

# MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

July 1, 1938 - June 30, 1940

TWENTY-SEVENTH ANNUAL REPORT

of the

STATE HIGHWAY  
COMMISSION

of the

STATE OF MAINE

January 1, 1939, to December 31, 1939

STATE OF MAINE

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OFFICE OF  
STATE HIGHWAY COMMISSION

*To His Excellency, the Governor, and the Honorable Council:*

We have the honor to present the twenty-seventh annual report of the State Highway Commission, from January 1, 1939, to December 31, 1939.

STILLMAN E. WOODMAN  
LEON O. TEBBETTS  
GEORGE C. LORD  
*State Highway Commission*

Augusta, Maine  
December 31, 1940

**1939**

The Eighty-ninth Legislature passed an emergency measure, Chapter 111, Private and Special Laws of 1939, which repealed section 1 of Chapter 229, P. L. 1937 (General Highway Fund), and enacted new provisions covering apportionments from the general highway fund, one schedule under Title I, the other under Title II.

Title II was to become operative if a bond issue for roads and bridges proposed by the Legislature was accepted by the people, otherwise Title I.

The bond issue was not approved and the provisions of Title I became effective.

The new section 1 is as follows:

**TITLE I**

**P. L. 1937, c. 229, s. 1, amended.** Section 1 of chapter 229 of the public laws of 1937 is hereby repealed and the following enacted in place thereof:

**“Sec. 1. General highway fund defined.** To provide funds for the construction of state, state aid and 3rd class highways, for the maintenance of state and state aid highways, and interstate, intrastate and international bridges, and for other items of expenditure hereinafter specified, there is hereby established a fund to be known as the general highway fund. This fund shall include all fees received from the registration of motor vehicles and licensing of operators thereof, the receipts from the tax on internal combustion engine fuels, all fines, forfeitures and costs accruing to the state under section 118 of chapter 29 of the revised statutes, as amended by chapter 189 of the public laws of 1931, and all sums received on account of the state highway commission for permits to open highways, or from other sources, the disposition of which is not otherwise designated by law.

After payment from said general highway fund of such sums for interest and retirement as are necessary to meet the provisions of bond issues for state highway and bridge construction, the remainder of said fund shall be segregated, apportioned and expended as follows:

(a) \$150,000 annually for payment of the expenses of registering motor vehicles and licensing the operators thereof.

(b) \$303,000 for the fiscal year ending June 30, 1940, and \$290,000 for the fiscal year ending June 30, 1941, for the maintenance of the state highway police.

(c) \$200,000 annually for the administration of the office and carrying out the duties of the state highway commission.

(d) \$240,000 annually for the administration of the tax on internal combustion engine fuel, and for the payment of refunds on said tax, as provided by statute.

(e) \$150,000 annually for expenditures authorized for the construction, maintenance and repair of roads and bridges in accordance with the terms of appropriate resolves of the legislature in favor of towns.

(f) \$850,000 annually for the construction of state aid highways, to be known as the fund for state aid construction; provided, however, that if the aggregate applications by towns for state aid construction exceed the amount herein appropriated and available therefor, the state highway commission shall make a pro rata reduction as provided by section 24 of chapter 28 of the revised statutes.

(g) \$670,000 annually for the construction of 3rd class highways as defined by section 5 of chapter 28 of the revised statutes, except that, upon petition of the selectmen of the town and approval of the highway commission, the 3rd class apportionment of any town may be expended on a state aid road, or toward the town's share of the cost of construction or reconstruction of bridges under the bridge act.

(h) \$100,000 annually only in the case that it is necessary in the judgment of the state highway commission and the governor and council to match federal funds to aid in the construction or improvement of federal highways in this state.

(i) \$40,000 for the fiscal year ending June 30, 1940, and \$50,000 for the fiscal year ending June 30, 1941, to be used only in conjunction with federal funds for the elimination of railroad grade crossings and accompanying engineering and land damage.

(i-A) \$162,846.70 for the fiscal year ending June 30, 1940, and \$116,040 for the fiscal year ending June 30, 1941, for expenditures authorized for the construction, maintenance and repair of roads and bridges in accordance with the terms of appropriate special resolves of the legislature in favor of towns to be taken from general highway funds.

(j) \$150,000 annually only in the case that it is necessary in the judgment of the state highway commission and the governor and council to match federal funds for secondary roads to aid in the construction or improvement of secondary highways in the state.

(k) \$400,000 annually for the construction of bridges under the general bridge act.

(l) \$2,225,000 annually for the maintenance of state highways and state aid highways.

(l-A) \$200,000 annually for the maintenance of interstate, intrastate and international bridges.

(l-B) \$550,000 annually for the cost of clearing snow from highways which is borne by the state as provided by statute.

(m) \$200,000 annually to be used solely for the maintenance of unimproved roads; such maintenance work to consist of road machine work, drainage and gravelling.

The fund for unimproved roads shall be allotted annually to cities, towns and plantations, in proportion to the number of miles of unimproved roads located within their respective limits, as determined by the state highway commission. Unexpended balances shall be available for expenditure in the succeeding year.

The administration and expenditure of this fund shall be under the general supervision of the state highway commission. Location of roads for improvement under the provisions of this subsection shall be recommended by municipal officers and subject to approval by said commission. After approval of location, towns may proceed to expend their allotments and shall be reimbursed upon receipt by said commission of sufficient evidence of expenditure.

Expenditure of the funds obtained under the provisions of this subsection shall be limited to \$1500 on any 1 mile of any road during a period of 10 years.

(m-A) \$10,000 annually for refunds of the nonresident excise tax and the administration of its enforcement.

(m-B) \$47,500 annually for the supplying of the equipment and the maintenance thereof including gas, oil and grease on federal and municipal projects for which rental or reimbursement is not allowable.

(m-C) \$140,000 annually for the maintenance and operation of the motor transport equipment division.

(n) The remainder for the construction of bridges under the general bridge act and for the maintenance of state highways and state aid highways as provided by statute to be apportioned at the discretion of the state highway commission."

In addition to the above allotments the state highway commission was directed, under the provisions of Chapter 96, Private and Special Laws of 1939, to apportion the sum of \$800,000 out of the general highway fund among the several cities, towns and plantations. This act provides that the amount apportioned to each city, town or plantation be such proportion of \$800,000 as its valuation bears to the total valuation of all the cities, towns and plantations.

It is required that amounts so apportioned must be used by the cities, towns and plantations under direction of the state highway commission in lieu of sums appropriated by them for highway purposes, allowing town road funds to be used for old age assistance in accordance with the following provisions:

Section 2 of Chapter 96, Private and Special Laws, 1939, provides that towns, cities and plantations shall pay to the state 25% of the cost of old age assistance, but that this 25% shall not exceed \$800,000. The amount to be paid to the state by each city, town and plantation is such proportion of \$800,000 as its valuation bears to the total valuation of all such towns.

Under this act the towns are authorized to use funds appropriated for roads for old age assistance within the limits stated, and the state highway commission is directed to substitute general highway funds for such town funds.

The effect of this is to take \$800,000 from the general highway fund of the state for road work usually financed with town funds.

This act is in effect for the fiscal years ending June 30, 1940, and June 30, 1941. The amount of \$800,000 provided under the act is in addition to the allotments specified in the general highway fund act (Chapter 111, Private and Special Laws, 1939, Title I).

Under the Federal Highway Act of 1938, approved June 8, 1938 (Public No. 584, 75th Congress) \$100,000,000 was appropriated for regular Federal-aid, \$15,000,000 for secondary or feeder roads and \$20,000,000 for elimination of hazards at railroad grade crossings.

The apportionment to Maine was \$873,455 for regular Federal-aid highway construction, \$131,018 for secondary Federal-aid highway construction and \$135,191 for elimination of hazards at railroad grade crossings. These apportionments were for the fiscal year ending June 30, 1940.

Highway loan funds (proceeds from bond issues) are used to match regular Federal-aid together with general highway funds, the apportionment from the general highway fund for this purpose for the fiscal year ending June 30, 1940, being \$100,000.

It will be noted from the general highway fund provisions that \$150,000 is set up for use with Federal secondary road funds for the fiscal year ending June 30, 1940, and \$40,000 for use with Federal grade crossing elimination funds for the same period.

Of the bond issue of \$5,000,000 for highways approved in 1935, there remains unissued \$1,500,000 as of December 31, 1939. On this same date outstanding highway and bridge and highway loan bonds amounted to \$23,036,500; Waldo-Hancock Bridge Loan Bonds \$900,000; and Kennebec (Carlton) Bridge Loan Bonds \$1,950,000.

The resolve of 1935, which proposed the amendment to the state constitution to provide for the \$5,000,000 bond issue, contained a provision that the proceeds of this bond issue could be used only for matching Federal funds for the construction of state highways. Since Federal funds must be used for construction on the approved Federal-aid highway system, the use of state matching funds has been confined to the Federal system.

For several years the state highway department has not had state funds available for construction or reconstruction of state highways not included in the Federal-aid system. At this time the maximum mileage allowed by Federal law in the Federal-aid highway system in Maine has been so designated. The desig-



nated state highway system as of December 31, 1939, included 2,876 miles. The Federal-aid system included 1,679 miles, including extensions into and through compact sections—all of which is included in the state highway system with the exception of 2.42 miles.

Tabular statements and descriptions have been prepared for major activities.

Grade crossing elimination projects, which have included structures, are under the direction of the Bridge Division and have been included in the report on bridge construction. Projects to eliminate railroad grade crossings by highway relocations are reported with highway construction.

As a result of state and Federal-aid highway construction, 48.20 miles were built in 1939 including the completion of 1938 work carried over to this year. This total includes 7.32 miles of surface treated gravel road, 21.06 miles of bituminous gravel, 6.55 miles of bituminous macadam, 0.62 miles of cement concrete and 12.65 miles of bituminous concrete. In addition to the above, a section of U. S. 1 in Scarborough was widened 12 feet with concrete for a distance of 4.83 miles, and with bituminous macadam for a distance of 0.71 miles.

Uncompleted Federal-aid projects carried over to 1940 include 0.16 miles of surface treated gravel, 5.33 miles of bituminous gravel, 0.80 miles of bituminous macadam and 1.78 miles of bituminous concrete, a total of 8.07 miles.

Secondary Federal-aid construction included completion of 1.14 miles of gravel road included in the program for the fiscal year 1938, 4.48 miles of gravel road in the program for the fiscal year 1939, and 15.50 miles of gravel road included in the program for the fiscal year 1940—a total of 21.12 miles of this class of road completed in 1939.

With funds apportioned under the Emergency Relief Appropriation Act of 1935, a W.P.S.O. project was completed in Limestone. The length built in 1939 was 0.20 miles.

During 1939 thirty-nine bridges were placed under construction. Of this total, thirty-five were state projects, three were railroad grade crossing elimination projects constructed with funds from Federal grade crossing programs, and one an underpass in Waterville constructed in cooperation with the city of Waterville, Colby College and W.P.A.

State aid road construction included 129.1 miles of gravel road (including 15.17 miles of gravel surfacing on base previously constructed), 0.26 miles of bituminous concrete and 0.30 miles of bituminous macadam, making a total of 129.66 miles of new improved highway for 1939.

In addition to the above, 59.64 miles of gravel road, 4.49 miles of base and 1.97 miles of bituminous concrete were reconstructed.

Other state aid road work included grading and base construction on 22.70 miles, reconstruction of base on 5.05 miles, and tar surface treatment of 206.87 miles.

Third class highway construction included 55.6 miles of gravel road, 0.16 miles of bituminous macadam, and gravel surfacing of 7.77 miles of base previously built. In addition, 3.72 miles of gravel road were reconstructed, and 51.41 miles were surface treated.

Under special Legislative resolves, 16.66 miles of gravel road were constructed, 0.33 miles were graded and based, 11.14 miles were surface treated and 28.64 miles were repaired. Other construction included work on bridges and culverts.

Maintenance of state and state aid roads included 7,303.05 miles under regular maintenance provisions and 179.76 miles by special arrangement with towns, a total of 7,482.81 miles. This total includes 2,673.05 miles of improved state highway, 4,794.20 miles of improved state aid highway and 15.56 miles of unimproved road.

Bituminous surface treatment was applied to 5,028.13 miles.

Approved snow removal routes for the winter of 1938-1939 included 13,541.96 miles, of which 2,633.04 miles were state highways; 4,684.96 miles, state aid highways; and 6,223.96 miles third class and town roads. The average cost per mile for all classes of roads was \$107.42.

The average cost per mile for snow removal on 2,633.04 miles of state highway was \$192.79, not including supervision. This includes the cost of sanding, which was \$81.25 per mile or nearly 42% of the total.

The sum of \$200,000 was apportioned from the general highway fund for maintenance of unimproved roads. This fund is allotted for work in cities, towns and plantations in proportion to the number of miles of unimproved roads within their respective limits. This mileage of unimproved roads, used as a basis for apportioning this fund among the towns, is determined by securing certificates from the municipal officers, certifying the total mileage of unimproved road which become impassable at some season of the year because of some reason other than snow. This mileage is checked by engineers from the department.

In 1939 the number of miles of this kind of road was 10,488.44. The apportionment was made at the rate of \$18.60 for each mile of this class of road.

Reference has already been made to the apportionment of \$800,000 from the general highway fund to towns under the provisions of Chapter 96, Private and Special Laws, 1939, and the use of such apportionment in lieu of town road appropriations, thereby releasing such town funds for old age assistance. It is interesting to note that 20% of this apportionment was used for the town's share of patrol maintenance, 33½% for the town's share of state aid road construction, 1% for the town's share of

the cost of bridge construction under the general bridge act, 4% to take the place of town funds for maintenance of third class roads and 30½% for town road and bridge work. Unexpended balances amounted to 11%.

The recapitulation of expenditures which follows the financial statement prepared by the Bureau of Accounts and Control does not include certain refunds of motor vehicle fees and rebates, transfers to the Bureau of Accounts and Control on account of the excise tax collection, transfers to the Bureau of Accounts and Control for state highway department accounting as authorized by Chapter 107, Private and Special Laws 1939, the apportionment of \$9,000 for construction of police barracks and certain temporary charges. The above transfers and charges are listed in the statement of the general highway fund included with the financial statement.

The financial set-up for the fiscal year ending June 30, 1939, included a total of \$3,600,000 for maintenance, bridge maintenance and snow removal. The total of these items for each of the next two fiscal years is \$2,975,000, or \$625,000 less. Maintenance has been curtailed during the present year; it will have to be curtailed in 1940. This presents rather a serious situation which involves the maintenance of our substantial investment in highways. There are many miles of state and state aid highways badly in need of resurfacing and some kind of surface treatment to preserve them.

The increase in the mileage under snow removal and the increase in winter travel with its demands for sanding and safer winter roads result in greater expenditures for this service. We believe better and safer winter roads must be provided.

We believe it will be necessary in the near future to rebuild several of the larger bridges on the state highway system as a matter of public safety. The annual appropriation of \$400,000 is not adequate for these needs. So great is this need that we have believed it necessary to program and obligate in our Federal-aid programs very substantial amounts for bridge projects where they could be constructed as Federal-aid bridge projects. These Federal funds, however, cannot be applied to bridges not on the Federal-aid system, and when used, of course, reduce the amount of Federal-aid road construction.

Greater demands upon our highway system created by the increasing number of motor vehicles and the speed with which they travel make it necessary to give more and more attention to the safer and easier movement of traffic. The Traffic Engineer is best able to do this by the application of special techniques and his knowledge of traffic control devices. He must be able to anticipate influences that affect traffic behavior under various conditions and as far as possible to provide for them in advance.

In June, 1939, the Highway commission employed as Traffic Engineer, Ralph H. Sawyer. Mr. Sawyer, a former employee of the department, had just completed a year of graduate work in the Bureau of Street Traffic Research at Yale University.

During the balance of the year, these traffic functions of the department, many of which had been gradually assumed by the other departments, such as the design and installation of traffic signs, painting of pavement markings, surveys of hazardous locations, and handling of traffic complaints and special traffic studies, were placed under the direction of the Traffic Engineer.

Since the Commission is interested in improving traffic conditions everywhere for the general benefit of the traveling public, they have made the services of the Traffic Engineer available in a consulting capacity to the various cities and towns throughout the State. Many municipal officers have taken advantage of this service in order to help solve their traffic problems. It is through such services that the Commission hopes to be able to improve the operating conditions on our entire highway transportation system.

1939

## FINANCIAL STATEMENT

## MAINE STATE HIGHWAY COMMISSION

January 1 - December 31, 1939

STATE HIGHWAY CONSTRUCTION  
HIGHWAY LOAN FUND

## Credits

Balance January 1, 1939.....	\$17,175.41
Receipts—Sale of Bonds.....	1,000,000.00
Premium on Bonds.....	53,550.00
* Federal Aid.....	990,897.52
Federal Aid (1938) transferred to N.R.Trust Fund.....	6,221.00
Rental Buildings.....	1,028.29
Miscellaneous.....	5,553.67
Transfer Federal Highway Roads—Gen. Highway Fund....	100,000.00
Adjustment offset by Debit.....	207.44
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	\$2,174,636.33
Overdraft December 31, 1939.....	18,203.89
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	\$2,192,840.22

## Expenditures

Engineering.....	\$ 146,990.98
Right of Way.....	98,101.27
Advertising.....	859.64
Labor and Material.....	1,729,616.78
Transfer Bridge Loan Fund.....	145,000.00
Highway Planning Survey.....	65,838.01
N. R. Trust Fund (Federal Aid).....	6,224.00
Adjustment offset by Credit.....	207.44
Adjustment to be transferred.....	2.10
	<hr/>
	\$2,192,840.22

BRIDGE CONSTRUCTION  
BRIDGE LOAN FUND

## Credits

Balance January 1, 1939.....	\$ 109,054.32
Receipts—Federal Aid.....	104,127.00
County and Towns.....	146,779.00
Includes State Aid Transf.....	\$5,245.46
Includes Third Class Transf.....	303.10
Miscellaneous.....	23,283.76

\* Federal Aid includes \$16,196.00 which should be Bridge Loan, Adjustment to be made in 1940.

## STATE HIGHWAY COMMISSION

Transfer—State Aid Construction . . . . .	25,305.04
Third Class Construction . . . . .	9,706.36
Special Resolves . . . . .	8,619.65
State Municipal Allotment . . . . .	7,618.24
Highway Loan Fund . . . . .	145,000.00
P.W.A. Fund . . . . .	35,103.98
W.P.F.R. Fund . . . . .	10,905.21
Federal Grade Crossings . . . . .	1,591.27
General Highway Federal Allotment . . . . .	8,102.68
Apportionment, General Highway Fund . . . . .	400,000.00

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\$1,035,196.51

**Expenditures**

Engineering . . . . .	\$ 88,967.22
Advertising . . . . .	1,098.45
Right of Way . . . . .	11,078.19
Labor and Material . . . . .	568,907.07
Refund County and Town . . . . .	3,851.35
State Aid Construction . . . . .	1,216.74
Third Class Construction . . . . .	226.74
General Highway Federal Allotment . . . . .	4,566.29
Transfer P.W.A. Fund . . . . .	187,891.25
W.P.A. Fund . . . . .	17,073.16
Richmond-Dresden Bridge to balance . . . . .	3,396.60

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\$888,273.06

Balance December 31, 1939 . . . . .	146,923.45
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\$1,035,196.51

**NON-RESIDENT EXCISE TAX****Credits**

Balance January 1, 1939 . . . . .	\$ 666.20
Receipts—Taxes 1938 . . . . .	49.22
Taxes 1939 . . . . .	18,476.31
Taxes 1940 . . . . .	61.97
Inspection Fees from Nov. 1939 . . . . .	11,060.90
Apportionment General Highway Fund . . . . .	10,000.00

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\$40,314.60

**Expenditures**

Expenditures . . . . .	\$ 8,477.46
Lapsed to General Highway Fund June 30, '39 . . . . .	11,684.71

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\$20,162.17

Balance December 31, 1939 . . . . .	20,152.43
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\$40,314.60

**ADMINISTRATION HIGHWAY COMMISSION****Credits**

Balance January 1, 1939.....	\$63,488.74
Receipts—Blueprints and Specifications.....	2,365.00
Miscellaneous.....	7,970.63
Sale Material.....	\$ 721.11
Refund & Can. Cks.....	42.66
Adjustments.....	7,206.86
Transfer General Highway Fund to balance.....	11,282.49
Apportionment General Highway Fund.....	200,000.00
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	\$285,106.86

**Expenditures**

Expenditures.....	\$142,074.47
Transfer Highway Planning Survey.....	4,162.89
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	\$146,237.36
Balance December 31, 1939.....	138,869.50
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	\$285,106.86

**ADMINISTRATION HIGHWAY POLICE****Credits**

Balance January 1, 1939.....	\$120,325.88
Receipts—Miscellaneous.....	3,656.28
Transfer General Highway to balance.....	26,672.35
Apportionment General Highway Fund.....	303,000.00
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	\$453,654.51

**Expenditures**

Expenditures.....	\$319,582.47
Balance December 31, 1939.....	134,072.04
	<hr/>
	\$453,654.51

**ADMINISTRATION MOTOR VEHICLE DEPARTMENT****Credits**

Balance January 1, 1939.....	\$76,098.06
Receipts—Miscellaneous.....	377.82
Transfer General Highway Fund to balance.....	18,882.05
Apportionment General Highway Fund.....	150,000.00
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	\$245,357.93

**Expenditures**

Expenditures.....	\$151,639.83
Balance to December 31, 1939.....	93,718.10
	<hr/>
	\$245,357.93

**ADMINISTRATION AND REBATES ON INTERNAL  
COMBUSTION FUELS**

<b>Credits</b>	
Balance January 1, 1939.....	\$72,002.92
Receipts—Miscellaneous.....	63.41
Transfer General Highway Fund to balance.....	32,055.29
Apportionment General Highway Fund.....	240,000.00
	\$344,121.62
<b>Expenditures</b>	
Expenditures.....	\$239,155.16
Balance December 31, 1939.....	104,966.46
	\$344,121.62

**OUTDOOR ADVERTISING**

<b>Credits</b>	
Receipts—Permits.....	\$4,901.00
Licenses.....	3,525.00
Transfer General Highway Fund to balance.....	2,430.34
	\$10,856.34
<b>Expenditures</b>	
Expenditures.....	\$10,856.34

**IMPROVEMENT STATE ROADS  
STATE AID ROAD CONSTRUCTION**

<b>Credits</b>	
Balance January 1, 1939.....	\$155,530.73
Receipts—Towns.....	224,801.47
Towns (Refund from 1938).....	22.65
Miscellaneous.....	3,538.28
Towns (error to be adj. in 1940).....	600.11
Newport.....	\$275.11
Wallagrass.....	325.00
Transfer Adjustments offset by Debit.....	1,832.64
Chapman.....	\$703.25
Sumner.....	129.39
Spec. R. Mt. Vernon.....	400.00
Dyer Brook.....	100.00
Cooper.....	500.00
Third Class.....	178,036.36
Third Class (1938 Adjustment).....	1,044.42
Special Resolves.....	91,670.50
Special Resolves (to be adjusted in 1940).....	1,495.00
Special Resolves (Adjustment with Third Class).....	295.60
Bridge Loan Fund.....	1,216.74



## STATE HIGHWAY COMMISSION

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State Municipal Allotment . . . . .	262,887.80
State Municipal Allotment (offset by Debit) . . . . .	630.00
Apportionment General Highway Fund . . . . .	850,000.00

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 \$1,773,602.30
**Expenditures**

Engineering and Supervision . . . . .	\$ 39,334.46
Right of Way . . . . .	6,163.86
Labor and Material . . . . .	1,500,774.26
Transfer to offset Credit . . . . .	832.64
Special Resolves offset by Credit . . . . .	1,000.00
S.M.A. offset by Credit . . . . .	630.00
Bridge Loan Fund . . . . .	30,550.50
Compensation for Injuries to Employees . . . . .	10,000.00

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 \$1,589,285.72

Balance December 31, 1939 . . . . .	184,316.58
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 \$1,773,602.30
**THIRD CLASS HIGHWAY CONSTRUCTION****Credits**

Balance January 1, 1939 . . . . .	\$72,628.82
Receipts—Towns . . . . .	500.00
Miscellaneous . . . . .	859.46
Refunds and Cancel Cks. . . . .	\$174.02
Refunds 1938 overdraft . . . . .	685.44
Transfer—Special Resolves . . . . .	22,189.78
Bridge Loan . . . . .	226.74
offset by Debit . . . . .	295.60
Apportionment General Highway Fund . . . . .	670,000.00

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 \$766,700.40
**Expenditures**

Supervision . . . . .	\$35,261.33
Labor and Material . . . . .	452,423.25
Right of Way . . . . .	887.90
Transfer Improvement State Roads J.F. . . . .	179,080.78
Inc. Supervision . . . . .	\$9,000.00
Special . . . . .	1,044.42
Bridge Loan . . . . .	10,009.46
Compensation for Injuries to Employees . . . . .	11,000.00
offset by Credit . . . . .	295.60

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 \$688,958.32

Balance December 31, 1939 . . . . .	77,742.08
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 \$766,700.40

**MAINTENANCE—UNIMPROVED ROADS****Credits**

Balance, January 1, 1939 . . . . .		\$15,021.42
Miscellaneous . . . . .		455.13
Can. checks . . . . .	\$448.62	
Refunds . . . . .	6.51	
Apportionment General Highway Fund . . . . .		200,000.00
		<hr/>
		\$215,476.55

**Expenditures**

Engineering and Supervision . . . . .		\$3,663.73
Labor and Material . . . . .		194,064.08
Transfer Compensation Injuries to Employees . . . . .		3,000.00
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		\$200,727.81
Balance December 31, 1939 . . . . .		14,748.74
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		\$215,476.55

**BRIDGE MAINTENANCE****Credits**

Balance January 1, 1939 . . . . .		\$113,932.50
Receipts—Rental Buildings . . . . .		2,245.00
Rental Pipe Line . . . . .		500.00
Miscellaneous . . . . .		2,579.45
Apportionment General Highway Fund . . . . .		200,000.00
		<hr/>
		\$319,256.95

**Expenditures**

Engineering . . . . .	\$	23,438.15
Right of Way . . . . .		57.02
Labor and Material . . . . .		150,447.48
Lapsed to General Highway June 30, 1939 . . . . .		21,384.67
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		\$195,327.32
Balance December 31, 1939 . . . . .		123,929.63
		<hr/>
		\$319,256.95

**MAINTENANCE—STATE AND STATE AID HIGHWAYS****Credits**

Balance January 1, 1939 . . . . .			\$1,639,280.60
*Receipts—Towns—Patrol . . . . .			155,160.74
Transfer—Towns—Patrol trans. from State Mun. Allotment			157,603.36
Receipts—Miscellaneous . . . . .			271,129.37
* Patrol 1937	\$294.15	1938 overpaid in 1939	\$906.95
1938	19,666.60	1939 overpaid in 1939	6,254.65
1939	127,338.09		
1937-38	700.30	Unimproved Patrol	

Apportionment General Highway Fund.....	2,225,000.00
	\$4,448,174.07
Adjustment (Ledger only).....	167.26
	\$4,448,341.33

**Expenditures**

Supervision—State Highways.....	\$42,190.54
State Aid Highways.....	37,717.13
	\$ 79,907.67
Labor and Material.....	2,412,192.56
Refund to towns.....	10,840.60
Transfer lapsed to Gen. Highway Fund June 30, 1939.....	501,798.48
	\$3,004,739.31
Adjustment (Ledger only).....	167.26
	\$3,004,906.57
Balance December 31, 1939.....	1,443,434.76
	\$4,448,341.33

**C.W.A. SUPPLIES ACCOUNT****Credits**

Balance January 1, 1939.....	\$ 1,169.98
Special Council Order (General Highway Fund).....	3,000.00
Apportionment offset by Debit.....	7,500.00
	\$11,669.98

**Expenditures**

Engineering.....	\$ 5.56
Labor and Material.....	4,164.42
Adjustment offset by Credit.....	7,500.00
	\$11,669.98

**SPECIAL RESOLVES****Credits**

Balance January 1, 1939.....	\$33,997.73
Receipts—Towns.....	1,900.00
Miscellaneous.....	286.53
Transfers offset by Debit.....	1,000.00
Cooper.....	\$500.00
Dyer Brook.....	100.00
Mt. Vernon.....	400.00
Apportionment, error offset by Debit.....	4,459.37
Apportionment General Highway Fund.....	150,000.00
Apportionment General Highway Fund (additional).....	162,396.70
Apportionment Gen. Highway Fund, Ch. 99, P.& S. 1937..	3,548.97
	\$357,589.30

## STATE HIGHWAY COMMISSION

**Expenditures**

Supervision . . . . .	\$ 2,645.54
Labor and Material . . . . .	152,276.55
Balances Lapsed to General Highway Fund . . . . .	230.78
Transfer Bridge Loan . . . . .	8,619.65
Third Class . . . . .	22,189.78
Improvement State Roads . . . . .	93,165.50
Third Class should be Imp. State Roads . . . . .	295.60
Transfers offset by Credit . . . . .	5,459.37
	<hr/>
	\$284,882.77
Balance December 31, 1939 . . . . .	72,706.53
	<hr/>
	\$357,589.30

**MOTOR TRANSPORT AND EQUIPMENT****Credits**

Receipts—Rentals . . . . .	\$495,501.91
Sale of Materials . . . . .	171,227.90
Miscellaneous . . . . .	8,451.54
Transfer General Highway . . . . .	100,000.00
Transfer offset by Debit . . . . .	40,000.00
Apportionment General Highway Fund . . . . .	140,000.00
	<hr/>
	\$955,181.35

**Expenditures**

Overdraft January 1, 1939 . . . . .	\$ 33,142.52
Expenditures . . . . .	582,059.33
Transfer offset by Credit . . . . .	40,000.00
	<hr/>
	\$655,201.85
Balance December 31, 1939 . . . . .	299,979.50
	<hr/>
	\$955,181.35

**SNOW REMOVAL FROM HIGHWAYS****Credits**

Balance January 1, 1939 . . . . .	\$409,342.56
Receipts—Towns . . . . .	571,091.00
Miscellaneous . . . . .	5,710.87
Sale Material . . . . .	\$ 57.37
Refunds . . . . .	5,393.88
Can. Checks . . . . .	257.29
Adjustments . . . . .	2.33
Apportionment General Highway Fund . . . . .	550,000.00
Transfer General Highway Fund to balance . . . . .	43,870.19
	<hr/>
	\$1,580,014.62

**Expenditures**

Supervision . . . . .	\$ 50,545.98
Labor and Material . . . . .	1,431,940.98
Refund to Towns . . . . .	1,646.29
	<hr/>
	\$1,484,133.25
Balance December 31, 1939 . . . . .	95,881.37
	<hr/>
	\$1,580,014.62

**STATE MUNICIPAL ALLOTMENT****Credits**

Apportionment General Highway Fund . . . . .	\$800,000.00
Adjustment offset by Debit . . . . .	630.00
	<hr/>
	\$800,630.00

**Expenditures**

Expenditure (paid direct to towns) . . . . .	\$283,190.10
Transfer as towns' share to	
Bridge Loan Fund . . . . .	7,618.24
Improvement State Roads (State Aid) . . . . .	262,887.80
*Maintenance—State and State Aid Highways . . . . .	158,593.29
Adjustment offset by Credit . . . . .	630.00
	<hr/>
	\$712,919.43
Balance December 31, 1939 . . . . .	87,710.57
	<hr/>
	\$800,630.00

**COMPENSATION FOR INJURIES TO EMPLOYEES****Credits**

Balance, January 1, 1939 . . . . .	\$79,130.33
Receipts—Miscellaneous . . . . .	291.99
Cancelled checks . . . . .	\$291.99
Refunds, Federal Secondary Roads . . . . .	3,149.52
Refunds (W.P.S.O.) . . . . .	347.29
Transfer, Imp. State Roads . . . . .	10,000.00
Third Class Highway Fund . . . . .	11,000.00
Maintenance Unimproved Roads . . . . .	3,000.00
	<hr/>
	\$106,919.13

**Expenditures**

Expenditures . . . . .	\$56,668.18
Balance December 31, 1939 . . . . .	50,250.95
	<hr/>
	\$106,919.13

* Transfer Patrol	\$157,603.36
" Sale tar	989.93
	<hr/>
	\$158,593.29

**ACCRUED INTEREST AND RESERVE TO RETIRE  
HIGHWAY AND BRIDGE BONDS**

<b>Credits</b>	
Transfer, General Highway Fund . . . . .	\$2,582,903.60
Receipts—Interest ad interim . . . . .	888.90
	\$2,583,792.50
<b>Expenditures</b>	
Reserve to Retire Highway and Bridge Bonds . . . . .	\$1,713,000.00
Accrued Interest Highway and Bridge Bonds . . . . .	870,792.50
	\$2,583,792.50

**WALDO-HANCOCK BRIDGE**

<b>Credits</b>	
Balance, January 1, 1939 . . . . .	\$264,467.51
Receipts—Tolls . . . . .	102,216.50
Miscellaneous . . . . .	25.00
	\$366,709.01
<b>Expenditures</b>	
Interest on Bonds . . . . .	\$35,960.00
Expenditures . . . . .	13,390.85
	\$49,350.85
Balance December 31, 1939 . . . . .	317,358.16
	\$366,709.01

**CARLTON-KENNEBEC BRIDGE**

<b>Credits</b>	
Balance, January 1, 1939 . . . . .	\$112,592.07
Receipts—Tolls . . . . .	184,162.95
Excise Tax . . . . .	16,542.04
* M. C. R. R. 1938 Maintenance . . . . .	6,465.46
Miscellaneous . . . . .	488.15
Sale Material . . . . .	\$11.70
Refunds . . . . .	34.49
Cancel Checks . . . . .	441.96
offset by Debit . . . . .	55.51
†Transfer "Special Maintenance Account" . . . . .	50,000.00
	\$370,306.18
<b>Expenditures</b>	
Reserve to Retire Bonds . . . . .	\$116,000.00
Interest on Bonds . . . . .	18,540.00
†Refund M. C. R. R. Special Maintenance . . . . .	50,000.00

\* The amount of \$6,465.46 is due "Special Maintenance Account—Carlton Bridge" but was not transferred in 1939.

