike in Augusta extending towards Waterville. (Fig. XI) The Commission was handicapped in formulating plans for this section by reason of the delay in approval of the line for the Interstate System in the vicinity of Waterville-Fairfield. However, the Commission did not wait for final approval by the Federal Bureau of Public Roads but did arrange for surveys and plans to be developed for the southerly portion of this section from Augusta to Waterville. The December 1956 construction schedule provided \$12,000,000 for this section. This amount would be increased considerably under the proposed construction schedule being filed as a part of this statement.

The first contract in this area utilizing 90-10 matching funds has already been awarded, it being for a bridge at Old Winthrop Road over the proposed Interstate Highway at Augusta. Conferences have been held with the Maine Turnpike Authority in regard to an agreement which is a preliminary

to a contract being awarded for construction of a connection with the Maine Turnpike terminal at Augusta with the Interstate Highway north toward Waterville. Surveys are currently being carried on between Augusta and Waterville. Within two days after the State Highway Commission was advised that the Interstate line in Waterville and Fairfield had been approved by the Bureau of Public Roads The Clarkeson Engineering Company, Inc. of Boston, Massachusetts, consulting engineers, were employed to develop detail construction plans for the section in Waterville and Fairfield from Oakland Road (Route 11) to Route 201 and including the bridge across the Kennebec River at Fairfield. It is expected that within 60 days the grading contract for three miles between Old Winthrop Road in Augusta and Belgrade Road (Route 27) in that same City will be awarded. It is believed at the present time that contracts for this entire section from Augusta to Route 201 in Fairfield can be awarded within the next twelve months. This does not include certain paving contracts which must be delayed until grading contracts are completed.

BANGOR

The third area included in the December 1956 proposed construction schedule was the Interstate System through the City of Bangor (Fig. XIV). It has been previously noted that the Commission used 60-40 matching funds to award a contract for the construction of the interchange at Main Street near the City Hospital in Bangor. This will be part of the Industrial Spur, so-called, in that City. On November 13, 1957 the Commission will open bids for a contract to construct the remainder of the Industrial Spur from

Main Street to the interchange at the so-called Hammond Street Bulge and thence to Hammond Street including the interchange at that point. This contract will be financed on a 90-10 matching basis. Total value of this work, including right of way and engineering, will be in the vicinity of \$4,000,000. The Clarkeson Engineering Company which has been employed to develop detailed construction plans for the Interstate System through Bangor advises that it will have plans for additional sections ready for bids to be taken within the next 60 to 90 days. It has been estimated that all the contracts for construction of the Interstate System in the Bangor area from Main Street to the Hogan Road Interchange will be awarded within the next 14 months. The December 1956 construction schedule provided \$9,000,000 for work in the Bangor area. This amount has also been increased as shown in the construction schedule filed with this statement.

QUESTIONS IN REGARD TO INTERSTATE SYSTEM

It would appear that the construction schedule for the Interstate System as announced by the Commission in December 1956 providing for construction to be carried on simultaneously in the Portland-East Deering-Yarmouth section, the Augusta-Waterville section, and the Bangor section has met with general acceptance. As evidence of this, the program was thoroughly discussed by the Legislature during the regular session in 1957 and that Legislature did approve a \$24,000,000 bond issue to provide matching funds for that program. Subsequently the people of the State of Maine by a vote of approximately three to one in referendum approved this bond issue. The Commission has made efforts to make information available to interested

persons and groups in regard to this program. Meetings were held throughout the State in the fall of 1956 which the incoming members of the Legislature and municipal officials were invited to attend. Over 500 persons attended these meetings at which the Interstate System and highway financing were thoroughly explained and questions answered by members of the Commission. However, there have been certain questions raised in regard to the proposed construction program. We shall attempt to state these questions and our answers.

One of the questions has been, "Why does the Commission plan to build a four-lane expressway from Portland to Brunswick?"

In connection with this question the statement has been made that the Commission plans to construct another four-lane highway parallel to that which has been completed from Brunswick southerly a distance of approximately 9 miles through Freeport. It has also been stated that the Commission is constructing a four-lane controlled access highway in the towns of Falmouth, Cumberland and Yarmouth which the residents of those towns do not want and which is not needed.

The Commission does not have any plans for constructing another four-lane highway paralleling the recently completed highway from Brunswick to the Desert of Maine Road. This section of approximately 9 miles of the Interstate System is complete. Approximately \$5,000,000 of State and Federal Interstate funds were expended for this construction.

From the Desert of Maine Road to Cousins River, a distance of 2.3 miles, the southbound lanes of the present highway are under controlled

access. The two northbound lanes are not under controlled access. It will therefore be necessary to construct two additional lanes on this section under controlled access to meet Interstate standards. This will probably be one of the last projects to be authorized under the Interstate Program. When it is completed the present northbound lanes will serve as a service road to the Interstate Highway.

The Highway Commission appreciates the fact that the construction of a four-lane controlled access expressway through any community will cause some hardship and inconvenience to local residents. For this reason efforts are made to locate such highways where there will be a minimum of disruption. However, the Commission does have the responsibility of providing safe and adequate highways. To provide such a highway in the towns of Falmouth, Cumberland and Yarmouth in the Route 1 traffic corridor requires the construction of a four-lane controlled access highway in accordance with the present plans of the Commission. The reasons for this conclusion have already been discussed.

Another question which has been asked is, "Why does the Commission plan to construct the Interstate System to Brunswick where it will be a dead-end road?"

The Commission is aware of the fact that much of the traffic utilizing the Portland to Brunswick traffic corridor passes through Brunswick and continues along our east coast. A glance at the traffic map included as a part of this statement (Figure IV) showing traffic for 1957 indicates that there are 7920 vehicles which are utilizing Route 1 between Brunswick

and Bath on an average daily basis. The Commission has taken recognition of the fact that Route 1 east of Brunswick must be improved in the near future. Surveys and contracts for Route 1 from Brunswick eastward have been authorized as follows:

1. Reconnaissance surveys are currently being carried on in the Brunswick-Bath area. Construction projects will have to be authorized for the reconstruction or supplementation of Route 1 from Brunswick to Bath in the near future.
2. A contract in excess of \$1,000,000 was awarded on June 12, 1957 for widening the roadway on the Carlton Bridge across the Kennebec River at Bath and improvements of the Bath approach to this bridge. This will permit through traffic to move onto and off from the bridge with a minimum of inconvenience.
3. A project was completed this year in the Town of Woolwich resulting in the improvement of 4.49 miles of Route 1 in that Town. The cost of the project was approximately \$1,000,000.
4. Within the next 60 days a contract will be awarded for the reconstruction of approximately 2.17 miles of Route 1 starting at the Edgecomb end of the Wiscasset-Edgecomb Bridge and extending easterly. The cost of this work, including right of way, will be approximately \$750,000.
5. Reconnaissance surveys are being carried on for the reconstruction of Route 1 in the Newcastle-Nobleboro area. The sum of \$1,570,000 has been set up for construction in this area next year.

6. On November 13, 1957 the Commission will take bids for a project having a total value of approximately \$560,000 including right of way costs for 2.38 miles on Route 1 in Rockport.

All of these contracts and others to be authorized in future construction programs are evidence that there will be no dead-end road on the Interstate System in Brunswick. Route 1 from Brunswick east is the backbone of our recreational industry along our eastern coast and this industry cannot be served without adequate highway facilities from Portland to Brunswick.

A third question which has been asked is, "Why does the Commission persist in retaining the designation of the Interstate System from Portland to Gardiner through Brunswick rather than recommending the designation of the Maine Turnpike from Portland via Lewiston to Gardiner as the Interstate System?"

Those who have asked this question would appear to have three thoughts in mind. One of these would be that the designation of the Turnpike through the Lewiston-Auburn area would place those cities on the Interstate System and would mean the removal of tolls from that section of the Turnpike. The State Highway Commission has stated on many occasions that it has the responsibility of providing safe and adequate highway facilities. The Lewiston-Auburn area is now served by a four-lane controlled access highway. The East Deering-Cousins River section of Route 1 is not a safe and adequate highway. This would seem to be ample justification for

retaining the Interstate System through Brunswick. Because the present expressway serving the Lewiston-Auburn area is a toll road does not alter the fact that it is a safe and adequate highway.

It would appear that there is some misunderstanding in regard to the status of the Turnpike as a toll road in the event that the Portland-Gardiner section of the Turnpike should become a part of the Interstate System. There is no provision in any Federal statute at the present time which would have any effect on collection of tolls from motorists utilizing this section of the Turnpike if it were a part of the Interstate System. Tolls would continue to be charged as they are now being collected on the Kittery to Portland section of the Turnpike which is a part of the Interstate System. There has been some discussion of the possibility of the Federal Government paying off the indebtedness of the toll facilities incorporated in the Interstate System. A study is being made by the Federal Bureau of Public Roads in regard to this situation. However, the evidence presented at the hearings in connection with the 1956 Federal Aid Highway Act indicated that it was the intent of Congress to provide funds to complete the freeway sections of the Interstate System before giving consideration to paying off the indebtedness of toll highways in the System. We have already been advised by the Federal Highway Administrator that highway user taxes at the Federal level will not be sufficient to permit construction of the Interstate System within the 13 years originally planned but it will take at least 16 years to complete this System. Furthermore, it is expected that the revised estimates of the cost of completing the freeway sections of the System which will be filed with the Congress in January 1958 will show a substantial increase over the original

estimates. All of these factors would seem to indicate that the possibility of tolls being removed from any section of a toll facility included in the Interstate System by Federal payment of the indebtedness on those toll facilities is very remote.

Another thought in connection with the question of designation of the Turnpike from Portland to Gardiner as a part of the Interstate System has been a concern in regard to possible waste of taxpayers' money in constructing the Brunswick-Gardiner section. It has already been stated that the State Highway Commission was aware of the fact that the construction of the Brunswick-Gardiner section of the Interstate System could jeopardize earnings of the Maine Turnpike, particularly that section of the Turnpike from Augusta to Lewiston and Portland. It is for this reason that the Commission, at the time it submitted to the Federal Bureau of Public Roads the preliminary line for construction purposes, requested the Bureau to allow the Commission to delay the construction of this section. It has been noted that the Bureau agreed with this suggestion and that the situation now is such that no construction on this section will take place until such time as there will be no jeopardizing of income of the Turnpike. In the meantime the State of Maine does have this section accepted as a part of the Interstate System. Apparently it will be many years before it is constructed. Present-day traffic is being taken care of in an adequate manner by the present highway. With some slight improvements traffic can be served satisfactorily for a period of several years. However, if the occasion should arise whereby traffic requirements should justify the construction of this section as part of the Interstate System and there would be no danger that there would be an adverse

effect on the income of the Turnpike, then the State would be in a position to utilize Federal funds on a 90-10 matching basis for such construction. With the Turnpike adequately safeguarded in the matter of income it would seem desirable for the State to retain this section as a part of the Interstate System for the purpose of taking advantage of Federal funds made available through the Interstate category. Under the circumstances there would seem to be no reason insofar as construction of the Brunswick-Gardiner section of the Interstate System is concerned for consideration being given to designation of the Turnpike through Lewiston as a part of the Interstate System.

