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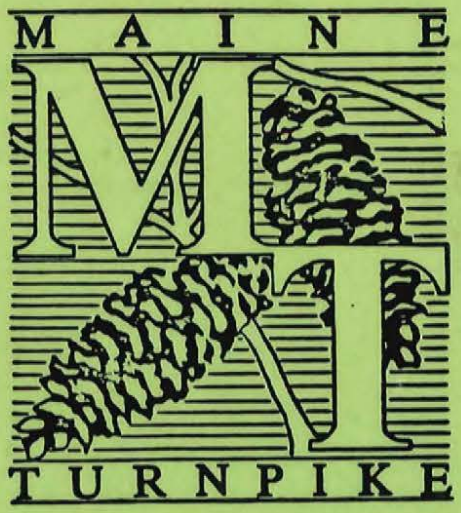

MAINE TURNPIKE AUTHORITY

LEGISLATIVE REPORT

PAUL E. VIOLETTE
EXECUTIVE DIRECTOR

September 1990
Sixth Semi-Annual
Report

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PAUL E. VIOLETTE
EXECUTIVE DIRECTOR

Maine Turnpike Authority

430 RIVERSIDE STREET
PORTLAND, MAINE 04103

August , 1990

Dear Legislator:

1990 has seen continued growth on the Maine Turnpike even in a time of an economic down turn. Traffic has increased in the first six months by 3.35% over the same period in 1989.

Of this continued increase in traffic - 75% is due to the continued increase in commuters. This increase is particularly evident in the two key corridors of Biddeford-Saco and Portland, and Lewiston - Auburn and Portland.

These numbers for 1990 continue to reflect a pattern that has been the case for the past several years, the rate of the growth in traffic coming in the commuter component of the turnpike user rather than the recreational user.

The Turnpike commuter program now has over 13,000 users. Of these 13,000 - 12,750 are Mainer's! This program, which affords regular users of the Turnpike a 65% or more percent discount off the normal toll, has grown by 333%, 3,000 in 1983 - 13,000 in 1990.

The commuter program which represents 20% of the Turnpike traffic on a normal day has allowed, due to the significant discount, for out-of-staters to pay for 50% of the revenue even though out-of-staters make up less than 50% of the use.

This has been and continues to be the success of the Maine Turnpike from a financial perspective. In 1990, 50% of the Turnpike's toll revenue will come from out-of-staters. Tolls have allowed for the transfer of the cost of maintaining this state's most vital highway to out-of-staters. Otherwise, the gas tax would have to be used to support the highway and the vast majority of that tax is generated by Mainers.

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100 MILES

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As federal funds dry up and the Highway and Aviation Trust Funds are held hostage to the Federal Government's accounting practices to reduce the budget deficit - states must look at maximizing their funding alternatives. Maine has been at the forefront of a national trend toward broadening sources of funding for transportation needs.

Secretary of Transportation, Samuel K. Skinner, in the Department's recent statement of National Transportation Policy Strategies for Action establishes as Federal Transportation Policy the following:

> "Relax restrictions on the ability of State and Local governments to raise revenues and use them for transportation facilities and services, including tolls on highways and airport passenger facility charges."

Although toll road development slowed with the initiation of the Interstate Highway System in the late 1950's it has undergone a resurgence in the past few years. Today many cities and states find that toll financing can expedite construction of a new highway or improvements to an existing highway when federal or local funds are scarce.

This role for tolls as a supplemental means of financing highway work was recognized by Congress in passing the Surface Transportation and Uniform Relocation Assistance Act of 1987. The new law permits nine test projects using federal funds for 35 percent of costs and toll financing for the balance. The nine projects are in California (the land of the freeway - 2 projects), Colorado, Delaware, Georgia, Pennsylvania, South Carolina, Texas and West Virginia.

These projects are being undertaken by states that are looking to maximize not only their funding sources, but also to maximize their capital raising capacity.

Here again, Maine has led the nation. The Maine Turnpike was created in 1941 in the form that it continues to operate today so that it could raise funds to build and maintain the Maine Turnpike without using Federal, State or local funds. In addition, tens of million of dollars were raised through revenue bonds by the Maine Turnpike Authority.

The effect of this practice has allowed for the borrowing of funds, generating capital, without effecting the credit rating and debt levels of the State of Maine. The reason for this is that the debt of the Maine Turnpike is not considered debt of the State of Maine.

As states look to increase capital for their needs, they are increasingly turning to the creation of entities such as the Maine Turnpike Authority. The trend in the past five to ten years has clearly been in this direction and will only increase in the 1990's.

The State of Maine has continued to benefit to the maximum extent from funds generated by MDOT gas taxes and motor vehicle registrations, and Maine Turnpike Authority toll revenues. The Maine Legislature has allowed, through changes in the law, for utilizing the fund raising

capacity of the Turnpike for non-turnpike but related transportation needs. The MTA transfers up to $8.7 million dollars a year, 25% of its gross revenues, to MDOT. This relationship between a State Department of Transportation and an authority such as the MTA is, although not unique, rare.

Since coming to the Maine Turnpike Authority in January of 1988, I have spent a considerable amount of time with Dana Connors, Commissioner of the Maine Department of Transportation coordinating our efforts and maximizing the strengths of our two agencies.