† By authority of Governor and Council \$50,000.00 was refunded to Maine Central Railroad by authority of Chap. 40, P. L. 1939. This amount was taken from "Special Maintenance Account—Carlton Bridge".

## STATE HIGHWAY COMMISSION

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Expenditures . . . . .	39,629.55
Miscellaneous offset by Credit . . . . .	55.51
	<hr/>
	\$224,225.06
Balance December 31, 1939 . . . . .	146,081.12
	<hr/>
	\$370,306.18

**DEER ISLE-SEDGWICK BRIDGE****Credits**

Receipts—Tolls . . . . .	\$27,864.90
Miscellaneous . . . . .	23.40
	<hr/>
	\$27,888.30

**Expenditures**

Interest on Bonds . . . . .	\$9,800.00
Expenditures . . . . .	7,590.29
	<hr/>
	\$17,390.29
Balance, December 31, 1939 . . . . .	10,498.01
	<hr/>
	\$27,888.30

**RICHMOND-DRESDEN BRIDGE****Credits**

Receipts—Tolls . . . . .	\$6,239.25
Rental Building . . . . .	60.00
Miscellaneous (adjustment) . . . . .	.90
Transfer, Bridge Loan to Balance Dec. 31, 1939 . . . . .	3,396.60
	<hr/>
	\$9,696.75

**Expenditures**

Overdraft, January 1, 1939 . . . . .	\$ 751.93
Expenditures . . . . .	8,944.82
	<hr/>
	\$9,696.75

**KITTERY-PORTSMOUTH BRIDGE AUTHORITY****Credits**

Overdraft, December 31, 1939 . . . . .	\$1,807.32
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**Expenditures**

Overdraft, January 1, 1939 . . . . .	\$1,389.18
Engineering . . . . .	418.14
	<hr/>
	\$1,807.32

**ADDITION TO HIGHWAY BUILDINGS****Credits**

Receipts—Refunds (transfer from Supt. of Buildings) . . . . .	\$ 95.33
Overdraft, December 31, 1939 . . . . .	14,141.14
	<hr/>
	\$14,236.47

**Expenditures**

Expenditures . . . . .	\$14,236.47
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**HIGHWAY PLANNING SURVEY****Credits**

Receipts—Federal Aid . . . . .	\$70,436.56
Miscellaneous . . . . .	49.50
Transfer—Highway Loan Fund . . . . .	65,838.01
Administration Highway Commission . . . . .	4,162.89
Federal Secondary Roads . . . . .	6,636.01
Overdraft, December 31, 1939 . . . . .	51,800.12
	<hr/>
	\$198,923.09

**Expenditures**

Overdraft, January 1, 1939 . . . . .	\$104,588.54
Expenditures . . . . .	94,334.55
	<hr/>
	\$198,923.09

**GENERAL HIGHWAY FEDERAL ALLOTMENT****Credits**

Balance to January 1, 1939 . . . . .	\$101,426.00
Receipts—Miscellaneous . . . . .	221.18
Sale Material . . . . .	\$ 3.67
Adjustment . . . . .	217.51
Transfer, Refund Bridge Loan Fund . . . . .	4,566.29
	<hr/>
	\$106,213.47

**Expenditures**

Transfers . . . . .	\$11,218.55
Transfer Bridge Loan (Appropriation) . . . . .	8,102.68
	<hr/>
	\$19,321.23
Balance December 31, 1939 . . . . .	86,892.21
	<hr/>
	\$106,213.47



**FEDERAL GRADE CROSSINGS**

<b>Credits</b>	
Balance, January 1, 1939 . . . . .	\$32,255.96
Receipts—Federal Aid . . . . .	317,556.52
Miscellaneous . . . . .	7,985.56
Sale Material . . . . .	\$278.85
Adjustment . . . . .	64.05
Can. Checks and Refunds . . . . .	7,642.66
Adjustment by Debit . . . . .	112.00
Apportionment General Highway Fund . . . . .	40,000.00
	<hr/>
	<b>\$397,910.04</b>
<b>Expenditures</b>	
Engineering . . . . .	\$26,933.91
Advertising . . . . .	192.01
Right of Way . . . . .	16,034.70
Labor and Material . . . . .	312,989.15
Transfer Federal Grade Crossing . . . . .	1,591.27
Adjustment by Credit . . . . .	112.00
Balance, December 31, 1939 . . . . .	40,057.00
	<hr/>
	<b>\$397,910.04</b>

**FEDERAL MOTOR TRANSPORT AND EQUIPMENT**

<b>Credits</b>	
Transfer Apportionment G.H.F. . . . .	\$47,500.00
<b>Expenditures</b>	
Labor and Material . . . . .	\$9,687.02
Balance, December 31, 1939 . . . . .	37,812.98
	<hr/>
	<b>\$47,500.00</b>

**P.W.A. CONSTRUCTION BRIDGES (9110)**

<b>Credits</b>	
Receipts—Federal Aid . . . . .	\$82,153.84
Miscellaneous . . . . .	3.20
Transfer, Bridge Loan . . . . .	44,041.25
	<hr/>
	<b>\$126,198.29</b>
<b>Expenditures</b>	
Overdraft, January 1, 1939 . . . . .	\$122,732.36
Labor and Material . . . . .	11.95
Transfer Bridge Loan . . . . .	3,453.98
	<hr/>
	<b>\$126,198.29</b>

**P.W.A. CONSTRUCTION BRIDGES—1938 (9130)**

<b>Credits</b>	
Balance, January 1, 1939.....	\$194,517.79
Receipts—Federal Aid.....	184,157.94
Miscellaneous.....	2,558.54
Cancelled checks.....	\$2,297.20
Adjustments.....	261.34
Transfer Bridge Loan.....	31,650.00
	<hr/>
	\$412,884.27
Overdraft, December 31, 1939.....	42,590.46
	<hr/>
	\$455,474.73
<b>Expenditures</b>	
Engineering.....	\$ 22,936.74
Labor and Material.....	400,887.99
Refund to Bridges.....	31,650.00
	<hr/>
	\$455,474.73

**P.W.A. SOUTHPORT BRIDGE**

<b>Credits</b>	
Receipts—Federal Aid.....	\$ 71,400.00
Transfer, Bridge Loan Fund.....	112,200.00
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	\$183,600.00
Overdraft, December 31, 1939.....	574.71
	<hr/>
	\$184,174.71
<b>Expenditures</b>	
Overdraft, January 1, 1939.....	\$ 736.61
Engineering.....	7,875.16
Labor and Material.....	175,562.94
	<hr/>
	\$184,174.71

- W.P.A. Trust Fund—Works Program Administration Trust Fund
- W.P.G.H. "Projects located on the Federal Aid highway system outside of municipalities (with reference to grade crossing work) will be designated "U. S. Works Program Grade Crossing Project WPGH."
- W.P.G.M. "Projects located on or off the Federal Aid highway system within municipalities (with reference to grade crossing work) will be designated "U. S. Works Program Grade Crossing Project WPGM."
- W.P.G.S. "Projects located on secondary or feeder roads outside of municipalities (with reference to grade crossing work) will be designated "U. S. Works Program Grade Crossing Project WPGS."
- W.P.F.R. "Projects for Flood Relief.
- W.P.S.O. "Projects located on secondary or feeder roads outside of municipalities or metropolitan areas and not included in the state highway system or Federal Aid highway system will be designated "U. S. Works Program Highway Project WPSO."

**W.P.A. TRUST FUND****Credits**

Balance, January 1, 1939 . . . . .	\$549,328.13
Receipts—Federal Aid . . . . .	88,067.00
Miscellaneous . . . . .	993.11
Adjustment on disallowances . . . . .	\$962.95
Cancelled Checks . . . . .	.60
Adjustment (Ledger only) . . . . .	29.56
Transfer, Bridge Loan Fund . . . . .	17,073.16
	<hr/>
	\$655,461.40

**Expenditures**

Refund to Federal Government . . . . .	\$ 60,707.78
Transfer to Balance detail W.P.A. Accounts . . . . .	496,547.47
	<hr/>
	\$557,255.25
Balance, December 31, 1939 . . . . .	98,206.15
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	\$655,461.40

**W.P.G.H. (9260)****Credits**

Transfer, W.P.A. Trust Fund to Balance . . . . .	\$108,798.70
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**Expenditures**

Balance Overdrawn January 1, 1939 . . . . .	\$107,344.46
Engineering . . . . .	216.24
Labor and Material . . . . .	1,238.00
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	\$108,798.70

**W.P.G.M. (9270)****Credits**

Transfer, W.P.A. Trust Fund to Balance . . . . .	\$7,999.35
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**Expenditures**

Balance, Overdrawn January 1, 1939 . . . . .	\$7,984.35
Engineering . . . . .	15.00
	<hr/>
	\$7,999.35

**W.P.G.S. (9280)****Credits**

Transfer, W.P.A. Trust Fund to Balance . . . . .	\$41,267.44
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**Expenditures**

Balance, Overdrawn January 1, 1939 . . . . .	\$20,298.89
Engineering . . . . .	2,546.82
Labor and Material . . . . .	18,421.73
	<hr/>
	\$41,267.44

## STATE HIGHWAY COMMISSION

**W.P.F.R. (9290)****Credits**

Transfer, W.P.A. Trust Fund to Balance . . . . .	\$317,554.41
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**Expenditures**

Overdraft, January 1, 1939 . . . . .	\$306,255.12
Labor and Material . . . . .	394.08
Transfer, Bridge Loan Fund . . . . .	10,905.21

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\$317,554.41

**W.P.S.O. (9230)****Credits**

Transfer, W.P.A. Trust Fund to Balance . . . . .	\$20,927.57
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**Expenditures**

Overdraft, January 1, 1939 . . . . .	\$18,249.59
Engineering . . . . .	195.29
Labor and Material . . . . .	2,482.69

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\$20,927.57

**NATIONAL INDUSTRIAL RECOVERY TRUST FUND ACCOUNT****Credits**

Balance to January 1, 1939 . . . . .	\$12,158.26
Receipts—Federal Aid . . . . .	22,287.00

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\$34,445.26

**Expenditures**

Transfer Federal Aid to Highway Loan Fund . . . . .	\$9,512.97
Adj. W.P.A. Trust Fund . . . . .	29.56
Balance, December 31, 1939 . . . . .	24,902.73

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\$34,445.26

**FEDERAL HIGHWAY ROADS****Credits**

Transfer Apportionment General Highway Fund . . . . .	\$100,000.00
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**Expenditures**

Transfer to Highway Loan Fund . . . . .	\$100,000.00
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**FEDERAL SECONDARY ROADS****Credits**

Receipts—Federal Aid . . . . .	\$251,602.42
Miscellaneous . . . . .	12,038.70
Transfer, Apportionment, General Highway Fund . . . . .	150,000.00

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\$413,641.12

Overdraft, December 31, 1939 . . . . .	71,756.93
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\$485,398.05

**Expenditures**

Overdraft, January 1, 1939.....	\$78,720.57
Engineering.....	38,273.70
Advertising.....	382.23
Right of Way.....	3,333.17
Labor and Material.....	354,902.85
Transfer, Highway Planning Survey.....	6,636.01
Transfer Refunds Compensation to Employees.....	3,149.52
	<hr/>
	\$485,398.05

**GENERAL HIGHWAY FUND****Credits**

Receipts—Gasoline Tax.....	\$5,942,034.23
Auto Fees 1938.....	9,277.86
Auto Fees 1939.....	3,310,750.85
Auto Fees 1940.....	248,103.47
Gas Tax Penalties.....	30.00
Auto Fines.....	24,283.83
Refund Auto Fees 1937.....	33.02
Refund Auto Fees 1938.....	120.61
Refund Auto Fees 1939.....	9,706.11
Refund Auto Fees 1940.....	813.95
St. Francis.....	2.45
Miscellaneous.....	69.22
Cancelled checks	
Transfers:	
Maintenance—Bridges Lapsed June 30, 1939....	21,381.67
Maintenance—State and State Aid	
Highways Lapsed June 30, 1939.....	501,798.48
Special Resolves Lapsed June 30, 1939.....	230.78
Non-Resident Excise Tax Balance Dec. 31, 1939	11,684.71
Errors offset by Debit.....	51,959.37
	<hr/>
	\$10,132,283.61
Overdraft, December 31, 1939.....	1,538,160.84
	<hr/>
	\$11,670,444.45

**Expenditures**

Overdraft, January 1, 1939.....	\$1,122,897.91
Reserve to Retire Highway Bonds.....	1,713,000.00
Accrued Interest on Highway Bonds.....	869,903.60
Refunds—Gas Tax.....	462.32
Refunds—Motor Vehicle Fees.....	11,532.05
Refunds—Motor Vehicle Rebates.....	2,578.76
St. Francis Project C.O. 982—1938.....	266.91
Van Buren Project C.O. 898—1937.....	143.35
Julia Bradman Estate—Chap. 164, Res. 1933.....	100.00
Sylvia A. Martin Resolves 1939.....	54.63
Mrs. Alfred Lausier Resolves 1939.....	150.00

J. E. White Resolves 1939 .....	500.00
Temporary Charges .....	51.80
Jr. 386 Kossuth .....	\$47.20
853 Cornville .....	1.48
887 Bradford .....	3.12
Transfer—Special Resolves offset by Credit .....	4,459.37
Excise Tax Administration .....	14,647.97
Bureau Accounts and Control (Check writing) ..	42,907.40
C.W.A. Supplies Account .....	3,000.00
Administration Highway Commission to balance	11,282.49
Snow Removal to balance .....	43,870.19
Maint. Motor Vehicle Dept. to balance .....	18,882.05
Administration State Highway Police to balance.	26,672.35
Administration and Rebates Gas Tax balance ..	32,055.29
Houlton State Police Barracks .....	9,000.00
Administration Highway Commission .....	200,000.00
Non-Resident Excise Tax .....	10,000.00
Improvement State Aid Roads .....	850,000.00
C.W.A. Supplies Account offset by Credit .....	7,500.00
Special Resolves .....	150,000.00
Special Resolves (Special) .....	162,396.70
Special Resolves (North Haven-Vinalhaven) .....	3,548.97
Bridge Maintenance .....	200,000.00
Maintenance State and State Aid Highways .....	2,225,000.00
Maintenance Unimproved Roads .....	200,000.00
Third Class Construction .....	670,000.00
Motor Transport and Equipment .....	140,000.00
Motor Transport and Equipment offset by Cr. . .	40,000.00
Motor Transport and Equipment Adjustment ..	650.00
State Municipal Allotment .....	800,000.00
Snow Removal .....	550,000.00
Federal Highways .....	100,000.00
Federal Motor Transport and Equipment .....	47,500.00
Federal Secondary Roads .....	150,000.00
Federal Grade Crossings .....	40,000.00
Bridge Construction .....	400,000.00
Administration Motor Vehicle Dept. ....	150,000.00
Administration State Police .....	303,000.00
Administration and Rebate Gas Tax .....	240,000.00
Motor Transport and Equipment .....	100,000.00
Outdoor Advertising to balance .....	2,430.34
	\$11,670,444.45

1939 RECAPITULATION — STATE HIGHWAY COMMISSION

	Adminis- tration	Engineer- ing	Super- vision	Adver- tising	Right of Way	Labor and Material	Miscella- neous	Sub Total	Miscel. Transfers	Total
Highway Loan Construction		\$146,990.98		\$ 859.64	\$98,101.27	\$1,729,616.78		\$1,975,568.67	\$217,271.55	\$2,192,840.22
Bridge Loan Construction		88,967.22		1,098.45	11,078.19	568,907.07	\$3,851.35	673,902.28	214,370.78	888,273.06
Improvement—State Aid Roads			\$39,334.46		6,163.86	1,500,774.26		1,546,272.58	43,013.14	1,589,285.72
Third Class Highway Construction			35,261.33		887.90	452,423.25		488,572.48	200,385.84	688,958.32
Special Resolves			2,645.54			152,276.55		154,922.09	129,960.68	284,882.77
Maintenance—State and State Aid Highways			79,907.67			2,412,192.56	10,840.60	2,502,940.83	501,798.48	3,004,739.31
Maintenance—Bridges		23,438.15			57.02	150,447.48		173,942.65	21,384.67	195,327.32
Removal Snow from Highways and Townways			50,545.98			1,431,940.98	1,646.29	1,484,133.25		1,484,133.25
Maintenance Unimproved Roads			3,663.73			194,064.08		197,727.81	3,000.00	200,727.81
State Municipal Allotment						283,190.10		283,190.10	429,729.33	712,919.43
Motor Transport and Equipment							582,059.33	582,059.33	40,000.00	622,059.33
Federal Motor Transport & Equip.						9,687.02		9,687.02		9,687.02
Carlton Bridge Account							89,629.55	89,629.55	55.51	89,685.06
Richmond-Dresden Bridge Account							8,944.82	8,944.82		8,944.82
Waldo-Hancock Bridge Account							13,390.85	13,390.85		13,390.85
Deer Isle-Sedgwick Bridge Account							7,590.29	7,590.29		7,590.29
Civil Works Administration Sup- plies Account		5.56				4,164.42		4,169.98	7,500.00	11,669.98
Compensation for Injuries to Em- ployees							56,668.18	56,668.18		56,668.18
Highway Planning Survey							94,334.55	94,334.55		94,334.55
Federal Highway Roads									100,000.00	100,000.00
Federal Secondary Roads		38,273.70		382.23	3,333.17	354,902.85		396,891.95	9,785.53	406,677.48
Federal Grade Crossings		26,933.91		192.01	16,034.70	312,989.15		356,149.77	1,703.27	357,853.04
Administration Highway Com.	\$142,074.47							142,074.47	4,162.89	146,237.36
Administration State Police							319,582.47	319,582.47		319,582.47
Administration Motor Vehicle De- partment							151,639.83	151,639.83		151,639.83
Administration and Rebates on In- ternal Combustion Engine Fuel							239,155.16	239,155.16		239,155.16
Administration Non-Resident Ex- cise Tax							8,477.46	8,477.46	11,684.71	20,162.17
Outdoor Advertising Account							10,856.34	10,856.34		10,856.34
*Addition to Highway Building							14,236.47	14,236.47		14,236.47
*Kittery-Portsmouth Bridge Au- thority		418.14						418.14		418.14
Gen. Highway Federal Allotment									19,321.23	19,321.23
General Highway Fund						410.26	804.63	1,214.89		1,214.89
Accrued Interest Highway and Bridge Bonds							870,792.50	870,792.50		870,792.50
Accrued Interest Carlton Bridge Bonds							18,540.00	18,540.00		18,540.00
Accrued Interest Waldo-Hancock Bridge Bonds							35,960.00	35,960.00		35,960.00
Accrued Interest Deer Isle-Sedgwick Reserve to Retire Highway and Bridge Bonds							9,800.00	9,800.00		9,800.00
Reserve to Retire Carlton Bridge Bonds							1,713,000.00	1,713,000.00		1,713,000.00
							116,000.00	116,000.00		116,000.00
	\$142,074.47	\$325,027.66	\$211,358.71	\$2,532.33	\$135,656.11	\$9,557,986.81	\$4,377,800.67	\$14,752,436.76	\$1,955,127.61	\$16,707,564.37

STATE HIGHWAY COMMISSION

\*To be charged to administration of State Highway Commission.

## FEDERAL GRANTS

	Engineering	Labor and Material	Miscellaneous	Sub Total	Miscellaneous Transfers	Total
P.W.A. Construction Bridges.....		\$11.95		\$ 11.95	\$ 3,453.98	\$ 3,465.93
P.W.A. Construction Bridges 1938.....	\$22,936.74	400,887.99		423,824.73	31,650.00	455,474.73
P.W.A. Southport Bridge.....	7,875.16	175,562.94		183,438.10		183,438.10
W.P.A. Trust Fund.....			\$60,707.78	60,707.78	496,547.47	557,255.25
W.P.G.H.....	216.24	1,238.00		1,454.24		1,454.24
W.P.G.M.....	15.00			15.00		15.00
W.P.G.S.....	2,546.82	18,421.73		20,968.55		20,968.55
W.P.F.R.....		394.08		394.08	10,905.21	11,299.29
W.P.S.O.....	195.29	2,482.69		2,677.98		2,677.98
N.I.R.A. Trust Fund.....					9,542.53	9,542.53
	\$33,785.25	\$598,999.38	\$60,707.78	\$693,492.41	\$552,099.19	\$1,245,591.60

Administration.....	\$142,074.47	0.92	per cent
Engineering and Supervision.....	570,171.62	3.69	" "
Advertising.....	2,532.33	0.02	" "
Right of Way.....	135,656.11	0.87	" "
Labor and Materials.....	10,156,986.19	65.76	" "
Miscellaneous.....	4,438,508.45	28.74	" "
	\$15,445,929.17	100.00	" "



## STATE HIGHWAYS

1939

Brief descriptions of State Highway and Federal Aid Projects have been prepared in cases where some mileage of road has been constructed, in order to show the location, length and type of road.

Work on many of these projects, including surveys, plans and construction, extends over a period of two or more years, and for this reason it is necessary to consult more than one annual report in order to determine the length and total cost. Expenditures in any one year are seldom comparable with the mileage reported for that year.

In the table, the expenditures are subdivided to show the cost of advertising, engineering, right of way expenses, and labor and material.

## ANDROSCOGGIN COUNTY

## STATE HIGHWAY "E"

**Auburn--Federal Aid Project No. 13-C(1).** This project begins at the end of U.S.P.W. Project No. NRM 13 and extends northerly 0.60 miles over new location to F. A. Project No. 13-D(1). A concrete approach of 0.09 miles was constructed over Project NRM 13 to meet this project. The equivalent of 0.44 miles was reported in 1938 leaving a balance of 0.16 miles which was completed in 1939. Federal Aid Projects 13-C(1) and 13-D(1) were awarded as one contract. Type of surface, concrete. Width of surface 22 feet, shoulders 3 feet. Contractor, Coleman Bros. Corp. of Boston, Mass.

**Auburn--Federal Aid Project No. 13-D(1).** This project starts at the end of F. A. Project No. 13-C(1) and extends northeasterly for 1.78 miles and ends at Federal Aid Project No. 13-E(1) about 0.10 miles westerly from the Little Androscoggin River. The equivalent of 1.32 miles was reported in 1938 leaving a balance of 0.46 miles which was completed in 1939. Federal Aid Projects 13-C(1) and 13-D(1) were awarded as one contract. Type of surface, concrete. Width of surface, 22 feet; shoulders, 3 feet. Contractor, Coleman Bros. Corp. of Boston, Mass.

**Auburn--Federal Aid Project No. 13-E(1).** This project begins at the end of Federal Aid Project 13-D(1) about 0.10 miles westerly of the Little Androscoggin River and extends northeasterly to Project NRM 13-B. Total length of project 2.00 miles of which the equivalent of 1.15 miles is reported for

1939. Type of surface, bituminous concrete (Macasphalt Specification) on a reinforced concrete base. Width of surface 22 feet; shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn.

## AROOSTOOK COUNTY

### STATE HIGHWAY "K"

**Littleton--Federal Aid Project No. 25(3).** This project begins at the Houlton line and extends northerly. The work consists of the reconstruction of part of original Federal Aid Project No. 25. Type of surface, 3" bituminous macadam (emulsified asphalt method) on a crushed stone base. Width of surface, 20 feet; shoulders, 3 feet. Total length of project 4.70 miles of which 2.35 miles was reported in 1938 and 2.35 miles in 1939. Contractor, W. H. Hinman, Inc., of No. Anson, Maine.

**Littleton--Federal Aid Project No. 25(4).** This project begins at the end of F. A. Project No. 25(3) and extends northerly to the Monticello line. The work consists of the reconstruction of part of the original Federal Aid Project No. 25 and surfacing U.S.P.W. Project No. W.P.G.H. 25. Type of surface, 3" bituminous macadam (emulsified asphalt method) on crushed stone base. Width of surface, 20 feet; shoulders, 3 feet. Total length of the project is 1.81 miles of which 0.45 miles was reported in 1938 leaving a balance of 1.36 miles which was completed in 1939. Contractor, The Bridge Construction Corp. of Augusta, Maine.

**Monticello--Federal Aid Project No. 39(3).** This project begins at the Littleton line and extends northerly to the Meduxnekeag River. The work consists of surfacing U.S.P.W. Project No. W.P.G.H. 39 and the reconstruction of the original Federal Aid Project No. 39 from the end of W.P.G.H. 39 northerly. Type of surface, 3" bituminous macadam (emulsified asphalt method) on crushed stone base. Width of surface, 20 feet with 3 foot shoulders except in Monticello Village where the surface has a width of 46 feet with 2 foot curb and gutter on each side. Total length of the project is 2.20 miles of which an equivalent of 1.40 miles is reported for 1939. Contractor, Wyman & Simpson, Inc., of Augusta, Maine.

**Frenchville--Federal Aid Project No. 299-B(1).** This project begins at the end of Federal Aid Project 108-E and extends southwesterly. Type of surface, gravel mixed in place. Width of surface, 20 feet; shoulders, 3 feet. Total length of project, 1.57 miles of which the equivalent of 1.00 mile is reported for 1939. Contractor, The Bridge Construction Corp. of Augusta, Maine.

## CUMBERLAND COUNTY

### STATE HIGHWAY "A"

**Scarboro--Federal Aid Project No. 118-A(2).** This project begins 1.03 miles easterly from the Saco line and extends easterly to Federal Aid Project 118-B. The work consists of widening part of the original F. A. Project No. 118-A. Total length of the project 1.80 miles of which 1.09 miles is concrete and 0.71 miles across the Scarboro marsh is bituminous macadam (emulsified asphalt method). The equivalent of 0.14 miles of concrete was reported in 1938 leaving 0.95 miles of concrete and 0.71 miles of bituminous macadam which was completed in 1939. Width of the widened portion of pavement is 12 feet, making the total pavement width 42 feet; shoulders, 3 feet. This project and Federal Aid Project 118-B(2) were let under one contract to the Lane Construction Corp. of Meriden, Conn.

**Scarboro--Federal Aid Project 118-B(2).** This project begins at the end of Federal Aid Project 118-A and extends easterly to the South Portland line. The work consists of widening the original Federal Aid Project No. 118-B. Total length of project 3.27 miles. The equivalent of 0.42 miles was reported in 1938 leaving a balance of 2.85 miles which was completed in 1939. Type of surface, concrete. Width of widened portion of pavement, 12 feet, making the total pavement width 42 feet; shoulders, 3 feet. This project and F. A. Project 118-A(2) were let under one contract to the Lane Construction Corp. of Meriden, Conn. Approximately one-third of the concrete pavement of both projects was constructed using Standard Portland Cement, one-third using five and one-half bags of Portland cement and one bag of natural cement to the batch, and one-third using a Portland cement ground with 0.05% of Vinsol Resin.

**Scarboro--Federal Aid Project No. 118-A(3).** This project begins at the Saco line and extends easterly to F. A. Project 118-A(2). The work consists of widening part of the original project 118-A. Total length of the project is 1.03 miles. Type of surface, concrete. Width of widened portion of pavement, 12 feet, making the total pavement width 42 feet. A 2-foot concrete gutter and concrete curb was built approximately half the length of the project and an integral concrete curb the remainder of the distance. A 4-foot pre-mixed gravel sidewalk was constructed the length of the project. Portland cement ground with 0.03% Vinsol Resin was used. Contractor, Lane Construction Corp. of Meriden, Conn.

### STATE HIGHWAY "C-1"

**Brunswick--Federal Aid Project No. 116-G(2).** This project begins at the end of F. A. Project No. 116-E, near Cooks Corner, and extends easterly to the New Meadows River bridge.

Length of project 2.66 miles of which 2.64 miles is in Brunswick and 0.02 miles is in West Bath. This project consists of surfacing part of original Federal Aid Project No. 116-G. Type of surface, bituminous concrete, hot asphaltic specification. Width of surface, 22 feet. Shoulders, 3 feet, of which 2 feet is surfaced with premixed gravel. Contractor, Warren Bros. Roads Co., of Cambridge, Mass.

