

12-31-1969

Construction Program Status Report : Adjusted for the Fiscal Years Ending 1970-1971

Maine State Highway Commission

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1970-71
Adjusted

*The
Maine State
Highway
Commission*

**CONSTRUCTION
PROGRAM
STATUS REPORT**

**As
Transmitted To
Members Of The
104th. LEGISLATURE
In
Special Session**

INTRODUCTION

Attached is an adjusted highway construction program, prepared by the Maine State Highway Commission for the two fiscal years ending June 30, 1970 and June 30, 1971. The program as adjusted reflects two financial considerations, as follows:

1. A reduction in the original construction program proposed by the Commission, dated December 30, 1968 in the amount of \$4.5 million. This reduction resulted from an adjustment in allocations by the 104th Legislature and was required by the large deficit between the proposed program and available funds.
2. A further reduction of \$2.0 million to reflect the program change suggested by Governor Kenneth M. Curtis in his call to the 104th Legislature in special session.

The resulting program allows for the use of available federal funds of approximately \$70 million with some \$31 million of state funds to provide a total construction program of approximately \$101 million. A portion of this program has already been initiated with current revenues. Also included, in addition to the federally supported program, are minimal state hazard elimination projects, resurfacing and advance engineering projects. It does not appear possible to effect additional significant reductions in the program without deferring federal funds.

The Highway Commission operates a continuing highway construction program. Although the programs are developed indicating a particular year for each project in the program, coordinative efforts, location decisions, right of way problems, and rising costs often make it necessary to defer a project into a later year in the continuing program. As a result, there are usually several projects in prior programs for which construction has not been authorized even though it is somewhat later than the time when the project was originally scheduled. At the same time, however, some projects which are ready to go to construction may be advertised and let to contract sooner than is indicated in the program.

The construction program is divided into four parts:

1. The basic construction program consisting of Federal Primary, Secondary and Urban projects which are financed with 50% Federal funds and some State projects which are financed with 100% State funds.
2. Interstate projects - No adjustments have been made in the Interstate Program and it is assumed that the program would continue as originally proposed.
3. Supplemental program - Indicating those projects carried over from the supplemental program originally included in the Commission's program for the biennium ending June 30, 1969.
4. Other projects from previous biennial programs not yet authorized for construction.

We have also shown in the following construction program, by the letter "C", all of those projects for which construction funding has been provided.

Also indicated in the program, by slashed lines ///, are the projects deferred by the 4.5 million dollar reduction in allocations as required by legislative action in the regular session of the 104th Legislature.

The items which would be deferred by the additional 2.0 million dollar reduction are indicated by horizontal lines, .

The program, as adjusted, includes all projects for which the Commission assumes responsibility for construction activities at such time as construction is feasible.

The construction program for the remainder of the current biennium is based on the following qualifications:

1. That additional state funds for the construction program in the amount of 19.5 million dollars be provided to match federal funds and to provide minimum funds for an essential state construction and resurfacing program. If these funds are not provided until the fiscal year beginning July 1, 1970, then many of those projects listed in the construction program for the current fiscal year will have to be deferred until the second year of the biennium.
2. That the amounts and mileages indicated for each project are approximate and may be increased or decreased as construction plans are developed and bids for construction are received.
3. That any necessary agreements with towns, cities, utilities and agencies be coordinated and executed.
4. That the Federal apportionments are made in accordance with existing authorizations, and there are no holdbacks in the receipt of Federal funds by the State and there will be a minimum of \$101,246,000, including Federal funds, made available for construction during the two-year period in accordance with the following tables:

FISCAL YEAR 1969-70

	Federal Funds Available For Construction	State Funds	Total
Primary	\$ 4,072,000	\$ 4,411,000	\$ 8,483,000
Secondary	3,096,000	3,354,000	6,450,000
Urban	917,000	793,000	1,710,000
Traffic Operations Improvement	<u>677,000</u>	<u>733,000</u>	<u>1,410,000</u>
<u>Sub-Total</u>	8,762,000	9,291,000	18,053,000
Interstate	26,362,000	3,258,000	29,620,000
State Projects and Engineering	<u>0</u>	<u>2,950,000</u>	<u>2,950,000</u>
<u>TOTAL</u>	\$35,124,000	\$15,499,000	\$50,623,000

FISCAL YEAR 1970-71

	Federal Funds Available For Construction	State Funds	Total
Primary	\$ 4,072,000	\$ 4,411,000	\$ 8,483,000
Secondary	3,096,000	3,354,000	6,450,000
Urban	917,000	793,000	1,710,000
Traffic Operations Improvement	<u>677,000</u>	<u>733,000</u>	<u>1,410,000</u>
<u>Sub-Total</u>	8,762,000	9,291,000	18,053,000
Interstate	26,362,000	3,258,000	29,620,000
State Projects and Engineering	<u>0</u>	<u>2,950,000</u>	<u>2,950,000</u>
<u>TOTAL</u>	\$35,124,000	\$15,499,000	\$50,623,000

12-31-69

12-30-68

PROPOSED PRIMARY, SECONDARY, URBAN AND STATE PROJECTS

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>ANDROSCOGGIN</u>						
1	Turner	Primary	4	1.25	\$ 180,000	\$
	To supplement funds for Item 1, 1967-68 Program. Beginning 0.20 mile north of the Auburn-Turner town line and extending northerly. HAZARD - Dip and hide. Total funds available \$483,000.					
2	Turner-Livermore	Primary	4	1.00		200,000
	To supplement funds for Item 3, 1968-69 program. Beginning 0.90 mile south of the Livermore Town Line and extending northerly. HAZARD - Accident Record. Total funds available \$350,000.					
3	Auburn	Primary	4	0.57		1,000,000
	Union Street By-pass. Right-of-Way and construction. To be supplemented by local and special federal funds.					
4	Lisbon	Primary	196	1.80		22,500 250,000
	Lisbon Falls Relocation, preliminary engineering and right-of-way for a future relocation of State Route 196.					
5	Livermore	Primary	4	1.00		350,000
	Beginning 1.19 miles south of the Livermore Falls Town Line and extends northerly. HAZARD - Accident Location.					
6	Lewiston	Primary	Cedar St.	0.21		300,000
	Beginning at Lisbon Street and extending southerly to Lincoln Street, including construction of bridge over the canal. Funds for preliminary engineering included in 1967-68 Supplemental Program, Item 503. Purchase of right-of-way to be assumed by the City of Lewiston.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>ANDROSCOGGIN (Continued)</u>						
7	Leeds	State	106	2.15	200,000	
State construction, beginning 3.60 miles north of U.S. 202 and extending northerly 1.25 miles. Flood condition and elimination of HAZARD. Also, funds to complete preliminary engineering on approximately 0.90 mile southerly of the proposed construction.						
8	Turner	State	219	1.00	15,000	
Beginning 0.04 mile westerly of the Turner-Leeds town line and extending westerly. Preliminary engineering. Limited sight distance, poor alignment, high accident location. HAZARD.						
9	Auburn	State	4	1.74		65,000
Beginning 1.70 miles northeasterly of the New Gloucester town line and extending northeasterly to the Little Androscoggin River - Resurfacing.						
10	Livermore Falls	State	17	0.30	40,000	
Replaces Item 502, 1967-68 Supplemental Program. Beginning at the junction of State Routes 4 and 17 and extends southeasterly to the junction of State Route 133 - Resurfacing.						
11	Lewiston Lisbon	State	196	4.70		177,000
Beginning 3.23 miles south of Main Street and extending southerly Resurfacing.						
12	Lisbon	State	125	2.79		15,000
Beginning at State Route 196 and extending northerly to improved section. Preliminary engineering.						

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>AROOSTOOK</u>						
13	Cyr Plantation Beginning at end of improved section, 3.98 miles north of the Connor-Cyr Town Line and extending northerly. Grading drainage base and initial surface only.	Primary	U.S.1	1.80		450,000
14	Van Buren To replace and supplement funds for Item 504, 1968-69 Supplemental Program. Beginning 0.38 mile north of the junction of State Route 165 and U.S. 1 and extending northerly. HAZARD - Construc- tion of Violette Brook Bridge and approaches.	Primary	U.S.1	0.28		325,000
15	Caswell To supplement funds for Item 20, 1967-68 Program. Beginning at end of previous improvement 1.50 miles north of the Limestone-Caswell Town Line and extends northerly. Total funds available \$379,000.	Secondary	165	2.07	179,000	C
16	Ashland To supplement funds for Item 22, 1968-69 Program. Beginning 2.24 miles south of the Nashville-Ashland Town Line and extending southerly. Little Machias River Bridge and approaches. HAZARD - Narrow bridge and bad dip. Total funds available \$289,000.	Secondary	11	0.28	276,000	C
17	Fort Kent Beginning in the vicinity of the Wallagrass-Fort Kent Town Line and extending northerly to the improved section, southerly of Fort Kent compact. Preliminary engineering. Mapping and location study.	Secondary	11	2.50		10,000 40,000

Proposed Primary, Secondary, Urban
and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>AROOSTOOK</u> (Continued)						
18	Fort Kent Beginning 0.35 mile south of U.S. 1 extending southerly to improved section. Town to provide approximately \$36,000 of 1968, 1969, and 1970 joint State Aid Funds. Total funds available \$150,000	Secondary	11	0.60		114,000
19	Caribou To supplement funds for Item 25, 1968-69 Program. Beginning at Katahdin Avenue and extending northerly to U.S. 1A, including the railroad separation structure. Total funds available \$840,000.	Urban	U.S.1	0.50	642,000	
20	Presque Isle Preliminary engineering, including location study for possible U.S. Route 1 bypass of the Presque Isle compact area, as well as location studies of U.S. Route 1 from Presque Isle to Caribou.	State	U.S.1		10,000	
21	Presque Isle-Fort Fairfield Beginning 1.43 miles west of the Presque Isle-Fort Fairfield town line and extending northeasterly. Preliminary engineering.	Primary State	167	2.50	25,000	
2	Macwahoc Replaces Item 505, 1968-69 Supplemental Program. Molunkus Bridge over Molunkus Stream - HAZARD	State	U.S.2	0.16	250,000	
3	Weston Beginning 2.03 miles south of the Orient-Weston town line and extending southerly.	State	U.S.1	1.00		150,000