Another thought expressed by those urging designation of the Turnpike via Lewiston as a part of the Interstate System is the question of the cost of constructing the Interstate System from Portland to Brunswick and thence to Gardiner as a controlled access highway rather than using other funds. Our engineers have developed some cost figures reflecting the difference in cost between building a controlled access highway as a part of the Interstate System from Portland to Gardiner as compared with the construction of two additional lanes along existing Route 1 as a non-controlled access highway utilizing Federal Primary funds and continuing this same type of construction with Primary funds from Brunswick to Gardiner. The total cost of constructing the four-lane controlled access highway from Portland to Brunswick and thence to Gardiner as a part of the Interstate System will be \$41,000,000; the State's share would be \$6,000,000. If primary money is used to construct four lanes not under controlled access then the total cost would be \$34,000,000 of which the State would be required to pay \$15,500,000. These estimates take into consideration the fact that approximately 9 miles of this highway from Bruns-

wick south have already been constructed with Interstate money on a 50-50 and 60-40 basis. Critics of the proposed construction program will immediately challenge the necessity for expending an additional \$7,000,000 to construct the four-lane controlled access highway as a part of the Interstate System. However, here again one must balance the \$7,000,000 against the fact that the controlled access highway will be a usable and adequate highway facility for many years because of the prohibition against roadside development. Furthermore, while it is impossible to measure human lives in terms of dollars, the additional \$7,000,000 will provide a safe highway as compared with an unsafe road which would be constructed utilizing Primary funds and costing \$34,000,000. Another factor which should be considered is the Interstate money amounting to over \$2,000,000 of Federal funds which have been expended on those contracts recently completed in the Brunswick-Freeport area. There is every possibility that if the Interstate System designation should be withdrawn from the Portland to Brunswick and Brunswick to Gardiner section that the State would be required to reimburse the Federal Government from Primary monies for the \$2,000,000 of Federal Interstate monies already expended on this section. This would mean a delay and postponement of many projects on the Primary System such as Route 1 along the eastern coast and in other areas of the State. It is interesting to note that the State funds required under the Interstate proposal are \$9,500,000 less than if Primary funds were used for this construction. The additional State dollars required in the Primary category and the Federal Primary funds necessary to finance this type of construction would also deprive other sections of the Primary System from receiving these monies for much needed construction work.

Probably the most important factor which must be considered in the matter of the Turnpike being designated as a part of the Interstate System from Portland to Gardiner is the fact that by so doing there will be no decrease in traffic in the Portland-Brunswick corridor along Route 1. The mere fact that the Turnpike through Lewiston is given an Interstate designation will not change the traffic pattern in the Portland-Brunswick area. Motorists using that traffic corridor at the present time are travelling to or from communities between Portland and Brunswick or through Brunswick to the east coast and to some extent north towards Augusta. Regardless of whether or not the Interstate System is located along the Turnpike through Lewiston it will still be necessary, in the opinion of the Highway Commission's engineers, to construct a four-lane controlled access highway on new location from East Deering in Portland to Cousins River in Yarmouth.

We have also heard it mentioned that if the designation of the Interstate System was removed from the Portland-Brunswick-Gardiner sections that the Interstate monies available for those sections could be utilized in other parts of the State, possibly north of Augusta. The 1956 Federal Aid Highway Act apportioned the first three years of Federal monies on a formula basis. However, for the remaining ten to thirteen years of the program the Congress will apportion these funds on the basis of need. In other words, the State of Maine will receive only those Interstate monies from the Federal Government which will be necessary to complete the Interstate System. If miles are withdrawn from the designated system then the need is decreased and the dollars will also be decreased. Therefore less Interstate funds would be available for construction if the Maine

Turnpike Section from Portland to Gardiner via Lewiston was designated as the Interstate System.

Another question which has been raised is, "Why is the Commission planning to authorize contracts on the Interstate System in Cumberland County when there is no four-lane expressway north of Augusta?"

It has already been noted that it is the Commission's policy to authorize construction projects not only on the Interstate System but in other categories of highways where the greatest service will be afforded to the most people. The outstanding factor in making decisions in connection with this policy is the amount of traffic on any particular section of highway. For this reason the Commission in December 1956 indicated in its proposed construction program that construction should be carried on in the three areas already mentioned, namely Tukey Bridge and East Deering in Portland to Cousins River in Yarmouth, the Augusta to Waterville area, and the Bangor area, on a simultaneous basis on the Interstate System. From the standpoint of traffic Tukey Bridge would have first priority if one wished to establish priorities. Traffic of 16,552 vehicles per day on this bridge exceeds that for any other section of the Interstate System north of Portland. Traffic in the amount of 8612 per day at Yarmouth is only slightly less than that on the Bangor-Orono highway. There would seem to be no justification whatsoever for eliminating the construction of Tukey Bridge and the East Deering to Cousins River section from the construction program, for the purpose of accelerating construction on the Interstate System north of Augusta. The

expenditure of the \$18,000,000 necessary to construct these projects is justified on the basis of traffic volumes and highway safety. Furthermore, engineers for the Highway Commission have been developing plans for sections north of Augusta for the past several months and the construction schedule which is being filed with this statement today indicates that the State Highway Commission recognizes the fact that there should be a four-lane controlled access expressway constructed from Augusta to Bangor and thence to Old Town as expeditiously as possible.

CONSTRUCTION SCHEDULE

In the opening remarks we indicated a realization on the part of the Commission that there should be a revised construction schedule supplementing that one made available to you, the other members of the Legislature and to the general public on December 20, 1956. Such a schedule is included with this statement. (Fig. XIX). Since it is voluminous we will not read it at this time. However, a summary of that schedule indicates the following:

CONTRACTUAL OBLIGATIONS
BY BIENNIUMS

<u>Location</u>	<u>1958-1959</u>	<u>1960-1961</u>	<u>Total</u>
	(Millions of dollars)		
Tukey Bridge	4.0	--	4.0
E. Deering-Cousins River, Yarmouth	9.5	4.5	14.0
Augusta-Kennebec River, Fairfield	19.7	4.1	23.8
Main St. to Hogan Road, Bangor	10.5	0.5	11.0
Hogan Road, Bangor-Stillwater Ave., Orono	--	7.5	7.5
Newport-Bangor	--	24.0*	24.0
Pittsfield-Newport	--	6.0*	6.0
	<u>43.7</u>	<u>46.6</u>	<u>90.3</u>
Funds not distributed	--	5.3	5.3
	<u>43.7</u>	<u>51.9</u>	<u>95.6</u>

*Portions of work on these sections will probably be done during the biennium beginning July 1, 1961.

It will be noted that this summary provides for contractual obligations in the current biennium, July 1, 1957 to June 30, 1959, of \$43,700,000. The Legislature in regular session in 1957 provided matching funds for \$36,100,000 in the Interstate category. However the Federal Government has apportioned for the Fiscal Year 1959, \$7,000,000 of Interstate monies which can be made available for contractual obligations in this biennium. It was planned to provide State matching funds for the \$7,000,000 in the fiscal year 1960. However, the Commission is now suggesting that the Legislature in its special session in January give consideration to providing \$850,000 from the \$24,000,000

bond issue to permit matching of the \$7,000,000 in the current biennium.

With the approval of the Governor an Act will be presented to the Legislature in January to permit this allocation. (Fig. XX)

In terms of construction the suggested schedule would accomplish the following:

1. Tukey Bridge, Portland.
2. Highways and structures for 10.7 miles, East Deering in Portland to Cousins River in Yarmouth. This would mean the completion of the Interstate System from East Deering to Brunswick with the exception of the two lanes previously mentioned, approximately 2.3 miles in length, in the Yarmouth-Freeport area.
3. Highways and structures for 23.5 miles from the end of the Turnpike in Augusta to the Kennebec River, Fairfield.
4. Highways and structures for 45.0 miles from Pittsfield through Bangor to Stillwater Avenue in Old Town.

The construction schedule proposes contractual obligations for the two bienniums of \$90,300,000. If the Congress apportions Interstate monies for Fiscal Years 1960 and 1961 as estimated and if the State Legislature provides matching funds (Fig. XVIII), there will be a total available of \$95,600,000. This leaves a balance of \$5,300,000 of funds that would be available during this period. The Commission believes that this amount, namely \$5,300,000 should be held in reserve for contingencies. This would seem to be desirable in view of the fact that it is not known at this time whether or not Congress will make apportionments in the amount estimated and,

furthermore, there is some doubt as to whether or not the referendum in March 1958 will result in approval of the increase in fees for automobile registrations and operators' licenses. Among the sections of the Interseate System on which no construction projects are scheduled within the four-year period ending June 30, 1961 are the following:

1. Construction on the Portland Loop south of Tukey Bridge.
2. The Fairfield to Pittsfield section of the Augusta to Bangor highway.
3. The two-lane road north of Stillwater Avenue, Orono.

Some question might be raised as to whether or not the Pittsfield-Newport-Bangor section should be constructed before the Fairfield to Pittsfield section. Here again the decision was made by the Commission to construct the Pittsfield-Newport-Bangor section due to the fact that the average daily traffic on that section amounts to 4330 vehicles compared to 3440 vehicles on the Fairfield-Pittsfield section.

The decision was made not to provide for funds to be authorized during the four year period for the Portland Loop on the basis of two factors. One, with the completion of construction of a four-lane expressway from East Deering to Brunswick, Portland will have expressways in the major corridors of traffic, namely Kittery to Portland, Portland to Lewiston and Portland to Brunswick. This still leaves the problem of downtown traffic in Portland which must be solved. The Portland Expressway, or Portland Loop, so-called, will be the solution to this problem. However, the development of the construction plans for this Expressway will be an involved and a time-consuming task. The Commission therefore believes that the period from now until such

time as funds can be allocated for the construction of the Expressway can be used to advantage in designing the highway facilities in this section.

In the meantime the Commission has engaged the services of Fay, Spofford & Thorndike, Inc., consulting engineers, to develop plans for the Portland Expressway. The consulting engineers are currently making up preliminary plans and they will continue to develop these plans in preparation for the time when construction funds can be made available.

The Commission will continue to follow its policy which has been in effect for the past three years of not obligating the State of Maine for the expenditure of funds on highway construction for which authorizations by the State Legislature and apportionments by the Federal Congress have not been made. The proposed construction schedule is so arranged that if the Legislature makes available the \$850,000 in the special session then the \$43,700,000 that would become available in the current biennium will cover the contractual obligations as indicated in the construction schedule.

The construction schedule as suggested is a very ambitious one. Many uncertainties exist at this time and must be considered in attempting to develop a program of this size. Shortages of materials, unforeseen difficulties in the matter of soils conditions, delays in the securing of approval from other agencies involved in a program of this size, and extreme weather conditions are some of the factors that could cause delays. A very real factor could also be inflation in our general economy to a point where rising costs would prohibit the Commission from authorizing some of the projects listed in the schedule.

CONCLUSION

In conclusion we would like to state that many of the things we have said here today have been said before on those occasions when the plans for the Interstate System have been discussed by the Legislature and others interested in this program. Most of the discussions have been covered in part or rather thoroughly by the public press, television and radio stations. The Commission is very appreciative of the assistance it has received from these agencies in attempting to make this program understood by the general public. It is a tremendous program from the standpoint of dollars involved and also the amount of construction which will be authorized. The Commission has every desire to cooperate with this Committee for the purpose of making all of the facts in regard to this program known to the Legislature and to the general public.

Along this line we would like to suggest that a quarterly report covering the progress in planning and construction of the Interstate System might be of benefit in informing the Governor and Council, Members of the Legislature and those interested in this program, such a report to be made available to the press, television and radio. We are also planning to issue more complete and frequent news releases in regard to activity on the Interstate System. While a quarterly report would be somewhat unusual we believe that a program providing for the authorization of expenditures of public funds amounting to \$95,000,000 over a four-year period warrants the time and expense that would be involved in making such a report available. We will also be glad to explore other possibilities along these lines in order that this Committee and the State Highway Commission can achieve its common objective, that being to keep the public fully informed regarding the Interstate program.

