

# MAINE STATE LEGISLATURE

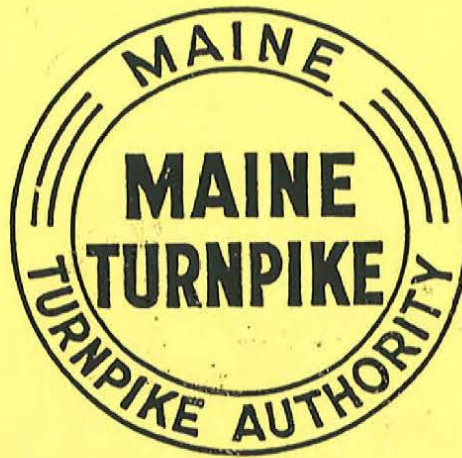
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# MAINE TURNPIKE AUTHORITY

## LEGISLATIVE REPORT

PAUL E. VIOLETTE  
EXECUTIVE DIRECTOR

FEBRUARY 1989

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# Maine Turnpike Authority

430 RIVERSIDE STREET  
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February 15, 1989

Dear Legislative Member:

I am pleased to provide you with a copy of the Maine Turnpike Authority's semi-annual Legislative Report in accordance with Section 1966 paragraph 4, of Title 23, M.R.S.A.

Significant growth in traffic continued on the Maine Turnpike during 1988. The result is causing the volume of traffic to meet or exceed the capacity of the Turnpike on a more regular basis. The Maine Turnpike Authority after much study and coordination with the Maine Department of Transportation voted to approve the Maine Turnpike Authority's Capital Improvement Program.

The three major components of this program and the status of each are as follows:

## I. Interchange Program

This program, which was created by the Maine Legislature, continues to move forward. The program consists of seven (7) new interchanges and six (6) modifications to existing interchanges. Please refer to pages 6 thru 8 as to the status of each of these thirteen (13) interchanges.

The Interchange Program continues to have widespread acceptance on the part of communities along the Turnpike. The Maine Department of Transportation, the Turnpike and the communities along the Turnpike see the new interchanges as relieving local traffic problems, particularly in York County on U.S. Route 1. In other areas such as Cumberland County, communities are looking for more access to reduce traffic loads on the secondary road system. In addition, communities in Androscoggin County are looking at more interchanges to provide more access, relieve traffic problems and help economic development.



MAY 10 1989

# Maine Turnpike Authority

## II. Widening Program

The Maine Turnpike Authority voted in July of 1988 to widen the Turnpike from Mile 12 to Mile 32. In addition, the Authority adopted a 15% toll increase which went into effect January 1, 1989.

The Authority some time in 1989 will be making application for several permits. These include: "Natural Resources Protection Act Permit," D.E.P.; "Site Location of Development Permit," D.E.P.; and "Section 404 Permit," Army Corps of Engineers.

## III. North End Fare Conversion Program

As a result of the Turnpike's Northern Task Force Study, the Maine Turnpike Authority is considering a change in the fare collection system north of Gray. This program is planned to begin in July 1989 with a completion date of December 1990.

This program when completed will allow the Authority to provide additional access on the north end of the Turnpike resulting in significant savings.

In addition to the Turnpike's capital improvement program, the Maine Turnpike Authority is studying several issues:

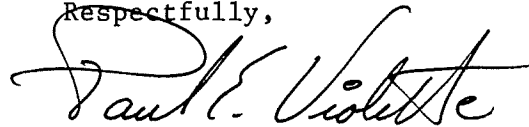
1. Enhancement of the Commuter Program,
2. Carbon Monoxide Testing Program for employees,
3. Employee Training Program,
4. Summer Patrol Program,
5. Travel Information Program.

The Maine Turnpike Authority and I look forward to a busy 1989. Please let me know if I can be of any service.

Attached is more statistical and narrative information relating to the Authority's activities during the second half of 1988.

My best wishes for a productive and enjoyable legislative session.

Respectfully,



Paul E. Violette  
Executive Director

PEV/rvf  
Enclosures



Maine Turnpike Authority

Report to Maine State Legislature  
Transportation Committee

Reporting Period

July 1988 - December 1988

Maine Turnpike Authority  
Directory

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## TABLE OF CONTENTS

Executive Summary	i - v
Revenue	1
Traffic Summary	1
Access Road Account	3
Commuter Plan Program	4
Interchange Program	6
Reconstruction	9
Patrol	10
Financial and Statistical	11
Summary Statement of Income & Expense	12
Notes Summary Statement	13
Traffic & Revenue Analysis	14
Traffic Operating Revenue Fund	15
Construction Costs With Northerly Corridor Improvements	16

## REVENUES

Revenues from all sources (tolls, rentals, interest, misc.) rose to \$33,008,168 in 1988.