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>AROOSTOOK (Continued)</u>						
24	Island Falls	State	U.S.2	0.15		
	Item 507, 1967-68 Supplemental Program. Iron Bridge over West Branch of Mattawamkeag River. No accident experience during 1966 and 1967. Project delayed due to lack of funds. Bridge maintenance to make repairs as necessary.					
25	Fort Kent	Secondary State	161	0.50	80,000	
	Beginning 1.00 mile westerly of U.S. 1 and extending westerly. HAZARD - Dip and curve. Town to provide approximately \$22,900 of 1966 and 1967 Joint State Aid Funds. Total funds available \$102,900.					
26	Frenchville	State	U.S.1			
	Item 29, 1967-68 Program. Dickey Brook - 8.40 miles west of the Madawaska town line. HAZARD - Narrow bridge, bad curve and dip. This item deferred. Requires construction of significant mileage for which funds are not presently available and could be provided in a future program.					
27	T1 - R4	State	U.S.2	0.40	18,000	
	To replace and supplement funds for extending Item 28, 1968-69 Program. Two locations - Beginning 0.45 mile north of the Macwahoc town line and extending 0.20 mile northerly and beginning 2.65 miles north of the Macwahoc town line and extending northerly. Improvements at Lower and Upper Henderson Brooks. County to provide approximately \$77,000 of Joint State Aid Funds. Total funds available \$95,000 . HAZARD - Narrow bridges. 77,000					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>AROOSTOOK (Continued)</u>						
28	Fort Fairfield	State	167	0.25		
	Item 30, 1967-68 Program. Beginning 0.70 mile east of the Presque Isle town line. HAZARD - Blind intersection. Requires construction of significant mileage for which funds are not presently available. Replaced by Item 21 in this program.					
29	Limestone-Caribou	State	89	2.55		47,000
	Beginning at the junction of the East Gate Road and State Route 89 and extending westerly 2.00 miles; also, 0.10 mile on the East Gate Road and 0.25 mile on the West Gate Road - Resurfacing.					
30	Westfield	State	1	0.78		16,000
	Beginning 2.50 miles north of the Mars Hill town line and extending northerly - Resurfacing.					
31	Van Buren	State	1	3.60		72,000
	Beginning at the Grand Isle town line and extending southerly- Resurfacing.					
32	Mars Hill	State	1	2.50		50,000
	Beginning at the Westfield town line and extending southerly - Resurfacing.					
33	Houlton	State	1	0.60	12,000	
	Beginning 0.50 mile south of the Littleton town line and extending southerly Resurfacing.					
34	Eagle Lake	State	11	0.95		50,000
	Beginning 0.11 mile north of the Winterville town line and extending northerly. Structurally deficient section.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>AROOSTOOK</u> (Continued)						
35	Easton Bridge over Prestile Brook. Structural deterioration.	Secondary State	10 HAZARD -	0.10	60,000	
36	Presque Isle Beginning at U.S. 1 and extending east- erly 0.70 miles to the improved section. Reconstruction of North Street. City to provide \$87,000 of city funds. Total funds available \$250,000.	State	163 & 167	0.74	163,000	
37	Caribou Beginning 0.25 mile north of the Presque Isle town line and extend- ing northerly. Elimination of HAZARDOUS section at "Hardwood Creek".	Primary State	U.S.1	0.75		150,000
38	Presque Isle Beginning at the Presque Isle urban line and extending easterly 0.18 mile to the west end of 1967 State Aid con- struction; thence, beginning at the east end of the 1967 State Aid Construction and extending easterly 0.57 mile.	State	10	0.75		45,000
39	T 17 - R 5 Beginning at the T17-R4 town line and extending northerly. HAZARD - Narrow bridge and structurally poor roadway. County to contribute \$25,920 of Joint State Aid Funds. Total funds available \$175,920.	State	161	1.40		150,000
40	Castle Hill Beginning 2.50 miles west of the Mapleton town line and extending westerly. HAZARD - Blind reverse curves and poor vertical alignment. Town to contribute \$46,114 of Joint State Aid Funds. Total funds availa- ble \$156,114. 101,114	State	227	1.00		55,000 110,000

Proposed Primary, Secondary, Urban
and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>CUMBERLAND</u>						
41	Scarboro	Primary	U.S. 1	0.60		1,000,000
	Preliminary engineering, acquisition of right-of-way, and construction of U.S. 1 from Stafford Farms to Sunset Avenue to complete an interchange with the Scarboro Connector; Also, preliminary engineering for and paving of the Scarboro Connector from Elmwood Avenue to the Scarboro-South Portland Town Line.					
42	Portland-Westbrook	Primary	Westbrook Arterial	3.80	1,000,000	
	Beginning at Sewall Street in Portland and extending westerly to the Main Street Relief Route in Westbrook. Acquisition of right-of-way.					
43	Portland	Primary	Westbrook Arterial	1.30		1,000,000
	Beginning at Congress Street and extending westerly to the Maine Turnpike. Grading, Drainage and construction of structure for a 4-lane divided roadway.					
44	Westbrook	Secondary	Westbrook Connector	0.30	255,000	
	Beginning at the Portland Terminal Company Tracks and extending northerly to Main Street. Acquisition of right-of-way and construction (full, except for application of final surface course). Total funds available \$425,000.					
45	Westbrook	Secondary	Westbrook Connector	0.10	10,000	
	Beginning at the Portland Terminal Company Tracks and extending southerly to the Westbrook Arterial. Acquisition of right-of-way.					
46	Cape Elizabeth	Secondary	77	3.20		350,000
	Beginning 1.30 miles easterly of the Scarboro-Cape Elizabeth Town Line and extending westerly with 0.70 mile of construction; also, preliminary engineering, including location study and soils work for an additional 2.50 miles westerly of the proposed construction.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>CUMBERLAND</u> (Continued)						
47	Brunswick	Secondary	River Road	1.40		350,000
	Beginning at Pleasant Street, U.S. 1 and extending northerly to Interstate 95. Town to provide approximately \$67,000 of 1967, 1968, and 1969 Joint State Aid Funds. Total funds available \$417,000.					
48	Westbrook-Portland	Secondary	Westbrook Connector	0.40		215,000 C
	Beginning at Main Street in Westbrook and extending northerly to Exit 8 of the Maine Turnpike. Construction of this portion of the Westbrook Connector plus construction of a portion of Riverside Street.					
49	South Portland	Urban	Scarboro Connector	0.68	479,000 C	
	To supplement funds for Item 43, 1968-69 Program. Beginning at Broadway and extending southerly to the South Portland-Scarboro Town Line. Preliminary engineering, right-of-way, grading, drainage and base construction, including six interconnecting ramps. Total funds available \$852,000.					
50	Portland-Westbrook	Urban	Westbrook Arterial	5.20		300,000
	To supplement funds for Item 44, 1968-69 Program. Beginning at Sewall Street in Portland and extending westerly, including the Westbrook Arterial and the Main Street Relief Route. Preliminary engineering. Total funds available \$510,000.					
51	Westbrook	Urban	Relief Route	1.50		589,000 C
	To supplement funds for Item 45, 1968-69 Program. Beginning at the Westbrook Arterial and extending westerly. Acquisition of right-of-way and full construction. Total funds available \$1,520,000.					

Proposed Primary, Secondary, Urban
and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>CUMBERLAND</u> (Continued)						
52	South Portland	Urban	Scarboro Connector	0.04		450,000
	Preliminary engineering for and construction of a bridge to carry the Scarboro Connector over State Highway 703 (Formerly Maine Turnpike Spur)					
53	South Portland	Urban	Broadway	0.40	550,000	
	Preliminary engineering and full construction of a portion of Broadway beginning southwest-erly of Westbrook Street and extending towards State Highway 703, including construction of a bridge to carry the northbound connector lanes over Broadway. See Item 56 for remaining portion of Broadway construction.					
54	Falmouth-Cumberland	Primary -State-	26 & 100	5.00		200,000
	Beginning 2.00 miles north of the Portland-Falmouth town line and extending northerly. Preliminary engineering including mapping and location study for entire distance. Remainder of funds to be used for HAZARD elimination as indicated in the Preliminary Engineering Study.					
55	Portland	State	Portland Connector	0.50	370,000	
	Beginning at the Westbrook Arterial and extending northerly to Brighton Avenue. Complete construction between the Portland Terminal Company Tracks and Brighton Avenue and right-of-way, grading, drainage, and base work between the Portland Terminal Company Tracks and the Westbrook Arterial.					
56	South Portland	State	Broadway	0.25	90,000	
	To replace and supplement funds for Item 51, 1967-68 Program. Beginning at Westbrook Street and extending southwesterly to State Highway 703, two sections. Preliminary engineering, right-of-way, and construction for remaining portion of Broadway that are not eligible for Urban Funds. Total funds available \$90,000. See Item 53 for portion of Broadway to be constructed with Urban Funds.					

COMMISSIONERS

DAVID H. STEVENS

CHAIRMAN

BERTRAND A. LACHARITE

STEVEN D. SHAW

SYLVESTER L. POOR

CHIEF ENGINEER



Maine State Highway Commission

AUGUSTA, MAINE 04330

December 30, 1969

Governor Kenneth M. Curtis and Members
of the 104th Legislature in Special Session -

Transmitted herewith is an adjusted highway construction program. This program reflects two basic financial considerations, as follows:

1. A reduction in the original construction program proposed by the Commission, dated December 30, 1968 in the amount of \$4.5 million. This reduction resulted from an adjustment in allocations by the 104th Legislature and was required by the large deficit between the proposed program and available funds.
2. A further reduction of \$2.0 million to reflect the program change suggested by Governor Kenneth M. Curtis in his call to the 104th Legislature in Special Session.

The resulting program allows for the use of approximately \$70.0 million of federal funds for highway and bridge construction, and also includes a minimal resurfacing program as well as a few hazard elimination and advance engineering projects.

It does not appear possible to effect additional significant reduction in the program without deferring federal funds or completely eliminating the resurfacing program which appears to have received considerable public acceptance.

The enclosed construction program does require additional financing of \$19.5 million. If these funds are not provided until the fiscal year beginning July 1, 1970, then many of those projects listed in the construction program for the current fiscal year will have to be deferred until the second year of the biennium. The Commission would be pleased to discuss the program with individual members of the Legislature at any time.

Very truly yours,

MAINE STATE HIGHWAY COMMISSION

David H. Stevens, Chairman
Bertrand A. Lacharite, Member
Steven D. Shaw, Member

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>CUMBERLAND</u> (Continued)						
57	New Gloucester Item 509, 1968-69, Supplemental Program. Beginning 1.25 miles south of the Poland town line and extending southerly. This item deferred.	State	26	1.50		
58	Scarboro Improvements at the junction of U.S. 1 and the Pleasant Hill Road. HAZARDOUS intersection. Town to provide approximately \$30,000 of Joint State Aid Funds. Total funds available \$110,000.	State	U.S. 1	0.10	80,000	
59	Gorham To replace and supplement funds for Item 49, 1966-69 Program. Beginning 4.15 miles east of the Standish town line. HAZARD - Narrow Bridge. Total funds available \$50,000.	State	25	0.05		50,000
60	New Gloucester Replaces item 50, 1968-69 Program. Beginning 4.70 miles north of the Gray town line. HAZARD - Blind intersection. Total funds available \$50,000.	State	100	0.10		35,000
61	Falmouth-Cumberland-Gray Beginning at the Portland-Falmouth town line and extending northerly, excluding improvements to be made as a result of Item 54. See Item 54, this program - resurfacing.	State	26 & 100	9.26		181,000
62	Standish-Limington Item 508, 1967-68 Supplemental Program. Town Line bridge. Project deferred due to low accident experience. Bridge structurally sound. Minor maintenance work completed on this structure during 1967. (See Limington - York County)	State	25	0.05		

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>CUMBERLAND (Continued)</u>						
63	Bridgton	State	302	0.10	168,000	
	Construction of Pondicherry Bridge over Stevens Brook. Located 0.04 mile south of the junction of U.S. 302 and State Route 117. Town to contribute \$12,000. Total funds available \$180,000.					C
64	Gray	State	U.S. 202 & 115		10,000	
	Improvement of intersection at junction of U.S. 202 and State Route 115 at West Gray. HAZARD - High accident location.					
65	Gray North Yarmouth	State	115	0.20	30,000	
	Beginning 0.10 mile north of the Gray North Yarmouth town line and extending southerly.					
	HAZARD - Narrow culvert and curves.					

