

MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

(in three volumes)

VOLUME II

THIRTIETH ANNUAL REPORT

STATE HIGHWAY
COMMISSION



MAINE

1942



Federal Aid Secondary Road, Gray, U. S. 202

THIRTIETH ANNUAL REPORT

of the

STATE HIGHWAY
COMMISSION

of the

STATE OF MAINE

January 1, 1942, to December 31, 1942

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STATE OF MAINE

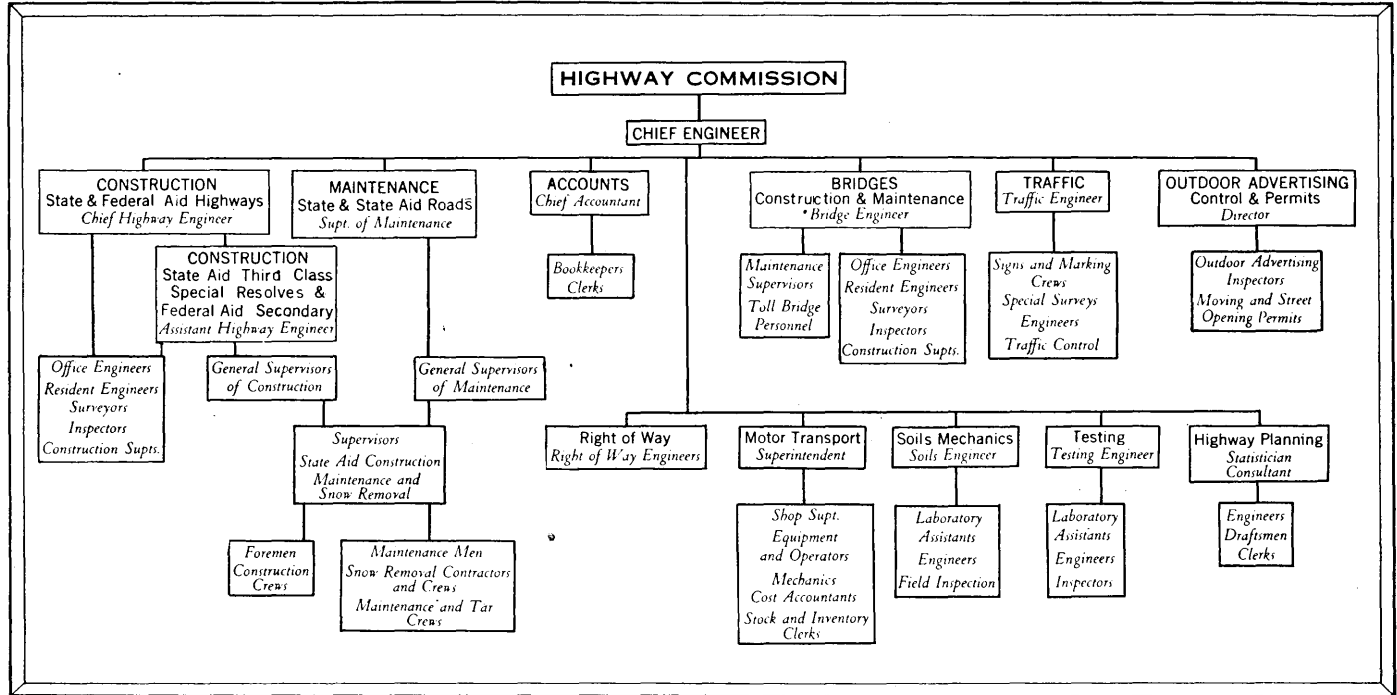
OFFICE OF
STATE HIGHWAY COMMISSION

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

We have the honor to present the thirtieth annual report of the State Highway Commission for the calendar year ending December 31, 1942.

STILLMAN E. WOODMAN
MERLE F. BURGESS
GEORGE C. LORD
State Highway Commission

Augusta, Maine
December 31, 1943



1942

**ADMINISTRATIVE OFFICERS OF THE
STATE HIGHWAY COMMISSION**

STATE HIGHWAY COMMISSION

STILLMAN E. WOODMAN, Chairman	Machias
LEON O. TEBBETTS*	Waterville
GEORGE C. LORD	Wells
MERLE F. BURGESS	Rumford

PERSONNEL

Lucius D. Barrows	Chief Engineer
Max L. Wilder	Bridge Engineer
Charles A. Whitten	Bridge Division, Construction Engineer
Ernest L. Merrill	Chief Highway Engineer
H. Stanley Weymouth	Assistant Highway Engineer
R. Morrell Page	Office Engineer
Edward W. Axtell and Wil- liams B. Getchell, Jr.	Right of Way Engineers
Kenneth T. Brown	Landscape Engineer
John B. Church	Superintendent of Maintenance
J. Wesley Dority	Assistant Superintendent of Maintenance
Ira B. Hagan	Assistant Superintendent of Maintenance
John C. Burnham	Director, Outdoor Advertising Control
Ralph H. Sawyer	Traffic Engineer
John N. Harris	Acting Soils Engineer
H. Walter Leavitt	Testing Engineer
Fred G. Eaton	Highway Planning Division— Chief, Research and Statis- tics
Rae D. Graves	Highway Planning Division— Consultant
Alton W. Blaisdell	Motor Transport Division— Manager
Russell W. Carter	Chief Accountant

*Term expired May 4, 1942.

THE THIRTIETH ANNUAL REPORT OF THE STATE HIGHWAY COMMISSION

ORGANIZATION

The organization chart included in this report has been prepared to show how the State Highway Department has been organized to carry on the activities for which it is responsible. No change has been made in the plan of organization during the past year.

We record with deep regret the death of Leon O. Tebbetts of Waterville which occurred on August 4, 1942. Mr. Tebbetts served as a member of the State Highway Commission from May 5, 1939, until May 4, 1942.

Mr. Merle F. Burgess of Rumford became a member of the Commission on May 21, 1942.

EMERGENCY LEGISLATION

During 1941 it became apparent, on account of the restrictions governing the use of motor vehicles, that income from the tax on gasoline and from motor registration fees would be substantially reduced during the war period, and that current revenues for the next year would not be sufficient to permit of carrying on all of the activities contemplated by the general highway fund act of 1941 (Chapter 94, Private and Special Laws of 1941). In anticipation of this situation and to provide for curtailment, if necessary, the Legislature, in special session in January, 1942, enacted an emergency law (Chapter 105, Private and Special Laws, Special Session, January, 1942) which authorized the State Highway Commission, with approval of the Governor and Council, to curtail or eliminate any or all parts of apportionments set up under Chapter 94, Private and Special Laws of 1941, in order to best conserve the funds of the State Highway Department and permit the Department to operate within available revenues. It was stipulated that this act would be in effect only until February 1, 1943.

Before apportionments for the fiscal year 1943 were actually set up, it appeared to the Commission that a curtailment in activities would be necessary and such a recommendation was made to the Governor and Council.

The following statement has been prepared to show apportionments from the general highway fund as provided in Chapter 94, Private and Special Laws of 1941, and the corresponding curtailed program which was recommended by the Commission and approved by the Governor and Council on August 5, 1942.

STATE HIGHWAY COMMISSION

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It is required that provision be made for necessary payments for interest and retirement of highway and bridge bonds before obligations are made for other activities. Such payments for the fiscal year 1943 amounted to \$2,503,018.00 and are not shown in the statement.

Item Prefix	Activity	Apportionments General Highway Fund Chap. 94, P. & S., 1941	Revised Apportionments Authorized by Chap. 105, P. & S., 1941
a	Motor Vehicle Division, Secretary of State	\$160,000	\$160,000
b	State Police	310,000	310,000
c	State Highway Commission, Administration	220,000	220,000
d	Administration of Gas Tax Law and Rebates	260,000	260,000
e	Special Resolves	150,000	150,000
f	Special Resolves	98,445	98,445
g	Construction, State Aid Highways	885,000	—
h	Construction, Third Class Highways	670,000	—
i	Engineering and Land Damage, Federal Grade Crossing Elimination	50,000	—
j	For Matching Federal Funds for Secondary Road Construction and Emergency Military Highways	425,000	—
k	Construction of Bridges, General Bridge Act	300,000	200,000
l	Maintenance of State and State Aid Roads	2,563,000	1,500,000
m	Surface Treatment, State and State Aid Roads	300,000	—
n	Maintenance of Bridges	200,000	200,000
o	Removal of Snow	850,000	850,000
p	Maintenance of Unimproved Roads	200,000	—
q	For Supply of Equipment and Maintenance of Same on Federal Projects for Which Rental Cannot be Allowed	25,000	—
r	Compensation for Injuries Under Workmen's Compensation Act	52,000	25,000
s	Highway Planning Survey, for Matching Federal Funds	16,000	16,000
t	Construction and Reconstruction of State Highways not in the Federal Aid System	300,000	—
u	For Matching Federal Funds for Construction of Federal Highways	600,000	—
	Totals	\$8,634,445	\$3,989,445

It will be noted from the revised schedule that no provisions were made for new construction except that which might be done under Special Resolves, and the item of \$200,000.00 for

bridge construction under the general bridge act. It was believed that unexpended balances from apportionments made in previous years from the general highway fund would be sufficient to carry on construction obligations previously made or contemplated.

Aside from the expected reduction in income, it was the judgment of the Commission that construction should be curtailed at this time in order that manpower might be conserved for essential war work.

During the year the Department has tried to keep towns advised of the application of Conservation Order L-41, War Production Board, to construction and maintenance work.

Any estimate of reduction in income from the tax on gasoline and from motor registration fees can be only a guess. There is, of course, no accurate way to determine how much income will be reduced by war restrictions.

The Highway Department's original budget estimate for the fiscal year 1943 included \$6,400,000.00 from the tax on gasoline, \$4,150,000.00 from motor registration and license fees, and \$90,105.00 from miscellaneous items. This estimate was later revised to the following: Gas tax \$3,660,000.00, registration and license fees \$2,500,000.00, and miscellaneous items \$25,000.00. This allows for a total estimated income reduction of \$4,455,100.00.

The chart on the next page shows a comparison by years of income from motor vehicle registration and the gas tax.

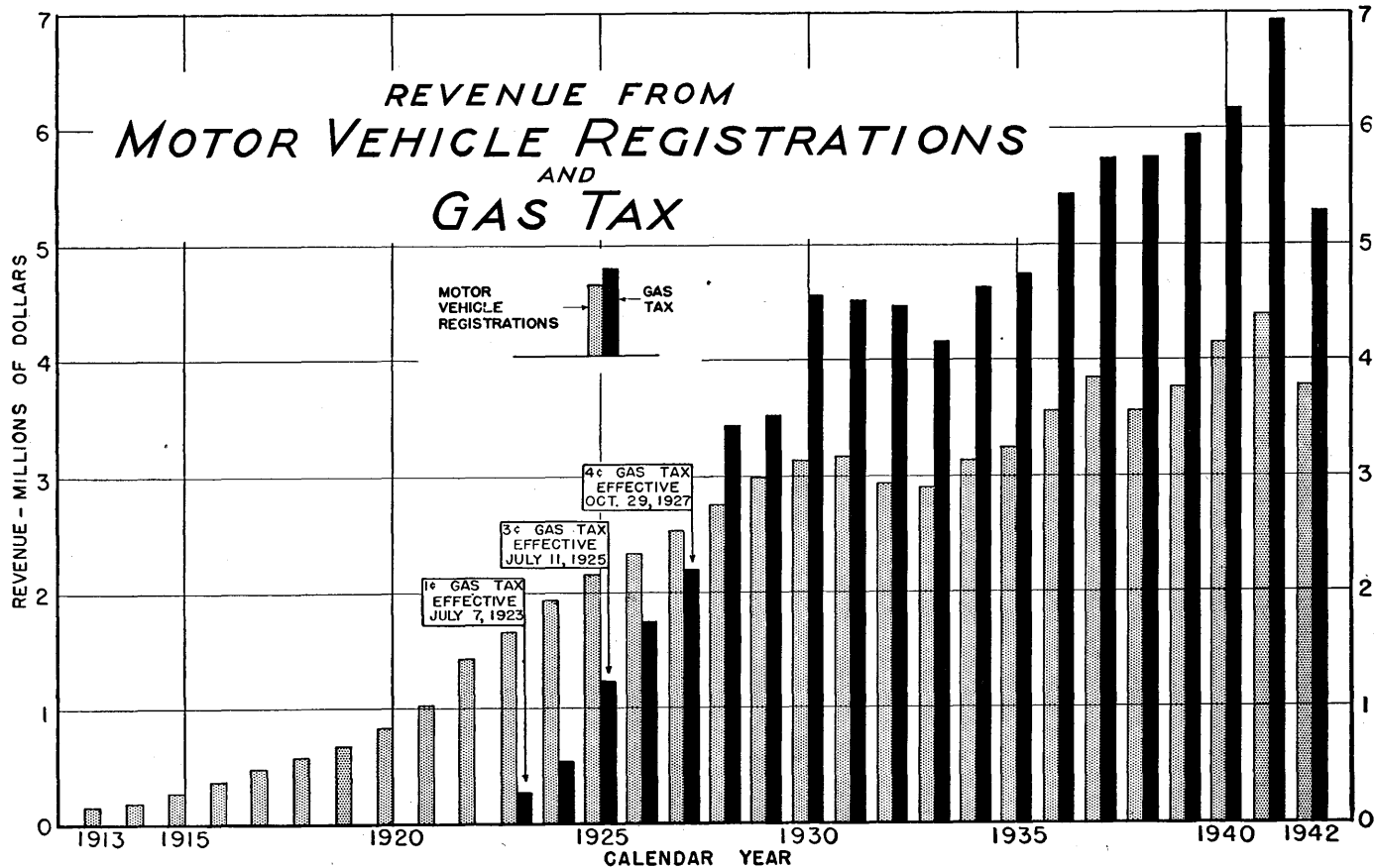
REVENUE FROM GAS TAX AND AUTO REGISTRATION FEES
(See Chart)

Year	Gas Tax	Auto Registration and Drivers' License Fees	Total
1913	\$	\$138,510.00	\$
1914		192,542.14	
1915		268,399.53	
1916		366,069.50	
1917		488,061.75	
1918		570,171.00	
1919		685,570.25	
1920		818,755.50	
1921		1,004,913.75	
1922		1,417,507.57	
1923		1,660,268.17	
1924		1,993,561.37	
1925		2,146,719.47	
1926		2,324,024.52	
1927	5,939,315.43*	2,529,654.12	8,462,969.55
1928	3,424,019.80	2,735,180.15	6,159,199.95
1929	3,503,955.71	2,992,541.94	6,496,497.65
1930	4,580,249.48	3,159,424.72	7,705,476.41
1931	4,524,326.59	3,159,424.72	7,683,751.31
1932	4,481,925.67	2,943,856.00	7,425,781.67
1933	4,166,808.92	2,898,722.14	7,065,531.06
1934	4,626,866.57	3,135,520.69	7,762,387.26
1935	4,731,243.44	3,246,569.43	7,977,812.87
1936	5,425,995.70	3,560,991.47	8,986,987.17
1937	5,754,753.09	3,836,003.65	9,590,756.74
1938	5,755,119.24	3,552,553.24	9,307,672.48
1939	5,945,437.22	3,764,431.00	9,709,868.22
1940	6,157,764.06	4,141,878.58	10,299,642.64
1941	6,918,589.31	4,395,965.01	11,314,554.32
1942	5,283,704.95	3,728,129.10	9,011,834.05

*Gasoline tax became effective July 7, 1923. This figure is taken from an audit report covering the years 1923 to 1927 inclusive, yearly figures not available.

GAS TAX: 1 cent tax effective July 7, 1923
3 " " " " July 11, 1925
4 " " " " Oct. 29, 1927

REVENUE FROM MOTOR VEHICLE REGISTRATIONS AND GAS TAX



HIGHWAY SYSTEMS

(See county table of highway mileage classified by administrative systems)

Frequent changes are made in the classification of highways in accordance with needs as they develop. Such designations or classifications are made by the State Highway Commission when State highways are concerned, and by joint action of the Commission and municipal officers when State aid and third class highways are involved.

A few minor changes and corrections have been made during 1942. As of December 31, 1942, the classification of public highways in Maine was as follows:

State Highways	2,988.2 miles
State Aid Highways	6,301.0 "
Third Class Highways	1,777.3 "
Other Roads (Town Ways)	10,712.2 "
Miscellaneous State Reservation Roads	21.3 "
Miscellaneous Federal Reservation Roads	109.8 "
Total	21,909.8 "

REGULAR FEDERAL AID HIGHWAY SYSTEM

In Maine the original so-called 7 per cent system of Federal aid highways comprised 1,617.3 miles based on a total of 23,104 miles as reported to the Government in 1921. During 1942 some changes and corrections were made so that the approved Federal aid highway system as of December 31, 1942, including extensions through municipalities, now comprises 1,676.5 miles.

With the exception of 3.00 miles located on town ways and 1.44 miles located on a State aid road, all designated Federal aid highways are included in the designated system of State highways. Of this 4.44 miles, 1.44 miles are on a State aid road in Jonesport, Washington County; 1.5 miles on a town road in Danforth, Washington County; 0.9 of a mile on a town road in Weston, Aroostook County; 0.5 of a mile on a town road in Phillips, Franklin County; and 0.1 of a mile on a town road in Avon, Franklin County.

In the following county table of classified mileage by administrative systems, the last column shows the mileage of approved Federal aid highways in each county, and this mileage, with the exceptions above stated, is included in the mileage of designated State highways shown in column 2, and is included in the total mileage of all systems as shown in column 8.

SECONDARY FEDERAL AID SYSTEM

The designation of a secondary Federal aid highway system as provided for in the Federal Highway Act of June 16, 1936, has not been finally made. The act requires that each State highway department shall undertake the selection of an initial system of secondary roads for construction or reconstruction based upon their relative importance as determined from factual data secured from State-wide studies of the planning survey. Such a system may include 10 per cent of the total State mileage. It is probable that a secondary system of at least 75 per cent of the total mileage allowed will have been approved before new construction programs are undertaken.

IMPROVED MILEAGE

As of December 31, 1942, the total mileage of improved highways on the various systems was as follows:

<i>Classification</i>	<i>Miles</i>
State Highways	2,927.87
State Aid Highways	5,294.13
Third Class Highways	1,209.27
	<hr/>
Total	9,431.27

UNIMPROVED MILEAGE

As of December 31, 1942, the mileage of unimproved highways on the various designated systems was as follows:

<i>Classification</i>	<i>Miles</i>
State Highways	60.38
State Aid Highways	1,006.92
Third Class Highways	568.07
	<hr/>
Total	1,635.37

**ADMINISTRATION
STATE HIGHWAY COMMISSION**

Expenditures for administration include salaries and expenses of members of the Commission and of the engineering and clerical forces whose salaries and expenses are not charged directly to projects.

Expenditures for office supplies and furniture, telephone and telegraph, printing, maintenance and upkeep of laboratories, and for engineering equipment and supplies, are charged to the appropriation for administration.

Under the provisions of chapter 92, Private and Special Laws of 1941, the cost of accounting services rendered to the

MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

Mileage as of December 31, 1942

1. County	System							
	2. State Highway	3. State- Aid	4. Third- Class	5. Town Ways	6. Miscellaneous State Reservation Highways	7. Miscellaneous Federal Reservation Highways	8. Total All Systems	Regular Federal-aid System Included in Col. 8
Androscoggin.....	103.6	230.2	69.3	695.1	0.3	—	1,098.5	84.9
Aroostook.....	596.1	581.5	206.3	1,069.9	0.4	—	2,454.2	236.0
Cumberland.....	193.8(1)	486.2	131.7	1,020.8	6.5	7.9	1,846.9	154.0
Franklin.....	162.2	245.3	92.3	452.9	6.8	—	959.5	82.2
Hancock.....	162.6	482.7	56.7	471.0	—	57.2	1,230.2	94.3
Kennebec.....	203.5	411.8	131.2	852.2	1.0	2.7	1,602.4	107.6
Knox.....	64.4	241.7	33.2	333.7	—	2.6	675.6	38.0
Lincoln.....	89.5	248.1	64.7	423.1	—	—	825.4	26.6
Oxford.....	206.3	413.1	126.2	985.4	—	19.9	1,750.9	149.0
Penobscot.....	233.7(2)	758.9	229.2	1,049.4	2.6	—	2,273.8	172.1
Piscataquis.....	115.9(3)	234.9	69.7	359.3	—	—	779.8	49.2
Sagadahoc.....	51.2	126.7	49.7	248.7	—	—	476.3	38.9
Somerset.....	219.3	491.0	158.7	689.5	0.6	—	1,559.1	120.2
Waldo.....	122.4	342.0	151.0	684.5	2.9	3.4	1,306.2	50.2
Washington.....	206.5	511.2	99.0	299.9	—	6.2	1,122.8	185.7
York.....	257.2	495.7	108.4	1,076.8	0.2	9.9	1,948.2	87.6
Totals.....	2,988.2	6,301.0	1,777.3	10,712.2	21.3	109.8	21,909.8	1,676.5

(1) Includes 8.0 miles under construction, not open to traffic.

(2) Includes 9.4 miles, survey only.

(3) Includes 4.2 miles, survey only.

State Highway Department by the Bureau of Accounts and Control, the cost of legal services rendered by the Attorney General's Department, the cost of auditing services rendered by the Department of Audit, and the cost of purchasing services rendered by the Bureau of Purchases are all charged against the administrative account of the State Highway Commission.

Charges for administration for 1941 amounted to \$204,601.53. Of this total, \$39,835.84 was paid to the Bureau of Accounts and Control for accounting services, \$11,570.87 was paid to the Department of Audit for auditing services, \$2,800.00 was paid to the Attorney General's Department for legal services rendered, and the sum of \$762.27 was paid to the Bureau of Purchases.

STATE AND FEDERAL HIGHWAY CONSTRUCTION

This work includes construction of State highways for which State funds pay the total cost, and the construction of regular Federal aid highway projects the cost of which is shared by the Federal Government and the State. In the past Federal participation has been on a 50-50 basis including only the cost of construction. During the present war emergency it has been permissible to apply Federal funds on a 50-50 basis to the cost of preliminary engineering and right of way, and on the basis of 25 per cent State funds to 75 per cent Federal to the cost of construction, when construction has been located on the strategic network of highways.

The apportionment of regular Federal aid to Maine for the fiscal year ending June 30, 1943, was \$866,360. Authorized State matching funds for the same period amounted to \$1,100,000 (bonds \$500,000—general highway fund \$600,000).

On account of curtailed construction it was believed unnecessary to reissue bonds—\$500,000—authorized for the fiscal year 1943, or to transfer funds from the general highway fund—\$600,000—under authorization of chapter 94, Private and Special Laws of 1941 for the same fiscal period.

Bonds in the amount of \$700,000 were reissued in April 1942, and the sum of \$400,000 was transferred from the general highway fund for matching regular Federal aid. These amounts were set up under authorizations for the fiscal year ending June 30, 1942, and it was believed that these sums, together with unexpended balances, would be sufficient to finance any construction and surveys which would be undertaken in 1942 and 1943.

Several projects planned and approved for construction have been postponed, and work on several projects has been stopped, on account of war conditions and restrictions. On account of these conditions it has not been necessary to use funds the need of which appeared necessary at the time they were provided.



Federal Aid Highway Project, Vassalboro, U. S. 201

On December 31, 1941, there were 39.84 miles of State highway projects under construction but not completed (page 176, State Highway Commission Report of 1941). The length of one project in Glenwood on State highway "K-8" was later reduced from 1.33 miles to 0.76 of a mile, and the length of a project on U. S. 201 in Gardiner was reduced from 1.42 miles to 1.39 miles, making a corrected total of 39.24 miles incompletd during the previous season of 1941. Of this, 24.39 miles have been completed during 1942 and 14.85 miles are still imcompleted.

Of new work undertaken during 1942, 2.41 miles have been completed and 12.62 miles are incompletd.

