Interchange Justification Report
Mile 40 Interchange Project
Saco/Scarborough, Maine

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Executive Summary

The City of Saco and the Town of Scarborough are exploring the establishment of a new I-95 interchange at or in the vicinity of the Saco/Scarborough municipal boundary. The purpose of this preliminary study is to coordinate with the Maine Turnpike Authority (MTA) and the Maine Department of Transportation (MDOT) to preliminarily identify potential locations for a new interchange, which could be a strategic infrastructure investment to direct regional travel to the Maine Turnpike, preserve the capacity of local and state routes, and better accommodate future growth. This report is intended to comply with the MTA’s “Policy for Initiating Studies of Existing and New Interchanges and Access Roads” to enable the MTA and MDOT to determine whether a more comprehensive study of an interchange is warranted.

Working in partnership with municipal staff from both Saco and Scarborough, a statement of project purpose and need was drafted. The project purpose is to:

1. Enhance public safety;
2. Encourage regional traffic to use I-95 while enhancing local mobility and access, and preserving capacity along Route 1;
3. Enhance the pedestrian and multi-modal environment along US Route 1;
4. Avoid future costs and physical limitations of future Route 1 corridor improvements;
5. Support local and regional economic viability and growth;
6. Comply with the vision and strategies identified in the Saco and Scarborough Comprehensive Plans; and
7. Allow for strategic investments in the community and region.

There are significant potential economic development assets along Route 1 that may not be realized due to a limited ability to provide additional capacity along the existing corridor. This constraint is due, in part, to a significant amount of through-traffic, which contributes to congestion; particularly at key intersections including Dunstan Corner, Haigis Parkway, and Oak Hill. The goal of this project is to explore alternatives to achieve an enhanced transportation system with a more balanced distribution of traffic, resulting in a greater ability to maximize potential development assets along the Route 1 corridor.

The municipalities completed preliminary traffic forecast of the alternative which appears likely to serve and draw the most traffic and found that it reduced traffic at key
points along the corridor by approximately 10% while providing additional opportunity for economic growth.

Introduction

A Preliminary Interchange Justification Report (PIJR) is required to document, on a preliminary basis, that the expenditure of additional MTA funds on a more comprehensive study is warranted. The study should document the following:

- Purpose and Need
- Consistency with Comprehensive Plan
- Previous Studies
- Alternatives
- Evaluation of Preliminary Alternatives
- Sensible Transportation Policy Act
- Public Participation

The proposed full access interchange on the Maine Turnpike would be located in the vicinity of mile 40 approximate to the Saco-Scarborough municipal boundary. There is an adjacent interchange approximately 4 miles to the south at (Exit 36) with I-195 in Saco and one approximately 2 miles to the north (Exit 42) that provides access to Payne Road and Haigis Parkway.

Under the preferred alternative, at Exit 40 the proposed interchange would utilize a connector road between Route 1 in Saco and Broadturn Road in Scarborough. This alternative would require a bridge over the Turnpike immediately south of the interchange. The preferred ramp design for this alternative is a partial cloverleaf. The selected Design Year for this project is 2035.

The following figure illustrates the traffic catchment area for the proposed Interchange.
The area shown in red is the area along the Maine Turnpike within which an interchange could be considered. The area in yellow is the area from which southbound traffic would likely be drawn and the area in blue is the northbound catchment area.

**Purpose and Need for Interchange**

A preliminary purpose and need statement for the proposed project is required to be submitted as part of the Maine Turnpike Authority’s “Policy for Initiating Studies of Existing and New Interchange and Access Roads”.

The following purpose and need statement was created based on discussions with the City of Saco, Town of Scarborough, and MTA, PACTS and MDOT staff. The purpose of the study, as identified by these stakeholders, is to:

1. Enhance public safety;
2. Encourage regional traffic to use I-95 while enhancing local mobility and access, and preserving capacity along Route 1;
3. Enhance the pedestrian and multi modal environment along US Route 1;
4. Avoid future costs and physical limitations of future Route 1 corridor improvements;

5. Support local and regional economic viability and growth;

6. Comply with the vision and strategies identified in the Saco and Scarborough Comprehensive Plans; and

7. Allow for strategic investments in the community and region.

The needs to be met by this project and upon which the effectiveness of the alternatives will be judged are as follows:

**Public Safety**

1. To reduce the number of crashes along the corridor; there are three high crash locations along the corridor;

2. To improve the safety of motorists, pedestrians and bicyclists along US Route 1;

3. To improve the safety along Route 112 from the I-195 overpass to Industrial Park Road in Saco;

4. To improve emergency response times for fire, police and ambulance due to poor levels of service in the vicinity of Dunstan Corner and Route 112.

