

MAINE STATE LEGISLATURE

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1947-2022

MAINE

WHITE MTS. N.H.

GULF OF

MAINE
TURNPIKE



Lewiston

Augusta

Biddeford

Rochester

Ogunquit

Kittery

Portsmouth

6,288

Gilead
WHITE MTN
NATL. FOR.

Fryeburg

Hiram

Limerick

Sanford

Dover

Durham

North Waterford

Norway

Bridgton

Naples

Cornish

Westbr

Hollis Center

Shapleigh

Alfred

Sanford

North Berwick

Dover

Durham

South Paris

Mechanic Falls

Auburn

Casco

Windham

Westbr

Hollis Center

Shapleigh

Alfred

Sanford

North Berwick

Dover

Durham

Turner

South Paris

Mechanic Falls

Auburn

Casco

Windham

Westbr

Hollis Center

Shapleigh

Alfred

Sanford

North Berwick

Dover

Durham

Livermore

Winthrop

Gardiner

Richmond

Bath

Brunswick

Freeport

Boothbay Harbor

Popham Beach

Elizabeth

Cape Elizabeth

Old Orchard Beach

Small Pt.

Manh

Augusta

Gardiner

Richmond

Bath

Brunswick

Freeport

Boothbay Harbor

Popham Beach

Elizabeth

Cape Elizabeth

Old Orchard Beach

Small Pt.

Manh

Waldoboro

Damariscotta

Wiscasset

New Harbor

Boothbay Harbor

Popham Beach

Elizabeth

Cape Elizabeth

Old Orchard Beach

Small Pt.

Manh

Manh

Manh

Manh

Manh

Washing

Jefferson

Rocklar

Wiscasset

New Harbor

Boothbay Harbor

Popham Beach

Elizabeth

Cape Elizabeth

Old Orchard Beach

Small Pt.

Manh

Manh

Manh

Manh



An unwavering line to the horizon, Savin Construction Corps carves straight through Wells in the fall of 1946.



THE MAINE TURNPIKE AT 75

I quickly understood, when I joined Maine Turnpike Authority in 2011, that a historical perspective was and still is the critical guide to planning effectively for the highway's future. Ever since the road started, so many things get built, redesigned, changed, and rebuilt that the physical structure and the organizational structure of the Turnpike have been in a constant state of productive flux.

We all need to appreciate how those changes came about and how things evolved over time in order to weigh in on how to manage the flow — the greatest flow of vehicular traffic that exists in the state of Maine.

In 75 years, we've gone from hand-to-hand exchanges of paper tickets and cash to open road tolling systems that conduct the same transaction as vehicles travel 70 mph. We've gone from unwieldy, paper road maps to built-in talking GPS devices. What the newspapers heralded as Maine's first mile-a-minute superhighway has kept pace with the evolution of road building science and engineering so that today the Maine Turnpike is faster, safer, and more self-sustaining than thought possible in 1947.

Mainers can take justifiable pride in the history of the Maine Turnpike as its contribution to the state's economic health and the state's unique brand is unquestionable.



Peter Mills
Executive Director

But the truly inspiring aspect of this story is the Maine men and women who made and continue to make the Maine Turnpike a reality.

Space does not permit me to list even the jobs, the tasks, the designs, the math, the heavy lifting, and the long hours that thousands and thousands of Maine people have applied to make commuting, commerce, and leisure travel commonplace on this venerable stretch of road.

Whenever you travel with us, I hope you will take a moment to appreciate and be thankful for all of our team members at Maine Turnpike Authority, past and present, each of whose life's work will forever be a part of our story.

Peter Mills
Executive Director

THE PRE-PIKE YEARS

It was the “rusticators” who came early to Maine, lured by the raw natural beauty of our forests, our coastline, our way of life. Affluent artists, writers, hunters, anglers, and campers made the long trek by steamship, by train and trolley, and often only the final leg by automobile to experience the pure air, the wild outdoors that Maine excelled in offering.



A century ago, Maine summers, with their unhurried pace, enchanting outdoor playgrounds, and pine scented air, delighted the lucky few who could manage the trip.



But by the 1930s, more dependable cars and, more important, more dependable roads outstripped those mass transit options, and the drive to Maine was on. By 1940, the flood of traffic choking Maine’s southern stretch

of Route One had become a major headache, requiring a good half day to drive from Kittery to Portland — a bitter pill for frustrated locals and time-crunched tourists alike, not to mention a detriment to the state’s vast number



Originally part of the 1911 Quebec-to-Miami Atlantic Highway auto trail, Maine’s U.S. Route One, so-named in 1926, soon became the bottleneck of summer traffic.

of retailers receiving northbound goods and manufacturers shipping their products out of state.

And then one night, in the winter of 1941, three men spent an evening at the Augusta House Hotel discussing a plan for Maine to solve the Route One dilemma once and for all.