Proposed Primary, Secondary, Urban
and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>FRANKLIN</u>						
56	Avon-Phillips	Primary	4	1.75		510,000
	To supplement funds for Item 54, 1967-68 Program and to replace and supplement funds for Item 511, 1968-69 Supplemental Program. Beginning 0.30 mile southeast of Phillips Town Line and extends northwesterly. Grading, drainage, and base work only. Total funds available \$550,000.					
57	Carthage-Wilton	Primary	U.S. 2	1.06	35,000	
	Beginning 0.07 mile westerly of the Carthage-Wilton Town Line and extending easterly to the Wilton-Dixfield Town Line. (See Item 136 - Oxford) Preliminary engineering.					
58	Wilton	Primary	U.S. 2	0.67	25,000	
	Beginning at the Dixfield-Wilton Town Line and extending northeasterly. (See Item 136, Oxford) Preliminary engineering.					
9	Jerusalem	Secondary	16 & 27	1.50		400,000
	Beginning 0.85 mile east of the Sugarloaf Town Line and extending easterly. HAZARD - High Accident Location.					
0	Rangeley	State	17	0.75	30,000	
	Beginning 0.98 mile north of the Rangeley Pt. Rangeley town line and extending northerly. Town to provide approximately \$20,000 of 1966 and 1967 Joint State Aid Funds. Total funds available \$50,000.					
1	Farmington	State	U.S. 2		12,000	
	Preliminary engineering, including aerial photos, mapping, and location study for future improvements to U.S. 2 and State Route 4 in the Farmington area.					

Proposed Primary, Secondary, Urban
and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>FRANKLIN (Continued)</u>						
2	Rangeley-Dallas	State	16	0.50	5,000	C
	Beginning 0.40 mile west of the Rangeley-Dallas town line and extending easterly. Dallas to contribute approximately \$13,000 of 1967 and 1968 Joint State Aid Funds and Rangeley to contribute approximately \$20,400 of 1968 and 1969 Joint State Aid Funds. Total funds available \$38,400.					
3	Perkins Township	State	156	0.25		
	Item 510, 1968-69 Supplemental Program. Beginning 2.00 miles north of the Washington town line. HAZARD - sharp reverse curves. Project deferred due to low accident experience.					
4	Farmington	State	4 & 43	0.30		
	Item 512 1968-69 Supplemental Program. Intervale Road, Beginning at U.S. Route 2 and extending northeasterly to Main Street. Project deferred pending completion of location study. See Item 71. Suggest Town to hold Joint State Aid Funds pending completion of study.					
5	Jay	State	4	0.05	10,000	60,000
	To supplement funds for Item 61, 1967-68 Program. At junction of State Routes 4 and 17. HAZARD - Blind intersection. Total funds available \$90,000. Improvements to be made at 40,000 reduced scale.					
6	Jay	State	4	0.10		
	Item 62, 1967-68 Program. Beginning 1.30 miles north of the junction of State Route 17 at North Jay. HAZARD - Hump. Project deleted due to improvements completed in 1966.					
7	Wilton	State	156	0.15	18,000	
	To supplement funds for Item 63, 1968-69 Program. Beginning 2.75 miles north of junction of old State Route 4. HAZARD - Narrow Bridge and curve. Total funds available \$30,000.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>FRANKLIN (Continued)</u>						
78	"D" Twp. Beginning 0.96 mile north of the Letter "E" Town Line and extending northerly. County to provide approximately \$21,600 of Joint State Aid Funds. Total funds available \$46,600	State	17	0.80		25,000
79	Jay Beginning 0.70 mile south of the Wilton town line and extending southerly - Resurfacing. Maintenance Project	State	4	4.60	40,000	
80	Kingfield Beginning at the New Portland-Kingfield town line and extending northerly to improved section - Preliminary engineering, consisting of mapping and location study. See Item 207, Somerset County.	Secondary State	27	3.30		15,000
81	Carthage Beginning 1.00 mile north of the Dixfield town line and extending northerly. Town to provide approximately \$13,000 of Joint State Aid Funds. Total funds available \$45,000.	State	112	0.60		32,000
82	New Sharon Funds are provided to improve the structural condition of roadway on portions of this highway at selected locations.	State	27			50,000

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12-30-68

Proposed Primary, Secondary, Urban
and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>HANCOCK</u>						
83	Dedham	Primary	U.S.1A	2.00	570,000	
	To supplement funds for Item 64, 1968-69 Program. Beginning 3.10 miles southeast of the Holden Town Line and extends southeasterly. Grading, drainage and base work, including construction of railroad structure. HAZARD - Railroad crossing, sharp curves, and accident record. Total funds available \$1,143,500.					
84	Ellsworth	Primary	U.S.1&1A	5.70	535,000	
	Ellsworth bypass. Preliminary engineering and acquisition of right-of-way for proposed relocation of U.S. 1A and U.S. 1 to the west of Ellsworth Compact, following the results of a public hearing.					
85	Orland	Primary	U.S.1	1.50		120,000 600,000
	Beginning 3.29 miles westerly of the Orland-Ellsworth Town Line and extending easterly. Funds retained for Preliminary engineering and Right-of-Way.					
86	Bar Harbor-Mt. Desert	Secondary	3	1.47	328,000	
	To supplement funds for Item 69, 1967-68 Program. Beginning 1.13 miles north of the Bar Harbor-Mt. Desert Town Line and extending southerly. Total funds available \$528,000.					
87	Ellsworth	Secondary	U.S.1	1.00		600,000
	High Street improvement. Beginning at the junction of Main and High Streets and extending southerly. Note: Funds can be transferred to proposed bypass, depending on location decision, following a public hearing.					
88	Amherst	Secondary	9	2.64		300,000
	Replaces Item 518, 1968-69 Supplemental Program. Beginning 4.48 miles east of the Clifton-Amherst Town Line and extending easterly, including preliminary engineering for the entire 2.64 miles and the construction of Sumner Bridge over the Union River. HAZARD					

Proposed Primary, Secondary, Urban
and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year	Fiscal Year
					1969-70	1970-71
<u>HANCOCK (Continued)</u>						
89	Bar Harbor Replaces Item 514, 1967-68 Supplemental Program. Beginning 6.75 miles east of the Trenton town line. HAZARD - Bad curve, dip. Total funds available \$60,000.	State	3	0.30		60,000
90	T 28 - M.D. Replaces Item 515, 1968-69 Supplemental Program. 0.50 mile west of Township 22 M.D. town line. County to provide approximately \$13,000 of joint State Aid Funds. HAZARD - Blind hump. Total funds available \$50,000.	State	9	0.20	37,000	
91	T 10 - S.D. To supplement funds for Item 71, 1967-68 Program. Beginning 0.40 mile east of the T9-S.D. town line and extending easterly. HAZARD - Blind curve. Total funds avail- able \$100,000.	Secondary State	182	0.40	50,000	
92	Bucksport To supplement funds for Item 72, 1967-68 Program. Beginning 4.20 miles south of the Orrington town line and extending southerly. HAZARD - Dip and hide. Total funds available \$40,000.	State	15	0.20	25,000	
93	Deer Isle To supplement funds for Item 73, 1968-69 Program. Beginning 2.63 miles north of the Stonington town line. HAZARD - Intersections. Total funds available \$10,000.	State	15	0.10	5,000	
94	Blue Hill To replace and supplement funds for Item 74, 1968-69 Program. Beginning 7.12 miles north of the Sedgwick town line. HAZARD - 2 dips and hide. Total funds available \$40,000.	State	172	0.20	40,000	

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>HANCOCK (Continued)</u>						
95	Osborn	State	9	0.20	40,000	
	To replace and supplement funds for Item 75, 1968-69 Program. Beginning 0.30 mile west of the T22 M.D. town line. HAZARD - Reverse curve. Total funds available \$40,000.					
96	Amherst	State	9	1.83	70,000	
	Beginning at the Clifton town line and extending easterly - Resurfacing.					
97	Amherst	State	9	2.65	50,000	
	Beginning 1.83 miles east of the Clifton town line and extending easterly. Surfacing of stage construction projects completed in 1966 and 1968.					
98	Hancock	State	U.S. 1	1.00	250,000	
	Replaces Item 516, 1967-68 Supplemental Program. Beginning 0.80 mile east of the Ellsworth town line and extends easterly. HAZARD - series of sharp curves, one reverse.					
99	Southwest Harbor	State	102	1.00	35,000/	
	Beginning at Manset Corner and extending northerly through Southwest Harbor Village Resurfacing. Maintenance Project					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>KENNEBEC</u>						
100	Belgrade	Primary	8-11-27	1.00	350,000	
	To supplement funds for Item 77, 1968-69 Program. Beginning 1.42 miles north of the Sidney-Belgrade Town Line and extending northerly. Includes complete construction of bridge over Belgrade Stream and roadway to the south. Also, funds for preliminary engineering and right-of-way extending to Tukey's Corner. Total funds available \$550,000.					
101	Belgrade-Rome	Primary	27	2.00		40,000
	Beginning 0.45 mile south of the Belgrade - Rome Town Line and extending northerly. Preliminary engineering					
102	China	Secondary	32	0.80		300,000
	Beginning at U.S. 202 and extending southerly towards the China-Windsor Town Line.					
103	Monmouth-Litchfield	Secondary	9	1.50	46,000 -450,000	
	Replaces Item 520 of 1967-68 Supplemental Program. Beginning 1.00 mile easterly of the Wales-Monmouth Town Line and extending easterly to improved section. HAZARD - Blind Curves Funds retained for preliminary engineering.					
104	China	Secondary	U.S.202	1.00		350,000
	Beginning 6.43 miles northeast of State Route 3 at the end of project S-0210 (17) and extending northwesterly to the junction of U.S. 202 and State Route 137 in China Village.					
105	Randolph	Secondary	226	0.25		110,000
	Replaces Item 519, 1968-69 Supplemental Program. Beginning 5.35 miles southwesterly of the junction of State Route 17 and extending southwesterly. HAZARD - Narrow road, dips and hide. Total funds available \$110,000.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year	
					1969-70	1970-71
<u>KENNEBEC</u> (Continued)						
106	Waterville To supplement funds for Item 84, 1968-69 Program. Beginning at the west end of the Ticonic Bridge and extending westerly to Silver Street. New Location. City to provide \$155,000 for right-of-way. Total funds available \$555,000.	Urban	Silver St. Connector	0.12	50,000	
107	Winslow Item 522, 1967-68 Supplemental Program. Beginning 1.75 miles north of the Vassalboro Town Line. HAZARD - Narrow bridge. This item deferred due to lack of funds.	State	U.S. 201	0.25		
108	Winthrop Beginning 2.03 miles west of the Manchester Town Line and extending westerly. Extension of truck lane. HAZARD - Limited sight distance.	State	U.S. 202	0.08	3,500	
109	Waterville-Winslow * To supplement funds for Item 87 and 88, 1968-69 Program. Construction of bridge and approaches. Winslow to provide \$50,000. Total funds available \$1,200,000.	State	Kennebec River Bridge	0.20	666,500	
	* Provides for the construction of a 2-lane bridge, immediately upstream from the existing bridge. A fund of \$555,000 is indicated in Item 106 for the construction of a connector between Silver Street and the bridge. The City of Waterville is to provide \$155,000 towards this project. The Town of Winslow is to provide \$50,000 towards the costs of improvements as indicated. Total funds of \$1,755,000 are provided for the proposed bridge and approaches and for the Silver Street connector project.					