From the above it will be noted that 26.8 miles of State highway were completed in 1942; and 27.47 miles of highway were incompletd, on December 31, 1942.

Summary of Completed Work

	<i>Miles</i>
Bituminous Concrete	1.04
Bituminous Gravel	11.87
Gravel	13.89
	<hr/>
Total	26.80

	<i>Miles</i>
Federal Aid Projects	15.45
State Highway Projects	5.43
State Sponsored W.P.A. Projects	5.92
	<hr/>
Total	26.80

Summary of Incompleted Work

	<i>Miles</i>
Bituminous Macadam	3.82
Bituminous Gravel	12.12
Gravel	3.37
Grading	8.16
	<hr/>
Total	27.47

	<i>Miles</i>
Federal Aid Projects	24.10
State Projects	3.37
	<hr/>
Total	27.47

The above mileage does not include work on the State highway system built with State aid or secondary Federal aid funds.

STATE HIGHWAY COMMISSION

As was the case last year, State highway construction includes regular Federal aid construction, projects on that part of the State highway system not included in the Federal aid system, and W.P.A. projects on the strategic network of highways.

The total of expenditures on account of State highway construction was \$800,373.30.

The following shows classified expenditures for each construction program:

	Engineering	Advertising	Right of Way	Labor and Materials	Total
Federal Aid Projects	\$88,527.25*	\$160.01	\$137,982.75	\$433,433.75	\$660,103.76
State Highway Projects	1,605.22	—	376.35	55,513.17	57,494.74
State Highway-W. P. A. Projects	9,374.47	—	2,965.23	70,435.10	82,774.80
	<u>\$99,506.94</u>	<u>\$160.01</u>	<u>\$141,324.33</u>	<u>\$559,382.02</u>	<u>\$800,373.30</u>

*Includes preliminary engineering costs for Federal access road projects.

In addition to the expenditure of \$82,774.80 on W.P.A. projects, as shown in the above table, the sum of \$2,956.75 was paid from the "Special Motor Transport Fund" for equipment rentals.

ACCESS ROAD PROJECTS DEFENSE PROJECTS

Section 6 of the Defense Highway Act of 1941 provides for the construction and improvement of access roads to military and naval reservations, to defense industries and defense industry sites, and to sources of raw materials. When such roads are certified to the Federal Works Administrator as important to the national defense by the Secretary of War or the Secretary of the Navy, and for replacing existing highways and highway connections that are shut off from general public use by necessary closures or restrictions at military and naval reservations and defense industry sites.

This act authorized the appropriation of \$150,000,000 during the emergency declared by the President on May 27, 1941, to be available without regard to apportionment among the States, for paying all or any part of the cost.

Ten access projects were undertaken during 1942 with funds apportioned from the appropriation of \$150,000,000.

One project was undertaken with War Department funds in Houlton to provide a new location for U. S. 2 around Houlton airport. This project is being carried on in cooperation with the Public Roads Administration.

A section of State Highway "K-10" (Mapleton Road) in Presque Isle was relocated to permit extension of the runways at the Federal air base in Presque Isle. The project is being

constructed with War Department funds under an agreement between the U. S. War Department and the State Highway Commission.

In cooperation with the Public Roads Administration the construction of a flight strip was undertaken in the town of Deblois. This work is being done under provisions of section 8 of the Defense Highway Act of 1941 with funds set up for this purpose.

The above defense projects are being constructed entirely with Federal funds.

Of 14.68 miles of road construction undertaken, 3.08 miles were completed; this mileage includes 1.75 miles of bituminous concrete and 1.33 miles of bituminous macadam.

During 1942 a total of \$917,555.27 was expended for access road construction and other defense projects. Of this amount \$45,039.82 was paid for engineering, \$255.82 for advertising, \$41,304.81 for right of way and property damage, and the sum of \$830,954.82 was expended for labor and material and other construction costs.

Additional data pertaining to these projects are included in statistical tables in another part of this report.

PRELIMINARY SURVEYS

Section 18 of the Federal Highway Act of 1940 allows the use of Federal funds authorized and made available under section 21 of the Federal Highway Act for payment of the entire engineering costs, plans, specifications, estimates and supervision of construction of strategically important projects approved by some authorized national defense agency.

Such projects were undertaken last year and work was continued in 1942 on the following locations:

State Highway "C-3"	Falmouth
Access Roads	South Portland
Access Road	Rockland
Access Road	Bangor
State Highway "H"	Jackman
State Highway "H"	Sandy Bay
Access Road	Kittery
State Highways "A-3" & "A-10"	Kittery

Total charges for this engineering work in 1942 amounted to \$17,951.13, and are included in the table of expenditures for "Construction and Reconstruction of State Highways." Similar expenditures during 1941 are shown in a similar table in the 1941 report.

In addition to the above, a preliminary engineering project was approved for the Deblois flight strip. The cost is included in the table of "Project Expenditures—Federal Defense Areas".

ADVANCE ENGINEERING

Under section 9 of the Defense Highway Act of 1941, the sum of \$10,000,000 was authorized to be appropriated during the continuance of the emergency declared by the President on May 27, 1941, for apportionment among the states in accordance with the provisions of section 21 of the Federal Highway Act.

This fund can be used for advance engineering surveys and plans for future development of the strategic network of highways and by-passes around and extensions into and through municipalities and metropolitan areas. It is required that Federal apportionments be matched with State funds.

The apportionment to Maine was \$86,636.00.

An agreement was made this year with the Public Roads Administration for such a survey project between Gardiner and Augusta, and involves studies for new highway locations and for a new bridge over the Kennebec River in Augusta.

The sum of \$1,158.40 was expended in 1942. This item is included in the table of expenditures for "Construction and Reconstruction of State Highways".

New survey projects will be undertaken with these funds in 1943.

In the tables such projects carry the prefix "AE".

STATE AID ROAD CONSTRUCTION

Since 1901 the construction of State aid roads in cooperation with cities and towns has been carried on each year up to this time. In order to conserve manpower for war needs and essential industry, and because of expected reduction in highway revenue, it was believed advisable not to undertake the usual program of State aid road construction this year.

In accordance with revised allotments of the general highway fund recommended by the Commission and approved by the Governor and Council, no appropriation was made for the construction of State aid roads for the fiscal year ending June 30, 1943.

Some construction work, however, was carried on with balances carried forward from previous years, together with funds transferred to the State aid road account from other appropriations.

Unexpended balances in the State aid road account on January 1, 1942, amounted to \$222,621.77. During 1942 transfers of other State funds to this account and miscellaneous credits amounted to \$153,919.07. Total available funds, therefore, amounted to \$376,540.84. This total includes town funds amounting to \$9,257.76 on deposit with the State.

State aid road work included the construction of 11.18 miles of new gravel road; gravel surfacing of 4.16 miles for which

the base was previously built; reconstruction of 5.58 miles of gravel road; 3.49 miles of grading and base; 0.68 miles of reconstruction of grading and base; and tar surface treatment of 20.36 miles of gravel road.

This work added 15.34 miles of gravel road to the mileage of improved State aid roads.

The average cost a mile of 11.18 miles of new gravel road was \$9,664.19 not including tar surface treatment.

The average cost a mile of tar surface treating 20.36 miles of State aid gravel road was \$865.36.

It is required that a bituminous surface treatment be applied to most State aid gravel surfaces; this work, however, is often done the year after the road was constructed.

The total cost of construction and other work was \$217,136.01, of which \$17,682.36 was for engineering and supervision and \$199,453.65 was paid for labor, materials, equipment and other miscellaneous items.

Of the total expenditure for construction and other work done, town funds paid \$63,433.05 and State funds paid \$153,702.96.

Reimbursements and settlements made on account of work previously completed and reported amounted to \$71,362.92 which includes town funds amounting to \$4,786.66.

Transfers to other funds amounted to \$16,345.96 including \$4,462.67 of town funds.

Unexpended balance in the State aid road account on December 31, 1942, amounted to \$136,470.57 including \$1,350.00 of town funds on deposit with the State.

THIRD CLASS HIGHWAY CONSTRUCTION

Under the revised schedule of apportionments from the general highway fund, no funds were set up for the construction of third class roads for the fiscal year ending June 30, 1943.

Balances from previous years amounted to \$157,089.04; this was made up of balances of apportionments to towns amounting to \$141,788.23 and \$15,300.81 originally set up for engineering and supervision.

Transfers from other accounts to the third class highway fund amounted to \$26,133.40, and payments to the State by towns on account of overpayments by the State in 1941 amounted to \$402.75.

The total amount available for work on third class roads in 1942 was \$183,625.19.

Work on third class roads this year included construction of 6.48 miles of gravel road; surfacing of 1.65 miles of gravel road; tar surface treatment of 13.62 miles; installation of culverts; and work was undertaken on 2.00 miles which was not completed.



Federal Aid Highway Project, Bingham-Caratunk, U. S. 201

A total of 8.14 miles of gravel road was added to the total mileage of improved third class roads.

The sum of \$80,183.52 was expended on account of work on third class roads. Of this amount \$5,300.81 was paid for supervision and \$74,882.71 was paid for labor, equipment and materials.

Of the above total the sum of \$13,821.69 was paid from town funds and State funds paid \$66,361.83.

Transfers from third class highway funds to State aid road accounts amounted to \$58,669.99.

The sum of \$9,758.48 was paid to towns in reimbursement for work previously done and reported.

The average cost a mile for construction of 6.49 miles of gravel road was \$7,041.94 without tar surface treatment.

The average cost a mile for tar surface treating 13.62 miles of third class gravel road was \$821.89

Unexpended balances on December 31, 1942, amounted to \$48,834.89.

SPECIAL LEGISLATIVE RESOLVES

Under provisions of chapter 94, Private and Special Laws of 1941, a total of \$248,445.00 was earmarked for expenditures authorized for construction, maintenance and repair of roads and bridges in accordance with the terms of appropriate resolves of the Legislature in favor of towns. Allotments to towns were made under the terms of chapter 146, Resolves of 1941.

In addition to the above road and bridge resolves, the sum of \$11,705.50 was apportioned from the general highway fund under the following authorizations for expenditure under direction of the State Highway Commission:

Chapter 133, Resolves of 1941	
Hancock-Sullivan Bridge District	\$4,180.00
Chapter 99, Private and Special Laws of 1937	
Town of Vinalhaven	3,450.75
Town of North Haven	1,502.25
Chapter 87, Private and Special Laws of 1939	
Town of Isle au Haut	711.75
Town of Cranberry Isles	1,218.00
Town of Swan's Island	642.75
	<hr/>
Total	\$11,705.50

The apportionment of \$4,180.00 to the Hancock-Sullivan Bridge District was made to relieve the towns which make up the Bridge District of payments of interest and retirement of Hancock-Sullivan Bridge District bonds.

The amounts apportioned to the island towns represent 75 per cent of fees received from inhabitants of these towns for the registration of motor vehicles.

Balances brought forward from 1941 amounted to \$84,444.49. Transfers from other funds amounted to \$44.75.

The total amount available for expenditure was \$344,639.74.

Work under special resolves during the year included the construction of 9.23 miles of gravel road at a cost of \$58,824.21, or an average cost of \$6,373.15 a mile.

In addition to the mileage of road actually completed, 0.57 miles of base were built at a cost of \$2,692.12; general road repairs were made at a cost of \$48,990.98; tar surface treatment was applied to 2.90 miles for which the cost was \$1,986.29; the sum of \$503.49 was expended for bridge repairs; and \$853.74 was expended for culvert installations.

The total cost of the above work was \$113,850.83 of which towns paid \$12,498.60 and State funds paid \$101,352.23.

The cost of supervision was \$1,600.67 and the cost of labor, material, equipment and other items was \$112,250.16.

Other expenditures under special resolves include \$4,180.00 to the Hancock-Sullivan Bridge District and \$11,789.97 paid to towns in reimbursement for work previously done and completed.

Transfers to other accounts include \$82,933.13 to State aid road accounts; \$3,999.93 to State highway construction accounts; \$5,806.91 to bridge construction accounts; \$382.37 to maintenance accounts; \$25,830.59 to third class highway accounts; and balances totaling \$841.23 were rescinded or lapsed.

Balances in special resolve accounts on December 31, 1942, amounted to \$107,523.38.

FEDERAL AID SECONDARY HIGHWAY CONSTRUCTION

The last apportionment of Federal funds for secondary road construction was \$151,613.00 for the fiscal year ending June 30, 1943. State matching funds were authorized by chapter 94, Private and Special Laws of 1941. Only one new project was undertaken in 1942. On account of war conditions no matching funds were apportioned from the general highway fund for this activity.

Work was continued on incompletd projects started in previous years, and also work was continued on surveys and plans for future construction.

This year 3.29 miles of surface treated gravel road were completed, including 0.07 miles of bridge and approaches on one bridge project. Of this total, 0.52 miles were located on State Highway "K-8" in Macwahoc and 2.77 miles were constructed on State aid roads (Gray, 1.70 miles; Sidney, 1.00 mile; Milbridge-Harrington, 0.07 miles).

Expenditures during 1942 according to secondary road programs were as follows:

Program, Fiscal Year 1939, Act of June 16, 1936	\$ 1.21
Program, Fiscal Year 1941, Act of June 8, 1938	513.77
Program, Fiscal Year 1942, Act of September 5, 1940	112,229.44
Program, Fiscal Year 1943, Act of September 5, 1940	16,005.42
Miscellaneous Expenditures for Surveys and Plans	5,622.58
Total	\$134,372.42

Of the above expenditure \$14,910.54 was for surveys and plans and the sum of \$119,461.88 was paid for labor and material.

SPECIAL MOTOR TRANSPORT FUND

Under provisions of chapter 94, section 1 (q), Private and Special Laws of 1941, the sum of \$25,000.00 was apportioned for each of the fiscal years 1942 and 1943 to be used for supplying and maintaining equipment, including gas, oil and grease, on Federal and municipal projects for which equipment rental charges or reimbursements incurred for the same could not be allowed under Federal regulations.

No apportionment was made for the fiscal year 1943, this item having been eliminated in the curtailed schedule of funds for the fiscal year 1943.

The balance in this fund on January 1, 1942, was \$52,408.00.

Expenditures from this fund were made on the following defense highway W.P.A. projects:

<i>Town</i>	<i>Amount</i>
Gouldsboro	\$ 159.00
Perry	23.25
Greene	1,036.50
Gardiner	925.50
Richmond	180.00
Hanover	632.50

\$2,956.75

The balance in this account on December 31, 1942, was \$49,451.25.

MAINTENANCE OF UNIMPROVED ROADS

Under normal conditions the sum of \$200,000.00 is apportioned each year from the general highway fund for maintenance of unimproved roads. It is intended that this fund shall be used to improve impassable sections and not for construction or for general maintenance and upkeep of improved roads.

Under the curtailed program of work, no fund was set up for this activity for the present year.

Some work was carried on by the towns with balances brought forward from 1941. Such balances amounted to \$16,719.01.

Total expenditures amounted to \$11,207.16, of which \$108.39 was paid for supervision and \$11,098.77 was expended for labor and material.

Of the total, towns paid \$212.95 and State funds paid \$10,994.21.

Unexpended balances on December 31, 1942, amounted* to \$5,724.80.

MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS

Improved State and State aid highways to the cost of which the State has contributed are maintained under the direction of the State Highway Commission with State funds and certain funds appropriated by cities and towns for the same purpose.

The State does not participate in the maintenance of State highways in compact sections of towns having a population of over 5,000, and does not participate in snow removal on highways within compact sections of towns having a population of over 2,000.

State funds for maintenance are taken from the general highway fund. The apportionment for maintenance for the fiscal year ending June 30, 1942, was \$2,425,000.00. The authorized apportionment for the fiscal year ending June 30, 1943, was \$2,563,000.00. It was expected that income from the tax on gasoline and motor registration fees would be substantially reduced during the fiscal year 1943 on account of war conditions, and the amount set up for maintenance was reduced to \$1,500,000.00 under authorization of chapter 105, Private and Special Laws of the Ninetieth Legislature.

The maintenance program for 1942 included 8,058.22 miles, classified as follows:

Improved State Highways	2,825.18 miles
Improved State Aid Highways	5,233.04 "
Total	<u>8,058.22</u> "

Of this total mileage, 7,920.20 miles were under patrol maintenance and 138.02 miles were maintained under special arrangements with towns as authorized by sections 9 and 18 of chapter 28, R. S.

The following table shows the total mileage maintained

according to highway classifications, types of surface and the maintenance cost a mile:

Type	Miles State Highways	Miles State Aid Highways	Total Miles	Cost of Maintenance a Mile
Cement Concrete.....	211.36	8.48	219.84	\$311.58
Bituminous Concrete.....	68.72		68.72	209.51
Bituminous Macadam.....	423.31	21.43	444.74	225.56
Surface Treated Gravel.....	2,036.39	3,954.28	*5,990.67	**315.46
Plain Gravel.....	85.40	1,248.85	1,334.25	238.23
	<u>2,825.18</u>	<u>5,233.04</u>	<u>8,058.22</u>	

*This includes mileage surface treated with funds available from balances of apportionments made in 1941 under subsection (m) of section 1, chapter 94, Private and Special Laws of 1941.

**Average cost a mile includes expenditures made under the above authorization. This expenditure, in 1942, amounted to \$10,657.65 which makes the average cost a mile from this fund \$1.78. The average cost a mile from regular maintenance funds was \$313.68.

Regular maintenance work was carried on under the immediate direction of 421 patrolmen.

Surface treatment work, as in the past, was carried on by mobile crews equipped with distributors and all necessary portable camp equipment. Distributors and camp equipment are State owned. This practice of applying bituminous material with State maintenance crews and State owned equipment has been carried on in Maine over a long period of years.

During the present season approximately 4,880,000 gallons of bituminous material were applied in connection with maintenance work, or about 3,000,000 gallons less than last year.

The total charges on account of maintenance (not including snow removal) amounted to \$2,467,931.56. Of this amount, the sum of \$67,776.00 was expended for supervision, \$101.69 for roadside improvement and \$19,819.98 for supplies. These items, which amount to \$87,697.67, are not included in the mileage costs shown in the above table. Spread over the total of 8,058.22 miles they add \$10.88 to the average cost a mile.

Payments to the State by towns and cities on account of maintenance amounted to \$352,889.59, and the sum of \$1,234.37 was received from the Federal Government in reimbursement for expenditures on the Evans Notch Road.

SURFACE TREATMENT OF GRAVEL ROADS

Under sub-section (m) of section 1, chapter 94, Private and Special Laws of 1941, the sum of \$200,000.00 was apportioned from the general highway fund for the application of bituminous surface treatments to improve State and State aid roads. It was intended that this fund would be used on roads which would not be so treated in the regular maintenance program. The mileage of roads surface treated in 1942, about 10 miles, has been included in the total miles of surface treated gravel roads reported under "Maintenance of Improved State and State Aid Roads".

Expenditures in 1942 amounted to \$10,657.65.

The balance in this fund on December 31, 1942, was \$66,081.89.

SNOW REMOVAL

During the winter of 1941-1942 snow removal was carried on in 583 towns, and included 14,453.82 miles.

State funds for this activity are taken from the general highway fund. The apportionment for the fiscal year ending June 30, 1942, was \$850,000.00; and the same amount was set up for the fiscal year 1943.

On State highways towns pay to the State \$100.00 a mile for maintenance, of which \$40.00 a mile is for snow removal.

On other highways approved by the State Highway Commission for snow removal, regardless of classification, towns, organized plantations and unincorporated townships having a valuation of \$200,000.00 or more are reimbursed for the cost of snow removal to the extent of 50 per cent of the cost but not exceeding \$50.00 a mile. When the valuation is less than \$200,000.00, these municipalities pay 50 per cent of the cost but not to exceed \$35.00 a mile.

Of 14,453.82 miles which made up the snow removal program for the winter of 1941-1942, State highways included 2,817.71 miles; State aid highways 5,181.79 miles; and town roads 6,454.32 miles.

Of the State highway mileage, 1,537.54 miles were plowed by contract and 1,280.17 miles were kept open with State owned equipment, or privately owned trucks and tractors hired on an hourly basis.

On town roads and State aid roads snow removal is carried on under contracts approved by the Commission, with equipment owned by towns, or with equipment hired by towns.

Snow removal operations over all highways required 1,239 trucks, 198 tractors equipped with plows and 18 power graders. A large number of trucks and sand spreaders were used for sanding.

On the State highway system the average cost a mile for the winter of 1941-1942 was \$192.85, and on other highways \$72.23 a mile. The cost of sanding State highways was approximately 42 per cent of the total.

Charges for snow removal amounted to \$925,426.29. This does not represent the cost of the snow removal program for the winter of 1941-1942 since this amount includes some payments for the winter of 1942-1943, and since it does not include town funds which were not actually paid into the State Treasury. Towns paid about \$538,000.00 on account of the 1941-1942 snow removal program.

Details of the snow removal program with costs for the winter of 1941-1942 are presented in tables in another part of this report.



Boom Bridge, Greenbush, U. S. 2

BRIDGE CONSTRUCTION

Bridge construction was greatly restricted by lack of labor and material, and only twelve new projects were placed under construction in 1942. Two of these projects were on the State highway system and ten on State aid and third class highways. In general, it was emergency work, caused by destruction by high water or where the bridge became unsafe for traffic and required more than maintenance.

One bridge was constructed as a Federal aid secondary project and eleven were State projects. The total estimated cost was \$178,250.00. The apportionment from the general highway fund for the fiscal year ending June 30, 1943, was reduced from \$300,000.00, as authorized by the Legislature, to \$200,000.00. Much preliminary engineering was done on projects to be undertaken when conditions permit.

Work continued on a number of bridges placed under construction in 1941 but not completed during that year. The reconstruction of Martin Point Bridge, on Route 1 between Portland and Falmouth, was carried on to such an extent that traffic was using the new bridge by the end of the year but progress was slow because of lack of adequate and capable labor.

It was necessary to suspend work at Mile Brook Bridge, Winslow, after completion of the substructure and the approaches. A preference rating necessary to obtain the structural steel could not be secured. The order for structural steel placed by the general contractor has been taken over as a direct contract between the State and the American Bridge Company and final settlement of the general contract will be made. The balance of the work will be let to contract again when steel can be secured.

Expenditures from the bridge loan fund in 1942 amounted to \$699,592.02, divided as follows:

Engineering, advertising and inspection	\$53,665.21
Labor and material	645,663.27
Right of way and property damage	263.54

ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

An apportionment of \$133,885.00 was made by the Federal Government for elimination of hazards at railroad crossings in Maine for the fiscal year ending June 30, 1943. The apportionment of \$50,000.00 from the general highway fund for preliminary engineering, right of way, property damage and other non-participating charges was not set up as it was obvious that the Federal aid grade crossing program would not be large under war conditions.

The only projects were five flashing light signal installations, with a total estimated cost of \$15,800.00.

Work continued on the project for elimination of the grade crossing at Wyman Crossing, Fairfield, U. S. Route 201, but as a release of the steel for the railroad bridge could not be obtained, it was apparent that work would be suspended and completion deferred until later.

Expenditures from the Federal aid grade crossing fund in 1942 were \$101,530.20, as follows:

Engineering, advertising and inspection	\$7,969.66
Labor and material	92,913.06
Right of way and property damage	647.48

BRIDGE MAINTENANCE

Maintenance continued on 731 bridges, including those on the State highway system, those on the international boundary and three others especially designated by special legislative act. It was necessary to defer some work as sufficient labor could not be obtained.

By direction of the Governor and Council, war damage insurance was placed on five bridges, and insurance against sabotage damage placed on nine bridges. These were considered seriously exposed in time of war. Guards were placed on the Carlton Bridge, between Bath and Woolwich, in August to give all protection possible to the structure.

The apportionment from the general highway fund for the fiscal year ending June 30, 1943, was \$200,000.00.