In 1988, Commissioner Connors and I co-chaired a study that looked at the role of the Maine Turnpike Authority in Maine's transportation system. The result was a joint recommendation by both of us to the Maine Turnpike Authority that set up the responsibilities of the Maine Turnpike Authority in the Maine Department of Transportation's Comprehensive Transportation Policy.

These priorities were:

1. To continue to maintain, modernize, and make safer the main line of the turnpike,

2. To meet the demands being made on the turnpike by increasing capacity,

3. To move forward on the Interchange Program;

4. To continue to assist the Maine Department of Transportation financially, and

5. To continue the extensive coordination with the Maine Department of Transportation and the local communities.

The remainder of this semi-annual report will give you a better perspective on each of these five areas. In addition, the usual facts with respect to traffic, commuters, and the like are attached.

I trust that you had an enjoyable summer. As always, I look forward to working with you.

Sincerely,

Paul E. Violette

Paul E. Violette
Executive Director

PEV/rvf

Enclosure

Maine Turnpike Authority

Report to Maine State Legislature

Transportation Committee

Reporting Period

January 1990 - June 1990

TABLE OF CONTENTS

Maine Turnpike Authority

Directory

Authority Members

ROBERT K. PACIOS, CHAIRMAN

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DANA F. CONNORS, MEMBER EX-OFFICIO

Executive Director

PAUL E. VIOLETTE

Administrative Assistant

MARGARET A. TRUEWORTHY

REVENUES

Revenues from all sources (tolls, rentals, interest, misc.) totaled $17,402,215.46.

TRAFFIC

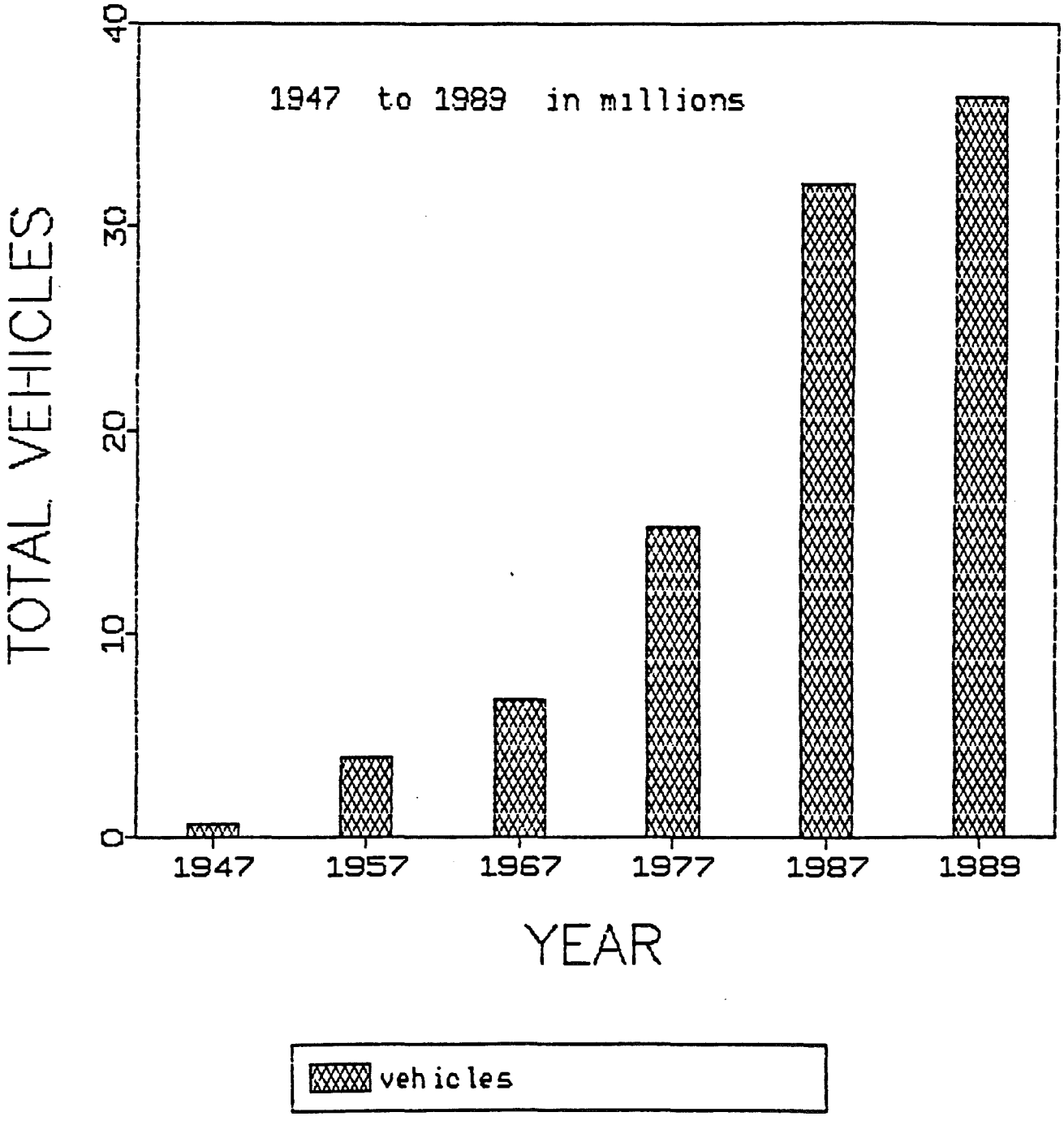
Vehicular traffic in the first half of 1990 was 17,017,288 cars and trucks.