**Mobility and Access**

1. To facilitate the safe movement of all travel modes within and through the Study Area;

2. To enable more regional traffic to use I-95 to avoid future improvements along Routes 1 and 112 as well as intersecting collector streets;

3. To reduce delay for residents of neighborhoods in Saco, Scarborough, Buxton and Hollis west of I-95 traveling along North Street and the Route 1 corridors;

4. To reduce congestion along Route 112 in the vicinity of the Industrial Park Road, which significantly impedes left turn movements along Route 112 from Jenkins Road to Franklin Street;

5. To improve transportation connections within the municipalities of Saco, Scarborough, and communities to the west of I-95 such as Buxton and Hollis;
6. To encourage more pedestrian and other multi-modal travel along the Route 1 corridor.

**Economic Development**

1. To allow for future projects within these communities by addressing regional infrastructure issues which can hinder development;

2. To encourage tourism through convenient access to key regional destinations for visitors including Old Orchard Beach, other nearby beaches, Funtown Splashtown USA and other such destinations.

3. To provide improved highway access to northeast Saco and southern reaches of Scarborough which are ripe of additional commercial, mixed use and residential development.
Consistency with Comprehensive Plans and The Tri-Community Study

When considering transportation improvements, it is important that they be consistent with community goals and visions for the future. The relevant documents that were reviewed to determine whether this project will be consistent with the community’s goals and visions include the following:

- Saco Comprehensive Plan
- Scarborough Comprehensive Plan
- Tri-Community Study

The relevant portion of these documents that demonstrate this consistency are cited and discussed below:

Saco Comprehensive Plan (2011)

The Saco Comprehensive Plan references the community’s desire to explore a new interchange on the Maine Turnpike and its importance to the community both today and into the future. The relevant sections, text and pages of the plan are summarized below:

BACKGROUND INFORMATION: SECTION:

- The Flag Pond Road crossing of the Maine Turnpike offers the opportunity to develop an additional Turnpike interchange. This would improve access to the northern end of the Route 1 Corridor and the Industrial Park and provide alternative travel routes. (3-9)
- Use of the former Turnpike Exit 5 to allow northbound traffic to enter the Turnpike offers that potential for alleviating some of the congestion problems associated with Turnpike access. (3-9)
- The continued expansion of the Park North and Cascade Falls developments together with the potential for development on the west side of Route One will likely require the development of an interconnected internal road network in the area bounded by the Old Orchard Beach town line, the Scarborough town line, the Maine Turnpike, and the I-195 Spur. This network will need to provide access to the potential development sites while allowing traffic access to the arterial network. (3-9)
- The City should consider measures to maintain potential Interstate highway access. (3-2)
GOALS AND POLICIES:

- The Route One Corridor north of the I-195 Spur to the Cascades area currently plays a variety of economic roles and is the location of a number of car dealerships and commercial recreational facilities. This area offers significant potential for the future commercial growth of the City. As such, the City’s policy should be to reserve much of the land in this corridor as a commercial growth center to accommodate a wide range of retail, service, office, and light manufacturing uses. While the size of this area currently exceeds the demand for commercial land in the region, the potential for improved access to the Turnpike combined with the availability of public water and recent extension of sewerage makes this area the most desirable location in Saco for commercial uses that require a large amount of area and are therefore inappropriate in Downtown Saco or other Intown locations. (5-4)

- The City should actively work with the Maine Turnpike Authority to explore the development of a new Turnpike interchange possibly in the vicinity of the Flag Pond and Cascade Roads to provide relief to Route One and the collector network and to improve access to major traffic generators such as the Saco Industrial Park, Mill Brook Business Park, and the Park North and Cascade Falls developments. (5-14)

- The City should work with the Maine Turnpike Authority and PACTS to explore the possible re-opening of the northbound on-ramp of the former Exit 5 to allow its use by north-bound commuters with an E-Z Pass as a way to relieve traffic on local streets. (5-15)