Expenditures in 1942 were \$170,640.80, as follows:

Engineering and supervision	\$20,571.37
Labor and materials	139,229.20
Insurance	10,840.23

TOLL BRIDGES

Traffic on the three toll bridges operated by the Commission was above normal for the first part of the year. When gasoline rationing began in May, traffic dropped sharply, and with the more effective rationing program which began in July, a further decrease resulted. The change in income was not at all uniform and depended on the relative amount of tourist and local traffic.

For the year 1942, the percentage of 1941 income for the three bridges was as follows:

Waldo-Hancock Bridge (Bucksport)	45.1%
Deer Isle-Sedgwick Bridge	76.4%
Maine Kennebec Bridge (Richmond-Dresden)	81.9%

WALDO-HANCOCK BRIDGE

The balance on January 1, 1942, was \$179,803.41. Receipts from tolls credited were \$37,592.85; other income was \$262.75.

Expenditures for maintenance, operation and refunds were \$18,987.76, interest paid \$27,200.00 and bonds matured \$20,000.00. The balance on December 31, 1942, was \$151,473.39. The bonded indebtedness at the end of the year was \$660,000.00.

The Waldo-Hancock Bridge and the bridge over the easterly channel of the Penobscot River, built and maintained as part of the toll bridge project, were insured against sabotage damage, and beginning in August guards were placed on the Waldo-Hancock Bridge. These items increased the cost of maintenance and operation.

DEER ISLE-SEDGWICK BRIDGE

The balance on January 1, 1942, was \$16,698.38. Receipts from tolls credited were \$31,497.20, other income was \$28.97. Expenditures for maintenance, operation and refunds were \$10,583.27, and there was paid to the Bridge District \$11,000.00 for retirement of bonds and \$19,120.00 for interest on bonds. The balance at the end of the year was \$7,521.28 and the bonded indebtedness of the Bridge District \$467,000.00.

The bridge was insured against sabotage damage. On December 7th a high wind damaged the bridge. Steps were immediately taken to repair the damage and the consulting engineers who designed the bridge were engaged to prepare plans for strengthening the structure to prevent future damage from this cause. It is expected that the work can be done in 1943.

MAINE KENNEBEC BRIDGE

On January 1, 1942, the account was overdrawn \$1,915.79. The receipts from tolls credited were \$5,569.00, other income was \$82.60 and \$3,878.93 was transferred from the general highway fund on June 30th. Expenditures for maintenance, operation and refunds were \$8,570.66, and the overdraft on December 31, 1942, was \$955.92.

KENNEBEC (CARLTON) BRIDGE OPERATING ACCOUNT

The Carlton Bridge, between Bath and Woolwich, was freed of tolls on March 26, 1941. After the end of 1941, settlement was made with the towns which took advantage of the Public Utilities Commission order permitting payment to the State of a portion of the excise taxes in lieu of tolls for use of the bridge by these towns.

The balance in this account on January 1, 1942, was \$28,-431.16. During 1942 \$3,407.13 was credited to this account.

Refunds to towns amounted to \$429.93. Transfers to other accounts amounted to \$542.79, and the balance in this account, \$30,865.57, was transferred to the sinking fund account.

Outstanding bonds on December 31, 1942, amounted to \$1,500,000.00. The Maine Central Railroad Company is under

agreement to make payments until 1977 for use of the bridge and these payments are applied to interest and maturity of outstanding bonds, as due.

KENNEBEC (CARLTON) BRIDGE SINKING FUND (Cash)

The balance in this fund on January 1, 1942, was \$22,693.72. The sum of \$16,309.90, representing that part of a payment of \$76,569.90 by the Maine Central Railroad not required for interest payments, was credited to this fund. Added interest amounted to \$875.12 and dividends from closed banks amounted to \$3,453.36. The bridge operating account balance of \$30,865.57 was transferred to this account.

Bonds called on May 1, 1942, charged to this account amounted to \$13,000.00.

The balance of this account on December 31, 1942, was \$61,197.67.

On December 31, 1942, the Kennebec Bridge bonded indebtedness was \$1,500,000.00.

KENNEBEC (CARLTON) BRIDGE SINKING FUND (Cash Impounded)

The balance in this fund on January 1, 1942, was \$38,805.14. The sum of \$3,453.36, representing dividends from closed banks, was transferred to the cash sinking fund. The balance on December 31, 1942, was \$35,351.78.

KENNEBEC (CARLTON) BRIDGE INTEREST PAYMENTS

Payments for interest during 1942 amounted to \$60,260.00.

HIGHWAY PLANNING SURVEY

The State-wide highway planning survey was organized under the provisions of chapter 135, Resolves of 1937. This act provided for a planning committee to make a study of the highway traffic needs as developed by the survey, using the data collected as a basis for forming a rational highway program for the entire State.

The State Highway Commission was authorized to enter into agreements with the Federal government under which the survey would be carried on as a Federal aid project as a function of the State Highway Commission. This survey was organized, and field work was started, in October 1937 and continued until June 30, 1940. At that time the project was closed down owing to lack of funds with the exception of maintaining the operation of the six automatic traffic recorders and carrying on a certain amount of statistical work obligatory upon the State Highway Commission but not a part of the planning survey project as outlined in the original agreement.



Stock Farm Bridge, Paris

In January 1941 the Legislature authorized the State Highway Commission to use \$8,000 from highway funds for the purpose of preparing the publishing of traffic flow maps and for compiling data necessary for the designation of a secondary Federal aid highway system.

Under the provisions of chapter 94, Private and Special Laws of 1941, the sum of \$16,000 was apportioned from the general highway fund for continuing the planning survey for each of the fiscal years 1942 and 1943. Under this authorization, the State Highway Commission entered into a project agreement with the Federal Works Administration under which Federal funds amounting to \$17,275 were made available for this activity.

An accomplishment program was outlined for a yearly period July 1941 to June 1942 with the items arranged as follows:

1. Requests for data that would aid in the war effort.
2. Compilation of current traffic and statistical data
3. The remainder of the time to be used for bringing the initial survey to a conclusion.

A similar program was outlined for the period from July 1942 to June 1943.

The requests for information originating as a result of the war were many during the calendar year 1942. These requests were completed without loss of time in each instance although military strategy does not permit their enumeration. The current studies were continued, namely, the obtaining, compilation and submission of data from ten fixed type traffic recorders and the review and, in some instances, the preparation of the monthly and annual statistical information.

A complete coverage of the State was made with portable type recorders during the summer and again in the fall, being an initial step in determining a current traffic pattern as compared with the 1938 information.

A brief loadometer weighing schedule was completed and comparisons made with the original 1938 data to furnish information as to trends in loads for which our highways and bridges must be built to withstand. This comparison shows heavier loads are increasing, particularly weights carried over rear axles.

Work was continued on the initial survey, resulting in the completion of the road inventory tables aside from the narrative of procedure. The fiscal tables were completed and a start was made on the loadometer tables.

Work was commenced in January on the road life study with three more employees working practically the entire year on this study. One more year with the same number of employees should complete this study.

The State highway transportation map was completed and assistance was furnished in the preparation of the 1942-1943 highway route map. The fifty-four sections of the general highway maps were revised to show surface types as of December 31, 1941.

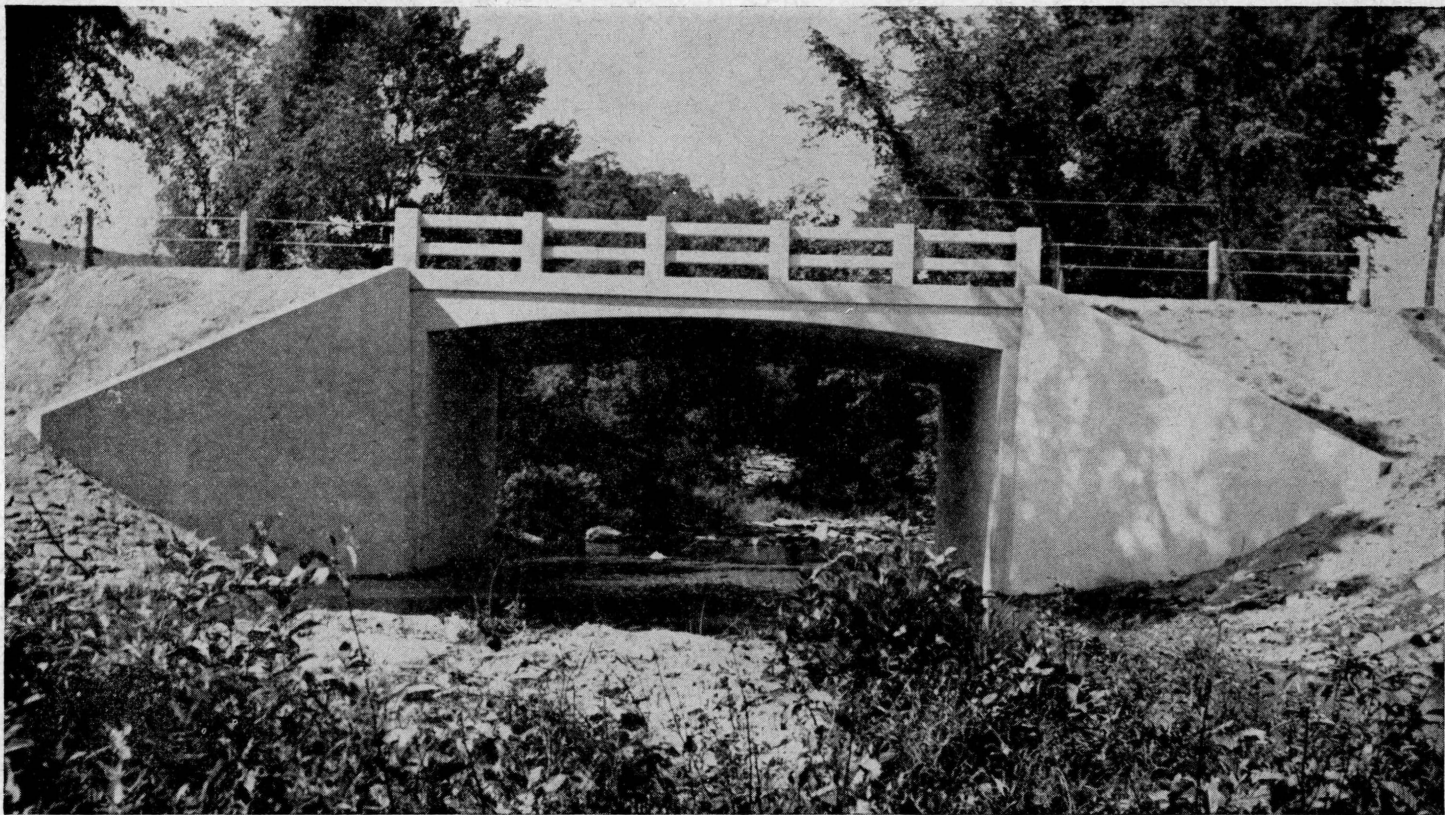
The total expenditure made during the calendar year 1942 was \$38,960.26. Of this sum, \$1,372.08 was expended for the Highway Traffic Advisory Committee.

HIGHWAY TRAFFIC ADVISORY COMMITTEE TO WAR DEPARTMENT

During the early part of 1942, the activities of the Highway Traffic Advisory Committee to the War Department increased to the point where it became necessary for someone to coordinate the efforts of the various departments in order to be certain that the cooperation between the Army and the State of Maine on matters pertaining to highway transportation was as efficient as possible. At the request of Governor Sewall, the Highway Commission designated their traffic engineer, Ralph H. Sawyer, as executive director of an expanded committee known as the State War Transportation Committee, which included the chairman of the Public Utilities Commission, the Commissioner of Agriculture and the Director of Civilian Defense in addition to the original members, i.e., chairman of the State Highway Commission, Chief of the State Police and the Secretary of State in the capacity of motor vehicle administrator.

The functions of the State War Transportation Committee were to furnish information to the War Department and other agencies of the Federal Government pertaining to war transportation, such as the strength of bridges, designation of military routes and preparation of maps; to assist in conservation of motor transportation through application of proven practices, such as group riding and staggered hours; to facilitate traffic movement by improvement of traffic conditions along access roads to war plants, and routing military convoys; to conduct surveys for the purpose of obtaining information such as an inventory of truck and bus equipment operating within the State, measurement of the extent of group riding practice, proper use of traffic control devices in order to expedite war traffic and speed studies to determine effectiveness of war speed regulations.

The cost of these activities was borne by the various departments 100 per cent until Federal funds became available. On August 3, 1942, the State Highway Commission and the Public Roads Administration executed a project agreement to carry on these activities and \$3,248.00 was programmed from the highway loan fund as the State's share. From the total fund of \$6,496.00, the sum of \$1,372.08 was expended, leaving a



Merrill Bridge, Falmouth

balance of \$5,123.92 to be carried over into 1943. In order to facilitate accounting, the funds were handled by the highway planning survey division.

MOTOR TRANSPORT DIVISION

No appropriation is made for maintaining the State highway Garage or for the maintenance and upkeep of equipment. Each project or activity on which equipment is used is charged rental, and it is intended that the rate of rental for each unit shall be sufficient to cover repairs, fuel and depreciation.

The balance in the garage account on January 1, 1942, was \$444,145.83.

Expenditures for the year amounted to \$466,202.14, of which \$117,197.10 was for new equipment and the cost of operation was \$349,005.04.

Income from all sources amounted to \$372,015.95.

The balance on December 31, 1942, was \$349,959.64.

As of December 31, 1942, the inventory of parts, stock and equipment, after allowing for depreciation, was as follows:

Shop and Stockroom Equipment	\$32,937.45
Road Equipment	*480,474.10
Stock (Materials, Supplies, Parts)	183,884.90
	<hr/>
	\$697,296.45

<i>Equipment</i>	<i>Quantity</i>	<i>Valuation</i>
Trucks	142	\$142,820.48
Pickups-Suburbans	10	3,532.30
Boilers	8	528.00
Compressors	25	6,620.21
Tar Distributors	25	22,804.05
Derricks	12	792.00
Drills	6	99.96
Graders	28	5,721.07
Hammers	13	1,430.54
Hoists	8	1,463.60
Loaders	32	2,573.08
Mixers	8	2,109.55
Pumps	24	3,824.60
Rollers	3	1,714.50
Shovels	74	166,707.38
Power Graders	9	22,392.70
Tractors	2	4,125.80
Trailers	53	18,590.35
Orange Peel Bucket	1	66.00
Clam Shell Bucket	1	66.00
Maintainers	3	3,046.00

*Equipment

<i>Equipment</i>	<i>Quantity</i>	<i>Valuation</i>
Motor Scythes	2	234.00
Paint Outfits	5	1,980.88
Mud Jack	1	555.84
Generator	1	76.00
Sand Spreaders	295	9,004.24
Welding Machines	7	838.00
Snow Plows	109	45,903.44
Snogo Rotary	1	2,850.00
Washboring Outfit	1	2,250.00
Dragline Bucket-boom	1	290.00
Tar Kettles	30	5,278.53
Battery Chargers	2	185.00
		<hr/>
		\$480,474.10

LICENSES AND PERMITS

OUTDOOR ADVERTISING

The change to production for war needs, shortages of nationally advertised goods for civilian consumption and restricted travel to some extent reduced the number of signs requiring licenses and permits. This reduction in the use of signs made the income from licenses and permits \$1,173.00 less than received in 1941.

While proper enforcement of the law required the employment of two inspectors, the same number as employed in 1941, to their work of inspecting advertising signs was added the inspection, and a certain amount of repair work, of traffic signs and route markers. By properly proportioning the expense of the different duties performed it was possible to keep the expense of enforcement of the outdoor advertising law within the income from licenses and permits.

Signs removed for the year 1942 numbered 1962, which includes those illegally erected, political and agricultural fair posters and legal signs removed by owners.

The total amount received in 1942 for licenses was \$3,870.00, and of that amount \$1,100.00 was paid for 11 licenses requiring a \$100 fee; \$2,525.00 was paid for 101 licenses requiring a \$25.00 fee; and \$245.00 was paid for 49 licenses requiring a \$5.00 fee.

The total amount received in 1942 for permits was \$4,641.00, but from that amount \$17.00 was refunded as overpayments. The net amount received in 1942 for permits was \$4,624.00, in payment for 2,910 permits issued.

In addition to income from licenses and permits, a refund credit of \$1.13 was received in adjusting an overcharge on supplies. This refund credit of \$1.13 is not included in either of the net tables below.

Expenditures amounted to \$8,263.53.

The balance, \$230.47, was transferred to the general highway fund.

Net Receipts			Net Expenditures	
11	licenses at	\$100.00	Salaries.....	\$5,463.70
101	" "	25.00	Personal Expenses (including mileage)	2,790.78
49	" "	5.00	Printing and Supplies.....	9.05
2910	permits.....	4,624.00	General Highway Fund Reimbursement	230.47
		<u>\$8,494.00</u>		<u>\$8,494.00</u>

TRAFFIC SIGNS

Excepting within compact sections of cities and large towns, all traffic signs, other than guide boards, are erected and maintained by the State Highway Department. There are many thousands of these throughout Maine, the more common of which are stop, curve, intersection, cross roads, speed signs and route markers.

Guide boards, according to present laws, are a requirement of cities and towns, but at some difficult intersections, in order to give proper direction, the highway department has furnished direction information as a necessary part of the route marker system.

It is well established that adequate use of highway signs to warn of hazards, signs to indicate traffic regulations, route markers and destination signs, is of great value in regulating, warning and directing the orderly flow of traffic upon our highways. Traffic signs placement and the need for them is determined in accordance with the manual on "Uniform Traffic Control Devices for Streets and Highways" as approved by the American Standards Association.

Reduction of highway income has naturally made it necessary to curtail the expenditure for maintenance of traffic signs, but urgently needed repairs and replacements are being made. Upon newly constructed sections of highways, when changes were required, in cases where more than two route markers were needed upon the same post, they have been placed two side by side rather than in one single line up and down a post. This has been done to make several markers visible at a glance, thereby eliminating the necessity of hunting up and down a post for the marker desired. This method also places the markers above the grass, weeds, bushes and snow.

Along the highways of Maine we have many wooden signs that have not as yet been replaced by the more durable metal ones. These signs will require a certain amount of maintenance in the line of repair and repainting until metal can again be used for sign purposes. The necessary repairs can be made at a small cost because only those most needing repairs will be taken care of each year.

During 1942 some 4000 sign posts were straightened and the small expenditure for that work made a marked change in the appearance of many miles of our highways. Much of this work was done by inspectors and supervisors rather than delegating it through them to patrolmen and other laborers.

It is believed that by a few replacements, some repairing and painting, our highways will be reasonably well signed until such time as funds are available for a more extensive program.

EMERGENCY PERMITS

The issuing of emergency permits for moving loads exceeding the legal limits is handled by the outdoor advertising division. The director of outdoor advertising approves the permits to be issued and specifies the routes to be followed for each load transported.

Emergency permits are required for loads exceeding 40,000 pounds, 12.5 feet in height, 8 feet in width, and 45 feet in length. During 1942 permits were issued for moving 586 buildings, 324 power shovels, 93 tractors, 148 loads of logs and poles and 524 miscellaneous objects, such as boats, damaged airplanes, heavy guns, ship plates, contractors' equipment, etc.

Defense installations, ship building, airport construction and housing needs caused, to a large extent, the necessity for issuing the 1675 permits that were issued.

PERMITS TO OPEN HIGHWAYS

The outdoor advertising division also handles the issuing of permits for openings to be made in State and State aid highways. These permits are necessitated when repairs are required or when new services must be installed. During 1942 the greater number of permits were issued for making repairs, but several openings were required for water services to housing projects and for underground telephone services to and near airports.

Water, sewer, telephone and gas companies, as well as contractors and individuals, during 1942 received permits for making openings in State and State aid roads, totaling 215 permits. 185 permits were issued for opening a total of 3156 square yards of ditch, shoulder, right of way, gravel and tarred surface; 24 permits were issued for opening a total of 93 square yards of bituminous macadam surface and 6 permits were issued for opening a total of 27 square yards of concrete surface.

WORKMEN'S COMPENSATION

Funds for paying compensation on account of injuries are set aside from the general highway fund under legislative authority. The apportionment for the fiscal year 1942 was \$25,000.00, and \$52,000.00 for the fiscal year 1943.

Investigation of all claims is made by the Attorney General's Department.

During 1942 there were 196 accidents on account of State Highway Department activities. During the same period payments were made on account of 353 active cases.

Payments for compensation and medical bills amounted to \$44,062.60.

HIGHWAY AND HIGHWAY AND BRIDGE BONDS

During the calendar year 1942 the sum of \$2,054,000.00 was taken from the general highway fund to retire highway and highway and bridge bonds, and the sum of \$708,880.00 was required to pay interest on outstanding bonds, making a total of \$2,762,880.00 on account of these obligations.

On April 1, 1942, an issue of \$700,000.00 was sold. This was a reissue of bonds under authority of chapter 68, Private and Special Laws of 1941. The proceeds of these bonds can be used only to match Federal funds for construction of State highways.

Outstanding highway and highway and bridge bonds on December 31, 1942, amounted to \$19,230,500.00.

MAINE TURNPIKE AUTHORITY

The Maine Turnpike Authority was created by chapter 69 of the Private and Special Laws of 1941. The Authority was organized with the following members appointed by the Governor:

Mr. Joseph T. Sayward, Kennebunk, Chairman	10 year term
Mr. Guy Gannett, Portland	8 year term
Mr. Paul C. Thurston, Bethel	4 year term

Mr. Stillman E. Woodman, Machias, chairman of the State Highway Commission, is a member of the Authority, ex officio. Lucius D. Barrows, chief engineer of the State Highway Commission, is secretary and treasurer pro tem.

The Authority is authorized and empowered to construct, operate and maintain a turnpike on such location as shall be approved by the State Highway Commission from Kittery to Fort Kent, and to issue turnpike revenue bonds payable from tolls to pay the cost of construction.

During the year the Authority has discussed the matter of a traffic survey with consulting engineers.

Mr. Guy P. Gannett resigned as a member of the Authority on February 7, 1942.

In March the State Highway Commission agreed with the Authority to start a preliminary survey with the understanding that not more than \$6,000.00 would be expended.

During the year the sum of \$5,131.54 was expended on account of the preliminary survey and \$138.04 for expenses of the Authority.

The balance in this account on December 31, 1942, was \$4,516.62.

1942

SUMMARY OF EXPENDITURES

Construction, Maintenance and Operating Accounts

Administration, State Highway Commission	\$204,601.53
State Highway Construction	800,373.30
Access Roads and Defense Projects—Federal	917,555.27
State Aid Highway Construction	217,136.01
Third Class Highway Construction	80,183.52
Special Legislative Resolves	113,850.83
Federal Aid Secondary Highway Construction	134,372.42
Special Motor Transport Fund	2,956.75
Maintenance of Unimproved Roads	11,207.16
Maintenance—Improved State and S. Aid Roads	2,467,931.56
Surface Treatment of Gravel Roads	10,657.65
Snow Removal	*925,426.29
Bridge Construction	699,592.02
Elimination of Hazards at Railroad Grade Crossings	101,530.20
Maintenance of Bridges	170,640.80
Waldo-Hancock Bridge—Operating	18,987.76
Deer Isle-Sedgwick Bridge—Operating	10,583.27
Maine Kennebec Bridge—Operating	8,570.66
Carlton Bridge—Refunds	429.93
Highway Planning Survey	38,960.26
Motor Transport Division—Garage—Shop	466,202.14
Outdoor Advertising Control	8,263.53
Compensation for Injuries to Employees	44,062.60
Maine Turnpike Authority—Expenses and Survey	
Costs	5,269.58
Sub-total	\$ 7,459,345.04

Bonds—Interest and Retirement

Carlton Bridge	
Interest	\$60,260.00
Retirement	13,000.00
Waldo-Hancock Bridge	
Interest	27,200.00
Retirement	20,000.00

*Snow Removal—Does not include town funds not deposited with State.