Toll revenues were up over 1987, due wholly to traffic volume increases.

## TRAFFIC

Vehicular traffic rose by 2,644,597 vehicles to a new record high of 31,392,550 cars and trucks. In addition, some 3,801,684 commuter trips\* were made, accounting for a total of 35,194,234 vehicles using the Turnpike.

Volume on some sections of the mainline is such that, more frequently, we experience significant traffic delays along the travelled way. The 100,000 vehicle per day volume, as late as five years ago deemed quite unlikely, was exceeded 135 times during 1988. Congestion along the roadway will become a safety hazard in the months ahead.

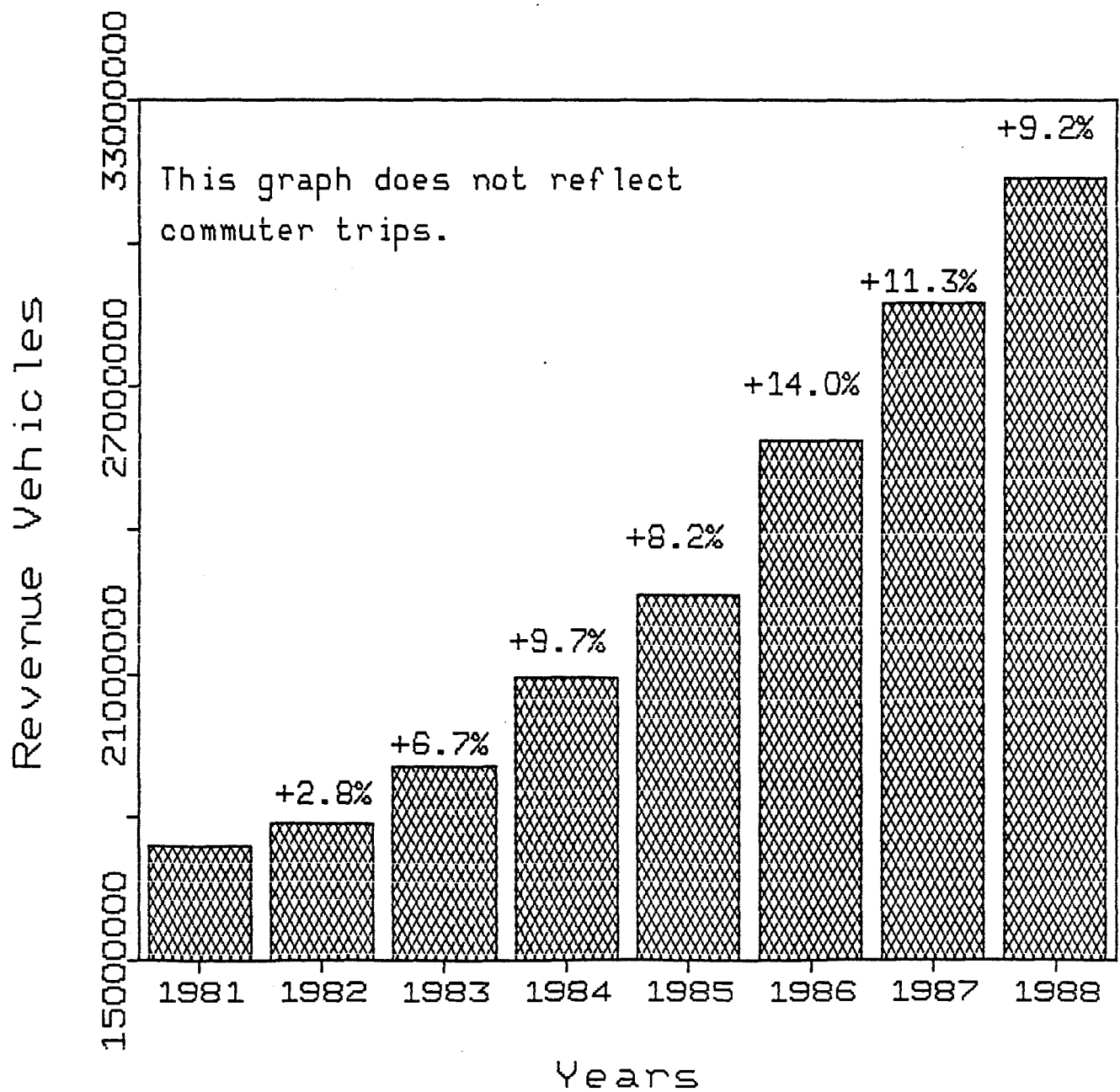
The following illustration highlights the growth in revenue traffic (not including commuter program participants) over the last several years:









<u>Year</u>	<u>Traffic</u>	<u>Percentage Increase</u>
1978	16,476,298	----
1979	16,190,821	- 1.7%
1980	16,517,507	+ 2.0%
1981	17,390,489	+ 5.3%
1982	17,882,739	+ 2.8%
1983	19,088,885	+ 6.7%
1984	20,939,430	+ 9.7%
1985	22,649,533	+ 8.2%
1986	25,828,956	+14.0%
1987	28,747,953	+11.3%
1988	31,392,550	+ 9.2%

\* Commuter trips, while not contributing to revenue vehicle counts, nevertheless add a consistent bulge to peak traffic periods.



# Maine Turnpike Authority



	1981	17,390M		1982	17,882M
	1983	19,088M		1984	20,939M
	1985	22,649M		1986	25,828M
	1987	28,747M		1988	31,392M

MAINE TURNPIKE AUTHORITY

ACCESS ROAD ACCOUNT

Since the enactment of Chapter 595, Public Laws of 1982, the Authority has been required to annually submit to the State of Maine - Department of Transportation the sum of \$4,700,000.00.

During 1988, transfers were conducted as follows:

1/10/88	\$2,741,666.67 to State of Maine, D.O.T.
6/11/88	<u>\$1,958,333.33 to State of Maine, D.O.T.</u>
	\$4,700,000.00

These transactions took place under the terms and conditions of Section 513 of the Trust Indenture dated June 15, 1982.

The direct transfer of funds to Maine Department of Transportation during 1988 represents 14.2% of gross revenues.

To date, the Authority has transferred \$23,941,666.67 to the Department of Transportation for highway use.