| | | | | | | | | | |
|---|---|---|---|---|--|---|---|--|--|
| <p>Maine adds "VACATIONLAND" to its license plate.</p>  <p>1936</p> | <p>Pennsylvania Turnpike opens, America's first limited access, high-speed superhighway.</p>  <p>Maine's population: 847,226</p> <p>1940</p> | <p>Maine Legislature passes "An Act Creating the Maine Turnpike Authority," to create Maine's first express highway.</p>  <p>The U.S. enters World War II.</p>  <p>1941</p> | <p>Maine Turnpike construction begins.</p>  <p>Horace Hildreth, Governor</p>  <p>World War II ends with Japanese surrender.</p>  <p>1945</p> | <p>First National Bank of Boston issues 15,000 Maine Turnpike Authority Revenue Bonds at \$1,000 each.</p>  <p>B.F. Goodrich applies for patent for tubeless tire.</p> <p>1946</p> | <p>On December 13, Mrs. Sayward cuts ribbon to open Maine's first "Mile-A-Minute" highway.</p>  <p>General Motors introduces "Dynaflo" automatic transmission.</p>  <p>Come Look at All Three with Dynaflo Drive</p> <p>1947</p> | <p>The Turnpike's first service station opens in Kennebunk. 1.5 million vehicles travel on the Turnpike in its first year.</p>  <p>Columbia Records releases the first 33 1/3 LP record.</p>  <p>1948</p> | <p>Frederick G. Payne, Governor</p>  <p>RCA Victor releases the first 45-rpm record.</p>  <p>1949</p> | <p>Maine State Highway Commission studies the idea of a Turnpike extension from Portland to Augusta.</p>  <p>1950</p> | <p>Turnpike Authority issues \$75 million in revenue bonds, \$55 million to create the Turnpike Extension — at the time, Maine's largest highway construction project.</p>  <p>WABI-TV, Maine's first television station began broadcasting in February.</p> <p>Burton M. Cross, Governor Nathaniel M. Haskell, Governor (for 25 hours) Burton M. Cross, Governor (it's a long story)</p> <p>1953</p> |
|---|---|---|---|---|--|---|---|--|--|

AMERICA'S SECOND SUPERHIGHWAY: 1947-1954

The visionaries who guided the Maine Turnpike's initial creation should still be household names: Joe Sayward, State Rep from Kennebunk, George Varney, Speaker of the Maine House, and attorney George Lord from the state highway commission, who sparked the idea in 1941. Governor



H.D. Harding, District Manager for Esso and Joe Sayward, the Turnpike Authority's first chairman review plans for the Howard Johnson's/Esso service plaza in Kennebunk.

Sumner Sewall signed it into law. Governor Horace Hildreth designed the financial plan to make the Turnpike self-sufficient. The Maine Turnpike Authority became official.



Gov. Sumner Sewall Gov. Horace Hildreth



Trivia: Maine invented the asphalt highway. And Lou Perini, whose company delivered all the asphalt, also owned the National League Boston Braves baseball team.

And then, the attack on Pearl Harbor brought America into World War II and put the Turnpike project on hold. Immediately after the war's end in 1945, workers broke ground, and hundreds of Mainers — highway engineers, surveyors, road construction contractors, heavy-duty equipment operators, pick-and-shovel crews, truck drivers, paving contractors, bridge builders — many of them veterans — carved, graded, and paved the 47-mile pathway to the west of Route One.



Portland Toll House: Mrs. Joseph T. Sayward, wife of the Turnpike Authority's first Chairman, cuts the ribbon to open Maine's first "Mile-A-Minute" highway.

Paid for then as it is today entirely with user tolls, the Maine Turnpike opened on December 13, 1947. It was America's second superhighway — after the Pennsylvania Turnpike — the world's first asphalt highway, Maine's first "Mile-A-Minute" highway — a beckoning new, express, high-speed auto road with its own restaurant, gas and service stations, road side assistance, and toll booths attended around-the-clock.



American-style comfort food and 28 ice cream flavors made swinging in to "Ho-Jo's" so much more than a rest stop; it became a very popular destination on its own.

"In the winter time it was almost impossible to come down through Route One. Or in the summertime Ogunquit was always a bottleneck. Travel around was very slow. When the Turnpike opened, we went from rural Maine to being a state that would bring a lot more people in for industry and vacationing and everything. That's why I say stay on the Turnpike. It'll get you there in half the time."



BOB HOOPER
Toll Collector

As the Turnpike gained notoriety, revenues increased 160 percent over the first four years, and the undertaking's bond debt was retired ahead of schedule.

Approaching 1955, U.S. car ownership had grown to 70%. The original 47-mile Turnpike showed how it was done. And Maine Turnpike Authority set its course for a new horizon.



Work begins on the Portland-Augusta stretch.

1954



Edmund Muskie, Governor
On December 13, Governor Muskie cuts the ribbon opening the 66-mile extension.

Maine's population is 934,000.

1955



Congress passes the Interstate Highway Act, which finances Interstate 95 from Augusta to Canada.

1956



Average daily Turnpike traffic volume reaches 2,500 vehicles.

The USSR launches Sputnik, the first orbiting satellite.

1957



Robert Haskell, Governor (for five days)



Clinton Clauson, Governor (died in office)



John H. Reed, Governor

1959



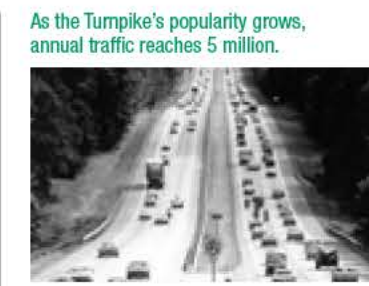
Soviet cosmonaut Yuri Gagarin becomes first human to explore outer space.

1961



First transatlantic TV broadcast via satellite, transmitted from Bell Systems Earth Station in Andover, Maine.

1962



As the Turnpike's popularity grows, annual traffic reaches 5 million.

1964



Maine Legislature dedicates the Maine Turnpike as "The Gold Star Memorial Highway"

Ford and Motorola introduce the car-audio, 8-track tape player.



Kenneth M. Curtis, Governor

1965



Philips introduces dash-board cassette tape player.

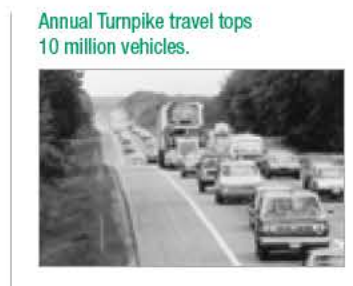
Russian Tupolev Tu-144 first commercial passenger supersonic aircraft leaves Zhukovsky Airport.

