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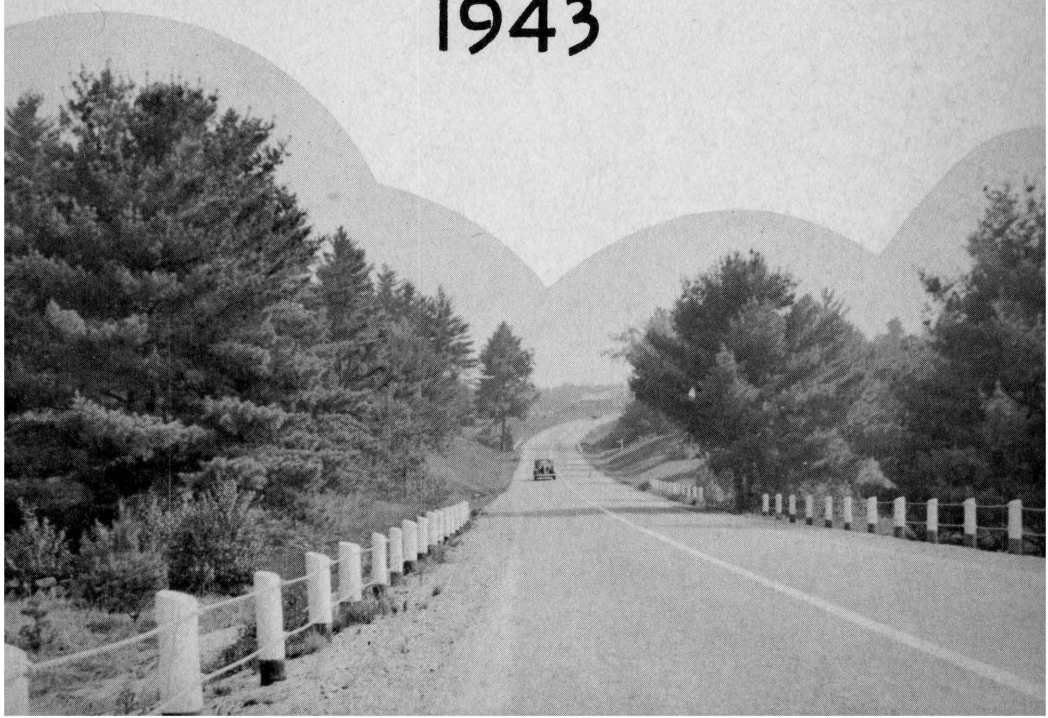
VOLUME II