### STATE HIGHWAY "E"

**New Gloucester--Federal Aid Project No. 12(3).** This project consists of the resurfacing of those parts of the original Federal Aid Project No. 12 which had not previously been resurfaced. Length of project, 4.51 miles. Type of surface, bituminous concrete, macasphalt specification. Width of surface, 22 feet. Shoulders 3 feet, of which 2 feet was surfaced with premixed gravel. Contractor, Lane Construction Corp. of Meriden, Conn.

### FRANKLIN COUNTY

#### STATE HIGHWAY "F"

**Wilton--Federal Aid Project No. 18(2).** This project begins about two and one-half miles west of the Farmington line and extends easterly to 1938 construction. The work consists of the reconstruction of part of the original F. A. Project No. 18. Length of the project, 1.59 miles of which the equivalent of 1.19 miles was constructed in 1939. Type of surface, gravel mixed in place. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Herbert Sargent of Stillwater, Maine.

**Madrid, Letter E Pltn., and Sandy River--Federal Aid Project No. 146-E(1).** This project starts at the end of Project No. N.R.H. 146-A, First Section and extends westerly. Total length of the project is 2.90 miles of which 1.38 miles is in Madrid, 0.93 miles in Letter E Plantation and 0.59 miles in Sandy River. The equivalent of 2.59 miles was reported in 1938 leaving 0.31 miles which was completed in 1939. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

**Sandy River--Federal Aid Project No. 146-F(1).** This project begins at the end of Project NRH No. 146-A, Third Section, and extends westerly 1.27 miles. 0.10 miles was reported in 1938 leaving a balance of 1.17 miles which was completed in 1939. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

## HANCOCK COUNTY

### STATE HIGHWAY "N"

**Sullivan--Federal Aid Project No. 98-I(1).** This project begins about two and one-quarter miles east of the Hancock-Sullivan bridge and extends easterly. Length of project, 1.41 miles. Type of surface, gravel mixed in place. Width of surface, 20 feet; shoulders, 3 feet. Contractor, Ralph Giovannucci of Pittsfield, Maine.

### STATE HIGHWAY "Y"

**Bucksport--Federal Aid Project No. 91-B(1).** This project begins at the Orrington town line and extends southerly for a distance of 1.18 miles. This project consists of the reconstruction of a section of State Aid Highway and a section of original State Highway construction. The equivalent of 0.70 miles was reported in 1938, leaving a balance of 0.48 miles which was completed in 1939. Type of surface, 3" bituminous macadam (emulsified asphalt method) over a crushed stone base. Width of surface, 20 feet; shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

## KENNEBEC COUNTY

### STATE HIGHWAY "H"

**Vassalboro--Federal Aid Project No. 3 (4).** This project begins about 4.8 miles northerly from the Augusta town line and extends northerly to the Winslow town line. This work consists of the reconstruction of part of the original Federal Aid Project No. 3. Total length of project 4.49 miles, of which a considerable part is over new location. The type of surface specified in the contract was bituminous treated gravel but this was changed during construction to bituminous gravel and part was premixed and the rest mixed in place. Width of surface, 22 feet. Shoulders, 6 feet. The equivalent of 2.56 miles was reported in 1938 leaving a balance of 1.93 miles which was completed in 1939. Contractor, The Bridge Construction Corporation of Augusta, Maine.

**Vassalboro--Federal Aid Project No. 3(5).** This project begins about 2.7 miles from the Augusta line and extends northerly over new location to Federal Aid Project No. 3(4). Length of project 2.03 miles. This project replaces part of the original Federal Aid Project No. 3. Type of surface, premixed bituminous gravel. Width of surface, 22 feet; shoulders, 6 feet. Contractor, Ralph Giovannucci, Pittsfield, Maine.

**Vassalboro--Federal Aid Project No. 3(6).** This is a roadside improvement project covering Federal Aid Project No. 3(4). The work was done by force account under the supervision of Thomas Calcagni.

**Vassalboro--Federal Aid Project No. 3(7).** This project begins at the Augusta line and extends northerly to Federal Aid Project No. 3(5). Total length of the project is 2.56 miles of which 2.51 miles is road construction and 0.05 miles is bridge construction. This project is largely on new location and is a reconstruction or replacement of part of the original Federal Aid Project No. 3. Type of surface; road, premixed bituminous gravel; bridge, bituminous concrete (Macasphalt Specification). The equivalent of 0.75 miles of bituminous gravel and of 0.04 miles of bituminous concrete is reported for 1939. Width of surface, 22 feet; shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., of Augusta, Maine.

## KNOX COUNTY

### STATE HIGHWAY "D"

**Warren--Federal Aid Project No. 117-G(2).** This project begins about one-half mile west of the beginning of original Federal Aid Project No. 117-G and extends westerly 0.95 miles. This is a roadside improvement project and was constructed by force account under the supervision of Thomas Calcagni.

### STATE HIGHWAY "D-4"

**St. George--Federal Aid Project No. 371-B(1).** This project begins at the end of F. A. Project No. 371-A and extends southerly for 1.16 miles. The equivalent of 0.35 miles was reported in 1938 leaving a balance of 0.81 miles which was completed in 1939. Type of surface, bituminous treated gravel. Width of surface, 20 feet; shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

**St. George--Federal Aid Project No. 371-C(1).** This project begins at the end of F. A. Project No. 371-B and extends southerly to Tenants Harbor. Total length of project 0.84 miles of which the equivalent of 0.68 miles is reported for 1939. Type of surface, bituminous treated gravel. Width of surface, 20 feet; shoulders, 3 feet. Contractor, J. R. Cianchette & Co. of Pittsfield, Maine.

## LINCOLN COUNTY

### STATE HIGHWAY "D"

**Nobleboro--Federal Aid Project No. 117-F(3).** This project begins 1.59 miles westerly from the Waldoboro line and extends easterly to the 1938 work. This work consists of re-surfacing part of the original F. A. Project No. 117-F. Type of surface, 2" bituminous concrete (Hot Asphaltic Specification) over a bituminous concrete base. Width of surface, 20 feet; shoulders, 3 feet. Length of project 1.44 miles. Contractor, Wyman & Simpson, Inc., of Augusta, Maine.

**OXFORD COUNTY**  
**STATE HIGHWAY "O"**

**Rumford--Federal Aid Project No. 148-G(1).** This project begins about one mile east of Rumford Center and extends easterly. Length of project 1.19 miles. Type of surface, bituminous gravel mixed in place. Width of surface, 20 feet; shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

**STATE HIGHWAY "S"**

**Oxford and Norway--Federal Aid Project No. 34(4).** This project begins about one-half mile south of the Oxford-Norway town line and extends northerly to Fair Street in Norway. The work consists of the reconstruction of part of the original F. A. Project No. 34 and of an extension on the northerly end of that project. Length of project, 1.16 miles of which 0.45 miles is in Oxford and 0.71 miles is in Norway. Type of surface, bituminous concrete (hot asphaltic specification). Width of surface, 22 feet; shoulders, 3 feet. Contractor, Lane Construction Corporation of Meriden, Conn.

**Greenwood and Bethel--Federal Aid Project No. 93-G(1).** This project begins at the end of F. A. Project No. 93-E and extends westerly to F. A. Project No. 93-D. This work consists of about 0.72 miles of new location in Greenwood and the reconstruction of old State Highway and a small piece of State Aid road. Total length of the project is 1.50 miles of which 1.41 miles is in Greenwood and 0.09 miles in Bethel. The equivalent of 0.51 miles in Greenwood and 0.03 miles in Bethel was reported in 1938 leaving a balance of 0.90 miles in Greenwood and 0.06 miles in Bethel which was completed in 1939. Type of surface, 3" bituminous macadam (emulsified asphalt method). Width of surface, 20 feet; shoulders, 3 feet. Contractor, Hagan-Thibodeau Construction Co. of Wolfeboro, N. H.

**Greenwood and Bethel--Federal Aid Project No. 93-G(2).** This consists of a roadside improvement project located on Federal Aid Project No. 93-G. The work was done by force account under the supervision of Thomas Calcagni.

**PENOBSCOT COUNTY**  
**STATE HIGHWAY "K"**

**Bangor and Veazie--Federal Aid Project No. 42 (4).** This project begins at the beginning of the original F. A. Project No. 42 and extends northerly to Project No. NRH 42. Total length of project is 2.54 miles of which 1.68 miles is in Bangor and 0.86 miles is in Veazie. The equivalent of 1.96 miles was reported in 1938 leaving a balance of 0.58 miles in Bangor which

was completed in 1939. Type of surface, 2" bituminous concrete (macasphalt specification). Width of surface, 22 feet. Shoulders, 3 feet. Contractor, The Lane Construction Corporation of Meriden, Conn.

**Veazie and Orono--Federal Aid Projects No. 42(5) and No. 43(2).** This contract begins at the end of Project NRH 42 and extends northerly. Total length of the contract is 1.86 miles of which 0.07 miles is in Veazie, Project No. 42(5) and 1.79 miles is in Orono, Project No. 43(2). The equivalent of 0.02 miles in Veazie and 0.94 miles in Orono is reported for 1939. The work consists of the reconstruction of parts of original Federal Aid Projects 42 and 43. Type of surface, bituminous concrete (hot asphaltic specification). Width of surface, 22 feet; shoulders, 3 feet. Contractor, The Bridge Construction Corporation of Augusta, Maine.

**Greenbush--Federal Aid Project No. 49(2).** This project begins 0.42 miles north of the Milford line and extends northerly. It completes the reconstruction of the original F. A. Project No. 49 and of some state highway construction. Part of the work is over new location and it also includes the construction of a trestle over Boom Brook. Total length of the project is 4.06 miles of which 1.26 miles was reported in 1938 leaving a balance of 2.80 miles which was completed in 1939. Type of surface, bituminous treated gravel. Width of surface, 20 feet; shoulders, 3 feet. Contractor, H. L. Goodrich of Palmyra, Maine, and H. E. Sargent of Stillwater, Maine.

**Passadumkeag--Federal Aid Project No. 138-B(1).** This project begins 1013 feet south of the south end of the bridge over the Passadumkeag River and extends northerly. The work consists of the reconstruction of original state highway construction and of a trestle over Beaver Brook. Part of the work is on new location. Total length of the project is 2.13 miles of which 0.02 miles is bridge and 2.11 miles is highway. The equivalent of 0.31 miles of highway is reported for 1939. Type of surface, highway, bituminous gravel; bridge, bituminous concrete. Width of surface, 20 feet; shoulders, 3 feet. Contractor, J. R. Cianchette & Co. of Pittsfield, Maine.

## PISCATAQUIS COUNTY

### STATE HIGHWAY "J"

**Guilford--Federal Aid Project No. 111-D(1).** This project begins at the end of Project No. WPH 111-C and extends easterly. Total length of project 1.95 miles. The equivalent of 1.70 miles is reported for 1939. Type of surface, bituminous gravel mixed in place. Width of surface, 20 feet; shoulders, 3 feet. Contractor, The Bridge Construction Co. of Augusta, Maine.



## SAGADAHOC COUNTY

### STATE HIGHWAY "C-1"

**West Bath--Federal Aid Project No. 116-G(2).** This work is part of the resurfacing of F. A. Project No. 116-G and begins at the Brunswick line. Length 0.02 miles. The work was done in connection with the work in Brunswick. Type of surface, bituminous concrete (hot asphaltic specification). Width of surface, 22 feet; shoulders, 3 feet, of which 2 feet is surfaced with premixed gravel. Contractor, Warren Bros. Roads Co. of Cambridge, Mass.

### STATE HIGHWAY "Q"

**Richmond--Federal Aid Project No. 1(3).** This project begins at the end of F. A. Project No. 1-B, about one-quarter mile north of Richmond Corner and extends northerly. The work consists of the reconstruction of part of the original Federal Aid Project No. 1. Length of project 2.39 miles. Type of surface, bituminous gravel, premixed. Width of surface, 22 feet; shoulders, 3 feet. Contractor, The Bridge Construction Corporation of Augusta, Maine.

## SOMERSET COUNTY

### STATE HIGHWAY "H-I"

**Canaan and Pittsfield--Federal Aid Project No. 120-H(1).** This project begins 0.54 miles west of the Canaan-Pittsfield town line and extends easterly to the beginning of Federal Aid Project No. 120-B. This project consists of a new location and a trestle over Sibley Pond 0.15 miles in length. Total length of project is 0.66 miles of which 0.54 miles is in Canaan and 0.12 miles in Pittsfield. The equivalent of 0.21 miles in Canaan was reported in 1938 leaving a balance of 0.33 miles in Canaan and 0.12 miles in Pittsfield which was completed in 1939. Type of surface, bituminous treated gravel for the road and 2" bituminous concrete, cold asphaltic method, for the trestle. Width of surface, 20 feet; shoulders, 3 feet. Contractor, Vulcan Construction Co. of Boston, Mass.

**Skowhegan--Federal Aid Project No. 120-I(1).** This project begins at the end of U.S.P.W. Project No. NRH 120-E(1935) and extends easterly to a point about 650 feet west of the outlet of Lake George. Length of project 2.52 miles. Type of surface, bituminous gravel, mixed in place. Width of surface 20 feet. Shoulders, 5 feet. Contractor, J. R. Cianchette & Co. of Pittsfield, Maine.

## WALDO COUNTY

### STATE HIGHWAY "L"

**Frankfort--Federal Aid Project No. 84-A(2).** This project begins at Station 74 + 00 of the original Federal Aid Project No. 84-A and extends northerly 0.53 miles. This work consists of the reconstruction of part of the original Federal Aid project. The equivalent of 0.19 miles was reported in 1938 leaving a balance of 0.34 miles which was completed in 1939. Type of surface, bituminous treated gravel. Width of surface, 20 feet; shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

**Searsport--Federal Aid Project No. 84-G(1).** This project begins about 2.4 miles west of the Stockton Springs-Searsport town line and extends easterly. Total length of the project is 1.33 miles. Type of surface, bituminous gravel, mixed in place. Width of surface, 22 feet; shoulders, 6 feet. Contractor, J. R. Cianchette & Co., of Pittsfield, Maine.

### STATE HIGHWAY "L-Y"

**Stockton Springs--Federal Aid Projects Nos. 127-B(4) and 127-E(2).** These are roadside improvement projects on Federal Aid Projects 127-B and 127-E. The work was done by force account under the supervision of Thomas Calcagni.

## WASHINGTON COUNTY

### STATE HIGHWAY "N"

**Cherryfield, Millbridge and Harrington--Federal Aid Project No. FAGH 367-A(1).** This project begins at the Narraguagus River and extends easterly until it meets the present highway in Harrington. This is a Federal Aid Grade Crossing Highway Project and eliminates two crossings of the Maine Central Railroad from the State Highway System. This project is over new location. Total length is 4.32 miles of which 1.39 miles is in Cherryfield, 2.22 miles is in Millbridge and 0.71 miles is in Harrington. The equivalent of 1.10 miles in Cherryfield, 1.75 miles in Millbridge and 0.56 miles in Harrington was reported for 1938 leaving a balance of 0.29 miles in Cherryfield, 0.47 miles in Millbridge and 0.15 miles in Harrington which was completed in 1939. Type of surface, bituminous treated gravel. Width of surface, 20 feet; shoulders, 3 feet. Contractor, J. R. Cianchette & Co. of Pittsfield, Maine.

**Baileysville--Federal Aid Project No. 132-E(1).** This project begins at the end of the first part of Federal Aid Project No. 132-A and extends southerly to the second part of 132-A. Length of project, 3.31 miles. Type of surface, bituminous gravel, mixed in place. Width of surface, 20 feet; shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

**STATE HIGHWAY SUMMARY**  
**1914 to 1939, Inclusive**  
**With Corrections due to Reconstruction 1925 to 1939, Inclusive**

Type	Original Construction	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel . . . . .	1181.62 (1)	100.48	289.39 (2)	995.71
Bituminous Gravel . . . . .	12.36 (1)	11.26	.....	23.62
Macadam . . . . .	2.10	.....	2.10	.....
Sand Clay . . . . .	6.75	.....	6.75	.....
Gravel and Macadam . . . . .	6.68	.....	6.68	.....
Bituminous Macadam . . . . .	336.66	135.56	65.41 (3)	406.81
Bituminous Concrete . . . . .	5.63	61.02	.....	66.65
Concrete . . . . .	132.69	141.33	53.84	220.18
Totals . . . . .	1687.49	449.65	424.17	1712.97

(1) 2.56 miles transferred from gravel to bituminous gravel.

(2) Includes 1.49 miles replaced by State Aid construction, 0.09 miles replaced by F.A.S. construction and 0.37 miles of State Highway "A-6" rescinded in 1939.

(3) Includes 0.15 miles replaced by State Aid construction.

**STATE HIGHWAYS**  
**MILEAGE BY COUNTIES**  
**1914 to 1939, Inclusive**

County	Original Constructed Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Androscoggin . . . . .	87.68	25.47	26.53	86.62
Aroostook . . . . .	192.86	42.27	43.66	191.47
Cumberland . . . . .	146.90	75.21	77.20	144.91
Franklin . . . . .	76.29	11.62	12.51	75.40
Hancock . . . . .	89.63	32.78	30.23	92.18
Kennebec . . . . .	131.79	38.48	37.49	132.78
Knox . . . . .	42.96	20.72	12.34	51.34
Lincoln . . . . .	66.38	27.49	27.45	66.42
Oxford . . . . .	101.01	16.43	16.56	100.88
Penobscot . . . . .	167.54	44.05	38.98	172.61
Piscataquis . . . . .	70.84	9.64	9.66	70.82
Sagadahoc . . . . .	47.52	23.02	24.55	45.99
Somerset . . . . .	151.18	25.55	27.16	149.57
Waldo . . . . .	78.17	15.88	16.68	77.37
Washington . . . . .	115.58	8.91	10.94	113.55
York . . . . .	121.16	32.13	12.23	141.06
Totals . . . . .	1687.49	449.65	424.17	1712.97

**STATE HIGHWAY SYSTEM  
MILEAGE BY COUNTIES**

**January 1, 1940**

County	Federal Aid	Not Federal Aid	Total	Federal Aid not on State Highway System
Androscoggin . . . . .	85.08	18.84	103.92	
Aroostook . . . . .	235.75	318.60	554.35	0.50
Cumberland . . . . .	154.72	29.28	184.00	
Franklin . . . . .	81.74	80.38	162.12	0.56
Hancock . . . . .	93.49	68.38	161.87	
Kennebec . . . . .	107.30	96.28	203.58	
Knox . . . . .	37.97	26.44	64.41	
Lincoln . . . . .	26.61	63.06	89.67	
Oxford . . . . .	149.49	57.35	206.84	
Penobscot . . . . .	172.52	61.41	233.93	
Piscataquis . . . . .	49.24	54.09	103.33	
Sagadahoc . . . . .	39.49	11.76	51.25	
Somerset . . . . .	120.17	92.49	212.66	
Waldo . . . . .	50.17	71.96	122.13	
Washington . . . . .	183.80	10.70	194.50	1.36
York . . . . .	88.58	139.26	227.84	
	1676.12 *	1200.28	2876.40	2.42
Federal Aid not on State Hwy.	2.42			
Total . . . . .	1678.54			

\*Includes 4.50 miles within the boundaries of Federal Reservations.

## STATE HIGHWAYS

1939

## Construction and Reconstruction--Federal Aid Projects

County	Highway	Town	Type	Length Miles
Androscoggin . . . . .	E	Auburn . . . . .	Concrete	0.62
	E	Auburn . . . . .	Bit. Concrete	1.15
Aroostook . . . . .	K	Littleton . . . . .	Bit. Macadam	3.71
	K	Monticello . . . . .	Bit. Macadam	1.40
	K	Frenchville . . . . .	Bit. Gravel	1.00
Cumberland . . . . .	A	Scarboro . . . . .	Concrete	4.83
	A	Scarboro . . . . .	Bit. Macadam	0.71
	C-1	Brunswick . . . . .	Bit. Concrete	2.64
	E	New Gloucester . . . . .	Bit. Concrete	4.51
Franklin . . . . .	F	Wilton . . . . .	Bit. Gravel	1.19
	F	Madrid . . . . .	Gravel	0.15
	F	Letter E . . . . .	Gravel	0.10
	F	Sandy River . . . . .	Gravel	1.23
Hancock . . . . .	N	Sullivan . . . . .	Bit. Gravel	1.41
	Y	Bucksport . . . . .	Bit. Macadam	0.48
Kennebec . . . . .	H	Vassalboro . . . . .	Bit. Gravel	4.71
	H	Vassalboro . . . . .	Bit. Concrete (bridge)	0.04
Knox . . . . .	D-4	St. George . . . . .	Gravel	1.49
Lincoln . . . . .	D	Nobleboro . . . . .	Bit. Concrete	1.44
Oxford . . . . .	O	Rumford . . . . .	Bit. Gravel	1.19
	S	Oxford . . . . .	Bit. Concrete	0.45
	S	Norway . . . . .	Bit. Concrete	0.71
	S	Greenwood . . . . .	Bit. Macadam	0.90
	S	Bethel . . . . .	Bit. Macadam	0.06
Penobscot . . . . .	K	Bangor . . . . .	Bit. Concrete	0.58
	K	Veazie . . . . .	Bit. Concrete	0.02
	K	Orono . . . . .	Bit. Concrete	0.94
	K	Greenbush . . . . .	Gravel	2.80
	K	Passadumkeag . . . . .	Bit. Gravel	0.31
Piscataquis . . . . .	J	Guilford . . . . .	Bit. Gravel	1.70
Sagadahoc . . . . .	C-1	West Bath . . . . .	Bit. Concrete	0.02
	Q	Richmond . . . . .	Bit. Gravel	2.39
Somerset . . . . .	H-1	Skowhegan . . . . .	Bit. Gravel	2.52
	H-1	Canaan . . . . .	Gravel	0.30
	H-1	Canaan . . . . .	Bit. Concrete (bridge)	0.03
	H-1	Pittsfield . . . . .	Bit. Concrete (bridge)	0.12
Waldo . . . . .	L	Searsport . . . . .	Bit. Gravel	1.33
	L	Frankfort . . . . .	Gravel	0.34
Washington . . . . .	N	Cherryfield . . . . .	Gravel	0.29
	N	Millbridge . . . . .	Gravel	0.47
	N	Harrington . . . . .	Gravel	0.15
	N	Baileysville . . . . .	Bit. Gravel	3.31

## SUMMARY

Gravel . . . . .	7.32 miles
Bituminous Gravel . . . . .	21.06 "
*Bituminous Macadam . . . . .	7.26 "
†Concrete . . . . .	5.45 "
Bituminous Concrete . . . . .	12.65 "
Total . . . . .	53.74 "

\*Includes 0.71 miles of widening of pavement 12 feet in Scarboro.

†Of this mileage, work consisted of widening by the addition of one concrete slab on a section 4.83 miles in length in the town of Scarboro.

**STATE HIGHWAYS  
FEDERAL AID PROJECTS CARRIED OVER TO 1940**

County	Highway	Town	Type	Total Length	Length 1939	Carried Over
Androscoggin.....	E	Auburn.....	Bit. Concrete	2.00	1.15	0.85
Aroostook.....	K	Monticello.....	Bit. Macadam	2.20	1.40	0.80
	K	Monticello.....	Bit. Gravel	0.55	0	0.55
	K	Frenchville.....	Bit. Gravel	1.57	1.00	0.57
Franklin.....	F	Wilton.....	Bit. Gravel	1.59	1.19	0.40
Kennebec.....	H	Vassalboro.....	Bit. Gravel	2.51	0.75	1.76
	H	Vassalboro.....	Bit. Concrete (bridge)	0.05	0.04	0.01
Knox.....	D-4	St. George.....	Gravel	0.84	0.68	0.16
Penobscot.....	K	Veazie.....	Bit. Concrete	0.07	0.02	0.05
	K	Orono.....	Bit. Concrete	1.79	0.94	0.85
	K	Passadumkeag...	Bit. Gravel	2.11	0.31	1.80
	K	Passadumkeag...	Bit. Concrete (bridge)	0.02	0	0.02
Piscataquis.....	J	Guilford.....	Bit. Gravel	1.95	1.70	0.25

SUMMARY

Gravel.....	0.16	miles
Bit. Gravel.....	5.33	"
Bit. Macadam.....	0.80	"
Bit. Concrete.....	1.78	"
Total.....	8.07	"

**Mileage Previously Reported Replaced by Construction  
1939**

**STATE HIGHWAY REPLACEMENT TABLE**

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Replaced Miles
Androscoggin . . .	E	Auburn . . . . .	Bit. Mac.	1918-19	Concrete	0.62
	E	Auburn . . . . .	Bit. Mac.	1918-19	Bit. Conc.	1.15
Aroostook . . . . .	K	Littleton . . . . .	Gravel	1921-22	Bit. Mac.	2.35
	K	Littleton . . . . .	Gravel	1921-22	Bit. Mac.	1.36
	K	Monticello . . . . .	Gravel	1921	Bit. Mac.	1.40
Cumberland . . . . .	A	Scarboro . . . . .	Concrete	1928-29	Concrete	4.83
	A	Scarboro . . . . .	Bit. Mac.	1928-29	Bit. Mac.	0.72
	C-1	Brunswick . . . . .	Gravel	1937-38	Bit. Conc.	2.64
	E	New Gloucester . . . . .	Concrete	1923-37-38	Bit. Conc.	4.51
Franklin . . . . .	F	Wilton . . . . .	Gravel	1920-21	Bit. Gravel	1.19
	F	Madrid . . . . .	Gravel	1918	Gravel	0.25
	F	Letter E P.H. . . . .	Gravel	1917-18	Gravel	0.10
	F	Sandy River . . . . .	Gravel	1915-16-17	Gravel	1.23
Hancock . . . . .	N	Sullivan . . . . .	Gravel	1916-28	Bit. Gravel	1.41
	Y	Bucksport . . . . .	Gravel	1923-24	Bit. Mac.	0.48
Kennebec . . . . .	H	Vassalboro . . . . .	Bit. Mac.	1920-21	Bit. Gravel	4.71
	H	Vassalboro . . . . .	Bit. Mac.	1920-21	Bit. Conc.	0.04
Lincoln . . . . .	D	Nobleboro . . . . .	Gravel	1932	Bit. Conc.	1.44
Oxford . . . . .	S	Oxford . . . . .	Concrete	1920-21	Bit. Conc.	0.45
	S	Norway . . . . .	Concrete	1920-21	Bit. Conc.	0.58
	S	Greenwood . . . . .	Gravel	1917-18	Bit. Mac.	0.64
	S	Bethel . . . . .	Gravel	1916	Bit. Mac.	0.06
Penobscot . . . . .	K	Bangor . . . . .	Concrete	1921-22	Bit. Conc.	0.58
	K	Veazie . . . . .	Concrete	1922-23	Bit. Conc.	0.02
	K	Orono . . . . .	Concrete	1922-23	Bit. Conc.	0.94
	K	Greenbush . . . . .	Gravel	1922-23	Gravel	2.65
Piscataquis . . . . .	J	Guilford . . . . .	Gravel	1916	Bit. Gravel	0.23
Sagadahoc . . . . .	Q	Richmond . . . . .	Bit. Mac.	1917-18	Bit. Gravel	2.39
	C-1	West Bath . . . . .	Gravel	1937-38	Bit. Conc.	0.02
Waldo . . . . .	L	Searsport . . . . .	Gravel	1915-16	Bit. Gravel	1.33
	L	Frankfort . . . . .	Bit. Mac.	1924-25	Gravel	0.34
						40.66

**SUMMARY**

Concrete . . . . .	11.91 miles
Bituminous Macadam . . . . .	9.97 "
Gravel . . . . .	18.78 "
	40.66 miles

**State Aid Mileage Previously Reported  
Replaced by State Highway Construction--1939**

**STATE AID REPLACEMENT TABLE**

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Aroostook . . . . .	K	Frenchville . . . . .	Gravel	Gravel	0.89
Knox . . . . .	D-4	St. George . . . . .	Gravel	Gravel	1.49
Oxford . . . . .	S	Norway . . . . .	Concrete	Bit. Conc.	0.15
		Bethel . . . . .	Gravel	Bit. Mac.	0.47
Penobscot . . . . .	K	Greenbush . . . . .	Gravel	Gravel	0.15
	K	Passadumkeag . . . . .	Gravel	Bit. Gravel	0.31
Piscataquis . . . . .	J	Guilford . . . . .	Gravel	Gravel	1.47
Somerset . . . . .	H-1	Skowhegan . . . . .	Gravel	Bit. Gravel	2.52
	H-1	Canaan . . . . .	Gravel	Gravel	0.30
	H-1	Canaan . . . . .	Gravel	Bit. Conc.	0.03
	H-1	Pittsfield . . . . .	Gravel	Bit. Conc.	0.18
Washington . . . . .	N	Cherryfield . . . . .	Gravel	Gravel	0.29
	N	Harrington . . . . .	Gravel	Gravel	0.15
	N	Baileyville . . . . .	Gravel	Bit. Gravel	3.34
					11.74

**SUMMARY**

Gravel . . . . .	11.59 miles
Concrete . . . . .	0.15 "
F.A.S. Gravel . . . . .	3.56 "
	<hr/> 15.30 miles

**F.A.S. STATE AID REPLACEMENT**

County	Highway	Town	Original Type	Replacement Type	Length Replaced
Aroostook . . . . .	K-8	Forkstown . . . . .	Gravel	Gravel	1.39
Cumberland . . . . .	Pequaket Trail	Standish . . . . .	Gravel	Gravel	0.66
York . . . . .	Sokokis Trail	Dayton . . . . .	Gravel	Gravel	1.51
					Total . . . . .
					3.56

This mileage is added to the State Aid Replacement Table.