1968



Neil Armstrong is the first human to walk on the moon.

1969



Annual Turnpike travel tops 10 million vehicles.

1971

DOUBLING DOWN ON A WINNING STRATEGY: 1955-1997

In less than five years of Turnpike operation, doubling the highway's length gained enthusiastic and widespread support. In 1954, the addition of 66 new miles took place in breathtaking time despite some of the worst weather imaginable: the wettest in 50 years.



More days than not, epic rainfall, acres of mud, and deep water greeted the construction crews at work on the Turnpike's Portland-Augusta extension.

In 154 working days, it rained 97. Over ten days, Hurricanes Carol and Edna lashed Maine with two and a half feet of rain. Slogging through rivers of mud, construction crews managed to get the job done, laying four lanes of asphalt from Portland to Augusta.

On December 13, 1955 — the eighth anniversary of the Kittery-Portland opening — Governor Ed Muskie officially opened the Maine Turnpike extension, unveiling a 113-mile modern superhighway from the New Hampshire border to the state capital.



Gov. Muskie dedicated the new Turnpike extension and hinted at ranging further. Instead, it was the Federal Aid Highway Act of 1956 that leveraged tax dollars to lengthen Interstate 95 to Bangor and beyond.

In 1956, 3.8 million vehicles traveled the highway. By 1997, more than a million per week. And hundreds of Mainers — toll collectors, maintenance crews, snowplow drivers, office workers, administrators, state police, gas station attendants, service plaza staff — worked 24/7 to make the Turnpike run.



The Fifties hit and America was on the road. Thousands of families could now pack the car and stream north, guaranteed a smooth, swift, scenic ride and the promise of a Maine summer adventure.

From its beginning the highway has always been a work in progress, as Maine Turnpike Authority continually improved on the original design, adding breakdown lanes, side guardrails, and median strip barriers for greater safety. Road surface maintenance and repair work, winter storm cleanup, and summer landscaping became the perennial tasks of keeping the Turnpike the fittest for high-speed travel.

“Eighty to 90 percent of all goods and services coming into the state come on the Turnpike. And if you're trying to keep more goods and services coming into the state and keep a good solid economy, the Turnpike is that backbone. So it's our mission — because we're Mainers and we do care about Maine — to try to keep costs low and keep the road high quality.”



DOUG DAVIDSON
Chief Financial Officer/
Board Treasurer

Piscataqua River Bridge opens mid-autumn.



1972

Exit 6A, now Exit 44, links the Turnpike to Interstate 295.



1973

President Nixon signs Emergency Highway Energy Conservation Act setting 55 mph speed limits.



1974

James B. Longley, Governor



1975

America's Bicentennial



1976

15 million cars travel on the Maine Turnpike. State bans billboards in attempt to make highways more scenic.



1977

Joseph Brennan, Governor



1979

Moose hunting reinstated after 45-year hiatus.



Maine's population: 1,124,660

1980

Maine Legislature decides to continue Turnpike with tolls as it helps fund MaineDOT and out-of-state travelers pay half the tolls.



1982

Annual Turnpike traffic reaches 20 million vehicles.



1983

Pioneer introduces the first dashboard CD player.



1984

John McKernan, Governor



1987

Maine voters oppose plan to widen the Turnpike from York to South Portland.



Authority completes Alfred A. Plourde Highway in Lewiston.

1991

Turnpike opens new Exit 6 at Scarborough.

Harley-Davidson celebrates 90th birthday.

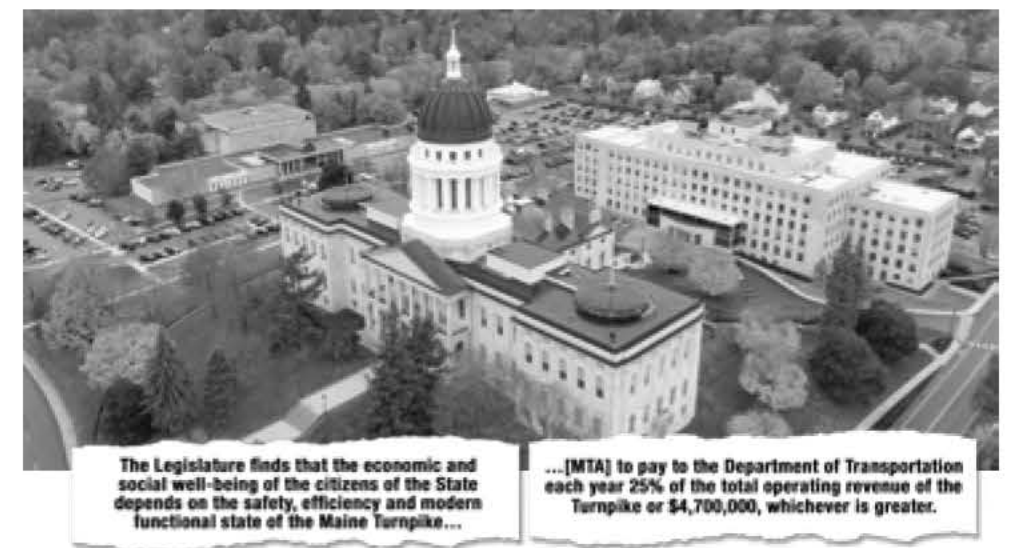
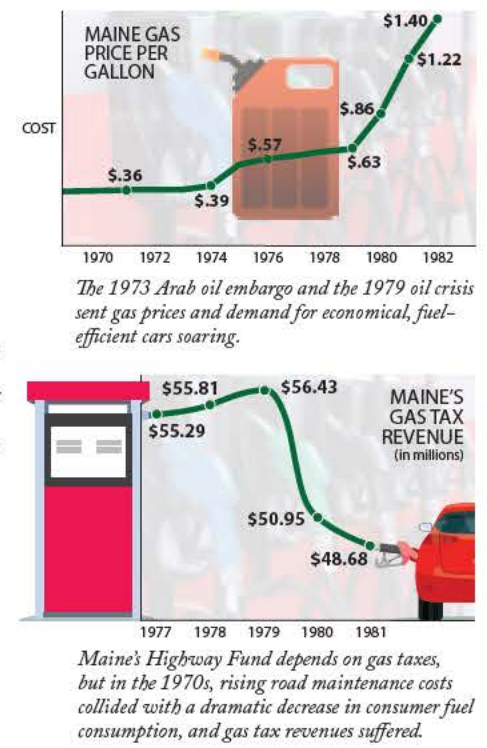


