

IV. HIGHWAYS AND BRIDGES

The largest and most important component of all the State Transportation Improvement Programs is that of highways and bridges. The majority of funding from the Intermodal Surface Transportation Efficiency Act is for this category. On the national level, highway interests have earmarked \$1 million for lobbying in 1993.

Highway programs involve the 3R programs (rehabilitation, resurfacing and restoration). Bridge programs involve rehabilitation and restoration.

The most important public policy issues facing this industry are air quality (as it relates to the Clean Air Act Amendments), traffic congestion and demand management. The Clean Air Act promotes air quality planning with the continuing transportation process. Efforts are focused on reducing emissions by increasing the efficiency of the transportation system. One nationwide effort is to reduce the dependency on the single-occupancy vehicle and increase usage of multi-occupancy vehicles.

Any companies wishing to obtain information on the state highway and bridge program should contact the appropriate individuals listed in this section to request a copy of the Transportation Improvement Program for a particular state. For each state, there are hundreds of Highway and Bridge projects that will be executed in the following decade.

A. MAINE

The highway and bridge program represents a \$100 million investment annually from 1992 to 1997, with highways accounting for approximately 70% of this amount. These funds are dedicated to bridge capital improvements, collector road improvements and maintenance resurfacing.

The Federal-Aid portion of the 1992-93 program includes 43 miles of reconstruction/rehabilitation improvements and 280 miles of resurfacing to extend the life of improved section of highways. In this portion, the Interstate Construction program will involve I-95 and the 4 bypass routes of I-195, I-295, I-395 and I-495. Other portions of Federal-Aid program include the following:

- Interstate (4R)- resurfacing, restoration, rehabilitation and reconstruction
- Primary system of major highways connecting cities
- Secondary system of feeder roads connecting with the primary highway network and to centers of population
- Urban highways in areas of 50,000 or more population