### COMMUTER PLAN PROGRAM

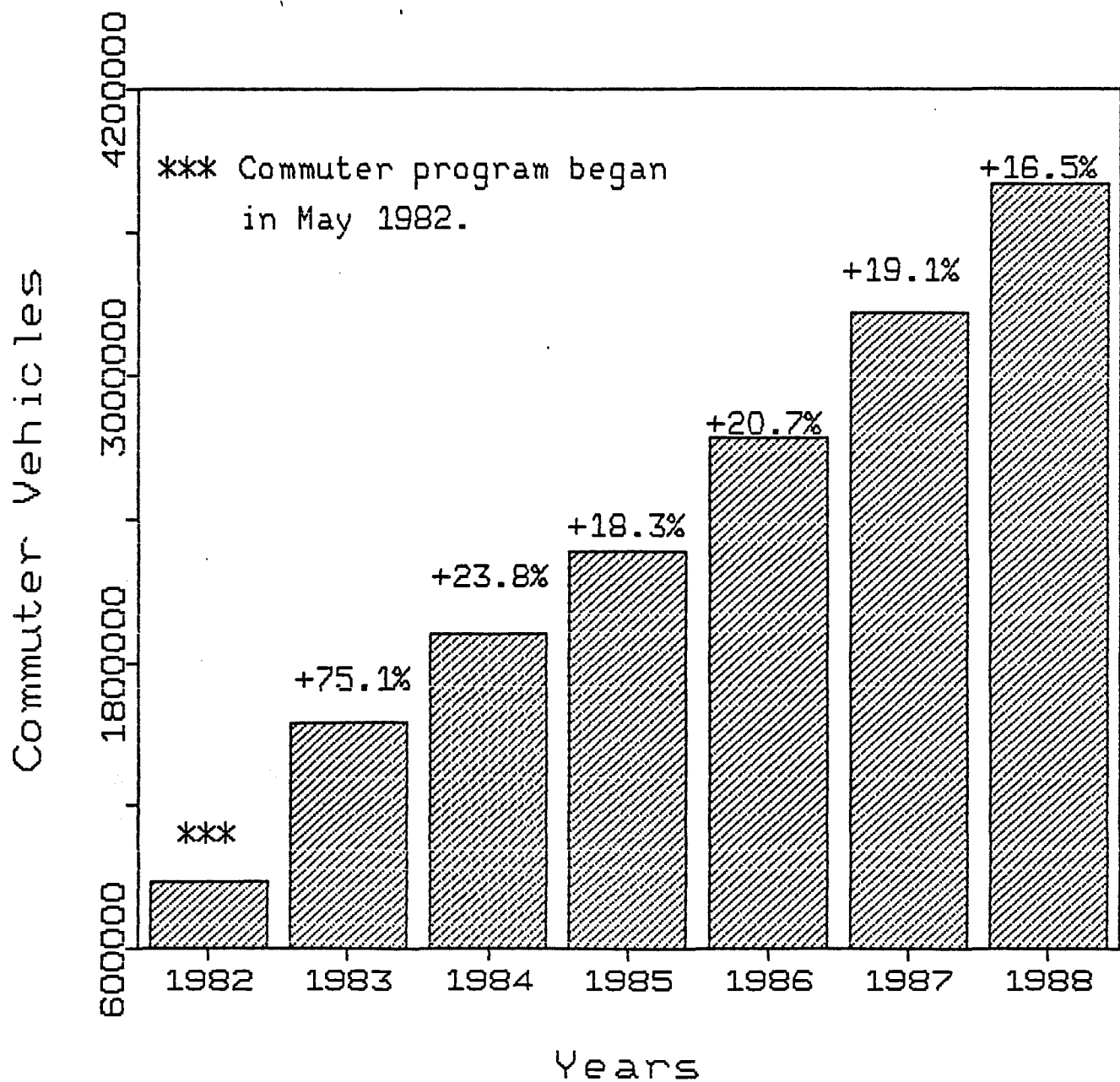
The Commuter Fare Program, instituted on May 1, 1982, is the fastest growing element of turnpike usage. By prepaying for a three - month commuter pass and using that pass an average of twenty days per month, the participant can save as much as 67% of present toll costs. The recent toll increase which went into effect on January 1, 1989, did not effect commuter fares. Commuter fares are still based on the May 1982 tolls.








The Authority in 1988 initiated a study of the present Commuter program. This study which is presently partially completed is reviewing our present program as well as looking at various options that would expand the existing program or add a whole new program for frequent non-commuter users.

When the program was designed, projections of 3,500 participants were considered optimistic. The initial quarter of May 1 to July 31, 1982 experienced 3,150 passes issued. The following table illustrates the phenomenal growth of the program:

May, 1982	3,150	
May, 1983	4,204	+33.4%
May, 1984	4,614	+ 9.8%
May, 1985	5,503	+19.3%
May, 1986	6,730	+22.3%
May, 1987	8,029	+19.3%
May, 1988	9,632	+20.0%
Feb. 1989	11,129	+15.5% (to date)

# Maine Turnpike Authority



	1982	882T		1983	1,546M
	1984	1,914M		1985	2,266M
	1986	2,736M		1987	3,261M
	1988	3,801M			

MAINE TURNPIKE AUTHORITY  
MAINE DEPARTMENT OF TRANSPORTATION  
INTERCHANGE PROGRAM

The Maine Turnpike Authority/Maine Department of Transportation Interchange Program was created by the Maine Legislature in 1981. The legislation allows for the development of new or improved interchange access to the Maine Turnpike along with connecting roadways. According to the legislation, before new interchanges or access roads may be constructed, it must be determined that they have a sufficient relationship to the public's use of the Turnpike and the orderly flow of traffic on the Turnpike so that the use of Turnpike revenues is warranted to pay all or part of maintaining or constructing the access roads or interchanges.

The interchange program is primarily funded by the Maine Turnpike Authority through toll revenues. Under the program the Maine Turnpike Authority pays 100% of the cost of all preliminary engineering and design work. The Maine Turnpike Authority also pays 100% of the cost of the construction of the actual interchange to the toll plaza. In addition, the Maine Turnpike Authority pays 50% of the share of the access road from the interchange to the existing road system. MDOT pays the remaining 50% of the access road. As a result of this formula, the Maine Turnpike Authority generally pays approximately 70% of the total cost of each project.