Proposed Primary, Secondary, Urban
and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>KENNEBEC (Continued)</u>						
10	Winthrop-Wayne	State	41 & 133	6.30	245,000	
	Beginning at the junction of State Routes 41 and 100 in Winthrop and extending northerly and northwesterly to Wayne Village - Resurfacing.					
11	Rome	State	27			25,000 150,000
	Beginning 1.55 miles north of the Belgrade Town Line and extending northerly. Funds are provided to improve the structural condition of roadway on portions of this highway at selected locations.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>KNOX</u>						
12	Rockport To supplement funds for Item 92, 1967-68 Program. Beginning at the Rockland-Rockport Town Line and extending northwesterly. Total funds available \$ 540,000.	Primary	17	1.43	40,000	C
13	Warren To supplement funds for Item 93, 1968-69 Program. Beginning at the Waldoboro-Warren Town Line and extending easterly. Grading, drainage and base only. See Item 120 Lincoln County. Total funds available \$575,000.	Primary	U.S. 1	2.30		175,000
14	Owls Head-South Thomaston To supplement funds for Item 96, 1968-69 Program. Beginning 1.03 miles south of the Rockland-Owls Head Town Line and extending southerly. Total funds available \$ 301,000	Secondary	73	1.10	255,000	
15	South Thomaston Beginning 0.10 mile south of the Owl's Head Town Line and extending southerly. Preliminary engineering for future improvements in this area.	Secondary	73	2.00		40,000
16	St. George Beginning 1.82 miles south of the South Thomaston-St. George town line at the junction of State Routes 73 and 131 and extending southerly - Resurfacing.	State	131	4.00		80,000
17	Rockport Beginning 2.11 miles north of the Rockland town line, at the junction of State Aid #2, and extending easterly towards Camden - Resurfacing.	State	U.S. 1	0.50		20,000
18	St. George Beginning 5.82 miles south of South Thomaston- St. George town line and extending southerly. Location study in Tenants Harbor area and southerly.	State	131	3.50	15,000	

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>	
<u>LINCOLN</u>							
119	Damariscotta-Nobleboro	Primary	U.S.1	2.80	870,000		
	To supplement funds for Item 101, 1967-68 Program. Beginning 0.57 mile westerly of the Damariscotta-Nobleboro Town Line and extending easterly. HAZARD - Blind intersections and limited sight distance. Total funds available \$1,740,000.					C	
120	Waldoboro	Primary	U.S.1	1.30		25,000	
	Beginning at the Warren-Waldoboro Town Line and extending westerly. 0.50 mile of grading, drainage and base construction plus acquisition of right-of-way for an additional 0.80 mile. See Item 113 - Knox County. \$300,000 transferred from Item 100, 1968-69 Program. Total funds available \$325,000.						
121	Nobleboro	Primary	U.S. 1	1.00			
	Item 100, 1968-69 Program for \$300,000 temporarily defferred pending decision regarding location. Funds transferred to Items 113 and 120 for improvements to U.S. 1 in the Waldoboro-Warren area.						
122	Boothbay	Secondary	96	0.40	150,000		
	Beginning 0.05 miles east of the Boothbay Harbor-Boothbay Town Line and extending easterly. Closes gap between recent improvement.						
123	Bristol	Secondary	130	1.25		375,000	
	Beginning 7.25 miles south of the junction of State Routes 129 and 130 at the end of improved section and extending southerly.						
124	South Bristol	State	129	1.00		250,000/	
	Beginning 5.90 miles south of the Bristol Town Line and extending southerly. Stage construction. HAZARD - Curves and grade Partially completed with joint state aid funds.						

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>LINCOLN</u> (Continued)						
125	Waldoboro	State	U.S.1	0.20	18,000 50,000	
	Replaces Item 524, 1968-69 Supplemental Program. 2.40 miles west of the Warren Town Line. HAZARD - Blind intersection at the junction of State Route 235.					
126	Wiscasset	State	U.S.1		30,000	
	Replaces Item 526, 1967-68 Supplemental Program. At junction of U.S. 1 and State Route 27. HAZARDOUS Intersection.					
127	Waldoboro	State	220	0.30	15,000	
	Beginning approximately 100 feet southerly of present intersection of Finn Town Road and State Route 220 and extending easterly. Relocation of present intersection. HAZARD					
128	Jefferson	State	17	0.20	10,000	
	To supplement funds for Item 108, 1968-69 Program. Beginning 2.65 miles east of the Whitefield Town Line. HAZARD - Hump, dip, and hide. Total funds available \$30,000.					
129	Boothbay	State	27	0.30	5,000	
	Beginning 2.26 miles north of the Boothbay Harbor Town Line and extending northerly.					
130	Jefferson	State	126	0.05		40,000
	Reconstruction of Dyer's Bridge - located 4.20 miles easterly of the Whitefield Town Line.					
131	Jefferson	State	32&126		5,000	
	Replaces Item 102, 1968-69 Program. Improvement of intersection at junction of State Routes 32 and 126. Hazardous intersection.					

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Proposed Primary, Secondary, Urban
and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
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LINCOLN (Continued)

132	Waldoboro	State	Jefferson	0.50		250,000
	Replaces Item 103, 1967-68 Program. Street Beginning at the junction of U.S. 1 and extending southerly to State Route 220. HAZARD Project completed at reduced magnitude.					

133	Wiscasset	State	27	5.00	40,000	
	Beginning at the junction of U.S. 1 and extending northerly - Resurfacing.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>OXFORD</u>						
134	Canton	Primary	108	1.76	250,000	
	To supplement funds for Item 113, 1968-69 Program. Beginning 2.90 miles north of the Hartford-Canton Town Line and extending northerly to end of previous improvement. HAZARD - Accident record. Total funds available \$700,000					
135	Bethel	Primary	U.S.2	2.36		100,000
	Beginning 0.80 mile north of the junction of U. S. 2 and S.R. 26 and extending towards Rumford to end of previous improvement. Preliminary engineering and right-of-way.					
136	Dixfield	Primary	U.S.2	0.60	20,000	
	Beginning at the Wilton-Dixfield Town Line and extending easterly to the Dixfield-Wilton Town Line. Preliminary Engineering. (See Items 67 and 68 - Franklin)					
137	Bethel	Primary	26	0.10	150,000	
	Beginning 4.12 miles northwest of the Greenwood-Bethel Town Line and extending westerly, Alder Stream Bridge and approaches.					
138	Fryeburg	Secondary	5	1.25	378,000	
	To supplement funds for Item 117, 1968-69 Program. Beginning 3.50 miles north of the junction of U.S. 302 and State Route 5 and extending northerly. Grading, drainage, base and temporary surface only. HAZARD - Humps and bad intersection. Total funds available \$408,000.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>OXFORD</u> (Continued)						
139	Lovell	Secondary	5	1.30	347,000	
	To supplement funds for Item 118, 1968-69 Program. Beginning 2.00 miles north of the Fryeburg-Lovell Town Line and extending northerly. Grading, drainage, base and temporary surface only. HAZARD - Dips, hides, curves, and bad intersection. Total funds available \$370,000.					
140	Andover	Secondary State	120	0.30	50,000	
	Beginning 2.35 miles west of the Roxbury-Andover Town Line and extending westerly. Improvements at the junction of State Route 120 and the East Andover Road - HAZARD.					
141	Dixfield	Primary State	U.S.2			15,000
	Beginning 1.10 miles southwesterly of the Carthege-Dixfield Town Line and extending southwesterly to Dixfield Village. Preliminary engineering, including mapping and location study for future improvements to U.S.2					
142	West Paris	State	219	0.25		
	Item 528, 1968-69 Supplemental Program. Junction of State Route 26. Trap Corner. HAZARD - Blind intersection. This item deferred. Requires construction of considerable length for which funds are not available. Maintenance forces to construct traffic island if required at this location.					
143	Woodstock	State	232	0.30	50,000	
	Replaces and supplements funds for Item 529, 1967-68 Supplemental Program. 2.90 miles north of the junction of State Route 26. HAZARD - Reverse curves. Total funds available \$50,000					
144	Greenwood	State	26	0.20	15,000	
	To supplement funds for Item 123, 1968-69 Program. Beginning 5.60 miles south of U.S.2. HAZARD - Hump and blind intersection. Total funds available \$30,000.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>OXFORD (Continued)</u>						
45	Woodstock-Greenwood- Bethel	State	26	9.56	190,000	
	Beginning at the junction of State Routes 26 and 232 in Woodstock and extending westerly - Resurfacing.					
46	Magalloway Plt.	State	16	0.10		150,000
	Brown Farm Bridge - Elimination of structural deficiencies and HAZARD on curved approaches.					
47	Norway-Paris	State	26	3.85	81,000	
	Beginning at the Oxford Town Line and extending northerly via State Route 26, Main and Fair Streets in Norway and Main and Park Streets in Paris to the end of project F-017-1(10) at Porter Street; also beginning at the junction of Main and Fair Streets in Norway and extending westerly via Main Street to project F-019-1(3) at Pleasant Street; also, Paris Street in Norway - Resurfacing. Assumes that the Town of Norway will provide approximately \$12,000 to update remaining traffic signals.					

C

Proposed Primary, Secondary, Urban
and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>PENOBSCOT</u>						
148	Newport	Primary	7	1.57	500,000	
	Beginning at U.S.2 and extending northerly to end of previous improvement. Right-of-way and construction. Preliminary engineering completed by Item 132, 1968-69 Program. HAZARD - intersection.					
149	Hampden	Primary	U.S.1A	1.60		100,000
	Beginning at the junction of U.S.202 and extending southerly via new location to U.S. 1A. Preliminary engineering and acquisition of right-of-way.					
150	Holden	Primary	U.S.1A	2.50		10,000
	Beginning 2.50 miles northwest of the Holden-Dedham Town Line and extending southeasterly, including approximately 0.25 mile in Dedham. Preliminary engineering, including mapping and location study for future project to close this gap on U.S. Route 1A.					
151	Charleston	Primary	15	1.50		400,000
	Beginning at the Corinth-Charleston Town Line and extending northerly. HAZARD - Series of humps and hides.					
152	Lee	Secondary	6	0.93		50,000
	Beginning 4.45 miles east of the Lincoln-Lee Town Line and extending easterly. Surfacing of previous construction.					
153	Lincoln, T1-R7, T2-R8	Secondary	Int. Connector	Bridge	1,200,000	
	Construction of Penobscot River Bridge to provide a connection between U.S.2 in Lincoln and Interstate Route 95.					