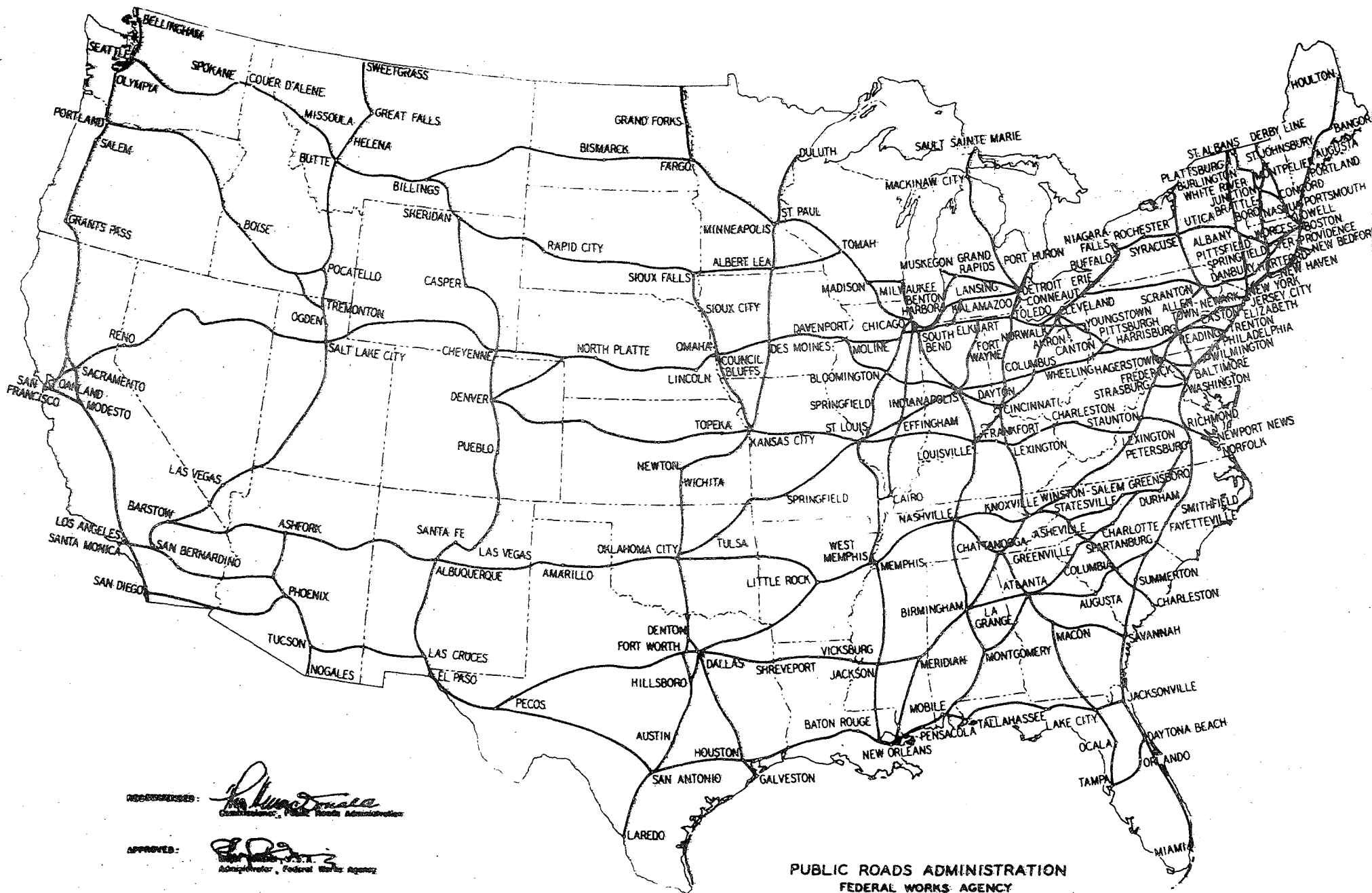


FIGURE I

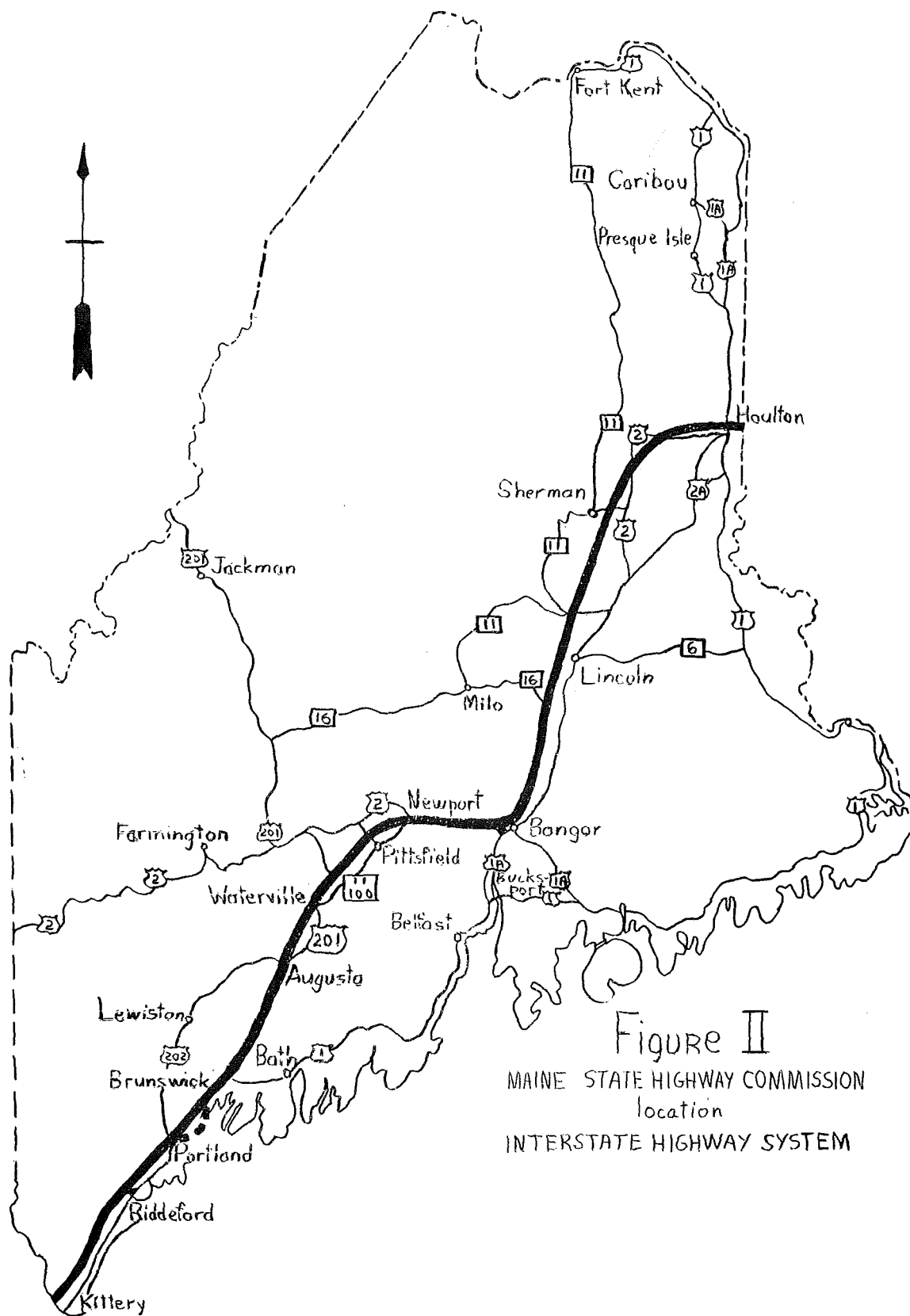


Figure II
MAINE STATE HIGHWAY COMMISSION
location
INTERSTATE HIGHWAY SYSTEM

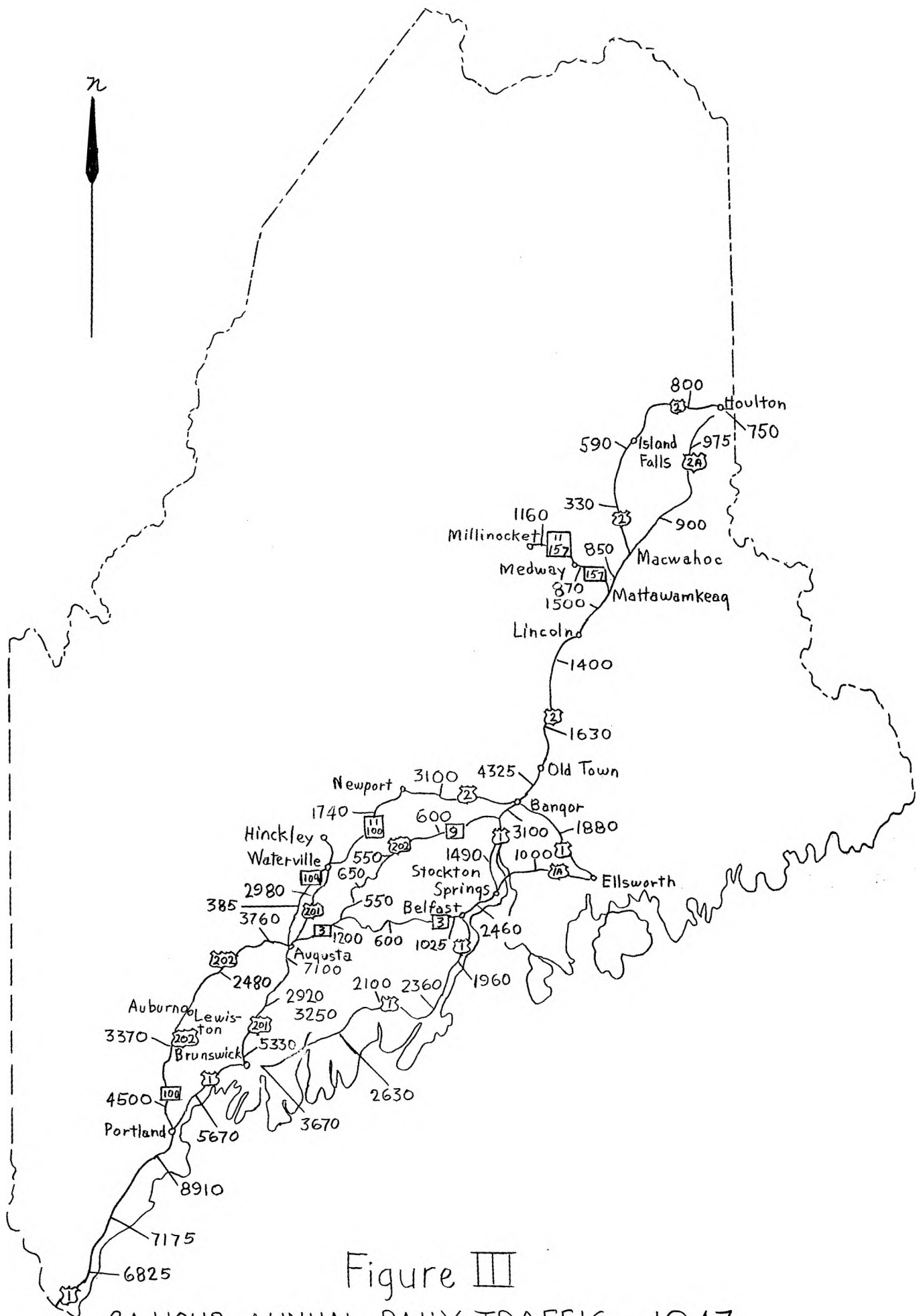


Figure III
24 HOUR ANNUAL DAILY TRAFFIC - 1947

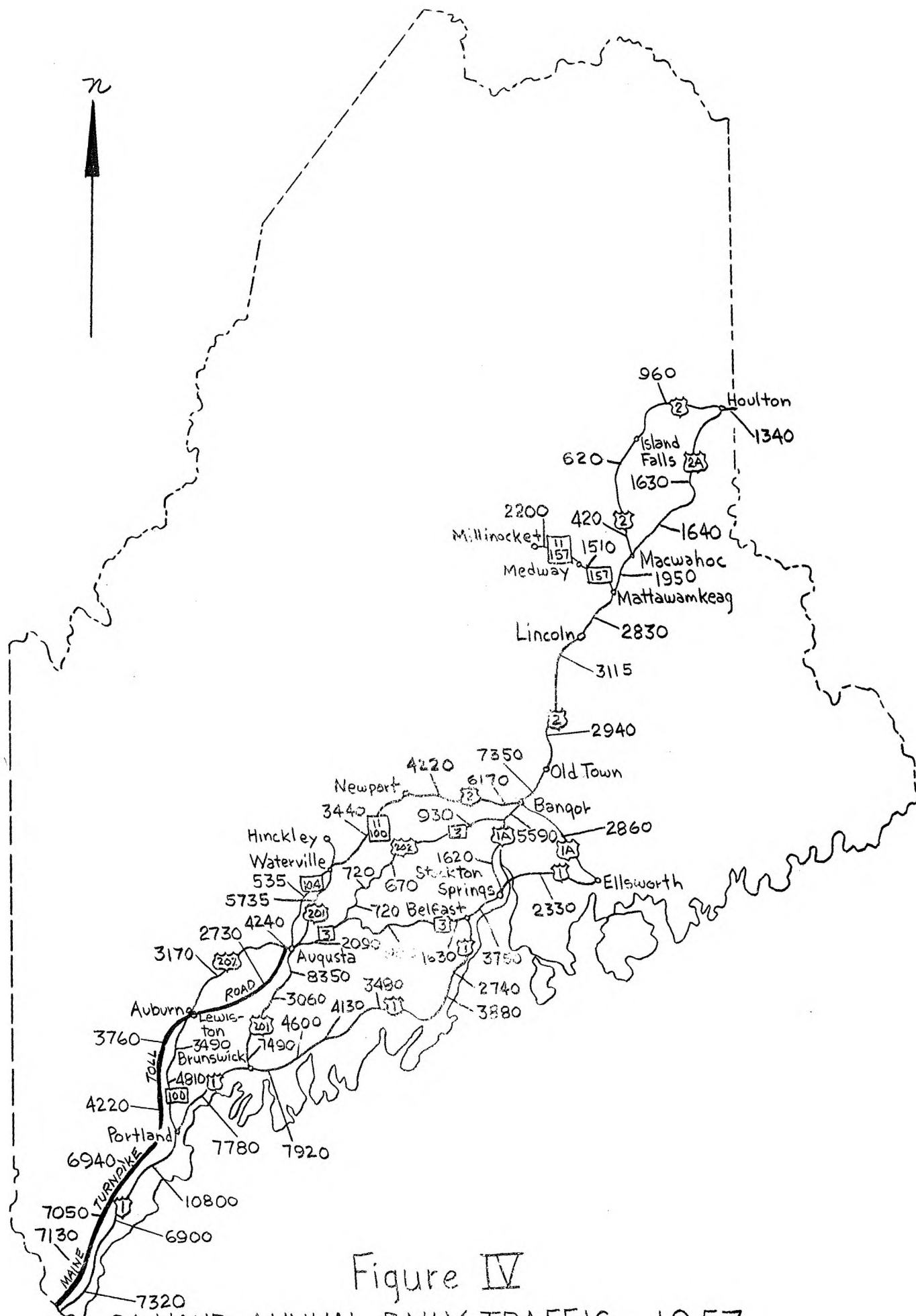


Figure IV
24 HOUR ANNUAL DAILY TRAFFIC - 1957

Figure V.

INTERSTATE

<u>Location</u>	<u>Length</u>	<u>Est. Cost Year 1958</u>	<u>Est. Cost Year 1959</u>	<u>Remarks</u>
Falmouth-Cumberland-Yarmouth	9.0 miles	\$7,900,000	---	
Portland-Falmouth	3.0 "	---	\$3,100,000	
Portland	0.61 "	3,100,000	---	Tukey Bridge
Augusta	2.92 "	2,800,000	---	
Augusta-Sidney	10.0 "	---	9,200,000	
Bangor	2.8 "	3,600,000		Ind. Spur & Hammond St. Conn.
Bangor	4.0 "	---	5,600,000	Hammond-Hogan Rd.
<hr/>				
Sub-total	29.33 miles	\$17,400,000	\$17,900,000	
Total Estimated Cost				\$35,300,000
Federal Funds		\$16,250,000	\$15,350,000	
State Funds		<u>2,550,000</u>	<u>1,950,000</u>	
Sub-total		\$18,800,000	\$17,300,000	
Contingencies for overruns and Highway Planning Survey				\$ 800,000
Total Available				\$36,100,000

(Copy of that part of December 20, 1956 Press Release relating to proposed Interstate Construction, biennium July 1, 1957 to June 30, 1959.)