1993

Originally, the plan was to retire the Turnpike's investment bonds in 1982, eliminate the tolls, and have the Maine Department of Transportation take charge of the highway. But by 1981 MaineDOT found itself bullied by financial headwinds. The 1973 Arab oil embargo and the Iranian hostage crisis of 1979 drove gas prices from 35¢ a gallon to \$1.40, the popularity of smaller, high mileage cars soared. Gas sales and gas tax revenues plummeted leaving MaineDOT millions of dollars short of covering its own annual expenses.

Saddling the DOT with responsibility for the Turnpike was out of the question, and Maine's Legislature, noting that out-of-state drivers paid more than half of the Turnpike's expenses, voted to allow the Turnpike to remain independent, offer volume discounts, and turn over 25 percent of its revenue to cover the MaineDOT shortfall.

The pace of change accelerated as Maine approached the century's end. In 1987, officials in Augusta authorized a widening of the Turnpike to three lanes in each direction. In 1990 construction started up on the expansion. In 1991, Maine voters halted that effort through a statewide, citizen referendum.



In 1992, as gas tax revenues continued to fall short of financing the state's roadway needs, the legislature upped the Turnpike Authority's annual MaineDOT payment to \$5 million. In 1994, \$16 million. In 1996, \$35 million with payments spread over ten years.

Since then, the Turnpike has provided more than a quarter billion dollars to MaineDOT, supporting roadway construction, bridge building, and safety improvements throughout the state.



By 1997, at the 50th year milestone, the Turnpike was performing near its full capacity with all traffic predictions forecasting much more to come. Talk of expanding the Turnpike, an ongoing debate since 1972, became loud and clear as Maine's premier economic artery surpassed the half century mark.

REBECCA GROVER
Public Outreach Coordinator

“One thing that I wish people would understand more about the Turnpike is that it is paid for by the people who use it. If you're not using the Turnpike, you're not paying for it. We do not get any state tax money. We do not get any federal money. And two thirds of the folks who use the Turnpike are from out of state, and they're paying for the tolls on the road. So it helps Mainers that the tourists are helping to pay for so much of it.”

1994 40 million cars travel on the Maine Turnpike.

1995 Angus King, Governor. Congress repeals 55 mph national speed limit. Maine voters approve mandatory seat belt requirement.

1997 Maine voters overwhelming approve York-South Portland widening plan. NASA Jet Propulsion Lab lands first robotic rover, "Sojourner," on planet Mars.

1999 MTA begins widening from Mile 12 to Mile 42. American Society of Civil Engineers names Turnpike a Historic Civil Engineering Landmark.

2000 Widening Project work continues. Maine's population: 1,127,923.

2001 Wells Multi-modal Transportation Center connects passenger rail to the Turnpike.

2003 John Baldacci, Governor. Air France retires the Concorde after history's last commercial passenger supersonic aircraft flight.

2004 The Widening Project completed. Turnpike converts electronic tolling to E-ZPass. MTA and MaineDOT implement new interstate exit renumbering. Boston Red Sox win first World Series since 1918.

2005 MTA wins Statewide Historic Preservation Honor for saving 1819 Mitchell-Hatch Cemetery at Mile 23.

2006 Gray Bypass opened.

2007 Turnpike users tally 39 million E-ZPASS transactions.

THE TWENTY-FIRST CENTURY

By age 50, the Turnpike was clearly the “go-to” route from Kittery to Augusta. Maine had grown, too, with a population 50 percent larger than when the highway opened in 1947.

More people, more visitors, more commerce — the increase in traffic called for continuous improvement and innovation for Maine’s premier highway.

In 1997, Maine voters overwhelmingly approved a ballot initiative to allow a widening of the Turnpike. From York to South Portland, 30 miles of two-lane highway were expanded to three lanes with every single bridge in between widened accordingly.



After years of increasing need and congestion, the Kittery-to-South Portland widening project broke ground in 1997.

That same year, the Turnpike unveiled “Transpass,” an automatic, electronic toll collection system enabling true, non-stop travel. Now known as E-ZPass, today it lets drivers pay tolls automatically in 17 states.

In 2013, a leap in toll collecting technology landed with the addition of “Open Road Tolling” gantries. E-ZPass drivers now cruise through specially designated lanes at highway speed with their toll payments processed in nanoseconds.

Most recently the Portland Area Widening project has placed expansion back on the Turnpike Authority’s radar. From Mile 44 to Mile 49, construction is under way, again from two lanes to three and a substantial redesign of Exit 45.

And with the 2021 opening of the new, gateway toll plaza in York, featuring six lanes of high-speed



At Exit 45 a safer, more efficient diamond interchange will streamline access to and from Interstate 295, the Scarborough Connector, and Route 1.



Evolution is in the air. The Turnpike has adapted its fuel and energy mix at service plazas to accommodate the needs of electric vehicles.

E-ZPass tolling, driver convenience and traffic flow have never been better.