**STATE HIGHWAY SYSTEM—IMPROVED ROADS  
TO JAN. 1, 1940**

	Con- crete	Bit. Concrete	Bit. Mac.	Bit. Gravel	Gravel	Wood & Granite Block	Total
State Highway Construction . . . . .	206.90	55.46	374.94	23.62	927.77	.....	1,588.69
U. S. Public Works Construction . . . . .	8.58	11.94	40.53	.....	42.11	.....	103.16
U. S. Works Program Construction . . . . .	1.72	.....	0.74	.....	32.23	.....	34.69
State Aid Construction . . . . .	17.61	2.44	29.56	.....	848.56	2.29	900.46
Municipal Construction . . . . .	5.94	2.58	12.30	.....	21.22	4.50	46.54
Third Class Construction . . . . .	.....	.....	.....	.....	28.47	.....	28.47
Special Resolve Construction . . . . .	.....	.....	0.58	.....	45.99	.....	46.57
F. E. R. A. Construction . . . . .	.....	.....	.....	.....	1.19	.....	1.19
C. C. C. & C. W. A. Construction . . . . .	.....	.....	.....	.....	3.82	.....	3.82
W. P. A. Construction . . . . .	.....	.....	.....	.....	4.27	.....	4.27
Maintenance Fund Construction . . . . .	.....	.....	.....	.....	3.95	.....	3.95
Great Northern Paper Co. Constr. . . . .	.....	.....	.....	.....	2.84	.....	2.84
<b>Total Mileage Improved . . . . .</b>	<b>240.75</b>	<b>72.42</b>	<b>458.65</b>	<b>23.62</b>	<b>1,962.42</b>	<b>6.79</b>	<b>2,764.65</b>
Bridges and Approaches . . . . .	.....	.....	.....	.....	.....	.....	10.25
Unimproved . . . . .	.....	.....	.....	.....	.....	.....	101.50
<b>Total Mileage State Highway System . . . . .</b>	.....	.....	.....	.....	.....	.....	<b>2,876.40</b>

**HIGHWAY  
CONSTRUCTION AND RECON  
JANUARY 1, 1939 TO  
ANDROSCOGGIN**

F.A.P. No.	Highway	Town	ENGINEERING AND			
			Survey	Plans and Computations	Engineering and Inspection	Advertising
	E	Auburn	389.85	1,283.48	4.00	37.46
13	E	Auburn			139.69	
13-C (1)	E	Auburn			1,029.60	
13-D (1)	E	Auburn		28.00	1,209.97	
13-E (1)	E	Auburn			4,016.63	
	121	Auburn				
	E	Greene	1,011.17			
	E	Lewiston	279.68			
	F	Livermore		13.34		
	B-S	Poland				
	F	Turner		13.33		
Total of Androscoggin County			1,680.70	1,338.15	6,399.89	37.46

**AROOSTOOK**

	K	Blaine	559.09			
	K	Bridgewater	1,183.38	130.00		
	K-2	Caswell Plantation				
	K-8	Forkstown				
	K-4	Fort Fairfield				
	K	Fort Kent	12.00	201.33		
299-B (1)	K	Frenchville	16.83	519.16		58.72
	K	Frenchville			2,014.68	
	K	Houlton				
24	N	Houlton			90.00	
	K-2	Limestone		21.00		
	K	Littleton				
25 (3)	K	Littleton			2,861.29	
25 (4)	K	Littleton			1,484.73	
	K	Macwahoc		73.17		
	K	Molunkus		290.20		
297-B	K	Molunkus-Macwahoc			10.00	
	K	Monticello	2.93	1,599.16		15.07
298-C	K	Monticello				
298-D (1)	K	Monticello			27.50	
39 (3)	K	Monticello			1,749.98	
	K	Presque Isle				
	K	Van Buren	11.92			
Total of Aroostook County			1,786.15	2,834.02	8,280.96	73.79

**CUMBERLAND**

	Peq. Tr.	Baldwin		17.41	12.00	
	B	Bridgton	286.17	37.50		
116-G (2)	C	Brunswick		598.25		43.66
116-G	C	Brunswick	See Proj. 116-G	Bath (Sagadahoc Co.)	3,329.37	
	C	Freeport			9.17	
121-E (3)	C	Freeport				
	E	Gray		21.00		1.47
11 (1)	E	Gray			122.85	
11 (2)	E	Gray			56.10	
	E	New Gloucester	127.10	278.18	153.39	7.24
12 (2)	E	New Gloucester			101.00	
12 (3)	E	New Gloucester			1,491.47	
12	E	New Gloucester			435.12	
	B-S 2	Otisfield				
	A	Portland		18.00		
	A	Scarboro	46.20	687.40	150.94	6.09
118-A (2)	A	Scarboro			1,819.57	
118-B (2)	A	Scarboro			3,570.98	
118-A (3)	A	Scarboro			1,808.07	
	B	Westbrook				
	B	Windham		147.83	28.00	
27	B	Windham				
27 (2)	B	Windham		29.00	10.75	
Total of Cumberland County			459.47	1,834.57	13,098.78	58.46

**LOAN FUND  
STRUCTION OF STATE HIGHWAYS  
DECEMBER 31, 1939  
COUNTY**

RIGHT OF WAY		Labor and Materials Total	Grand Total	Fed. Aid Credits	Miscellaneous Credits
Right of Way Gen. Exp.	Total				
1,473.09	3,187.88	1,360.68	4,548.56		
	139.69	3,851.21	3,990.90	3,256.00	
	1,029.60	17,532.71	18,562.31	13,769.97	
	1,237.97	19,168.21	20,406.18	36,057.00	
	4,016.63	64,945.40	68,962.03	11,376.00	
		114.17	114.17		
	1,011.17		1,011.17		
	279.68		279.68		
	13.34		13.34		
37.50	37.50		37.50		
3.34	16.67		16.67		
1,513.93	10,970.13	106,972.38	117,942.51	64,458.97	

**COUNTY**

	559.09		559.09		
	1,313.38		1,313.38		
400.00	400.00	3.51	403.51		
1.60	1.60		1.60		
1.44	1.44		1.44		
	213.33		213.33		
1,785.22	2,379.93		2,379.93		
	2,014.68	19,480.37	21,495.05	4,453.00	
505.41	505.41	27.85	533.26		
	90.00		90.00		
3.34	3.34		3.34	9,456.00	
		4.68	4.68		
502.84	523.84	39.60	563.44		
	2,861.29	71,740.20	74,601.49	35,793.00	
	1,484.73	27,635.85	29,120.58	17,294.00	
50.00	142.89		142.89		
71.75	385.01		385.01		
	10.00	3,547.02	3,557.02	5,642.00	
4,007.09	5,624.25	42.48	5,666.73		
				2,293.00	
	27.50		27.50		
10.00	1,759.98	56,924.05	58,684.03	15,297.00	
20.00	31.92		31.92		
13.34	13.34		13.34		
7,372.03	20,346.95	179,445.61	199,792.56	90,228.00	

**COUNTY**

1,617.43	1,646.84	11.85	1,658.69		
58.33	382.00		382.00		
6,173.05	6,814.96	40.72	6,855.68		
126.25	3,455.62	65,263.30	68,718.92	18,775.00	
				18,052.00	
12.20	21.37	77.98	99.35		
				2,935.00	
3.33	25.80	61.82	87.62		
	122.85	672.12	794.97		
	56.10	113.01	169.11	683.43	
14.91	580.82	38.13	618.95		
	101.00	550.19	651.19	1,887.27	
	1,491.47	81,503.53	82,995.00	37,080.00	
	435.12	7,740.98	8,176.10		
19.89	19.89		19.89		
	18.00		18.00		
4,177.14	5,067.77	210.01	5,277.78		
	1,819.57	37,673.27	39,492.84	18,569.00	
	3,570.98	90,555.13	94,126.11	45,911.00	
	1,808.07	48,045.20	49,853.27	17,519.00	
3.33	3.33		3.33		
219.54	395.37	161.26	556.63		
				31,810.00	
	39.75		39.75	18,810.00	
12,425.40	27,876.68	332,718.50	360,595.18	212,031.70	

**HIGHWAY  
CONSTRUCTION AND RECON  
JANUARY 1, 1939 TO  
FRANKLIN**

F.A.P. No.	High- way	Town	ENGINEERING AND			
			Survey	Plans and Computations	Engineer- ing and Inspection	Adver- tising
	F I	Dallas Plantation . . . . .				6.67
19	F	Farmington . . . . .	210.15	513.50		
19 (2)	F	Farmington . . . . .				
96-C	F	Farmington . . . . .				
	F	Farmington . . . . .				
	F	Letter "E" Township . . . . .				
	F	Madrid . . . . .		41.67	9.44	
146-E (1)	F	Madrid-Letter "E"-Sandy R. . . . .			1,335.62	
	F	Sandy River Plantation . . . . .	555.49	184.50	4.72	
146-F (1)	F	Sandy River Plantation . . . . .			950.34	
	F	Strong . . . . .		159.00		
	F	Wilton . . . . .	746.60	610.34	2.10	36.58
18	F	Wilton . . . . .				
18 (2)	F	Wilton . . . . .		4.50	1,574.92	
Total of Franklin County . . . . .			1,512.24	1,513.51	3,877.14	43.25

**HANCOCK**

91-A	Y	Bucksport . . . . .	3.24	327.02	69.10	
91-B	Y	Bucksport . . . . .			1,882.37	
	Y-Sp.	Bucksport . . . . .				
	M	Castine . . . . .				
	Y	Ellsworth . . . . .				
	Y-Sp.	Orland . . . . .				
	N	Penobscot . . . . .			22.65	81.56
98-I (1)	N	Sullivan . . . . .	1,137.17	717.01	2,712.11	
	N	Sullivan . . . . .				
Total of Hancock County . . . . .			1,140.41	1,044.03	4,686.23	81.56

**KENNEBEC**

296-C	E	Augusta . . . . .	3.55	60.00		
	P	Augusta . . . . .				
	P	Augusta . . . . .				
	Q	Gardiner . . . . .	1,106.81	196.00		
	Q	Hallowell . . . . .				
22	E	Manchester . . . . .				0.45
	G	Oakland . . . . .				
	H	Vassalboro . . . . .	1,503.26	2,091.14	59.56	125.70
3 (4)	H	Vassalboro . . . . .	5.50		4,632.55	
3 (5)	H	Vassalboro . . . . .	27.50	6.33	3,997.32	
3 (6)	H	Vassalboro . . . . .			206.73	
3 (7)	H	Vassalboro . . . . .	74.92	582.07	3,579.20	
	E	Winthrop . . . . .	1,235.20	1,062.91	47.29	
Total of Kennebec County . . . . .			3,956.74	3,998.45	12,522.65	126.15

**KNOX**

371-A	D	Camden . . . . .	299.64			
371-B	D-4	St. George . . . . .	187.39	490.50	35.96	16.28
371-C	D-4	St. George . . . . .			829.81	
	D-4	St. George . . . . .			735.22	40.00
	D	Warren . . . . .		455.16	27.00	
117-G (2)	D	Warren . . . . .			283.89	
Total of Knox County . . . . .			487.03	945.66	1,911.88	56.28

**LOAN FUND  
CONSTRUCTION OF STATE HIGHWAYS  
DECEMBER 31, 1939**

**COUNTY**

RIGHT OF WAY		Labor and Materials Total	Grand Total	Fed. Aid Credits	Miscellaneous Credits
Right of Way Gen. Exp.	Total				
	6.67		6.67		
1,729.18	2,452.83	38.62	2,491.45		
		2,816.12	2,816.12		
				2,564.00	
				*16,196.00	*Center Bridge
		29.25	29.25		
4.83	55.94	103.45	159.39		Cancelled R. W. Check . . . 28.80
	1,335.62	21,492.99	22,828.61	12,470.00	
37.53	782.24	23.40	805.64		
	950.34	30,278.80	31,229.14	17,117.63	
	159.00		159.00		
3,575.31	4,970.93	2.45	4,973.38		
		3,179.03	3,179.03	1,665.00	
	1,579.42	29,300.84	30,880.26		
5,346.85	12,292.99	87,264.95	99,557.94	50,012.63	28.80

**COUNTY**

885.16	1,284.52	5.33	1,289.85		
				6,534.00	
	1,882.37	29,942.10	31,824.47	27,925.00	
0.50	0.50		0.50		
26.97	26.97		26.97		
9.45	9.45		9.45		
0.50	0.50		0.50		
1,600.38	3,558.77	6.40	3,565.17		
	2,712.11	47,327.73	50,039.84	10,015.00	
2,522.96	9,475.19	77,281.56	86,756.75	44,474.00	

**COUNTY**

153.25	156.80		156.80		
56.66	116.66		116.66		
				3,984.00	
	1,302.81		1,302.81		
1,112.57	1,112.57		1,112.57		Jr. Transfer 951.87 Sale & Rent 117.25
85.83	86.28		86.28		
				1,034.00	
20,965.06	24,744.72	767.75	25,512.47		Sale of Materials . . . . . 20.00
	4,638.05	77,077.12	81,715.17	53,872.00	
758.80	4,789.95	81,151.46	85,941.41	38,110.00	
	206.73	5,646.54	5,853.27	2,165.00	
123.00	4,359.19	51,337.49	55,696.68		
	2,345.40		2,345.40		
23,255.17	43,859.16	215,980.36	259,839.52	99,165.00	1,089.12

**COUNTY**

	299.64		299.64		
3,057.34	3,787.47	110.99	3,898.46		Refund N.E. Tel. & Tel. Co., 0.07
		1,639.00	1,639.00	6,208.00	
	829.81	25,144.59	25,974.40	9,481.00	
	775.22	12,687.85	13,463.07		
136.00	618.16		618.16		
	283.89	5,065.74	5,349.63		
3,193.34	6,594.19	44,648.17	51,242.36	15,689.00	0.07

**HIGHWAY  
CONSTRUCTION AND RECON  
JANUARY 1, 1939 TO  
LINCOLN**

F.A.P. No.	Highway	Town	ENGINEERING AND			
			Survey	Plans and Computations	Engineering and Inspection	Advertising
117-F (3) 117-F (2)	D	Nobleboro . . . . .	302.13	177.35	76.92 1,792.07	5.77
	D	Nobleboro . . . . .				
	D	Nobleboro . . . . .				
	D	Waldoboro . . . . .				
117-H (2) 117-H	D	Waldoboro . . . . .	302.13	191.15	2,015.04	7.70
	D	Waldoboro . . . . .				
Total of Lincoln County . . . . .			302.13	191.15	2,015.04	7.70

**OXFORD**

130-D	S	Bethel . . . . .	212.42	46.58 462.16 69.00	31.00	
	O	Canton . . . . .				
	B	Fryeburg . . . . .				
	B	Fryeburg . . . . .				
	S	Greenwood . . . . .				
93-G (1) 93-G (2)	S	Greenwood-Bethel . . . . .	7.00	413.96	41.25	1,820.44
	S	Greenwood-Bethel . . . . .				
34 (4)	O	Hanover . . . . .	80.00			144.11
	S.A.	Hartford . . . . .				
	O	Mexico . . . . .				
	S	Norway . . . . .				
	S	Oxford . . . . .				
	S	Oxford . . . . .				
	S	Paris . . . . .				
	O	Peru . . . . .				
	O	Rumford . . . . .				
	O	Rumford . . . . .				
148-G (1) 302-B	O-Sp.	Rumford . . . . .	170.73	895.33 45.00	8.21	134.41
	S	Rumford . . . . .				
93-E	S	Woodstock . . . . .	1,106.00	2,642.19	6,631.38	152.75
	S	Woodstock . . . . .				
Total of Oxford County . . . . .			1,106.00	2,642.19	6,631.38	152.75

**PENOBSCOT**

42 (4)	K	Bangor . . . . .	10.50		29.34	1,060.14
	K	Bangor-Veazie . . . . .				
	J	Dexler . . . . .				
49 49 (2)	J	Garland . . . . .	549.99	45.00	6.55	0.23
	K	Greenbush . . . . .				
	K	Greenbush . . . . .				
	K	Greenbush . . . . .				
297-C	K	Mattawamkeag . . . . .	11.56	378.98	19.78	8.75
	K	Mattawamkeag . . . . .				
	157	Medway . . . . .				
	K	Milford . . . . .				
	K	Milford . . . . .				
48	K	Milford . . . . .	29.23	1,821.47	5.65	419.61
	K	Orono . . . . .				
43 (2)	K	Orono . . . . .	1,497.70	1,210.35	8.00	20.94
	Y	Orrington . . . . .				
138-B (1)	K	Passadumkeag . . . . .	1,497.70	1,210.35	2,636.68	18.13
	K	Passadumkeag . . . . .				
	K	Veazie . . . . .				
42 (5)	K	Veazie . . . . .	2,621.47	3,530.20	8,866.83	51.02
	K	Veazie . . . . .				
Total of Penobscot County . . . . .			2,621.47	3,530.20	8,866.83	51.02

**PISCATAQUIS**

134-F (1)	J	Dover-Foxcroft . . . . .	17.33	650.01	31.73	0.23
	J-K	Dover-Foxcroft . . . . .				
	J	Dover-Foxcroft . . . . .				
	X	Dover-Foxcroft . . . . .				
111-D (1)	J	Guilford . . . . .	96.89	48.67	365.29	978.55
	J	Guilford . . . . .				
Total of Piscataquis County . . . . .			479.51	1,708.96	2,416.36	5.21

**LOAN FUND  
STRUCTION OF STATE HIGHWAYS  
DECEMBER 31, 1939  
COUNTY**

RIGHT OF WAY		Labor and Materials Total	Grand Total	Fed. Aid Credits	Miscellaneous Credits
Right of Way Gen. Exp.	Total				
	562.17		562.17		
	1,792.07	35,904.37	37,696.44	7,507.00	
				324.00	
	15.73	214.76	230.49	2,296.00	
	146.05	367.05	513.10	4,861.66	
	2,516.02	36,486.18	39,002.20	14,988.66	

**COUNTY**

6.67	53.25		53.25		
	674.58		674.58		
	100.00		100.00		
				1,777.00	
82.80	555.96	47.95	603.91		
	1,827.44	35,851.14	37,678.58	16,206.00	
	144.11	1,086.18	1,230.29		
	80.00		80.00		
30.00	30.00		30.00		
	1.50		1.50		
10.00	451.57		451.57		
10.00	759.06	12,467.31	13,226.37		
	2,076.03	32,488.49	34,564.52		
	47.55		47.55		
		5.20	5.20		
5,513.44	6,722.12		6,722.12		Canc. Rt. of Way Check 125.00
11.40	2,367.35	31,036.31	33,403.66	12,239.00	
	100.00		100.00	6,073.00	
	106.72		106.72		
	99.39	280.67	380.06	8,130.15	
5,664.31	16,196.63	113,263.25	129,459.88	44,425.15	125.00

**COUNTY**

1,145.44	1,185.28	4.50	1,189.78		
	1,060.14	29,107.98	30,168.12	36,639.00	
	18.75		18.75		
5.67	12.45		12.45		
492.76	1,146.75	1,087.75	2,234.50		
	66.34	1,828.12	1,894.46	1,865.00	
	3,253.92	60,526.26	63,780.18	39,674.00	
60.00	458.76		458.76		
	8.75	2,803.03	2,811.78	13,126.00	
3,254.45	3,674.29		3,674.29		
3,209.17	3,758.85	206.87	3,965.72		
	425.26	4,765.09	5,190.35	17,639.82	
245.98	2,125.62		2,125.62		
	2,636.68	44,688.57	47,325.25	8,534.00	
60.00	60.00		60.00		
1,590.81	4,316.99		4,316.99		Salc of building 30.00
	802.82	3,253.25	4,056.07		
35.17	46.89	10.06	56.95		
	110.43	424.38	534.81		
10,099.45	25,168.97	148,705.86	173,874.83	117,477.82	30.00

**COUNTY**

16.65	684.22	84.96	769.18		
0.88	32.61		32.61		
				5,134.00	
	145.56		145.56		
562.95	2,223.77		2,223.77		
	2,104.36	20,309.91	22,414.27	5,824.00	
580.48	5,190.52	20,394.87	25,585.39	10,958.00	

**HIGHWAY  
CONSTRUCTION AND RECON  
JANUARY 1, 1939 TO**

**SAGADAHOC**

F.A.P. No.	Highway	Town	ENGINEERING AND			
			Survey	Plans and Computations	Engineering and Inspection	Advertising
1 1 (3)	C	Bath . . . . .	1,002.48	450.40	16.52	36.67
	Q	Bowdoin . . . . .		34.00	36.66	
	Q-1	Bowdoin . . . . .		14.50		
	Q & Q-1	Topsham-Bowdoin . . . . .			3.00	
		Richmond . . . . .	269.33	1,236.00		74.42
116-G	Q	Richmond . . . . .			3,997.69	
	Z	Topsham . . . . .				
	C	Topsham . . . . .	12.00	139.01	124.00	
	C	West Bath . . . . .				
	C	West Bath-Bath See Proj.	116-G Br	unswick	(Cumberla nd Co.)	
Total of Sagadahoc County . . . . .			1,283.81	1,873.91	4,177.87	111.09

**SOMERSET**

120-H (1)	H	Bald Mountain Twp. . . . .	39.55			
	H-1	Canaan . . . . .	90.00	157.50		
	H-1	Canaan-Pittsfield . . . . .			3,976.62	
369-B	H	Caratunk . . . . .				
	H	Dennistown . . . . .	121.91			
	H	Fairfield . . . . .				0.46
152-D	H	Madison . . . . .		41.00		
	H	Madison . . . . .				
120-F	H	Moose River . . . . .	115.51			
	H	Norridgewock . . . . .				
120-G	H-1	Pittsfield . . . . .				
	H-1	Sandy Bay . . . . .	2,075.82		31.00	
120-I (1)	H-1	Skowhegan . . . . .	142.48	1,485.05	120.00	7.57
	H-1	Skowhegan . . . . .			52.20	
	H-1	Skowhegan . . . . .			68.25	
	H-1	Skowhegan . . . . .			2,865.80	
Total of Somerset County . . . . .			2,585.27	1,683.55	7,113.87	8.03

**WALDO**

84-A (2)	I	Burnham . . . . .				
	L	Frankfort . . . . .	14.22	13.66	16.52	
104-I	L	Frankfort . . . . .			751.03	
	D	Northport . . . . .	45.00	22.50		
104-B	D	Northport . . . . .				
	D	Northport . . . . .			121.71	
68 (2)	D	Northport . . . . .			111.73	7.88
	L	Searsport . . . . .	24.06	657.36	2,328.79	
84-G (1)	L	Searsport . . . . .				
	L	Stockton Springs . . . . .				
127-E (2)	L-Y	Stockton Springs . . . . .		481.75		
	L-Y	Stockton Springs . . . . .			197.35	
127-B (4)	L-Y	Stockton Springs . . . . .			19.50	
	L	Winterport . . . . .				
Total of Waldo County . . . . .			83.28	1,175.27	3,546.63	7.88



**LOAN FUND  
CONSTRUCTION OF STATE HIGHWAYS  
DECEMBER 31, 1939**

**COUNTY**

RIGHT OF WAY					
Right of Way Gen. Exp.	Total	Labor and Materials Total	Grand Total	Fed. Aid Credits	Miscellaneous Credits
1,138.02	2,644.09	36.19	2,680.28		
224.33	294.99		294.99		
213.33	227.83	100.10	327.93		
	3.00		3.00	10,649.00	
4,335.31	5,915.06		5,915.06		
	3,997.69	71,206.15	75,203.84	20,097.00	
498.90	498.90		498.90		
23.65	23.65	7.85	31.50		
2,135.84	2,410.85	971.71	3,382.56		
		900.00	900.00		
8,569.38	16,016.06	73,222.00	89,238.06	30,746.00	

**COUNTY**

	39.55		39.55		
6.67	254.17		254.17		
	3,976.62	71,195.33	75,171.95	47,376.00	
108.46	108.46		108.46		
	121.91		121.91		
	0.46		0.46		
13.33	54.33		54.33	2,842.00	
	115.51		115.51	1,545.00	
6.67	6.67		6.67		
	2,106.82		2,106.82		Fed. Reimb. for Survey 328.78
2,276.53	4,031.63	9.04	4,040.67		
	52.20	85.11	137.31	645.00	
	68.25	94.43	162.68	1,073.30	
	2,865.80	55,577.00	58,442.80	19,243.00	
2,411.66	13,802.38	126,960.91	140,763.29	72,724.30	328.78

**COUNTY**

70.00	70.00		70.00		
124.53	168.93	19.74	188.67		
	751.03	22,060.01	22,811.04	16,146.23	
18.59	86.09		86.09		
				5,652.00	
				412.00	
	121.71	7,212.37	7,334.08	3,990.00	
3,656.96	4,457.99		4,457.99		Sale of Materials . . . . . 60.00
	2,328.79	60,572.80	62,901.59	21,452.00	
625.00	625.00		625.00		
58.74	540.49		540.49		
	197.35	7,725.35	7,922.70	3,850.00	
	19.50	577.07	596.57	298.28	Sale of Materials . . . . . 25.00
14.11	14.11		14.11		
4,567.93	9,380.99	98,167.34	107,548.33	51,800.51	85.00

**HIGHWAY  
CONSTRUCTION AND RECON  
JANUARY 1, 1939 TO**

**WASHINGTON**

F.A.P. No.	Highway	Town	ENGINEERING AND			
			Survey	Plans and Computations	Engineering and Inspection	Advertising
367-B (1)	N	Baileyville . . . . .	637.03	1,307.10	24.25	40.78
		Baileyville . . . . .			3,791.35	
		Calais . . . . .				
		Cherryfield . . . . .	50.84	13.33	18.88	
		Columbia Falls . . . . .		64.50		
		Columbia Falls . . . . .				
		Dennysville . . . . .		13.34		
		East Machias . . . . .		128.50		1.00
		East Machias . . . . .				22.50
		Edmunds . . . . .			22.50	
123-E (1)	N	Harrington . . . . .				
		Milbridge . . . . .	4.97			
		Pembroke . . . . .	13.33	53.33		
		Pembroke . . . . .			69.70	
123-C	N-Sp.	Perry . . . . .		6.67		
		Perry . . . . .				
		Princeton . . . . .	24.45	146.18		
		Whiting . . . . .		87.50		
		Whiting-Edmunds . . . . .				
		Indian Township . . . . .	1,008.35			
<b>Total of Washington County . . . . .</b>			<b>1,738.97</b>	<b>1,842.95</b>	<b>3,927.68</b>	<b>40.78</b>

**YORK**

294-D (1)	A-5 Sok. Tr. Sok. Tr. A A-5 214 A-9 A-2 U A-2 A-2	Berwick . . . . .	1,455.56	653.49	3.68	
		Biddeford . . . . .				
		Dayton . . . . .			3.34	
		Kittery . . . . .		143.00		
		North Berwick . . . . .	983.46	32.00	27.20	
		North Berwick . . . . .	31.85			
		Old Orchard Beach . . . . .				
		Parsonsfield . . . . .				
		Sanford . . . . .	112.03	121.33		
		Sanford . . . . .			11.33	0.23
294-B	A-2 A-2	Wells . . . . .	906.56	766.30	31.72	4.67
		Wells . . . . .		27.50		
87-A 87-A (2)	A A	York . . . . .	1,140.82	1,306.96	94.68	
		York . . . . .				
<b>Total of York County . . . . .</b>			<b>4,630.28</b>	<b>3,050.58</b>	<b>459.27</b>	<b>4.90</b>
<b>Grand Total (16 Counties) . . . . .</b>			<b>25,853.46</b>	<b>31,207.15</b>	<b>89,932.46</b>	<b>866.31</b>

**LOAN FUND  
STRUCTION OF STATE HIGHWAYS  
DECEMBER 31, 1939**

**COUNTY**

RIGHT OF WAY		Labor and Materials Total	Grand Total	Fed. Aid Credits	Miscellaneous Credits
Right of Way Gen. Exp.	Total				
1,007.52	3,016.68		3,016.68		
60.00	3,791.35	55,905.04	59,696.39	21,361.00	
2,038.79	60.00		60.00		
17.52	2,121.84	55.08	2,176.92		
	82.02		82.02		
				3,682.00	
	13.34		13.34		
526.34	655.84	5.60	661.44		
	22.50	3,663.54	3,686.04	8,314.00	
	22.50		22.50		
21.00	21.00	13.20	34.20		
508.91	513.88	160.27	674.15		
	66.66		66.66		
	69.70	3,085.39	3,155.09	2,385.00	
	6.67		6.67		
17.72	17.72		17.72		
	170.63		170.63		
5.04	92.54		92.54		Sale of Materials . . . . . 75.00
	1,008.35		1,008.35	2,323.00	
4,202.84	11,753.22	62,888.12	74,641.34	38,065.00	75.00

**COUNTY**

	2,112.73		2,112.73		
3.83	3.83		3.83		
	3.34		3.34		
	143.00		143.00		
	1,042.66		1,042.66		
	31.85		31.85		
26.67	26.67		26.67		
5.33	5.33		5.33		
	233.36		233.36		
1,125.74	1,137.30		1,137.30		
	287.32	7,693.09	7,980.41	12,474.00	
	1,709.25		1,709.25		
5.75	33.25		33.25		
				13,440.00	
409.21	2,951.67	2,043.89	4,995.56		Sale of Materials . . . . . 300.00
		1,665.14	1,665.14	9,385.00	
				4,249.00	
1,576.53	9,721.56	11,402.12	21,123.68	39,548.00	300.00
93,302.26	241,161.64	1,735,802.18	1,976,963.82	996,792.74	2,061.77



**SECONDARY FEDERAL-AID HIGHWAYS****1939**

The following statements apply to projects undertaken with funds set up for the construction of secondary Federal-aid roads for the fiscal years ending June 30, 1938, June 30, 1939, and June 30, 1940; also a table showing expenditures on unclassified projects and preliminary expenditures on account of work in anticipation of the program for the fiscal year ending June 30, 1941.