TRAFFIC VOLUMES AT REPRESENTATIVE LOCATIONS

	<u>24-Hour Daily Traffic Volume</u>		
	<u>October 1956</u>		<u>Peak Day</u>
	<u>to</u>	<u>August 1957</u>	
	<u>October 1957</u>		<u>Traffic Volume 1957</u>
1. Portland, Tukey Bridge U. S. Route 1 Alt.	16,552	18,895	20,884
2. Yarmouth, U. S. Route 1, one mile north of village	8,612	12,805	14,644
3. Danville in Auburn, U. S. Routes 202 and 100	3,470	4,073	5,111
4. Waldoboro, U. S. Route 1, intersection U. S. Routes 1 and 32	4,460	7,716	8,407
5. Vassalboro, U. S. Route 201, Augusta-Vassalboro town line	5,721	7,523	9,630
6. Newport, intersection U. S. Routes 2 and 100	4,800	7,102	8,407
7. Newport, U. S. Routes 2 and 100, one mile east of village railroad crossing	4,540	6,670	7,945
8. Clinton Village, Route 100	3,430	5,040	6,003
9. Bangor, U. S. Route 2, north of Bangor Pump- ing Station	9,220	11,230	12,350
10. Greenbush, intersection U. S. Route 2 and road to Cardville	2,715	3,665	3,858
11. Winn, U. S. Route 2, north of Route 168	2,410	3,254	3,425
12. Haynesville, U. S. Route 2-Alt.	1,770	2,390	2,478
13. Island Falls, U. S. Route 2, north of Route 159	2,130	2,685	3,238
14. New Limerick, U. S. Route 2, near Smyrna town line	880	1,110	1,338
15. Houlton, U. S. Route 1, near State Police Barracks	3,167	3,868	4,678

