

MAINE STATE LEGISLATURE

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N I N E T Y - N I N T H L E G I S L A T U R E

Legislative Document

No. 1277

S. P. 430

In Senate, March 19, 1959

On Motion of Senator Lord of Cumberland, referred to the Committee on Public Health. Sent down for concurrence and ordered printed in Document form.

CHESTER T. WINSLOW, Secretary

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-NINE

INTRODUCTION

Senate Paper No. 147 directed the Bureau of Public Improvements "to study the present site of the State School for Boys to determine the desirability of new construction on this site considering the proximity of the Airport, and to make a report to the 99th Legislature in six weeks as to whether or not it would be more economical and practical to construct a new school on a new site."

Upon receipt of this directive, the Bureau solicited the assistance of the Maine Aeronautics Commission requesting the following information:

1. Length, width and direction of the existing runways.
2. A map of the Airport and surrounding area showing the runway approach patterns.
3. A profile of the runways and their approaches including limits of take-off and glide angles.
4. Danger zones and existing hazards at the ends of the runways.
5. Present and future design standards for this Airport.
6. Plans for future development of the Airport facilities.
7. Recommendations of the Maine Aeronautics Commission, Airport Management and Federal Aviation Agency.

The report of the Maine Aeronautics Commission is included and made a part of the report of the Bureau.

HISTORICAL HIGHLIGHTS

- 1850 — The City of Portland purchased the so-called Carter Farm in Cape Elizabeth, containing 153 acres, for \$9,000 and gave it to the State of Maine in consideration that said Estate should be forever used and improved for a State Reform School.
- 1851 — The State started construction of the existing Administration Building, Elizabethan in architecture, to accommodate 240 boys.
- 1872 — Additional land was purchased by the State from Mary B. Broad for \$40.00.
- 1885 — Installation of Sebago Water System.
- 1889 — The State purchased the Coleman Farm and buildings for \$2,900.
- 1889 — Farrington Cottage was erected.
- 1896 — Wentworth Cottage was erected.
- 1899 — Central Heating Plant and Power House were constructed.
- 1903 — Albion Little Cottage was erected.
- 1903 — Lincoln Cottage was erected.
- 1922 — Arthur R. Gould School was erected, one-half ($\frac{1}{2}$) of the cost being paid by the Honorable Arthur R. Gould.
- 1937 — The State purchased $22\frac{1}{2}$ acres of land with buildings from George H. Minott for \$3,250, since a piece of land was being taken from the institution property for the Airport.
- 1941 — The State conveyed to the City of Portland, by quit claim deed, a strip of land for the extension of the Portland Municipal Airport.
- 1941 — The State purchased 12 acres of land from Olof P. Pierson.
- 1955 — The expansion of the Airport included construction of a new 5,000 foot East-West runway.
- 1956 — The Grub B. Cornish Gymnasium was constructed.

PROPERTY VALUATION

STATE SCHOOL FOR BOYS

Institution & Farm	C. P. R. Valuation 6/30/58
Land	\$ 23,281.20
Buildings	589,365.74
Structures & Improvements	29,661.03
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Total	\$642,307.97

PORTLAND MUNICIPAL AIRPORT

Approximate Investment

Land and Facilities \$4,000,000.00

CONSTRUCTION PROGRAM

STATE SCHOOL FOR BOYS

The 98th Legislature approved and authorized appropriations for the following projects at the State School for Boys:

Project	Appropriation	Progress to Date
Fire Escapes	\$ 4,500	100%
Roof Repairs 3 cottages	4,720	Deferred
Porch Repairs 3 cottages	4,000	Deferred
Sewerage Survey	1,000	100%
Vocational Shop Building	35,000	Deferred
Equipment for Gymnasium	4,300	100%
Renovation to School	5,375	100%
Improvements Roads and Grounds	4,000	65%
Paving Project Gymnasium Area	12,000	23%
Central Kitchen & Dining Room	82,000	Deferred
 Total	<hr/> \$156,895	

In November 1957, during a review of the preliminary plans and specifications for the Central Kitchen and Dining Room, it was found that the estimate of cost exceeded the appropriation by approximately 30%. A series of conferences followed and various proposals were advanced in an effort to provide a satisfactory solution within the funds appropriated. By February 1958 it was suggested that the basement of the Administration Building could be renovated for a Central Kitchen and Staff Dining Room and that a one story addition could be attached for a Congregate Dining Room. It was pointed out that this proposal was contrary to the long range plan to abandon the Administration Building and that approval of this scheme would change the entire concept of the Institution.

By April 1958 the Bureau had prepared a long range building program for the School, based on four different schemes, as a comparison of facilities and program advantages. These were as follows:

Scheme #1 — Construction of new buildings incorporating features recommended by authorities in the field of juvenile delinquency, aimed at eventual demolition of the existing Administration Building.

Scheme #2 — Complete remodelling of the Administration Building to utilize two floors and the basement in order to salvage as much of the structure as possible while changing it to provide for a modern program and limited staff housing.

Scheme #3 — Complete remodeling of the Administration Building to utilize one floor and the basement by removing the top two stories.

Scheme #4 — Relocation of the institution by moving to a new site. This scheme was proposed because of the proximity of the Portland Municipal Airport.