- The Route One Corridor from the I-195 Spur to the Cascade Road represents a major potential for commercial growth. The availability of public water and sewer service combined with the possibility of expanded Turnpike access makes this area a highly desirable location for commercial uses that require large amounts of land. The basic policy of the City should be to designate most of the corridor as a commercial growth area recognizing that current demand cannot support all of this area being developed for commercial use. The City’s strategy should be to think of this as a future commercial development zone to assure that commercial land is available as demand warrants. The Future Land Use Plan identifies the types and intensities of uses that are appropriate in various sections of the Corridor. The City’s land use regulations for this Corridor should allow residential uses as part of mixed-use developments on the east side of Route One while precluding stand-alone residential developments that are not part of mixed-use projects or other uses that may be incompatible with future commercial development. (6-7)

IMPLEMENTATION STRATEGIES:

- Saco, Biddeford, Old Orchard Beach, and PACTS recently completed a draft of a transportation plan for the region, the first to follow the revised
requirements of the Sensible Transportation Act. Interstate highway access and the volume of traffic from the west emerged as issues for the City. (7-3)

- The City has experienced significant growth in the volume of traffic using the City’s rural collectors west of the Turnpike. While some of this increase is the result of residential development in Saco west of the Turnpike, much of this growth in traffic is the result of residential development in the communities in the Route 5 and Route 112 corridors. (7-3)
- That the Maine Turnpike Authority considers additional access improvements in the City to reduce the impacts of this traffic on Saco including the possible use of former Exit 5 to allow northbound commuters to enter the Turnpike at that location. (7-4)

IMPLEMENTATION ACTIONS:

- Policy Reference F.1-Explore the development of a new Maine Turnpike interchange in the vicinity of the Flag Pond and Cascade Roads (Council, Administrator, PD&D) (8-7)
- Policy Reference F.2- Explore ways to minimize the impact of Turnpike-bound traffic on City streets (Council, Administrator, PWD, PD&D) (8-7)
- Policy Reference F.3.- Explore possible re-opening the northbound onramp of the former Exit 5 as E-Z pass only entrance. (Council, Administrator, PWD, PD&D) (8-7)

Scarborough Comprehensive Plan (2006)

Like the Saco Plan, the Scarborough Comprehensive Plan references the community’s desire to explore a new interchange on the Maine Turnpike and its importance to the community now and into the future. The relevant sections, text and pages of the plan are summarized below:

- Implementation Strategy 7-13
  Objective I.1.f and Ch9 1-Establish a “regional corridor coalition” and work with other communities and regional groups on transportation initiatives.

- Implementation Strategy 7-15
  Ch9 item 8 -Work with Saco and PACTS on additional Turnpike interchange

- Chapter 9-Regional Coordination- item 8. Turnpike Interchange Planning
  The possibility of creating a new exit from the Maine Turnpike in the vicinity of the Scarborough/Saco border has been discussed for over a decade. This project is potentially beneficial to both communities and the larger region but will require significant lead time. Action: The Town should work with Saco and the Portland Area Comprehensive Transportation Study (PACTS) to encourage the Maine Turnpike Authority to undertake the necessary background studies and preliminary engineering necessary to move consideration of a new exit forward.
• Section 9, pg 9
Route 1 is a major transportation corridor that serves both commuting traffic and local traffic. Planning and future development should accommodate these demands.

Tri Community Transportation Study (2011)

The Tri Community Transportation Study was funded by the Portland Area Comprehensive Transportation System (PACTS) and the communities of Saco, Biddeford and Old Orchard Beach. The three communities completed a regional study, with goals and findings relevant to the exploration of a new interchange on the Maine Turnpike:

• Explore a collector-distributor road near the Flag Pond area to provide additional access points to the Turnpike, supported by a collector/distributor road in Saco. (6)
• The limited access to the Maine Turnpike is a significant issue. This restricts its use for local travel within the area and makes it difficult for people especially from the west to easily get on the Turnpike resulting in impacts on residential neighborhoods. (13)
• Increase the capacity of the existing road system to efficiently move traffic including the synchronization of traffic signals, intersection improvements, and upgrading of Routes 112, 111, 5, 22, and 98 to carry more traffic traffic (additional lanes, etc.). This included improved access to the turnpike for traffic from the west. (15)
• Over the years, significant interest and study has been devoted to the potential of reusing some of the former Exit 5 to the Maine Turnpike, as it would allow for dilution of inbound traffic to the Industrial Park Road interchange. However, given its proximity to the current I-195 interchange and FHWA interchange spacing requirements, reuse of this location in its current form is not feasible, as the interchanges are less than a mile apart, the minimum typically allowed by AASHTO/FHWA. An exception to this spacing would have to be agreed upon by FHWA and MTA.(page?)
• Another alternative would be a Flag Pond Road interchange, with the Flag Pond approach to Route 1 shifted to the south to align with Cascade Road. This connection would pull away Route 112 commuter traffic from the Industrial Park Road ramps and also encourage traffic coming to and from Old Orchard Beach via Cascade Road to access the Turnpike, as opposed to traveling along Route 1 into Scarborough. Ultimately, if an interchange was constructed at Flag Pond Road, it could be a first step toward constructing a collector/distributor road parallel to the Turnpike. Ideally, such a road would begin at Route 5 and terminate at Flag Pond Road, which would allow traffic on Routes 5 and 112 to access the Turnpike without utilizing the Industrial Park Road ramps, which are currently over capacity during peak hours. This road could also be served by a Park and Ride facility to allow for a Zoom Bus stop. As spacing requirements are
lower for these roads (which have lower travel speeds), the potential for using former Exit 5 may become a viable option again.

- It should be noted that preliminary conversations with Tri-Community staff have suggested that these communities would be willing to partner with the Turnpike in areas ranging from land preservation in areas near the Turnpike to zoning to funding strategies. In particular, if infrastructure improvements near the Turnpike would preclude even more costly and impacting infrastructure changes closer to the Tri-Community urbanized areas, the potential for cost-sharing may exist.

-Recommendation: The Maine Turnpike Authority and the Tri-Community region can work with each other to determine a series of long-term strategies to determine future potential connections to the Turnpike in concert with MTA interchange policy and its long-term plans.

  Priority: High  
  Implementation Schedule: Long Term  
  Cost: High  
  Responsibility: MTA, Tri-Communities, MaineDOT

-Recommendation: The Tri-Community area should work to preserve future access corridors to the Turnpike through comprehensive planning, zoning, and appropriate land use to support said preservation.

  Priority: High  
  Implementation Schedule: Long Term  
  Cost: Medium  
  Responsibility: Tri-Communities

Interchange Alternatives

Several alternative interchange locations were identified by Saco and Scarborough as part of this study, including:

- Re-opening the northbound on-ramp of the former Exit 5 in Saco  
- Flag Pond Road interchange in Saco  
- North of Flag Pond Road, south of the municipal boundary  
- An interchange in Scarborough just north of the Saco-Scarborough municipal boundary intersecting a proposed connector from Route 1 to Broadturn Road  
- An interchange at Broadturn Road

Each of these potential locations are described in detail in the following paragraphs and are illustrated on the maps provided with this report.
Re-opening the northbound on-ramp of the former Exit 5 in Saco

Use of the former Turnpike Exit 5 to allow northbound traffic to enter the turnpike would reduce congestion on Route 112, south of the interchange at the intersection of the Industrial Park Road and Route 112 and at the I-195 interchange. The interchange, however, is located within three quarters of a mile from the I-195 interchange with the on and off-ramp merge areas separated by approximately 750 feet. Given its proximity to the current I-195 interchange, with consideration of FHWA interchange spacing requirements, reuse of this location would require special approvals from FHWA and MTA. While this option may have some promise for southern areas of Saco and for Biddeford, it does not appear to address the issues in Scarborough or the Saco Route 1 corridor.

Flag Pond Road interchange in Saco

This interchange would be located at the Flag Pond Road overpass and would divert Route 112 commuter traffic from the Industrial Park Road ramps. It would also encourage traffic coming to and from Old Orchard Beach via Cascade Road to access the Turnpike, as opposed to traveling along Route 1 into Scarborough. Flag Pond Road would need to be reconstructed at its intersection with Route 1 to align with Cascade Road. As noted in the Tri-Community Study, if an interchange was constructed at Flag Pond Road, it could be a first step toward constructing a collector/distributor road parallel to the Turnpike. Ideally, such a road would begin at Route 5 and terminate at Flag Pond Road, which would allow traffic on Routes 5 and 112 to access the Turnpike without utilizing the Industrial Park Road ramps. This would be beneficial because these ramps are currently over capacity during peak hours.

