

# MAINE STATE LEGISLATURE

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# EIGHTY - EIGHTH LEGISLATURE

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**Legislative Document**

**No. 498**

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S. P. 300

In Senate, February 11, 1937.

Referred to Committee on Ways and Bridges and 500 copies ordered printed. Sent down for concurrence.

ROYDEN V. BROWN, Secretary.

Presented by Senator Graves of Hancock.

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## STATE OF MAINE

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IN THE YEAR OF OUR LORD NINETEEN HUNDRED  
THIRTY-SEVEN

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**RESOLVE, Relating to a State Highway Planning Survey and Planning Survey Committee.**

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**Planning survey of Maine highways. Resolved:** That the state highway commission enter into a project agreement with the United States Department of Agriculture, Bureau of Public Roads, for the purpose of carrying on a planning survey of Maine highways. Such surveys to consist of traffic, road condition, road use, economic and financial surveys and any other surveys as may be advisable, to make available complete statistics on the status of highways and highway traffic, to be used as a basis for formulating a rational highway program of road building for the entire state; and be it further

**Resolved:** That a highway survey and plan committee be, and hereby is, created to consist of 2 members of the Senate, to be appointed by the President of the Senate; 3 members of the House, to be appointed by the Speaker; 2 members of the Governor's Council, to be appointed by the Governor; and 4 citizens of the state, representing respectively, agriculture and the rural elements, industry, automobile owners, and recreational groups, to be appointed by the Governor; and that the members of the state highway commission and the chief engineer by virtue of their offices shall be members thereof; and be it further

**Resolved:** That the committee shall have full power and authority, and it shall be its duty, to make a study of the highway traffic needs and requirements as developed through the aforementioned planning survey, and to formulate and present to the 89th Legislature or to any special session of the 88th legislature if the work has been completed at that time for approval, a rational highway program or road building plan, and to recommend means of financing the same based on the state's financial ability to build and maintain; and be it further

**Resolved:** That said committee shall make a thorough study of economic and practical problems, such as new locations for avoiding congested areas, the development and improvement of third-class or farm-to-market roads, and the design, construction and reconstruction and regulation of public streets, ways and paths, including systematic all-year maintenance and snow removal, together with recommendations on any other subjects relevant in the premises; and be it further

**Resolved:** That in making studies, examinations, investigations and compilations requiring engineering, clerical and stenographic services, the committee shall with the consent of the state highway commission utilize such employees and facilities of that department as may be necessary; and be it further

**Resolved:** That said committee shall hold public hearings within the state from time to time as its work progresses or circumstances make advisable; and be it further

**Resolved:** That the members of said committee shall receive no compensation for their services, but shall be paid their actual and necessary expenses incurred in the performance of their duties, said expenses to be approved by the Governor and Council and paid out of general highway funds.

## STATEMENT OF FACTS

The purpose of this resolve is to enable the highway commission to conduct planning surveys of all public streets, ways and roads in Maine and to create a committee to study the findings and formulate a rational plan of highway improvements.

The planning survey is of great magnitude and nothing like it has ever been attempted, until within the past year or two, 40 of the states have cooperated with the United States Bureau of Public Roads in this work, in view of the fact that the regular federal aid will soon be extended to secondary or farm-to-market roads of such states as have cooperated and have a planned program and the facts. The cost of the survey is borne 50% by the federal government in the form of regular federal aid, as in any federal highway project; also up to 1½% of moneys from Federal Grants to states under the Hayden-Cartwright Act. The balance is paid by the states, and in many instances unused balances from recent federal allotments have been applied as states' shares.

The work is prosecuted solely by the local state highway units and is in no way connected with the new Federal activities. In brief, the surveys would show the volume, origin and destination of all traffic and the weights and description of loads. They would show the complete mileage of public roads and the exact condition they are in, surface, grades, alignments, how much they are used and by whom and for what purposes, and would also show who pays for them, how much from each section and where it should logically be spent.

The formulating of a rational plan of public highway improvement for the future would correlate all the facts in the survey and suggest a rational plan for the simultaneous completion of the primary system together with the reconstruction, maintenance and improvement of all roads in the state covering a period of years based on available revenue from gas tax and auto license fees.

The neighboring states of New Hampshire and Vermont are already making these surveys.