C

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>PENOBSCOT (Continued)</u>						
54	Old Town	Secondary	43	2.50		100,000
	Beginning 0.15 miles southeast of the junction of Interstate 95 and extending southeasterly. Preliminary engineering and right-of-way.					
55	Lee	Secondary	6	1.07		200,000
	Beginning 5.38 miles easterly of the Lincoln-Lee Town Line and extending easterly. Grading, drainage, base and temporary surface only.					
56	Bradley	Secondary	178	0.30		100,000
	Beginning 0.26 mile south of the Milford Town Line and extending southerly. Completes gap on State Route 178.					
57	Bangor	Urban	15	0.22		100,000
	To supplement funds for Item 143, 1968-69 Program. Oak Street from York Street to Washington Street. Right-of-way to be acquired by City. Total funds available \$176,000.					
58	Clifton	State	9	0.20		20,000
	Replaces Item 531, 1967-68 Supplemental Program. 3.8 miles and 6.3 miles west of Amherst Town Line. 2 Sections. HAZARD - Narrow Bridges					
59	Orrington	State	15	0.20	40,000	
	To supplement funds for Item 148, 1967-68 Program. Beginning 5.50 miles south of the Brewer Town Line. HAZARD - Railroad crossing and narrow bridge. Total funds available \$50,000.					
60	Hermon	State	2	0.20	25,000	
	To supplement funds for Item 149, 1967-68 Program. Beginning 4.80 miles east of the Carmel Town Line. HAZARD - Narrow bridge. Total funds available \$35,000.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>PENOBSCOT (Continued)</u>						
161	Old Town To supplement funds for Item 150, 1967-68 Program. Located 4.80 miles and 5.95 miles south of the Alton Town Line. HAZARD - 2 dips and hides. Total funds available \$43,000.	State	16	0.25	25,500	
162	Eddington Beginning at the Brewer Town Line and extending easterly Resurfacing.	State	9	2.20	44,000	
163	TA-R7 - East Millinocket Beginning approximately 500 feet east of the Millinocket Town Line and extending easterly-Resurfacing.	State	11	6.20		248,000
164	Orono-Old Town Beginning 3.51 miles north of the Veazie Town Line and extending northerly - Resurfacing.	State	2	1.72	69,000	
165	Corinna Beginning 3.30 miles west of the Exeter-Corinna Town Line and extending westerly. HAZARD - Poor alignment.	State	11 & 43	0.50		50,000
166	Glenburn-Kenduskeag-Corinth Beginning 0.06 mile northwest of the Bangor Town Line and extending northwesterly. Location study for future improvements to State Route 15.	State	15			15,000
167	Etna Improvements at intersection of U.S.2 and State Route 143. HAZARD - high accident location.	State	U.S.2 & 143		20,000	

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>PENOBSCOT (Continued)</u>						
168	Eddington-Clifton	State	9	2.00		50,000
	Beginning 0.67 mile west of the Eddington-Clifton Town Line and extending easterly. Surfacing of stage construction project completed in 1968.					
169	Patten	State	11	0.30		25,000
	Beginning 0.75 mile south of the Mount Chase Town Line and extending southerly. HAZARD - Steep grades and dip.					
70	Exeter	State	11 & 43	0.50		50,000
	Beginning 2.30 miles west of the Corinth-Exeter Town Line and extending westerly. HAZARD - curves and hives.					
71	Carroll Pt.	State	6	0.50		50,000
	Beginning 0.60 mile west of the Kossuth-Carroll Town Line and extending westerly.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>PISCATAQUIS</u>						
72	Shirley-Greenville To supplement funds for Item 153, 1967-68 Program. Beginning 0.80 mile north of the Shirley-Greenville Town Line and extending southerly. Total funds available \$950,000.	Primary	15	2.56	550,000 C	
73	Big Squaw Beginning 1.15 miles north of the Little Squaw Town Line and extending northerly. County to provide approximately \$39,000 of State Aid and County funds. Total funds available \$350,000.	Secondary	6 & 15	1.00		311,000
74	Guilford-Abbot Preliminary engineering, including aerial photos, mapping, and location study for future improvements to State Routes 6 and 15 in the Guilford area.	State	6 & 15		10,000	
75	Orneville Beginning at the Milo Town Line and extending southerly. Structurally distressed area.	State	6	1.50		150,000 300,000
76	Brownville Item 534, 1967-68 Supplemental Program. Beginning 4.35 miles south of the T5-R9 Town Line, at end of improved section and extending southerly to the Pleasant River Bridge. HAZARD - Reverse curves. Project deferred. Funds transferred to Orneville improvement, Item 175.	State	11	0.70		
77	Dever Foxcroft Beginning 3.59 miles north of the Garland Town Line and extending northerly Resurfacing.	State	15	1.49	60,000	

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>PISCATAQUIS (Continued)</u>						
178	Milo	State	6 & 16	0.15	20,000/	
	To replace and supplement funds for Item 157, 1967-68 Program. Beginning 3.60 miles easterly of the Sebec Town Line and extending easterly. HAZARD - Dips and hide. Total funds available \$20,000.					
179	Dover-Foxcroft	State	7	0.05	44,000	
	To supplement funds for Item 158, 1967-68 Program. Beginning 5.10 miles south of the Guilford Town Line and extending southerly. HAZARD - Narrow bridge. Total funds available \$50,000.					
180	Sangerville	State	Unnumb.	0.10	12,000	C
	To supplement funds for Item 161, 1967-68 Program. Beginning 5.20 miles west of State Route 7 and extending westerly. Total funds available \$18,000. HAZARD - Dips and hide.					
181	Brownville	State	11	0.15	10,000	
	To supplement funds for Item 162, 1967-68 Program. Beginning 2.35 miles south of the T5-R9 Town Line and extending southerly. Total funds available \$20,000. HAZARD - Dips and hide.					
182	Greenville-Little Squaw	State	6 & 15	0.60	10,000	5,000
	Item 164, 1967-68 Program. This project deferred pending preliminary engineering study. This study beginning 0.20 mile easterly of Little Squaw-Greenville Town Line and extending westerly.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>SAGADAHOC</u>						
183	Richmond	Secondary	24	1.32	250,000	
	To supplement funds for Item 166, 1968-69 Program. Beginning 3.27 miles south of the Gardiner-Richmond Town Line and extending southerly. Grading, drainage, base, and temporary surface only. HAZARD - Ledge, humps, blind. Total funds available \$425,000.					
184	Phippsburg	Secondary	209	1.00		250,000
	Beginning 2.54 miles south of the Bath-Phippsburg Town Line and extending southerly.					
185	Arrowsic	Secondary	127	1.30		325,000
	Beginning 0.52 mile south of U.S.1 in Woolwich and extending southerly.					
186	Bowdoin	State	U.S.201	0.2		
	Item 168, 1967-68 Program. Beginning 3.80 miles south of the Bowdoinham Town Line and extending southerly. This item deferred. Resurfacing improvements to be completed in Item 187, this program.					
187	Topsham-Bowdoin-Bowdoinham	State	U.S.201	8.68	250,000 327,000	
	Beginning 1.00 mile south of the Topsham-Bowdoin Town Line and extending northerly to the Richmond Town Line - Resurfacing.					
188	Richmond	State	197	0.05	25,000	
	To replace and supplement funds for Item 170, 1968-69 Program. Located 2.56 miles east of the junction of U.S. 201. HAZARD - Narrow Bridge. Total funds available \$25,000.					

Proposed Primary, Secondary, Urban
and State Projects (Continued)

<u>Item</u> <u>No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length</u> <u>Miles</u>	<u>Fiscal Year</u> <u>1969-70</u>	<u>Fiscal Year</u> <u>1970-71</u>
<u>SAGADAHOC (Continued)</u>						
89	Georgetown	State	127	0.30	20,000	
	To supplement funds for Item 171, 1968-69					
	Program. Beginning 3.55 miles south of the					
	Arrowsic Town Line and extending southerly.					
	HAZARD - Curve and ledge. Total funds					
	available \$70,000.					
90	Bath-Phippsburg	State	209			15,000
	Beginning at the Bath-Phippsburg Town Line and					
	extending southerly to Ashdale, Location Study					
	for future improvements to this route.					

Proposed Primary, Secondary, Urban
and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>SOMERSET</u>						
191	Fairfield	Primary	U.S.201	1.89	452,000	
	To supplement funds for Item 174, 1967-68 Program. Beginning at the north end of Interstate 95 interchange and extends northerly. Total funds available \$932,000.					C
192	Bingham	Primary	U.S.201	2.00	604,000	
	To supplement funds for Item 175, 1968-69 Program. Beginning 3.90 miles north of the Solon-Bingham Town Line and extends northerly to end of previous improvement. Total funds available \$702,000.					
193	Fairfield	Primary	U.S.201	2.77	37,000	
	To supplement funds for Item 176, 1968-69 Program. Beginning 4.17 miles north of the Waterville-Fairfield Town Line and extends northerly. Preliminary engineering and right-of-way. Total funds available \$110,000.					
194	Jackman-Moose River	Primary	U.S.201	1.34		42,000 600,000
	Beginning 1.73 miles north of the junction of State Route 6 and U.S.201 at northerly end of Moose River Bridge and extends northerly. Closes gap between recent improvements. Funds retained for preliminary engineering.					
195	Fairfield-Norridgewock	Secondary	139	1.70	492,000	
	To replace and supplement funds for Item 179. 1968-69 Program. Beginning 1.00 mile south of the Fairfield-Norridgewock Town Line and extending northwesterly. HAZARD - Sharp curve, narrow culvert, dips and hives. Total funds available \$492,000.					
196	Palmyra	Secondary	152	1.54		400,000
	Beginning 1.03 miles north of U.S. Route 2 and extending northerly. Closes gap between improved sections.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>SOMERSET (Continued)</u>						
197	Skowhegan	State	U.S.2 & 201			12,000
	Preliminary engineering, including aerial photos, mapping, and location study for future improvements to U.S.2 and 201 in the Skowhegan area.					
198	Pittsfield	State	100	0.20		
	Item 540, 1967-68 Supplemental Program. 2.5 miles south of the Detroit Town Line. HAZARD - two narrow bridges. This item deferred.					
199	Fairfield	State	139	0.40		
	Item 541, 1967-68 Supplemental Program. Beginning 2.02 miles westerly of U.S.201 and extending westerly. HAZARD - Sharp curve and steep grade. This item deferred.					
200	Moscow	State	16	0.50	25,000	
	To replace funds for Item 542, 1968-69 Supplemental Program. Beginning 4.50 miles east of the Bingham Town Line and extending westerly.					
201	Madison-Anson	State	U.S.201A	0.15		10,000 30,000
	Replaces Item 543, 1967-68 Supplemental Program. Madison-Anson Bridge between the towns of Madison and Anson, over the Kennebec River. HAZARD. Funds are for preliminary engineering costs to determine location and type of bridge required. Funds are not available for bridge construction.					
202	Emden	State	U.S.201A	0.20	20,000	
	To supplement funds for Item 182, 1968-69 Program. Beginning 0.95 mile southwest of the Solon Town Line and extending southwestly. HAZARD - Sharp dip and hids. Total funds available \$40,000.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>SOMERSET (Continued)</u>						
203	Korin Anson To supplement funds for Item 183, 1968-69 Program. Beginning 0.30 mile west of the junction of U.S. 201A. HAZARD - Railroad crossing and dips. Total funds available \$60,000.	State	16	0.15	45,000	
204	Cornville To replace funds for Item 537, 1968-69 Supplemental Program. Beginning 6.00 miles north of the Skowhegan Town Line and extends northerly. HAZARD - Series of right angle corners and two intersections. Total funds available \$178,000.	Secondary State	150	1.00	178,000	
205	Skowhegan Beginning at the Skowhegan compact and extending northerly to Lakewood - Resurfacing.	State	201	4.30		85,000
206	Pittsfield-Palmyra Beginning 4.57 miles west of the Palmyra-Pittsfield Town Line and extending easterly 4.96 miles - Resurfacing. Improvements made from maintenance and special federal funds.	State	2	4.96		88,000
207	New Portland Beginning at the Kingfield-New Portland Town Line and extending southerly. See Item 80. Franklin County. Preliminary engineering, including mapping and location study.	Secondary State	27	1.76		5,000
208	Madison Improvement of intersection at junction of U.S. Route 201 and State Route 43. HAZARD - Blind intersection.	State	43 & U.S. 201			50,000