This alternative will also provide convenient access to key regional destinations to nearby attractions such as the beaches and Funtown, Splashtown and other destinations while also providing for some additional economic development by serving land on both the east and west sides of Route 1.

This alternative is limited however in its ability to relieve southern and western Scarborough since there is no connection to Broadturn Road.

North of Flag Pond Road, south of the municipal boundary

This alternative would provide many of the same features as the Flag Pond Road alternative, in addition to providing even more access to undeveloped land between Route One and the Maine Turnpike. This alternative has two significant issues - First, it would require construction of a new bridge over the Turnpike and would, therefore have to incorporate the associated long term maintenance cost. Second, there does not appear to be an appropriate location to intersect with the Jenkins Road so, unless the parallel service road to the turnpike referenced previously is constructed, the access road would not be a through road. Thus a jug handle or some other design would be
necessary at some point to prevent motorists from becoming entrapped with no alternative but to enter the turnpike. This alternative would limit its regional benefit to western Saco as well as to southern and western Scarborough. It would also create an offset intersection from Cascade Road making it less convenient for Old Orchard Beach traffic than the Flag Pond Rd alternative, as motorists would need to turn right from Cascade Road and then left onto the proposed road which is less convenient than a through movement crossing Route 1. This jog would also be less desirable from a public safety perspective.

**In Scarborough north of the Saco-Scarborough municipal boundary**

This interchange alternative would intersect with a new connector roadway traversing from Route 1 opposite Waterfall Drive in Saco to Broadturn Road at Ash Swamp Road in Scarborough. Similar to the previous north of Flag Pond Road alternative, it would facilitate access to undeveloped land between Route 1 and the Turnpike and could connect into a service road parallel to the Turnpike. This alternative would benefit the full study area by relieving traffic as well as provide an alternative for traffic to travel from Broadturn Road to Route 1 without passing through Dunstan Corner which avoids or significantly delays future improvements to the intersection. The connection also provides an alternative for emergency vehicles. The connection from Broadturn Road to Route 1 also enhances the pedestrian and multimodal environment.

The primary issues with this alternative are first, that a new bridge would need to be constructed over the Turnpike and, second, that the connector road is long thereby costing more to construct and maintain and having more potential for environmental issues.

**Broadturn Road**

An interchange at the existing overpass on Broadturn Road would be desirable to reduce construction and environmental impacts. Under further consideration, however, this alternative does not appear feasible due to the existing or approved land uses on either side of the overpass which does not allow for the land necessary to construction an interchange.

**Alternatives Recommended for Further Evaluation**

After preliminary review of the above listed alternatives, it appears the Flag Pond Road location and the alternative north of the Saco-Scarborough boundary are the two most viable alternatives for further consideration since they provide the most benefit with respect to the project purpose and need particularly with respect to the following:

- Regional mobility- these alternatives provide benefits to both east and west Saco by providing alternative routes and reducing delays for traffic traveling easterly on Route 112 and for traffic in east Saco. Traffic from Old Orchard Beach can use Cascade Road to access these alternative easily providing relief to I-195 and to the intersection of Route 112 and the Industrial Park Road
They provide alternative routes for emergency vehicles
They enhance the pedestrian and multimodal environments along Route 1
The extend the design life of Dunstan corner, as well as other key intersections
to the north, thereby avoiding or delaying widening and right of way acquisitions
in these congested areas.

However, prior to requesting that the Maine Turnpike Authority undertake a more
detailed study of these alternatives, the municipalities retained Kevin Hooper Associates
to prepare a preliminary forecast of the amount of traffic that may utilize a new
interchange, along with the reductions in traffic that may be realized on adjacent
roadways as a result. Based on preliminary reviews of the two feasible alternatives, the
municipalities and consultants felt that the alternative north of the Saco-Scarborough
boundary would have higher use potential and, therefore was selected for the
preliminary traffic forecast.