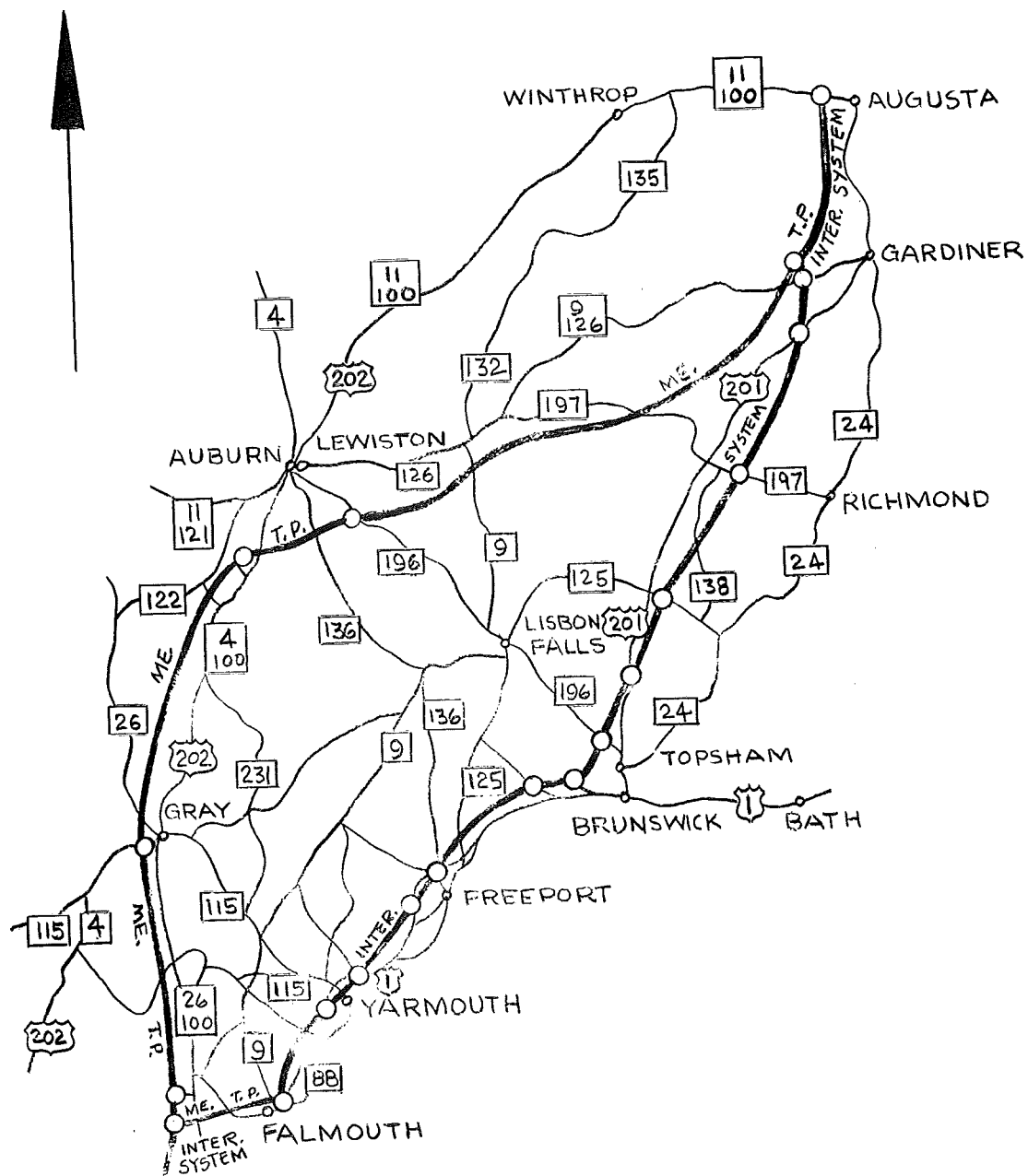


Figure VII
 INTERSTATE SYSTEM
 INTERSTATE SYSTEM WITH RELATION TO
 MAINE TURNPIKE, FALMOUTH-AUGUSTA

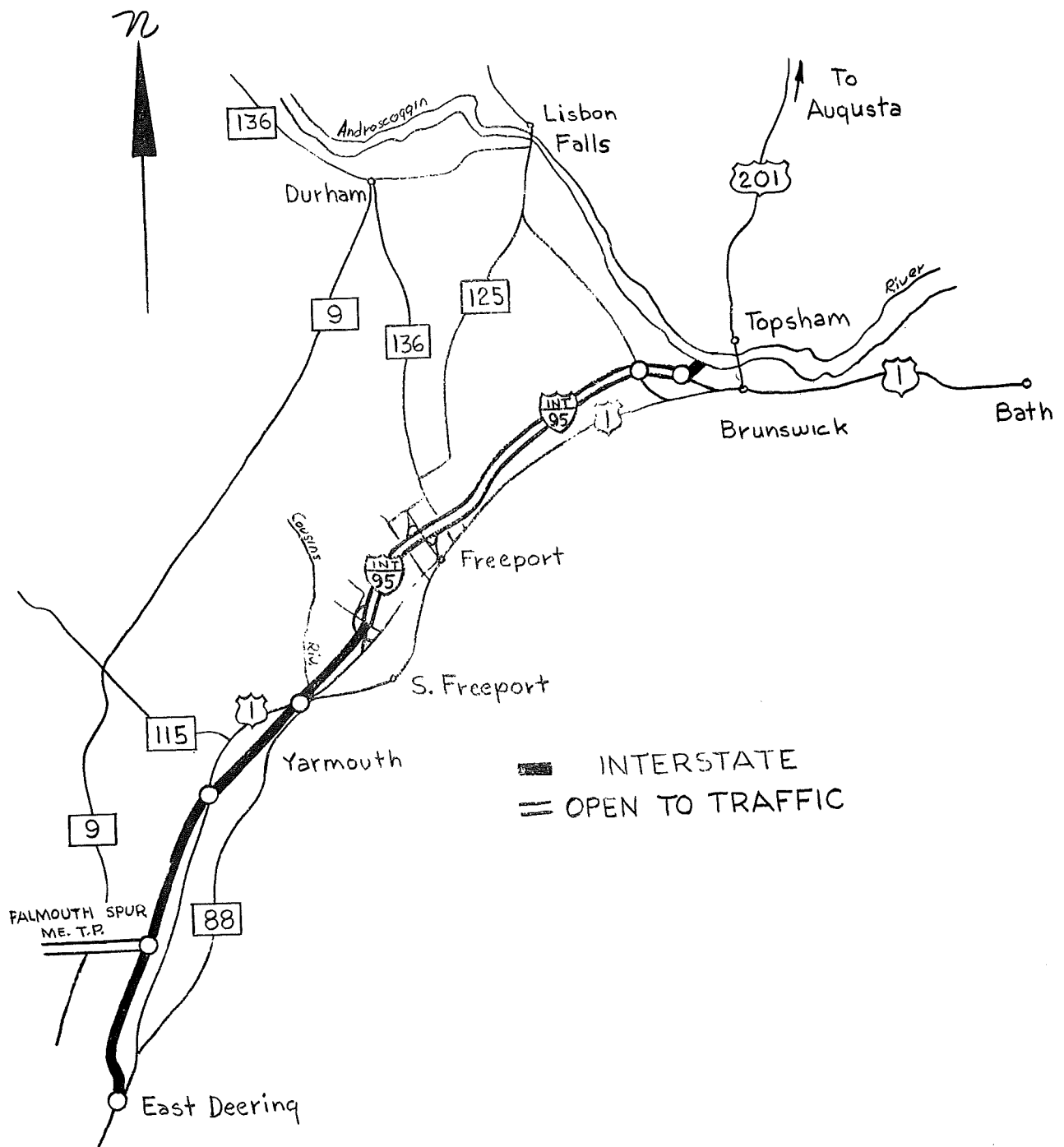


Figure VIII
 INTERSTATE SYSTEM
 EAST DEERING, PORTLAND - BRUNSWICK

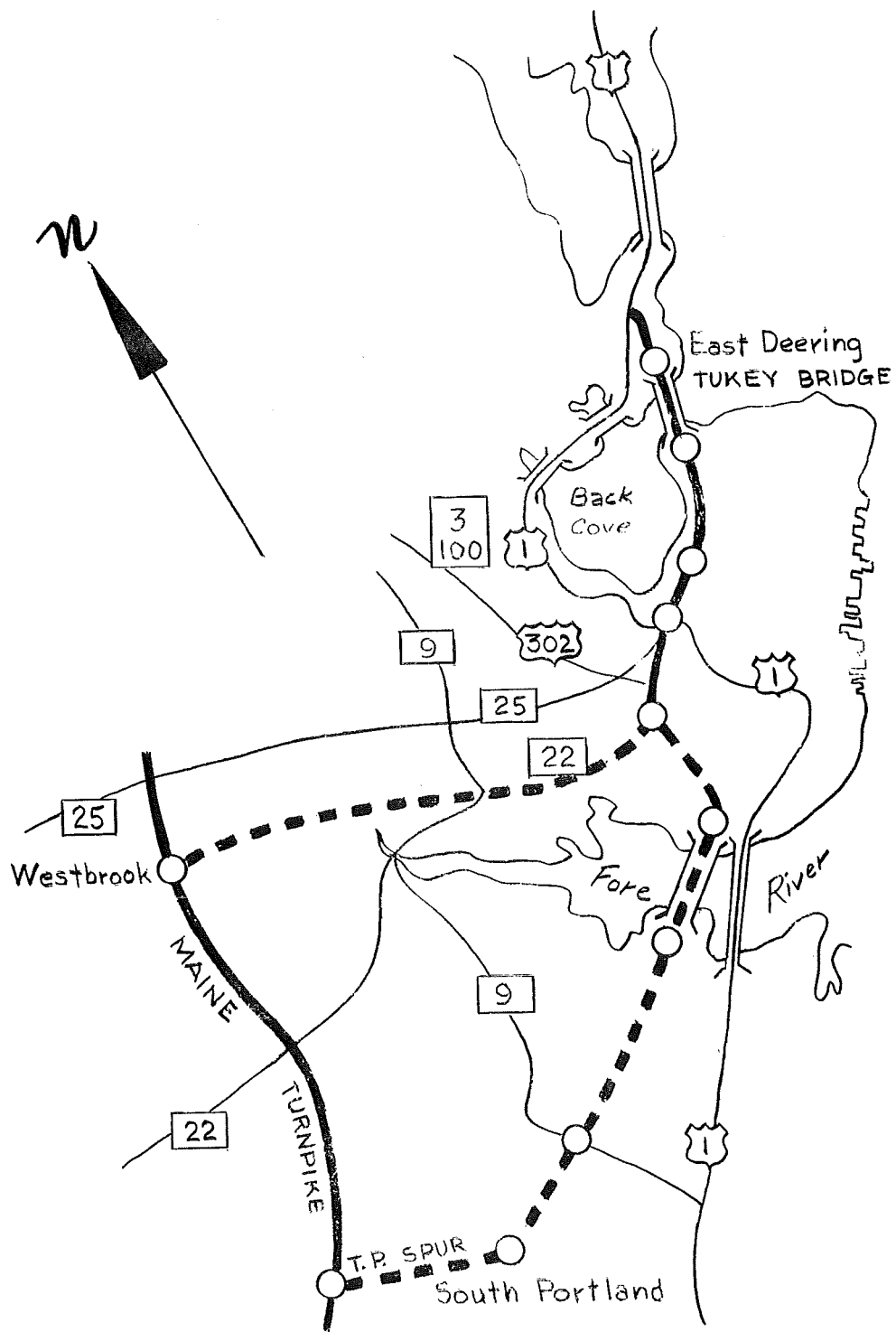


Figure IX
 INTERSTATE SYSTEM
 PORTLAND LOOP SHOWING ALTERNATE PROPOSALS

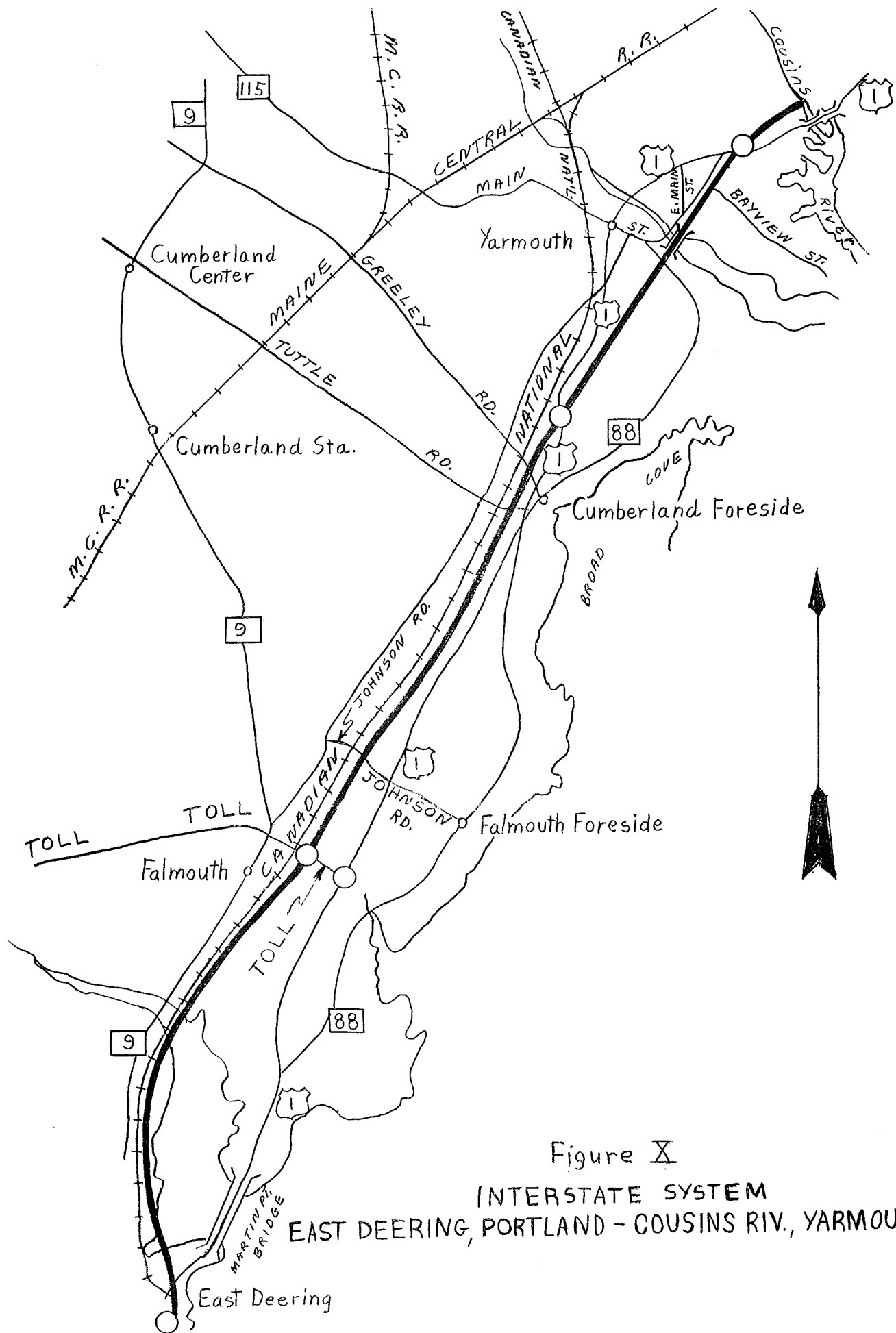