23

maine  
*State Highway*  
*Commission*

*Thirty-first*  
Annual Report

1943



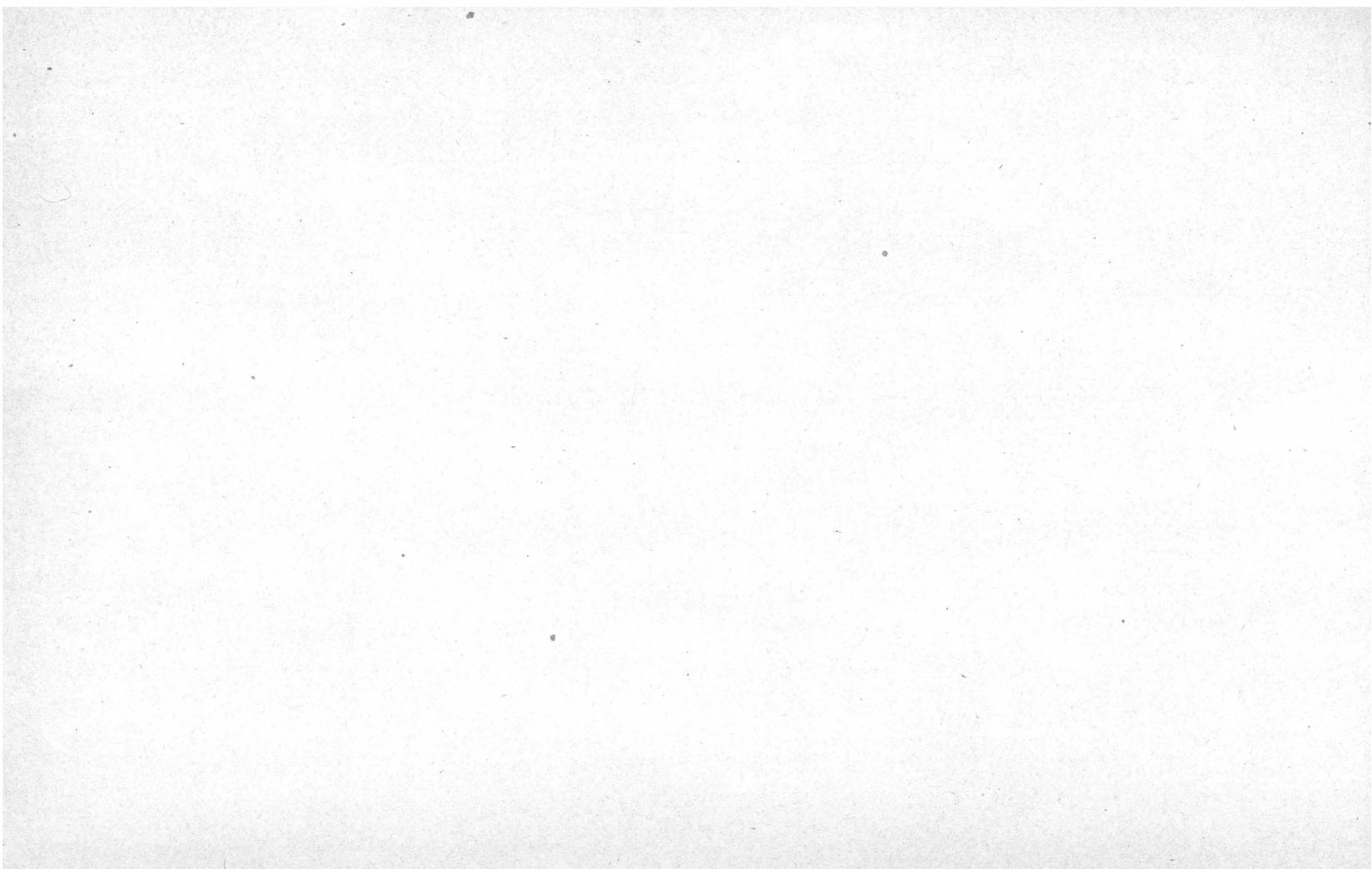


*Thirty-first Annual  
Report*

STATE HIGHWAY  
COMMISSION

STATE OF MAINE

January 1, 1943 to December 31, 1943



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COMMISSIONERS

STILLMAN E. WOODMAN  
CHAIRMAN

MERLE F. BURGESS  
GEORGE C. LORD

LUCIUS D. BARROWS  
CHIEF ENGINEER



State Highway Commission  
State of Maine  
Augusta

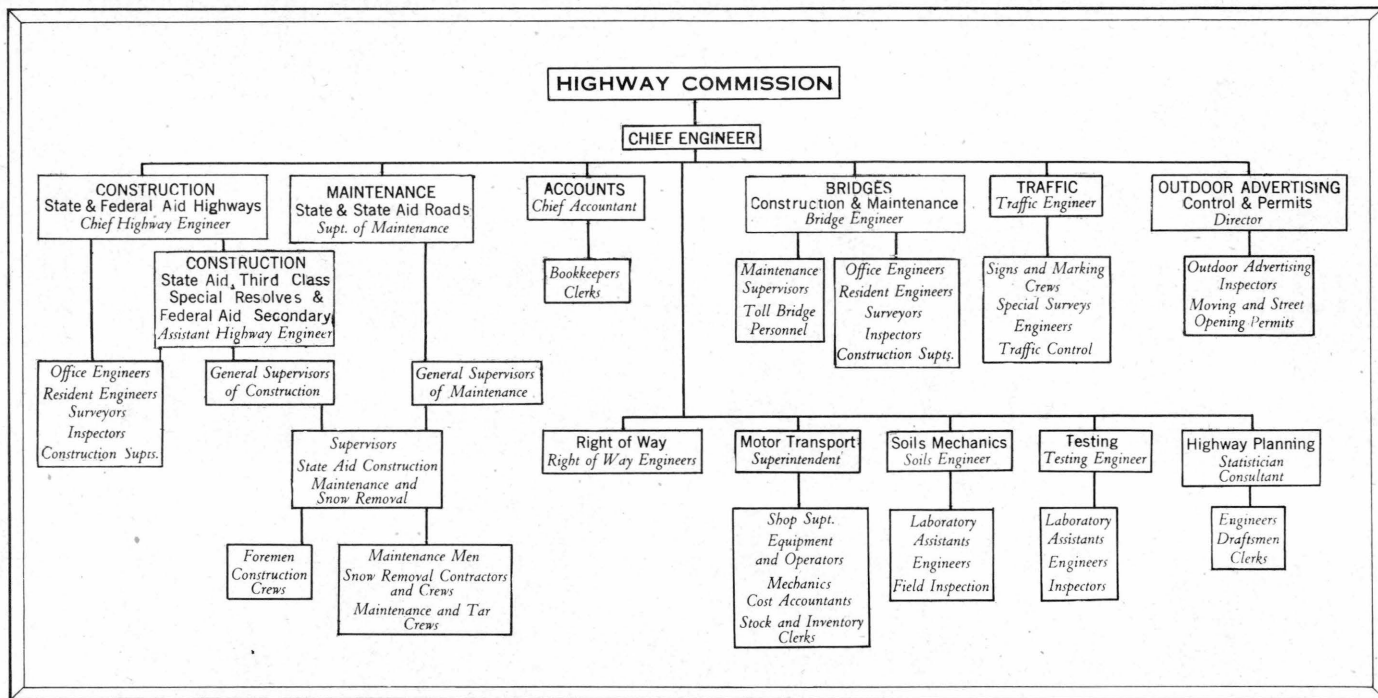
To His Excellency, the Governor,  
and the Honorable Council:

We have the honor to present the thirty-first  
annual report of the State Highway Commission, from  
January 1, 1943, to December 31, 1943.

Respectfully yours,

*St. E. Woodman*  
Chairman  
*George C. Lord*  
*M. F. Burgess*  
State Highway Commission

Augusta, Maine  
December 31, 1943



Organization Chart

# ADMINISTRATIVE OFFICERS OF THE STATE HIGHWAY COMMISSION 1943

## STATE HIGHWAY COMMISSION

Stillman E. Woodman, Chairman  
George C. Lord  
Merle F. Burgess

Machias  
Wells  
Rumford

## PERSONNEL

Lucius D. Barrows	Chief Engineer
Max L. Wilder	Bridge Engineer
Charles A. Whitten	Construction Engineer, Bridge Division
Ernest L. Merrill	Chief Highway Engineer
H. Stanley Weymouth	Assistant Highway Engineer
R. Morrell Page	Office Engineer
Edward W. Axtell and Williams B. Getchell, Jr.	Right of Way Engineers
Kenneth T. Brown	Landscape Engineer
John B. Church	Superintendent of Maintenance
J. Wesley Dority	Assistant Superintendent of Main- tenance
Ira B. Hagan	Assistant Superintendent of Main- tenance
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	Chief, Research and Statistics, Planning Division
Rae D. Graves	Consultant, Planning Division
Alton W. Blaisdell	Manager, Motor Transport Divi- sion
Russell W. Carter	Chief Accountant

# *Thirty-first Annual Report of the State Highway Commission*

## LEGISLATION

### GENERAL HIGHWAY FUND



The general highway fund was created by the Legislature in 1931. This fund was established to provide funds for the construction of State aid highways, third class highways, for the maintenance of State and State aid highways, interstate and intrastate bridges, and for other purposes. Perhaps one of the principal reasons for creating this fund was to simplify the allocation of funds received from the tax on gasoline and receipts from the registration of motor vehicles and licensing of operators to the various activities of highway administration, construction and maintenance. Previous to this the allocation of such funds had become complicated and difficult.

The act of 1931 provided that this fund should include fees received from the registration of motor vehicles and licensing of operators, receipts from the tax on gasoline, receipts from the highway mill tax, an appropriation of \$300,000 under section 42 of chapter 28, R.S., certain fines, forfeitures and costs accruing to the State, and sums received for permits to open streets and highways.

After payments from the general highway fund of such sums for interest and retirement as were necessary to meet the provisions of bond issues for State highway and bridge construction, the remainder of the fund under the terms of the act was apportioned for specified activities and purposes.

In 1933, chapter 251, P.L. 1931, was suspended until July 1, 1935, and a new general highway fund act was passed to be operative during the period of suspension.

In 1935, chapter 251, P.L. 1931, was again suspended until July 1, 1937, and chapter 173, P.L. 1935, was enacted to be operative during the suspension period.

These two acts, 1933 and 1935, were similar to the original highway fund act except that the mill tax highway fund and the appropriation of \$300,000 for State aid road construction were eliminated.

In 1937, the original general highway fund act, chapter 251, P.L. 1931, as amended in 1933 and 1935 by suspension provisions, was repealed and a new general highway fund act was passed - chapter 229, P.L. 1937. The new law did not include the mill tax highway fund or the special appropriation for State aid roads.