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>WALDO</u>						
209	Palermo	Primary	3	2.00	359,000	
	Supplement funds for Item 185, 1968-69 Program. Beginning 0.90 mile east of the China-Palermo Town Line and extends easterly. HAZARD - Blind hump. Total funds available \$888,000.					C
210	Palermo	Primary	3	2.00	40,000	
	Beginning 2.90 miles easterly of the China-Palermo Town Line and extending easterly. Preliminary engineering.					
211	Thorndike	Secondary	220	0.10	100,000	
	Beginning 0.22 mile south of State Route 139 and extending southerly. Bridge over Halfmoon Stream.					
212	Knox	Secondary	137	0.55		150,000
	Beginning 2.63 mile northwesterly of the Brooks Town Line and extends northwesterly. HAZARD - Narrow bridge and curves. Completes gap on State Route 137.					
213	Unity	Secondary	139	2.00		40,000
	Beginning 1.00 easterly of the Unity Plt.-Unity Town Line and extending easterly. Preliminary engineering.					
14	Belfast	Urban	U.S.1			200,000
	Retirement of Bridge Bonds					
15	Belfast	State	U.S.1	0.20	55,000	
	Beginning 0.25 mile north of the Northport town line and extending northerly. Elimination of hazard at Drinkwater Corner.					C

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>WALDO (Continued)</u>						
16	Belfast	State	3	0.20		
	Item 190, 1968-69 Program. Beginning 2.95 miles east of the Belmont town line and extending easterly. HAZARD - Blind hump. This item deferred.					
17	Winterport	State	1A	2.55	50,000	
	Beginning 0.30 mile north of the Frankport-Winterport town line and extending northerly - Resurfacing.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>WASHINGTON</u>						
218	East Machias	Primary	U.S.1	1.90	231,000	
	Replaces Item 196, 1967-68 Program. Beginning 2.60 miles east of the Machias town line and extends easterly. Preliminary engineering and right-of-way. Additional funds for construction to be provided in the next program. Total funds available \$851,300.					
219	Harrington	Primary	U.S.1A	0.80		500,000
	Beginning 2.90 miles east of the Milbridge-Harrington town line and extending easterly via new location to U.S. Route 1. HAZARD - Curves, grades, and narrow bridge.					
220	Steuben-Milbridge	Primary	U.S.1	2.20	605,000	
	To supplement funds for Item 197, 1968-69 Program. Beginning 1.50 miles west of the Steuben-Milbridge town line and extends easterly. HAZARD - Crooked alignment. Total funds available \$718,000.					
21	Baileyville	Secondary	U.S.1	3.00	848,000	
	To supplement funds for Item 199, 1968-69 Program. Beginning 0.23 mile northwest of the Baring-Baileyville town line and extending northerly. Total funds available \$1,142,000.					
22	Milbridge-Harrington	State	U.S.1 & 1A		12,000	
	Preliminary engineering, including aerial photos, mapping, and location study for future improvements in the area.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>WASHINGTON (Continued)</u>						
223	T24 - M.D.	State	9	0.40		
	Item 545, 1968-69 Supplemental Program. Beginning 200 feet west of the Township 30 town line and extending westerly. This item deferred.					
224	Harrington	State	U.S.1A	0.25		
	Item 547, 1968-69 Supplemental Program. 2.96 miles west of the Columbia town line. HAZARD - Blind hump. Project deferred pending results of location study. See Item 222.					
225	Perry	Primary State	U.S.1	0.40		200,000
	To replace and supplement funds for Item 548, 1967-68 Supplemental Program. 0.60 mile south of the Robbinston town line. HAZARD - Narrow bridge, sharp dip. Total funds available \$200,000.					
226	Topsfield	State	U.S.1	0.40	30,000	
	To replace Item 549, 1967-68 Supplemental Program. Construction of a channelized intersection at U.S. 1 and State Route 6. HAZARD. Total funds available \$30,000.					
227	Whitneyville	State	U.S.1	0.25	78,000	
	To replace and supplement funds for Item 202, 1967-68 Program. Beginning 0.83 mile south of the Machias town line and extending southerly. HAZARD - Blind hump. Total funds available \$78,000.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>WASHINGTON (Continued)</u>						
228	Baileyville	State	9	0.20	40,000	
	To replace and supplement funds for Item 203, 1968-69 Program. Beginning 1.60 miles west of U.S. Route 1 and extending westerly. HAZARD - Blind ledge and hump. Total funds available \$40,000.					
229	Danforth	State	U.S.1	0.30	100,000	
	To replace and supplement funds for Item 204, 1967-68 Program. Located 1.70 miles - 7.5 miles - 8.5 miles south of the Weston town line. HAZARDS - Dips, humps, curves, and narrow bridges. Total funds available \$100,000.					
230	Addison-Jonesport	State	187	4.65	10,000	
	To supplement funds for Item 207, 1968-69 Program. Beginning 1.27 miles north of the Addison-Jonesport town line and extending southerly to Main Street in Jonesport - Moto Paver surface. Total funds available \$55,000.					
231	Baileyville	State	U.S.1	4.00	75,000	
	Beginning 3.23 miles north of the Baring town line and extending northerly - Resurfacing.					
232	Indian Twp. Waite	State	U.S.1	8.00	150,000	
	Beginning at the Princeton town line and extending northerly - Resurfacing.					
233	Edmunds	State	U.S.1	2.01	75,000	
	Beginning 2.30 miles east of the Whiting town line and extending easterly - Resurfacing.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>YORK</u>						
34	York	Primary	U.S.1 Connector	0.60	439,000	
	To supplement funds for Item 208, 1968-69 Program. Construction of connector between the Maine Turnpike and U.S. Route 1; Also, improvements at the junction of U.S. Routes 1 and 1A. HAZARD. Total funds available \$600,000.					
35	North Berwick	Primary	9	Snow Bridge		100,000
	Snow Bridge over Neoutaquet River, located on State Route 4 (Elm Street), 0.12 mile south of State Route 9.					
36	North Berwick	Primary	9	Neal Bridge		100,000
	Neal Bridge over Great Works River. Located on State Route 9 (Wells Street), 0.09 mile east of State Route 4.					
37	South Berwick	Primary Secondary	4	Landing Bridge		150,000
	To replace and supplement funds for Item 219, 1968-69 Program. Landing Bridge over Salmon Falls River. Located at the Maine-New Hampshire State Line.					
38	North Berwick	Secondary	4		1.26	161,000
	To supplement funds for Item 215, 1968-69 Program. Beginning at the Sanford-North Berwick Town Line and extending southerly. Total funds available \$277,000.					
39	Kennebunkport	Secondary	9		1.20	350,000
	Replaces Item 553, 1967-68 Supplemental Program. Beginning 0.06 mile south of the Biddeford-Kennebunkport Town Line and extending southerly. HAZARD - Humps, curves, and bad intersection.					

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>YORK (Continued)</u>						
240	Hollis Beginning at the Buxton Town Line and extending westerly.	Secondary	U.S.202	1.15		350,000
241	Newfield Beginning 0.45 mile southwest of the Limerick Town Line and extending south-westerly. To close gap on State Route 11. Funds retained for preliminary engineering and right-of-way.	Secondary	11	1.35		30,000 150,000
242	Biddeford Beginning 0.30 mile south of the Saco-Biddeford city line and extending southerly for a distance of 300 feet. Also including approximately 150 feet on Lincoln Street. Change in grade to improve clearance under railroad structure.	TOPICS State	U.S.1	0.06		60,000
243	Sanford Preliminary engineering including aerial photos, mapping, and location study for future improvements in this area.	State	U.S.202		10,000 20,000	
244	Kennebunk Replaces Item 552, 1968-69 Supplemental Program. Improvement of hazardous intersection at the Boothbay Road. HAZARD - Ledge and hump. Total funds available \$50,000.	State	9		50,000	
245	Cornish Replaces Item 554, 1968-69 Supplemental Program. Beginning at the Limerick town line and extending northerly. HAZARD - Series of sharp curves. Total funds available \$250,000.	State	5	1.25		250,000

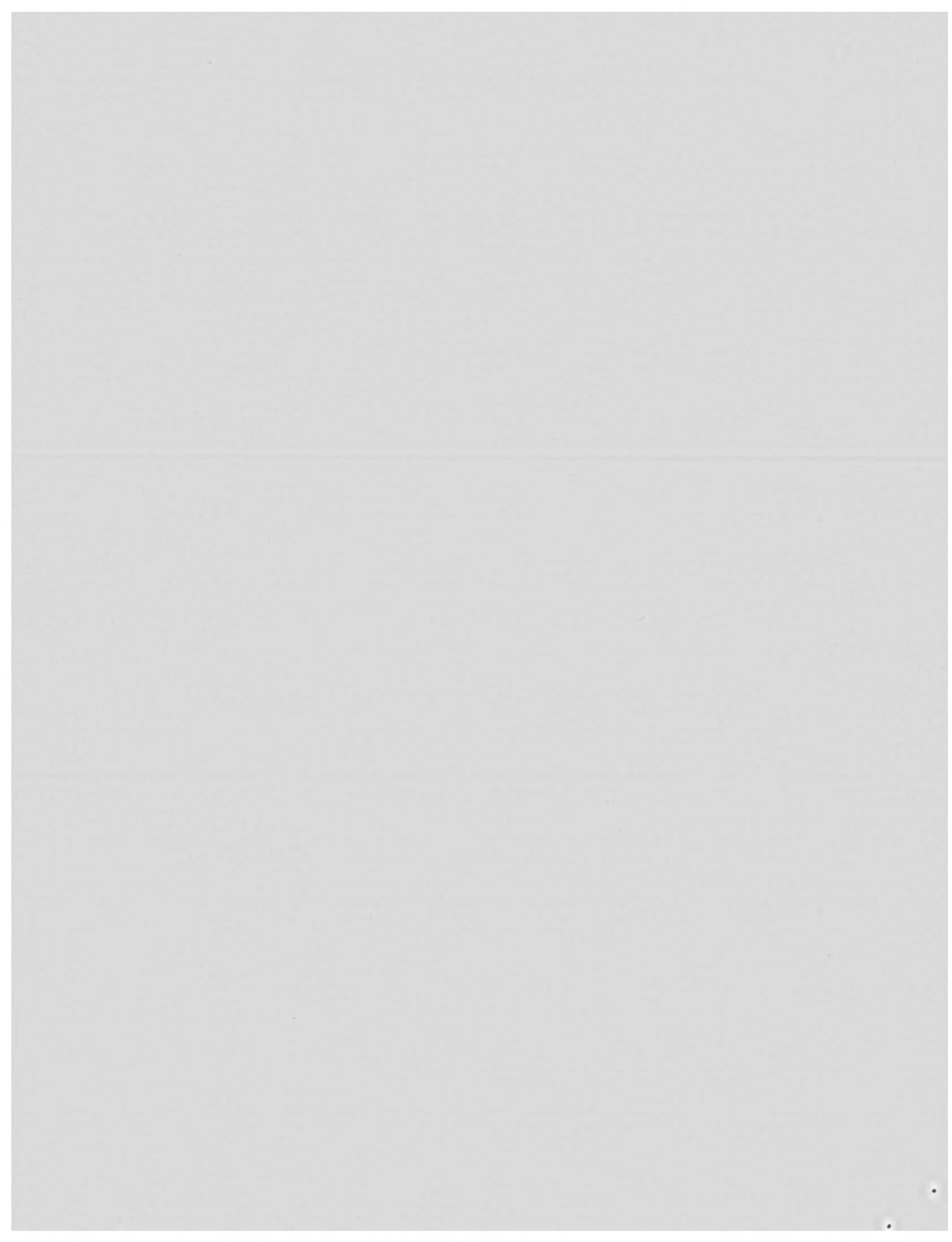
Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>YORK (Continued)</u>						
246	York	Secondary State	York Connector	1.00	200,000	
	Beginning at U.S. Route 1 and extending easterly via new location to the junction of the Long Sands and Ridge Roads. Preliminary engineering and right-of-way.					
247	Berwick	State	9	0.10	30,000	
	To replace and supplement funds for Item 220, 1967-68 Program. Located 4.60 miles east of the New Hampshire State line. HAZARD - Narrow Bridge. Total funds available \$30,000.					
248	Shapleigh	State	11	0.20	8,000	
	To supplement funds for Item 222, 1968-69 Program. Beginning 2.65 miles north of the Sanford town line and extending northerly. HAZARD - Dips and hides. Total funds available \$18,000.					
249	Standish-Limington	State	25	0.05		
	Item 555, 1967-68, Supplemental Program. Town line bridge. Project deferred due to low accident experience. Bridge structurally sound. Minor maintenance work completed on this structure during 1967. (See Standish-Cumberland County)					
250	York	State	I-95		150,000	
	Construction of relocated toll houses on the Maine Turnpike. Represents portion of costs that are not eligible for Federal participation.					