Figure X
 INTERSTATE SYSTEM
 EAST DEERING, PORTLAND - COUSINS RIV., YARMOUTH

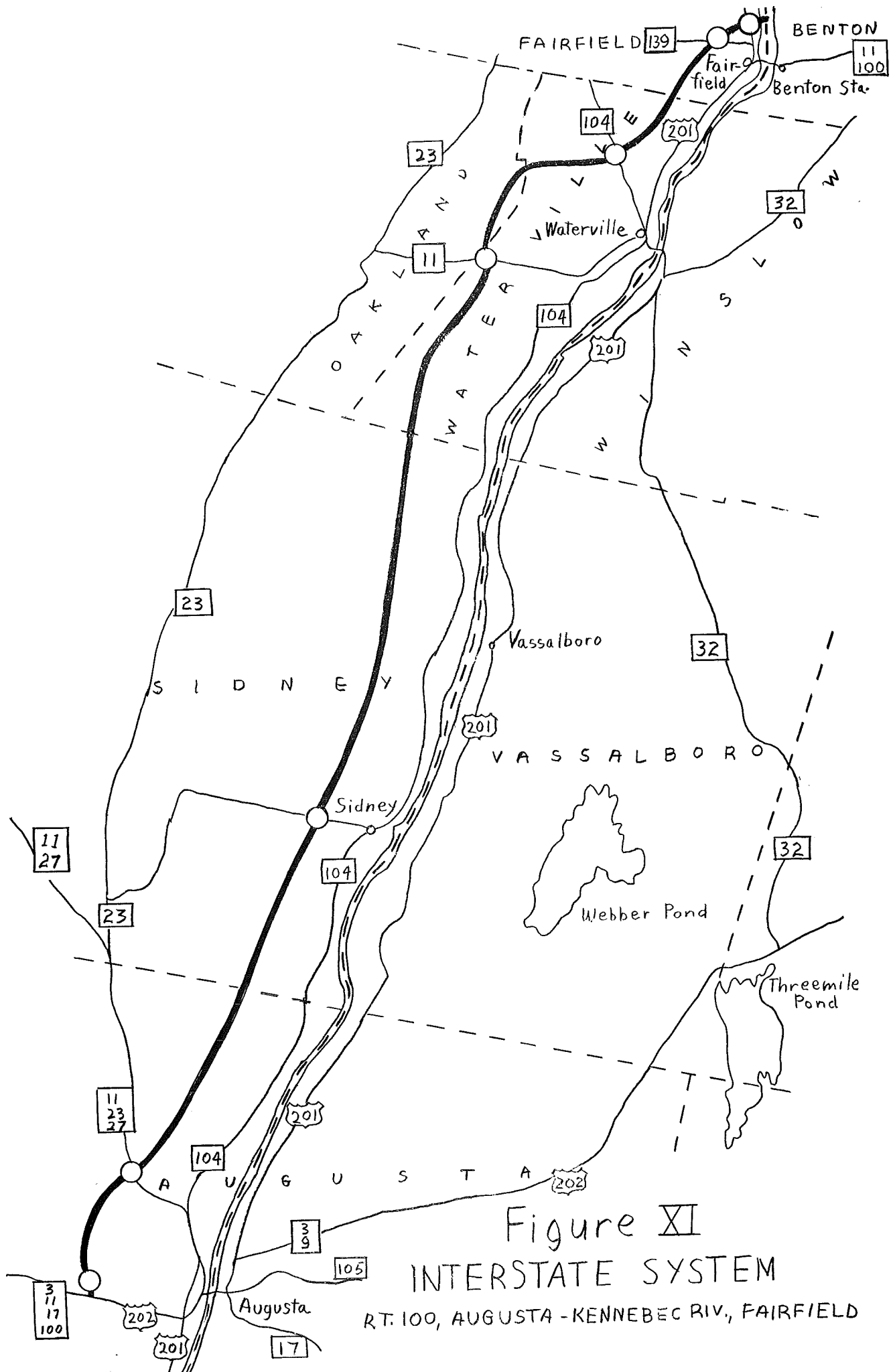


Figure XI
INTERSTATE SYSTEM
RT. 100, AUGUSTA - KENNEBEC RIV., FAIRFIELD

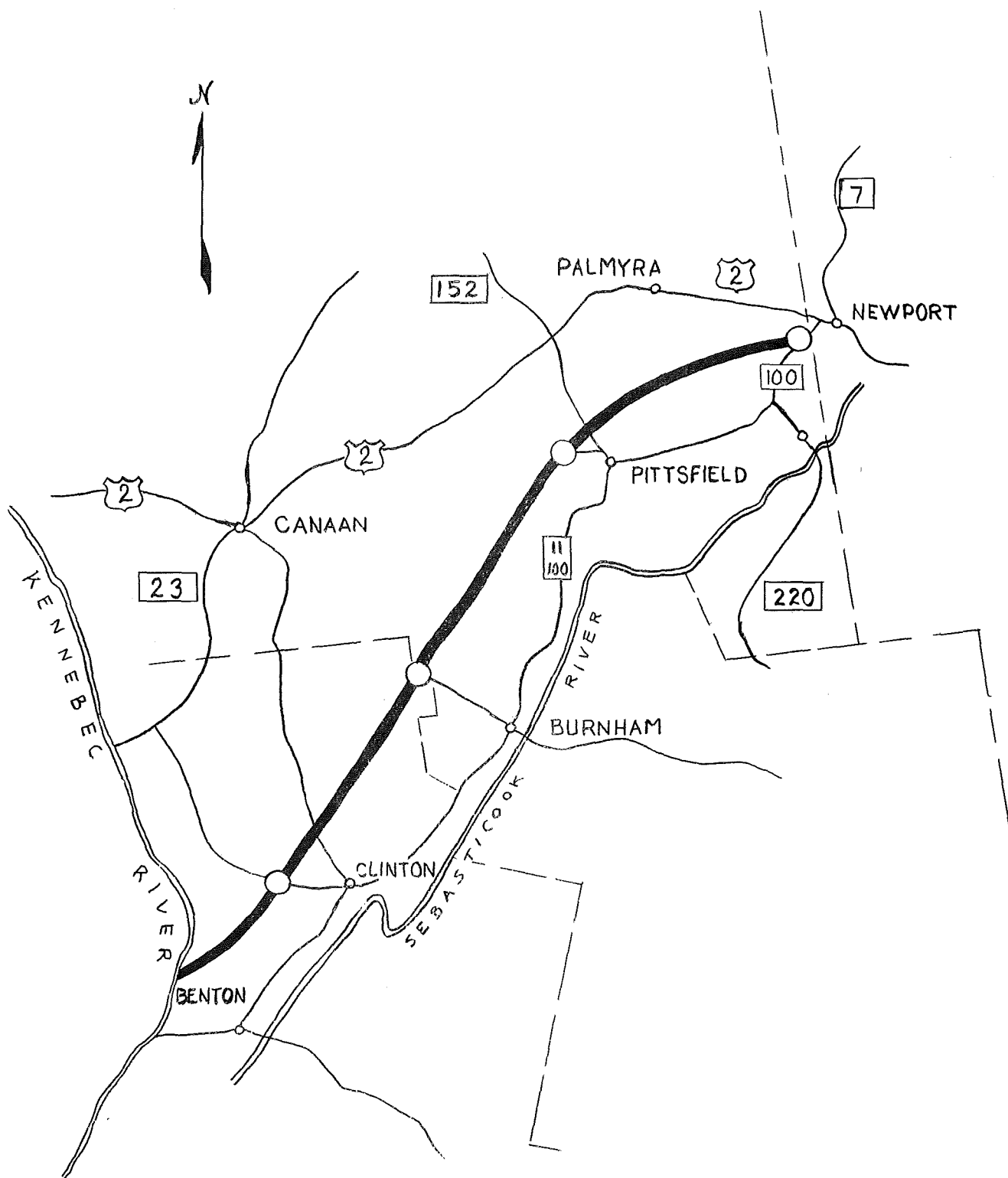


FIGURE XII
 INTERSTATE SYSTEM
 KENNEBEC RIVER, BENTON
 NEWPORT, INTERSECTION US ROUTES 2 & 100

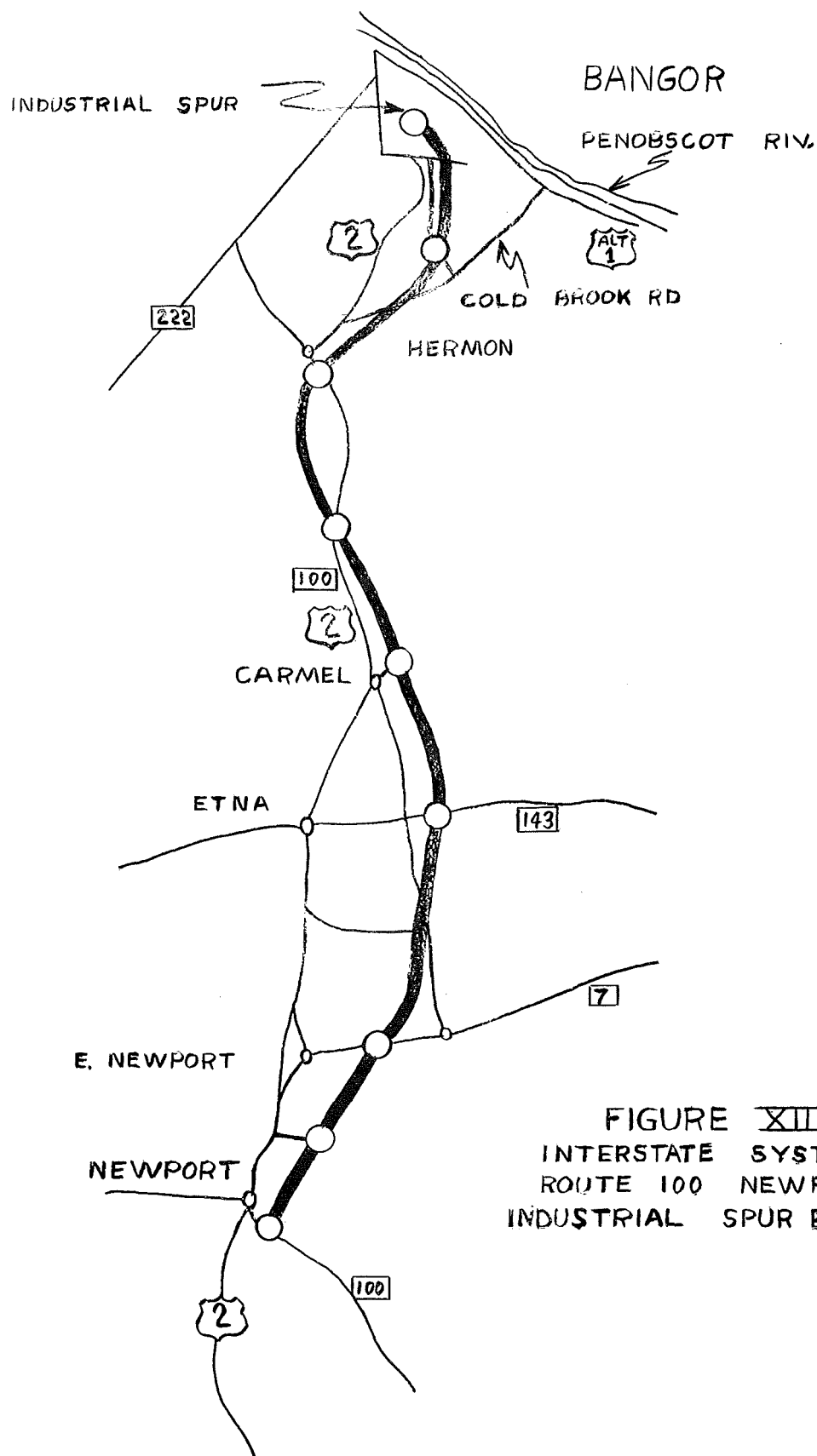
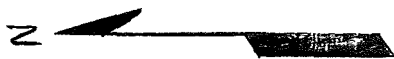