STATE HIGHWAY COMMISSION

Deer Isle-Sedgwick Bridge	
Interest	19,120.00
Retirement	11,000.00
Hancock-Sullivan Bridge	
Paid to Hancock-Sullivan Bridge District	
Interest and Retirement, Bridge Dis. Bonds	4,180.00
Highway and Highway and Bridge Bonds	
Interest	708,880.00
Retirement	2,054,000.00
	<hr/>
Sub-total	\$2,917,640.00

Miscellaneous Expenditures

Reimbursements to Towns on Account of Work Previously Completed and Reported:	
State Aid Road Construction, including \$4,786.66 of Town Funds	\$71,362.92
Third Class Highway Construction	9,758.48
Special Legislative Resolves	11,789.97
	<hr/>
Sub-total	\$92,911.37
Grand Total	\$10,469,896.41

1942

STATEMENTS AND STATISTICAL TABLES

CONSTRUCTION STATE HIGHWAYS

1942

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 total cost. Expenditures in any one year are seldom comparable with the mileage reported for that year.

ANDROSCOGGIN COUNTY

STATE HIGHWAY "E"

Greene and Leeds—Federal Aid Project No. SN 386-A(1). This project begins about 1.1 miles south of the Greene-Leeds line and extends northeasterly to W.P.G.H. Project No. 257-C. The work consists of the reconstruction, partly on new location, of a bituminous macadam road built in 1926. Total length of project, 2.37 miles of which 1.14 miles is in Greene and 1.23 miles in Leeds. Type of surface, bituminous gravel (Premixed Method). Width of surface, 22 feet with 6 to 10 foot shoulders. This project was 90% completed in 1941 and finished this year. Contractor, Charles E. Horne of Millbury, Mass.

Greene—State Sponsored WPA Project—This project begins at the end of Federal Aid Project No. 257-H (1) and extends easterly over new location to Federal Aid Project No. 257-B. The work consists of the construction of a bituminous treated gravel road, 22 feet wide with 5½ to 10 foot shoulders. Length of project, 1.45 miles of which 85% was completed in 1941 and most of the remaining 15% this year. A small amount of work is to be done in 1943. The work was done force account by WPA labor.

STATE HIGHWAY "B-S"

Poland-State Project. This work consists of the construction of a section of highway on new location to improve the alignment of the existing road at Tripp Pond. The project begins 3400 feet westerly from the end of FAS Project No. 343-B(1) and extends westerly. Length of project, 0.57 miles. Work on this project started in 1941 and was suspended early this year. Type of surface, surface treated gravel. Width of surface, 20 feet with 3 foot shoulders. The work done on this project was by force account under the supervision of Thomas Calcagni and was 35% completed when suspended.

AROOSTOOK COUNTY

STATE HIGHWAY "K-8"

Glenwood-Haynesville—State Project. This project begins about 3.7 miles easterly from the Reed line and extends easterly 1.08 miles, of which 0.76 miles is in Glenwood and 0.32 miles in Haynesville. This work consists of the reconstruction of a State Aid gravel road. The work on this project was started in 1941 and finished this year. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 4 foot shoulders. This work was done by force account under the supervision of Harold Russell.

STATE HIGHWAY "K-11"

Caribou—State Project. This project is in two parts. The first part begins about 1.5 miles easterly from the junction with State Highway "K" and extends easterly 0.5 miles. The second part begins easterly about 0.25 miles from the end of the first part and extends easterly 0.13 miles. This work consists of the reconstruction of old State Aid highway and was completed this year. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 foot shoulders. This work was done by force account under the supervision of Harold Russell.

STATE HIGHWAY "K"

Bridgewater—Federal Aid Project No. SN 298-F(1). This project begins at the end of Federal Aid Project No. 298-E and extends northerly to Bridgewater corner. This work consists of the reconstruction of an old State Highway gravel road built in 1916. Length of project, 3.82 miles. Type of surface, 3 inch bituminous macadam (emulsified asphalt method) on a 5 inch crushed stone base. The construction of the 3 inch surface and 5 inch base has been temporarily suspended. Width of surface, 20 feet with 3 foot shoulders. Contractor, W. H. Hinman, Inc. of North Anson, Maine.

CUMBERLAND COUNTY

STATE HIGHWAY "C"

Falmouth—Federal Aid Project No. SN 121-A(2). This project begins about 1.0 mile easterly from the Portland line and extends easterly to the beginning of Federal Aid Project No. SN 377-A(2). This work consists of grading on new location for a future 24 foot surface. Length of project, 0.27 miles. Work was suspended on this project with the work about 60% completed. Contractor, J. R. Cianchette of Pittsfield, Maine.

STATE HIGHWAY "C-3"

Falmouth, Cumberland, Yarmouth—Federal Aid Project No. SN 377-A(2). This project begins at the end of Federal Aid Project No. SN 121-A(2) and extends easterly to Sta. 300+13 of the original Federal Aid Project No. 121-C. Total length of project, 7.89 miles of which 2.84 miles is in Falmouth, 2.63 miles in Cumberland, and 2.42 miles in Yarmouth. This work consists of grading on new location and also a new highway for a future 24 foot surface. This work was 60% completed this year and suspended in the fall. Contractor, J. R. Cianchette of Pittsfield, Maine.

"PEQUAKET TRAIL"

Standish—State Project. This project consists of the reconstruction of an old State Aid highway. The project begins about 1.3 miles from the junction with the Ossipee Trail and extends northerly 0.88 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 foot shoulders. This work was done by force account under the supervision of Monty Frost. The work was started in 1941 and finished this year.

FRANKLIN COUNTY

STATE HIGHWAY "F"

Wilton—Federal Aid Project No. SN 18(4). This project begins about 1.25 miles northerly from the Jay line and extends easterly to Federal Aid Project No. 18(2). The work consists of the reconstruction of part of the original Federal Aid Project No. 18. Length of project, 1.31 miles of which 85% was completed in 1941 and the remaining 15% this year. Type of surface, bituminous gravel (mixed in place). Width of surface, 20 feet with 3 foot shoulders. Contractor, The Bridge Construction Corporation of Augusta, Maine.

STATE HIGHWAY "134"

New Sharon—State Project. This work consists of the construction of a gravel road to replace two short sections of improved highway and old Special Resolve Gravel. The project begins at the Vienna line and extends northerly across the town of New Sharon to the Chesterville line. Total length of project, 1.09 miles. Type of surface, plain gravel. Width of surface, 18 feet with 3 foot shoulders. The work was 50% completed in 1941 and finished this season by force account under the supervision of Elwin Kelley.

HANCOCK COUNTY

STATE HIGHWAY "N"

Gouldsboro—State Sponsored WPA Project. This project begins about 2 miles from the Sullivan line and extends easterly 1.72 miles of which a considerable distance is over new location and the remaining part consists of the reconstruction of old State Highway built in 1920-24. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 foot shoulders. This work was 75% done in 1941 and finished this year. The work was done by force account with WPA labor.

KENNEBEC COUNTY

STATE HIGHWAY "E"

Winthrop and Manchester—Federal Aid Project No. SN 257-J(1). This project begins at the end of Federal Aid Project No. SN 257-I(1) and extends easterly to the beginning of Federal Aid Project No. 257-G. The work consists of the reconstruction of a bituminous macadam road built in 1918. Total length of project, 1.17 miles of which 0.32 miles is in Winthrop and 0.85 miles in Manchester. Type of surface, 3 inch bituminous premixed gravel placed in 2 courses. Width of surface, 30 feet with 3 foot shoulders. This work was 75% finished in 1941 and completed this season. Contractor, Hector J. Cyr, Inc. of Waterville, Maine.

STATE HIGHWAY "Q"

Gardiner—State Sponsored WPA Project. This project begins at the Richmond line and extends northerly a distance of 1.39 miles. This work consists of the reconstruction of a bituminous macadam State Highway constructed in 1925-26. Type of surface, 2 inch bituminous premixed gravel. Width of surface, 22 feet with 3 and 8 foot shoulders. This work was 25% done in 1941 and completed this year with a WPA crew.

LINCOLN COUNTY

STATE HIGHWAY "126"

Whitefield—State Project. This project begins in North Whitefield Village and extends westerly 0.20 miles to the Sheepscot River Bridge. This work consists of the construction of a gravel road over an unimproved section. This work was 80% finished in 1941 and completed in the spring of 1942. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. This work was done by force account.

OXFORD COUNTY

STATE HIGHWAY "F-2"

Adamstown—State Project. This project begins 2.06 miles from the Lower Cupsuptic—Adamstown line and extends westerly for 0.82 miles. This work consists of the construction of a bituminous treated gravel road, 18 feet in width, with 3 foot shoulders. The work was done by force account under the supervision of John D. Niles and was finished this year.

PENOBSCOT COUNTY

STATE HIGHWAY "I"

Bangor—Federal Aid Project No. SN 110-B(2). This project begins easterly about 125 feet from the intersection of the Norway Road with Hammond Street and extends westerly to the Maine Central Railroad spur track. This work consists of widening the present concrete on 0.39 miles of Federal Aid Project No. 110-B and 0.05 miles of State Aid concrete, with a bituminous concrete strip on each side, 10 feet in width, also curb and sidewalks. This work was completed this season and was done by Herbert Sargent of Stillwater, Maine.

STATE HIGHWAY "K"

Greenbush—Federal Aid Project No. SN 138-D(1). This project begins at the end of Federal Aid Project No. 49(2) and extends northeasterly to the beginning of Federal Aid Project No. 138-C(1). This work is all on new location and is a replacement of old State Highway and State Aid gravel built in 1920-21. Total length of project, 2.13 miles of which 85% was done in 1941 and the remaining 15% this year. Type of surface, bituminous premixed gravel, 0.12 miles and bituminous surface treated gravel, 2.01 miles. Width of surface, 20 feet with 3 and 8 foot shoulders. Contractor, Herbert Sargent of Stillwater, Maine.

Lincoln—Federal Aid Project No. SN 138-E(1). This project begins 0.70 miles westerly from the Mattanawcook River and extends easterly through the village a distance of 1.25 miles. The project is divided into three sections. Sections No. 0 and No. 1 from the beginning to the bridge over the Mattanawcook River, and Section No. 2 from the bridge through the village to the end of the project. This work consists of the reconstruction of 1918 State Highway and old State Aid through the town. The greater part of Section No. 0 to Sta. 47 +29 consists of a 22 foot bituminous gravel (Durfee Method) surface, with 3 and 8 foot shoulders. The remaining part of Section No. 0 and No. 1 consists of a bituminous gravel surface (Durfee Method) 33 feet wide with a sidewalk of the same material

on one side. The total length of the bituminous gravel surface part is 0.70 miles. Section No. 2 which extends 0.55 miles through the Village consists of a 24 foot concrete base with a 2 inch bituminous concrete surface (Hot Asphaltic Specification) and variable width shoulders from sidewalk to sidewalk of bituminous gravel surface. This work was 87% done in 1941 and finished this year. Contractor, The Lane Construction Corporation of Meriden, Conn.

Enfield-Lincoln—Federal Aid Project No. SN 4(2). This project begins about 0.65 miles easterly from the Passadumkeag-Enfield line and extends easterly to the beginning of Federal Aid Project No. SN 138-E(1). The work consists of the reconstruction partly on new location of old State Highway and the original Federal Aid Project No. 4. Total length of project, 12.12 miles of which 7.04 miles is in Enfield and 5.08 miles in Lincoln. The contract was awarded and was suspended before any construction was done. Type of surface, bituminous premixed gravel. Width of surface, 22 feet with 4 foot shoulders. Contractor, Paul E. Susi and Company of Pittsfield, Maine.

PISCATAQUIS COUNTY

STATE HIGHWAY "J-K 157"

T-5-R-9 and T-4-R-9—State Project. This project is in two sections. The first section begins at the Brownville line and extends northeasterly 0.5 of a mile. The second section begins at the westerly end of the Pleasant River bridge and extends easterly 1.3 miles. 0.14 miles is in T-5-R-9 and 1.16 miles in T-4-R-9. About 38% of this work is completed. Work on the project was suspended in the early part of the season. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 foot shoulders. This work was done by force account under the supervision of Harold Edgerly.

SAGADAHOC COUNTY

STATE HIGHWAY "Q"

Richmond—State Sponsored WPA Project. This project begins at the end of Federal Aid Project No. 1(4) and extends northerly 1.36 miles to the Gardiner line. This work consists of the reconstruction of part of the original Federal Aid Project No. 1 built in 1917-18 and a small piece of old State Highway. Type of surface, bituminous premixed gravel. Width of surface, 22 feet with 3 and 8 foot shoulders. This work was done by force account with WPA labor and was finished this season.

SOMERSET COUNTY**STATE HIGHWAY "H-I"**

Skowhegan—Federal Aid Project No. SN 385-A(1). This project begins about 1.1 miles easterly from the junction point of State Highway "H" and "H-I" in Skowhegan Village and extends easterly to Sta. 0 +50 of Federal Aid Project No. 120-F. This work consists of the construction of a gravel road mostly over new location and also a new bridge over the Wesserunsett River. Total length of project, 1.83 miles of which 60% was finished last year and the remaining 40% this year. Type of surface, bituminous premixed gravel and bituminous concrete (Hot Asphaltic Specification) on the bridge. Width of surface, 20 feet with 3 and 8 foot shoulders. Contractor, Ford and Smiley of Skowhegan, Maine.

WALDO COUNTY**STATE HIGHWAY "L"**

Searsport—Federal Aid Project No. SN 84-I(1). This project begins 0.05 miles easterly from the Belfast line and extends easterly and northerly for a distance of 1.67 miles. The work consists of the reconstruction of an old State Aid gravel road. Type of surface, bituminous premixed gravel. Width of surface, 22 feet with 3 and 8 foot shoulders. This work was started in 1941 and finished this year. Contractor, J. R. Cianchette of Pittsfield, Maine.

STATE HIGHWAY "D"

Brooks—State Project. This project begins about 2.47 miles southerly from the Jackson line and extends southerly for a distance of 1 mile. This work consists of the construction of a gravel road over an unimproved section. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Work was suspended on this project late in 1941 with about 70% of the project finished. The work already done was by force account under the supervision of A.O. Payson.

WASHINGTON COUNTY**STATE HIGHWAY "N"**

Edmunds—Federal Aid Project No. SN 123-F(2). This project begins at the end of Federal Aid Project No. 123-B and extends northerly a distance of 2.01 miles. The work consists of the construction of a gravel road mostly over new location to replace an old State Highway gravel road built in 1916-17. Work on this project was started in 1941 and completed this year. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 foot shoulders. Contractor, Thomas DiCenzo of Calais, Me.

YORK COUNTY

STATE HIGHWAY "A-2"

Shapleigh—State Project—This project begins about 0.95 miles northwesterly from the Sanford line and extends northwesterly. The work consists of the reconstruction of an old State Aid gravel road. Length of project, 0.30 miles. This work was started in 1941 and completed this year. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 foot shoulders. This work was done by force account under the supervision of Harland Welsh.

STATE HIGHWAY "A-4"

South Berwick—State Project. This project extends northerly 0.18 miles from the bridge and dam over the Great Works River and southerly from the same bridge 0.25 miles. This work consists of the construction of an unimproved section of road. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. This work was completed this season and done by force account under the supervision of Harland Welsh.

STATE HIGHWAY "A-9"

Saco and Old Orchard Beach—Federal Aid Project No. 295-B(1). This project begins at Main Street in Saco at the junction with Highway "A" and extends easterly to the Saco-Old Orchard Beach road in Old Orchard Beach. Length of project is 1.27 miles of which 0.94 miles is in Saco and 0.33 miles in Old Orchard Beach. This work was started in 1941 and completed this season. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 foot shoulders. Contractor, The Bridge Construction Corporation of Augusta, Maine.

**STATE HIGHWAY SUMMARY
1914 to 1942, inclusive**

With Corrections Due to Reconstruction 1925 to 1942, inclusive

Type	Mileage Original Construction	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel.....	1,198.50	109.79	320.87 (1)	987.42
Bituminous Gravel.....	26.40	42.74	.....	69.14
Macadam.....	2.10	.....	2.10	.....
Sand Clay.....	6.75	.....	6.75	.....
Gravel and Macadam.....	6.68	.....	6.68	.....
Bituminous Macadam.....	344.98 (2)	139.28	83.94	400.32
Bituminous Concrete.....	9.13 (3)	67.42 (4)	.....	76.55
Concrete.....	132.69	141.33	57.19 (5)	216.83
	1,727.23	500.56	477.53	1,750.26

- (1) Includes 0.93 miles replaced by F. A. S. Construction.
- (2) Includes 1.20 miles constructed as a Defense Project.
- (3) Includes 0.45 miles constructed as a Defense Project.
- (4) Includes 0.11 miles constructed as a Defense Project.
- (5) Includes 0.11 miles replaced by a Defense Project.

STATE HIGHWAY COMMISSION

STATE HIGHWAY CONSTRUCTION

IMPROVED MILEAGE BY COUNTIES

Constructed, 1914 to 1942, Inclusive

County	Original Constructed Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Androscoggin.....	87.68	33.65	34.99	86.34
Aroostook.....	195.15	47.39	48.99	193.55
Cumberland.....	148.17	76.30	78.50	145.97
Franklin.....	77.38	15.09	16.00	76.47
Hancock.....	90.01	36.86	34.35	92.52
Kennebec.....	132.70	44.51	43.84	133.37
Knox.....	43.54	21.66	13.28	51.92
Lincoln.....	67.35	29.63	29.59	67.39
Oxford.....	103.86	18.91	19.04	103.73
Penobscot.....	172.32	48.89	43.82	177.39
Piscataquis.....	74.84	13.53	13.55	74.82
Sagadahoc.....	47.52	25.38	26.94	45.96
Somerset.....	155.77	25.55	27.16	154.16
Waldo.....	80.45	17.09	17.91	79.63
Washington.....	118.55	13.16	15.27	116.44
York.....	131.94	32.96	14.30	150.60
	1,727.23	500.56	477.53	1,750.26

STATE HIGHWAY COMMISSION

57

DESIGNATED STATE HIGHWAY SYSTEM
MILEAGE BY COUNTIES

January 1, 1943

County	Federal Aid	Non Federal Aid	Total	Federal Aid Not on State Highway System
Androscoggin.....	84.90	18.68	103.58	.....
Aroostook.....	235.09	360.96	596.05	0.90
Cumberland.....	153.97	39.87	193.84	.....
Franklin.....	81.62	80.61	162.23	0.60
Hancock.....	94.28	68.32	162.60	.....
Kennebec.....	107.67	95.83	203.50	.....
Knox.....	37.97	26.44	64.41	.....
Lincoln.....	26.61	62.89	89.50	.....
Oxford.....	148.97	57.35	206.32	.....
Penobscot.....	172.09	61.63	233.72	.....
Piscataquis.....	49.24	66.61	115.85	.....
Sagadahoc.....	38.91	12.31	51.22	.....
Somerset.....	120.17	99.18	219.35	.....
Waldo.....	50.15	72.27	122.42	.....
Washington.....	182.86	23.61	206.47	2.94
York.....	87.56	169.63	257.19	.....
	1,672.06*	1,316.19	2,988.25	4.44
Federal Aid Not On State Highway.....	4.44			
	1,676.50			

*Includes 4.50 miles within the boundaries of Federal Reservations.

STATE HIGHWAY COMMISSION

STATE HIGHWAYS

FEDERAL AID AND STATE HIGHWAY PROJECTS
CONSTRUCTION AND RECONSTRUCTION

Work Completed in 1942

County	Highway	Town	Type	Length Miles
Androscoggin.....	"E"	Greene.....	Gravel.....	1.45—
	"E"	Greene.....	Bituminous Gravel.....	1.14*
	"E"	Leeds.....	Bituminous Gravel.....	1.23*
Aroostook.....	"K-8"	Glenwood.....	Gravel.....	0.76+
	"K-8"	Haynesville.....	Gravel.....	0.32+
	"K-11"	Caribou.....	Gravel.....	0.63+
Cumberland.....	Pequaket Trail	Standish.....	Gravel.....	0.88+
Franklin.....	"F"	Wilton.....	Bituminous Gravel.....	1.31*
	"134"	New Sharon.....	Gravel.....	1.09+
Hancock.....	"N"	Gouldsboro.....	Gravel.....	1.72—
Kennebec.....	"E"	Winthrop.....	Bituminous Gravel.....	0.32*
	"E"	Manchester.....	Bituminous Gravel.....	0.85*
	"Q"	Gardiner.....	Bituminous Gravel.....	1.39—
Lincoln.....	"126"	Whitefield.....	Gravel.....	0.20+
Oxford.....	"F-2"	Adamstown.....	Gravel.....	0.82+
Penobscot.....	"I"	Bangor.....	Bituminous Concrete.....	0.44**
	"K"	Greenbush.....	Bituminous Gravel.....	0.12*
	"K"	Greenbush.....	Gravel.....	2.01*
	"K"	Lincoln.....	Bituminous Gravel.....	0.70*
	"K"	Lincoln.....	Bituminous Concrete.....	0.55*
Sagadahoc.....	"Q"	Richmond.....	Bituminous Gravel.....	1.36—
Somerset.....	"H-I"	Skowhegan.....	Bituminous Gravel.....	1.78*
	"H-I"	Skowhegan.....	Bituminous Concrete.....	0.05*
Waldo.....	"L"	Searsport.....	Bituminous Gravel.....	1.67*
Washington.....	"N"	Edmunds.....	Gravel.....	2.01*
York.....	"A-2"	Shapleigh.....	Gravel.....	0.30+
	"A-4"	So. Berwick.....	Gravel.....	0.43+
	"A-9"	Saco.....	Gravel.....	0.94*
	"A-9"	Old Orchard Beach..	Gravel.....	0.33*
				26.80

SUMMARY

Bituminous Concrete.....	1.04 Miles
Bituminous Gravel.....	11.87 "
Gravel.....	13.89 "

Total..... 26.80 Miles

*Federal Aid Projects...	15.45 Miles
+ State Projects.....	5.43 "
— State Sponsored WPA. Projects	5.92 "

26.80 Miles

†Widening 0.39 Miles State Highway and 0.05 Miles State Aid Construction, Concrete Pavement to four lanes.