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 59 times during the above six month period with the busiest two months of the year yet to be recorded. This is an increase of 14 days over 1989, when there were 45 such days in the first six months of the year. As a result, congestion along the roadway has become a safety hazard.

The following illustration highlights the growth in traffic over the last ten years:

Year	Traffic	Percentage Increase
1979	16,190,821	------
1980	16,517,507	+ 2.0%
1981	17,390,489	+ 5.3%
1982	18,988,037	+ 9.2%
1983	20,848,958	+15.1%
1984	23,066,361	+10.6%
1985	25,145,068	+ 9.1%
1986	28,807,453	+14.6%
1987	32,259,306	+12.0%
1988	35,443,638	+ 9.9%
1989	36,452,038	+ 2.9%

GROWTH OF TRAFFIC ON MAINE TURNPIKE



MAINE TURNPIKE AUTHORITY

MONETARY TRANSFERS

TO MAINE DEPARTMENT OF TRANSPORTATION

In 1990, the Maine Turnpike Authority transferred $8.7 million dollars to the Maine Department of Transportation. This sum represents about 25% of all revenues raised by the Maine Turnpike Authority in 1990. No toll road in the U.S.A. makes as great a contribution on a percentage basis.

In addition to this significant transfer of funds the Maine Turnpike Authority funds various studies for the Maine Department of Transportation. The Maine Turnpike Authority has agreed to provide up to $2.5 million dollars for this purpose over the next several years. The most recent such fiscal coordination is the Maine Turnpike Authority's funding of a $250,000 Maine Department of Transportation study of the Route 25 corridor in 1990.

The Maine Turnpike Authority also pays all the costs for Troop G of the Maine State Police for patrolling the Turnpike. These costs, which are reimbursed to the State of Maine by the MTA will exceed $2 million in 1990. This removed a further burden from Maine Department of Transportation which would otherwise be the primary funder of such services.

The Maine Turnpike Authority makes two basic annual transfers to the Maine Department of Transportation.

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 1990, transfers were conducted as follows:

1/10/90	$2,741,666.67 to State of Maine, D.O.T.
6/11/90	$1,958,333.33 to State of Maine, D.O.T.
	$4,700,000.00

In addition to these regular transfers, an additional transfer of $4,000,000 was approved by the Authority, and funds were provided prior to the end of the State's Fiscal year. This additional transfer was made in response to Title 23, Section 1974, Chapter 793 of the Public Laws of 1987, and by this transfer, the Authority is in compliance with the above. This marks the second year that the Authority has had the financial capability to send the extra $4,000,000 to the Transportation Department.

Since 1982, the Authority has transferred $45,600,000.00 to the Department of Transportation for unrestricted highway use.

COMMUTER PLAN PROGRAM

The Commuter Fare Program, instituted on May 1, 1982, is still 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 at least 67% of present toll costs. The toll increase which went into effect on January 1, 1989, did not affect commuter fares. Commuter fares are still based on the May 1982 toll rates.