More growth, more progress, Vacationland’s soaring popularity — faster cars, bigger trucks, improved traffic interchange designs, electric car charging

stations, smartphone GPS — there’s no end to the changes driving the Turnpike’s evolution.

What will the next quarter century bring? A whole new class of vehicles? Self-steering? Airborne vehicles? Who knows?

We do know that behind it all will be, as they always have been, the millions of Turnpike users whose tolls have always paid for it all and the hundreds of people at the Maine Turnpike Authority who will always make it all work.

“Every day is different: putting out a press release on new construction one day, speaking to the media the next day about upcoming holiday traffic or an impending snow storm or the benefits of E-ZPass — and all at the same time, working with the public, municipalities, and the legislature. The Turnpike is very complex and more than just a road.”



ERIN COURTNEY
Public Outreach
Manager/Legislative
Liaison



For 75 years, thousands of Mainers have come to work with one goal in mind: to make the Maine Turnpike the road that gets you to your next Maine destination, safely, reliably, and sustainably.

West Gardiner Service Plaza opens.



2008
Tesla Motors intros Tesla Roadster, the first high production, all-electric car.

2008

New MTA headquarters opens with LEED energy/environmental certification.



2009

Paul LePage, Governor



2011

MTA intros Open Road Tolling (ORT) technology at New Gloucester.

62 million vehicles travel the Turnpike.

2013



West Gardiner Exit 102 ORT opens.



2016

Falmouth Exit 52 ORT opens.



2017

Janet Mills, Governor



Scarborough Exit 44 ORT opens.

2019

MTA contributes \$106.5 million mid-pandemic investment to the construction economy.



Maine’s population: 1,362,359

2020

Gardiner I-295 and York ORT Toll Plazas open.



Maine State Police celebrate 100 years of dedication and service.

2021

Portland Area Widening on track for completion in 2023.



2022

HOW THE PIKE SAVED MAINE'S ECONOMY

In the years leading up to the opening of the Maine Turnpike and continuing into the 50s and 60s, many of Maine's traditional industries began to stumble.

First to falter were the textile mills, dating back to the 1850s. Shipbuilding suffered. Then shoemaking and seafood canning. The lumber industry lost out to Southern mills. Half of Maine's farms sold or closed. The paper industry shrank.

Maine had always had its tourists. It was the enviable, nineteenth century summer destination for a relatively few who had the wherewithal and the leisure time to make the arduous trek to Maine. The wealthiest owned grand summer homes along the coast.

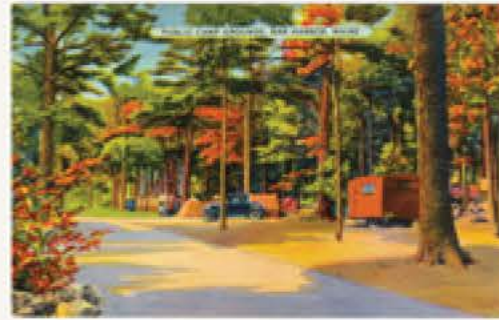


In the 1800s Maine played its part in the Industrial Revolution, but it wasn't meant to last.

TOP PHOTO: COLLECTIONS OF HARTLAND HISTORICAL SOCIETY
MIDDLE PHOTO: COLLECTIONS OF DYER LIBRARY ARCHIVES/SAGO MUSEUM
BOTTOM PHOTO: COLLECTIONS OF MCARTHUR PUBLIC LIBRARY

And by 1940, with half of Americans now owning cars, Maine's popularity had grown. Still, it took time and money to enjoy traveling to and through Maine. And summer traffic on Route One could be miserable.

But then, hand in hand with post-war prosperity, the new Maine Turnpike widened the gates to an explosive growth in tourism. Overnight, the Turnpike made Maine vacations affordable for the average American family. Affordable and effortless with a non-stop express route to Maine's beaches, lakes, mountains, and more.



In the earliest days of motoring to Maine, the journey could be an adventure of its own but the memories were often priceless.



Imagine the excitement in southern New England, New York, and New Jersey as word spread: there's a new, fast modern highway that drives deep into Vacationland.

The Turnpike continues to be the primary roadway for tourism, now an \$11 billion industry, Maine's leading economic driver, directly supporting roughly 16 percent of all jobs in Maine, which generate more than \$2.5 billion in household income.



The Turnpike's first highway-speed Open Road Tolling gantry opened in 2013. Now there are six ORTs keeping traffic flowing.

In 2021, more than 70 million vehicles traveled the Maine Turnpike: weekly commuting traffic, four-season tourist traffic, mass transit buses, emergency vehicles, trucks of all sizes exporting Maine goods to southern markets and importing products for Maine consumption.

In so many ways, the Maine Turnpike touches the lives of most of the state's residents. Whether they travel the highway or not, the food that graces their tables, the appliances that improve their homes, and the customers that

patronize their community's businesses all make their way on the Turnpike and make Maine's economy stronger.

What's more, vacationing motorists from out of state pay two-thirds of the toll fees collected on the Maine Turnpike.



Before high-speed tolling came to York, "Miles," the Turnpike's mascot, went door-to-door saying goodbye to outbound visitors on Labor Day weekends.

Today, it seems that Maine is on everyone's bucket list. History has shown it was the Maine Turnpike — the right idea at the right place at the right time — that helped make "Vacationland" world famous — and rejuvenated the state's economy.

IN OUR OWN WORDS

PETER MERFELD, P.E.
Chief Operations Officer



“People have said it in different ways over the years, but the Turnpike is the lifeblood of Maine. It brings in a majority of the commodities and the products that we use in the state, and the products that need to leave the state. There’s a big team involved, and keeping the road open and keeping traffic moving and making sure it’s safe is our goal, and we’ve been fulfilling that for 75 years. And I would think for the next 75 years that we would continue to do that.”