STATE HIGHWAYS

FEDERAL AID AND STATE HIGHWAY PROJECTS

CONSTRUCTION AND RECONSTRUCTION

Work Under Construction but not Completed—1942

County	Highway	Town	Type	Per cent complete	Total Length Miles
Androscoggin . . .	B-S	Poland	Gravel	35	0.57+
Aroostook	K	Bridgewater	Bit. Macadam	57	3.82*
Cumberland	C	Falmouth	Grading	60	0.27*
	C-3	Falmouth	Grading	60	2.84*
	C-3	Cumberland	Grading	60	2.63*
	C-3	Yarmouth	Grading	60	2.42*
Penobscot	K	Enfield	Bit. Gravel	.....	7.04*
	K	Lincoln	Bit. Gravel	.....	5.08*
Piscataquis	JK-157	T-4-R-9	Gravel	38	1.16+
	JK-157	T-5-R-9	Gravel	38	.64+
Waldo	D	Brooks	Gravel	70	1.00+

*Federal Aid Projects . . . 24.10 Miles
 + State Projects 3.37 "

Total 27.47 Miles

SUMMARY

Bituminous Macadam 3.82 Miles
 Bituminous Gravel 12.12 "
 Gravel 3.37 "
 Grading 8.16 "

Total 27.47 Miles

STATE HIGHWAY COMMISSION

MILEAGE PREVIOUS REPORTED REPLACED BY CONSTRUCTION

1942

STATE HIGHWAY REPLACEMENT TABLE

County	High-way	Town	Original Work		Replac-ment Type	Length Replaced Miles
			Type	Done		
Androscoggin...	E	Greene.....	Bit. Mac.	1925	Gravel	1.57
	E	Greene.....	Bit. Mac.	1925-26	Bit. Gravel	1.09
	E	Leeds.....	Bit. Mac.	1926	Bit. Gravel	1.25
Franklin.....	F	Wilton.....	Gravel	1920-21	Bit. Gravel	1.33
Hancock.....	N	Gouldsboro.....	Gravel	1920-24	Gravel	1.76
Kennebec.....	E	Winthrop.....	Bit. Mac.	1918	Bit. Gravel	0.32
	E	Manchester.....	Bit. Mac.	1921	Bit. Gravel	0.85
	Q	Gardiner.....	Bit. Mac.	1925-26	Bit. Gravel	1.36
Penobscot.....	K	Greenbush.....	Gravel	1920-1-4	Gravel	1.21
	K	Lincoln.....	Gravel	1918	Bit Gravel.	0.68
Sagadahoc.....	Q	Richmond.....	Bit. Mac.	1919	Bit. Gravel	1.39
Washington.....	N	Edmunds.....	Gravel	1916-18	Gravel	2.09

SUMMARY

Gravel.....	7.07 Miles
Bituminous Macadam.....	7.83 "
Total.....	14.90 Miles

STATE HIGHWAY MILEAGE PREVIOUSLY REPORTED

REPLACED BY F. A. S. CONSTRUCTION—1942

County	High-way	Town	Original Type		Replac-ment Type	Length Replaced Miles
			Type	Date		
York.....	U	Alfred.....	Gravel	1923-24	Bit. Gravel	0.93

SUMMARY

Gravel.....	0.93 Miles
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STATE AID MILEAGE PREVIOUSLY REPORTED
 REPLACED BY STATE HIGHWAY CONSTRUCTION—1942
 STATE AID REPLACEMENT TABLE

County	Highway	Town	Original Work		Replacement Type	Length Replaced Miles
			Type	Date		
Aroostook.....	K-8	Glenwood.....	Gravel	1930-36	Gravel	0.76
		Haynesville.....	Gravel	1929	Gravel	0.32
Cumberland.....	Pequa- ket Tr.	Standish.....	Gravel	.....	Gravel	0.88
Penobscot.....	K	Greenbush.....	Gravel	1920-21	Bit. Gravel & Gravel	1.22
		Lincoln.....	Gravel	.....	Bit. Gravel	0.02
		Lincoln.....	Gravel	.....	Bit. Conc.	0.55
Somerset.....	H-I	Skowhegan.....	Gravel	1910-25	Bit. Gravel Bit. Conc.	1.78 0.05
Waldo.....	L	Searsport.....	Gravel	.....	Bit. Gravel	1.69
						7.27

SUMMARY

Gravel..... 7.27 Miles
 F. A. S. Gravel..... 1.60 "
 8.87 Miles

F. A. S. STATE AID REPLACEMENT

Aroostook.....	K-8	Macwahoc.....	Gravel	1929	Gravel	1.60
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SUMMARY

Gravel..... 1.60 Miles

This mileage is added to State Aid Replacement Table.

SPECIAL RESOLVE REPLACEMENT TABLE

MILEAGE PREVIOUSLY REPORTED, REPLACED BY
 STATE HIGHWAY CONSTRUCTION

1942

County	Highway	Town	Original Work		Replacement Type	Length Replaced Miles
			Type	Date		
Franklin.....	134	New Sharon.....	Gravel	1917-24	Gravel	0.95

SUMMARY

Gravel..... 0.95 Miles

STATE HIGHWAY COMMISSION

DEFENSE HIGHWAY PROJECTS

1942

County	Highway	Proj. No.	Town	Type	Contractor	% Complete	Total Length
Aroostook ..	K-7	WD 1	Houlton.....	Bit. Mac.	Bridge Const. Corp.	75	1.83
	K-10	Army.....	Presque Isle.....	Bit. Grav.	Force Account	4	2.56
Cumberland		DA WR 3	South Portland ..	Bit. Mac.	W. H. Hinman, Inc.	100	0.22
		DA NI-2(1)	South Portland ..	Bit. Conc.	W. H. Hinman, Inc.	99	0.64
		DA NI 2-B(1)	South Portland	Bit. Conc.	W. H. Hinman, Inc.	11	0.97
Knox.....		DA NR 3	Rockland.....	Bit. Conc.	Wyman & Simpson, Inc.	100	0.37
Penobscot ..		DA WR 5	Bangor.....	Bit. Conc.	Herbert Sargent	100	0.84
		DA WR 7	Bangor	Gravel	J. R. Cianchette	32	1.15
Sagadahoc ..		DA WR 8.	Phippsburg.....	Repairs	Force Account	65	3.00
Washington.		FS 1(2)		Flight Strip	Thos. DiCenzo	90	
York.....	A-3	DA NR 1	Kittery.....	Bit. Mac.	Guerini Const. Co.	100	0.12
	A-10	DA NR 1	Kittery.....	Bit. Mac.	Guerini Const. Co.	100	0.99
	A-10	DA NR 1	Kittery.....	Bit. Conc.	Guerini Const. Co.	100	0.54
		DA WR 1	Kittery.....	Bit. Mac.	J. R. Cianchette	79	1.45

1942

FEDERAL AID PROJECTS
PRELIMINARY ENGINEERING

In accordance with Section 18 of the Federal Highway Act of 1940 Federal funds were permitted to be used on the Strategic Network of Military Highways and on Access Roads to military, naval, airport, and certain industrial establishments for making surveys and preparing plans and estimates.

Under this Act, which provided for 100 % Federal participation, work on the following projects was performed in 1942.

FS (PE) 1(1)	Flight Strip
SN (PE) 377-A(1)	Falmouth, Cumberland and Yarmouth
SN (PE) 378-A(1)	West Forks to Jackman
SN (PE) 379-A(1)	Jackman to the Canadian Boundary
AW (PE) 381-A(1)	Kittery—Access Road to Ft. Foster
AW (PE) 382-B(1)	South Portland and Cape Elizabeth—Access roads to Forts Preble and Williams and to the South Portland Shipbuilding Corp.
AA (PE) 382-C(1)	South Portland—Access road to and around Portland Airport.
AN (PE) 383-A(1)	Kittery—Access Road to the Navy Yard.
AW (PE) 384-A(1)	Bangor—Access Roads to the Bangor Airport.
AN (PE) 388-A(1)	Rockland—Access Road to the Naval Base.

In accordance with Section 9 of the Defense Highway Act of 1941 Federal funds were allocated to be used in making surveys and preparing plans and estimates for projects of unusual magnitude.

Under this Act, which provided for 50 % Federal participating work on the following project was performed in 1942,

AE—SN—FAP—389-A(1) Gardiner to Augusta.

STATE HIGHWAY SYSTEM
IMPROVED MILEAGE TO JANUARY 1, 1943

	Concrete	Bit. Concrete	Bit. Macadam	Bit. Gravel	Gravel	Wood and Granite Block	Bridges and Approaches	Total
State Highway Construction.....	205.05	71.81	361.01	64.91	916.83	—	—	1619.61
State Sponsored W.P.A. Construction.....				4.35	4.18			8.53
U. S. Public Works Construction.....	8.88	12.00	37.56		43.77			102.21
U. S. Works Program Construction.....	1.99		1.45		26.58			30.02
F. A. S. Construction.....			0.20	2.50	20.56			23.26
State Aid Construction.....	16.24	3.78	28.00	1.72	881.68	1.12		932.54
Municipal Construction.....	4.30	0.99	11.50		31.24	3.90		51.93
Third Class Construction.....					31.39			31.39
Special Resolve Construction.....			2.18		52.29			54.47
F. E. R. A. Construction.....					1.19			1.19
C. C. C. and C. W. A. Construction.....					3.96			3.96
F. E. R. A.; C. W. A. and W. P. A. Construction.....					9.76			9.76
Special Resolve and W. P. A. Construction.....					16.27			16.27
Maintenance Fund Construction.....		0.12			20.47			20.59
Great Northern Paper Co. Construction.....					6.03			6.03
C. C. C. Construction.....					5.92			5.92
Bridges and Approaches.....							10.19	10.19
Total Mileage Improved.....	236.46	88.70	441.90	73.48	2072.12	5.02	10.19	2927.87
Unimproved.....								60.38

Total Mileage State Highway System..... 2988.25

STATE HIGHWAY COMMISSION

65

Mileage of Unimproved Sections of Highway on the State Highway System

January 1, 1943

County	Highway	Miles	Total by Counties
Aroostook.....	K-5	2.95	—
	K-11	0.65	—
	K-14	2.31	—
	K-16	4.13	—
	K-19	1.23	—
	K-20	4.83	—
	K-22	0.80	—
		16.95	16.95
Cumberland.....	C-3	8.00	—
		8.00	8.00
Hancock.....	Y M-N	4.51	—
		0.13	—
		4.64	4.64
Kennebec.....	H-2	0.29	—
		0.29	0.29
Penobscot.....	JK-157	9.54	—
		9.54	9.54
Piscataquis.....	JK-157	8.34	—
		8.34	8.34
Waldo.....	D	6.62	—
		6.62	6.62
Washington.....	N-7	2.00	—
		2.00	2.00
York.....	A-2 A-3	3.92	—
		0.08	—
		4.00	4.00
Total Unimproved—			60.38

STATE HIGHWAY COMMISSION

PROJECT EX
CONSTRUCTION AND RECON
HIGHWAY
INCLUDES EXPENDITURES FOR PRELIMINARY ENGINEERING
January 1, 1942 to
ANDROSCOGGIN

F. A. Proj. No.	Highway	Town	Surveys	Plans & Comp.	Const. Eng. & Inspec.	Adver- tising
13-C(1)	"E"	Auburn.....				
	"E"	Auburn.....				
	E	Greene.....	\$96.20	\$42.00		
S.N.-386-A(1)	"E"	Greene-Leeds.....			\$1,408.02	
	E	Leeds.....				
Totals—Androscoggin County.....			\$96.20	\$42.00	\$1,408.02	

AROOSTOOK

S.N.-298-F(1)	K	Blaine.....	\$1.83	\$1,111.16		
	K	Bridgewater.....			\$2,129.27	
	K	Bridgewater.....	16.50	1,306.59		
	K	Caribou.....	1.85			
F.A.-90-A(2)	K-6	Fort Fairfield.....				
	K	Grand Isle.....		229.68		
	K-7	Houlton.....	459.30	1,409.67		
	K	Madawaska.....		476.66		
	K	Mars Hill.....				
	K	Monticello-Bridgewater.....				
Totals—Aroostook County.....			\$479.48	\$4,533.76	\$2,129.27	

CUMBERLAND

S.N.-58(2)	B	Bridgton.....				
	B	Bridgton.....				
	C-3	Cumberland.....		\$7.50		
S.N.(PE)377-A(1)	C-3	Falmouth.....	\$192.40	1,654.83		
S.N.-121-A(2)	C	Falmouth.....			\$11.46	
S.N.-377-A(2)	C-3	Falmouth.....	45.00		7,791.53	
		Falmouth.....		7.50		
S.N.FAP-121-G	(1)"C"	Gray.....				
	A	Portland*.....				
		Scarboro.....				
AW(PE)382-B(1)	F	South Portland.....	532.45	2,457.75		72.00
AA(PE)382-C(1)	F	South Portland.....	651.33	1,528.37		91.00
RR(PE) 382 -A(1)	F	South Portland.....				
	C-3	Yarmouth.....		45.00		
Totals—Cumberland County.....			\$1,421.18	\$5,700.95	\$7,965.99	

FRANKLIN

F.A.-97-G(1)	F	Farmington.....				
	V	New Sharon.....	\$627.89	\$653.67		
	F	Rangely Plt.....		53.67		
	F	Sandy River Plt.....		79.17		
S.N.-18(4)	F	Wilton.....			\$1,240.20	
	F	Wilton.....		99.67		
Totals—Franklin County.....			\$627.89	\$886.18	\$1,240.20	

STATE HIGHWAY COMMISSION

67

PENDITURES

CONSTRUCTION OF STATE HIGHWAYS

LOAN FUND

FOR FEDERAL ACCESS ROAD PROJECTS (PREFIX—P.E.)

December 31, 1942

COUNTY

Right of Way and Property Damage	Sub-Total	Labor and Material	Total	Fed. Aid Credits	Miscellaneous Credits
		\$910.40	\$910.40		
\$167.89	\$167.89	29.32	197.21		
26.70	164.90	111.24	276.14		
	1,408.02	21,701.37	23,109.39	\$11,401.00	
31.98	31.98	87.26	119.24		
\$226.57	\$1,772.79	\$22,839.59	\$24,612.38	\$11,401.00	

COUNTY

	\$1,112.99	\$5.00	\$1,117.99		
\$2.60	2,131.87	21,059.99	23,191.86	\$22,029.40	
2,578.19	3,901.28	4.00	3,905.28		
	1.85		1.85		
				783.04	
	229.68		229.68		
40.75	1,909.72	6.00	1,915.72		
	476.66		476.66		
		1.00	1.00		
		2,534.99	2,534.99		
\$2,621.54	\$9,764.05	\$23,610.98	\$33,375.03	\$22,812.44	

COUNTY

	\$300.00		\$300.00	\$4,493.28	
\$300.00	\$300.00		\$300.00		
3,952.23	3,959.73		3,959.73		
	1,847.23		1,847.23		
	11.46	\$2,339.58	2,351.04		
932.67	8,769.20	93,070.84	101,840.04	66,938.85	
6,290.94	6,290.94		6,290.94		
10,613.02	10,620.52		10,620.52		
		8.32	8.32		
				254,123.00	
509.46	509.46		509.46		
16.45	3,078.65	4.37	3,083.02	4,126.24	
34.66	2,305.36	10.38	2,315.74		
				587.13	
26,095.37	26,140.37	2.75	26,143.12		
\$48,744.80	\$63,832.92	\$95,436.24	\$159,269.16	\$330,268.50	

COUNTY

	\$1,281.56	\$6.35	\$1,287.91	\$3,360.74	
	53.67		53.67		
	79.17		79.17		
	1,240.20	17,980.95	19,221.15	12,017.60	
\$871.18	970.85	32.17	1,003.02		
\$871.18	\$3,625.45	\$18,019.47	\$21,644.92	\$15,378.34	

STATE HIGHWAY COMMISSION

PROJECT EX
CONSTRUCTION AND RECON
HIGHWAY
IN CLUDES EXPENDITURES FOR PRELIMINARY ENGINEERING
January 1, 1942 to
HANCOCK

F. A. Proj. No.	Highway	Town	Surveys	Plans & Comp.	Const. Eng. & Inspec.	Advertising
91-A(2) S.N.-98 I 2	Y	Bucksport.....			\$180.23	
	Y	Bucksport.....	\$96.20	\$10.00	3.75	
	N	Hancock.....	982.57	580.85		
	N	Sullivan.....			92.82	
	N	Sullivan.....				
Totals—Hancock County			\$1,078.77	\$590.85	\$276.80	

KENNEBEC

AE S.N.-389-A(1)	P	Augusta.....	\$48.10			
	Q	Gardiner.....	38.48	\$772.16		
	Q	Hallowell.....				
	E	Manchester.....	180.71			
	Q	Gardiner-Farmingdale.....	1,158.40			
150-H(1)	H	Monmouth.....	1,157.95	1,557.75		
	H	Vassalboro.....				
S.N.-150-I(1)	H	Waterville.....				
S.N.-257(1)	E	Winthrop.....			\$163.34	
	E	Winthrop.....	892.70	1,056.49	28.00	
S.N.-257-J(1)	E	Winthrop-Manchester.....		48.00	2,032.92	
Totals—Kennebec County.....			\$3,476.34	\$3,434.40	\$2,224.26	

KNOX

AN(PE) 388-A	(1)	Rockland.....	\$123.30	\$371.90		
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LINCOLN

S.N.-117-F(5)	D	Nobleboro.....				
	D	Nobleboro.....				
Totals—Lincoln County.....						

OXFORD

S.N.-93-H(1)	O	Bethel.....	\$15.00			
	O	Hanover.....	48.10			
	S	Paris.....		\$37.50		
	S	Woodstock.....			\$96.00	
	T	Woodstock.....	418.96	814.33		
	O	Grafton.....	38.48			
Totals—Oxford County.....			\$520.54	\$851.83	\$96.00	

STATE HIGHWAY COMMISSION

PENDITURES

CONSTRUCTION OF STATE HIGHWAYS

LOAN FUND

FOR FEDERAL ACCESS ROAD PROJECTS (PREFIX—P.E.)

December 31, 1942

COUNTY

Right of Way and Property Damage	Sub-Total	Labor and Material	Total	Fed. Aid Credits	Miscellaneous Credits
.....	\$180.23	\$7,627.64	\$7,807.87	\$6,955.40	.....
\$945.57	1,055.52	40.28	1,095.80	.....	.....
.....	1,563.42	.....	1,563.42	.....	.....
.....	92.82	651.34	744.16	.....	.....
182.34	182.34	.....	182.34	.....	.....
\$1,127.91	\$3,074.33	\$8,319.26	\$11,393.59	\$6,955.40	.....

COUNTY

.....	\$48.10	.....	\$48.10	.....	\$83.13
.....	810.64	.....	810.64	.....	50.00
\$33.06	33.06	.....	33.06	.....	681.01
140.63	321.34	\$2,597.99	2,919.33	.....	.....
.....	1,158.40	.....	1,158.40	.....	.....
.....	2,715.70	114.86	2,830.56	.....	.....
244.54	244.54	.....	244.54	.....	.....
.....	.....	**41.31	41.31	.....	.....
.....	.....	**855.27	.....	.....	.....
.....	163.34	2,600.35	3,455.62	\$10,669.78	.....
309.25	2,286.44	4,908.22	5,071.56	15,446.79	.....
.....	2,080.92	1,424.14	3,710.58	.....	.....
.....	17,016.12	19,097.04	9,020.80
\$727.48	\$9,862.48	\$29,558.26	\$39,420.74	\$35,137.37	\$814.14

COUNTY

.....	\$495.20	\$495.20
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COUNTY

.....	\$4,410.80	\$4,410.80	\$18,630.97
\$122.08	\$122.08	122.08
\$122.08	\$122.08	\$4,410.80	\$4,532.88	\$18,630.97

COUNTY

.....	\$15.00	.....	\$15.00	.....	.....
.....	48.10	.....	48.10	.....	.....
.....	37.50	.....	37.50	.....	.....
.....	96.00	\$1,680.20	1,776.20	.....	.....
.....	1,233.29	.....	1,233.29	.....	.....
\$32.50	32.50	.....	32.50	.....	.....
.....	38.48	.....	38.48	.....	.....
\$32.50	\$1,500.87	\$1,680.20	\$3,181.07	.....	.....

STATE HIGHWAY COMMISSION

PROJECT EX
CONSTRUCTION AND RECON
HIGHWAY
INCLUDES EXPENDITURES FOR PRELIMINARY ENGINEERING
January 1, 1942 to
PENOBSCOT

F. A. Proj. No.	High-way	Town	Surveys	Plans & Comp.	Const. Eng. & Inspec.	Adver-tising
AW(PE) 384-A(1)	I	Bangor.....	\$12.74	\$290.66		
S.N. -110 -B(2)	I	Bangor.....			\$1,335.38	
	K	Bangor.....	179.78	564.71		\$12.46
	K	Bangor.....		30.00		
S.N.-4(2)	K	Enfield-Howland.....			463.29	
S.N.-138-C(1)	K	Greenbush.....			75.00	
S.N.-138-D(1)	K	Greenbush.....			836.64	
	K	Greenbush.....	2.08	132.00		
S.N.-138-E(1)	K	Lincoln.....		18.00	1,167.73	
	K	Lincoln.....	1,132.63	2,978.45	12.11	
	K	Mattawamkeag.....		187.50		
	K	Milford.....		30.00		
	K	Orono.....		60.00		
S.N.-72(2)	K	Passadumkeag.....			30.00	
	K	Passadumkeag.....				
	K	Enfield.....	861.62	2,880.85		12.11
	K	Veazie.....		30.00		
Totals—Penobscot County.....			\$2,188.85	\$7,202.17	\$3,920.15	\$24.57
PISCATAQUIS						
S.N.-111-F(1)	J	Dover-Foxcroft.....		\$87.00		
	J	Guilford-Dover Foxcroft.....		47.05	\$15.62	
	J	Guilford.....	\$68.81	537.03		
	J	Monson.....				
Totals—Piscataquis County.....			\$68.81	\$671.08	\$15.62	
SAGADAHOC						
FAPS.N.-116-D	(2)C-1	Bath.....				
	C-1	Bath.....	\$345.83	\$10,398.98		\$129.85
	C-1	Bath.....				
Totals—Sagadahoc County.....			\$345.83	\$10,398.98		\$129.85
SOMERSET						
SN(PE) 378-A(1)	H	Jackman.....	\$6,098.70			
	V	Mercer.....	547.71	\$432.67		
	V	Norridgewock.....	29.95	990.25		
	V	Norridgewock.....				
SN(PE) 379-A(1)	H	Sandy Bay.....	876.60			
S.N.-385-A(1)	H-1	Skowhegan.....			\$2,655.02	
	H-1	Skowhegan.....	19.24			
Totals—Somerset County.....			\$7,572.20	\$1,422.92	\$2,655.02	

PENDITURES

CONSTRUCTION OF STATE HIGHWAYS

LOAN FUND

FOR FEDERAL ACCESS ROAD PROJECTS (PREFIX—P.E.)

December 31, 1942

COUNTY

Right of Way and Property Damage	Sub-Total	Labor and Material	Total	Fed. Aid Credits	Miscellaneous Credits
.....	\$303.40	.....	\$303.40	\$1,025.00	.....
.....	1,335.38	\$41,786.61	43,121.99	30,654.65	.....
.....	756.95	1.80	758.75	.....	.....
.....	30.00	.....	30.00	.....	.....
\$112.00	575.29	.....	575.29	.....	.....
.....	75.00	5,436.74	5,511.74	5,289.20	\$20.00
.....	836.64	11,806.19	12,642.83	7,345.80	.....
2,039.87	2,173.95	88.35	2,262.30	.....	.....
.....	1,185.73	16,879.75	18,065.48	34,776.00	.....
614.21	4,737.40	.....	4,737.40	.....	.....
.....	187.50	.....	187.50	.....	.....
.....	30.00	.....	30.00	.....	.....
3.55	63.55	.....	63.55	.....	.....
.....	30.00	1,614.87	1,644.87	2,180.40	.....
.....	.....	.....	.....	.....	5.00
411.33	4,165.91	.....	4,165.91	.....	.....
.....	30.00	.....	30.00	.....	.....
\$3,180.96	\$16,516.70	\$77,614.31	\$94,131.01	\$81,271.05	\$25.00

COUNTY

\$428.50	\$515.50	\$30.25	\$545.75	.....	.....
.....	.....	.....	.....	\$2,950.95	.....
148.20	210.87	13.20	224.07	.....	.....
.....	605.84	.....	605.84	.....	.....
\$576.70	\$1,332.21	\$43.45	\$1,375.66	\$2,950.95	.....

COUNTY

\$72,451.63	\$72,451.63	.....	\$72,451.63	.....	.....
473.14	11,347.80	.....	11,347.80	.....	.....
4.50	4.50	.....	4.50	.....	.....
\$72,929.27	\$83,803.93	.....	\$83,803.93	.....	.....

COUNTY

.....	\$6,098.70	\$39.13	\$6,137.83	.....	.....
.....	980.38	17.70	998.08	.....	.....
.....	1,020.20	10.96	1,031.16	.....	.....
\$50.81	50.81	.....	50.81	.....	.....
1,052.20	1,928.80	.....	1,928.80	\$2,390.00	.....
.....	2,655.02	45,773.37	48,428.39	25,941.90	.....
241.65	260.89	33.28	294.17	.....	.....
\$1,344.66	\$12,994.80	\$45,874.44	\$58,869.24	\$28,331.90	.....