**FEDERAL AID FUND FOR  
CONSTRUCTION AND  
EXPENDITURES TO DECEMBER 31, 1939 OF**

**HAYDEN-CARTWRIGHT**

Proj. No. F.A.S.	Class of Highway	Location		Route	Engineering and Right-of-Way					Total Labor and Materials	
		County	Town		Surveys	Plans & Computations	Right of Way	Advertising	Engineering and Inspec.		Total
202-D	S.A.	Androscoggin	Durham	136							161.51
343-B	S.II.	Androscoggin	Poland	11			20.00			20.00	
320-B	S.A.	Androscoggin	Turner	117							89.33
277-B	S.II.	Aroostook	Glenwood	2-A							
305-B	S.II.	Aroostook	Haynesville	2-A			880.50			880.50	
324-B	S.A.	Cumberland	Bridgton-Waterford	35	98.35	49.75			25.00	173.10	34.17
202-E	S.A.	Cumberland	Freeport	136							117.26
10-A	S.A.	Cumberland	Gray								
156-B	S.A.	Cumberland	Harpswell	24							
211-B	S.A.	Cumberland	Sebago								
212-C	S.A.	Franklin	Jay	133							13.32
8	S.A.	Franklin	Jerusalem	27					62.73	62.73	603.95
3	S.A.	Kennebec	Mt. Vernon	211							161.16
2	S.A.	Kennebec	Sidney	24							
329-B	S.A.	Kennebec	Sidney	104							
333-B	S.A.	Knox	Camden	105					9.44	9.44	
4	S.A.	Knox	Warren	137					4.72	4.72	142.61
20-A	S.A.	Hancock	Deer Isle-Sedgwick	172	2.72	32.50	833.88		1,350.64	2,219.74	28,150.82
213-B	S.II.	Hancock	Penobscot	15							.88
229-B	S.A.	Lincoln	Dresden	197							
5	S.A.	Oxford	Bethel	120							
337-B	S.A.	Oxford	Waterford		See	Bridgton - Waterford					
335-B	S.A.	Penobscot	Bradford	11		13.50				13.50	252.80
235-D	S.A.	Penobscot	Dexter	24		3.33				3.33	
319-B	S.A.	Piscataquis	Prentiss	169							181.38
337-C	S.A.	Piscataquis	Big Squaw Mt. Tw.	15							76.90
264-B	S.A.	Piscataquis	Orneville	11							72.44
286-C	S.II.	Sagadahoc	Richmond	24							162.04
11-A	S.A.	Somerset	Cornville	150		15.25				15.25	
287-C	S.A.	Somerset	Jackman	195		5.08				5.08	83.00
159-C	S.A.	Somerset	Ripley	154		8.58			.75	9.33	98.50
12-A	S.A.	Waldo	Brooks	139					4.72	4.72	93.61
6-A	S.A.	Waldo	Searsmont	131							
171-D	S.A.	Washington	East Machias	191							133.31
198-C	S.A.	Washington	Kossuth	16							86.08
195-C	S.A.	Washington	Milbridge	1-A	18.65	175.15		1.14	480.06	675.00	9,847.39
289-C	S.A.	York	Berwick	103					17.50	17.50	75.19
7	S.A.	York	Buxton								
		York	Kennebunk						3.50	3.50	165.58
		Grand Totals Net			119.72	303.14	1,734.38	1.14	1,959.06	4,117.44	40,833.23
		Miscellaneous Charges Deductible									225.42
		Gross Total per Controllers Report			119.72	303.14	1,734.38	1.14	1,959.06	4,117.44	41,058.65

**SECONDARY HIGHWAYS  
RECONSTRUCTION  
PROJECTS IN THE PROGRAM FOR FISCAL YEAR 1938**

ACT OF JUNE 16, 1936

Total Expenditures for 1939	Expenditures for 1938	Expenditures for 1937	Total Expenditures to Dec. 31, 1939	State Credits	Federal Credits	Lg. of Proj. Mi.	Constr. Data		Contractor	
							Wd. of Base	Surface and Should.		
161.51	3,636.93	9,696.85	13,495.29	6,987.29	6,508.00	0.69	18'	All sections built with Bituminous Treated Gravel Surface and three foot shoulders.	Work done by State	
20.00	2,782.35	7,188.36	9,990.71	5,236.71	4,751.00	0.68	20'		R. G. Watkins & Son, Inc., Amesbury, Mass.	
89.33	1,365.48	5,563.73	7,018.51	3,788.54	3,230.00	0.34	18'		Work done by State	
.....	12,102.24	412.18	12,514.42	6,564.42	5,950.00	0.78	20'		W. H. Hinman Inc., North Anson, Me.	
880.50	12,807.33	10,230.48	23,918.31	13,017.31	10,851.00	1.76	20'		W. H. Hinman Inc., North Anson, Me.	
207.27	2,791.98	8,126.75	11,126.00	5,945.00	5,181.00	0.52	18'		Work done by State	
147.26	3,020.68	8,794.40	11,962.31	6,205.37	5,756.97	0.48	18'		Work done by State	
.....	3,662.67	5,452.38	9,115.05	4,967.05	4,148.00	0.45	18'		C. C. Smith Inc., Cambridge, Mass.	
.....	10,563.64	12,512.72	23,076.36	13,176.36	9,900.00	0.80	18'		The Lane Const. Corp., Meriden, Conn.	
.....	3,237.89	7,566.18	10,804.07	5,801.07	5,000.00	0.49	18'		Work done by State	
13.32	1,000.43	8,089.06	9,102.81	5,352.81	3,750.00	0.51	18'		Work done by State	
666.68	1,154.99	5,754.73	7,576.40	3,985.47	2,625.00	0.32	18'		Work done by State	
161.16	4,757.60	8,615.04	13,533.80	7,047.80	6,486.00	1.27	18'		Work done by State	
.....	1,256.27	9,442.11	10,698.38	5,509.38	5,189.00	0.83	18'		Work done by State	
.....	381.67	6,706.89	7,088.56	3,880.56	3,208.00	0.49	18'		Work done by State	
9.44	1,922.15	7,139.84	9,071.43	5,311.99	3,750.00	0.37	18'		Work done by State	
147.33	1,795.13	8,947.60	10,890.06	5,624.34	5,261.00	0.76	18'		Work done by State	
30,370.56	16,546.17	.....	46,916.73	21,974.14	17,200.00	0.87	18'		J. R. Cianchette Co., Pittsfield, Me.	
.....	88	7,496.87	12,360.47	19,858.22	10,990.22	8,868.00	1.31		18'	J. R. Cianchette Co., Pittsfield, Me.
.....	4,942.89	10,208.44	15,151.33	8,401.33	6,750.00	1.10	18'		Work done by State	
.....	7,492.78	13,223.65	20,716.43	10,766.43	9,950.00	1.46	18'		W. H. Hinman Inc., North Anson, Me.	
266.30	5,137.65	14,392.72	19,796.67	10,318.43	9,478.24	0.83	18'		Work done by State	
3.33	2,275.63	10,406.27	12,685.23	6,685.30	5,999.93	0.79	18'		Work done by State	
181.38	3,002.58	11,355.79	14,539.75	7,539.75	7,000.00	1.00	18'		Work done by State	
76.90	1,118.42	5,608.02	6,803.34	3,689.34	3,114.00	0.58	18'		Work done by State	
72.44	703.37	5,335.16	6,110.97	3,271.97	2,839.00	0.49	18'		Work done by State	
162.04	3,632.54	9,012.52	12,807.10	6,589.10	6,218.00	0.31	18'	Work done by State		
15.25	2,815.85	9,489.92	12,321.02	6,866.02	5,155.00	0.95	18'	Work done by State		
88.08	2,316.73	4,911.64	7,316.45	3,818.45	3,168.00	0.72	18'	Work done by State		
107.83	2,264.53	6,463.29	8,835.65	4,627.65	4,208.00	0.36	18'	Work done by State		
98.33	2,495.95	5,921.57	8,515.85	4,570.13	3,911.00	0.70	18'	Work done by State		
.....	2,883.72	5,507.09	8,390.81	4,390.81	4,000.00	0.60	18'	Work done by State		
133.31	4,137.38	6,144.97	10,415.66	5,412.26	5,003.40	1.27	18'	P. E. Sousi Co, PittsfieldMe		
86.08	772.20	6,117.73	6,976.01	3,676.01	3,300.00	0.42	18'	Work done by State		
10,522.39	.....	.....	10,522.39	.....	.....	0.57	18'	Work done by State		
92.69	5,646.73	167.78	5,907.20	3,088.20	2,819.00	0.34	18'	Work done by State		
.....	1,650.85	7,000.30	8,651.15	4,378.90	4,272.25	0.48	18'	R. G. Watkins & Son, Inc., Amesbury, Mass.		
169.08	4,000.10	9,638.23	13,807.41	7,350.35	6,457.06	1.76	18'	Work done by State		
44,950.67	149,572.37	283,504.86	478,027.90	246,839.26	211,888.85	28.45				
225.42	8,041.32	1,898.37	10,165.11	10,165.11	.....	.....				
45,176.09	157,613.69	285,403.23	488,193.01	257,004.37	211,888.85	28.45				

Length completed previous to 1939.....27.31  
 Length completed 1939..... 1.14

FEDERAL AID FUND FOR  
CONSTRUCTION AND  
EXPENDITURES TO DECEMBER 31, 1939 OF  
HAYDEN-CARTWRIGHT

Proj. No. F.A.S.	Class of Highway	Location		Route	Engineering and Right-of-Way					Total Labor and Materials	
		County	Town		Surveys	Plans & Computations	Right of Way	Advertising	Engineering and Inspec.		Total
320-C	S.A.	Androscoggin	Turner-Buckfield	117	104.04		87.06		544.14	735.24	6,786.06
9-A	S.A.	Androscoggin	Wales	132	2.65				50.00	52.65	759.24
277-C	S.H.	Aroostook	Glenwood	2-A	217.48				485.04	702.52	10,875.06
10-B	S.A.	Cumberland	Gray-Raymond		2.00		10.00		122.05	134.05	2,863.61
156-C	S.A.	Cumberland	Harpwell	24	4.00				52.09	56.00	2,666.91
15-A	S.A.	Cumberland	Otisfield	121	5.00	27.00			64.25	96.25	2,645.09
211-C	S.A.	Cumberland	Sebago	107	15.85				19.50	35.35	2,072.13
8-B	S.A.	Franklin	Jerusalem	27	14.40				154.93	186.00	600.76
172-B	S.A.	Franklin	Weld-Phillips	142	7.18	278.10	16.67	61.40	67.74	1,086.16	1,500.58
213-C	S.H.	Hancock	Penobscot	15		4.00			5.60	9.60	
330-B	S.A.	Kennebec	Fayette	17					3.00	3.00	15.25
329-C	S.A.	Kennebec	Sidney	104					1.50	1.50	183.84
4-B	S.A.	Knox	Warren	137					29.00	29.00	
16-A	S.A.	Lincoln	Damariscotta	129	21.88				202.14	224.02	7,144.00
167-D	S.A.	Oxford	Albany	5	79.66	21.00		9.47	495.31	694.49	7,976.12
		Oxford	Buckfield			See Turner -	Buckfield, An				
255-C	S.A.	Oxford	Paris-Buckfield	117	186.02		15.16		662.11	863.29	16,169.78
324-C	S.A.	Oxford	Waterford	35	16.32	7.00			117.54	140.86	2,428.06
319-C	S.A.	Piscataquis	Big Squaw	15	17.76					17.76	697.93
		Piscataquis	Orneville		See Bradford -	Orneville, Penobscot Co.					
337-D	S.A.	Penobscot	Bradford-Orneville	11	86.88	150.49			10.52	247.89	842.72
236-E	S.H.	Penobscot	Dixmont	7							
235-E	S.A.	Penobscot	Prentiss	169	11.20	29.66			85.48	126.34	4,502.48
264-C	S.A.	Sagadahoc	Richmond	24					1.50	1.50	118.53
286-D	S.H.	Somerset	Cornville	150	32.36	67.84				100.20	306.92
11-B	S.A.	Somerset	Jackman	195	110.84	68.97			54.92	234.73	687.64
287-D	S.A.	Somerset	Ripley	154	38.05	58.50				96.55	61.99
159-D	S.A.	Waldo	Brooks	139	44.76	30.33			77.09	152.18	2,313.12
17-A	S.A.	Waldo	Winterport	139	26.84				4.00	30.84	375.48
6-B	S.A.	Washington	East Machias	191	17.85	16.67	329.34		131.45	495.31	998.07
198-B	S.A.	Washington	Millbridge	1-A	7.50	4.00			2.00	13.50	436.91
171-E	S.A.	Washington	Topsfield	16	7.80	29.67			146.14	183.61	4,462.21
19-A	S.H.	York	Dayton	5	2.00		12.50			14.50	
7-B	S.A.	York	Kennebunk		1.84				52.60	54.44	1,448.82
346-D	S.H.	York	Parsonfield	203			20.00			20.00	
		Grand Totals Net			1,082.16	793.23	641.18	77.21	4,659.97	7,253.75	96,779.58
		Miscellaneous Charges Deductible							14.65	14.65	234.73
		Gross Total per Controllers Report			1,082.16	793.23	641.18	77.21	4,674.62	7,268.40	97,014.31



**SECONDARY HIGHWAYS  
RECONSTRUCTION  
PROJECTS IN THE PROGRAM FOR FISCAL YEAR 1939**

ACT OF JUNE 16, 1936

Total Expenditures for 1939	Expenditures for 1938	Expenditures for 1937	Total Expenditures to Dec. 31, 1939	Federal Credits	Lng. of Proj. 'Mi.'	Constr. Data		Contractor	
						Wd. of Base	Surface and Should.		
7,521.30	9,331.90	150.50	17,003.70	5,425.00	1.09	18'	Treated Gravel Surface Proj. No. F. A. S. 16-A	Ralph Giovannucci, Pittsfield, Me	
811.89	8,366.13		10,178.02	4,050.00	0.53	18'		Work done by State	
11,577.58	21,130.75	149.77	32,858.10	14,175.00	0.91	20'		W. H. Hinman Inc, No. Anson, Me	
2,997.66	12,685.69	173.86	15,857.12	6,480.00	1.16	18'		Ralph Giovannucci, Pittsfield, Me	
2,722.91	15,642.49	53.15	18,418.55	8,150.00	1.08	18'		Chas. E. Horne, Millbury, Mass.	
2,741.34	10,174.32	204.33	13,119.99	4,960.00	0.61	18'		C. C. Smith Co., Cambridge, Mass	
2,107.48	11,457.21	206.25	13,770.94	5,053.00	0.61	18'		C. C. Smith Co., Cambridge, Mass	
786.76	10,341.53	190.85	11,319.14	4,515.00	0.37	18'		Work done by State	
17,811.43	517.51		18,328.94	9,950.00	0.97	18'		Ford & Smiley, Skowhegan, Me.	
9.60	12,879.09	270.85	13,159.54	5,850.00	0.99	18'		Bridge Const. Corp, Augusta, Me.	
18.25	12,107.24	130.70	12,256.19	5,749.00	0.70	18'		Work done by State	
185.34	18,753.01	163.50	19,101.85	9,180.82	1.10	18'		Work done by State	
29.00	13,979.45	167.81	14,176.26	5,900.00	0.67	18'		Bridge Const. Corp., Augusta, Me	
7,368.02	8,045.32	115.20	15,528.54	6,300.00	0.76	20'		Premix Bit. Gr 3 Sh.	Lane Const. Corp., Meriden, Conn.
8,670.61	499.93		9,170.54	3,570.30	0.90	18'			Chas. E. Horne, Millbury, Mass.
17,033.07	2,622.84	291.05	19,946.96	7,480.00	1.23	18'	All sections built with Bituminous and three foot shoulders except	Ralph Giovannucci, Pittsfield, Me	
2,568.92	7,139.76	24.45	9,733.13	3,010.00	0.57	18'		C. C. Smith Co., Cambridge, Mass	
715.69	5,477.50	18.67	6,211.86	2,700.00	0.56	18'		Work done by State	
1,090.61	25,308.35	31.08	26,430.04	12,777.40	2.35	18'		Work done by State	
	15,000.55	167.19	15,167.74	7,358.95	0.76	18'		Chas. E. Horne, Millbury, Mass.	
4,628.82	7,109.88	115.86	11,854.56	4,500.00	0.80	18'		Work done by State	
120.03	7,692.63	56.60	7,869.26	3,760.66	0.37	18'		Work done by State	
407.12	11,598.74	167.60	12,173.46	5,233.51	0.82	18'		Work done by State	
922.37	5,922.39	55.49	6,900.25	2,480.00	0.45	18'		Work done by State	
158.54	8,318.76	74.31	8,551.61	4,000.00	0.68	18'		Work done by State	
2,495.30	8,036.90	107.45	10,639.65	4,640.00	0.78	18'		Work done by State	
406.32	8,915.62	87.00	9,408.94	4,328.08	0.53	18'		Work done by State	
1,493.38	9,751.24	175.20	11,419.82	4,237.00	0.95	18'		Work done by State	
450.41	7,917.34		8,367.75	3,150.00	0.37	18'		Ralph Giovannucci, Pittsfield, Me	
4,645.82	13,188.78	99.60	17,934.20	6,800.00	0.53	18'		Work done by State	
14.50	15,050.85		15,065.35	6,482.57	0.34	20'	Hagan Thibodeau Const. Co., Wolfeboro, N. H.		
1,503.26	11,374.55	185.05	13,062.86	6,000.00	1.27	18'	Thomas W. Watkiss & Son Inc., Amesbury, Mass.		
20.00	8,536.93	224.40	8,781.33	4,057.28	0.62	18'	Hagan Thibodeau Const. Co., Wolfeboro, N. H.		
104,033.33	345,875.09	3,857.77	453,766.19	188,303.57	26.43				
249.38	1,921.84		2,171.22						
104,282.71	347,796.93	3,857.77	455,937.41	188,303.57	26.43				

Length completed previous to 1939..... 21.95  
 Length completed 1939..... 4.48

**FEDERAL AID FUND FOR  
CONSTRUCTION AND  
EXPENDITURES TO DECEMBER 31, 1939 OF PRO-**

ACT OF

Proj. No. F.A.S.	Class of Highway	Location		Route	Engineering and Right-of-Way						Total Labor and Materials
		County	Town		Surveys	Plans & Computations	Right of Way	Advertising	Engineering and Inspec.	Total	
25-A	S.A.	Androscoggin	Durham	136	222.17	356.81	17.75	1.39	339.25	937.37	8,933.72
153-B	S.A.	Androscoggin	Turner	219	257.63	450.55	28.95	60.12	553.47	1,350.72	6,352.43
305-C	S.H.	Aroostook	Forkstown	2-A	114.60	68.00	.75	5.70	1,533.43	1,722.48	22,292.32
349-C	S.A.	Cumberland	So. Portland	9	299.94	242.72				542.66	
22-A	S.A.	Cumberland	Standish	35	129.39	363.24	7.50	33.67	607.19	1,140.99	15,901.26
26-A	S.A.	Cumberland	Standish	113	187.42	252.00		33.68	340.16	813.26	8,064.34
213-D	S.H.	Hancock	Bluehill	15	24.81	219.01		21.10	1,000.11	1,265.03	12,245.90
328-B	S.A.	Kennebec	Litchfield	197	350.73	297.00	41.25	1.38	392.49	1,082.85	10,634.96
2-B	S.A.	Kennebec	Sidney	24	284.07	400.95		13.81	730.47	1,429.30	10,841.94
333-C	S.A.	Knox	Camden-Hope	105	232.31	712.66	37.05	41.27	860.85	1,884.14	6,666.08
229-C	S.A.	Lincoln	Dresden	197	72.50	306.85	11.25	1.41	356.98	749.02	7,975.67
232-B	S.A.	Oxford	Hartford	140	90.26	411.43	68.60	67.48	946.12	1,586.89	11,782.40
171-F	S.A.	Penobscot	Carroll	16	46.40	283.99	11.20	4.81	1,116.01	1,462.41	13,126.19
14-A	S.A.	Penobscot	Exeter	11	68.36	291.40		1.39	453.38	814.53	8,905.50
18-A	S.A.	Piscataquis	Milo	16	43.48	230.39		1.38	440.83	716.08	6,765.12
264-D	S.A.	Sagadahoc	Richmond	24	101.90	78.45	11.90	1.38	111.04	604.67	9,260.92
11-C	S.A.	Somerset	Jackman	195	259.60	205.25	19.00	1.39	329.01	814.25	6,501.16
287-E	S.A.	Somerset	Ripley	154	49.32	155.86		1.38	489.41	695.97	5,886.98
17-B	S.A.	Waldo	Winterport	139	74.65	288.50	23.75	1.38	524.24	912.52	9,105.07
24-A	S.A.	Washington	Topsfield	16	174.40	357.08		4.80	1,335.27	1,871.55	15,606.79
19-B	S.H.	York	Dayton	5	190.95	396.39	257.50	4.93	1,180.53	2,030.30	18,031.33
Grand Totals Net					3,274.89	6,371.53	536.45	303.88	13,940.24	24,426.99	214,880.08
Miscellaneous Charges Deductible							400.00			400.00	129.73
Gross Total per Controller's Report					3,274.89	6,371.53	936.45	303.88	13,940.24	24,826.99	215,009.81

**SECONDARY HIGHWAYS  
RECONSTRUCTION  
JECTS IN THE PROGRAM FOR FISCAL YEAR 1940**

JUNE 8, 1938

Total Expenditures for 1939	Expenditures for 1938	Expenditures for 1937	Total Expenditures to Dec. 31, 1939	Federal Credits	Lng. of Proj. "Mi."	Constr. Data		Contractor
						Wd of Base	Surface and Should.	
9,871.09			9,871.09	2,385.00	0.74	18'	Gravel except	Work done by State
7,703.15			7,703.15		0.46	18'		
24,014.80	299.47	146.37	24,460.64	6,875.00	1.39	20'	Mix in pl Gravel 3' Shl.	Hector Cyr Co. Inc, Waterville, Maine
542.66			542.66		0.78	22'		
17,042.25	179.40		17,221.65	6,562.50	1.00	20'	Bit. Treat shoulders F.A.S. 2-B	W. H. Hinman Inc., No. Anson, Maine
8,877.60			8,877.60	3,600.00	0.66	20'		
13,510.93	124.95		13,635.88	5,525.00	1.35	18'	Bit. Stab Base Mix in place S. 3' Shl.	Herbert Sargent, Stillwater, Me.
11,717.81			11,717.81	2,600.00	0.42	18'		
12,271.24			12,271.24	2,565.00	0.71	18'		Work done by State
8,550.22	787.72	176.70	9,514.64	2,920.00	0.49	18'	All sections built with Surface and three foot Proj. No. F.A.S. 349-C and	C. W. Qualey, Gray, Maine
8,724.69	198.83		8,923.52	3,442.50	0.57	18'		
13,369.29	422.25		13,791.54		0.71	18'		Work done by State
14,588.60	176.00	92.40	14,857.00	4,275.00	0.98	18'	All sections built with Surface and three foot Proj. No. F.A.S. 349-C and	Chas. E. Horne, Millbury, Mass.
9,720.03	128.24		9,848.27	3,225.00	0.60	18'		
7,481.20	211.87		7,693.07		0.69	18'		Work done by State
9,865.59			9,865.59	3,655.00	0.44	18'		Work done by State
7,315.41	13.16		7,328.57	1,600.00	0.61	18'		Work done by State
6,582.95	139.00		6,721.95	2,015.00	0.50	18'		Work done by State
10,017.59	102.30		10,119.89	2,934.00	0.82	18'		Work done by State
17,478.34	204.85		17,683.19	7,120.00	0.96	18'		Chas. E. Horne, Millbury, Mass.
20,061.63	132.33		20,193.96	5,925.00	1.51	20'		Greenough Bros. Inc., Waltham, Mass.
239,307.07	3,120.37	415.47	242,842.91	67,224.00	16.39			
529.73			529.73					
239,836.80	3,120.37	415.47	243,372.64	67,224.00	16.39		Length	Completed 1939 . . . . . 15.50
							Length	Carried over to 1940 . . . . . 0.89

**FEDERAL AID FUND FOR SECONDARY HIGHWAYS  
EXPENDITURES TO DECEMBER 31, 1939  
OF PROJECTS IN THE PROGRAM FOR FISCAL YEAR 1941 AND UNCLASSIFIED PROJECTS;  
ALSO SUMMARY OF TOTAL EXPENDITURES OF FEDERAL AID FUND FOR  
SECONDARY HIGHWAYS TO DECEMBER 31, 1939**

Location		Route	Engineering and Right-of-Way					Total Labor and Materials	Total Expenditures from Jan. 1 to Dec. 31, 1939	Total Expenditures previous to 1939	Total Expenditures to Dec. 31 1939	Total Credits to Dec. 31, 1939
County	Town		Surveys	Plans & Computations	Right of Way	Engineering & Insp.	Total					
Androscoggin	Greene		221.28	188.19			409.47	409.47		409.47		
Androscoggin	Minot		127.39				127.39	127.39		127.39		
Androscoggin	Turner	219	180.52				180.52	180.52		180.52		
Androscoggin	Wales	132	107.84	375.00		16.00	498.84	498.84		498.84		
Aroostook	Fort Kent	161				2.00	2.00	2.00	245.02	247.02		
Aroostook	Glenwood	2-A	521.15				521.15	521.15		521.15		
Aroostook	Limestone						8,379.76	8,379.76	2,858.48	11,238.24	11,275.74	
Cumberland	Otisfield	121	36.40	285.92			322.32	330.43		330.43	8.11	
Cumberland	Scarboro	9	291.60	14.00			305.60	305.60		305.60		
Cumberland	Standish	35	176.93			8.75	185.68	185.68		185.68		
Cumberland	Standish	113	180.71			7.00	187.71	187.71		187.71		
Franklin	Jerusalem	27			16.66	3.40	20.06	20.06		20.06		
Hancock	Mt. Desert	102	376.28				376.28	376.28		376.28		
Kennebec	Fayette	17	1.92	107.91		22.50	132.33	132.33		132.33		
Kennebec	Mt. Vernon	211	277.25				277.25	277.25		277.25		
Kennebec	Sidney	24	52.80	226.75	4.50		284.05	284.05		284.05	30.50	
Kennebec	Winslow	32	95.88				95.88	95.88		95.88		
Lincoln	Damariscotta	129	246.55				246.55	246.55		246.55		
Oxford	Sumner	140	237.76				237.76	237.76		237.76		
Penobscot	Corinth	11	305.82				305.82	305.82		305.82		
Penobscot	Dexter	43	126.35				126.35	126.35		126.35		
Penobscot	Old Town	43	304.14	3.50			307.64	307.64		307.64		
Sagadahoc	Bowdoinham	24	51.00	12.00			63.00	63.00		63.00		
Sagadahoc	Bowdoinham	24	54.27				54.27	54.27		54.27		
Somerset	Cornville	150	25.96	6.67			32.63	32.63		32.63		
Somerset	Jackman	195	140.71				140.71	140.71		140.71		
Somerset	St. Albans	43	277.92				277.92	277.92		277.92		
Waldo	Monroe	139	327.59				327.59	327.59		327.59		
Washington	Codyville	16	61.13				61.13	61.13		61.13		
Washington	East Machias	191	150.43				150.43	150.43		150.43		
Washington	Harrington	1-A	84.06				84.06	84.06		84.06		
York	Dayton	5	188.69				188.69	188.69		188.69		
<b>Totals</b>			<b>5,230.33</b>	<b>1,219.94</b>	<b>21.16</b>	<b>59.65</b>	<b>6,531.08</b>	<b>8,387.87</b>	<b>14,918.95</b>	<b>3,103.50</b>	<b>18,022.45</b>	<b>11,314.35</b>

Total Expenditures listed above in 1941 Program of Secondary Highway Projects and Unclassified Projects	14,918.95			
Net Total Expenditures listed in 1938, 1939 and 1940 Programs of Secondary Highway Projects for 1939	386,392.70			
Net Total Expenditures of Federal Aid Fund for Secondary Highways to December 31, 1938	792,747.31			
Funds Transferred in 1939 to Maine Statewide Highway Planning Survey	6,636.01			
Federal Aid Credits				
Total State Apportionment for 1938, 1939 and 1940				467,416.42
Miscellaneous Credits to Projects listed above as Unclassified Secondary Highway Projects				650,000.00
				11,314.35
Net Total Expenditures and Credits to December 31, 1939	1,200,694.97			1,128,730.77
To Check Controller's Report add to Expenditures and Credits	359,498.05			359,705.32
Gross Total Expenditures and Credits to December 31, 1939, per Controller's Report	1,560,193.02			1,488,436.09

**FEDERAL GRANTS****1939**

The following table includes expenditures in 1939 on projects undertaken with apportionments made under the Emergency Relief Appropriation Act of 1935. The expenditures are on account of work programmed in previous years.

**CONSTRUCTION**  
**U. S. WORKS PROGRAM HIGHWAY PROJECTS—W.P.S.O.**  
**(EMERGENCY RELIEF APPROPRIATION ACT OF 1935)**  
**EXPENDITURES TO DECEMBER 31, 1939**

Project No. W.P.S.O.	Location	Class of Highway	Expenditures for 1939	Expenditures previous to 1939	Total Expenditures to Dec. 31, 1939	Federal Credits to Dec. 31, 1939	Misc. Credits to Dec. 31, 1939	Type of Surface	Length Completed in 1939	Length Completed previous to Jan. 1, 1939	Total Length of Project
310	Aroostook County										
372	Caribou .....	S.A.	153.86	15,935.25	16,089.11	15,654.00	435.11	Gravel	.....	1.02	1.02
207-C	Limestone .....	S.A.	2,157.18	11,828.09	13,985.27	.....	495.14	Gravel	0.20	0.86	1.06
	Wallagrass .....	S.A.	4.65	13,406.97	13,411.62	12,102.00	1,309.62	Gravel	.....	0.86	0.86
325	Cumberland County										
	Standish .....	S.A.	186.75	12,778.30	12,965.05	12,810.00	155.05	Gravel	.....	0.57	0.57
262-C	Hancock County										
	Gouldsboro .....	S.A.	175.54	12,109.81	12,285.35	10,619.00	1,666.35	Gravel	.....	0.75	0.75
332	Kennebec County										
	Winthrop-Wayne .....	S.A.	1,513.00	30,449.39	31,962.39	27,950.00	4,012.39	Gravel	.....	0.74	0.74
166-C	Sagadahoc County										
	Phippsburg .....	S.A.	15.00	17,307.93	17,322.93	17,100.00	222.93	Gravel	.....	0.69	0.69
TOTAL PROGRAM 1935 - 1939 Inc. — W.P.S.O. PROJECTS											
Total Expenditures for 1939 .....					4,205.98	Total Length Completed 1939 .....					0.20
Total Expenditures previous to 1939 .....					797,964.18	Total Length Completed previous to 1939 ..					46.22
Total Expenditures to December 31, 1939 .....					802,170.16	Total Length Completed to Dec. 31, 1939 ..					46.42
Total Credits to December 31, 1939 .....					788,680.03						

Note:—This Report shows only those Projects on which there were expenditures or credits during the year 1939.  
For further information re W.P.S.O. Expenditures see previous reports.

## 1939

## BRIDGE CONSTRUCTION

Thirty-nine bridges were placed under construction in 1939. Of these, thirty-five were state projects, three railroad crossing projects, built with funds from Federal Aid Grade Crossing programs, and one, an underpass, whereby the highway to the new Colby College campus is taken under the tracks of the Maine Central Railroad Company. This last project had joint participation of the State, railroad company, city of Waterville and Colby College, and WPA labor was used as much as possible.

The PWA bridge projects of 1938 were started late in that year and were completed in 1939.

Chapter 111 of the private and special laws of 1939 provided additional funds for the state's part of the cost of bridge construction. The amount provided, \$400,000 for each fiscal year, was less than would have been available if the proposed bond issue had been approved by referendum vote. The bond issue would also have provided funds for the State of Maine portion of the cost of reconstructing an international bridge in Calais, and would have made available some money towards the cost of a new bridge over the Kennebec River in Augusta.