**Preliminary Traffic Forecast**

Kevin Hooper Associates completed the traffic forecasts for this study utilizing the
PACTS Travel Demand Model, often referred to as the TRIPS model. The model
provides a system for determining future traffic volumes by utilizing historic growth
patterns, traffic from future regional development, and levels of forecast congestion. In
addition, the model utilizes long-term employment forecasts and relevant information
provided in the US Census. The forecast year selected was 2035.

The model assumes construction of the alternative north of the Saco-Scarborough
boundary, the northern most alternative considered shown in blue in the Figure below.
Potential shifts in daily traffic from area roadways with the interchange in place were
forecast for the area roadways. These are summarized below and presented in more
detail in the study appendices:
The traffic modeling forecasts the summertime daily traffic volume for the proposed interchange to be 17,000 vehicles. This volume is comparable to the volume at the existing Exit 42 interchange in Scarborough which had a summertime 2012 volume of 13,900 vehicles (forecast to be 17,300 vehicles in 2035) and with the Congress Street/Jetport interchange and exceeds the Exit 47 Rand Road interchange 2012 summertime daily volume of 9,400 vehicles (forecast to be 12,600 vehicles in 2035).

With the level of traffic comparable to Exit 42 and 47, there is sufficient demand to warrant further study of these alternatives. The results also show traffic levels will be reduced along Route 1 in several areas:

<table>
<thead>
<tr>
<th>Location</th>
<th>2035 Traffic without Int</th>
<th>2035 Traffic with Int</th>
</tr>
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<tbody>
<tr>
<td>North of Oak Hill</td>
<td>39282</td>
<td>37357</td>
</tr>
<tr>
<td>South of Oak Hill</td>
<td>35223</td>
<td>33180</td>
</tr>
<tr>
<td>South of Payne Road</td>
<td>36820</td>
<td>32954</td>
</tr>
<tr>
<td>South of Pine Point Road</td>
<td>29052</td>
<td>25856</td>
</tr>
<tr>
<td>South of Cascade Road</td>
<td>23900</td>
<td>20817</td>
</tr>
</tbody>
</table>

These reductions of 5 to 10% will help reduce congestion along Route 1 and delay other infrastructure improvements.
Traffic increases will occur on some roadways. Most notably Cascade Road will increase from 10,760 vpd to 13460 vpd and Broadturn Road west of Dunstan Corner will increase from 4,038 to 6,401.

Based on these forecasts, the preliminary traffic forecasts showed sufficient traffic for the municipalities to determine they should request further study by the Maine Turnpike Authority of the alternatives.

**Sensible Transportation Policy Act**

The Sensible Transportation Policy Act (STPA) was approved by Maine voters in 1991 and requires an evaluation of a full range of alternatives before choosing to expand capacity of the highway system, whether it be roadway widening or construction of a new interchange, such as the interchange under consideration in this report. The Town of Scarborough completed a town-wide Transportation Study in 2005 which focused largely on development of alternatives to maximize the use of the existing transportation system including encouragement of alternative modes such as walking, biking and transit. The Town has implemented many of the recommendations contained in the study and implementation is ongoing. These improvements, along with the Dunstan Corner improvements, have provided significant benefits in traffic flow and have reduced congestion. However, Route 1 through-traffic continues to grow, so additional measures such as an additional interchange should be explored; particularly since implementation is a long term process.

Similarly, Saco has focused on implementation of non-road building alternatives, having participated in the Tri-Community Transportation study. They continue to implement study recommendations, as appropriate and remain committed to that process.

Recommendations contained in these prior studies will be beneficial to documenting the no–build alternative in future studies.

**Public Participation**

As discussed in this report, the comprehensive plans of both Saco and Scarborough include a recommendation to work with the Maine Turnpike Authority to undertake the necessary background studies and preliminary engineering necessary to advance consideration of a new exit. The development of both plans included extensive public participation that was in compliance with state guidelines and each plan underwent review and approval by the State of Maine.
Funding Justification

Maine Turnpike Authority policy for initiating studies for new interchanges requires that the request of such studies provide a statement of why the expenditure of Authority funds would be justified under MRSA 1974(3). This statute is copied below:

**Revenues for additional interchanges.** In addition to interchanges which have been incorporated into the turnpike, the authority shall authorize turnpike revenues to be utilized for interchanges determined pursuant to the terms and conditions of this section, provided that the department shall request use of revenues by submitting a proposed program for additional interchanges or improvements to existing interchanges, and provided that the authority shall have and exercise sole discretion to set the level of revenues, and provided further that the additional interchanges or improvements have or would have a sufficient relationship to the public's use of the turnpike and the orderly regulation and flow of vehicular traffic using the turnpike so that the use of the turnpike revenues is warranted to pay all or any portion of the cost of maintaining or constructing such additional interchanges or improvements and all or a portion of the access roads required in connection therewith. In making the determination of whether a sufficient relationship exists, the department and the authority shall consider the following factors, no one of which may necessarily be determinative:

A. The existing road network; [1981, c. 595, §3 (NEW).]
B. The traffic impact of the construction or reconstruction on the existing road network; [1981, c. 595, §3 (NEW).]
C. The probable change in departmental or authority expenditures resulting from construction or maintenance; [1981, c. 595, §3 (NEW).]
D. The relative number of vehicles using or expecting to use those access roads on the way to or from the turnpike; [1981, c. 595, §3 (NEW).]
E. The road distance of those access roads or portions thereof from the nearest entrance to or exit from the turnpike; [1981, c. 595, §3 (NEW).]
F. The effect the construction or improvement will have on the flow of traffic to, from and on the turnpike, and in diverting vehicular traffic off or away from the turnpike; [1981, c. 698, §104 (AMD).]
G. The probable availability of turnpike revenues to make the payments; [1981, c. 595, §3 (NEW).]
H. The availability of alternative roads to or from the turnpike; [1981, c. 595, §3 (NEW).]
I. Priority shall be given to the construction or improvement of interchanges and related access roads which will promote industrial and economic development of communities adjacent to or near the turnpike, whose present lack of access tends to discourage that development. In determining the extent of effect on industrial and economic development, the department and the authority shall consider existing, committed, proposed and potential development. The first priority for the use of available toll revenues for interchanges shall be for new or a modification of present interchanges and access roads to provide the necessary access for the development of industrial parks in Lewiston and Auburn. The authority and the department shall make every effort to begin construction or modification of interchanges by January 2, 1984; [1981, c. 595, §3 (NEW).]
J. Financial condition of the turnpike and financial impact of maintenance, improvement and construction; [1981, c. 595, §3 (NEW).]
K. The existence of any seasonal interchanges which with nominal capital expenditure could be placed into year-round operation; and

L. Such other factors deemed relevant, including, but not limited to, expert opinion.

In state fiscal year 1990-91, the authority shall make a $6,300,000 early payment representing amounts agreed to be paid by the authority for the Scarborough interchange project.

The Turnpike Authority requires that the statement of justification include the factors listed under A, B, D, E, F, H, I, and L.

This report has presented preliminary documentation on each of the items requested. The communities of Saco and Scarborough anticipate that funding for a more detailed study and modeling of an interchange and associated improvements will likely be a partnership between the communities, the MTA and the MaineDOT. We also anticipate that Old Orchard Beach which has been in transition for several months, will resume its role as a partner in this effort given the benefits to that community.

Conclusion and Recommendation

As detailed in this report, our study has found that there is a need to evaluate a new interchange with the Maine Turnpike for the following reasons:

1. To enhance public safety;

2. To encourage regional traffic to use I-95 while enhancing local mobility and access, and preserving capacity along Route 1;

3. To enhance the pedestrian and multi modal environment along US Route 1;

4. To avoid future costs and physical limitations of future Route 1 corridor improvements;

5. To support local and regional economic viability and growth;

6. To support the vision and strategies identified in the Saco and Scarborough Comprehensive Plans;

7. To allow for strategic investments in the community.

Five alternatives were evaluated on a preliminary basis and the following two were found to warrant further study based on the preliminary alignment evaluation and traffic flow:
- Flag Pond Road location
- Alternative north of the Saco-Scarborough boundary

The study also found that a new interchange would comply with relevant sections of both the Saco and Scarborough Comprehensive Plans and the Tri Community Study.

Based on this information, it is the recommendation of the communities of Saco and Scarborough that there is sufficient information to request that the Maine Turnpike Authority undertake preliminary studies of a new interchange and related access road.