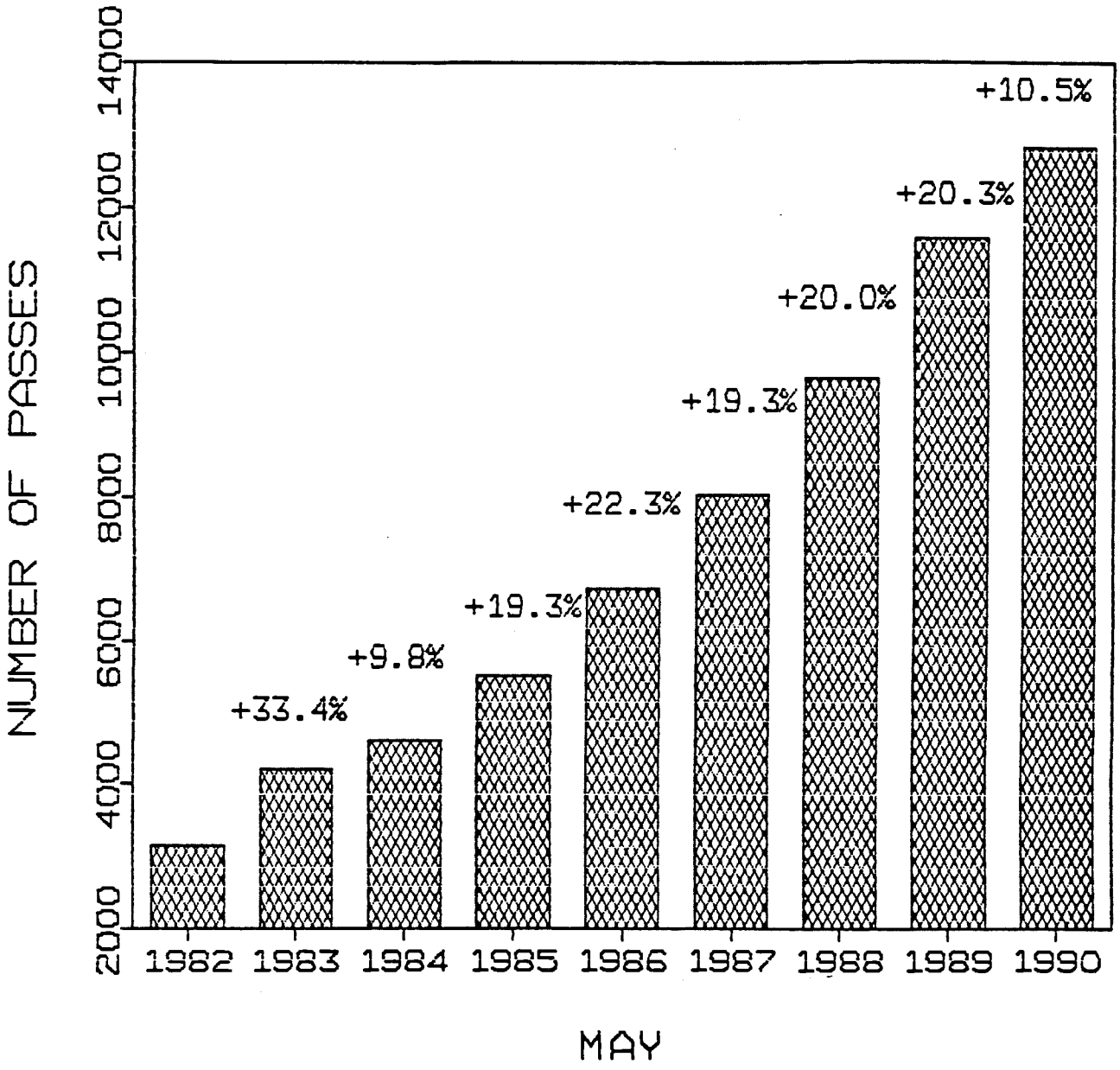
Effective, November 1, 1989 commuters were able to use the intervening interchanges for no additional charge. Thus, a commuter having a commuter card for tolls 1 and 6 will also be able to use exits 2, 3, 4, & 5 on an unlimited basis for no additional charge.

The MTA took this action as a result of a study it conducted. The study indicated that this new program will draw more commuters onto the turnpike and help reduce the number of vehicles on U.S. Route 1, especially south of Portland.

When the program was designed in 1982, 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%
May, 1989	11,587	+20.3%
May, 1990	12,806	+10.5%

Commuter Pass Program



1982	3,150	1983	4,204
1984	4,614	1986	6,730
1987	8,029	1988	9,632
1989	11,587	1990	12,806

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 MTA 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 MTA generally pays approximately 85% of the total cost of each project.

The status of each interchange project 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. To date, we have expended $3,696,586.05.

2. Lewiston - State Route 196
   This project has received all approvals. Construction began in the fall of 1989. The project should be completed by December of 1990. The cost of this project is estimated at $2,250,000, the MTA is paying 100% of this cost.

3. Scarborough - Payne Road U.S. Route 1
   Environmental Permit Applications on the interchange and connector have been filed. Subject to receipt of the permits it is expected that construction will start in 1991. The project will take two years to complete. 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.

4. Biddeford - Route 111

This project has been completed. This is a connector project from where Exit 4 connects with Route 111 to U.S. Route 1. This project was 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.

5. Portland - Route 9 and 22
This project is scheduled for 1993.

6. Westbrook Arterial Extension
This is tentatively scheduled for construction in 1993.

The MTA recently, August of 1990, met with PACTS and identified five sites for a consultant to conduct the feasibility study. These five areas include, outer Congress Street, Westbrook Arterial, Route 302 (outer Forest Avenue), Falmouth Spur and Exit 9 or 10 to Riverside Street.

The MTA expects to have retained a consultant by October of 1990, the initial phase, the feasibility study, should take six months. This will prepare a proper foundation for the environmental permitting process. The permitting process will take a minimum of one year. This schedule should allow the MTA and MDOT to meet the 1993 schedule date for a new interchange in the Greater Portland area.

7. Gray, U.S. Route 202
This is tentatively scheduled for construction in 1994.

8. Ogunquit - Wells, U.S. Route 1
The MDOT and the MTA continue to work with the consultant and the communities involved on this new interchange. The interchange is designed to reduce traffic in this part of the Route 1 Corridor by providing access directly to the area.

The feasibility and environmental permitting part of this project are nearing completion. MDOT expects to conduct public hearings in the first half of 1991. The environmental permitting process will follow. The interchange is scheduled for start of construction in 1994.

In addition to these eight 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:

9. Sabattus/Lewiston, Grove Street - tentatively scheduled for construction in 1993;

10. Sabattus/Lewiston, State Route 9 - tentatively scheduled for construction in 1995;

11. Auburn, South Main/River Road - tentatively scheduled for construction in 1996.

The MTA has already completed one project in Auburn, the construction of the Kitty Hawk Bridge, and will complete the new roadway and commuter parking lot in Lewiston this year.