C

Proposed Primary, Secondary, Urban
 and State Projects (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>YORK (Continued)</u>						
251	York	State	I-95			175,000
	Construction of northbound ramps on the proposed York Interchange. Represents portion of costs that are not eligible for Federal participation.					
252	Wells	State	9 & 109	0.20	5,000	
	Improvement of intersection at junction of State Routes 9 and 109 and Exit #2 of the Maine Turnpike. HAZARD - High accident location.					



PROPOSED INTERSTATE PROGRAM

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>CUMBERLAND</u>						
253	Scarboro-So. Portland Interstate		295	2.00	3,019,300	965,000
	Beginning at the Maine Turnpike in Scarborough and extending northerly to Westbrook Street in South Portland. Includes grading, drainage, and base, plus construction of structures and toll plaza.					
254	South Portland-Portland Interstate		295	1.00	1,600,000	2,630,000
	Beginning approximately 600 feet southerly of the interchange of I-295 and U.S. 1, near the southerly end of the Veteran's Memorial Bridge in South Portland and extending northerly to the Portland Terminal Company tracks on the northerly shore of Fore River in Portland. Soils stabilization, grading, drainage, and base, plus construction of structures.					
255	Portland Interstate		295	0.90	4,120,000	2,455,600
	Beginning at the Portland Terminal Company tracks on the northerly shore of Fore River in Portland and extending northerly to Surrenden Street, southerly of Forest Avenue. Grading, drainage, and base, plus construction of structures.					
256	Portland Interstate		295	1.40	4,730,000	1,120,000
	Beginning at Surrenden Street, southerly of Forest Avenue and extending northerly to the interchange at Tukey's Bridge. Soils stabilization, grading, drainage, and base, plus construction of structures.					

Proposed Interstate Program (Continued)

Item No.	Location	Fund	Route	Length Miles	Fiscal Year 1969-70	Fiscal Year 1970-71
<u>CUMBERLAND (Continued)</u>						
257	South Portland-Portland	Interstate	295	6.20	253,000	175,000
	To supplement funds for Item 228, 1967-68 Program. Beginning at the junction of the Maine Turnpike in Scarborough and extending northerly to Tukey's Bridge in Portland. Additional funds are for preliminary engineering for highway and landscaping projects. Total funds available \$1,768,000.					

The preceding funds, as programmed for Interstate Route 295 for the 1970-71 biennium, provide for the completion of all segments between the Maine Turnpike in Scarborough and Tukey's Bridge in Portland, except for the final base and paving, signing, and landscaping. Adequate funds are provided to accomplish all activities that can reasonably and efficiently be scheduled during the period July 1, 1969 through June 30, 1971. The various segments as shown in the preceding items are summary data only, and do not necessarily indicate the extent or termini of individual construction contracts.

CUMBERLAND-SAGADAHOC

258	Brunswick-Topsham	Interstate	95	5.00	2,700,000	7,300,000
	Beginning near the Durham Road in Brunswick and extending northeasterly to U.S. 201 in Topsham. Includes complete construction of highway, Androscoggin River Bridge, and interchanges for U.S. 1 and the River Road in Brunswick and an interchange at State Route 196 and a connection to U.S. 201 in Topsham.					
259	Topsham-Bowdoinham	Interstate	95			2,500,000
	Beginning at U.S. 201 in Topsham and extending northerly towards State Route 138 in Bowdoinham. Grading, drainage, and base construction only.					

Proposed Interstate Program (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>KENNEBEC-PENOBSCOT</u>						
260	Augusta to Old Town Interstate		95		200,000	
	Replacement and modification of highway signs to conform with new safety standards.					
261	Augusta to Fairfield Interstate		95			500,000
	For improvements and revisions in existing roadside and slope designs to further improve safety on Interstate 95 between Augusta and the Kennebec River in Fairfield.					
262	Augusta to Old Town Interstate		95			550,000
	To complete the installation of fencing along the right-of-way lines of the remaining sections of the Interstate between Augusta and Old Town to comply with Federal regulations.					

Proposed Interstate Program (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>PENOBSCOT-AROOSTOOK</u>						
263	Alton to Howland	Interstate	95	16.20		4,500,000
	Beginning approximately 0.50 mile northerly of State Route 16 in Old Town and extending northerly to a point approximately 0.50 mile south of State Route 155 in Howland. Grading, drainage, and base construction of additional 2 lanes.					
264	Old Town to Howland	Interstate	95		50,000	
	Replacement and modification of highway signs to conform with latest safety standards.					
265	Howland to Houlton	Interstate	95		80,000	
	Replacement and modification of highway signs to conform with latest safety standards.					
266	Medway to Houlton	Interstate	95	60.50		675,000
	Preliminary engineering, including surveys design, and construction plans for the construction of the additional 2 lanes.					
267	Medway	Interstate	95			700,000
	Construction of rest areas and grading of areas for proposed truck weighing facilities for traffic using the northbound and southbound lanes of the Interstate.					
268	Island Falls-Houlton	Interstate	95		150,000	
	Design, engineering and completion of a landscape project.					

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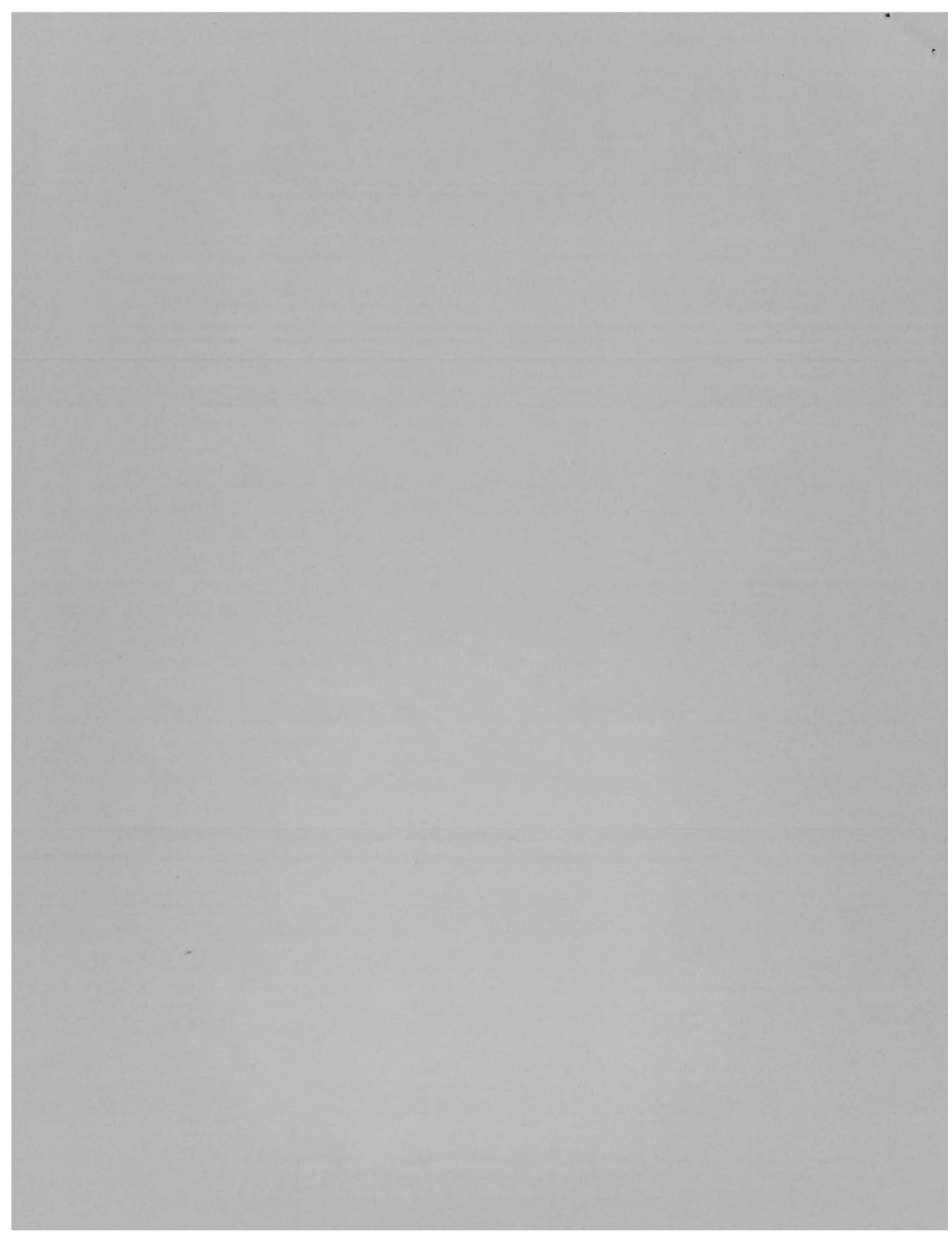
Proposed Interstate Program (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>YORK</u>						
269	Kittery	Interstate	95	2.30	9,850,000	2,500,000
	Beginning at the Maine-New Hampshire state line and extending northerly to Spruce Creek, including the State of Maine's share of the costs of completing the construction of the Piscataqua River Bridge. Total funds available \$13,550,000.					
270	York	Interstate	95			1,400,000
	Construction of an interchange on Interstate 95 in the vicinity of the Chases Pond Road. See Item 234 for the amount of Primary funds that are programmed for the completion of the connector between this interchange and U.S. Route 1.					
271	Kittery	Interstate	95		1,000,000	
	Preliminary engineering, acquisition of right-of-way, and construction of a rest area to serve northbound traffic. Also included are right-of-way costs for a future rest area to serve southbound traffic.					