STATE HIGHWAY COMMISSION

PROJECT EX
CONSTRUCTION AND RECON
HIGHWAY
INCLUDES EXPENDITURES FOR PRELIMINARY ENGINEERING
January 1, 1942 to
WALDO

F. A. Proj. No.	Highway	Town	Surveys	Plans & Comp.	Const. Eng. & Inspec.	Advertising
S.N.-84-G(2) S.N.-84-I(1)	L	Belfast.....	\$19.24	\$150.00		
	L	Searsport.....			\$77.17	
	L	Searsport.....			1,571.48	
	L	Searsport.....	38.48			
	L	Stockton Springs.....				
Totals—Waldo County.....			\$57.72	\$150.00	\$1,648.65	

WASHINGTON

SN(PE) 123-F(1) S.N.-123-F(2)	N	Cherryfield.....				
	N	Edmunds.....				
259-B(1)	N	Edmunds.....		\$471.50	\$3,092.92	
	N	Edmunds.....				
	N	Indian Twp.....				
	N	Indian Twp.....		45.00	6.48	
	N	Princeton.....	\$66.83	1,670.12		
Totals—Washington County.....			\$66.83	\$2,186.62	\$3,099.40	

YORK

374-B(1)	A-5	Berwick.....	\$30.00	\$15.00		
	A-5	Berwick-No. Berwick.....			\$343.49	
AW(PE) 381-A(1) AN(PE) 383-A(1)	A	Kennebunk.....	9.62			
	A-3 & A-10	Kittery.....	236.71	1,119.22		
S.N.-118-A(4)	U	Lyman.....		52.50		
	A-5	North Berwick.....	200.90	394.17		
	A-9	Old Orchard.....				
	A	Saco.....				
	A-9	Saco.....				
295-B(1)	A-9	Saco-Old Orchard.....	19.40		1,216.38	
294-G(1)	A-2	Sanford.....			92.36	
	A-2	Sanford.....				
294-E(1)	A-2	Wells.....	314.29			\$5.59
	A-5	Wells.....	260.91	491.16		
374-A(1)	A-5	Berwick.....				
	A	North Kennebunkport.....				
Totals—York County.....			\$1,127.83	\$2,500.23	\$1,652.23	\$5.59
Totals—All Counties.....			\$19,251.77	\$40,943.87	\$28,331.61	\$160.01

*Cumberland County Federal Aid Proj. SN-121-G(1)—\$427,000.00 transferred to Bridge Loan Fund. (Martin Point Bridge)

**Refund to the City of Waterville.

PENDITURES

CONSTRUCTION OF STATE HIGHWAYS

LOAN FUND

FOR FEDERAL ACCESS ROAD PROJECTS (PREFIX—P.E.)

December 31, 1942

COUNTY

Right of Way and Property Damage	Sub-Total	Labor and Material	Total	Fed. Aid Credits	Miscellaneous Credits
	\$169.24		\$169.24		
	77.17	\$133.86	211.03		
	1,571.48	37,350.47	38,921.95	\$12,903.00	
\$895.57	934.05		934.05		
64.32	64.32		64.32		
\$959.89	\$2,816.26	\$37,484.33	\$40,300.59	\$12,903.00	

COUNTY

\$201.28	\$201.28		\$201.28	\$ 200.00	
	3,092.92	\$36,107.83	39,200.75	39,411.00	
163.16	634.66	121.13	755.79		
	51.48		51.48	4,106.50	
	1,736.95		1,736.95		
\$364.44	\$5,717.29	\$36,228.96	\$41,946.25	\$43,717.50	

COUNTY

\$26.00	\$71.00		\$71.00		
	343.49	\$4,438.97	4,782.46	\$9,538.00	
	9.62		9.62		
	1,355.93		1,355.93		\$72.00
	484.18		484.18		60.00
	52.50		52.50		
8.67	603.74		603.74		
3,351.89	3,351.89	145.63	3,351.89	27,572.32	
74.75	74.75	228.93	303.68		
17.33	17.33		17.33		
586.52	586.52		586.52		
	1,235.78	23,286.24	24,522.02	16,744.20	
1.72	94.08	1,678.70	1,772.78	6,642.13	
85.89	85.89		85.89		
	319.88		319.88		
	752.07		752.07		
	2,534.99		2,534.99	4,352.16	
					200.00
\$4,152.77	\$9,438.65	\$32,313.46	\$41,752.11	\$64,849.31	\$332.00
\$137,982.75	\$226,670.01	\$433,433.75	\$660,103.76	\$674,607.73	\$1,171.14

PROJECT EXPENDITURES
Construction and Reconstruction of State Highways
Non Federal Aid Roads
January 1, 1942, to December 31, 1942

Highway	Town	Surveys	Plans and Computations	Construction Engineering and Inspection	Right of Way and Property Damage	Sub-Total	Labor and Materials	Total
ANDROSCOGGIN COUNTY								
B-S	Poland.....		\$12.50	\$140.24	\$14.43	\$167.17	\$6,122.89	\$6,290.06
Totals—Androscoggin County			\$12.50	\$140.24	\$14.43	\$167.17	\$6,122.89	\$6,290.06
AROOSTOOK COUNTY								
K-8	Glenwood..... Caribou.....	\$56.34	\$5.25 63.00	\$2.95 284.59	\$36.73	\$8.20 440.66	\$4,288.40 9,034.21	\$4,246.60 9,474.87
Totals—Aroostook County.....		\$56.34	\$68.25	\$287.54	\$36.73	\$448.86	\$13,272.61	\$13,721.47
CUMBERLAND COUNTY								
113	Standish.....			\$350.09		\$350.09	\$11,600.92	\$11,951.01
Totals—Cumberland County				\$350.09		\$350.09	\$11,600.92	\$11,951.01
FRANKLIN COUNTY								
FO-2 134	Houghton-Oquossoc... New Sharon.....			\$345.43		\$345.43	\$1,272.21 8,387.33	\$1,272.21 8,732.76
Totals—Franklin County.....				\$345.43		\$345.43	\$9,659.54	\$10,004.97
KENNEBEC COUNTY								
P-17	Augusta.....						\$42.00	\$42.00
Totals—Kennebec County.....							\$42.00	\$42.00

LINCOLN COUNTY

126-A 126 27	Jefferson..... Whitefield..... Wiscasset.....	\$5.25			\$118.89	\$5.25 \$118.89	\$37.53 1,961.91 1,175.19	\$37.53 1,967.16 1,294.08
Totals—Lincoln County.....		\$5.25			\$118.89	\$124.14	\$3,174.63	\$3,298.77

OXFORD COUNTY

F-2 FO-2	Adamstown..... Roxbury.....	\$48.55			\$200.00	\$248.55	\$5,253.03	\$5,253.03 248.55
Totals—Oxford County.....		\$48.55			\$200.00	\$248.55	\$5,253.03	\$5,501.58

PENOBSCOT COUNTY

JK-157	Millinocket.....						\$88.69	\$88.69
Totals—Penobscot County.....							\$88.69	\$88.69

PISCATAQUIS COUNTY

JK-157	Brownville-Millinocket	\$10.53		\$32.95		\$43.48	\$3,908.57	\$3,952.05
Totals—Piscataquis County.....		\$10.53		\$32.95		\$43.48	\$3,908.57	\$3,952.05

WALDO COUNTY

D	Brooks.....						\$376.46	\$376.46
Totals—Waldo County.....							\$376.46	\$376.46

YORK COUNTY

5 A-2	Cornish..... Shapleigh.....		\$80.50		\$167.05	\$6.30	\$80.50 173.35	\$80.50 \$2,187.18
Totals—York County.....			\$80.50	\$167.05	\$6.30	\$253.85	\$2,013.83	\$2,267.68

Total—All Counties.....		\$120.67	\$161.25	\$1,323.30	\$376.35	\$1,981.57	\$55,513.17	\$57,494.74
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PROJECT EXPENDITURES
CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS

State-Sponsored W. P. A. Projects
 January 1, 1942, to December 31, 1942

Highway	Town	Surveys	Plans and Computations	Construction Engineering and Inspection	Right of Way and Property Damage	Sub-Total	Labor and Materials	Total
ANDROSCOGGIN COUNTY								
E	Greene.....	\$11.00	\$1.80	\$397.32	\$68.06	\$478.18	\$12,302.39	\$12,780.57
Totals—Androscoggin County		\$11.00	\$1.80	\$397.32	\$68.06	\$478.18	\$12,302.39	\$12,780.57
HANCOCK COUNTY								
N	Gouldsboro.....		\$115.00	\$4,861.61	\$209.36	\$5,185.97	\$19,172.32	\$24,358.29
Totals—Hancock County.....			\$115.00	\$4,861.61	\$209.36	\$5,185.97	\$19,172.32	\$24,358.29
KENNEBEC COUNTY								
Q	Gardiner.....		\$50.00	\$2,024.15	\$729.10	\$2,803.25	\$24,735.37	\$27,538.62
Totals—Kennebec County.....			\$50.00	\$2,024.15	\$729.10	\$2,803.25	\$24,735.37	\$27,538.62

OXFORD COUNTY

O	Hanover-Rumford.....		\$26.00	\$472.32	\$124.90	\$623.22	\$3,639.17	\$4,262.39
O	Rumford.....				30.00	30.00		30.00
Totals—Oxford County.....			\$26.00	\$472.32	\$154.90	\$653.22	\$3,639.17	\$4,292.39

SAGADAHOC COUNTY

Q	Richmond.....			\$1,363.55	\$1,659.75	\$3,023.30	\$9,309.49	\$12,332.79
Totals—Sagadahoc County.....				\$1,363.55	\$1,659.75	\$3,023.30	\$9,309.49	\$12,332.79

WASHINGTON COUNTY

N	Perry.....			\$51.72	\$144.06	\$195.78	\$1,276.36	\$1,472.14
Totals—Washington County.....				\$51.72	\$144.06	\$195.78	\$1,276.36	\$1,472.14

Totals—All Counties.....		\$11.00	\$192.80	\$9,170.67	\$2,965.23	\$12,339.70	\$70,435.10	\$82,774.80
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SUMMARY BY COUNTIES
CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS
EXPENDITURES
January 1, 1942, to December 31, 1942

County	Surveys	Plans and Computations	Construction Engineering	Advertising	Right of Way and Property Damage	Sub-Total	Labor and Material	Total	Federal Aid Credits	Misc. Credits
Androscoggin.....	\$107.20	\$56.30	\$1,945.58	.....	\$309.06	\$2,418.14	\$41,264.87	\$43,683.01	\$11,401.00	.....
Aroostook.....	535.82	4,602.01	2,416.81	.....	2,658.27	10,212.91	36,883.59	47,096.50	22,812.44	.....
Cumberland.....	1,421.18	5,700.95	8,316.08	.....	48,744.80	64,183.01	107,037.16	171,220.17	330,268.50	.....
Franklin.....	627.89	886.18	1,585.63	.....	871.18	3,970.88	27,679.01	31,649.89	15,378.34	.....
Hancock.....	1,078.77	705.85	5,138.41	.....	1,337.27	8,260.30	27,491.58	35,751.88	6,955.40	.....
Kennebec.....	3,476.34	3,484.40	4,248.41	.....	1,456.58	12,665.73	54,335.63	67,001.36	35,137.37	\$814.14
Knox.....	123.30	371.90	.....	.....	.....	495.20	.....	495.20	.....	.....
Lincoln.....	5.25	.....	.....	.....	240.97	246.22	7,585.43	7,831.65	18,630.97	.....
Oxford.....	569.09	877.83	568.32	.....	387.40	2,402.64	10,572.40	12,975.04	.....	.....
Penobscot.....	2,188.85	7,202.17	3,920.15	\$24.57	3,180.96	16,516.70	77,703.00	94,219.70	81,271.05	25.00
Piscataquis.....	79.34	671.08	48.57	.....	576.70	1,375.69	3,952.02	5,327.71	2,950.95	.....
Sagadahoc.....	345.83	10,398.98	1,363.55	129.85	74,589.02	86,827.23	9,309.49	96,136.72	.....	.....
Somerset.....	7,572.20	1,422.92	2,655.02	.....	1,344.66	12,994.80	45,874.44	58,869.24	28,331.90	.....
Waldo.....	57.72	150.00	1,648.65	.....	959.89	2,816.26	37,860.79	40,677.05	12,903.00	.....
Washington.....	66.83	2,186.62	3,151.12	.....	508.50	5,913.07	3,750.32	43,418.39	43,717.50	.....
York.....	1,127.83	2,580.73	1,819.28	5.59	4,159.07	9,692.50	34,327.29	44,019.79	64,849.31	382.00
	\$19,383.44	\$41,297.92	\$38,825.58	\$160.01	\$141,324.33	\$240,991.23	\$559,382.02	\$800,373.30	\$674,607.73	\$1,171.14

**PROJECT EXPENDITURES
FEDERAL DEFENSE AREAS
ACCESS ROADS**

January 1, 1942, to December 31, 1942

F. A. Proj. No.	Highway	Town	Surveys	Plans and Comp.	Const. Eng. and Inspec.	Advertising	Right of Way and Property Damage	Sub-Total	Labor and Material	Total	Federal Aid Credits	Misc. Credits
DA-WR 5		Bangor	\$58.60	\$23.16	\$1,943.32	\$13.22		\$2,038.30	\$53,521.51	\$55,559.81	\$48,781.50	
DA-WR 7		Bangor	306.80	467.39	669.92	23.81		1,467.92	3,535.06	5,002.98		
FS(PF) 1(1)		Deblois	2,802.14	830.67	72.00			3,704.81	30.60	3,735.41		
FS 1(2)		Deblois			9,760.62	50.05	\$4,047.94	13,858.61	238,674.54	252,533.15	217,012.50	
WD-1	K-7	Houlton		31.42	3,513.84	12.45	9,070.60	12,628.31	76,841.41	89,469.72	98,876.00	
DA-NR 1		Kittery	9.49		9,530.57	29.78	20,026.98	29,596.82	174,689.23	204,286.05	198,307.80	
DA-WR 1		Kittery	32.30	10.00	4,915.90	13.20	4,577.95	9,549.35	98,260.21	107,809.56	114,800.00	
DA-WR 8		Phippsburg	195.57		315.82			511.39	7,378.82	7,890.21		
DA-WR 6	K-10	Presque Isle	849.65	852.84	84.00		3,580.59	5,367.08	963.90	6,330.98		
DA-NR 3	K-16	Presque Isle	400.52					400.52	5.10	405.62		
DA-NR 3		Rockland			1,700.67	20.60		1,721.27	17,608.74	19,330.01		
DA-NI-2(1)		So. Portland	205.23	272.01	4,023.66	46.85	.75	4,548.50	129,078.99	133,627.49	93,297.60	
DA-NI-2-B(1)		So. Portland		4.00	470.25	21.51		495.76	15,089.77	15,585.53		
DA-WR 3		So. Portland		10.00	677.46	24.35		711.81	15,276.94	15,988.75	11,770.00	
Totals			\$4,860.30	\$2,501.49	\$37,678.03	\$255.82	\$41,304.81	\$86,600.45	\$830,954.82	\$917,555.27	\$782,845.40	

STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION

EXPENDITURES AND MILEAGE
CONSTRUCTION OF STATE AID ROADS
January 1, 1942, to December 31, 1942

Type of Road	Miles	Total Cost	Cost per Mile
Gravel.....	11.18	\$108,045.68	\$9,664.19
Gravel—Surfacing only.....	4.16	4,455.77	1,071.10
Grading and Base Construction.....	3.49	26,585.12	7,617.51
Gravel—Reconstruction.....	5.05	31,937.61	6,324.28
Tar Surface Treatment.....	20.36	17,618.79	865.36
Grading and Base—Reconstruction.....	0.68	10,448.08	15,364.82
Surfacing—Reconstructed Base.....	0.53	362.60	684.15
		\$199,453.65	
Engineering and supervision.....		17,682.36	
Total.....		\$217,136.01	
Paid by Towns.....		63,433.05	
Paid by State.....		\$153,702.96	

COUNTY TABLE
MILEAGE AND COST OF STATE AID ROAD CONSTRUCTION
January 1, 1942, to December 31, 1942

County	Miles					Total Cost
	Gravel	Gravel Surface Only	Grading and Base	Reconstruction	Tar Surface Treated	
Androscoggin.....	1.87	0.23	0.74	0.37	1.21	\$35,951.77
Aroostook.....	1.11	—	0.84	—	0.33	23,325.17
Cumberland.....	0.45	0.46	0.36	—	0.29	7,523.88
Franklin.....	0.22	—	—	1.73	1.39	8,969.11
Hancock.....	0.26	0.70	0.18	0.14	—	5,024.13
Kennebec.....	—	1.09	—	0.23	1.80	4,514.40
Knox.....	1.29	—	0.19	0.49	—	19,719.54
Lincoln.....	—	—	—	—	0.43	1,436.56
Oxford.....	1.72	0.75	0.53	0.52	1.99	23,740.03
Penobscot.....	0.05	0.53	0.17	—	2.23	4,995.88
Piscataquis.....	—	0.36	0.11	—	1.38	4,281.09
Sagadahoc.....	—	—	—	0.33	0.17	3,134.05
Somerset.....	0.81	—	0.30	0.38	0.17	11,181.68
Waldo.....	—	—	—	0.22	3.25	3,655.52
Washington.....	1.26	0.04	—	1.85	1.99	23,474.17
York.....	2.14	—	0.07	—	3.73	18,526.67
Totals.....	11.18	4.16	3.49	6.26	20.36	\$199,453.65

STATE HIGHWAY COMMISSION

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EXPENDITURES AND MILEAGE CONSTRUCTION OF THIRD CLASS HIGHWAYS January 1, 1942, to December 31, 1942

Type of Road	Length Miles	Cost	Cost per Mile
Gravel	6.49	\$45,702.19	\$7,041.94
Gravel Surfacing—only	1.65	2,436.82	1,476.86
Uncompleted work	*2.00	15,107.57	—
Tar Surface Treatment	*13.62	11,194.11	821.89
Culverts	—	442.02	—
Supervision		\$74,882.71 5,300.81	
Totals	8.14	\$80,183.52	

*Not included in total length.

COUNTY TABLE
EXPENDITURES AND MILEAGE
CONSTRUCTION OF THIRD CLASS HIGHWAYS
January 1, 1942, to December 31, 1942

County	Miles				Expenditures			
	Gravel Construction	Gravel Surface Only	Uncompleted work	Tar Surface Treatment	Culverts	Total Cost	Paid by Town	Paid by State
Androscoggin.....								
Aroostook.....	0.15		0.06			\$1,392.01	\$298.35	\$1,093.66
Cumberland.....	0.76		0.15	0.62		11,030.27	3,725.17	7,305.10
Franklin.....	0.55		0.45			5,525.14	1,201.81	4,323.33
Hancock.....								
Kennebec.....	0.20			0.45		1,954.36	63.09	1,891.27
Knox.....	0.18					1,645.92	145.92	1,500.00
Lincoln.....	0.28			0.50		3,421.39	1,087.24	2,334.15
Oxford.....	0.15	0.36	0.26	0.35		4,293.95	465.13	3,828.82
Penobscot.....	0.62	0.30	0.36	3.23		7,914.00	1,366.92	6,547.08
Piscataquis.....	0.03	0.11	0.13			2,064.42	1,045.17	1,019.25
Sagadahoc.....	0.30			0.40		1,719.81		1,719.81
Somerset.....	1.20	0.11	0.25	1.56	\$398.46	10,747.78*	262.57	10,485.21
Waldo.....	0.55	0.21	0.15	2.80		7,664.46	2,211.48	5,452.98
Washington.....	0.45	0.56	0.19	2.10	43.56	6,012.78*	327.81	5,684.97
York.....	1.07			1.61		9,496.42	1,621.03	7,875.39
Totals.....	6.49	1.65	2.00	13.62	\$442.02	*\$74,882.71	\$13,821.69	\$61,061.02

*Does not include cost of supervision—\$5,300.81.

STATE HIGHWAY COMMISSION

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EXPENDITURES AND MILEAGE
SPECIAL LEGISLATIVE RESOLVES
January 1, 1942, to December 31, 1942

Type of Work	Length Miles	Cost of Engineering & Supervision	Cost Labor and Material	Total Cost	Paid by Towns	Paid State
Gravel Road Construction.....	9.23	\$1,096.45	\$57,727.76	\$58,824.21	\$8,443.64	\$50,380.57
Road Repairs.....	—	435.84	48,555.14	48,990.98	3,163.68	45,827.30
Bridge Repairs.....	—	—	503.49	503.49	—	503.49
Stage Construction—Base.....	0.57	52.13	2,639.99	2,692.12	293.45	2,398.67
Culverts.....	—	—	853.74	853.74	8.92	844.82
Tar Surface Treatment.....	2.90	16.25	1,970.04	1,986.29	588.91	1,397.38
		\$1,600.67	\$112,250.16	\$113,850.83	\$12,498.60	\$101,352.23
Hancock-Sullivan Bridge District (Retirement of bonds, and interest).....						4,180.00
Transfers to other funds:						
State Aid accounts.....						82,933.13
Third Class highway accounts.....						25,830.59
Bridge accounts.....						5,806.91
Maintenance accounts.....						382.37
State highway construction accounts.....						3,999.93
Reimbursements to towns, work previously completed.....						11,789.97
Appropriations, rescinded.....						841.23
Totals.....					\$12,498.60	\$237,116.36

COUNTY TABLE
MILEAGE AND EXPENDITURES
SPECIAL RESOLVES
January 1, 1942, to December 31, 1942

County	Road Construction		Roads Based		Bridge Repairs	Road Repairs	Tar Surface		Culverts	Total Cost	Paid by Town	Paid by State
	Miles	Cost	Miles	Cost			Miles	Cost				
Androscoggin	0.84	\$6,010.82								\$6,010.82	\$632.31	\$5,378.51
Aroostook	0.83	5,519.77				\$5,677.21			\$408.92	11,605.90	1,790.38	9,815.52
Cumberland	1.84	12,719.76				1,007.84	0.32	\$383.04		14,110.64	2,979.21	11,131.43
Franklin	0.20	1,582.36				799.43				2,381.79	85.00	2,296.79
Hancock	0.15	1,309.99				4,297.61				5,607.60	371.67	5,235.93
Kennebec						5,243.75			142.00	5,385.75	318.82	5,066.93
Knox	0.60	4,356.96				3,339.35				7,696.31	604.54	7,091.77
Lincoln	0.14	1,079.79	0.25	\$1,341.79		2,283.24	1.31	614.70		5,319.52	692.98	4,626.54
Oxford	1.04	6,285.41				2,655.94				8,941.35	2,486.03	6,455.32
Penobscot	0.29	2,158.90	0.32	1,350.33		4,618.91	0.70	443.43		8,571.57	414.81	8,156.76
Piscataquis	0.57	3,723.48			\$503.49	567.50				4,794.47	304.21	4,490.26
Sagadahoc						1,169.53				1,169.53	162.13	1,007.40
Somerset	0.47	1,570.80				6,343.66				7,914.46	612.57	7,301.89
Waldo	0.56	3,742.90				3,556.37				7,299.27	550.12	6,749.15
Washington	0.70	3,354.42				6,932.68			302.82	10,539.92	425.22	10,164.70
York	1.00	5,408.85				497.96	0.57	545.12		6,451.93	68.60	6,383.33
Totals	9.23	\$58,824.21	0.57	\$2,692.12	\$503.49	\$48,990.98	2.90	\$1,986.29	\$853.74	\$113,850.83*	\$12,498.60	\$101,352.23*

*Does not include Transfers to other funds, reimbursements to Towns for work previously completed and reported, and balances rescinded. Includes supervision.