The following bridges were placed under construction in 1939:

## 1939 REPORT

Town and County	Contractor	Est. Cost	Description
Abbot . . . . . Piscataquis	Force Account . . . . . Substructure & Floor  The Berlin Construction Company, Inc. . . . . Steel Superstructure	\$16,000	Old Covered Bridge; steel pony truss span 96 ft. center to center of bearings; existing stone abutments capped with concrete; laminated wood floor; asphalt plank surface; 21 ft. roadway.
Augusta . . . . . Kennebec	J. R. Partridge . . . . .	75,000	Rines Hill Railroad Crossing, Federal Aid Project FAGM 151-B(1); steel I-beam span, length along centerline of roadway variable from 60 ft. 7 $\frac{1}{2}$ in. to 67 ft. 3 $\frac{1}{2}$ in., shew variable 56° 22' to 53° 49'; existing concrete abutments capped with concrete; steel beams encased in concrete; reinforced concrete floor slab; bituminous concrete surface; clear roadway width minimum 41 ft.; 2 sidewalks, minimum width 7 ft. 2 in.
Baldwin . . . . . Cumberland	Force Account . . . . .	16,000	Breakneck Bridge; concrete slab span, clear span length 20 ft., mass concrete abutments, 44 ft. 8 in. between curbs providing for 28 ft. roadway on fill.
Baldwin . . . . . Cumberland	Force Account . . . . .	20,000	Folly Bridge; concrete slab span, clear span length 21 ft. 6 in. along centerline of roadway, skew 30°; concrete abutments; concrete surface; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Baldwin Cumberland	Force Account	15,000	Murch Bridge; concrete slab span; clear span length 21 ft. along centerline of roadway; skew 30°; concrete abutments: 33 ft. 1½ in. between curbs providing 28 ft. roadway on fill.
Baneroff Aroostook	Force Account	3,000	Mattawankeag Bridge; wood strip floor, asphalt plank wearing surface, two additional lines of steel stringer for existing steel truss span, 125 ft. center to center of bearings, 15 ft. roadway.
Bowdoin Sagadahoc	Ellis C. Snodgrass and Lewiston Crushed Stone Co., Inc.	14,100	Gillespie Bridge; concrete slab span, clear span length 17 ft. 7½ in. along centerline of roadway; skew 25°; concrete abutments, concrete struts, pile foundations; concrete surface; 22 ft. roadway; new location.
Bowdoinham Sagadahoc	Force Account	9,000	Leavitt Bridge; full round corrugated metal plate culvert; 12 ft. 6 in. diameter, providing for 24 ft. roadway on fill.
Cherryfield Washington	Force Account	13,800	Schoodic Bridge; concrete T-beam span, clear span length 30 ft., concrete abutments, pile foundation, concrete surface, 22 ft. roadway.
Clifton Penobscot	Sweetser Bros.	4,000	Mike Clark Bog Bridge; concrete slab span, clear span length 12 ft., concrete abutments, concrete bottom slab; concrete surface, 22 ft. roadway.
Columbia Washington	Reed & Reed	9,600	Dyke Brook Bridge; 2-6 ft. asphalt coated corrugated metal culverts, equipped with automatic tide gates, providing for 26 ft. roadway on fill.
Detroit Somerset	H. L. Goodrich	25,400	Detroit Overhead Crossing, U. S. Works Program Grade Crossing Project WPGS 373(1); three continuous steel I-beam spans, each end span 40 ft., intermediate span 45 ft. center to center of bearings; one mass concrete abutment, one concrete column abutment; two concrete column piers; concrete floor slab, bituminous concrete surface; 24 ft. roadway, 2-2 ft. 6 in. sidewalks.
Etna Penobscot	Force Account	3,600	Center Bridge; common labor furnished by WPA; concrete slab span, clear span length 12 ft. 2½ in. along centerline of roadway; skew 35°, concrete abutments; concrete bottom slab; gravel surface, 22 ft. roadway.
Greenville Piscataquis	Vulcan Construction Co	75,300	C.P.R. Crossing; Federal Aid Project FAGII 88-A(2); three continuous steel I-beam spans; one span 46 ft. 0-¼ in., one span 65 ft., one span 45 ft. 11 7-8 in., center to center of bearings; concrete column type abutments and piers; concrete floor slab; bituminous concrete surface; 26 ft. roadway, 2-2 ft. 6 in. sidewalks; new location.



Town and County	Contractor	Est. Cost	Description
Grand Lake Str. Pl. Washington	Force Account	4,200	Milford Street Bridge: steel I-beam span, 37 ft. center to center of bearings, concrete caps on existing stone abutments; laminated wood floor; asphalt plank surface; 18 ft. roadway.
Hallowell Kennebec	V. E. Dunn & Son	4,800	Outlet Road Bridge: concrete slab span, clear span length 10 ft.; reinforced concrete abutments, concrete bottom slab; gravel surface, 22 ft. roadway.
Holden Penobscot	Sweetser Bros.	5,000	Mill Bridge: concrete slab span, clear span length 15 ft.; concrete abutments, concrete surface, 22 ft. roadway.
Levant Penobscot	Force Account	6,400	Harvey Mill Bridge: concrete slab span, clear span length 10 ft.; reinforced concrete abutments, concrete bottom slab, concrete surface, 22 ft. roadway.
Liberty Waldo	Force Account	5,200	Fuller Bridge: corrugated metal plate arch, clear span length 14 ft. 6 in. along centerline of roadway, skew 15°, 4 ft. 10 in. rise, concrete footings; gravel surface providing 26 ft. roadway on fill.
Liberty Waldo	Force Account	9,500	Stevens Bridge: concrete slab span, clear span length 24 ft. along centerline of roadway, skew 15°, concrete abutments, pile foundation; concrete surface; 22 ft. roadway, new location.
Lyman York	Force Account	9,100	Staples Bridge: concrete slab span, clear span length 25 ft. along centerline of roadway; 20° skew; concrete abutments, concrete surface, 22 ft. roadway.
Mayfield Pl. Somerset	Force Account	3,100	Riftt Brook Bridge: concrete slab span, clear span length 12 ft.; concrete abutments; concrete surface, 22 ft. roadway, new location.
Medway Penobscot	Wyman & Simpson, Inc. Substructure & Floor The Phoenix Bridge Co. Steel Superstructure	131,000	East Branch Penobscot River Bridge: three steel truss spans, two 140 ft. and one 225 ft. center to center of bearings; skew 34° 10'; one mass concrete abutment, one concrete column abutment, pile foundations; two mass concrete piers, one pile foundation; concrete floor slab; bituminous concrete surface; 24 ft. roadway; 2-2 ft. clear sidewalks; new location.
Milbridge Washington	E. C. Hanna	4,800	Emerson Bridge: wood stringer span, 14 ft. center to center of bearings along centerline of roadway; skew 30°; creosoted timber pile bents for abutments; laminated wood floor; asphalt plank surface; 22 ft. roadway.
Monson Piscataquis	Walter V. Mitton, Inc.	10,400	Barrow's Falls Bridge: two steel I-beam spans, one 55 ft. and one 65 ft. center to center of bearings; concrete abutments and pier; laminated wood floor; asphalt plank surface; 14 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Newburg Penobscot	Reed & Reed	5,200	Kelley Bridge: concrete slab span; clear span length 12 ft.; concrete abutments; concrete bottom slab; gravel surface; 22 ft. roadway.
New Vineyard Franklin	Force Account	2,600	Preston Bridge: steel I-beam span 31 ft. 6 in. center to center of bearings along centerline of roadway, skew about 6°; existing stone abutments capped and jacketed with concrete; concrete floor slab, concrete surface, 14 ft. roadway.
Orrington Penobscot	Hector J. Cyr Co., Inc.	12,400	Red Bridge: concrete slab span, clear span length 22 ft., concrete abutments, pile foundation, concrete surface, 22 ft. roadway.
Paris Oxford	Ralph Giovannucci	7,500	Stony Brook Bridge: concrete T-beam span; clear span length 25 ft.; concrete abutments; concrete surface; 22 ft. roadway; new location
Somerville Pl. Lincoln	Reed & Reed	8,500	French Bridge: two structures; No. 1 concrete slab span, clear span length 15 ft. concrete abutments, concrete surface, 22 ft. roadway; No. 2 concrete slab span, clear span length 12 ft., reinforced concrete abutments, mass concrete wings, concrete surface, 22 ft. roadway.
Stacyville Pl. Penobscot	Earle L. Keene	4,200	Syberia Bridge: concrete slab span, clear span length 14 ft., concrete abutments; concrete bottom slab, concrete surface; 22 ft. roadway
Township 31 Washington	Howard L. Jackson	6,500	Chain Lake Stream Bridge: concrete T-beam span, clear span length 30 ft.; concrete abutments; concrete surface; 22 ft. roadway; new location.
Warren Knox	Edgar Cyr	56,000	Village Bridge: three continuous steel I-beam spans; each end span 62 ft. 6 in.; intermediate span 85 ft. center to center of bearings; one mass concrete abutment; one existing stone abutment capped and jacketed; two column type concrete piers; concrete floor slab; bituminous concrete surface; span 1, 32 ft. 2 in. roadway; spans 2 and 3, 26 ft. roadway; all spans 2 sidewalks, minimum width 5 ft.
Waterville Kennebec	Force Account Substructure and approaches The Phoenix Bridge Co. Steel Superstructure furnishing steel only	45,300	Colby College Underpass: part of labor costs from WPA funds; highway underpass, one steel thru plate girder span, 57 ft. center to center of bearings; skew 46° 05'; concrete abutments, pile foundation; clear width of highway 26 ft., one 6 ft. sidewalk, bituminous treated surface.
Weld Franklin	Force Account	5,500	Lorenzo Robertson Bridge: concrete slab span, clear span length 14 ft., concrete abutments; concrete bottom slab; concrete surface; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
West Bath . . . . . Sagadahoc	Force Account . . . . .	7,900	Mill Bridge; 2-5 ft. diameter asphalt coated corrugated metal culverts with seepage rings, on fill to provide an overflow above high tide; 24 ft. roadway on fill.
Whitneyville . . . . . Washington	Ralph L. Cianchette . . . . .	28,000	Machias River Bridge; two steel I-beam spans, 74 ft. 5 in. center to center of bearings, one existing stone abutment capped with concrete, one concrete abutment and pier; concrete floor slab; concrete surface; 22 ft. roadway.
Windsor . . . . . Kennebec	Stewart & Williams, Inc.	7,000	Colburn Bridge; concrete slab span, clear span length 10 ft., reinforced concrete abutments; concrete bottom slab; concrete surface; 22 ft. roadway.
Winterport . . . . . Waldo	Force Account . . . . .	7,200	Plummer Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; concrete surface; 22 ft. roadway.

The total expenditures for bridge construction in 1939 amounted to \$1,600,667.82, divided between the different accounts as follows:

Bridge Loan Fund . . . . .	\$654,752.04
PWA Bridge Construction (1935 allotment) . . . . .	3,462.73
PWA Bridge Construction (1938 allotment) . . . . .	421,266.19
PWA Bridge Construction (Southport Bridge) . . . . .	183,438.10
Works Program Grade Crossing Fund . . . . .	21,299.22
Federal Aid Grade Crossing Fund . . . . .	316,055.46
Works Program Flood Replacement Fund . . . . .	394.08

The following table shows the bridge construction accounts closed during 1939, with final cost and distribution of cost.

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Albion	Ken.	Crosby	\$3,680.51	\$2,119.98	\$1,104.15	\$456.38
Albion	Ken.	Danforth	2,928.00	1,686.53	878.40	363.07
Albion	Ken.	Hussey	5,146.22	2,964.22	1,543.87	638.13
Albion	Ken.	McDonald	12,542.47	7,224.46	3,762.74	1,555.27
Albion	Ken.	Meadow Brook	3,302.76	1,902.39	990.83	409.54
Albion	Ken.	Tannery	9,880.13	5,690.95	2,964.04	1,225.14
Appleton	Knox	Burkett	10,855.84	5,525.62	3,256.75	2,073.47
Auburn	And.	South	309,544.41	32,091.41	10,000.00	14,000.00 A.
Lewiston						26,000.00 L.
Bangor	Pen.	Bull's Eye	59,543.52	2,093.52		14,250.00
Bingham	Som.	Reynolds No. 2	12,924.85	12,924.85		
Bowdoin	Sag.	Blacksmith Shop	4,926.21	1,876.89	1,477.86	1,571.46
Brewer	Pen.	Whiting Hill Xing.	2,919.57	709.57		
Calais	Wash.	Maguerbocker	9,817.53	9,817.53		
Cambridge	Som.	Knickerbocker	11,413.78	6,642.82	3,424.13	1,346.83
Cherryfield	Wash.	Covered	50,853.01	28,495.33		
Clinton	Ken.	Decker	10,937.30	3,827.91	3,281.19	3,828.20
Columbia	Wash.	Low's Iron	36,347.87	1,853.87		800.00
Dyer Brook	Aroos.	B. & A. Xing.	61,625.72	2,958.72		
Edmunds	Wash.	Tide Mill No. 2	22,178.37	12,856.10		
Exeter	Pen.	Davis	7,597.74	3,153.06	2,279.32	2,165.36
Falmouth	Cumb.	Allen's	12,489.20	1,778.12	2,133.75	3,200.62
Falmouth	Cumb.	Merrill	9,208.41	2,302.11	2,762.53	4,143.80
Farmington	Fra.	Hamlin	12,009.17	3,002.29	3,602.75	5,401.13
Farmington	Fra.	Williams No. 2	38,045.04	12,174.41	11,413.51	13,094.11 F.
Chesterville						1,363.01 C.
Gorham	Cumb.	Shadd Gully	3,696.13	924.03	1,108.84	1,663.26
Greenwood	Oxford	Johnnies	7,168.67	7,168.67		
Harrison	Cumb.	Woodsum	6,828.93	2,048.68	2,048.68	2,731.57
Harrison	Cumb.	West Twin	9,659.67	5,291.62	1,761.32	1,618.74 H.
Otisfield						987.99 O.
Houlton	Aroos.	Cary's Mill	12,761.07	1,786.03	2,143.24	3,214.85
Islesboro	Waldo	Mill	14,793.48	4,970.61	4,438.04	5,384.83
Jackson	Waldo	Great Farm	8,779.99	8,779.99		
Jonesport	Waldo	Cross Cove	32,885.84	9,946.99	5,485.47	2,852.44
Lisbon	And.	Barker Brook	2,982.00	745.50	894.60	1,341.90
Livermore	And.	Martin Str. No. 1	225.56	225.56		
Livermore	And.	Martin Str. No. 2	161.00	161.00		
Madison	Som.	Hayden	5,492.28	5,492.28		
Mechanic Falls	And.	Pottle	27,002.19	10,179.82	8,100.66	6,604.49 M.F.
Minot						2,117.22 M.
Medford	Pisc.	Scoutarza	11,635.32	4,126.68	2,000.01	540.00
Milford	Pen.	Second Otter	36,555.89	1,969.89		3,000.00
Milton	Oxford	Chase	6,087.14	3,621.85	1,826.14	639.15
Moose River Pl.	Som.	Heald Stream	9,201.22	4,738.62	2,760.37	1,702.23
Mount Chase	Pen.	Sargent Brook	3,045.68	1,379.69	913.71	752.28
Mount Chase	Pen.	Shin Pond	10,885.06	6,624.54	3,265.52	995.00
Old Town	Pen.	Irving	14,984.49	3,746.12	4,495.35	6,743.02
Old Town	Pen.	Mud Pond Inlet	61,904.99	20,614.36	18,571.50	22,719.13
Parsonsfeld	York	Pendexter	11,653.18	5,773.18	2,940.00	2,940.00
Passadumkeag	Pen.	Hathaway	15,085.33	9,384.95	4,525.60	1,174.78
Portland	Cumb.	Stroudwater	40,515.77	10,128.94	12,154.73	18,232.10
Prospect	Waldo	Colson	20,854.06	11,880.19		
Ripley	Som.	Village	4,156.21	1,712.36	1,246.86	1,196.99
Sapling Township	Som.	C. P. Ry. Xing.	59,805.32	1,404.32		
Scarboro	Cumb.	Carter	9,835.69	1,385.59	1,662.71	2,494.05
Standish	Cumb.	Canal	22,865.88	4,142.36	3,871.37	4,890.82
Summer-	Oxford	Hodgdon	32,359.85	1,104.85		800.00 S.
Hartford						1,050.00 H.
Turner-	And.	Turner Center	123,751.52	4,364.52		7,000.00 T.
Greene						4,500.00 G.
Twp. 17, R. 5	Aroos.	Dickey Brook	11,413.59	3,642.60	1,947.91	902.53
Wells	York	Bragdon Xing.	59,022.48	2,146.48		
Wilton	Fra.	Butterfield	9,472.53	2,368.14	2,841.75	4,262.64
Winthrop	Ken.	Mill Stream	12,643.14	9,448.82	3,194.32	
			\$1,443,888.81	\$339,102.49	\$149,074.52	\$212,940.53

- \*Auburn-Lewiston, South Bridge—WPFRR Project 29. Federal funds, \$227,453.00.
- Bangor, Bull's Eye Bridge—WPFRR Project 2. Federal funds, \$43,200.00
- Brewer, Whiting Hill Crossing—U. S. Works Program Grade Crossing Project WPGM 103-H. Federal funds, \$2,210.00.
- Cherryfield, Covered Bridge—PWA Project 1014-2. Federal funds, \$22,357.68.
- Columbia, Lowe's Iron Bridge—WPFRR Project 13. Federal funds, \$33,694.00.
- Dyer Brook, B. & A. Crossing Bridge—U. S. Works Program Grade Crossing Project WPG11 145-F. Federal funds, \$61,667.00.
- Edmunds, Tide Mill Bridge No. 2—PWA Project 1014-25. Federal funds, \$9,322.27.
- Falmouth, Allen's Bridge—PWA Project 1014-5. Federal funds, \$5,376.71.
- Houlton, Cary's Mill Bridge—PWA Project 1014-10. Federal funds, \$5,616.95.
- Jonesport, Cross Cove Bridge—PWA Project 1014-11. Federal funds, \$14,600.94.
- Medford, Scootanza Bridge—PWA Project 1014-15. Federal funds, \$4,968.63.
- Milford, Second Otter Stream Bridge—WPFRR Project 20. Federal funds, \$31,586.00.
- Prospect, Colson Bridge—PWA Project 1014-19. Federal funds, \$8,973.87.
- Sapling, C. P. Ry. Crossing Bridge—U. S. Works Program Grade Crossing Project WPGS 319. Federal funds, \$58,401.00.
- Scarboro, Carter Bridge—PWA Project 1014-30. Federal funds, \$4,293.34.
- Standish, Canal Bridge—PWA Project 1014-20. Federal funds, \$9,961.33.
- Summer-Hartford, Hodgdon Bridge—WPFRR Project 31. Federal funds, \$29,405.00.
- Turner-Greene, Turner Center Bridge—WPFRR Project 23. Federal funds, \$107,887.00.
- Twp. 17, R. 5, Dickey Brook Bridge—PWA Project 1014-23. Federal funds, \$4,920.55.
- Wells, Bragdon Crossing Bridge—U. S. Works Program Grade Crossing Project WPG11 293-B. Federal funds, \$56,876.00.

1939

**BRIDGE MAINTENANCE**

Maintenance was continued on bridges located on the State highway system designated prior to 1939. Eight other bridges were taken over for maintenance during the year due to designation of additional State highways and the Danforth Street Bridge, Portland, formerly maintained by the railway, was rebuilt and also added.

The total expenditure from bridge maintenance funds in 1939, after deducting credits, amounts to \$168,618.20.

1939

**BRIDGE MAINTENANCE****Credits**

Balance, January 1, 1939 . . . . .	\$113,932.50
Transferred from General Highway Fund . . . . .	178,615.33
Received from rental of buildings . . . . .	2,245.00
Received from rental of pipe line—Madawaska . . . . .	500.00
	<hr/>
	\$295,292.83

**Debits**

Engineering and supervision . . . . .	\$23,423.50
Labor and materials . . . . .	147,882.68
Right of Way and Land Damage . . . . .	57.02
Balance, December 31, 1939 . . . . .	123,929.63
	<hr/>
	\$295,292.83

1939

**BRIDGE LOAN FUND****Credits**

Balance, January 1, 1939 . . . . .	\$109,054.32
Received from Gen. Highway—Special Legislative Act . . . . .	400,000.00
Transferred from Special Resolves:	
Monson . . . . .	\$2,000.00
Otis . . . . .	519.15
Windsor . . . . .	2,000.00
Orrington . . . . .	2,000.00
New Vineyard . . . . .	1,000.00
Cherryfield . . . . .	500.00
Somerville . . . . .	600.50
	<hr/>
	8,619.65

## Transferred from Works Program Flood Replacement:

Biddeford-Saco . . . . .	\$3,917.93	
Bangor . . . . .	3,060.47	
Columbia . . . . .	381.88	
Auburn-Lewiston . . . . .	1,988.37	
Sumner-Hartford . . . . .	149.98	
Turner-Greene . . . . .	1,406.58	
	<hr/>	10,905.21

## Transferred from Federal Aid:

Kittery . . . . .	\$56,946.00	
Farmington . . . . .	47,181.00	
	<hr/>	104,127.00

## Transferred from Highway Fund:

Kittery . . . . .	\$75,000.00	
Farmington . . . . .	70,000.00	
	<hr/>	145,000.00

## Transferred from State Aid Joint Fund:

Monson . . . . .	\$ 376.38	
Bucksport . . . . .	2,972.09	
Liberty . . . . .	1,833.50	
Otis . . . . .	324.55	
Richmond . . . . .	1,076.72	
Grand Lake Stream . . . . .	1,142.40	
Levant . . . . .	1,696.00	
Windsor . . . . .	240.00	
Orrington . . . . .	981.18	
Harmony . . . . .	2,177.50	
Bowdoinham . . . . .	2,067.12	
Winterport . . . . .	2,398.50	
Newburg . . . . .	1,497.60	
Cherryfield . . . . .	2,398.50	
Milbridge . . . . .	1,896.00	
Clifton . . . . .	692.00	
Holden . . . . .	1,535.00	
	<hr/>	25,305.04

## Transferred from Third Class Fund:

Liberty . . . . .	\$1,353.60	
Paris . . . . .	3,375.00	
Hermon . . . . .	399.63	
Hebron . . . . .	971.68	
Lyman . . . . .	2,593.50	
Alna . . . . .	1,012.95	
Cherryfield . . . . .	303.10	
	<hr/>	10,009.46

## Transferred from Municipal Allotment:

Monson . . . . .	\$ 587.62	
Camden . . . . .	3,396.90	
Orrington . . . . .	838.02	

Columbia .....	218.57	
Hallowell .....	2,160.00	
West Bath .....	417.13	
		7,618.24
Transferred from PWA Bridge Construction:		
Whitneyville .....	\$18,150.00	
Woodstock .....	13,500.00	
		31,650.00
Transferred from General Highway Federal Allotment:		
Dyer Brook .....	\$2,958.72	
Wells .....	2,146.48	
Brewer .....	709.57	
Sapling .....	1,404.32	
Auburn-Lewiston .....	883.59	
		8,102.68
Received from Counties .....		115,166.36
Received from Cities and Towns .....		38,590.26
		\$1,014,148.22

#### Expenditures

Engineering, advertising and inspection .....		\$79,470.69
Labor and materials .....		564,214.97
Right of Way and Property Damage .....		11,066.38
Refund to Counties .....		7,169.98
Refund to Cities and Towns .....		3,962.09
Transferred to State Aid Joint Fund:		
T. 17, R. 5 .....	\$ 2.99	
Cambridge .....	46.37	
Milton .....	.85	
Appleton .....	166.53	
Poland .....	1,000.00	
		1,216.74
Transferred to Third Class Fund:		
Gorham .....	\$226.74	
		226.74
Transferred to Gen. Hghway Federal Allotment:		
Milford .....	\$219.96	
Bangor .....	2,896.26	
Columbia .....	160.81	
Sumner-Hartford .....	56.83	
Turner-Greene .....	1,232.43	
		4,566.29
Transferred to Works Program Flood Replacement:		
Rumford-Mexico .....	\$1,415.60	
Lisbon-Durham .....	7,440.68	
Brownfield .....	4,131.31	
		15,987.59



Transferred to PWA Bridge Construction (9110)		
Kittery .....	\$32,096.70	
		32,096.70
Transferred to PWA Bridge Construction (9130):		
Whitneyville .....	\$18,150.00	
Woodstock .....	13,500.00	
		31,650.00
Transferred to PWA Bridge Construction (9135)		
Southport .....	\$112,200.00	
		112,200.00
Transferred to Richmond-Dresden operating account .....		3,396.60
Balance, December 31, 1939 .....		146,923.45
		\$1,014,148.22

## 1939

## PWA PROJECT NO. MAINE 1096-F

## Credits

Balance, January 1, 1939 .....	\$	194,517.79
Received from Federal Aid .....		181,157.94
Transferred from Bridge Loan Fund:		
Whitneyville .....	\$18,150.00	
Woodstock .....	13,500.00	
		31,650.00
Overdraft, December 31, 1939 .....		42,590.46
		\$452,916.19

## Expenditures

Engineering, advertising and inspection .....	\$22,662.85
Labor and materials .....	398,603.34
Transferred to Bridge Loan Fund:	
Whitneyville .....	\$18,150.00
Woodstock .....	13,500.00
	31,650.00
	\$452,916.19

## 1939

## WORKS PROGRAM FLOOD REPLACEMENT FUND

## Credits

Received from Federal Aid .....	\$36,704.00
Transferred from Bridge Loan Fund:	
Rumford .....	\$1,415.60
Lisbon-Durham .....	7,440.68
Brownfield .....	4,131.31
	15,987.59
Overdraft, December 31, 1939 .....	109,220.09
	\$161,911.68

**Expenditures**

Overdraft, January 1, 1939.....		\$150,612.39
Labor and materials.....		394.08
Transfer to Bridge Loan Fund:		
Biddeford-Saco.....	\$3,917.93	
Bangor.....	3,060.47	
Columbia.....	381.88	
Auburn-Lewiston.....	1,988.37	
Sumner-Hartford.....	149.98	
Turner-Greene.....	1,406.58	
		<hr/> 10,905.21
		<hr/> \$161,911.68

**CARLTON BRIDGE****Bath - Woolwich****Toll Collections, January 1-December 31, 1939**

Passengers.....	561,474	.05	\$28,073.70
Automobile or 2-ton truck.....	249,221	.50	124,610.50
Truck, over 2 to 3½ tons.....	874	.75	655.50
Truck, over 3½ to 5 tons.....	1,101	1.00	1,101.00
Truck, over 5 to 10 tons.....	855	1.50	1,282.50
One horse vehicle.....	33	.15	4.95
Two horse vehicle.....	5	.20	1.00
Bus, 16 passenger or less.....	5	.75	3.75
Bus, over 16 passenger.....	75	1.00	75.00
Motorecycle.....	364	.15	54.60
Horses, cows and oxen.....	12	.15	1.80
Commutation tickets:			
Passenger..... 25 trips	2,885	1.00	2,885.00
Auto or 2-ton truck..... 20 trips	2,947	3.50	10,314.50
Auto or 2-ton truck..... 50 trips	676	5.00	3,380.00
Truck, over 2 to 3½ tons..... 20 trips	184	6.00	1,104.00
Truck, over 2 to 3½ tons..... 200 trips	17	30.00	510.00
Truck, over 3½ to 5 tons, or bus. 20 trips	519	9.00	4,671.00
Truck, over 3½ to 5 tons, or bus. 100 trips	5	20.00	100.00
Truck, over 5 to 10 tons..... 20 trips	323	15.00	4,845.00
			<hr/> \$183,673.80

**CARLTON BRIDGE****Bath - Woolwich****Travel under Order P.U.C. February 6, 1935****January 1-December 31, 1939**

Town	Period	Vehicles	Passengers
Woolwich.....	Full year	220,939	176,096
Georgetown.....	“	26,786	35,571
Arrowsic.....	“	32,204	25,540

Bath . . . . .	“	221,472	118,193
West Bath . . . . .	“	5,845	4,220
Edgecomb . . . . .	“	9,185	9,941
Southport . . . . .	“	3,392	2,834
Wiscasset . . . . .	“	53,781	40,793
Westport . . . . .	“	8,989	11,496
Phippsburg . . . . .	“	6,286	4,177
Boothbay Harbor . . . . .	“	21,518	17,735
Boothbay . . . . .	“	9,320	8,382
		<hr/>	<hr/>
		619,717	454,978

**WALDO—HANCOCK BRIDGE****Prospect - Verona****Toll Collections, January 1 - December 31, 1939**

Passenger . . . . .	276,961	.05	\$13,848.05
Automobile or 2-ton truck . . . . .	153,398	.50	76,699.00
Truck, over 2 to 3½ tons . . . . .	664	.75	498.00
Truck, over 3½ to 5 tons . . . . .	758	1.00	758.00
Truck, over 5 to 10 tons . . . . .	334	1.50	501.00
One or two horse vehicle . . . . .	43	.15	6.45
Bus, 16 passenger or less . . . . .	4	.75	3.00
Bus, over 16 passenger . . . . .	91	1.00	91.00
Motorecycle . . . . .	276	.15	41.40
Commutation tickets:			
Passenger . . . . . 25 trips	700	1.00	700.00
Auto or 2-ton truck . . . . . 20 trips	957	3.50	3,349.50
Auto or 2-ton truck . . . . . 50 trips	397	5.00	1,985.00
Truck, over 2 to 3½ tons . . . . . 20 trips	39	6.00	234.00
Truck, over 2 to 3½ tons . . . . . 100 trips	10	15.00	150.00
Truck, over 3½ to 5 tons, or bus . . . . . 20 trips	51	9.00	459.00
Truck, over 3½ to 5 tons, or bus . . . . . 100 trips	87	20.00	1,740.00
Truck, over 5 to 10 tons . . . . . 20 trips	74	15.00	1,110.00
			<hr/>
			\$102,173.40

**MAINE KENNEBEC BRIDGE****Richmond - Dresden****Toll Collections, January 1 - December 31, 1939**

Pedestrian . . . . .	2,204	.05	\$ 110.20
Automobile or 2-ton truck . . . . .	14,432	.25	3,608.00
Truck over 2 to 3½ tons . . . . .	100	.35	35.00
Truck over 3½ to 5 tons . . . . .	118	.50	59.00
Truck or tractor over 5 tons . . . . .	24	1.00	24.00
1 or 2 horse vehicle . . . . .	36	.15	5.40
Motor bus, over 16 passenger . . . . .	5	.75	3.75
Motorecycle . . . . .	5	.15	.75
Live stock . . . . .	21	.05	1.05
Extra passengers . . . . .	19,014	.05	950.70

Commutation tickets:				
Pedestrian or passenger . . . . .	25 trips	439	.50	219.50
Automobile or 2-ton truck . . . . .	20 trips	189	3.00	567.00
Automobile or 2-ton truck . . . . .	50 trips	52	5.00	260.00
Automobile or 2-ton truck . . . . .	100 trips	38	7.00	266.00
Auto or truck, over 2 to 3½ tons . .	20 trips	11	4.00	44.00
Auto or truck, over 3½ to 5 tons . .	20 trips	17	5.00	85.00
Auto or truck, over 5 to 10 tons . .	20 trips	1	10.00	10.00
School ticket, 1 month . . . . .		11	.25	2.75
				\$6,252.10

### DEER ISLE - SEDGWICK BRIDGE

The Deer Isle-Sedgwick Bridge, built with PWA funds, proceeds of a bond issue of the Bridge District and state funds made available by the Governor and Council, was completed in 1939. The construction was under the direction of a joint board consisting of the bridge district trustees, Hancock county commissioners and the State Highway Commission. The 1939 legislature amended the act authorizing the bridge so that after completion of the bridge, maintenance and operation were handled by the State Highway Commission.

### DEER ISLE - SEDGWICK BRIDGE

#### Deer Isle - Sedgwick

#### Toll Collections, June 17 - December 31, 1939

Passenger . . . . .		41,072	.05	\$2,053.60
Automobile or 2-ton truck . . . . .		20,796	1.00	20,796.00
Truck, over 2 to 3½ tons . . . . .		153	1.50	229.50
Truck, over 3½ to 5 tons . . . . .		85	2.00	170.00
Truck, over 5 to 10 tons . . . . .		38	2.50	95.00
Bus, 16 passenger or less . . . . .		2	1.50	3.00
Bus, over 16 passenger . . . . .		24	2.00	48.00
Motorcycle . . . . .		11	.25	2.75
Live stock on hoof . . . . .		3	.05	.15
Commutation tickets:				
Passenger . . . . .	25 trips	68	1.00	68.00
Auto or 2-ton truck . . . . .	20 trips	217	15.00	3,255.00
Truck, over 2 to 3½ tons, or sm. bus	20 trips	15	22.50	337.50
Truck, over 2 to 3½ tons, or sm bus	100 trips	4	100.00	400.00
Truck, over 3½ to 5 tons, or lg. bus	20 trips	12	30.00	360.00
Truck, over 3½ to 5 tons, or lg. bus	100 trips	1	125.00	125.00
Truck, over 5 to 10 tons . . . . .	20 trips	3	37.50	112.50
				\$28,056.00

**STATE AID ROAD CONSTRUCTION****1939****Expenditures, January 1, 1939 to December 31, 1939**

The total expenditure on account of state aid road work for the year beginning January 1, 1939 and ending December 31, 1939, amounted to \$1,613,214.82. Of this total expenditure the sum of \$1,239,191.65 was paid from state appropriations and \$374,023.17 was paid by cities, towns and counties. In addition the sum of \$41,944.17 was paid for general supervision and engineering.