In 1982, MDOT began assessing the feasibility and priority of several interchanges and modifications to interchanges. In 1983, Maine Department of Transportation suggested to the Maine Turnpike Authority nine such interchanges and modifications. These included:

1. Auburn, U.S. Route 202 - legislatively mandated
2. Lewiston, State Route 196 - legislatively mandated
3. Portland, State Route 9, and 22
4. Scarborough, Payne Rd. to U.S. Route 1 - legislatively mandated
5. Biddeford - U.S. Route 1, State Route 111
6. Portland - U.S. Route 302 - Forest Avenue
7. Westbrook Arterial Extension
8. Gray - U.S. Route 202 (Bypass)
9. Ogunquit - Wells, U.S. Route 1

The status of these is as follows:

1. Auburn - U.S. Route 202  
The Auburn project was completed at a cost of \$4.0 million dollars. The Maine Turnpike Authority financed 87% of the project at a cost of \$3,609,715.33.
2. Lewiston - State Route 196  
The Lewiston project has been authorized for full payment by the Authority, with a contribution not to exceed \$1,500,000.00. Work will begin in the spring of 1989 and should be completed in the fall of 1989.
3. Portland - Route 9 and 22  
This project is scheduled for 1991.
4. Scarborough - Payne Road U.S. Route 1  
This interchange and connector has been approved and construction is scheduled to begin in 1989 with a 1990 completion date. This will be a year-round interchange that will replace the existing seasonal interchange at Scarborough Downs. The cost of this interchange and connector is estimated to be \$11.3 million dollars. The Maine Turnpike Authority share is approximately 76%, a cost of \$8.6 million dollars.
5. Biddeford - Route 111  
This project is underway and scheduled for completion in 1989. This is a connector from where Exit 4 connects with Route 111 to U.S. Route 1. This project is being funded on a 50/50% basis by the Maine Turnpike Authority and the Maine Department of Transportation. Maine Turnpike Authority has paid its maximum negotiated contribution of \$3,200,000.00.
6. Portland, U.S. Route 302 - Forest Avenue  
This is tentatively scheduled for construction in 1993.
7. Westbrook Arterial Extension  
This is tentatively scheduled for construction in 1992.
8. Gray, U.S. Route 202  
This is tentatively scheduled for construction in 1994.
9. Ogunquit - Wells, U.S. Route 1  
This is tentatively scheduled for construction in 1994. The Maine Department of Transportation has been working with the Turnpike's engineers on potential sites for the interchange and the connector spur to U.S. Route 1. In addition, the communities of Wells and Ogunquit have been involved in the siting of the interchange.

In addition to these nine projects, the 1988 Capital Improvement Program authorized by the Maine Turnpike Authority provides for additional new interchanges to be added to the above list. These are:

10. Sabattus/Lewiston, Grove Street - tentatively scheduled for construction in 1991;
11. Sabattus/Lewiston, State Route 9 - tentatively scheduled for construction in 1995;
12. Biddeford/Saco/Old Orchard Beach Access - tentatively scheduled for construction in 1995;
13. Auburn, South Main/River Road - tentatively scheduled for construction in 1996.

Under the Interchange Program, the Maine Department of Transportation submits proposals to the Maine Turnpike Authority on an individual basis for each interchange/interchange modification. This proposal is then reviewed by the Maine Turnpike Authority and subject to its approval prior to any project being started. Thus, projects 3, 6, 7, 8, 9, 10, 11, 12 and 13 must still go through the Maine Department of Transportation process, be reviewed and then a proposal submitted to the Maine Turnpike Authority for approval.

## RECONSTRUCTION

The Maine Turnpike Authority exists because it helps provide safe and rapid transit from and within the State of Maine. The Turnpike acts as the main artery to a network of branching roads leading to all points in the state. In order to maintain this important link in a condition conducive to safe travel a continual maintenance and reconstruction program must be adhered to.

The year 1988 saw repairs to the superstructure and substructure of ten bridges along the Turnpike. Work began on April 4 and was completed on September 30. The work involved repair of unsound concrete, repair to reinforcing steel and application of Thoroseal Coating to concrete surfaces.

The bridge deck of the southbound Saco River Bridge was replaced in 1988. This type of bridge work consists of removing the existing deck, replacing reinforcing steel and concrete, repairs (if needed) to structural steel and repaving. Work commenced on May 10 and was completed on December 15. Replacement of the Northbound Saco River Bridge deck is slated to begin in 1989.