FIGURE XIII
INTERSTATE SYSTEM
ROUTE 100 NEWPORT
INDUSTRIAL SPUR BANGOR

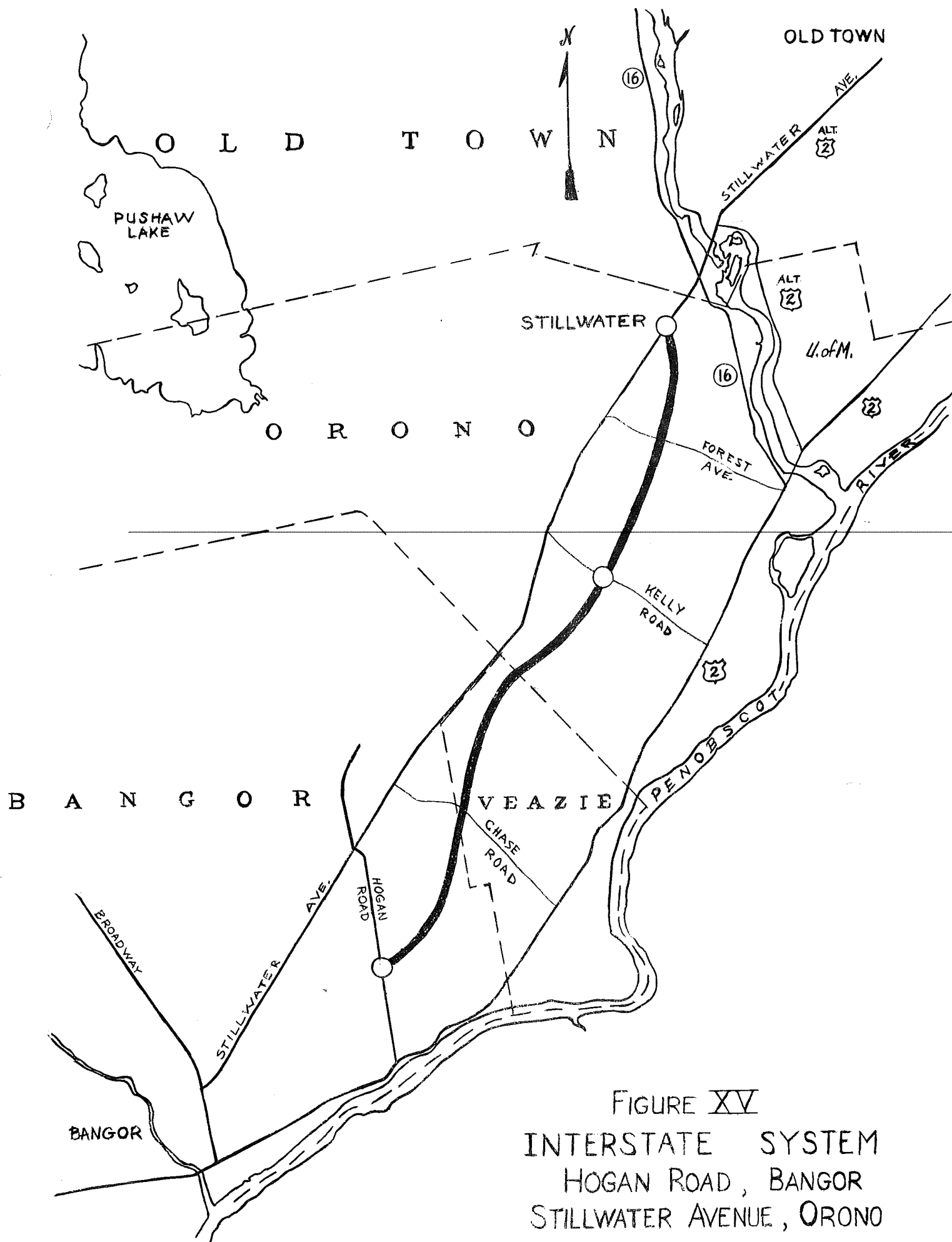


FIGURE XV
INTERSTATE SYSTEM
HOGAN ROAD, BANGOR
STILLWATER AVENUE, ORONO

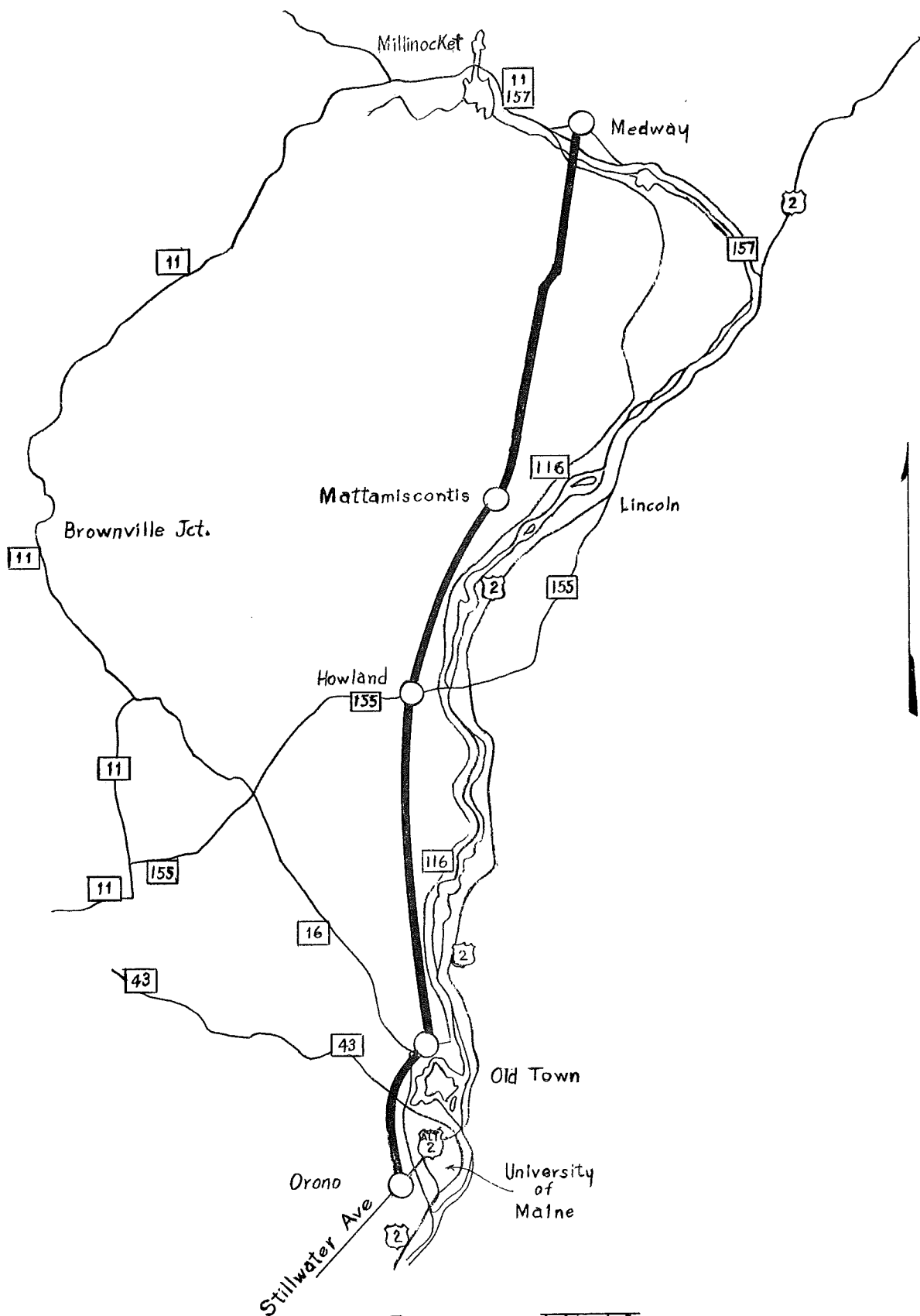


Figure XVI
 INTERSTATE SYSTEM
 Stillwater Ave, Orono - Route 157, Medway

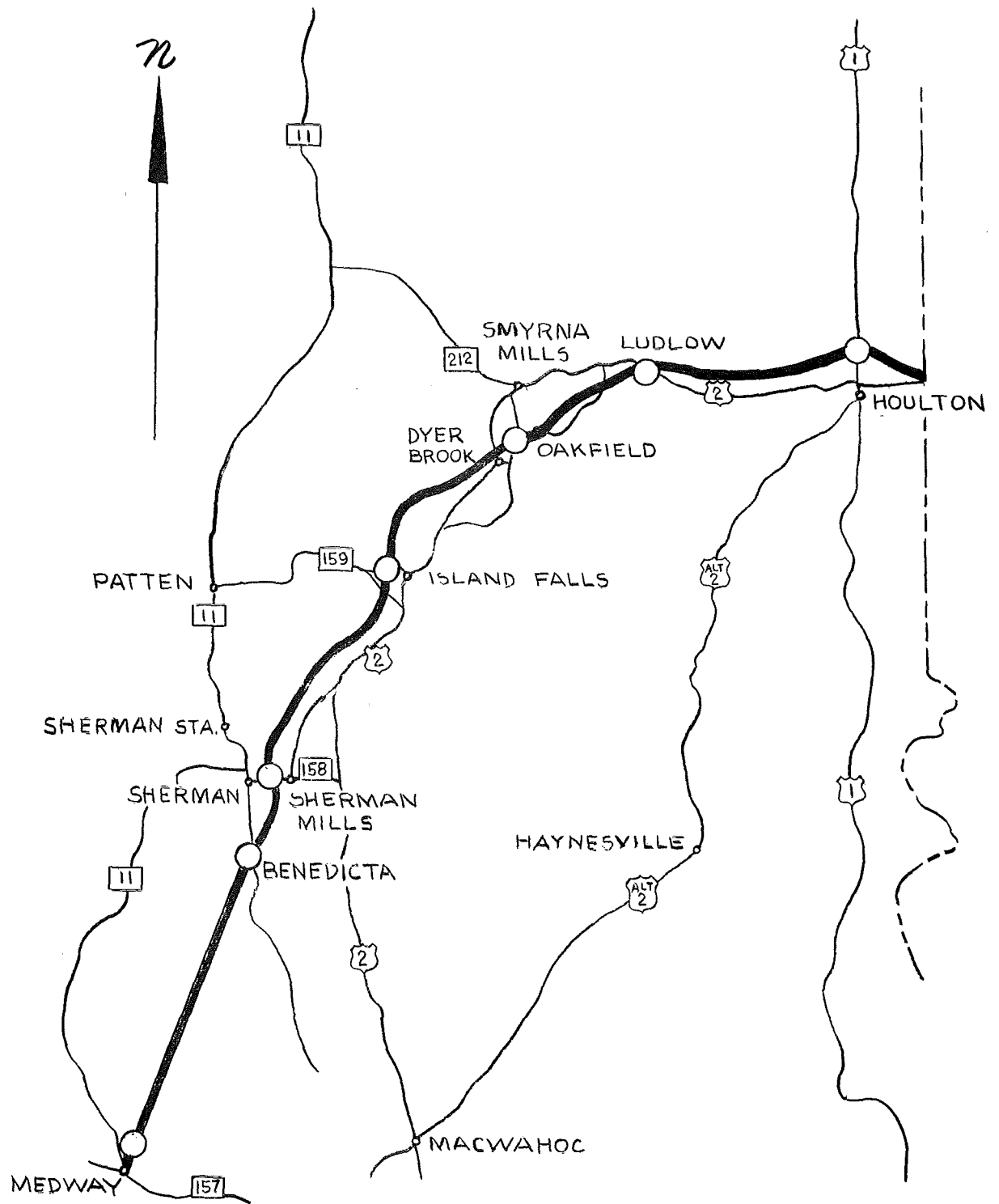


Figure XVII
 INTERSTATE SYSTEM
 ROUTE 157, MEDWAY - INTERNATIONAL BOUNDARY, HOULTON

HIGHWAY CONSTRUCTION ALLOCATIONS

The data sheets presented at the Thursday evening meeting in the House gave detailed estimates of \$69,769,839 in the construction program of Fiscal '58 and Fiscal '59. The '60 and '61 years were shown in totals only. The following figures show each of the four years and the four year total divided among Federal Primary, Secondary, Urban, Interstate and State Projects.