In addition, the MTA's commitment to the area as a result of the Turnpike's North End Study, in 1988, is extensive. The MTA will begin the conversion of the toll collection system from a closed ticket system to a closed barrier system in October of 1990, the system will go on line in September of 1991. This project will cost 6.7 million dollars.

The conversion of the method used to collect tolls will allow for the construction of several, cost effective, new interchanges in the Lewiston/Auburn/Sabattus area.

The MTA has retained the firm of Deleuw Cather to work with LACTS to conduct the feasibility study which must be completed so that the new interchanges can be permitted. The MTA will be working very closely with DeLeuw Cather and LACTS to keep this work on schedule so that the first new interchange in the area can begin in 1993.

The MTA has committed over $22 million dollars to these projects over the course of the next five years.

12. Biddeford/Saco/Old Orchard Beach Access - tentatively scheduled for construction in 1995;

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 5, 6, 7, 8, 9, 10, 11, and 12 must still go through the Maine Department of Transportation process, be reviewed and then a proposal submitted to the Maine Turnpike Authority for approval.

Maine Turnpike Authority

May 16, 1990

CONSTRUCTION YEAR	INTERCHANGE ADDITIONS AND ACCESS IMPROVEMENTS	COSTS
1985 (Completed)	Kitty Hawk Road Bridge Auburn	Total$ 4,500,000 MTA 3,877,000 (83%) MDOT 623,000 (17%)
1987 (Completed)	Biddeford Spur Route 111 to U.S. Route 1	Total$ 6,400,000 MTA 3,200,000 (50%) MDOT 3,200,000 (50%)
1989 (Under Construction)	Lewiston Interchange Modification & Spur	$ 2,250,000 (MTA 100%)
1990	Scarborough	Total$11,300,000 MTA 8,600,000 (76%) MDOT 2,700,000 (24%)
1990	Saco Ramp Modification	$ 500,000 (MTA 100%)
1990	North End Fare Conversion	$ 6,300,000 (MTA 100%)
1993	Congress St., Portland *	$ 7,100,000
	Grove St., Sabattus/Lewiston**	$ 2,500,000
	Westbrook Arterial, Portland/Westbrook *	$ 6,000,000
1994	Gray ***	$ 2,000,000
	Ogunquit/Wells	$ 5,700,000
1995	State Route #9, Sabattus/Lewiston**	$ 3,100,000
	Biddeford/Saco/ Old Orchard Beach Access	$ 8,000,000
1996	South Main/Route 136 Auburn **	$ 7,500,000

The MAINE TURNPIKE Express Toll Highway YORK & AUGUSTA 100 MILES

* Vanasse, Hangen, Brustlin, Inc., Consultants conducting Route 25/Interchange feasibility study

** DeLew Cather, Consultant conducting Lewiston/Auburn access/interchange study

*** Metcalf & Eddy

HIGHWAY IMPROVEMENT PROGRAM
FOR THE SOUTHERN SECTION
Mile 12 to Mile 42

In 1988, Dana Connors, Commissioner of the Maine Department of Transportation, and Paul E. Violette, Executive Director of the Maine Turnpike Authority, co-chaired a study conducted at the request of the members of the MTA and the MDOT.

This comprehensive study was conducted under the direction of both the MTA and MDOT to identify how the MTA fits into MDOT's State-wide Comprehensive Transportation Policy.

The study looked at a whole host of issues and ultimately recommended a variety of projects and programs that included moving forward with the Highway Improvement Program. One of these programs is the MTA's Highway Improvement Program for the Southern Section of the Turnpike. This program is composed of five major components (the cost of each component is in the parenthesis):

1. Maintenance; ($10 million)
2. Safety and Rehabilitation; ($30 million)
3. Local Community Improvements; ($1.5 million)
4. Widening Shoulder, ($16.5 million)
5. Widening of Turnpike from four lanes to six lanes ($40 million)

This program is designed to modernize the southern part of the Maine Turnpike - Maine's most vital highway.

The program will cost $100 million dollars and will be paid for entirely by the patrons of the Turnpike through tolls. No federal, state or local funds will be used.

The Highway Improvement Program is presently in the environmental permitting process. The MTA has completed the local process and is presently in the state permitting process before the Board of Environmental Protection. The BEP will likely be making a decision in October of 1990. Following a positive state permitting process the MTA will proceed with the Federal Process. This process will be conducted by the Federal Army Corps of Engineers.

The following four pages is a more detailed breakout of the cost of the five major components of the program. You will note that the actual cost of the two additional travel lanes is about 40% of the project. The remaining 60% of the project is focused on safety, rehabilitation, local road improvements, maintenance, and the widening of the shoulders.

