Summer 1954

Zint Wyant Interviewed About New Bridge in the Bangor Area

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Zint Wyant: Well your state highway commission engineers, in cooperation with the federal government bureau public roads, made a complete traffic survey of this entire area, in which they determine what they call the desire line of travel, which locates the point at which a crossing of a river or a railroad track or any other such a highway should go. This desire line of travel is a line connecting the two points through which most of your traffic will go. Actually the desire line of travel of this bridge was upstream from where it is, but there being no place upstream to put it, on account of the railroad station, the stream, and the old bridge, and the location of the access approaches, it was determined that the bridge should go here. There has been a lot of comment about the bridge going downstream. Had we gone as much as six or eight hundred feet downstream we would have been into the area of ocean going traffic. The bridge would have had to had 135 to 140 feet of clearance over high water, which would have added probably two million dollars to the cost of the bridge. The other reason that the bridge downstream would not have served the purpose for which it is being built which is primarily the relief of local traffic between Bangor and Brewer.

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