The year 1988 also saw the completion of work began in September of 1987 on the Running Hill Road Bridge in South Portland. The new four lane bridge replaces an existing two lane bridge, thus relieving traffic burdens previously experienced on this major westerly artery to a rapidly growing residential and commercial area.

Work performed in the existing repaving program consisted of both Pavement Crack Sealing and Pavement and Shoulder Resurfacing.

Pavement Crack Sealing involves the cleaning and sealing of construction and random cracks in bituminous concrete pavements as well as removal of vegetation and sterilization of cracks where necessary. A total of 9.4 miles of northbound and southbound lanes between Litchfield and West Gardiner were sealed as well as the entering and exiting ramps as the Gardiner Interchange. Also sealed was a total of 16.8 miles of pavement between Falmouth and Gray, West Gardiner and Augusta, and the Falmouth Spur in Falmouth.

Work involving Pavement and Shoulder Resurfacing consists of resurfacing with bituminous concrete the 24 foot pavements and adjacent outside shoulder and inside shoulder. A total of 7.3 miles of the northbound lanes between Falmouth and Gray were resurfaced in 1988.

As a result of the continual repaving of existing roadway, the guard rail situated in the median of the mainline must be adjusted. In 1988 the double faced median guard rail was raised between mile 71.6 in Auburn to mile 80.1 in Lewiston.



## PATROL

As a result of legislation passed several years ago, the Maine Turnpike Authority provides payment to the State of Maine for all costs of Troop G (the Troop that patrols the Turnpike) of the Maine State Police. Some of these costs include all salaries, benefits, retirement, and vehicle depreciation. In 1988 these costs amounted to \$1,504,392.35.

Additionally, unlike other agreements (i.e. Massachusetts Turnpike Commission and Massachusetts State Police) the State of Maine rather than the Maine Turnpike Authority, receives all fines collected for infractions. Such infractions during 1988 provided fines in the amount of \$926,229 to the State's General Fund.

The following is some statistical data for the year 1988:

20,057	Summonses issued
18,312	Warnings issued
6,065	Defective motor vehicles
2,933	Truck violations (296 put out of service as unsafe)
463	OUI's (53 of these were teenagers)
275	Child safety seat violations
4,364	Criminal/Civil & Traffic violations
1,203	Accidents

## FINANCIAL AND STATISTICAL

Following are several pages of the December 1988 Financial Report (which also acts as the annual report). It provides an accounting of income, expenses, and the disposition of Fund balances, in addition to providing statistics on revenue vehicles.

It should be noted that all moneys held on deposit by the Authority are dedicated to a particular project or use, and that ultimately all excess funds become available for use by the Maine Department of Transportation through the Interchange Construction and Improvement Account.

MAINE TURNPIKE AUTHORITY  
York - Augusta  
Summary Statement of Income & Expense

	Calendar Year to Date	
	Month of December	12 Months Ended December
	1988 1987	1988 1987
OPERATING REVENUE		
Net Fare Revenue	\$ 2,197,928.15	\$ 2,126,059.37
Rental of Concessions	177,824.28	93,450.22
Misc. Revenue & Interest	26,710.96	26,067.53
TOTAL	\$ 2,402,463.39	\$ 2,245,577.12
OPERATING EXPENSE		
Administration & General Exp	\$ 200,492.86	\$ 235,583.80
Accounts & Control	32,122.83	32,565.99
Maintenance of Roadways	266,606.29	313,195.52
Garages, Shops & Equipment	102,719.24	88,416.75
Fare Collection	576,054.64	703,652.33
Patrol, Radio & Station Oper	325,207.45	238,241.85
Building Maintenance	52,242.35	42,286.70
TOTAL EXPENSE	\$ 1,555,445.66	\$ 1,653,942.94
NET OPERATING INCOME	\$ 847,017.73	\$ 591,634.18
INTEREST EARNED ON INVEST.:		
Reserve Maintenance Fund	\$ 21,524.78	\$ 20,372.50
Bond Payment Account	39,187.37	36,210.42
Reserve Account	5,497.66	8,049.71
Redemption Account	.00	.00
Access Road Account	.00	.00
Interchange Develop. Acct.	193.33	7,842.63
TOTAL	\$ 913,420.87	\$ 664,109.44
Reserve Maintenance Fund	693,214.32	111,397.33
Access Road Acct. Transfer	.00	.00
Interchange Develop. Acct. Exp.	36,950.10	360,473.31
NET INCOME BEFORE BOND INT. & RETIREMENT EXPENSE	\$ 183,256.45	\$ 192,238.80
Interest Expense	22,291.66	30,833.33
Retirement Expense	.00	.00
NET INCOME	\$ 160,964.79	\$ 161,405.47
Times Int. Expense Coverage	8.22	6.23