Fiscal Year 1958

	State Funds	Federal Funds	Total
Primary	\$3,571,837	\$3,168,163	\$6,740,000
Secondary	2,558,324	2,271,676	4,830,000
Urban	2,120,000	1,880,000	4,000,000
Interstate	2,550,000	16,250,000	18,800,000
State Projects	2,099,839	0	2,099,839
TOTAL	\$12,900,000	\$23,569,839	\$36,469,839

Fiscal Year 1959

	State Funds	Federal Funds	Total
Primary	\$3,700,000	\$3,300,000	\$7,000,000
Secondary	2,700,000	2,400,000	5,100,000
Urban	1,000,000	900,000	1,900,000
Interstate	1,950,000	15,350,000	17,300,000
State Projects	2,000,000	0	2,000,000
TOTAL	\$11,350,000	\$21,950,000	\$33,300,000

Fiscal Year 1960

	State Funds	Federal Funds	Total
Primary	\$3,800,000	\$3,400,000	\$7,200,000
Secondary	2,700,000	2,400,000	5,100,000
Urban	1,800,000	1,600,000	3,400,000
Interstate	3,460,000	28,000,000	31,460,000
State	2,050,000	0	2,050,000
TOTAL	\$13,810,000	\$35,400,000	\$49,210,000

Fiscal Year 1961

	State Funds	Federal Funds	Total
Primary	\$3,950,000	\$3,500,000	\$7,450,000
Secondary	2,820,000	2,500,000	5,320,000
Urban	1,130,000	1,000,000	2,130,000
Interstate	3,000,000	25,000,000	28,000,000
State	2,050,000	0	2,050,000
TOTAL	\$12,950,000	\$32,000,000	\$44,950,000

4 YEAR TOTALS

	State		Federal		Total	
Primary	\$15,021,837	29.4%	\$13,368,163	11.8%	\$28,390,000	17.3%
Secondary	10,778,324	21.1%	9,571,676	8.5%	20,350,000	12.4%
Urban	6,050,000	11.9%	5,380,000	4.8%	11,430,000	7.0%
Interstate	10,960,000	21.5%	84,600,000	74.9%	95,560,000	58.3%
State	8,199,839	16.1%	0		8,199,839	5.0%
TOTAL	\$51,010,000	100%	\$112,919,839	100%	\$163,929,839	100%

(Reprinted from data made available to the Legislature April 11, 1957 by Senator Clarence W. Parker, Chairman of the Committee on Highways.)

Note: Figures for 1960 and 1961 are estimates.

REVISED CONSTRUCTION SCHEDULE - INTERSTATE SYSTEM

Figure XIX (1)

<u>Location</u>	<u>Reconnaissance Survey</u>	<u>Field Survey</u>	<u>Construction Plans</u>	<u>Estimated Cost</u>	<u>Contract Award Date</u>	<u>Completion Date</u>
Maine-New Hampshire line to Kittery toll plaza	Completed	Not started	----	----	Not determined	
Kittery toll plaza to Fal- mouth Exit (on Turnpike) including Falmouth Spur	No work contemplated					
Saco Spur	Completed	Not started	----	----	Not determined	
Portland Loop - Park Avenue and Valley Street south and west to Turnpike	In process	----	----	----	Not determined	
Portland Loop - Park Avenue and Valley Street to south end of Tukey Bridge	Completed	Completed	Preliminary plans in process	----	Not determined	
Tukey Bridge	Completed	Completed	Completed	\$4,000,000	January 1958	Jan. 1960
Tukey Bridge to Marine Hospital (adjustments to East Deering By-pass)	Completed	Not started	----	----	Not determined	
Marine Hospital Interchange	Completed	Completed	In process	300,000	March 1958	Sept. 1959
Presumpscot River Bridge	Completed	Completed	In process	550,000	March 1958	Sept. 1959
Depot Road and Turnpike Spur Overpasses	Completed	Completed	In process	600,000	March 1958	July 1959
Johnson Road Overpass	Completed	Completed	Completed	300,000	Dec. 1957	June 1959

REVISED CONSTRUCTION SCHEDULE - INTERSTATE SYSTEM

Figure XIX (2)

<u>Location</u>	<u>Reconnaissance Survey</u>	<u>Field Survey</u>	<u>Construction Plans</u>	<u>Estimated Cost</u>	<u>Contract Award Date</u>	<u>Completion Date</u>
Tuttle Road Overpass, Route 1 Interchange south of Yarmouth and U. S. Route 1 relocation (south of Tuttle Road to Interchange south of Yarmouth.)	Completed	Completed	In process	\$1,200,000	Feb. 1958	July 1959
Route 88 and Royal River Crossing	Completed	Completed	In process	920,000	March 1958	Nov. 1959
Bayview Overpass	Completed	Completed	In process	115,000	Sept. 1958	Aug. 1959
Route 1 Interchange north of Yarmouth	Completed	Completed	In process	465,000	June 1958	Nov. 1959
Marine Hospital to Johnson Road (Grading)	Completed	Completed	In process	2,700,000	June 1959	July 1960
Johnson Road to Cousins River (Grading)	Completed	Completed	In process	2,300,000	June 1959	Oct. 1960
Marine Hospital to Cousins River (Paving)	Completed	Completed	In process	4,500,000	Jan. 1961	Oct. 1961
Cousins River to Desert of Maine Road (additional two lanes to be constructed under controlled access)	Completed	(To be deferred)		----		
Desert of Maine Road to Brunswick	Completed	Completed	Completed	----	----	Completed
Brunswick to Gardiner	Completed	(To be deferred until construction does not jeopardize Turnpike revenues)				

REVISED CONSTRUCTION SCHEDULE - INTERSTATE SYSTEM

Figure XIX (3)

<u>Location</u>	<u>Reconnaissance Survey</u>	<u>Field Survey</u>	<u>Construction Plans</u>	<u>Estimated Cost</u>	<u>Contract Award Date</u>	<u>Completion Date</u>
Gardiner to Augusta on Turnpike	(No work contemplated)					
Turnpike connection to Old Winthrop Road - Augusta (grading-structure-paving)	Completed	Completed	In process	\$ 600,000	July 1958	July 1959
Old Winthrop Road Overpass- Augusta	Completed	Completed	Completed	170,000	Nov. 1957	Aug. 1958
Bond Brook and Mt. Vernon Ave. Bridges - Augusta	Completed	Completed	In process	650,000	Jan. 1958	June 1959
Route 27 Interchange-Augusta	Completed	Completed	In process	300,000	July 1958	Nov. 1959
Old Winthrop Road to Route 27 (Grading)	Completed	Completed	Completed	1,000,000	Dec. 1957	July 1959
Old Winthrop Road to Route 27 (Paving)	Completed	Completed	In process	400,000	June 1959	Oct. 1959
4 Overpasses Sidney Route 27, northerly	Completed	Completed	In process	700,000	Aug. 1958	July 1959
3 Overpasses southerly of Route 11 in Waterville	Completed	In process	----	350,000	Oct. 1958	Sept. 1959
Route 27 to Sidney Inter- change (Grading)	Completed	Completed	In process	3,000,000	July 1958	Oct. 1959
Sidney Interchange to Route 11 Waterville (Grading)	Completed	In process	----	4,500,000	Sept. 1958	Nov. 1959

REVISED CONSTRUCTION SCHEDULE - INTERSTATE SYSTEM

Figure XIX (4)

<u>Location</u>	<u>Reconnaissance Survey</u>	<u>Field Survey</u>	<u>Construction Plans</u>	<u>Estimated Cost</u>	<u>Contract Award Date</u>	<u>Completion Date</u>
Route 27 Augusta to Route 11 (Oakland Road) Waterville (Paving)	Completed	In process	----	\$2,900,000	Jan. 1960	Oct. 1960
Oakland Road (Route 11) to Main Street Waterville (Grading and Bridges)	Completed	In process	----	2,900,000	Aug. 1958	Nov. 1960
Main Street Waterville to Route #201 Fairfield (Grading and Bridges)	Completed	In process	----	2,400,000	Dec. 1958	Nov. 1960
Oakland Road (Route 11) to Route #201 Fairfield (Paving)	Completed	In process	----	1,450,000	Jan. 1961	Nov. 1961
Kennebec River Bridge Fairfield-Benton	Completed	In process	----	2,500,000	June 1959	July 1961
Kennebec River Bridge Benton to Pittsfield (Mosher Corner Road)	Completed	1959-60	----	----	Not determined	
Pittsfield to Newport (Grading-structures-paving)	Completed	1959-60	----	6,000,000	1961-62	1963-64
Newport to Bulge Inter- change, Bangor	Completed	1958-59	----	24,000,000	1960-61	1962-63
From Interchange at Main St. to Interchange at Bulge to and including Hammond Street Interchange, Bangor	Completed	Completed	Completed	4,000,000	Nov. 1957	Nov. 1959
Interchange at Main St., Bangor	Completed	Completed	Completed	1,000,000*	June 1957	June 1958

REVISED CONSTRUCTION SCHEDULE - INTERSTATE SYSTEM

Figure XIX (5)

<u>Location</u>	<u>Reconnaissance Survey</u>	<u>Field Survey</u>	<u>Construction Plans</u>	<u>Estimated Cost</u>	<u>Contract Award Date</u>	<u>Completion Date</u>
Ohio and Kenduskeag Stream Bangor (Bridges and approaches)	Completed	Completed	Dec. 1957	\$1,300,000	Jan. 1958	Dec. 1958
Broadway Bridge - Bangor	Completed	Completed	Jan. 1958	370,000	Feb. 1958	Dec. 1958
Essex St. Bridge - Bangor	Completed	Completed	Jan. 1958	300,000	Feb. 1958	Dec. 1958
Stillwater Ave. Bridge-Bangor	Completed	Jan. 1958	April 1958	370,000	May 1958	June 1959
Hammond St. to Hogan Road (Grading) including Union St. Kenduskeag Ave. and Hogan Road bridges	Completed	Jan. 1958	May 1958	4,200,000	July 1958	Nov. 1959
Hammond St. to Hogan Road Bangor (Paving)	Completed	Jan. 1958	May 1958	500,000	Jan. 1960	Oct. 1960
Hogan Road Bangor to Kelley Road Orono	Completed	In process	----	3,500,000	June 1960	Nov. 1962
Kelley Road to Stillwater Avenue, Orono	Completed	Completed	----	4,000,000	June 1960	Nov. 1962
Stillwater Ave., Orono to Route #2 Dyer Brook	Completed	Not started	----	----	Not determined	
Dyer Brook to Houlton	Completed	In process	----	----	Not determined	

*Financed from 60-40 funds - not included in current program.

NOTE - Most of the cost figures shown in the revised construction schedule are very rough estimates based on a cost per mile for highways and a cost per square foot for bridge structures and were developed from reconnaissance surveys and preliminary plans. After the on the ground surveys are completed more accurate estimates will be available although the cost of the projects will not be known until the bids are received. While each project taken individually might be too high or too low, it is believed that the total for the four year program is realistic.

STATE OF MAINE

In the Year of our Lord, Nineteen Hundred and Fifty Eight.

An Act Allocating Eight Hundred and Fifty Thousand Dollars from the Highway Bond Issue Proceeds to Highway Construction for the Fiscal Year 1958-1959.

Be it enacted by the People of the State of Maine, as follows:

XXX P. & S. Laws of 1957, c. 173, §2 amended. Section 2 of chapter 173 of the Private and Special Laws of 1957 is hereby amended to read as follows:

"Sec. 2. Allocations from proceeds from the sale of bonds. Income to the general highway fund for the next 2 fiscal years--from July 1, 1957 to June 30, 1958 and from July 1, 1958 to June 30, 1959--from the proceeds of the sale of bonds shall be segregated, apportioned and expended as designated in the following schedule:

	<u>1957-58</u>	<u>1958-59</u>
Highway construction--		
State Highways and Federal-Aid Systems	\$6,807,000	\$1,500,000- ' <u>\$2,350,000</u> '

Draft of Proposed Act to be presented to the Legislature in Special Session, January 1958.