COUNTY TABLE SHOWING EXPENDITURES

MAINTENANCE OF UNIMPROVED ROADS

January 1, 1942 to December 31, 1942

	Total Cost	Paid by Town	Paid by State
Androscoggin.....	\$ ———	\$ ———	\$ ———
Aroostook.....	1,010.15	36.70	973.45
Cumberland.....	1,118.24	0.48	1,117.76
Franklin.....	———	———	———
Hancock.....	500.60	0.54	500.06
Kennebec.....	262.13	———	262.13
Knox.....	268.59	4.51	264.08
Lincoln.....	906.96	11.73	895.23
Oxford.....	———	———	———
Penobscot.....	903.12	33.72	869.40
Piscataquis.....	———	———	———
Sagadahoc.....	1,660.12	48.91	1,611.21
Somerset.....	1,233.45	———	1,233.45
Waldo.....	699.40	21.77	677.63
Washington.....	379.07	14.41	364.66
York.....	2,156.94	40.18	2,116.76
Totals.....	\$11,098.77	\$212.95	\$10,885.82

FEDERAL AID SECONDARY HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION
Expenditures, January 1, 1942, to December 31, 1942

Project F. A. S. No.	County	Town	Route	Cost En- gineering	Labor and Materials	Total Ex- penditures 1942	Expendi- tures Prior to 1942	Total Ex- penditures to 12-31-42	Total Federal Credits	Length of Project Miles	Contractor
198-D	Washington....	Milbridge-Harrington.	Program 1-A	Fiscal Year, 1939, Act	\$1.21	of June 16, \$1.21	1936 \$16,042.13	\$16,043.34	\$7,099.91	0.77	Force Account
45-A	Lincoln.....	Boothbay*.....	Program	Fiscal Year, 1941, Act	\$151.00	of June 8, \$513.77	1938 \$20,690.29	\$21,204.06	\$8,491.01	0.45	Force Account

*Located on State Aid Roads.

This table shows only those projects on which there were expenditures or credits during the year 1942.
For further information regarding expenditures on these programs see previous years.

FEDERAL AID—SECONDARY HIGHWAYS—CONSTRUCTION AND RECONSTRUCTION
EXPENDITURES TO DECEMBER 31, 1942—PROJECTS IN THE PROGRAM FOR FISCAL YEAR 1942.
 Act of September 5, 1940

Proj. No. F.A.S.	County	Town	Class of H'wy	Route	Total	Labor and Materials	Total Expenditures 1942	Expenditures prior to 1942	Total Expenditures to 12-31-42	Total Federal Credits	Length of Proj-in Mi.	Contractor
SN-170-B	Aroos...	Macwahoc	S.H.	U.S. 2A	\$1,073.24	\$25,382.43	\$26,455.67	\$23,573.00	\$50,028.67	\$10,060.00	1.60	Bridge Constr. Corp'n, Augusta, Me.
SN-23-A	Cumb...	Gray.....	S.A.	U.S. 202	1,045.92	21,033.60	22,079.52	24,474.36	46,553.88	21,060.00	1.70	W. H. Hinman, Inc., No. Anson, Me.
329-D	Kenn...	Sidney.....	S.A.	104	1,006.23	18,723.87	19,730.10	13,703.58	33,433.68	9,360.00	1.53	Work done by State
333-E.....	Knox	Hope.....	S.A.	105	380.18	2,214.02	2,594.20	10,947.77	13,541.97	5,300.00	.42	" " " "
229-D	Linc.....	Dresden	S.A.	197	191.60	743.24	934.84	8,046.21	8,981.05	2,316.00	.38	" " " "
316-B	Oxf.....	Brownfield	S.A.	160	105.00	5,714.30	5,819.30	20,500.47	26,319.77	12,443.99	1.09	Ralph Giovannucci, Pittsfield, Me.
33-B	Penob...	Corinth...	S.A.	11 & 43	243.54	2,173.93	2,417.47	7,310.62	9,728.09	4,578.80	.89	Work done by State
36-B	Penob...	Dexter.....	S.A.		178.85	1,175.02	1,353.87	7,361.43	8,715.30	3,851.84	.66	" " " "
355-C.....	Penob...	Old Town	S.A.	43	134.61	242.41	377.02	13,133.53	13,510.55	5,424.77	1.00	" " " "
42-A	Som.....	Madison...	S.A.	148	2.40	2,124.76	2,127.16	16,673.00	18,800.16	8,600.00	1.01	Earle L. Keene, Madison, Maine
32-B	Som.....	St. Albans	S.A.	24 & 43	38.20		38.20	4,932.37	4,970.57	2,150.00	.29	Work done by State
31-B	Waldo...	Monroe.....	S.A.	139	654.01	3,250.80	3,904.81	8,064.16	11,968.97	3,630.00	.68	" " " "
S.N.-24-C	Wash...	Codyville	S.A.	16	261.00	2,336.15	2,597.15	11,392.62	13,989.77	5,843.75	.74	" " " "
S.N.-41-A	York....	Alfred.....	S.H.	U.S. 202	1,485.13	20,315.00	21,800.13	17,887.94	39,688.07	6,800.00	.93	W. H. Hinman, Inc., No. Anson, Me.
Totals.....					\$6,799.91	\$105,429.53	\$112,229.44	\$188,001.06	\$300,230.50	\$101,419.15	12.92	

All sections constructed with bituminous treated gravel surface except Projects 23-A, 41-A and 71-B, which have mixed in place bituminous gravel surface.

Length Completed in 1942—3.22 miles
 State Highway..... 0.52 (Macwahoc)
 State Aid Highways . 2.70 (Gray, 1.70. Sidney, 1.00)

3.22

STATE HIGHWAY COMMISSION

FEDERAL AID SECONDARY HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION
Expenditures, January 1, 1942, to December 31, 1942

Project F.A.S. No.	County	Town	Route	Cost Engineering	Labor and Materials	Total Expenditures 1942	Expenditures Prior to 1942	Total Expenditures to Dec. 31, '42	Total Federal Credits	Contractor
*SN 198 E	Washington	Milbridge-Harrington.	1-A	\$2,337.05	\$13,668.37	\$16,005.42	.....	\$16,005.42	\$11,940.00	Leigh D. Chase
*C concrete Bridge.										

STATE HIGHWAY COMMISSION

FEDERAL SECONDARY HIGHWAYS—EXPENDITURES TO DECEMBER 31,
1942 ON UNCLASSIFIED PROJECTS

Location			Engineering			Total Expenditures Previous to 1942	Total Expenditures to Dec. 31, 1942
County	Town	Route	Surveys	Plans and Computat'ns	Total 1942		
Androscoggin.	Durham.....	136				\$504.42	\$504.42
Androscoggin.	Turner.....	219				430.18	430.18
Androscoggin.	Wales.....	132				255.11	255.11
Aroostook.....	Glenwood.....	U.S. 2-A				407.70	407.70
Aroostook.....	Maawahoc.....	U.S. 2-A				22.73	22.73
Cumberland.....	Gorham.....	114				1,228.43	1,228.43
Cumberland.....	Gray.....	U.S. 202	\$217.21	\$739.50	\$956.71	386.24	1,342.95
Cumberland.....	No. Yarmouth.....	9				687.36	687.36
Cumberland.....	Scarboro.....	9				1,343.03	1,343.03
Cumberland.....	Standish.....	113				1,197.09	1,197.09
Franklin.....	Jerusalem.....	27		172.89	172.89	87.54	260.43
Franklin.....	Weid.....	142				692.00	692.00
Hancock.....	Mt. Desert.....	102				316.30	316.30
Kennebec.....	Litchfield.....	197				171.28	171.28
Kennebec.....	Sidney.....	24	291.35	67.50	358.85	192.50	551.35
Knox.....	Hope.....	105	125.59	112.00	237.59	99.92	337.51
Lincoln.....	Waldoboro.....	220	331.73	298.13	629.86		629.86
Oxford.....	Norway-Waterford.....	118		161.83	161.83	407.38	569.21
Oxford.....	Sumner.....	140				419.75	419.75
Penobscot.....	Corinth-Exeter.....	11 & 43		655.68	655.68	257.13	912.81
Piscataquis.....	Sangerville.....	24		520.86	520.86	90.93	611.79
Sagadahoc.....	Arrowsic.....	127	188.85	157.50	346.35		346.35
Sagadahoc.....	Bowdoinham.....	24				115.44	115.44
Somerset.....	Smithfield.....	137	179.94	176.53	356.47	14.59	371.06
Waldo.....	Monroe.....	139	7.50	177.27	184.77		184.77
Washington.....	Codyville.....	16		97.05	97.05		97.05
Washington.....	East Machias.....	92				457.17	457.17
York.....	Alfred.....	U.S. 202	8.50	830.46	838.96	294.61	1,133.57
Engineering expenditures on Projects that have been built with other funds.....				104.71	104.71	2,234.62	2,339.33
Totals.....			\$1,350.67	\$4,271.91	\$5,622.58	\$12,313.45	\$17,936.03

STATE HIGHWAY COMMISSION

SUMMARY—EXPENDITURES AND CREDITS FEDERAL AID SECONDARY PROJECTS 1938-1942

	Expenditures	Credits
Total expenditures listed above on Unclassified Projects.....	\$17,936.03	
Total expenditures listed in 1939, 1941, 1942 and 1943 Programs of Secondary Highway Projects, for 1942.....	128,749.84	
Total expenditures of Federal Aid Fund for Secondary Highways to December 31, 1941.....	1,728,694.87	
Federal Aid Credits.....		\$795,936.32
Miscellaneous Credits—Transfer from State Funds.....		3,823.59
Total State Apportionments for 1938, 1939, 1940, 1941, 1942 and 1943.....		1,000,000.00
Total Expenditures and Credits to December 31, 1942.....	<u>\$1,875,380.74</u>	<u>\$1,799,759.91</u>
Transfers to State-wide Highway Planning Survey, listed in 1938, 1939, 1940, 1941, and 1942 Programs of Secondary Highway Projects.....	23,400.02	10,563.01
Transfer to State-wide Highway Planning Survey—1943 Funds.....	<u>2,274.00</u>	<u> </u>
Total Transfers.....	25,674.02	10,563.01
Net Expenditures and Credits to December 31, 1942.....	<u>\$1,849,706.72</u>	<u>\$1,789,196.90</u>

Schedule showing distribution of Transfers to State-wide Highway Planning Survey

Fiscal Year	Gross	F. A. S.	State
1938	\$6,736.02	\$3,368.01	\$3,368.01
1939	6,536.00	3,268.00	3,268.00
1940	3,930.00	1,965.00	1,965.00
1941	3,924.00	1,962.00	1,962.00
1942	2,274.00	2,274.00	<u> </u>
1943	2,274.00	2,274.00	<u> </u>
Totals.....	<u>\$25,674.02</u>	<u>\$15,111.01</u>	<u>\$10,563.01</u>

EXPENDITURES
MAINTENANCE OF IMPROVED STATE AND STATE AID HIGHWAYS
January 1, 1942, to December 31, 1942

Items	Bituminous Concrete	Concrete	Macadam	Surface Treated Gravel	Plain Gravel	Totals	%
Surface Treatment, Tar.....	\$1,170.67	\$3,005.03	\$13,064.11	\$585,693.28		\$602,933.09	25.331
Hauling Cover for Surface Treatment.....	141.19	2,263.86	2,112.37	188,409.72		192,927.14	8.105
Painting.....	34.88	353.65	998.95	47,347.47		48,734.95	2.047
Patching.....	1,221.67	3,825.35	17,789.57	338,387.44		361,224.03	15.176
Filling Joints, Concrete Surfaces.....		3,585.19				3,585.19	.151
Mud Jacking.....		265.87				265.87	.011
Gravel Surfacing.....					\$113,752.84	113,752.84	4.779
Machining and Dragging.....				26,032.35	77,957.08	103,989.43	4.369
Hauling and Applying Calcium.....					18,075.75	18,075.75	.759
Macadam and Concrete.....	205.41	1,345.92	3,047.44	107,899.95		112,498.72	4.726
Machining and Hand Work Shoulders and Ditches.....	2,206.48	12,634.19	32,046.58	283,605.14	43,894.55	374,386.94	15.729
Hauling Material (Shoulders).....	2,696.58	11,745.25	7,322.48	97,731.65	16,632.98	136,128.94	5.719
Surface Treatment of Shoulders Concrete Surfaces.....	558.41	4,945.83	214.03			5,718.27	.241
Installing and Cleaning Culverts.....	730.42	5,268.24	6,698.13	55,828.58	9,263.94	77,789.31	3.268
Thawing Culverts.....	212.23	729.18	738.57	7,606.29	823.63	10,109.90	.425
Draining Water from Road Surfaces.....	554.07	2,505.08	3,660.76	35,126.47	7,307.91	49,154.29	2.065
Erecting and Repairing Guard Rail.....	725.47	7,835.47	4,775.68	21,131.95	931.63	35,400.20	1.487
Painting Guard Rail.....	190.96	943.73	1,184.76	6,001.62	249.75	8,570.82	.360
Cutting Bushes.....	479.72	729.82	483.98	7,110.87	1,047.44	9,851.83	.414
Mowing Grass.....	652.01	1,924.87	2,326.16	22,951.79	2,288.81	30,143.64	1.266
Beautification.....	1,755.73	936.36	1,252.97	3,307.37		7,252.43	.305
Traffic Lines.....	619.70	2,364.49	1,796.74	6,354.20		11,135.13	.468
Signs.....	241.70	1,290.01	800.55	8,055.99	98.60	10,486.85	.441
Reconstruction: Gravel Base.....				30,582.24	25,536.09	56,118.33	2.358
Totals.....	\$14,397.30	\$68,497.39	\$100,313.83	\$1,879,164.37	\$317,861.00	\$2,380,233.89	100.000%

Type of Road	Miles	Cost per mile*	Supervision.....	
Bituminous Concrete.....	68.72	\$209.51	Roadside Improvement.....	\$67,776.00
Cement Concrete.....	219.84	311.58	General Camp account.....	1,407.17
Bituminous Macadam.....	444.74	225.56	General Calcium account.....	1,074.26
Surface Treated Gravel.....	5,990.67	313.68	General Paint account.....	17,338.55
Plain Gravel.....	1,334.25	238.23		
	8,058.22		Grand Total.....	\$2,467,931.56

*Does not include supervision and General accounts.

STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION

1942

COUNTY TABLE

EXPENDITURES FOR MAINTENANCE

January 1, 1942, to December 31, 1942

County	State Highways	State Aid H'ways	Total
Androscoggin.....	\$24,609.06	\$41,758.61	\$66,367.67
Aroostook.....	258,774.29	90,263.71	349,038.00
Cumberland.....	61,180.10	102,958.31	164,138.41
Franklin.....	50,210.52	42,232.17	92,442.69
Hancock.....	55,321.40	103,397.54	158,718.94
Kennebec.....	63,770.22	104,989.42	168,759.64
Knox.....	16,097.70	61,675.39	77,773.09
Lincoln.....	31,274.93	54,105.73	85,380.66
Oxford.....	59,525.96	79,394.52	138,920.48
Penobscot.....	79,933.28	173,291.31	253,224.59
Piscataquis.....	30,296.04	42,020.74	72,316.78
Sagadahoc.....	24,550.70	30,764.03	55,314.73
Somerset.....	90,764.41	96,132.68	186,897.09
Waldo.....	39,512.43	69,977.11	109,489.54
Washington.....	84,283.34	110,562.84	194,846.18
York.....	90,341.68	116,263.72	206,605.40
	\$1,060,446.06	\$1,319,787.83	*\$2,380,233.89

*Does not include supervision or miscellaneous expenditures.

SNOW REMOVAL 1941-1942
State Highway Mileage, 2,817.71

Paid by Towns.....	\$112,708.40
Paid by State.....	423,786.41
Paid by State (for Supervision).....	6,903.39
Total paid by State.....	430,689.80
Total paid by State and Town.....	543,398.20
Average cost per mile for Town.....	40.00
Average cost per mile for State.....	150.40
Average cost per mile for Supervision.....	2.45 +
Total average cost per mile for State.....	152.85
Total average cost per mile for State and Town.....	192.85

State Aid and Town Way Mileage, 11,636.11

Paid by Towns.....	\$425,997.27
Paid by State.....	385,964.57
Paid by State (for Supervision).....	28,564.39
Total paid by State.....	414,528.96
Total paid by State and Town.....	840,526.23
Average cost per mile for Town.....	36.61
Average cost per mile for State.....	33.17
Average cost per mile for Supervision.....	2.45 +
Total average cost per mile for State.....	35.62
Total average cost per mile for State and Town.....	72.23

STATE HIGHWAY COMMISSION

SNOW REMOVAL
Winter of 1941-1942
All Highways

Number of towns which had snow removal work.....				583
	State	State Aid	Town	
	Highways	Highways	Ways	
Number of miles accepted:	2,817.71	5,181.79	6,454.32	14,453.82
Paid by towns for snow removal.....				\$538,705.67
Paid by State for snow removal.....				809,750.98
Paid by State for snow removal (Supervision).....				35,467.78
Total paid by State for snow removal.....				845,218.76
				<hr/>
Total cost.....				\$1,383,924.43
				<hr/>
Average cost per mile (less supervision).....				93.29
Average cost per mile (for supervision).....				2.45 +
Average total cost per mile.....				95.74
Average cost to the towns per mile.....				37.27
Average cost to the State per mile.....				58.47
Snow fence erected by the State on Highways			1,850,732	Linear Feet
Snow fence erected by the Towns (State Aid and Town Ways).....		3,995,533	“	“
Total number of feet used on accepted mileage.....		5,846,265	“	“
Total number of miles used on accepted mileage				1,107 Miles

1942 BRIDGE CONSTRUCTION
List of Bridges Placed Under Construction

Town and County	Contractor	Est. Cost	Description
Blue Hill..... Hancock	Force Account.....	\$3,150	Mill Stream Bridge: Longitudinal untreated wood strip floor; clear span length along centerline of roadway 10 ft. 10½ in.; skew 23°; dry rubble masonry abutments on log grillage; gravel surface 22 ft. 9 in. roadway.
Blue Hill..... Hancock	Force Account.....	7,600	Peters Brook Bridge: Longitudinal untreated wood strip floor; clear span length 10 ft.; dry rubble masonry abutments with concrete caps on log grillage; gravel surface 22 ft. 8 in. roadway.
Columbia..... Washington	Force Account.....	8,000	Little River Bridge: Log stringer span, 34 ft. center to center of bearings along centerline of roadway; skew 30°; mass concrete abutments; untreated plank floor; 22 ft. 9 in. roadway.
Columbia..... Washington	Force Account.....	5,500	Stream Bridge: Log stringer span 28 ft. 6 in. center to center of bearings along centerline of roadway; skew 15°; stone filled log crib abutments; untreated plank floor; 14 ft. roadway.
Dover-Foxcroft..... Piscataquis	Force Account.....	2,800	Dunham Bridge: 2 full round corrugated metal plate culverts, each 5 ft. diameter; gravel surface; 26 ft. roadway on fill.
Dover-Foxcroft..... Piscataquis	Force Account.....	8,200	Third Bridge: Log stringer span; clear span length along centerline of roadway 23 ft.; skew 30°; mass concrete abutments; untreated plank floor; 22 ft. 1 in. roadway.
Franklin..... Hancock	Force Account.....	6,800	Little Bridge: Reinforced concrete slab span; clear span length 14 ft.; abutments, dry rubble masonry with concrete caps and reinforced concrete bottom slab; concrete surface; 22 ft. roadway; new location.
Kenduskeag..... Penobscot	Force Account.....	2,500	Higginsville Bridge: Construction of a mass concrete pier, pier constructed to serve as part of new structure when material becomes available.
Milbridge-Harrington Washington	Leigh D. Chase.....	24,200	Kennedy Bridge: Federal Aid Project No. SN-FAS 198-E(1); reinforced concrete slab span; clear span length along centerline of roadway 23 ft.; skew 30°; ashlar masonry abutments; concrete surface; 24 ft. roadway.
Portland- So. Portland..... Cumberland	J. R. Partridge.....	\$90,000	Vaughan Bridge: Reconstruction of fenders for the swing span and the rest piers, with native piles and untreated timber.
Topsham Sagadahoc.....	Force Account.....	2,500	Muddy River Bridge: Superstructure only; three timber stringer spans; spans 36 ft., 15 ft. and 27 ft. 8 in. center to center of bearings; top portion of timber substructure adapted to new superstructure, wood floor and surface; 16 ft. roadway.
Wells..... York	Force Account.....	17,000	Capell Bridge: Existing bridge extended downstream with reinforced concrete T-beam span; clear span length 28 ft. 10 in. along centerline of roadway; skew 37°-20'; mass concrete abutments; pile foundation; concrete surface; increased roadway 14 ft. +.

The contract for the steel superstructure of Mile Brook Bridge, Winslow, has been awarded to the American Bridge Company. This was formerly included in the general contract of Edgar Cyr (1941 report). The general contract cannot be completed and will be closed.

STATE HIGHWAY COMMISSION

LIST OF FLASHING LIGHT SIGNAL INSTALLATIONS (1942)

Town and County	Contractor	Est. Cost	Description
Bangor..... Penobscot	Maine Central Railroad	\$3,500	Odlin Road Crossing: Federal Aid Project AW-FAGS 48-A(1); two automatic highway crossing flashing light signals.
Bridgewater..... Aroostook	Bangor and Aroostook Railroad	1,900	Bangor and Aroostook Railroad Crossing: Federal Aid Project SN-FAGH 298-F(2); two automatic highway crossing flashing light signals.
Brunswick..... Cumberland	Maine Central Railroad	3,600	Harding's Crossing: Federal Aid Project AI-FAGS 39-A(1); two automatic highway crossing flashing light signals.
Old Orchard Beach .. York	Boston and Maine Railroad	\$4,500	Walnut Avenue Crossing: Federal Aid Project FAGS 43-A(1); two automatic highway crossing flashing light signals.
Wells..... York	Boston and Maine Railroad	2,300	Bragdon's Crossing No. 1: Federal Aid Project FAGS 44-A(1); two automatic highway crossing flashing light signals.

STATE HIGHWAY COMMISSION

THE FOLLOWING TABLE SHOWS THE BRIDGE CONSTRUCTION ACCOUNTS CLOSED DURING 1942, WITH FINAL COST AND DISTRIBUTION OF COST.

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Addison	Washington	Dyke	\$36,888.07	\$23,319.49	\$11,051.42	\$2,467.16
Arrowstic	Sagadahoc	Back River	56,957.85	35,058.05	17,087.35	653.40A
Georgetown						4,159.05G
Augusta	Kennebec	Rines Hill Xing	98,798.04*	24,409.37	—	—
Blanchard	Piscataquis	Village	2,948.09	1,226.40	884.43	837.26
Bristol	Lincoln	Hatchtown	4,514.23	1,128.56	1,354.27	2,031.40
Byron	Oxford	Swift River	13,205.43	13,205.43	—	—
Clinton	Kennebec	Bean	6,098.04	1,768.43	1,829.41	2,500.20
Dover-Foxcroft	Piscataquis	Dunham	2,899.28	724.32	869.78	1,304.68
Harrison	Cumberland	Crystal Lake Outlet	12,061.71	12,061.71	—	—
Heron	Penobscot	Black Stream	12,344.33	4,999.45	3,703.30	3,641.58
Hiram	Oxford	Rankins Mill	18,669.58	8,924.06	5,600.87	4,144.65
Jerusalem Twp.	Franklin	Redington Stream	3,567.31	1,812.19	1,070.19	684.93
Kennebunk	York	Clay Hill	27,428.87	27,428.87	—	—
Kingman	Penobscot	Mattawamkeag	4,884.89	2,632.95	1,465.47	786.47
Kingsbury	Piscataquis	Kingsbury Stream	10,699.07	6,333.85	3,209.72	1,155.50
Limington	York	Gilkey	6,796.90	2,283.76	2,039.07	2,474.07
Lincoln Pl.	Oxford	Wilson's Mills	19,547.60	19,547.60	—	—
Litchfield	Kennebec	Hatch	8,077.39	3,069.41	2,423.22	2,584.76
Oxford	Oxtora	Covered	41,778.12	23,479.30	12,533.44	5,765.38
Parsonsfield-Porter	York	Porter Covered	4,622.96	1,183.48	963.43	1,249.02
	Oxford				423.46	803.57
St. Albans	Somerset	Upper	9,975.66	4,289.53	2,992.70	2,693.43
Sanford	York	Great Works Brook	6,475.02	1,618.75	1,942.51	2,913.76
Searsmont	Waldo	Schoolhouse	18,738.18	10,418.43	5,621.45	2,698.30
Starks	Somerset	Village	21,873.28	13,080.22	6,561.98	2,231.08
Stoneham	Oxford	Sawyer	8,729.83	4,722.84	2,618.95	1,388.04
Topsham	Sagadahoc	Muddy River	2,013.09	503.27	603.93	905.89
Twp. 5, Range 9	Piscataquis	Bridge at Sta. 350	7,416.39	7,416.39	—	—
Troy	Waldo	Creamery	6,469.75	2,710.82	1,940.93	1,818.00
Van Buren	Aroostook	B. & A. Railroad Xing	79,499.55*	8,405.33	—	—
Vassalboro	Kennebec	Scott Clark	7,386.88	1,898.43	2,216.06	3,272.39
Waterford	Oxford	Knightly	35,109.32	19,520.78	10,532.80	5,055.74
			\$596,424.71	\$289,181.97	\$101,540.14	\$60,219.71

*Augusta, Rines Hill Crossing—WPGM-FAGM 151-B(1) on. Federal funds, \$74,388.67.
 Van Buren, B. & A. Railroad Xing.—FAGS 21-A(1). Federal funds, \$71,094.22.