## Notes to Summary Statement of Income & Expense

1. Tolls and other revenue arising from the operations and ownership of the Turnpike are deposited to the Revenue Fund; Current Expenses as provided for in the annual budget are paid out of the Revenue Fund. Monthly, the balance in the Revenue Fund in excess of 15% of the amount shown by the annual budget to be necessary for current expenses for the current fiscal year is transferred to the credit of the following accounts or funds in the following order:

- A. Bond Payment - until the balance of the account is equal to the amount of interest and principal which will become due within the twelve-month period ending on the next ensuing July 1st.
- B. Reserve Maintenance Fund - until the sum deposited in such fiscal year is equal to the amount recommended by the Consulting Engineers.
- C. Reserve Account - until the balance of the account is equal to the maximum amount of interest payable in any present or future twelve-month period on all bonds then outstanding.
- D. General Reserve Fund - the balance after making the deposits under clauses (A), (B) and (C) above, to be deposited first to the Access Road Account and applied to the discharge of the Authority's obligation to provide revenues not exceeding \$4,700,000 annually to the State Department of Transportation. Payments are made to the State Department of Transportation on each January 10 and June 11 of the year following the transfer of available funds to the Access Road Account provided certain certification requirements are met.

Any balance remaining in the General Reserve Fund on June 12, after payment to the Department of Transportation is deposited in the Interchange Construction and Improvement Account.

2. Payments to the State Department of Transportation from the Access Road Account are charged to expense in the months in which they occur (i.e. January and June). Such payments substantially affect the monthly "Net Income" and "Times Interest Earned" figures during these months and the year to date figures for "Net Income" and "Times Interest Earned" during following months.

MAINE TURNPIKE AUTHORITY

Maine Turnpike

York - Augusta

TRAFFIC AND REVENUE ANALYSIS

	Month of December		12		Previous 12 Months Months Ended December			
	1988		1987		1988		1987	
	Amount	%	Amount	%	Amount	%	Amount	%
<u>VEHICLES:</u>								
Passenger Cars	2,083,169	88	1,947,797	88	27,913,695	89	25,550,041	89
Commercial Vehicles	275,263	12	272,774	12	3,478,855	11	3,197,912	11
Total	2,358,432	100	2,220,571	100	31,392,550	100	28,747,953	100
<u>MILES:</u>								
Passenger Cars	48,706,399	84	45,702,460	83	699,697,776	86	646,795,583	86
Commercial Vehicles	9,200,830	16	9,375,032	17	116,436,281	14	108,882,446	14
Total	57,907,229	100	55,077,492	100	816,134,057	100	755,678,029	100
<u>TOTAL REVENUE:</u>								
Passenger Cars	\$1,517,099	68	\$1,424,510	66	\$21,748,491	70	\$20,082,672	70
Commercial Vehicles	723,801	32	744,779	34	9,075,609	30	8,511,936	30
Total	\$2,240,900	100	\$2,169,289	100	\$30,824,100	100	\$28,594,608	100
<u>MILES PER TRIP:</u>								
Passenger Cars		23.381		23.464		25.066		25.315
Commercial Vehicles		33.426		34.369		33.470		34.048
Average		24.553		24.803		25.998		26.286
<u>REVENUE PER TRIP:</u>								
Passenger Cars	\$	.728	\$	.731	\$	.779	\$	.786
Commercial Vehicles		2.629		2.730		2.609		2.662
Average	\$	.950	\$	.977	\$	.982	\$	.995
<u>REVENUE PER MILE:</u>								
Passenger Cars	\$	.031	\$	.031	\$	.031	\$	.031
Commercial Vehicles		.079		.079		.078		.078
Average	\$	.039	\$	.039	\$	.038	\$	.038