Proposed Interstate Program (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1969-70</u>	<u>Fiscal Year 1970-71</u>
<u>YORK (Continued)</u>						
272	Kittery-York	Interstate	95			500,000
	For preliminary engineering, including surveys, design, and construction plans for the widening of the existing 4-lane facility to 6-lanes between Spruce Creek in Kittery and the proposed interchange and connector to U.S. 1 in York. Also included are funds necessary to make revisions in the existing structures for the future 6-lane facility.					

NOTE: The funds programmed for York, Item 269 through 272, between the Maine-New Hampshire state line and the proposed interchange in York provide for the completion of the Piscataqua River Bridge and full construction of a 6-lane facility to a point on the former Maine Turnpike in the vicinity of Spruce Creek, including the construction of interchanges to permit traffic to move to and from Interstate 95, U.S. Route 1, and State Route 236 in Kittery. The costs of the Piscataqua River Bridge spans are shared equally by Maine and New Hampshire and each state is financing the approaches within that state. Also included are funds for construction of a rest area in the vicinity of Spruce Creek to serve northbound traffic, right-of-way costs for a future rest area to serve southbound traffic, the construction of an interchange in the vicinity of the Chases Pond Road in York, and funds to develop plans for a future 6-lane facility between Spruce Creek in Kittery and the York Interchange. Funds for completion of a connector between the York interchange and U.S. Route 1 are provided in the Primary program. Funds are also included to begin the necessary renovations in existing structures for the future 6-lane facility between Spruce Creek in Kittery and the York Interchange. It is anticipated that additional funds to complete the 6-lane facility between Spruce Creek in Kittery and the York interchange will be provided in the next biennium to enable the completion and opening to traffic of the entire facility in the fall of 1972, the anticipated completion date of the Piscataqua River Bridge. The various segments as shown in the preceding items are summary data only and do not necessarily indicate the extent or termini of individual construction contracts.



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SUPPLEMENTAL PROGRAM

FUNDED ITEMS

July 1, 1967 to June 30, 1969

<u>Item No.</u>	<u>Location</u>	<u>Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
<u>ANDROSCOGG IN</u>				
501	<u>Leeds</u> At west junction of Route 106. HAZARD - Blind intersection. Town to contribute 3 units of State Aid Funds.	219	0.20	30,000 C
503	<u>Lewiston</u> Preliminary engineering Lincoln Street to Lisbon Street.	Cedar Street	0.21	40,000
<u>AROOSTOOK</u>				
505	<u>Van Buren</u> International Brdige between Van Buren, and St. Leonard, New Brunswick. Maine's share. HAZARD.		0.16	500,000 C
<u>FRANKLIN</u>				
513	<u>Coplin</u> Stratton Bridge over Stratton Brook. Located 0.10 mile south of Eustis Town Line. HAZARD.	27	0.03	50,000
<u>HANCOCK</u>				
517	<u>Gouldsboro-Winter Harbor</u> Beginning at end of improved section 0.08 mile northerly of the Gouldsboro- Winter Harbor Town Line and extends southerly.	186	0.70	100,000 C
<u>KENNEBEC</u>				
521	<u>Gardiner</u> Brunswick Avenue, beginning at the Common and extending southerly to the improved section. Contingent upon City contributing \$50,000 to project.	U.S. 201	0.45	150,000

Supplemental Program (Continued)
 Funded Items
 7-1-67 to 6-30-69

<u>Item No.</u>	<u>Location</u>	<u>Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
<u>KNOX</u>				
523	<u>St. George</u> 4.8 miles south of the junction of Route U.S. 1. HAZARD - Bad Curves.	131	0.50	125,000
<u>LINCOLN</u>				
525	<u>Edgecomb</u> 4.0 miles south of the junction of Route U.S. 1. HAZARD - Sharp Curve.	27	0.40	140,000
<u>OXFORD</u>				
530	<u>Hiram</u> Hiram Bridge over Saco River, Hiram Village. HAZARD	Secondary State 5 & 113	0.15	100,000
<u>PENOBSCOT</u>				
532 and 533	<u>Kenduskeag</u> Beginning 0.2 mile north of the Glenburn Town Line. HAZARD	15	1.00	250,000
<u>PISCATAQUIS</u>				
535	<u>Dover-Foxcroft</u> Spool Factory Bridge over Dunham Brook. Located 0.15 mile northwest of Inter- section of Route 153. HAZARD	6	0.02	50,000
<u>SAGADAHOC</u>				
536	<u>Bath-Phippsburg</u> Beginning 0.08 mile south of the Bath- Phippsburg Town Line and extends northerly. HAZARD - Blind curves and intersection.	209	0.30	165,000

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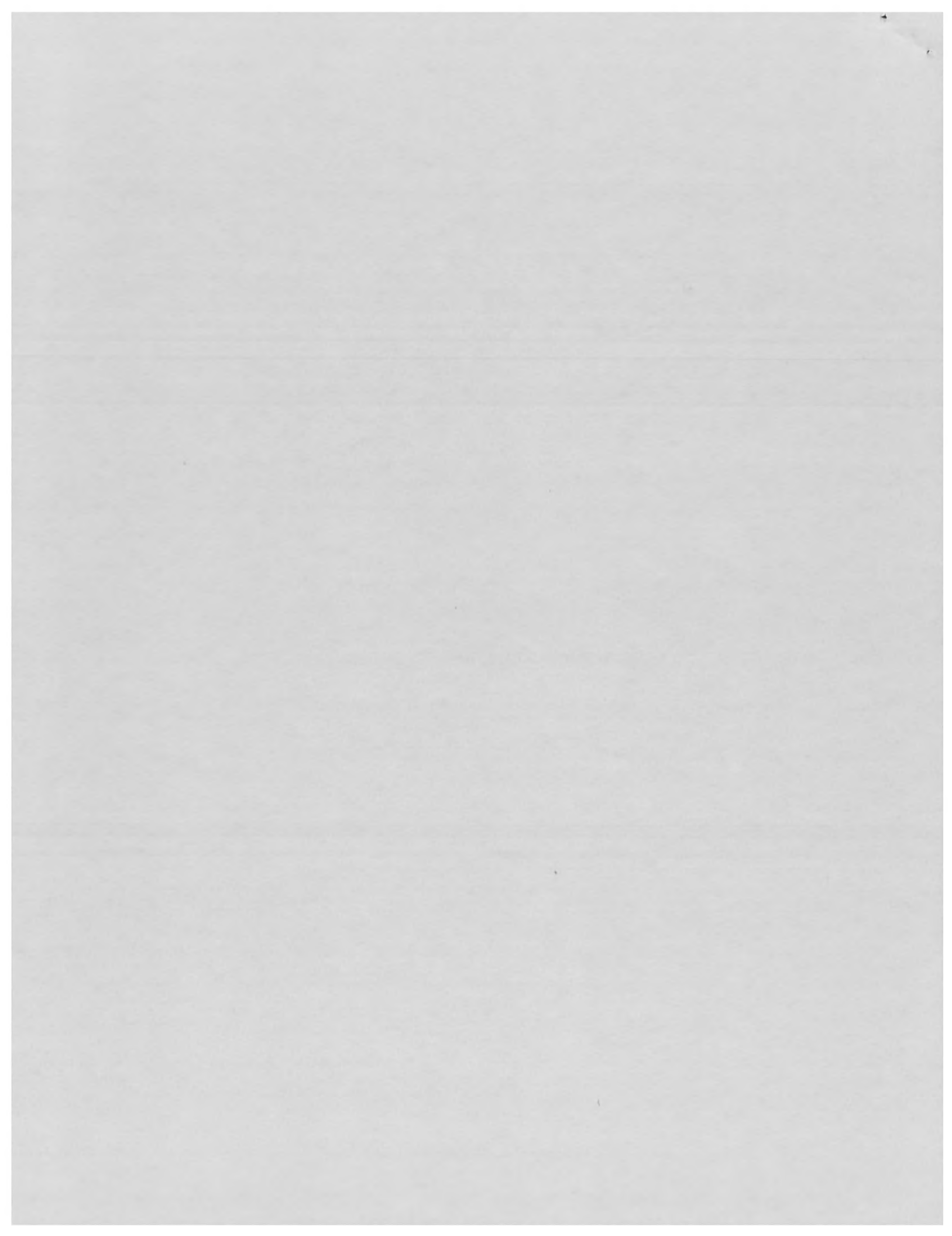
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Supplemental Program (Continued)

Funded Items

7-1-67 to 6-30-69

<u>Item No.</u>	<u>Location</u>	<u>Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
<u>SOMERSET</u>				
538	<u>Long Pond Plantation</u> Beginning 10.8 miles east of Route U.S. 201 and extends easterly. Plus State Aid Funds.	15	1.50	50,000 C
539	<u>Sandwich Township</u> Beginning 2.0 miles east of the Long Pond Town Line and extends westerly.	15	1.00	100,000 C
<u>WALDO</u>				
544	<u>Jackson</u> Beginning 1.7 miles south of the Dixmont Town Line and extends southerly. HAZARD - dips and humps.	7	0.40	75,000 C
<u>WASHINGTON</u>				
546	<u>Topsfield</u> 0.63 mile east of the Kossuth Town Line. HAZARD - Dips and Hide.	6	0.50	125,000 C
550	<u>T31 MD</u> Machias River Bridge over Machias River. Located 0.1 mile east of Town Line. HAZARD.	9	0.30	200,000



12-31-69

PENDING ITEMS FROM PREVIOUS PROGRAMS

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1967-68</u>	<u>Fiscal Year 1968-69</u>
46	Portland	Urban	Preble Street Extension	0.6	175,000	5,000
	Preble Street Extension. Preliminary engineering, right of way and stage construction.					
55	Wilton	Primary	2	2.3		550,000
	From end of improvement beginning 2.87 miles northerly from the Dixfield-Wilton Town Line and extending south-westerly. HAZARDS - Sharp curves and narrow bridges.					
109	Edgecomb	State	27	0.2	25,000	
	0.25 mile south junction U. S. 1. HAZARD - Dangerous Y fork.					
115	Roxbury	Secondary	17	1.8	200,000	
	Beginning improvement at Roxbury Town Line extending north. (Stage Construction). HAZARDS - Curve, dips, hide and narrow box culvert.					
125	Gilead	State	U.S. 2	0.3		32,500
	1.15 miles West Bethel Town Line. HAZARD - Ledge bluffs on inside curves.					
133	Charleston	Primary	15	1.0		200,000
	Beginning 1.5 miles north of the Charleston-Corinth Town Line and extending northerly. HAZARD - Series of humps and hides.					
137	Lincoln-Lee	Secondary	6	3.5	46,700	
	(2) To replace funds for Item 120, 1967 program. Beginning 0.4 mile west from Lincoln-Lee Town Line and extending easterly. Paving of previous stage construction projects. Total funds available \$100,000.					
177	Harmony	Secondary	150	1.0		150,000
	Beginning 3.45 miles north of Athens Town Line including bridge at Ferguson Brook. HAZARD - Narrow bridge on curve.					

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Length Miles</u>	<u>Fiscal Year 1966-67</u>
98	Waldoboro	State	U.S. 1	0.25	25,000
	Reconstruction of the intersection with Route 220. HAZARD.				