Of the total cost, \$5,637.70 was paid for local engineering, \$3,132.12 was paid by the state for inspection and engineering, and \$1,604,445.00 was paid for labor and material.

The cost of new construction work is divided as follows: Gravel \$740,180.86, completing grading and base built in previous years \$20,268.95; bituminous concrete \$30,143.17, bituminous macadam \$6,275.63; gravel reconstruction \$349,063.98, surfacing and base reconstruction \$7,488.85, bituminous concrete reconstruction \$93,893.10; grading and base \$156,319.09, grading and base, gravel reconstruction \$16,805.31, tar surface treatment \$192,775.88, making a total of \$1,613,214.82.

Applications for state aid apportionments were received from 530 towns, including cities and townships. Of this number apportionments for 43 towns have been carried forward to 1940.

396 towns increased their appropriations in 1939 and applied for state aid under the provisions of Section 3, Chapter 173, Public Laws of 1935 (not including tar treatment).

The total appropriations made by towns for state aid purposes amounted to \$513,506.99, \$319,008.00 regular state aid and \$194,498.99 additional of which the state could match only one-half unit or \$121,592.83 making a total town appropriation of \$440,600.83.

The total state apportionments amounted to \$813,150.73, \$591,051.17 regular state aid and \$222,099.56 additional.

Special apportionment was made to one town under the provisions of Chapter 101, Private & Special Laws, 1937.

The fund available for state aid apportionment in 1939 was \$850,000.00 provided by Section 1 (f), Title I, Chap. 111, Private & Special Laws of 1939. This fund was sufficient to match only a unit and a half of town appropriations, which resulted in an apportionment of \$813,150.73 to towns, \$10,000.00 for compensation insurance and \$26,849.27 for engineering, surveying, inspection and supervision. In addition, \$3,444.00 from rescinded apportionments was available for engineering and supervision.

302 towns constructed 113.93 miles of gravel at an average cost of \$6,496.80 per mile or \$1.23 per linear foot (not including tar treatment).

48 towns surfaced 15.17 miles of road graded and based in previous years at an average cost of \$1,336.12 per mile or \$0.25 per linear foot.

1 town constructed 8,642 sq. yds. of bituminous concrete at a cost of \$3.49 per sq. yd.

2 towns constructed 4,044 sq. yds. of bituminous macadam at a cost of \$1.55 per sq. yd.

5 towns reconstructed 38,632 sq. yds. of bituminous concrete at a cost of \$2.43 per sq. yd.

169 towns reconstructed 59.64 miles of worn out state aid at an average cost of \$5,852.85 per mile or \$1.11 per linear foot (not including tar treatment).

15 towns surfaced reconstructed base at an average cost of \$1,667.89 per mile or \$0.316 per linear foot.

11 towns constructed 5.05 miles of grading and base "reconstruction" at a cost of \$3,327.78 per mile or \$0.63 per linear foot.

81 towns constructed 22.70 miles of grading and base at an average cost of \$6,886.30 per mile or \$1.30 per linear foot.

306 towns surface treated 206.87 miles of road with bituminous material at an average cost of \$931.87 per mile.

Acknowledgment is again made of coöperation by the Maine Works Progress Administration in furnishing labor, and in some cases trucks and materials as in previous years, for state aid projects without charge to the towns or state. On such projects, the town's state aid joint fund was used as the sponsor's share of the cost.

#### MILEAGE SUMMARY FOR 1939

Gravel road entirely built in 1939 . . . . .	113.93	mile
Gravel road, completed base of previous years . . . . .	15.17	"
	<hr/>	
Total reported gravel mileage 1939 . . . . .	129.10	"
Bituminous concrete pavement . . . . .	0.26	"
Bituminous macadam pavement . . . . .	0.30	"
	<hr/>	
Total added mileage 1939 . . . . .	129.66	"
Gravel reconstruction . . . . .	59.64	"
Base surfaced reconstruction . . . . .	4.49	"
Bituminous concrete reconstruction . . . . .	1.97	"
	<hr/>	
Total miles reconstructed 1939 . . . . .	66.10	"
Total constructed mileage 1939 . . . . .	195.76	"
Grading and base . . . . .	22.70	"
Grading and base reconstruction . . . . .	5.05	"
Tar surface treatment . . . . .	206.87	"

#### State Aid Built on State Highways

(Included in above)

Gravel construction . . . . .	5.09	miles
Gravel reconstruction . . . . .	4.81	"
Bituminous concrete reconstruction . . . . .	0.61	"

**APPORTIONMENT OF STATE AID****1939**

Apportionments Sec. 21, Chap. 28, R. S. 1930.....	\$589,551.17
Special apportionment—Indian Twp., Chap. 101, Private & Special Laws 1937.....	1,500.00
	<hr/>
	\$591,051.17
Additional apportionments—Sec. 3, Chap. 229, Public Laws 1937.....	221,574.11
Apportionment to Town of Fort Kent to correct error....	301.71
Apportionment to Town of Vassalboro, Commission record Aug. 15, 1939.....	223.74
	<hr/>
	\$813,150.73
Unexpended balance from state appropriations and other credits.....	*155,549.09
	<hr/>
	\$968,699.82
1939 Compensation Insurance.....	10,000.00
1939 General Supervision (includes allotments rescinded, \$3,444.00; third class transfer, \$9,000.00).....	*39,504.53
1939 Town appropriations paid to state.....	476.30
1939 Additional town money paid to state.....	5,368.32
Transferred from State Municipal Allotment funds....	262,887.80
Direct Payments to Towns from State Municipal Allot- ment funds.....	5,350.07
Transferred from Spec. Res., Third Class and Bridge Loan funds.....	263,714.20
Transferred from Third Class—1938 adjustment.....	1,044.42
Miscellaneous credits.....	1,520.78
	<hr/>
Total.....	\$1,558,566.24

**STATE FUNDS**

Apportionments as set up.....	\$813,150.73
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**TOWN FUNDS**

Appropriations Sec. 21, Chap. 28, R. S. 1930.....	\$319,008.00
Additional appropriations, Sec. 3, Chap. 173, P. L. 1935..	121,592.83
	<hr/>
	\$440,600.83

**JOINT FUND**

1939 Apportionment.....	\$813,150.73
Balance, state funds from previous years.....	155,760.35
	<hr/>
	\$968,911.08

1939 Town appropriations.....	\$440,600.83
Previous appropriations.....	44,746.51
	<hr/>
	485,347.34

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\$1,454,258.42

\*Note: 1938 General Supervision balance, \$211.26, added to 1939 General Supervision.

**STATEMENT OF FUNDS AVAILABLE FROM STATE AID APPORTIONMENTS, EXPENDITURES MADE, AND BALANCES FOR 1939**

Year		Funds Available 1939	Expenditures 1939	Balances Dec. 31, '39
1931	Unexpended Balance	\$97.00		\$ 97.00
1932	Unexpended Balance	263.46	35.23	228.23
1933	Unexpended Balance	1,054.74	4.74	1,050.00
1934	Unexpended Balance	1,057.17		1,057.17
1935	Unexpended Balance	348.75	93.62	255.13
1936	Unexpended Balance	7,149.29	2,763.96	4,385.33
1937	Unexpended Balance	13,523.49	10,067.89	3,455.60
1938	Unexpended Balance	131,328.19	115,240.61	16,087.58
1938	Overdrawn town accounts	229.62	229.62	
1938	Town Appropriations paid in	497.38	197.25	300.13
1939	Unexpended Working Balance	\$155,549.09	\$128,632.92	\$26,916.17
1939	State Aid Apportionment	813,150.73	691,507.51	121,643.22
1939	Workmen's Compensation Fund	10,000.00	10,000.00	
1939	Town Appropriations paid in	476.30		476.30
1939	Additional Town Money paid in	5,368.32	5,211.41	156.91
1939	Transfers from State Municipal Allotment to replace Town Money (not part of Joint Fund)			
		22,622.23	22,101.73	520.50
1939	Direct payments to Towns from S.M.A. as above	3,151.93	3,151.93	
1939	Transfers from State Municipal Allotment to replace Towns' share of Joint Fund			
		240,265.57	221,656.80	18,608.77
1939	Direct payments to Towns from S.M.A. as above	2,198.14	2,198.14	
1939	Trans. from Special Resolves	93,461.10	85,421.63	8,039.47
1939	Trans. from Third Class	169,036.36	158,936.88	10,099.48
1939	Trans. from Third Class—1938 adjustment	1,044.42	1,044.42	
1939	Trans. from Bridge Loan	1,216.74	1,212.90	3.84
1939	Miscellaneous Credits	1,520.78	1,229.22	291.56
		\$1,519,061.71	\$1,332,305.49	\$186,756.22
1939	Balance Supervision Acct.	211.26	211.26	
1939	General Supervision	30,293.27	32,732.91	—2,439.64
1939	Transfer from Third Class Supervision Acct.	9,000.00	9,000.00	
		\$1,558,566.24	\$1,374,249.66	\$184,316.58
	Less Town Funds paid in to State	—6,342.00	—5,408.66	—933.34
	Net State Funds	\$1,552,224.24	\$1,368,841.00	\$183,383.24
	State Municipal Allotment included above	(268,237.87)	(249,108.60)	(19,129.27)
	1939 Overdrawn Town Accounts			196.72
	1939 Overdrawn Supervision Account			2,439.64
				\$186,019.60



## STATEMENT OF EXPENDITURES

## 1939 State Aid

Engineering and Inspection paid by cities and charged to projects.....	\$ 5,637.70	
Engineering and Inspection paid by State and charged to projects.....	3,132.12	
Labor and Material.....	1,604,445.00	
Cost charged to work.....		\$1,613,214.82
Paid by towns from joint fund.....	\$188,903.97	
State Municipal Allotment to replace town funds.....	205,153.76	
Total paid from town's share of joint fund.....	\$394,057.73	
Paid by towns from town funds in excess of joint funds.....	180,110.76	
Paid by state from State Municipal Allotment to replace additional town funds.....	25,253.66	
Paid by towns—Additional town funds paid in to state.....	5,008.44	
Paid by state in addition to S.M.A. payments.....	1,008,784.23	
		\$1,613,214.82
General Engineering and Supervision.....		41,944.17
Reimbursement to towns—town funds.....	\$23,494.22	
Reimbursement to towns—town funds additional.....	400.00	
Reimbursement to towns from state funds, including \$17,019.73 S.M.A.....	47,003.86	
1938 overdrawn town accounts—state funds.....	229.62	
		71,127.70
Transfers to other accounts—town funds.....	\$ 4,383.17	
Transfers to other accounts—town funds additional.....	0.22	
Transfers to other accounts from state funds, including \$1,681.45 S.M.A.....	26,168.11	
		30,551.50
Rescinded funds from previous years—town.....	\$2,694.00	
Rescinded funds from previous years—state.....	3,444.00	
Miscellaneous expenditure—state.....	222.75	
		6,360.75
Overpayment to county—Twp. Gore A 2.....	\$287.94	
Overpayment to county—Lily Bay Twp.....	348.90	
		636.84
Compensation Insurance.....		10,000.00
		\$1,773,835.78
Paid by towns.....	\$ 404,994.78	
Paid by state.....	1,368,841.00	
Total.....		\$1,773,835.78

## RECONCILIATION WITH CONTROLLER'S REPORT

Total expenditure—Controller's Report.....		\$1,589,285.72
1938 overdrawn town accounts.....	\$ 229.62	
1936 and 1937 state balances rescinded and transferred to general supervision.....	3,444.00	
1936 and 1937 town appropriations rescinded.....	2,694.00	
1939 town expenditure in excess of joint fund (including \$3,151.93 direct S.M.A. payment to towns).....	183,262.69	
		189,630.31
		\$1,778,916.03
Adjustments deducted for net expenditure.....		5,080.25
		\$1,773,835.78

## SUMMARY OF EXPENDITURES ON STATE AID ROADS

January 1, 1939 to December 31, 1939

Type of Road	Square Yards	Cost per Sq. Yd.	Linear Feet	Cost per Lin. Ft.	Miles	Cost per Mile	Direct Charges to Projects		Cost of Labor and Material	Total Cost
							Cost of Engineering Pd. by Cities	Engineering & Inspection Pd. by State		
Gravel			601,560	\$1.23	113.93	\$6,496.80	\$681.64	\$2,296.80	\$737,202.42	\$740,180.86
Previous years' base surfaced in 1939			80,082	0.25	15.17	1,336.12			20,268.95	20,268.95
Grading and base			119,855	1.30	22.70	6,886.30			156,319.09	156,319.09
Reconstruction—Gravel			314,900	1.11	59.64	5,852.85			349,063.98	349,063.98
Bituminous Concrete	8,642	3.49	1,392	21.65	0.26	115,935.27	3,968.62		26,174.55	30,143.17
Bituminous Macadam	4,044	1.55	1,600	3.92	0.30	20,918.77		12.50	6,263.13	6,275.63
Reconstruction—Bituminous Concrete	38,632	2.43	10,401	9.03	1.97	47,661.47	987.44	822.82	92,082.84	93,893.10
Tar Surface Treatment					206.87	931.87			192,775.88	192,775.88
Grading and Base—Reconstruction			26,672	0.63	5.05	3,327.78			16,805.31	16,805.31
Surfacing of Base—Reconstruction			23,715	0.316	4.49	1,667.89			7,488.85	7,488.85
<b>Totals</b>							<b>\$5,637.70</b>	<b>\$3,132.12</b>	<b>\$1,604,445.00</b>	<b>\$1,613,214.82</b>

  

				Cost of Work	Pd. by Towns	Pd. by State	Total Cost
302 Towns constructed in 1939	113.93	miles gravel					
48 Towns completed base of previous years	15.17	" "					
<b>Total added gravel mileage 1939</b>	<b>129.10</b>	<b>" "</b>			<b>\$374,023.17</b>	<b>\$1,239,191.65</b>	<b>\$1,613,214.82</b>
1 Town constructed	0.26	" Bit. Conc.		General Engineering and Supervision		38,487.61	38,487.61
2 Towns constructed	0.30	" Bit. Mac.		General Engineering on Right of Way		3,456.56	3,456.56
<b>Total added mileage 1939</b>	<b>129.66</b>	<b>" "</b>		Reimbursement to towns	23,894.22	46,850.44	70,744.66
169 Towns gravel reconstruction	59.64	"		Overpayment to towns		636.84	636.84
15 Towns base surfaced reconstruction	4.49	"		Refund—Town of St. Francis		383.04	383.04
5 Towns bituminous concrete reconstr.	1.97	"		Repairs to Forkstown S. A. Loader		222.75	222.75
<b>Total miles reconstructed</b>	<b>66.10</b>	<b>" "</b>		Transferred to Bridge Loan Fund	4,383.39	26,167.11	30,550.50
<b>Total constructed mileage 1939</b>	<b>195.76</b>	<b>" "</b>		Transferred to M.U.R.—1938 adjustment		1.00	1.00
81 Towns grading and base	22.70	"		Compensation Insurance		10,000.00	10,000.00
11 Towns grading and base—reconstr.	5.05	"					
306 Towns tar surface treatment	206.87	"					
					<b>\$402,300.78</b>	<b>\$1,365,397.00</b>	<b>\$1,767,697.78</b>
				Rescinded—Calais S.A. Fund 1936 and transferred to Gen. S.A. Supr.	300.00	1,050.00	1,350.00
				Rescinded — Forkstown S.A. Fund 1937 and trans. to Gen. S.A. Supr.	2,394.00	2,394.00	4,788.00
				<b>Total Expenditures</b>	<b>\$404,994.78</b>	<b>\$1,368,841.00</b>	<b>\$1,773,835.78</b>

Note: Rescinded State Balances amounting to \$3,444.00 are shown as expenditures by State and are also included in General Supervision Account. They are not included in "Cost of Work."

**1939 STATE AID COUNTY TABLE, SHOWING MILES CONSTRUCTED AND TOTAL COSTS**

County	Miles Gravel	Miles Base Surf. 1939	Miles Bit. Conc.	Miles Bit. Mac.	Total Miles Constructed	Miles Grading and Base	Miles Reconstructed	Miles Tar Surf. Treated	Total Cost
Androscoggin	6.54	0.32			6.86	1.23	2.06 0.18 BS	7.54	\$94,329.10
Aroostook	13.97	0.91			14.88	4.28	5.71 0.50 BS	37.78	186,598.99
Cumberland	6.91		0.26		7.17	0.58	1.22 Bit. Conc. 2.75	8.55	156,741.04
Franklin	4.34	0.32			4.66	0.36	4.44 0.21 BS	10.03	74,053.70
Hancock	6.41	3.69			10.10	1.52	4.05 0.08 B 0.21 BS	10.06	112,125.95
Kennebec	6.48	0.56		0.15	7.19	1.78	0.48 Bit. Conc. 2.68 0.88 BS	13.09	115,138.91
Knox	5.60	0.56			6.16	0.80	8.35	17.26	70,182.24
Lincoln	3.22	0.39			3.61	1.47	1.56	5.64	46,390.25
Oxford	8.24				8.24	0.46	4.07 1.00 B 0.23 BS	14.11	102,700.01
Penobscot	12.23	2.54			14.77	3.91	0.27 Bit. Conc. 8.12 0.26 B 0.93 BS	28.35	194,485.49
Piscataquis	5.92	1.51			7.43	0.99	2.64	5.26	55,475.13
Sagadahoc	2.57			0.15	2.72	0.44	1.54	3.36	32,953.57
Somerset	10.12	2.47			12.59	2.94	3.10 0.04 B 0.20 BS	9.30	111,879.85
Waldo	5.31	0.24			5.55	0.49	3.03	5.21	54,412.41
Washington	6.00	0.70			6.70	0.68	4.08 3.67 B 1.15 BS	21.46	117,989.01
York	10.07	0.96			11.03	0.77	1.46	9.87	87,759.17
<b>Totals</b>	<b>113.93</b>	<b>15.17</b>	<b>0.26</b>	<b>0.30</b>	<b>129.66</b>	<b>22.70</b>	<b>59.64</b> <b>1.97 Bit. Conc.</b> <b>5.05 B</b> <b>4.49 BS</b>	<b>206.87</b>	<b>\$1,613,214.82</b>

**B—Base on reconstruction**

**BS—Base surfaced on reconstruction**

## 1939 REPORT

## SPECIAL FEDERAL MOTOR TRANSPORT FUND

Chapter 111, Section 1, (m-B), P. & S. Laws of 1939, provides that the sum of \$47,500 shall be available annually for the supplying of the equipment and the maintenance thereof, including gas, oil and grease, on federal and municipal projects for which rental or reimbursement is not allowable.

Expenditures made from this fund from July 20, 1939, the effective date of the law, to December 31, 1939, were as follows:

Amount available July 20, 1939. ....	\$47,500.00
Limestone-Caribou Road, W.P.A.—State Highway Project	
Rental of Shovel No. 54. ....	\$2,866.50
Limestone-Caribou Road, W.P.A.—State Highway Project	
Rental of Shovel No. 90. ....	687.00
	<u>\$3,553.50</u>
Houghton-Oquossoc, W.P.A.—State Highway Project	
Stock Issues. ....	804.49
Houghton-Oquossoc, W.P.A.—State Highway Project	
Garage Bill, Shovel No. 50. ....	463.74
Houghton-Oquossoc, W.P.A.—State Highway Project	
Garage Bill, Grader No. 371. ....	15.03
Houghton-Oquossoc, W.P.A.—State Highway Project	
Garage Bill, Shovel No. 23. ....	69.76
	<u>\$1,353.02</u>
16 R. 4 and 17 R. 4, W.P.A.—State Highway Project	
Rental of Shovel No. 30. ....	\$4,528.50
16 R. 4 and 17 R. 4, W.P.A.—State Highway Project	
Rental of Compressor No. 23. ....	252.00
	<u>\$4,780.50</u>
Total Expenditures. ....	<u>\$9,687.02</u>
Amount available January 1, 1940. ....	<u>\$37,812.98</u>

## 1939—MISCELLANEOUS ROAD WORK

Expenditures authorized by the Governor and Council to pay costs for which no provision was made by Federal Allocations expended on the following projects

County	1938 Balances	1939 Funds	Total Available	Expendi- tures	Balance
Houghton-Oquossoc .. Franklin	\$1169.98	*\$3000.00	\$4169.98	\$4169.98	..... *\$3000.00 from Gen. Highway Fund, C.O. No. 65, 1-25-39

## 1939—MISCELLANEOUS ROAD WORK

Direct Expenditures from the General Highway Fund for Construction or Reconstruction Work, not shown in other Accounts

County	Expenditures Labor & Mat.	Net Expenditures	
St. Francis .... Aroostook .....	\$266.91		Emergency work at Narrow Gauge, Commission record 7-7- 37 and 9-14-38.
St. Francis .... Aroostook, cancelled check	2.45	\$264.46	
Van Buren .... Aroostook, gravel .....	\$143.35	143.35	W. P. A. sponsorship, construc- tion on state aid highway No. 5, C. O. 898, 1937.
Total Labor and Materials .....		\$407.81	

## Claims paid:

Estate of Julia Bradman, Chap. 164, Resolves 1933 ..	\$100.00
Sylvia A. Martin, Resolves, 1939 .....	54.63
Mrs. Alfred Lausier, Resolves 1939 .....	150.00
J. E. White, Resolves 1939 .....	500.00
Total Claims .....	804.63
	\$1,212.44

### THIRD CLASS HIGHWAYS CONSTRUCTION

**January 1, 1939, to December 31, 1939**

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Apportionments from the third class highway fund for 1939 were made to 474 towns. The amount apportioned from the general highway fund for third class construction was \$670,000.

In addition to the appropriation of \$670,000, there was available, this year, balances from 1938 amounting to \$70,907.05 which includes \$685.44 returned on account of overpayment in 1938; \$22,189.78 transferred from special resolves; \$226.74 transferred from the bridge loan fund; miscellaneous funds paid in by towns amounting to \$657.42; and \$2,407.21, the balance of the 1938 supervision fund.

The total amount of state funds available, therefore, was \$766,388.20. Of this total \$36,132.63 was expended for supervision, \$435,275.80 for labor and material, and \$17,147.45 for reimbursing towns on account of work previously done.

The following transfers were made to other funds: \$9,000 to the state aid road supervision account, \$170,080.78 to the state aid road construction account, \$11,000 to the workmen's compensation insurance account and \$10,009.46 to the bridge loan fund. Unexpended balances amounted to \$77,742.08.

Towns paid \$50,816.38 in addition to state funds.

The cost of third class highway work, including supervision and reimbursements, was \$539,372.26, including town funds.

Transfers are reported with activities to which the transfers were made.

Third class highway construction added 63.53 miles in 1939. Of this total, 55.60 miles were gravel roads; 0.16 miles bituminous macadam; and 7.77 miles of base previously constructed were surfaced with gravel.

In addition to the above mileage, 3.72 miles were reconstructed, 51.41 miles were tar surface treated and work on 10.38 miles was not completed.

Acknowledgment is made of coöperation by the Works Progress Administration in furnishing labor, and in some cases trucks and materials, for third class projects without charge to the towns or the state. On such projects the town's third class fund was used as the sponsor's share of the cost.

**STATEMENT OF 1939 THIRD CLASS FUND****(For fiscal year ending June 30, 1940)**

Allotted from general highway fund . . . . .	\$670,000.00
Amount apportioned:	
13,696.13 miles at \$45.00 . . . . .	\$616,325.85
Supervision and engineering for 1939 . . . . .	42,674.15
Transferred to workmen's compensation in- surance . . . . .	11,000.00
	<hr/>
	\$670,000.00

## STATEMENT OF THIRD CLASS HIGHWAY FUND

From January 1, 1939 to December 31, 1939

	Set up of Net Funds Available	Expendi- tures	Balances
1939 Workmen's Compensation Apportionment . . . . .	\$11,000.00	\$11,000.00	
1938 General Supervision Balance . . . . .	2,407.21	2,407.21	
1939 General Supervision Apportionment . . . . .	42,674.15	42,725.42	51.27 over-exp.
1938 Unexpended Construction Balance . . . . .	70,221.61	70,907.05	
(Overpaid Town of Bowdoinham \$685.44 in 1938)			
1939 Construction Apportionment . . . . .	616,325.85	538,532.50	77,793.35*
Transferred from Special Resolves . . . . .	22,189.78	22,189.78	
Transferred from Bridge Loan Fund . . . . .	226.74	226.74	
Refund on Bowdoinham 1938 overpayment . . . . .	685.44		
Check from Town of Littleton . . . . .	500.00	500.00	
Miscellaneous Credits:			
Fort Fairfield . . . . .	\$27.00		
Madawaska . . . . .	125.16		
Lyman . . . . .	5.26		
	157.42	157.42	
	\$766,388.20	\$688,646.12	\$77,742.08
Transferred to Compensation Insurance . . . . .		11,000.00	
Cost of Supervision . . . . .		\$677,646.12	
		36,132.63	
Transferred to State Aid, including Supervision (\$9,000.00) . . . . .		\$641,513.49	
		179,080.78	
Transferred to Bridge Loan Fund . . . . .		\$462,432.71	
		10,009.46	
Reimbursements . . . . .		\$452,423.25	
		17,147.45	
Paid by State, labor and materials . . . . .		\$435,275.80	
Paid by Towns, labor and materials . . . . .		50,816.38	
Total Cost 1939 Construction, labor and materials . . . . .		\$486,092.18	

\*Working Construction Balance . . . \$78,118.35

Less Wallgrass Overdraft . . . . . 325.00

Net 1939 Construction Balance . . . \$77,793.35

Note: \$16.60 cancelled check on General Supervision deducted from both sides.



**SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS**  
**January 1, 1939 to December 31, 1939**

No. of Towns	Type of Road	Length Miles	Total Cost of Labor and Materials	Paid by Towns	Paid by State Third Class and Misc.	Pd. by State Special Resolves	Total Paid State Funds	Cost per Mile
235	Gravel .....	55.60	\$356,774.69	\$41,238.20	\$302,777.59	\$12,758.90	\$315,536.49	\$6,416.81
1	Bituminous Macadam .....	0.16	6,747.47	1,401.29	5,346.18	.....	5,346.18	42,171.68
14	Rebuilt .....	*3.72	21,440.99	1,848.24	18,842.75	750.00	19,592.75	5,763.71
65	Bituminous Surface Treatment .....	*51.41	40,879.28	1,940.99	35,544.32	3,393.97	38,938.29	795.16
52	Uncompleted Work .....	*10.38	51,989.07	4,345.89	45,193.18	2,450.00	47,643.18	5,008.58
32	Surfacing Base previously reported ...	7.77	8,260.68	41.77	8,218.91	.....	8,218.91	1,063.15
399		63.53	\$486,092.18	\$50,816.38	\$415,922.93	\$19,352.87	\$435,275.80	
44	Laid over to 1940				Cost of labor and materials .....		\$486,092.18	
155	Fund transferred to other Appropriations (Includes towns transferring partial funds to State Aid)				Supervision .....		36,132.63	
474	Towns Received Apportionments in 1939				Reimbursements for work previously done ..		\$522,224.81	
	Rate of Apportionment—\$45.00 per mile of third class road				Total .....		17,147.45	
	*(Not included in total length of miles)				Paid by towns .....		\$539,372.26	
					Paid by State .....		\$ 50,816.38	
							488,555.88	
							\$539,372.26	

**1939 THIRD CLASS COUNTY TABLE SHOWING MILES CONSTRUCTED AND TOTAL COSTS**  
**(Not Including Supervision)**

County	Gravel	Bit. Mac.	Surfaced Previously Reported Base	Total Miles Constructed	Rebuilt	Uncompleted Work	Tar Surface Treatment	Total Cost	Paid by Town	Paid by State
Androscoggin . . . . .	2.19	.....	0.28	2.47	0.49	.....	8.45	\$27,369.90	\$ 802.12	\$26,567.78
Aroostook . . . . .	6.22	.....	0.02	6.24	0.38	1.98	6.91	61,221.46	9,384.03	51,837.43
Cumberland . . . . .	5.52	0.16	.....	5.68	1.35	.....	1.95	45,696.21	9,470.85	36,225.36
Franklin . . . . .	3.77	.....	.....	3.77	.....	0.40	0.84	22,148.30	3,982.73	18,165.57
Hancock . . . . .	1.15	.....	.....	1.15	.....	0.54	1.58	10,409.18	912.63	9,496.55
Kennebec . . . . .	2.96	.....	1.22	4.18	0.71	0.04	4.95	30,400.74	2,462.89	27,937.85
Knox . . . . .	0.99	.....	.....	0.99	.....	0.82	0.50	10,143.40	1,203.44	8,939.96
Lincoln . . . . .	2.69	.....	0.13	2.82	.....	0.34	3.09	19,295.58	1,769.53	17,526.05
Oxford . . . . .	4.23	.....	.....	4.23	.....	1.61	6.75	42,827.76	6,021.47	36,806.29
Penobscot . . . . .	5.73	.....	0.49	6.22	.70	1.32	3.23	51,292.43	2,003.55	49,288.88
Piscataquis . . . . .	1.57	.....	0.17	1.74	.....	0.87	0.75	15,253.49	1,630.43	13,623.06
Sagadahoc . . . . .	0.78	.....	0.44	1.22	0.09	0.91	0.60	9,681.88	667.98	9,013.90
Somerset . . . . .	4.86	.....	2.77	7.63	.....	0.49	1.91	36,391.76	2,572.52	33,819.24
Waldo . . . . .	5.25	.....	0.76	6.01	.....	0.64	0.35	33,039.59	3,472.64	29,566.95
Washington . . . . .	2.70	.....	0.33	3.03	.....	0.42	2.05	20,091.68	941.41	19,150.27
York . . . . .	4.99	.....	1.16	6.15	.....	.....	0.24	50,828.82	3,518.16	47,310.66
Totals . . . . .	55.60	0.16	7.77	63.53	3.72	10.38	44.15	\$486,092.18	\$50,816.38	\$435,275.80

**SPECIAL RESOLVES****Including Expenditures, January 1, 1939****to December 31, 1939****Available Funds**

Chapter 86, Resolves of 1939 provided \$150,000.00, subdivided into 233 resolves, for expenditure in 1939 to aid 220 towns in the construction and repair of roads and bridges; and further provided \$162,396.70, subdivided into 81 resolves, for expenditure in 1939 to aid 78 towns in the construction and repair of roads and bridges, also to finance road work on 4 special road projects: Brownville-Millinocket, Greenville-Rockwood, Houghton-Oquossoc and Sourdnahunk roads, and one resolve to apply on retirement of Hancock-Sullivan bridge bonds.