PRELIMINARY ENGINEERS ESTIMATE
MAINE TURNPIKE HIGHWAY IMPROVEMENT PROGRAM
ALL CONTRACTS STA. 590 TO STA. 2175

	MAINTENANCE COST	SAFTEY REHABILITATION COST	LOCAL COMMUNITY IMPROVEMENT	WIDENING COSTS TRAVEL LANES	WIDENING COSTS SHOULDERS & SLOPES	HIGHWAY IMPROVEMENT PROGRAM COST
ESTIMATED HIGHWAY CONSTRUCTION COSTS	$4,947,716	$100,000	$500,000*	$20,259,158	$12,848,436	$38,655,311
ESTIMATED COST FOR TRAFFIC CONTROL	$1,076,516	$1,428,537	$0	$3,588,385	$1,083,333	$7,176,771
ESTIMATED COST FOR OVERPASSES	$915,309	$359,696	$549,446**	$3,216,781	$0	$5,041,232
ESTIMATED COSTS FOR SIDEROADS	$1,733,536	$19,967,218	$250,000***	$0	$0	$21,950,754
ESTIMATED COSTS FOR BOX CULVERTS	$0	$0	$0	$539,018	$0	$539,018
ESTIMATED COSTS FOR INTERCHANGES	$422,957	$5,518,249	$0	$0	$0	$5,941,206
ESTIMATED COSTS FOR SIGNING	$0	$0	$0	$0	$375,709	$375,709
TOTAL ESTIMATED CONSTRUCTION COSTS	$9,096,034	$27,373,700	$1,299,446	$27,603,342	$14,307,478	$79,680,000
ESTIMATED COSTS FOR FOR ENGINEERING	$917,000	$2,800,000	$130,000	$9,693,000	$1,400,000	$14,940,000
ESTIMATED COSTS FOR WETLAND MITIGATION	$0	$0	$0	$1,867,500	$622,500	$2,490,000
ESTIMATED COSTS FOR RIGHT OF WAY	$0	$0	$0	$2,490,000		$2,490,000
TOTAL COST FOR ALL CONTRACTS	$10,013,034	$30,173,700	$1,429,446	$41,653,842	$16,329,978	$99,600,000

* BRANCH BROOK CONTAINMENT BASINS
** WOULD HAVE TO BE DONE IN CONJUNCTION WITH MAINTENANCE WORK – TOTAL COST $1,500,000
*** STAND ALONE COST TO WIDEN BRIDGE 12' ONLY – WOULD PROBABLY BE DONE IN CONJUNCTION WITH MAINTENANCE

Explanation of Cost Breakdown on Maine Turnpike Highway Improvement Program

Maintenance Costs

Costs associated with maintenance are due to work that would need to be performed eventually regardless of which option is chosen. Work to be performed consists of overlaying the existing pavement. This work would include the adjusting of the catch basins to grade and traffic control through the work site. Associated with this work is the need of a field office and a testing facility for bituminous mixes.

In addition all bridge decks would be reconstructed. This would include the addition of 24' of new deck on 4 overpasses to maintain traffic through the construction site. Associated with this redecking would be the construction of 4000 linear feet of the approach roadway to facilitate the maintenance of 4 lanes of traffic during the construction. The approach roadway would require excavation, gravel, pavement, guardrail, loam, seed, and mulch.

Safety Rehabilitation Program Costs

Costs associated with the Safety Rehabilitation Program include the upgrading of guardrail termini, underpass reconstruction, and the reconstruction of the Wells and Biddeford Interchanges. The guardrail termini would be replaced to meet current MeDOT and AASHTO standards using Breakaway Cable Terminals (BCT's).

The reconstruction of the sideroads would entail the raising of all the bridges to meets AASHTO's clearance specifications and the rebuilding of approaches which would include new pavement, gravel, and guardrail. These bridges would be rebuilt to accommodate a widened Maine Turnpike should the need arise. The costs associated with the overpasses would be for the addition of 10' wide shoulders on all bridges. Also both the Wells interchange and Biddeford interchange would be fully rebuilt to meet AASHTO specifications.

Local Community Improvements

Improvements would be made at the Wells Sanford Road bridge and the Biddeford Alfred Road bridge to improve the traffic capacity of the local roads. The Wells Sanford Road Bridge would be reconstructed to accommodate 5 lanes of traffic for future anticipated traffic growth and the Biddeford Alfred Road bridge would be reconstructed to accommodate 4 lanes of traffic.

spill containment basins are proposed. Maine Turnpike drainage which presently flows directly into Branch Brook will be diverted through the basins to protect water quality. The basins will be constructed with an outflow structure which will prevent gasoline and other floatable spills from flowing into Branch Brook. The basins are designed so that during storm events with recurrence intervals of 50 years or less, or during dry periods, a spill, which under present conditions would enter Branch Brook, will be retained in the basins and be accessible for clean up.

Widening Costs - Shoulders & Slopes

Costs associated with widening the shoulders and rebuilding of slopes would be, the widening of the shoulders from 8' to 10', the construction of 6:1 safety side slopes, where wetlands permit, with a 30' clear zone, rebuilding drainage ditches, installation of guardrail, extension of the pipe culverts, installation of new chain link fencing near the sideroads, and the 10' widening of all overpass bridges.

The widening of the shoulders would entail the removal of a 1' wide strip of existing bituminous pavement and the addition of 3' (5' in the areas of guardrail) of grade B hot bituminous pavement. New catch basins would also be installed at the edge of the outside shoulders at all lowpoints.

The building of 6:1 safety side slopes would entail the clearing of a portion of woodland and the excavation of existing backslopes and the use of granular borrow to rebuild the sideslope and subbase of the new 2' additional shoulder. Associated with the rebuilding of the sideslopes would be the addition of guardrail in areas where a slope of 4:1 can not be constructed, (e.g. wetland areas) and the extension of all the existing pipe culverts. New drainage ditches would be constructed and the sideslope would be loamed and seeded. In addition, erosion control measures such as stone ditch protection, temporary mulching and seeding, erosion control geotextile, baled hay, and temporary silt fencing would be required.