MAINE TURNPIKE AUTHORITY

Maine Turnpike  
York - Augusta

Statement of  
TRAFFIC AND OPERATING REVENUE  
REVENUE FUND  
December 1988

Cumulative  
1/ 1/88 thru 12/31/88

<u>CLASS</u> <u>DESCRIPTION</u>	<u>VEHICLES</u>	<u>REVENUE</u>	<u>VEHICLES</u>	<u>REVENUE</u>
1. Passenger Cars, Motorcycles and Buses (less than 13 Passengers)	2,074,457	\$1,503,114.25	27,589,530	\$21,224,904.80
7. Passenger Car With Trailer	<u>8,712</u>	<u>13,984.60</u>	<u>324,165</u>	<u>523,586.30</u>
Total Passenger Vehicles	2,083,169	\$1,517,098.85	27,913,695	\$21,748,491.10
2. Trucks and All Other Vehicles with Two Axles and Dual Tires	65,020	83,666.55	861,820	1,161,037.95
3. Three Axle Trucks and  Class 2 Vehicles Towing Trailer and Buses	24,394	44,496.20	328,671	604,632.95
4. 4 Axle Trucks and Combination-includes Class Two Vehicles Towing Two Axle Trailers	26,088	68,735.05	347,765	920,840.05
5. Five-or-more Axle Vehicles and Combinations-includes all Vehicles requiring "Overlimit Permit"	159,761	526,903.75	1,940,599	6,389,097.70
Total Commercial Vehicles	<u>275,263</u>	<u>\$ 723,801.55</u>	<u>3,478,855</u>	<u>\$ 9,075,608.65</u>
Totals	2,358,432	\$2,240,900.40	31,392,550	\$30,824,099.75
Adjustment		<u>+ 2,746.48</u>		<u>+59,585.83</u>
Sub-total		\$2,243,646.88		\$30,883,685.58
Commuter Plan Payments		<u>+ 2,323.60</u>		<u>+916,046.37</u>
Gross Fare Revenue		\$2,245,970.48		\$31,799,731.95
Less Volume Discount		<u>-48,042.33</u>		<u>-550,086.24</u>
Net Fare Revenue		\$2,197,928.15		\$31,249,645.71
Other Revenue		<u>+204,535.24</u>		<u>+1,758,522.19</u>
TOTAL REVENUE		<u>\$2,402,463.39</u>		<u>\$33,008,167.90</u>

(P.55 of "A Comprehensive Review and Analysis of Proposed Improvement Projects" report).

**Table IX**  
**Construction Costs**  
**With Northerly Corridor Improvements**  
**(THOUSANDS)**

<u>Construction Year</u>	<u>Interchange Additions &amp; Access Improvements</u>		<u>Planning Location Engineering (Rt 1 So. &amp; Port-West)</u>	<u>Widening</u>	<u>Total</u>
1988	Lewiston	\$1,400		0	\$ 4,600
	Biddeford	\$3,200			
1989	Scarborough	\$8,600	\$2,500	0	
	Saco(redesign)	\$400			
	Northerly fare system conversion costs	\$6,300			\$ 17,800
1990			\$2,500	Contract II	
				\$19,900	\$ 22,400
1991	Congress St./Portland	\$7,100			
	Grove St. Sabattus/Lewiston	\$2,500		Contract III, V, VI	
				\$59,500	\$ 69,100
1992	Portland/Westbrook	\$6,000		Contract IV	
				\$20,200	\$ 26,200
1993	Forest Ave./Portland	\$2,500			\$2,500
1994	Gray	\$400			
	Ogunquit	\$5,700			\$6,100
1995	St. Rt.#9/Sabattus/Lew	\$3,100			
	Biddeford/Saco				
	OOB Access	\$8,000			\$ 11,100
1996	So. Main/Rt. 136/Auburn	<u>\$7,500</u>			<u>\$7,500</u>
<b>TOTALS</b>		<b>\$62,700</b>	<b>\$5,000</b>	<b>\$99,600</b>	<b>\$167,300</b>

**NOTES:**

- The cost breakdown for each contract is as follows:  
Contract III \$24,900  
V \$12,900  
VI \$21,700  
**TOTAL \$59,500**
- Widening costs assume 3-lane road and 4-lane bridges.
- Widening costs include 25% contingency and engineering costs.
- Interchange and access improvement costs reflect the MTA's share only, based on the proportion of traffic corridor improvements that originate and/or terminate with travel on the Turnpike.
- The York toll booth relocation costs are to be paid out of Reserve Maintenance.