SGT. KEVIN BURTON
Maine State Police:
Troup G



“Working hand in hand with the Turnpike Authority and the maintenance crews, I think they do a fantastic job. They’re dedicated to keeping the Turnpike open, they’re dedicated to keeping it safe for the commuters, for the visitors, for everyone that uses this road every day. Everyone works as a team to keep that road safe and open, and it’s fun doing it.”

RICK BARRA
Director of Fare Collection



“Handing out toll tickets, I had so many great patrons go through. They’d appreciate you. Good morning, how you doing? Good. How’s it going today? Good. You had that every day. You’d hear their stories, you know, life stories. Those are the things that I remember the most and really relish knowing that you make an impact on someone’s life, even though it’s 10 seconds. That’s all it takes to make someone’s day. That’s why you’re here. You’re representing the Turnpike, and it’s an important job.”

MISTY BENTHAM
Toll Supervisor



“You don’t know a lot of times what’s going on in people’s days when they come through and they pull up to your lane. So sometimes, if I can influence something positive before they leave my lane, that makes my day — to give something back, to put a smile on somebody else’s face. That’s what makes the difference.”

JODY DYKE
Engineering
ANDY DYKE
Maintenance Foreman



“We’re third generation all in the same maintenance camp.”
— Andy

“I grew up hearing the stories from my dad. He grew up hearing the stories from me. And it’s not as routine as one might think. I mean, it’s constantly changing — the wants and needs of the road as our traffic numbers go up, we’ve got more stringent safety measures to meet. So it’s ever changing.”
— Jody

“And what motivates me is knowing that our patrons feel safe out there in the wintertime, that puts a smile on my face.”
— Andy



A 75-YEAR SCRAPBOOK

From the start, the Turnpike Authority's responsibilities stretched beyond the highway to include building and maintaining all of the bridges carrying the preexisting roads above it.



Where Route One followed a string of thriving coastal towns, the Turnpike's original path traveled through rural farm fields and forests a few miles inland of the seaboard.



Creating a superhighway had been done once in the U.S. The confidence that that success could be repeated here spoke volumes of Maine's character and determination.

In the winter of 1947-48, with toll booths squaring off against all of Maine's weather extremes, a short stack of firewood was a toll collector's closest friend.



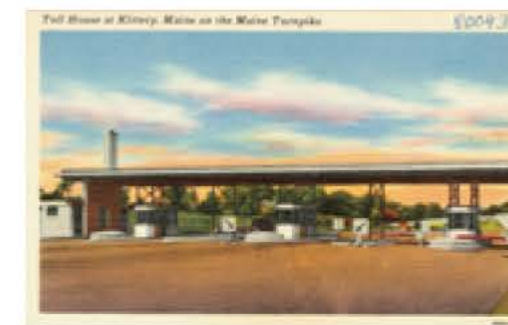
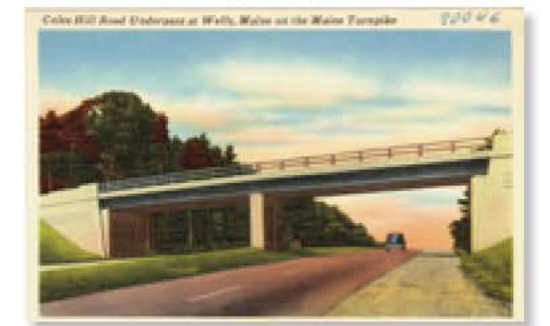
Passenger cars paid 50¢ to access the brand new Kittery-Portland highway. That first year, the Turnpike welcomed 1,500,000+ customers, less than a week's worth of today's traffic volume.



In 1948, Howard Johnson's, the orange-topped oases for America's motoring public, added 200 new locations nationwide, our Kennebunk Service Plaza's Ho-Jo included.



From 1930 to 1950, Boston's Tichnor Bros, Inc. published some 25,000 "colorized" postcards of popular American vacation spots with nearly a dozen promoting the new Maine Turnpike.



After two hurricanes dropped 2.5 feet of rain in ten days' time, the quest for the Portland-Augusta Extension became a wicked muddy challenge.

Brave Rain and Hurricanes To Build \$55 Million Maine Turnpike Extension

The Groundhog Tours Nello Teer and H. E. Sargent Contracts On New England's Little Publicized Superhighway Project

An army of men and machines is waging a battle against the elements in building a 63-mile extension of the Maine Turnpike at a cost of about \$55,000,000.

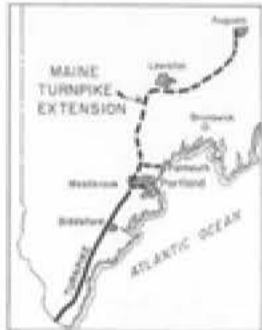
Contractors faced some of the worst weather conditions yet encountered in superhighway construction. First, last year's summer was Maine's wettest in 30 years. One contractor reported 92 days of rain in 154 working days — and even on days of no rain, the sun seldom showed itself to help dry out the soil.

Then, two hurricanes roared through, leaving extensive erosion

damage. Bridge and culvert work was flooded, haulage roads were erased. Weather was a constant enemy.

To meet the challenge of the rain and hurricanes, contractors adopted special steps. They got their drainage in as quick as possible. (Hurricane Edna left 7½ inches of water in its wake within a 16-hour period.) They kept the subgrade areas crowned, losing roller marks with closer blades, and cutting outlet ditches in the pits and grading areas to insure the run-off of surface water.

During backfilling and structural work on several box culvert jobs in



The Maine Turnpike Extension will take traffic northward as far as Augusta.



Keeping the Maine Turnpike as flat and as level as possible played into the design for safe traveling. So the road would not roll over bedrock; it would go through it.