Since the sideslopes are being rebuilt and the shoulders widened, all the signs along the Maine Turnpike would need to be removed and reset. Additionally new signs that meet the MUTCD requirements should replace existing signs.

Widening Costs - Travel Lanes

These figures were computed by subtracting the maintenance cost, the Safety Rehabilitation Program costs and the Shoulder and Slope costs from the Highway Improvement Costs. The resulting figure is a representative amount indicating the base costs of just adding two additional travel lanes. This figure is not the amount of money that would need to be spent to widen the roadway after the maintenance, safety rehabilitation, and shoulder and slope programs were completed.

Highway Improvement Program Costs

The costs associated with the Highway Improvement Program include the addition of 2-12' travel lanes, the overlay of the existing pavement, the widening of the shoulders from 8' to 10', the building of a 6:1 safety side slope, where wetlands permit, with a 30' clear zone, rebuilding drainage ditches, installation of guardrail, installation of new chain link fencing near the underpasses, installation of new woven wire fencing along the Maine Turnpike Right of Way line, the extension of box culverts and pipe culverts, the rebuilding of the overpasses to provide for 4 new travel lanes and 10' shoulders, the reconstruction of all the underpasses and approaches, and the reconstruction of the Wells and Biddeford Interchanges.

FINANCIAL AND STATISTICAL

Following are several pages of the June 1990 Financial Report (which also serves as a semi-annual report). It provides an accounting of income, expenses, and the disposition of Fund balances, in addition to providing statistics on revenue vehicles.

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

	Month of June		6 Months Ended June	
	1990	1989	1990	1989
OPERATING REVENUE				
Net Fare Revenue	$ 3,114,340.66	$ 3,142,853.72	$ 16,059,211.57	$ 16,113,837.09
Rental of Concessions	129,737.43	118,210.90	1,114,540.15	1,096,793.03
Misc. Revenue & Interest	39,034.86	37,536.63	228,463.74	216,748.84
TOTAL	$ 3,283,112.95	$ 3,298,601.25	$ 17,402,215.46	$ 17,427,378.96
OPERATING EXPENSE				
Administration & General Exp	$ 142,466.93	$ 147,762.98	$ 795,666.28	$ 705,772.58
Accounts & Control	40,418.63	36,292.24	269,111.26	207,009.85
Maintenance of Roadways	170,866.27	224,360.15	1,805,670.90	1,919,393.77
Garages, Shops & Equipment	96,324.64	109,004.44	726,382.10	732,763.51
Fare Collection	651,072.82	761,235.17	3,994,069.74	3,922,356.49
Patrol, Radio & Station Oper	120,830.98	272,650.31	673,547.20	803,837.72
Building Maintenance	46,403.43	49,474.69	309,935.30	302,384.11
TOTAL EXPENSE	$ 1,268,383.70	$ 1,600,779.98	$ 8,574,382.78	$ 8,593,518.03
NET OPERATING INCOME	$ 2,014,729.25	$ 1,697,821.27	$ 8,827,832.68	$ 8,833,860.93
INTEREST EARNED ON INVEST.:				
Reserve Maintenance Fund	$ 32,079.90	$ 35,282.19	$ 195,645.50	$ 204,712.51
Reserve For Construction	.00	.00	123,962.70	.00
Other	.00	.00	.00	.00
Sinking Funds	.00	52,325.62	.00	53,820.85
Access Road Account	.00	390,658.53	.00	474,276.19
Interchange Develop. Acct.	183,891.64	128,953.13	1,260,666.73	684,270.62
TOTAL	$ 2,230,700.79	$ 2,305,040.74	$ 10,408,107.61	$ 10,250,941.10
Reserve Maintenance Fund	804,529.43	1,323,772.91	3,672,355.65	2,657,870.67
Maine D.O.T. Transfer	5,958,333.33	1,958,333.33	8,700,000.00	4,700,000.00
Interchange Devlop.Acct.Exp.	139,508.87	8,963.43	817,586.44	85,824.82
NET INCOME BEFORE BOND INT. & RETIREMENT EXPENSE	$-4,671,670.84	$ -986,028.93	$ -2,781,834.48	$ 2,807,245.61
Interest Expense	.00	13,541.70	.00	81,250.00
Retirement Expense	.00	.00	.00	.00
NET INCOME	$-4,671,670.84	$ -999,570.63	$ -2,781,834.48	$ 2,725,995.61
Times Int. Expense Coverage	N/A	-72.81	N/A	34.55

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. Reserve Maintenance Fund - until the sum deposited in such fiscal year is equal to the amount recommended by the Consulting Engineers.

    B. General Reserve Fund - the balance after making the deposit above, to be deposited to the Fund and applied to the discharge of the Authority's obligation to provide revenues not exceeding $8,700,000 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 Fund provided certain certification requirements are met.

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

Notes To Balance Sheets

1B. At a meeting of the Authority on August 3, 1989, the following resolution was adopted.

