

# MAINE STATE LEGISLATURE

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**EIGHTIETH LEGISLATURE**

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**SENATE**

**NO. 148**

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In Senate, March 21, 1921.

Received, placed on file and 500 copies ordered printed.  
Sent down for concurrence.

L. ERNEST THORNTON, Secretary.

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**STATE OF MAINE**

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**IN THE YEAR OF OUR LORD ONE THOUSAND  
NINE HUNDRED AND TWENTY-ONE**

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*The Honorable Senate and House of Representatives, Augusta,  
Maine:*

Sirs:

In view of the fact that the Legislature has been asked to authorize the issue of \$3,000,000 additional highway and bridge bonds to enable the State Highway Department to carry on its construction program during the next two years, we herewith submit a report covering the question of federal aid with four tables appended showing in detail the financial status of all federal aid projects and one table showing contracts now in force and uncompleted.

In order to obtain federal aid for highways, it is necessary for the State to provide sufficient funds to carry on construction work and the State receives from time to time as the work progresses an amount not in excess of fifty per cent. of the cost up to twenty thousand dollars per mile. This is done by the State taking the initiative and making application for this aid.

The first step is to make preliminary plans, specifications and estimates, supplemented by project statements showing that the requirements of the federal aid law have been complied with, and that the funds to be furnished by the State are provided for by State laws. This in fact is an application for federal aid.

The projects are reviewed by a Government representative, following which a more complete set of plans and a survey estimate of the cost is required.

The survey estimate is made the basis of a project agreement by which the Government sets aside certain amounts against each project. The State thereupon certifies that it has available a certain like amount, and that it has set up this amount for each project on its books.

The total federal aid allotted to Maine by the acts of July eleventh, nineteen hundred and sixteen, and February twenty-eighth, nineteen hundred and nineteen, is two million, six hundred and forty-five thousand, nine hundred and sixty-three dollars and fifty-seven cents, as shown by Table No. 1.

At the present time the State has made project agreements with the federal government amounting to an estimated cost of work of three million, five hundred and twenty-five thousand, nine hundred and forty-five dollars and twenty-one cents, as shown by Table No. 2.

The amount of federal aid based on this estimated cost is one million, seven hundred and fourteen thousand, nine hundred and fifty-two dollars and eighty-four cents. Of this amount of aid there has been received by the State three hundred and ninety-four thousand, five hundred and three dollars and sixty-three cents. Additional vouchers have been filed with the government for one hundred and seven thousand, four hundred and forty-five dollars and fifty-one cents. The balance of federal aid to be paid when the work, above estimated, is completed is therefore one million, two hundred and thirteen thousand, three dollars and seventy cents. The difference between the total amount approved by the government against project agreements and the amount of aid allotted by the government is nine hundred and thirty-one thousand, ten dollars and seventy-three cents.

Additional project statements have been filed to more than take up the balance of the federal appropriation, as shown by Table No. 3. It will, therefore, be seen that until Congress makes further appropriation, some of these additional projects will not receive aid.

On the other hand, if the State should not file additional project statements or applications for federal aid sufficient to take up the total amount now allotted, or to be allotted to the State of Maine from appropriations now pending in Congress, said allotments would lapse June thirty, nineteen hundred and twenty-two, and if the legislature should fail to make provisions at this session to meet federal allotments now made and allotments from appropriations now pending, the State will lose the amount of these allotments by not being able to match them with a like amount.

In Table No. 4 is shown the estimated cost to complete projects now under construction and the amount of federal aid to be received on these projects. This table also shows that the amount of money to be provided by the State for the completion of these projects is five hundred and twenty-two thousand, eighty-three dollars and ninety-three cents. The amount of money in the state highway loan fund is five hundred and fifty-seven thousand, forty-four dollars and six cents. It is therefore evident that in order to undertake any new federal aid or state highway work during nineteen hundred and twenty-one or nineteen hundred and twenty-two this legislature must provide the necessary funds.

It is apparent from Table No. 4 that the balance of state highway loan, or bond issue funds, on hand is barely sufficient to complete this work.

It is also apparent from the figures given above that the State must appropriate nine hundred and thirty-one thousand, ten dollars and seventy-three cents in order to undertake any new work and to obtain a like amount now available from the government, or lose it entirely. Furthermore, if legislation now pending in Congress is passed, the State would still be unable to apply for any more federal aid until after the next session of the Maine Legislature, and, in the meantime, would be deprived of participating in any new federal allotment.

The amount of federal money carried in the bill now pending in Congress would give Maine approximately one million dollars, and the only way to obtain this is for this legislature to provide a like amount, which in addition to the amount above mentioned makes one million, nine hundred and thirty-one thousand, ten dollars and seventy-three cents.

In the figures given so far nothing has been allowed for work other than federal projects and unless some additional amount is provided, no work can be done, except on federal projects. Some provision should be made for short sections of state highway and for federal aid for bridges. It is estimated that seven hundred thousand dollars will be required for bridges and three hundred thousand dollars for state highway work not on federal aid projects for the fiscal year ending June thirtieth, nineteen hundred and twenty-three, making the total amount of state highway funds necessary to be raised two million, nine hundred and thirty-one thousand, ten dollars and seventy-three cents, as contemplated in the three million dollar bond issue bill now before the legislature under the amendment to the constitution accepted in September, nineteen hundred and nineteen.

Table No. 5 attached shows the estimated cost of completing state highway construction contracts now in force.