A highway crew uses a mechanized hole digger to place wooden posts along the Turnpike's shoulder, auguring an evolution toward today's far safer guardrail systems.



Forty-foot concrete piers await 12,000 tons of Pennsylvania steel decking needed to complete the 846-foot Androscoggin River Bridge, the longest of 91 bridges built during the 1955 effort.



Compare this photo, taken before median and roadside guardrails became routine, with today's highway designs. We had much to learn in managing a safe superhighway.



Carol Caturano, the Maine Turnpike's first woman toll collector, prepares to hand a toll ticket to an oncoming driver at the York Toll Plaza circa 1965.



Next time you're on the Turnpike, note the long, straight stretches and gentle curves that minimize the likelihood of vehicle accidents and permit high-speed driving.



Boomers might remember. For years, northbound travelers could stroll through a tunnel below the roadway to get to Howard Johnson's on the Turnpike's southbound side.



Who remembers toll tickets? A different ticket for every exit showed the different costs for traveling to all the other exits. The toll ticket system was discontinued in 1997.



The State of Maine Publicity Bureau's 36th edition of "Maine Invites You" featured this ad extolling the virtues of the Maine Turnpike. Fifty years later, the copy still rings true.

Maine Invites You

THE MAINE TURNPIKE EXPRESS TOLL HIGHWAY

YORK to AUGUSTA - 100 MILES

23RD YEAR OF SERVICE

THE scenic Maine Turnpike, joining Kittery, the Gateway to Maine, and Augusta, the State Capital, is a modern expressway to Vacationland.

It has been engineered to provide motorists with the utmost in safety and comfort.

The Turnpike by-passes all congested areas of towns and cities between Kittery and Augusta, permitting a uniform speed without interruption, for the entire 100 miles.

Interchanges lead to all Maine commercial and recreational areas.

Patrol cars are on constant duty to aid travelers in any emergency.

Service Areas at convenient intervals provide modern restaurant and service station facilities.

SWIFT-SAFE-SCENIC

In writing to advertisers, please mention "Maine Invites You"

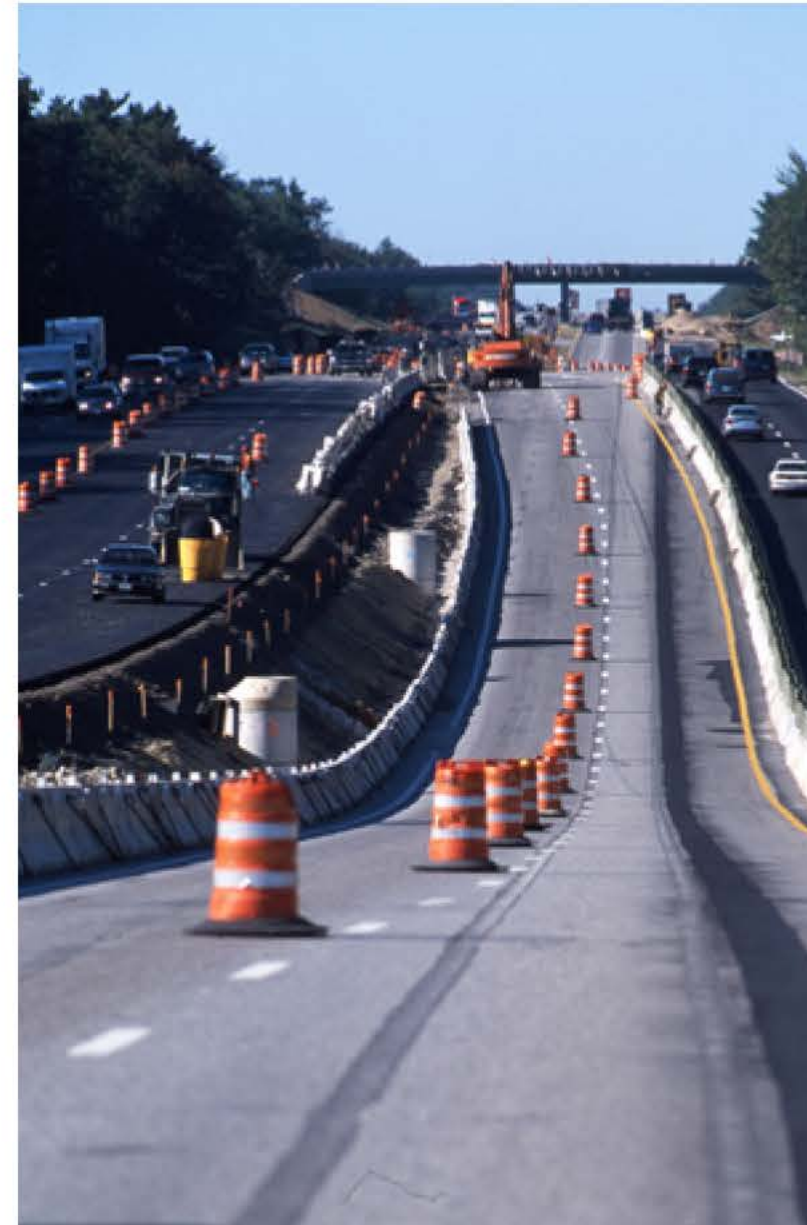
During the 90s the need to expand the Turnpike's southern section became obvious and, in a 1997 statewide referendum, Maine voters overwhelmingly agreed.



In 2000, "The Widening" held its official groundbreaking with (left to right) Roger Mallar, Dana Connors, Sam Zaitlin, Governor Angus King, Julian Coles, Lucien Gosselin, and Sam Cohen.