WHEREAS: The Maine Turnpike Authority is, and has been for several years, involved in a process that will eventually result in the widening of a thirty-mile stretch of the southern section of the Turnpike, and:

WHEREAS: The Maine Legislature in 1987 enacted Chapter 457, P.L. of 1987, An Act to Amend the Maine Turnpike Authority Act,providing for the widening of the southern end of the Maine Turnpike;

WHEREAS: During this process the Maine Turnpike Authority has expended large sums of money to further its plans to accomplish this widening and;

THEREFORE, BE IT RESOLVED:

That the Authority establish an account to which the above-described expenditures be charged and for which the general fund will be reimbursed from the proceeds of the bond issue floated for purposes of widening the southern end of the Turnpike.

MAINE TURNPIKE AUTHORITY
Maine Turnpike
York - Augusta

TRAFFIC AND REVENUE ANALYSIS

	Month of June				6 Months Ended June				Previous 12 Months Ended June			
	1990		1989		1990		1989		1990		1989	
	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
REVENUE VEHICLES:												
Passenger Cars	2,550,961	89	2,539,146	89	12,462,172	88	12,364,037	88	28,199,364	89	28,148,049	89
Commercial Vehicles	308,493	11	319,141	11	1,706,063	12	1,712,795	12	3,516,812	11	3,510,462	11
Total	2,859,454	100	2,858,287	100	14,168,235	100	14,076,832	100	31,716,176	100	31,658,511	100
MILES:												
Passenger Cars	63,889,937	87	63,347,512	86	300,030,216	85	299,806,666	84	705,822,251	86	706,728,121	86
Commercial Vehicles	9,614,234	13	10,073,093	14	54,333,434	15	55,796,112	16	110,970,391	14	114,800,696	14
Total	73,504,171	100	73,420,605	100	354,363,650	100	355,602,778	100	816,792,642	100	821,528,817	100
TOTAL REVENUE:												
Passenger Cars	$2,301,186	73	$2,281,387	72	$10,812,902	69	$10,792,002	68	$25,357,382	72	$23,434,217	71
Commercial Vehicles	857,554	27	896,188	28	4,908,740	31	5,032,111	32	10,044,288	28	9,613,648	29
Total	$3,158,740	100	$3,177,575	100	$15,721,642	100	$15,824,113	100	$35,401,670	100	$33,047,865	100
MILES PER TRIP:												
Passenger Cars	25.045		24.948		24.075		24.248		25.030		25.108	
Commercial Vehicles	31.165		31.563		31.847		32.576		31.554		32.702	
Average	25.706		25.687		25.011		25.262		25.753		25.950	
REVENUE PER TRIP:												
Passenger Cars	$ .902		$ .898		$ .868		$ .873		$ .899		$ .833	
Commercial Vehicles	2.780		2.808		2.877		2.938		2.856		2.739	
Average	$ 1.105		$ 1.112		$ 1.110		$ 1.124		$ 1.116		$ 1.044	
REVENUE PER MILE:												
Passenger Cars	$ .036		$ .036		$ .036		$ .036		$ .036		$ .033	
Commercial Vehicles	.089		.089		.090		.090		.091		.084	
Average	$ .043		$ .043		$ .044		$ .044		$ .043		$ .040	

MAINE TURNPIKE AUTHORITY

Maine Turnpike
York - Augusta

Statement of
TRAFFIC AND OPERATING REVENUE
REVENUE FUND
June 1990

CLASS DESCRIPTION	VEHICLES	REVENUE	Cumulative 1/ 1/90 thru 6/30/90 VEHICLES	REVENUE
1. Passenger Cars, Motorcycles and Busses (less than 13 Passengers)	2,512,296	$2,233,765.00	12,338,979	$10,593,083.00
7. Passenger Car With Trailer	38,665	67,420	123,193	219,818.80
Total Passenger Vehicles	2,550,961	$2,301,185.55	12,462,172	$10,812,901.80
2. Trucks and All Other Vehicles with Two Axles and Dual Tires	81,862	121,916.70	407,800	597,994.55
3. Three Axle Trucks and Class 2 Vehicles Towing Trailer and Buses	30,700	62,846.75	150,715	311,336.90
4. 4 Axle Trucks and Combination-includes Class Two Vehicles Towing Two Axle Trailers	29,927	87,375.30	153,228	452,484.40
5. Five-or-more Axle Vehicles and Combinations-includes all Vehicles requiring "Overlimit Permit"	156,750	545,018.55	943,218	3,328,951.10
6. Six or more Axle Vehicles	9,254	40,397.65	51,102	217,972.75
Total Commercial Vehicles	308,493	$ 857,554.95	1,706,063	$ 4,908,739.70
Totals	2,859,454	$3,158,740.50	14,168,235	$15,721,641.50
Adjustment		+ 2,423.61		- 55.74
Sub-total		$3,161,164.11		$15,721,585.76
Commuter Plan Payments		+ 4,485.60		+ 646,476.26
Gross Fare Revenue		$3,165,649.71		$16,368,062.02
Less Volume Discount		-51,309.05		- 308,850.45
Net Fare Revenue		$3,114,340.66		$16,059,211.57
Other Revenue		+168,772.29		+1,343,003.89
TOTAL REVENUE		$3,283,112.95		$17,402,215.46