Respectfully submitted,

WILLIAM M. AYER, Chairman.  
PHILIP J. DEERING  
FRANK A. PEABODY

*State Highway Commission.*

TABLE NO. 1  
FEDERAL AID ALLOTMENT TO MAINE

Fiscal Year	Act of July 11, 1916	Amendment Feb. 28, 1919	Total
1917-18-19	\$290,161 92	\$481,231 55	\$771,393 47
1920	192,492 62	721,847 32	914,339 94
1921	240,057 54	720,172 62	960,230 16
Total	\$722,712 08	\$1,923,251 49	\$2,645,963 57

TABLE NO. 2

FEDERAL AID PROJECT AGREEMENTS TO MARCH 15, 1921

Proj. No.	Agreement Total Cost	Estimate Fed. Aid	Paid	Vouchered but not paid	Balance
1	\$330,997 59	\$165,467 35	\$165,467 35		None
2	Withdrawn				
3	404,571 06	202,285 52	120,295 18		81,990 34
4	113,078 73	56,539 36	33,983 02		22,556 34
5	84,255 27	42,127 63			42,127 63
6	93,950 45	46,975 22	13,035 20		33,940 02
7	84,099 95	42,049 97	11,970 80		30,079 17
8	122,788 17	61,394 08			61,394 08
9	215,787 31	103,242 48			103,242 48
10	94,968 37	47,484 18	21,721 43		25,762 75
11	322,357 83	146,572 99			146,572 99
14	184,842 57	92,421 28	28,030 65		64,390 63
15	277,630 46	138,815 23		6,423 83	132,391 40
16	168,751 73	81,600 00		6,336 62	75,263 38
17	Withdrawn				
18	102,429 47	51,214 73		4,203 18	47,011 55
19	63,327 44	31,663 72		15,931 77	15,731 95
24	68,871 33	34,435 66		22,650 62	11,785 04
25	131,898 74	65,949 37			65,949 37
26	134,940 24	67,470 12		30,905 41	36,564 71
27	247,349 50	123,674 75			123,674 75
28	44,338 41	22,169 20			22,169 20
34	234,716 59	91,400 00		20,994 08	70,405 92
	\$3,525,945 21	\$1,714,952 84	\$394,503 63	\$107,445 51	\$1,213,003 70

TABLE NO. 3

ADDITIONAL PROJECT STATEMENTS OR APPLICATIONS  
FOR FEDERAL AID TO MARCH 18, 1921

Proj. No.	Total Cost		Estimated Federal Aid
	Project Statement		
12	\$274,341	98	\$132,800 00
13	67,135	75	31,400 00
20	44,308	11	24,184 56
21	226,693	83	119,978 37
22	90,893	88	53,019 65
23	268,003	89	134,001 94
29	193,479	00	90,732 51
30	74,139	62	31,905 76
31	76,412	53	28,454 19
32	77,078	37	26,525 27
33	389,026	46	186,545 47
35	61,631	40	21,651 96
36	220,191	40	110,609 71
37	44,778	25	22,389 12
38	81,669	50	36,419 82
39	41,984	80	19,735 59
40	149,545	00	49,600 00
41	68,178	00	37,601 79
42	150,340	85	71,180 00
43	205,604	30	93,880 00
44	99,661	10	44,900 00
	\$2,905,098	02	\$1,367,515 71

TABLE NO. 4

March 17, 1921

Tabular Statement Showing Estimated Cost to Complete Work under Construction and Amount of Federal Aid to Be Received on Federal Projects.

Town	Length Miles	Type of Surface	Estimated cost to complete	Fed. Aid
Westbrook	3.92	Bit. Mac.	41,000 00	\$67,470 12
Falmouth	4.72	Concrete	200,000 00	103,242 48
Cumberland	2.52	"	40,000 00	25,762 75
Wilton	3.88	Gravel	95,000 00	51,214 73
Farmington	2.69	"	17,000 00	31,663 72
Augusta	2.00	"	8,000 00	
Sidney	2.00	"	7,000 00	
Vassalboro	9.33	Bit. Mac.	140,000 00	81,990 34
Sandy Bay	0.59	Gravel	6,000 00	
Newport	4.71	Bit. Mac.	102,233 25	64,390 63
Corinna	7.44	"	264,902 66	138,815 23
Dexter	4.08	"	154,806 04	81,600 00
Foxcroft	2.06	Gravel	1,000 00	
Enfield	7.07	"	45,000 00	22,556 34
Sherman and Crystal	5.87	"	60,000 00	33,940 02
Island Falls and Dyer Brook	3.50	"	50,000 00	30,079 17
Houlton	3.31	"	24,000 00	34,435 66
Van Buren	3.00	"	2,000 00	
Fort Kent and Frenchville	3.00	"	20,000 00	
Sullivan	1.00	"	4,000 00	
Gouldsboro	1.84	"	10,000 00	
Cherryfield	1.00	"	12,000 00	
Perry-Pembroke	5.18	"	1,000 00	42,127 63
Topsham	1.31	Bit. Mac.	10,000 00	22,169 20
Jonesboro	1.22	Gravel	1,000 00	
Oxford-Norway	4.57	Concrete	200,000 00	91,400 00
Woodstock	.25	Gravel	3,000 00	
Surry	1.00	"	5,000 00	
			\$1,523,941 95	\$922,858 02

Federal Projects taken from table above	\$1,444,941 95
Deduct federal aid	922,858 02
Balance	\$522,083 93
March 17, 1921, Balance S. H. L. Fund	\$557,044 06



## TABLE NO. 5

March 17, 1921

STATE HIGHWAY CONSTRUCTION CONTRACTS SHOWING  
ESTIMATED COST TO COMPLETE

Westbrook	\$41,000 00
Falmouth	200,000 00
Cumberland	40,000 00
Vassalboro	140,000 00
Enfield	45,000 00
Island Falls and Dyer Brook	50,000 00
Houlton	24,000 00
Topsham	10,000 00
Oxford-Norway	200,000 00
Perry-Pembroke	1,000 00
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	\$751,000 00