STATE HIGHWAY COMMISSION

WALDO-HANCOCK BRIDGE

Prospect-Verona

Toll Collections, January 1-December 31, 1942

Automobile or 2-ton truck.....	77,569	.35	\$27,149.15
Truck, over 2 to 3½ tons	1,531	.50	765.50
Truck, over 3½ to 6 tons	2,250	.75	1,687.50
Truck, over 6 tons	605	1.25	756.25
Vehicle, one or two horses.....	60	.15	9.00
Bus, 16 passenger or less.....	7	.50	3.50
Bus, over 16 passenger.....	19	.75	14.25
Motorcycle.....	288	.15	43.20
Roller or well drill.....	6	1.50	9.00
Commutation tickets:			
Auto or 2-ton truck..... 20 trips	466	3.50	1,631.00
Auto or 2-ton truck..... 50 trips	356	5.00	1,780.00
Truck, over 2 to 3½ tons	33	6.00	198.00
Truck, over 2 to 3½ tons	6	15.00	90.00
Truck, over 3½ to 6 tons	61	9.00	549.00
Truck, over 3½ to 6 tons	92	20.00	1,840.00
Truck, over 6 tons	12	15.00	180.00
Truck, over 6 tons	4	40.00	160.00
Truck, over 6 tons	24	30.00	720.00
			<hr/>
			\$37,585.35

Truck, over 6 tons; fares reduced from \$40.00 to \$30.00 March 17, 1942.

DEER ISLE-SEDGWICK BRIDGE

Deer Isle-Sedgwick

Toll Collections, January 1-December 31, 1942

Passenger.....	34,658	.05	\$1,732.90
Automobile or 2-ton truck.....	10,584	1.00	10,584.00
Truck, over 2 to 3½ tons	181	1.50	271.50
Truck, over 3½ to 6 tons	627	2.00	1,254.00
Truck, over 6 tons	178	2.50	445.00
Bus, over 16 passenger.....	6	2.00	12.00
Motorcycle.....	35	.25	8.75
Live stock on hoof	2	.05	.10
Commutation tickets:			
Passenger..... 25 trips	574	1.00	574.00
Auto or 2-ton truck	491	15.00	7,365.00
Auto or 2-ton truck, round trip.....	4,431	1.50	6,646.50
Truck, over 2 to 3½ tons, or small bus..... 20 trips	25	22.50	562.50
Truck, over 2 to 3½ tons, or small bus..... 100 trips	7	100.00	700.00
Truck, over 3½ to 6 tons, or large bus..... 20 trips	26	30.00	780.00
Truck, over 3½ to 6 tons, or large bus..... 100 trips	6	125.00	750.00
Truck, over 6 tons	1	37.50	37.50
			<hr/>
			\$31,723.75

STATE HIGHWAY COMMISSION

99

MAINE KENNEBEC BRIDGE

Richmond-Dresden

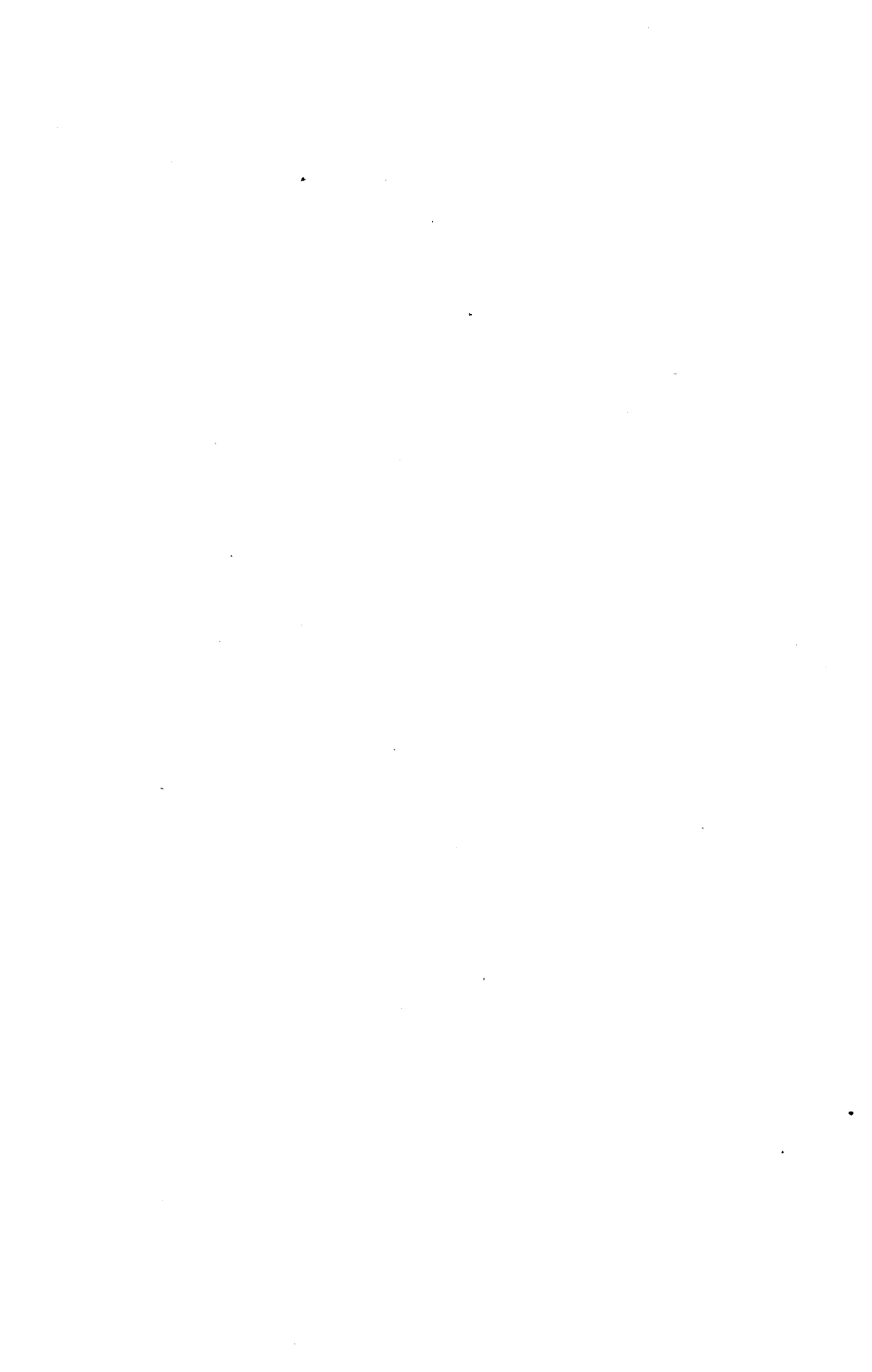
Toll Collections, January 1-December 31, 1942

Pedestrian	1,732	.05	\$86.60
Automobile or 2-ton truck.....	13,226	.25	3,306.50
Truck, over 2 to 3½ tons	110	.35	38.50
Truck, over 3½ to 6 tons	62	.50	31.00
Truck, over 6 tons	10	1.00	10.00
1 or 2 horse vehicle.....	59	.15	8.85
Bus, over 16 passenger.....	3	.75	2.25
Motorcycle.....	13	.15	1.95
Live stock.....	24	.05	1.20
Extra passengers.....	16,237	.05	811.85

Commutation tickets:

Pedestrian or passenger.....	25 trips	566	.50	283.00
Automobile or 2-ton truck.....	20 trips	144	3.00	432.00
Automobile or 2-ton truck.....	50 trips	33	5.00	165.00
Automobile or 2-ton truck.....	100 trips	40	7.00	280.00
Auto or truck, over 2 to 3½ tons	20 trips	6	4.00	24.00
Auto or truck, over 2 to 3½ tons	100 trips	3	10.00	30.00
Auto or truck, over 3½ to 6 tons	20 trips	6	5.00	30.00
1 or 2 horse vehicle.....	20 trips	2	2.00	4.00
School ticket, one month.....		17	.25	4.25

 \$5,550.95



FINANCIAL STATEMENTS
FISCAL YEAR
JULY 1, 1941, TO JUNE 30, 1942

GENERAL HIGHWAY FUND

ANALYSIS OF SURPLUS

Fiscal Year, July 1, 1941, to June 30, 1942

Balance, July 1, 1941.....		\$3,398,623.68	
Transferred from Outdoor Advertising Law Administration Fund.....		\$1,083.61	
Receipts from Sale of Automobile Reg- istration Lists transferred to Sec- retary of State.....		—675.00	408.61
			<hr/>
Balance after Adjustment.....			3,399,032.29
Revenue:			
Gasoline Tax.....	\$6,021,980.35		
Fees—Registration of Motor Vehicles and Operators' Licenses.....	4,161,292.31		
Fines and Forfeitures.....	28,205.73		
Interest ad interim.....	690.28		
Dividends from Closed Banks.....	297.97		
Outstanding Checks Redeposited.....	343.98	10,212,810.62	
		<hr/>	
Deductions—Legislative Allotments:			
State Highway Dept. Activities.....	10,436,370.13		
Secretary of State—Motor Vehicle Di- vision.....	160,000.00		
State Police.....	315,000.00		
Bureau of Taxation—Gas Tax Division.....	260,000.00		
State Highway Garage.....	2,000.00	11,173,370.13	
		<hr/>	
			—960,559.51
Adjustments:			
Interest—to Correct Overcharge.....	5,080.00		
Special Legislative Acts—to Correct Overallotments.....	819.75		
Additional Apportionment for Interest Payments.....	—2,190.00		
Apportioned to Maine Kennebec Bridge —Operating Deficit.....	—3,878.93		—169.18
		<hr/>	
			—960,728.69
Balances Lapsed:			
Secretary of State—Motor Vehicle Division.....	5,660.28		
Public Utilities Commission—Truck Division.....	10,205.81		
State Highway Commission—Adminis- tration.....	24,299.85		
Bureau of Taxation—Gas Tax Division.....	4,576.57		
State Police.....	1,803.50		
Special Resolves.....	21.48	46,567.49	
		<hr/>	
Net Loss (Difference Between Income for Current Year and Expenditures)			—914,161.20
			<hr/>
General Highway Fund Sur- plus Balance, July 1, 1942			\$2,484,871.09

STATE HIGHWAY COMMISSION
APPROPRIATION SUMMARY
AVAILABLE FUNDS—EXPENDITURES—BALANCES
Fiscal Year—July 1, 1941, to June 30, 1942

Activities Title of Appropriation	Balance July 1, 1941	Legislative Allotments Gen. Hwy. Fund	Additional Allotm'ts Gen. H'y Fund	Transfers	Other Revenue	Total Available	Expenditures	Transfers	Balances Lapsed	Carrying Balances June 30, 1942
Retirement of Highway Bridge Bonds.....		\$2,209,000.00				\$2,209,000.00	\$2,209,000.00			
Interest—Highway and Bridge Bonds.....		738,872.00	\$2,190.00			741,062.00	741,062.00			
Administration—State Highway Com.....		220,000.00				223,111.34	198,811.49		\$24,299.85	
Outdoor Advertising Law Administra'n.....	\$3,598.74				\$3,111.34	9,301.00	9,965.51			\$2,934.23
Improvement of State Roads (S.A.).....	120,558.06	885,000.00		\$314,562.30	29,193.16	1,349,313.52	1,129,450.43	\$43,867.78		175,995.31
Special Legislative Resolves.....	29,704.79	262,498.13		54.23		292,257.15	116,050.19	116,230.44	21.48	59,955.04
Construction of S. H'wy. (Non-Federal)	-3,366.53	300,000.00			90.00	296,723.47	160,913.65	21,600.00		114,209.82
Maintenance of Bridges.....	17,978.68	200,000.00			3,845.66	221,824.34	165,405.23			56,419.11
Maintenance of State & S. A. Highways	281,329.64	2,425,000.00		382.37	472,746.15	3,179,458.16	2,629,080.62	906.75		549,470.79
Maintenance of Unimproved Roads.....	2,303.17	200,000.00				202,303.17	193,661.12	910.48		7,731.57
Construction of Third Class Roads.....	34,239.02	670,000.00		29,774.50	792.70	734,806.22	454,003.91	223,713.58		57,083.73
Federal Defense Highway Projects.....							146,370.10			-146,370.10
Compensation for Injuries.....	43,856.30	25,000.00				68,856.30	49,179.43			19,676.87
Bituminous Surfacing State & S. A. H's	86,100.29	100,000.00			468.93	186,569.22	112,649.00			73,920.22
Snow Removal.....		850,000.00			20,527.13	870,527.13	854,854.13			15,673.00
Highway Planning Survey—Maps and Statistics.....	405.74				646.41	1,052.15	55.92			996.23
Highway Planning Survey.....		16,000.00			12,144.71	28,144.71	30,024.15			-1,879.44
General Highway Federal Allotment Fd	195,842.66			3,327.09	72,440.80	271,610.55	9,015.71	20,445.85		242,148.99
Spec. National Defense Projects (WPA)	16,184.34	200,000.00				216,184.34	80,176.42			136,007.92
Secondary Federal Aid Highways.....	-86,808.29	200,000.00			166,779.92	279,971.63	272,808.79			7,162.84
Elimination of R.R. Grade Xings (Fed)	67,083.35	50,000.00			238,329.87	355,413.22	237,906.35			117,506.87
Special Federal Motor Transport Fund	63,232.54	25,000.00			32.00	88,264.54	38,813.29			49,451.25
Bridge Loan Fund—Constr. of Bridges	-16,659.01	450,000.00		408,732.30	256,126.23	1,098,199.52	869,416.98	1,830.82		226,951.72
Maine Turnpike Authority.....		10,000.00				10,000.00	5,471.96			4,528.04
Highway Loan Fund—Construction Federal Aid Roads.....	60,432.22	400,000.00			1,946,958.35	2,407,390.57	1,266,894.25	324,000.00		816,496.32
Elimination of R.R. Grade X's W.P.G.H				780.19		780.19	780.19			
Elimination of R.R. Grade X's W.P.G.S.	4,107.28					4,107.28		4,107.28		
Waldo Hancock Bridge.....	370,998.28				77,441.80	448,440.08	272,060.38			176,379.70
Carlton Bridge.....	32,735.56				64,362.73	97,098.29	66,232.72			30,865.57
Deer Isle-Sedgwick Bridge.....	15,541.87				40,016.65	55,558.52	37,996.92			17,561.60
Richmond-Dresden Bridge (Maine- Kennebec).....	-2,132.80		3,878.93		6,644.25	8,390.38	8,390.38			
Totals.....	\$1,337,265.90	\$10,436,370.13	\$6,068.93	\$757,612.98	\$3,421,999.79*	\$15,959,317.73	\$12,366,501.22	\$757,612.98	\$24,321.33	\$2,810,882.20

*See Schedule.

APPROPRIATION REVENUE FROM OTHER SOURCES

Fiscal Year 1941-1942

Rentals.....	\$73,524.93
Bridge Tolls.....	127,705.43
Permits.....	11,536.30
Miscellaneous Sales.....	83,120.06
Federal Aid.....	1,229,460.89
Paid by Counties.....	180,871.92
Paid by Towns.....	443,428.98
Private Contributions.....	6,855.28
Proceeds from Bond Issues.....	1,200,000.00
Maine Central Railroad (Carlton Bridge).....	60,760.00
Premium, Sale of Bonds.....	2,536.00
State Contingent Fund.....	2,200.00
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	\$3,421,999.79

SUMMARY OF APPROPRIATION INCOME AND EXPENDITURES

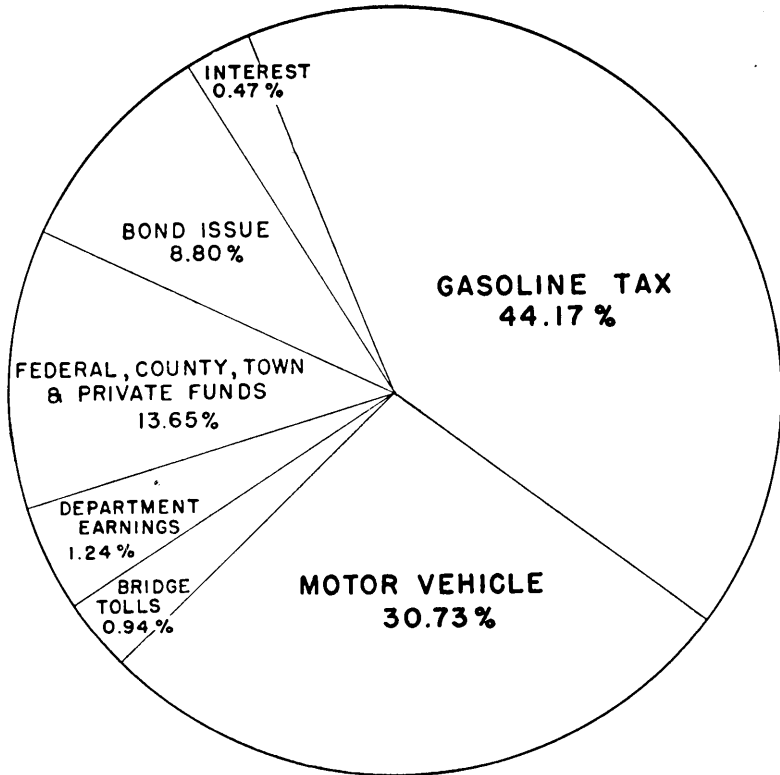
Fiscal Year 1941-1942

Total—Appropriation Balances, July 1, 1941.....	\$1,337,265.90
Legislative Allotments from General Highway Fund.....	\$10,436,370.13
Appropriation Revenue from Other Sources.....	3,421,999.79
Additional Apportionments for Adjustments.....	6,068.93
	<hr/>
	13,864,438.85
Total Funds Available.....	\$15,201,704.75
Expenditures.....	12,366,501.22
	<hr/>
	\$2,835,203.53
Balances Lapsed.....	24,321.33
	<hr/>
Total—Appropriation Balances, June 30, 1942.....	\$2,810,882.20

STATE HIGHWAY COMMISSION

STATE HIGHWAY DEPARTMENT INCOME

Fiscal Year, July 1, 1941, to June 30, 1942



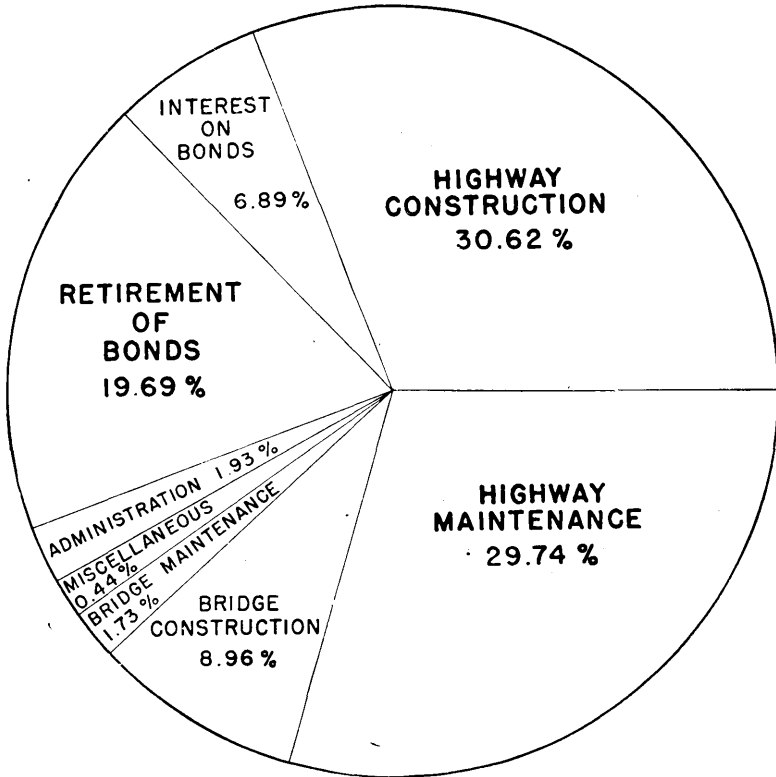
Source	Amount	Per Cent
Gasoline Tax.....	\$6,021,980.35	44.17
Motor Vehicle.....	4,189,498.04	30.73
Bridge Tolls and Excise Tax.....	127,705.43	.94
Departmental Earnings.....	168,823.24	1.24
Federal, County, Town and Private Funds.....	1,860,817.07	13.65
Bond Issue.....	1,200,000.00	8.80
*Interest.....	63,986.28	.47
	\$13,634,810.41	100.00
*Interest on Bond Issue.....	\$ 690.28	
Premium on Bond Issue.....	2,536.00	
†Interest M. C. R. R.	60,760.00	
	\$ 63,986.28	

†Paid to State by Maine Central Railroad to be applied to payment of interest on Kennebec (Carlton) Bridge bond.

STATE HIGHWAY COMMISSION

STATE HIGHWAY DEPARTMENT EXPENDITURES

Fiscal Year July 1, 1941 to June 30, 1942



Purpose	Amount	Per Cent
Highway Construction.....	\$3,787,145.74	30.62
Highway Maintenance.....	3,677,595.87	29.74
Bridge Construction.....	1,108,103.52	8.96
Bridge Maintenance.....	212,485.63	1.73
Miscellaneous.....	54,651.39	.44
Administration.....	238,857.07	1.93
*Bonds Retired.....	2,435,000.00	19.69
Bond Interest.....	852,662.00	6.89
	<hr/>	
	\$12,366,501.22	100.00
*Highway and Bridge Bonds retired.....	\$2,209,000.00	
Waldo-Hancock Bridge Bonds retired.....	220,000.00	
Deer Isle-Sedgwick Bridge District.....	6,000.00	
	<hr/>	
	\$2,435,000.00	

STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION

HIGHWAY GARAGE

Operating Statement July 1, 1941 to June 30, 1942

Revenue:

Rental of Equipment to others	\$ 71,970.23
Rental of Equipment to Highway Department	421,918.83
Miscellaneous	14,850.10

 \$508,739.16

Expense:

General Overhead, Augusta	\$ 93,549.05
Equipment Supervision	8,322.72
General Overhead, Caribou	1,142.85
Repairs and Expenses	297,745.08
Miscellaneous	2,136.57

 402,896.27

Operating balance before Depreciation	105,842.89
Less Depreciation	147,520.42

Net Operating Deficit	(\$41,677.53)
Cash Balance July 1, 1941	\$441,311.67

Less:

Operating Deficit	\$ 41,677.53
Increase in Assets other than cash	161,924.53
Decrease in Accounts Payable	36,578.85

 240,180.91

 \$201,130.76

Plus:

Surplus Adjustments for period	66,501.08
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Cash balance June 30, 1942	\$267,631.84
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