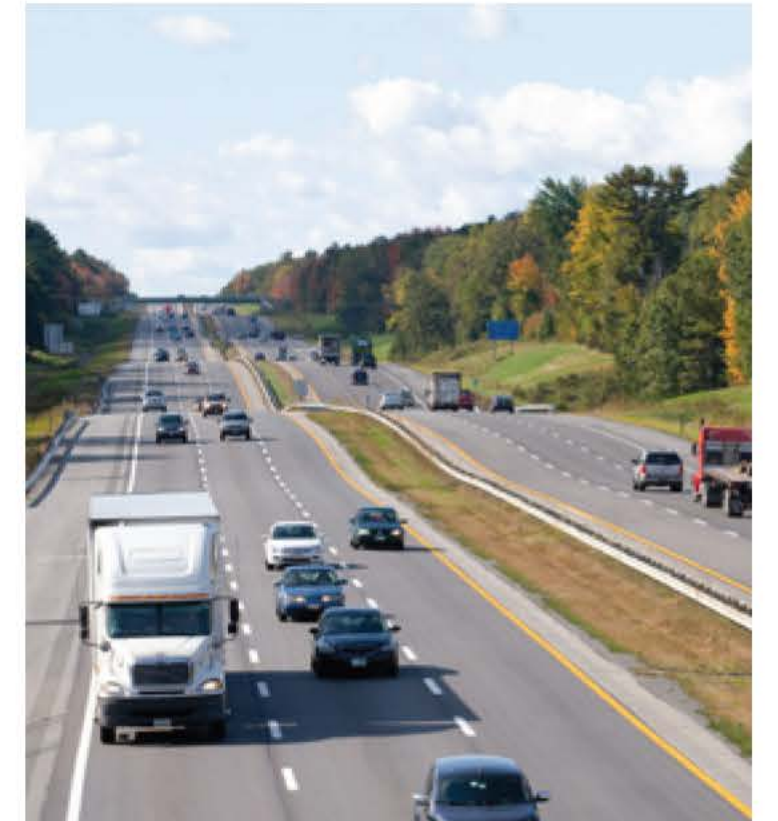
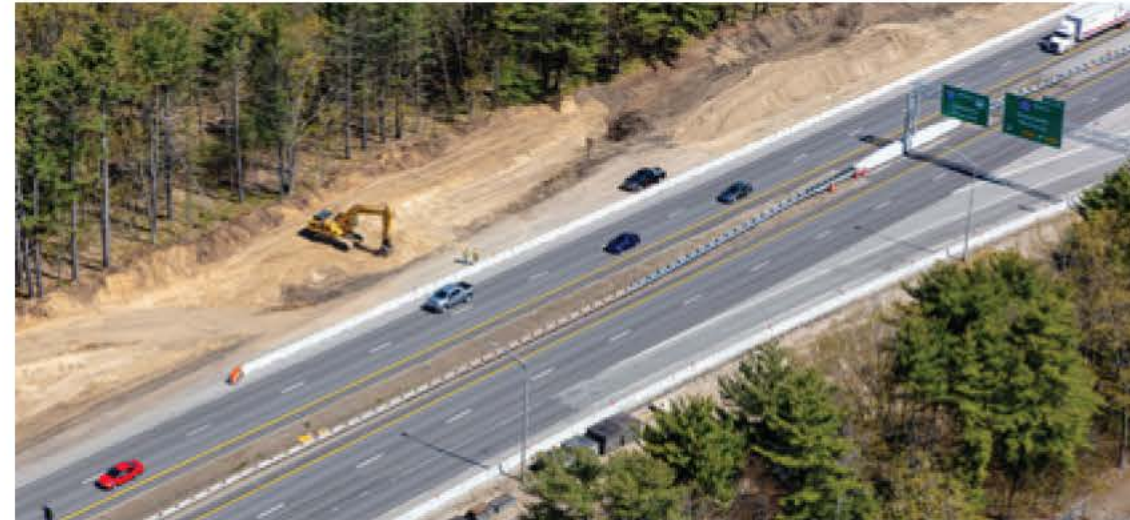
"Thinking Ahead," Governor John Baldacci helps unveil the Turnpike upgrade — wider, safer, and better suited for the increased traffic traveling from Kittery to South Portland.



From May of 2000 through 2005, history repeated itself as contractors completed a 30-mile, \$135 million renovation of New England's 1947 vintage superhighway.



The Turnpike's second major growth spurt began in 2019 with the Portland Area Widening effort. Spurred once again by increased traffic congestion, the Turnpike Authority undertook a new expansion from Mile 43 in South Portland to Mile 48 in Falmouth.



Whatever the season, the Turnpike is a scenic corridor edged by forests, crossed by major rivers and quiet streams, beckoning every traveler with an unmistakable hint of Maine's natural beauty.

U.S. electric car registrations increased 60 percent in the first quarter of 2022, and we are keeping pace with EV charging stations available at our service plazas since 2018.



Driver convenience is a plus thanks to our upgrade to automatic, high-speed tolling. Enhanced safety is another plus as rear-end collisions are more likely in stop-and-go traffic at cash toll booths.



Six lanes of early evening travelers stream along the Turnpike just north of Biddeford's Exit 32.



Some improvements can be truly visionary. In 2021, our snow plows added green flashing lights because ophthalmological studies showed that green light is the easiest to see.



A 1956 ad predicted many of the amazing automotive innovations we see becoming realities today. As it has for 75 years, Maine's future will be riding on the Maine Turnpike.



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THANK YOU

“A final word of thanks to every person who helps to make the Maine Turnpike run and a special thank-you to the tens of millions of drivers a year who choose to travel with us. As always, wherever you travel, thank you for your safe driving.”



Safe | Reliable | Sustainable

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For a more in-depth, multi-media presentation celebrating Maine Turnpike Authority's 75th year, visit www.maineturnpike75.com.