In addition to the above \$3,548.97 was apportioned to 2 towns by Chapter 99, Private & Special Laws 1937, being seventy-five per cent of all fees received from the inhabitants of North Haven and Vinalhaven by the state for the registration of motor vehicles for 1938. The town of Rome appropriated \$400.00 to aid in the repair of the Long Pond road in that town, according to the terms of the resolve. Lincoln Plt. appropriated \$1,500.00 which was used with the 1938 balance on the Wilson's Mills road, and a refund of \$6.00 from the town of Madison was applied against the overpayment to the town in 1938.

Unexpended balances amounting to \$33,997.73 brought forward from 1938, in addition to the above amounts, made a fund of \$351,849.40.

Total expenditures from special resolves amounted to \$279,142.87, including \$1,906.00 paid to the state by towns. Of this total \$230.78 was lapsed into the general highway fund; transfers included \$91,966.10 to the state aid account; \$1,495.00 to state aid to correct an error; \$22,189.78 to the third class highway fund; \$8,619.65 to the bridge loan fund; and reimbursements to towns on account of work previously done amounted to \$13,187.82; the remainder, \$141,453.74, made up of \$139,553.74 of state funds and \$1,900.00 of town funds, was expended directly for road work. In addition towns furnished \$21,012.02 not required by resolves, making the total expenditure \$162,465.76.

Unexpended balances carried forward to 1940 amount to \$72,706.53.

Of the total cost of \$162,465.76 the sum of \$2,611.65 was expended for engineering and supervision and \$159,854.11 was expended for labor and material.

Work under special resolves included the construction of 16.66 miles of gravel road, 0.33 miles of base, general repair work over 28.64 miles and surface treatment of 11.14 miles. In addition there was a small amount of repairs on bridges and culverts.

## STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS

Expenditures from January 1, 1939 to December 31, 1939  
and Balances on December 31, 1939

	Appropriations	Lapsed to Gen. Highway Fund	Expenditures	Balances
Chap. 215 Res. 1933-34 Road Resolves . . . . . Bal.	\$ 226.50		\$ 226.50	
Chap. 215 Res. 1934-35 Road Resolves . . . . . Bal.	62.54	\$62.54		
Chap. 124 Res. 1935-36 Road Resolves . . . . . Bal.	1,863.78	21.54	1,720.40	121.84
Special Fund 1935 Readfield (Tallwood Inn Road) . . . . . Bal.	63.92	63.92		
Chap. 124 Res. 1936-37 Road Resolves . . . . . Bal.	1,458.95	15.50	925.71	517.74
Chap. 149 Res. 1937-38 Road Resolves . . . . . Bal.	3,766.14			
Chap. 149 Res. 1937-38 Resolves from General Highway Fund . . . . . Bal.	6,217.78	21.09	7,977.41	1,985.42
Chap. 149 Res. 1938-39 Road Resolves . . . . . Bal.	17,738.05			
Chap. 149 Res. 1938-39 Resolves from General Highway Fund . . . . . Bal.	2,500.15	46.19	16,129.86	4,062.15
Chap. 149 Res. 1937 Brownville-Millinocket . . . . . Bal.	99.53		95.51	4.02
Chap. 99 Private & Special Laws 1937 . . . . . Bal.	0.39		0.39	
	\$33,997.73	\$230.78	\$27,075.78	\$6,691.17
Chap. 86 Res. 1939-40 Road Resolves (Regular) . . . . .	150,000.00		123,124.71	26,875.29
Chap. 86 Res. 1939-40 Road Resolves from General Highway Fund . . . . .	114,896.70		92,163.20	22,733.50
Chap. 99 Private & Special Laws 1937 . . . . .	3,548.97		3,429.82	119.15
Chap. 86 Res. 1939-40 Brownville-Millinocket Road . . . . .	33,500.00		19,153.72	14,346.28
Chap. 86 Res. 1939-40 Houghton-Oquossoc Road . . . . .	10,000.00		8,107.34	1,892.66
Chap. 86 Res. 1939-40 Greenville-Rockwood Road . . . . .	2,000.00		1,957.25	42.75
Chap. 86 Res. 1939-40 Sourdnhunk Road . . . . .	2,000.00		1,994.27	5.73
Town Credit—Town of Rome . . . . .	400.00			
Town Credit—Town of Lincoln Pt. for Wilson's Mills-Oquossoc Road . . . . .	1,500.00		1,500.00	
Town Credit—Town of Madison, refund for overpayment to town . . . . .	6.00		6.00	
Totals . . . . .	\$351,849.40	\$230.78	\$278,912.09 230.78	\$72,706.53
			\$279,142.87	

Resolves transferred to State Aid .....		\$91,966.10
State Aid (error) .....		1,495.00
Third Class .....		22,189.78
Bridge Loan Fund .....		8,619.65
Reimbursements .....		13,187.82
Lapsed Balances .....		230.78
<b>SUB TOTAL TO DEDUCT FROM TOTAL EXPENDITURES .....</b>		<b>\$137,689.13</b>
Total paid by state for road work .....	\$139,553.74	
Total paid by town of Rome for road work (state credit) .....	400.00	
Total paid by town of Lincoln Plantation for road work (state credit) .....	1,500.00	
Total State .....		\$141,453.74
Total paid by towns for road work .....		21,012.02
<b>TOTAL COST OF ROAD WORK .....</b>		<b>\$162,465.76</b>
Special Resolves paid from balances .....		13,954.64
Total Cost of 1939 Regular Special Resolves .....		\$148,511.12
Total Cost of 1939 Regular Special Resolves—town funds .....	\$1,900.00	
Total Cost of 1939 Regular Special Resolves—town funds .....	21,012.02	
Total Cost of 1939 Regular Special Resolves—State funds .....		\$125,599.10
Regular Resolves Chap. 86 Res. 1939-40 .....	\$68,656.06	
Regular Resolves Chap. 86 Res. 1939-40 General Highway Fund .....	55,574.59	
Special Resolves Private & Special Laws 1937 .....	1,368.45	
		\$125,599.10

Note: To check with Controller's report add \$280.53 (deductions to correct errors and make adjustments within the account) to both appropriations and expenditures.



## UNDER SPECIAL LEGISLATIVE RESOLVES

1939 to December 31, 1939

Paid by State Chap. 99 Res. 1937	Paid by State Chap. 149 Res. 1938	Paid by State Ch. 149 Res. 1937	Paid by State Ch. 124 Res. 1936	Paid by State Ch. 124 Res. 1935	Paid by State Ch. 215 Res. 1934	Paid by State Ch. 215 Res. 1933	Total State
.....	\$4,619.31	\$2,375.75	\$2.94	\$56.50	.....	\$226.50 1,500.00	\$84,354.87
.....	.....	3,372.36	.....	.....	.....	.....	4,222.36
.....	.....	.....	.....	.....	.....	.....	2,924.75
.....	2,160.16	241.21	21.49	.....	.....	400.00	43,900.40
\$1,368.06	603.33	275.09	.....	.....	.....	.....	5,716.26
.....	.....	.....	.....	.....	.....	.....	335.10
\$1,368.06	\$7,382.80	\$6,264.41	\$24.43	\$56.50	.....	\$226.50 * 1,900.00	\$141,453.74
2,061.37	1,918.57	459.93	160.30	.....	.....	.....	93,461.10
.....	800.00	731.47	.....	69.90	.....	.....	22,189.78
.....	6,124.39	519.15	740.98	1,594.00	.....	6.00	8,619.65
.....	.....	2.45	.....	.....	.....	.....	8,467.82
.....	.....	.....	.....	.....	.....	.....	4,720.00
\$3,429.43	\$16,225.76	\$7,977.41	\$925.71	\$1,720.40	.....	\$226.50 1,906.00	\$278,912.09
.....	46.19	21.09	15.50	85.46	62.54	.....	230.78
\$3,429.43	\$16,271.95	\$7,998.50	\$941.21	\$1,805.86	\$62.54	\$226.50 1,906.00	\$279,142.87

\*\$1900—Town funds paid to State.

1939—SPECIAL RESOLVES

County	Gravel Constr. Grading and Base		Base		Bituminous Surface Treated		Repairs		Constr. All Other Work	Total Cost	Paid by Town	Paid by State
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost				
Androscoggin . . .	0.56	\$2,743.25			0.65	\$612.68		\$948.96		\$4,304.89	\$281.89	\$4,023.00
Aroostook . . . . .	0.62	4,611.61					5.58	6,020.42	\$20.54	10,652.57	1,424.56	9,228.01
Cumberland . . . .	1.88	9,909.12					1.78	1,598.04	911.20 R	12,418.36	4,856.88	7,561.48
Franklin . . . . .	0.90	8,866.92					0.85	1,247.92		10,114.84	170.30	9,944.54
Hancock . . . . .	0.68	3,165.50					1.60	1,793.33		4,958.83	725.80	4,233.03
Kennebec . . . . .	0.60	3,872.49					3.51	8,026.36	314.56	12,213.41	2,302.14	9,911.27
Knox . . . . .	0.84	2,989.41			7.11	1,779.90	1.00	353.80		5,123.11	1,001.91	4,121.20
Lincoln . . . . .	1.36	4,351.83			0.50	454.86	1.60	2,304.52		7,111.21	1,190.67	5,920.54
Oxford . . . . .	1.50	8,147.93					0.46	2,565.58	3,372.36 R	14,085.87	1,894.62	12,191.25
Penobscot . . . . .	2.12	3,750.90					3.27	5,379.06		7,135.69	127.83	7,007.86
Piscataquis . . . .	0.62	22,460.43					4.50	986.72		25,441.42	572.42	24,869.00
Sagadahoc . . . . .	0.41	1,878.35			0.50	391.52				2,269.87	235.00	2,034.87
Somerset . . . . .	0.67	4,992.17	0.24	1,957.25			2.18	7,029.11		12,021.28	2,066.37	9,954.91
Waldo . . . . .	1.71	4,975.02			0.18	238.29	0.96	3,163.44		8,376.75	1,245.85	7,130.90
Washington . . . .	0.42	3,214.34			0.40	456.55	1.35	6,728.20		10,399.09	962.45	9,436.64
York . . . . .	1.77	10,728.69	0.09	967.50	1.80	2,039.32		2,103.06		15,838.57	1,953.33	13,885.24
Totals . . . . .	16.66	\$98,700.71	0.33	\$2,924.75	11.14	\$5,973.12	28.64	\$50,248.52	\$335.10 \$4,283.56 R	\$162,465.76	\$21,012.02	141,453.74

R—Reconstruction.



**REPORT OF  
STATE MUNICIPAL ALLOTMENT**

**July 1 to December 31, 1939**

Following is the text of Section 1 of Chapter 96, P. & S. Laws of 1939:

**“Reapportionment of Highway Funds.** For the purpose of assisting the cities, towns and plantations of the state in conducting during the fiscal years ending June 30, 1940, and June 30, 1941, a comprehensive program of construction and maintenance of highways, the state highway commission is hereby authorized and directed to apportion the sum of \$800,000.00 out of general highway funds in each of said years to and among the several cities, towns and plantations. The amount to be paid to each city, town and plantation shall be such proportion of said \$800,000.00 as the valuation of said city, town or plantation, as fixed by the state tax assessor for said years, bears to the total valuation of said cities, towns and plantations as so fixed by said state tax assessor for said years. Said sums so distributed to the cities, towns and plantations of the state shall be used by them under the direction of and subject to the approval of the state highway commission in lieu of any sums appropriated by said cities, towns and plantations for highway purposes. The municipal officers of said cities, towns and plantations are hereby authorized and empowered to use said funds for said purposes.”

Apportionments from the State Municipal Allotment fund were made to 471 cities, towns and plantations. Of this number, one, namely Matinicus Isle, was found to have no appropriation of any kind for highway work. Of the remaining 470 cities, towns and plantations, 461 received all or a part of their share of the allotment.

The amount received by these 461 cities, towns and plantations prior to December 31, 1939, was \$712,289.43, or 89 per cent of the total allotment.

Reimbursements were made for the various classes of work in the following approximate proportions:

Town share of Patrol Maintenance . . . . .	20%
Town share of State Aid Construction . . . . .	33½%
Town share of Bridge Construction . . . . .	1%
Maintenance of third class highways or assisting in construction . . . . .	4%
Summer work on town ways . . . . .	30½%
Unexpended balance—December 31, 1939 . . . . .	11%
	100%

**TABLE SHOWING DISTRIBUTION OF 1939 STATE MUNICIPAL ALLOTMENT BY COUNTIES**  
**December 31, 1939**

County	1939 Allotment	Patrol Maintenance	State Aid Construction	Bridge Construction	Third Class Maintenance	Summer Work Town Ways	Local Winter Work	Amount Expended	Unexpended Balance
Androscoggin.....	\$85,018.82	\$6,286.52	\$39,766.41	.....	\$4,893.80	\$16,747.25	\$353.49	\$68,047.47	\$16,971.35
Aroostook.....	53,160.09	18,575.84	25,077.81	.....	3,340.79	2,779.16	.....	49,773.60	3,386.49
Cumberland.....	183,066.71	15,233.98	29,079.85	.....	6,372.13	129,909.52	.....	180,595.48	2,471.23
Franklin.....	18,140.46	7,754.58	7,334.79	.....	.....	.....	.....	15,089.37	3,051.09
Hancock.....	39,390.30	10,693.60	16,184.87	.....	2,744.05	7,706.05	.....	37,328.57	2,061.73
Kennebec.....	67,566.53	13,091.58	21,848.27	\$2,160.00	2,354.12	16,306.25	.....	55,760.22	11,806.31
Knox.....	26,839.36	2,726.08	12,964.34	3,396.90	552.00	7,132.16	.....	26,771.48	67.88
Lincoln.....	16,161.25	4,384.55	8,997.33	233.00	.....	.....	.....	13,614.88	2,546.37
Oxford.....	33,495.88	9,083.93	14,524.67	.....	2,414.35	4,980.72	.....	31,003.67	2,492.21
Penobscot.....	87,483.97	15,513.29	28,276.57	838.02	.....	29,881.97	.....	74,509.85	12,974.12
Piscataquis.....	14,237.13	5,145.71	4,608.09	587.62	3,103.75	.....	.....	13,445.17	791.96
Sagadahoc.....	17,110.36	3,705.01	5,906.80	417.13	.....	.....	.....	10,028.94	7,081.42
Somerset.....	34,823.44	12,508.54	12,745.42	.....	1,938.91	5,702.94	.....	32,895.81	1,927.63
Waldo.....	15,676.22	7,378.07	7,041.57	.....	989.93	.....	.....	15,409.57	266.65
Washington.....	21,867.19	9,092.47	6,484.91	218.57	515.08	1,332.12	.....	17,643.15	4,224.04
York.....	85,962.29	17,732.55	27,396.17	.....	3,990.99	21,252.49	.....	70,372.20	15,590.09
<b>Totals.....</b>	<b>\$800,000.00</b>	<b>\$158,906.30</b>	<b>\$268,237.87</b>	<b>\$7,851.24</b>	<b>\$33,209.90</b>	<b>\$243,730.63</b>	<b>\$353.49</b>	<b>\$712,289.43</b>	<b>\$87,710.57</b>

To Agree with Controller's Report—

Deduct from State Aid Construction Total.....	\$5,350.07
Deduct from Patrol Maintenance Total.....	313.01
Deduct from Bridge Construction Total.....	233.00
Add to Direct Payment Totals (Third Class Maint., Summer Work and Local Winter Work).....	5,896.08

## REPORT OF MAINTENANCE OF UNIMPROVED ROADS

**Including Expenditures, January 1, 1939  
to December 31, 1939**

Apportionments from fund for maintenance of unimproved roads were made to 530 cities, towns and plantations. The amount available for this work was \$200,000.00, and after deducting \$3,000.00 for Workmen's Compensation, and \$2,045.00 for general supervision, the available amount for apportionment was \$194,954.78.

The mileage of unimproved roads, used as a basis for allotting the fund available for 1939, was determined by securing certificates from municipal officers of each city, town or plantation, certifying to the total number of miles of unimproved roads which become impassable at some season of the year because of conditions other than snow. These certificates were checked by engineers assigned from the highway department, and the total mileage thus reported and accepted as a basis for apportionment from this fund was 10,483.44 miles. The rate of apportionment to each town was \$18.60 per mile.

The total amount available for expenditure, including balances brought forward from 1938 and \$5.51 refunded from town of Lyman, plus \$1.00 transferred from Bradford State Aid account when it was applied through error in 1938 after being collected to cover 1937 overdraft of Bradford maintenance of unimproved road account, was \$215,027.93. The total reported expenditure on account of maintenance of unimproved roads was \$197,653.90. Of this total expenditure, \$193,614.46 was paid from maintenance of unimproved roads apportionments and balances, and \$4,039.44 was paid by cities, towns and plantations. In addition to the above \$3,000.00 was paid into the Workmen's Compensation Fund, \$3,663.73 was paid by the State for 1939 supervision, and \$1.00 was applied to cover Bradford 1938 overdraft.

Forty-eight cities, towns and plantations having apportionments and balances totaling \$10,177.72 failed to report any expenditures of 1939 funds within the calendar year ending December 31, 1939, and this figure, plus balances totaling \$3,019.07 remaining from apportionments made to towns which reported expenditures, and \$1,551.95 which remains unexpended from 1939 general supervision makes a total of \$14,748.74 to be carried forward to 1940.

1939

## STATEMENT UNIMPROVED ROADS FUND

1939 Fund .....		\$200,000.00
1939 Workmen's Compensation .....	\$ 3,000.00	
1939 Supervision .....	2,045.22	
1939 Apportionment, 10,483.44 miles at \$18.60 .....	194,954.78	
		<u>\$200,000.00</u>

Rate of Apportionment, \$18.60 per mile.

STATEMENT OF FUNDS FOR MAINTENANCE OF  
UNIMPROVED ROADS

From January 1, 1939 to December 31, 1939

	Net Funds Available	Expenditures	Balances
†1939 Workmen's Compensation Apportionment .....	\$ 3,000.00	\$ 3,000.00	.....
1938 General Supervision Balance .....	3,170.46	3,170.46	
1939 General Supervision Apportionment .....	2,045.22	493.27	\$1,551.95
1938 Unexpended Balance from Apportionments .....	11,850.96	11,850.96	.....
1939 Transferred from Bradford State Account .....	1.00	1.00	.....
(to correct 1938 error)			
1939 Refund from Lyman .....	5.51	5.51	.....
1939 Apportionments to Towns .....	194,954.78	181,757.99	13,196.79
	<u>\$215,027.93</u>	<u>\$200,279.19</u>	
1938 Overdraft Bradford balanced by \$1.00 transferred from Bradford State Aid Account .....	1.00	1.00	
	<u>*\$215,026.93</u>	<u>*\$200,278.19</u>	<u>\$14,748.74</u>
Compensation Insurance transferred .....		3,000.00	
State Expenditure for Maintenance of Unimproved Roads .....		\$197,278.19	
Town Expenditure for Maintenance of Unimproved Roads .....		4,039.44	
Total Cost of Work .....		<u>\$201,317.63</u>	

\*Note: To check with Controller's report add \$448.62 for cancelled check to Town of Levant.  
†Transferred to Workmen's Compensation Insurance.

**COUNTY TABLE SHOWING EXPENDITURES FOR  
MAINTENANCE OF UNIMPROVED ROADS**

**January 1, 1939 to December 31, 1939**

(Not including Supervision)

County	Total Cost	Paid by Town	Paid by State
Androscoggin.....	\$9,669.08	\$ 67.39	\$ 9,601.69
Aroostook.....	18,830.36	824.76	18,005.60
Cumberland.....	14,167.87	833.99	13,333.88
Franklin.....	10,825.34	58.00	10,767.34
Hancock.....	8,491.79	351.53	8,140.26
Kennebec.....	17,084.69	454.29	16,630.40
Knox.....	6,066.38	169.91	5,896.47
Lincoln.....	9,400.76	256.57	9,144.19
Oxford.....	20,553.64	204.14	20,349.50
Penobscot.....	16,487.67	346.80	16,140.87
Piscataquis.....	7,017.19	26.99	6,990.20
Sagadahoc.....	4,785.01	74.29	4,710.72
Somerset.....	14,046.20	77.29	13,968.91
Waldo.....	15,824.47	145.73	15,678.74
Washington.....	7,892.48	59.76	7,832.72
York.....	16,510.97	88.00	16,422.97
	<hr/>	<hr/>	<hr/>
	\$197,653.90	\$4,039.44	\$193,614.46
Cost of Supervision.....	3,663.73		3,663.73
	<hr/>	<hr/>	<hr/>
	\$201,317.63	\$4,039.44	\$197,278.19

**MAINTENANCE WORK FOR 1939**

The following is a general report concerning maintenance work during 1939. 417 regular maintenance men were employed in caring for 7,303.05 miles of road in 563 towns. Of this mileage 2,670.60 miles was improved State Highway, 4,616.89 miles was improved State Aid Highway and the balance of 15.56 miles was unimproved road. There was also maintained by special arrangement with the towns 177.31 miles of improved State Aid road and 2.45 miles of improved State Highway.

A total expenditure for labor and material of \$2,132,774.55 was made on this work, including \$8,448.75 furnished by the State for road machine work. The State also furnished supervision and inspection for work amounting to \$80,027.84, making a total gross expenditure chargeable to maintenance of \*\$2,212,802.39; of this amount, the State furnished \$1,914,445.49 and the cities and towns furnished \$298,356.90. The average expenditure per mile was \$255.84.

On the 2,673.05 miles of State Highway, the expenditure for labor, material, and supervision was \$1,061,747.72, or an average expenditure per mile of \$397.20.

The expenditure on the 4,809.76 miles of State Aid Highways was for labor, material and supervision \$1,151,054.67, or an average expenditure per mile of \$239.31.

\*The Controller's total equals \$2,272,338.43. This figure however, includes credits on account of refunds, labor and equipment charged to Maintenance employed tarring State Aid Construction, town work, etc., also miscellaneous credits on permits, cancelled checks, etc. These credits total \$59,536.04 which deducted from \$2,272,338.43 equals \$2,212,802.39, the net or actual maintenance cost.

1939 MAINTENANCE EXPENDITURES

Items	Supervision	Concrete Type 6	Macadam Type 7	Surface Treated Gravel Type 8	Plain Gravel Type 9	Totals	%
Surface Treatment (Gravel) with Asphalt . . . . .				\$ 3,674.71		\$ 3,674.71	.17
Raking Rocks . . . . .					\$3,075.16	3,075.16	.14
Smoothing Road Surface with Grader . . . . .				28,314.09	71,046.42	99,360.51	4.50
Smoothing Road Surface with Drag . . . . .				2,976.94	24,549.33	27,526.27	1.24
Road Machine Work on Shoulders . . . . .		\$1,553.17	\$4,854.34	24,670.79	3,435.44	34,513.74	1.50
Road Machine Work on Ditches . . . . .		106.10	1,242.41	22,328.18	4,460.63	28,137.32	1.20
Road Machine Work Scarifying . . . . .				478.67		478.67	.022
Cleaning Culverts . . . . .		1,330.34	1,672.70	14,952.32	3,933.49	21,888.85	.999
Repairing Culverts . . . . .		981.46	988.11	8,254.09	3,207.56	13,431.22	.61
Installing New Culverts, Type—		843.89	1,769.03	7,696.51	1,031.92	11,341.35	.513
Cleaning Ditches by Hand . . . . .		3,418.99	5,225.21	52,373.77	12,573.43	73,591.40	3.32
Hauling Material on Shoulders . . . . .		6,268.50	5,413.97	38,679.73	4,533.13	54,895.33	2.50
Guard Rails, Wood or Cable . . . . .		1,939.73	1,753.49	8,842.20	937.50	13,472.92	.61
Painting: Guard Rails . . . . .		344.22	340.70	2,351.69	245.41	3,282.02	.15
Painting: Sign Posts . . . . .		41.25	52.05	136.50	46.00	275.80	.012
Painting: Traffic Lines . . . . .		2,826.93	4,372.10	12,858.72		20,057.75	.91
Gravel Surfacing . . . . .					99,454.44	99,454.44	4.59
Filling Cracks in Concrete . . . . .		5,713.04				5,713.04	.26
Bituminous Patching: on Concrete . . . . .		4,151.23				4,151.23	.19
Bituminous Patching: on Bituminous . . . . .			17,151.50			17,151.50	.785
Surface Treatment (Gravel) with Tar . . . . .			21,552.64	800,867.05		800,867.05	36.192
Surface Treatment Macadam Surfaces . . . . .			6,776.05	210,516.66		217,292.71	9.82
Hauling Cover for Surface Treatment . . . . .				238,686.65		238,686.65	10.79
Work on Surface Treated Gravel (Patching) . . . . .			673.45	31,282.01		31,955.46	1.444
Painting Surface Treated Gravel or Bituminous . . . . .					28,047.34	28,047.34	1.277
Hauling and Applying Calcium . . . . .				178.12		178.12	.008
Reconstruction: Grading Shoulders and Ditches . . . . .			2,507.98	14,747.60	530.81	17,786.39	.80
Reconstruction: Gravel Base . . . . .			763.53	4,079.60	127.05	5,626.59	.254
Signs, Warning . . . . .		656.41				656.41	.030
Signs, Directional . . . . .		389.88	478.51	2,156.23	278.92	3,303.54	.15
Ice Jam . . . . .				47.60		47.60	.002
Mowing Grass: Shoulders . . . . .		888.09	1,031.72	6,897.38	1,261.46	10,078.65	.46
Beautification . . . . .		686.75	1,693.38	1,184.43		3,564.56	.161
Mud-Jacking . . . . .		101.67				101.67	.005
Thawing Culverts . . . . .		654.69	874.38	6,214.60	837.18	8,580.85	.39
Hauling Gravel on Concrete or Bit. Surface . . . . .		362.47	9,955.12	165,014.95		175,332.54	7.923
Draining Water from Road Surface . . . . .		1,291.03	3,572.88	23,121.50	6,128.26	34,113.67	1.50
Clearing Debris from Roadway . . . . .		4.70	16.40	143.66	20.53	185.29	.009
Supervision . . . . .	\$80,027.84					80,027.84	3.62
	\$80,027.84	\$34,554.54	\$94,909.77	\$1,733,548.83	\$269,761.41	\$2,212,802.39	100.000%
Mileage Covered by above Report . . . . .		222.29 Mi.	482.72 Mi.	5,007.23 Mi.	1,755.01 Mi.		

STATE HIGHWAY COMMISSION

## STATE HIGHWAY COMMISSION

## SNOW REMOVAL 1938-1939

Number of towns which had snow removal work .....				567
	State	State Aid	Town	
	Highways	Highways	Ways	
Number of miles accepted:..	2633.04	4684.96	6223.96..	13,541.96
Paid by towns for snow removal .....				\$566,710.70
Paid by State for snow removal .....				838,117.14
Paid by State for snow removal (Supervision) .....				49,821.34
Total paid by State for snow removal .....				887,938.48
				<hr/>
Total Cost .....				\$1,454,649.18
Average cost per mile (less supervision) .....				103.74
Average cost per mile (for supervision) .....				3.68
Average total cost per mile .....				107.42
Average cost to the towns per mile .....				41.85
Average cost to the State per mile .....				65.57
Snow fence erected by the State on Highways .....			1,699,726	linear feet
Snow fence erected by the Towns (State Aid and Town Ways) .....			2,889,281	“ “
Total number of feet used on accepted mileage .....			4,589,007	“ “
Total number of miles used on accepted mileage .....			869.13	miles



**OUTDOOR ADVERTISING REPORT****January 1, 1939 to December 31, 1939**

The total amount paid during the calendar year of 1939 for licenses was \$3,525.00 and of this amount \$425.00 was paid for 85 licenses requiring a \$5.00 fee and \$3,100.00 was paid for 124 licenses requiring a \$25.00 fee. The total amount paid during 1939 for permits was \$4,901.00 which was in payment for 3,155 permits issued.

During 1939 three inspectors were employed to assure careful inspections of all heavily traveled highways and to provide for more inspection work on less traveled roads. Inspections were made of all locations for which applications for permits were filed and regular inspections caused the removal of all signs or posters erected illegally. Checking of signs at places of business was constantly carried on to insure compliance with the provisions affecting the number and area of signs for which permits are not required.

Reports on file show that 6,356 signs were removed during the year and it is estimated that an additional 1,500 temporary posters for political and agricultural fair purposes and hunting posters erected by the Fish and Game Department were removed but were not recorded.

RECEIPTS	EXPENDITURES
85 licenses at \$5.00 . . . \$ 425.00	Salaries . . . . . \$7,704.00
124 licenses at \$25.00. . . 3,100.00	Personal Expenses . . . . . 963.17
3,155 permits issued . . . . 4,901.00	Removing signs . . . . . 3.13
\$8,426.00	Mileage . . . . . 1,980.94
Transfer for overdraft . . . 2,430.34	Printing and supplies . . . 205.10
\$10,856.34	\$10,856.34

## STATE HIGHWAY PLANNING SURVEY

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Work on the planning survey was continued through 1939 with Mr. Fred B. Greenleaf of Auburn as State Manager and Mr. Richard W. Darling as Manager for the U. S. Public Roads Administration.

Details of the organization and set-up of funds under agreement with the U. S. Secretary of Agriculture are stated in the report for 1937.

Under Federal provisions one and one-half per cent of available Federal funds and corresponding state funds may be used for planning surveys. Up to December 31, 1938, funds for this project under agreement with the Government amounted to \$210,515.47, of which \$138,041.45 was apportioned from Federal funds and \$72,474.02 from state funds.

On April 5, 1939, the state highway commission entered into a third agreement with the Secretary of Agriculture providing for the additional sum of \$32,157.00 to be applied to this project, of which \$17,092.00 was apportioned from Federal funds and \$15,065.00 from state funds.

Federal funds were provided under the act approved June 8, 1938—the sum of \$13,100 under section 1, \$1,965 under section 2 and \$2,027 under section 3, all from funds available for the fiscal year ending June 30, 1940.

Of the state's share of \$15,065.00, the sum of \$13,100.00 came from bond funds, Chapter 96, Resolves of 1935, and \$1,965.00 from the general highway fund.

The total of funds for this project under agreement with the Secretary of Agriculture on December 31, 1939, was \$242,672.47.

During 1939 there was charged to the highway planning survey the sum of \$94,285.05. In addition to this amount, \$21,932.80 was paid from W.P.A. funds.

The sum of \$4,162.89 was transferred from the commission's administration fund and other transfers to the planning survey account included \$65,838.01 from state highway funds and \$6,636.01 from the state's share of secondary Federal-aid funds, both in accordance with the terms of the project agreements.

Federal-aid paid to the state on account of this project during 1939 amounted to \$70,436.56.

Expenditures on the project in 1937 amounted to \$22,077.32 and in 1938 the expenditures were \$167,208.11. Federal-aid amounting to \$84,296.89 was collected in 1938.

The total expenditures since the beginning of the project in 1937 up to December 31, 1939, amount to \$305,503.28, including W.P.A. funds.

Total Federal agreement funds actually collected up to December 31, 1939, amounted to \$155,133.45. This amount, with Federal W.P.A. payments of \$21,932.80, makes the total of Federal funds \$177,066.25 paid since the start of the project in 1937. The total paid from state funds was \$128,437.03.

It is estimated that approximately 81 per cent of the project has been completed.