At the same time, the Bureau took the position that further approval of expenditures from current appropriations for capital improvements should be limited to necessary items until a decision could be reached and a long range capital improvement program agreed to. Consequently, plans were temporarily shelved for repairs to the cottages, construction of Vocational Shop Building and Central Kitchen and Dining Room.

An outside engineer was hired by the Institution to assist them in the preparation of plans for a new institution and to make a comparison of costs between using the present site or moving to a new location. These were presented to the 99th Legislature and included in the "Requests for Capital Improvements."

The Bureau, in making its recommendations with regard to the projects requested by the State School for Boys, placed all but two minor projects in Group 8 as requiring additional investigation and more detail planning before consideration, pending a decision on the question of relocating the institution.

PORTLAND MUNICIPAL AIRPORT

The Maine Aeronautics Commission reports that expansion of the Portland Municipal Airport during the next five years, to keep pace with the increasing demand of air traffic, will require the following development in order to accommodate the traffic safely and efficiently:

1. — Complete taxiway system including lights.
2. — Expansion of aircraft parking and loading aprons.
3. — Rehabilitation of north end of North-South runway.
4. — Construction of a new terminal building.
5. — Extension of East-West runway to 6,000 feet.
6. — Clearing the south approach of the North-South runway and extending the runway 5,000 feet, providing the State School for Boys has been moved.

Between 1965 and 1975 it may be necessary to extend both runways to 7,000 feet to accommodate the increase in air traffic and to match new developments in aircraft design.

STATE SCHOOL FOR BOYS vs. PORTLAND MUNICIPAL AIRPORT

The State School for Boys is located 100 feet above Long Creek and approximately 50 feet higher than the North-South runway which is in direct line with it. The tallest obstruction is the Central Heating Plant chimney located just inside the west line of the approach zone. The top of the chimney is approximately 120 feet above the elevation of the runway.

Three cottages are in the approach zone, the center one being in direct line with the runway center line. The schoolhouse is on the east edge of the zone while the Administration Building and new gymnasium are on the west edge of the zone.

The present North-South runway is 4,300 feet long. It can be extended north about 200 feet to the bank of Fore River. Any extension to obtain a 7,000 foot runway will move the south end to the bank of Long Creek. In other words, there is just about enough room between Fore River and Long Creek at this point to construct a 7,000 foot runway.

Extension of the North-South runway through the State School property, including sufficient width for a taxi strip, back slopes and right of way, would eliminate the School and take most of the land.

Over the past few years the existence of the two facilities side by side has been tolerated even though their relative positions have become more and more intolerable.

The State School has had to relinquish land for the expansion of the Airport and purchase additional land in other directions. It has given easements for the erection of guidance beacons and allowed warning lights to be attached to its buildings. The danger of an accident from approaching aircraft is always present.

The Airport has expanded in an East-West direction but has been prevented from expanding in a North-South direction by the location of the School. It is fast reaching the limits of its expansion and may become obsolete as a result. Any expansion of the State School will present even more of a hazard to the Airport and restrict it still further. The continuation of the two facilities in their relative locations may result eventually in a stalemate of activities.

The State's investment in the State School for Boys is less than three quarters of a million dollars (\$642,300) most of which is in obsolete and antiquated buildings. The investment in the Airport is reported as four million dollars (\$4,000,000) including at least one up-to-date runway equipped with the most modern instrument landing system. Although known as the Portland Municipal Airport, the State has invested over six hundred and fifty thousand dollars (\$650,000) in its construction.

CONCLUSIONS

The State School for Boys is well situated except for its proximity to the Portland Municipal Airport.

The Portland Municipal Airport is ideally situated except for the hazard of the State School for Boys.

The investment in plant at the State School for Boys is six-hundred forty two thousand three hundred dollars (\$642,300) as compared with four million dollars (\$4,000,000) invested in the Airport.

The investment at the State School is in an old institution as compared with relatively new facilities at the Airport.

The State's interest in the School for Boys is humanitarian involving the education and rehabilitation of our delinquent youth, a most worthwhile endeavor.

The State's interest in the Airport is economic, not only dealing with the present but also with the future of aviation and commerce in that area as well as in the whole State, a very vital and important factor in the future development of Maine.

Therefore, the Bureau of Public Improvements has concluded:

That the State School for Boys and the Portland Municipal Airport located adjacent to each other are not compatible.

That it would be more economical and practical to move the State School than to relocate the Airport.

That such a move would be advantageous to both facilities.

While making this and previous studies, the Bureau has come to realize that considerably more time than presently allotted, as well as more specific knowledge of rehabilitation, is necessary to properly solve this problem.

Therefore, without intending to be presumptuous, we would like to present the following suggestions for the consideration of the 99th Legislature:

1. That the question be resolved as to whether or not the State School for Boys shall be relocated.
2. That a properly qualified agency be employed to make a thorough study of the needs for a new School for Boys and to report their findings to the 100th Legislature.
3. That such an agency might be instructed to include in its findings, among other things:
 - a. The type of program that a new State School for Boys should adopt for the rehabilitation of juvenile delinquents.
 - b. The size of such a school based on ultimate design capacity.
 - c. Choice of a suitable site for the school.
 - d. Suitable plans, sketches and estimates of construction costs to provide facilities to carry out the recommended program.
4. That sufficient funds be provided to enable such an agency to make a comprehensive study of the needs and to obtain adequate sketches and cost estimates for presentation to the 100th Legislature.