In 1939, section 1 of chapter 229, P.L. 1937, was repealed and a new definition of the general highway fund and a new apportionment of funds were made, all under the provisions of chapter 111, Private and Special Laws of 1939.

Similar action was taken in 1941. Chapter 111, Private and Special Laws of 1939, and section 1 of chapter 229, P.L. 1937, as amended, were repealed by chapter 94, Private and Special Laws of 1941.

Legislation in 1939 and 1941 affected section 1 of the act of 1937 (chapter 229, Public Laws) without changing other sections; these amendments were made under Private and Special laws.

In 1943 the Legislature enacted chapter 357 of the Public Laws, an act defining the general highway fund (section 1) and including provisions relating to unexpended balances and transfers (section 2).

Section 1 provides that after payment from the general highway fund of such sums for retirement and interest as are necessary to meet provisions of bond issues for State highway and bridge construction, the remainder shall be segregated, apportioned and expended as provided by the Legislature.

Apportionments from the general highway fund for the fiscal years 1944 and 1945 were made under chapter 87, Private and Special Laws of 1943 (chapter 94, Private and Special Laws, 1941, repealed).

Since 1931 it has been necessary to make changes in the allocation of the general highway fund at each session of the Legislature. Such changes have involved the definition of the general highway fund and apportionments to various activities.

Amendments to the act of 1937, including some of the permanent features, have been made under Private and Special Laws, which have been in force for only a period of two years.

It is believed that action of the Legislature, in 1943, to enact chapter 357, P.L., defining the general highway fund and incorporating the more permanent features of the original act, leaving the apportionment of funds which is constantly changing to other legislation, is helpful at least to those who administer the law.

## REISSUE OF BONDS



To provide for matching regular Federal aid funds for the construction of State highways and bridges, the Legislature authorized a reissue of State highway and bridge bonds which have been retired and which were issued before September 28, 1925. The amounts were limited to \$1,000,000 for the fiscal years ending June 30, 1944 and June 30, 1945.

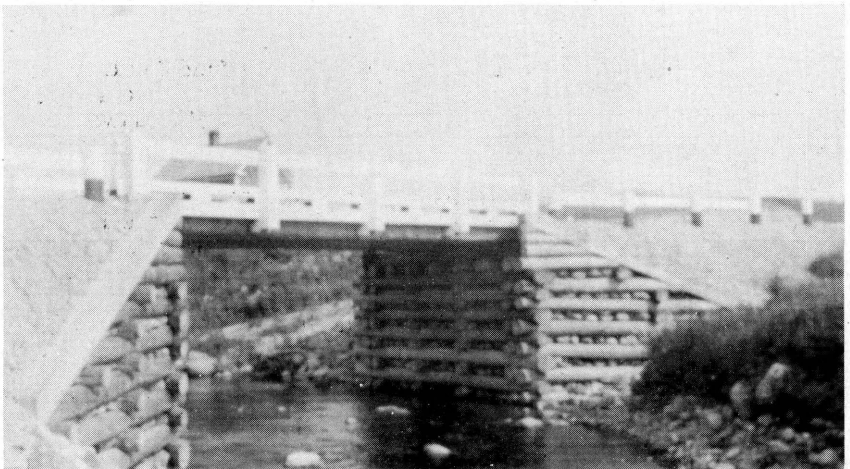
All regular Federal aid apportionments have now been made under existing Federal authorizations, the last apportionment of regular Federal aid being for the fiscal year ending June 30, 1943.

It is not known at this time what action will be taken to make new Federal aid funds available for the fiscal years 1944 and 1945.

## COOPERATION WITH PUBLIC ROADS ADMINISTRATION

Prosecution of the war has made necessary the construction of flight strips and roads and bridges to provide access to military and naval reservations, to industrial defense plants, and to sources of raw materials. Work on such projects has been carried on during the past year under direction of the State Highway Department with Federal funds apportioned for each project.

The State Highway Commission was authorized to cooperate with the Public Roads Administration of the United States in the construction and maintenance of flight strips and access roads in order to facilitate the war effort. See chapter 288, P.L. 1943.



## FINES, COSTS AND FORFEITURES



Income to the general highway fund has included certain fines, forfeitures and costs collected under the provisions of chapter 29, R.S., as amended. All fines and forfeitures collected under this authority when the arrest was made by a member of the State Police, together with any part of the costs taxed by the court for such officer, were paid one-half to the Treasurer of State and applied to the

general highway fund and one-half to the county where the offense was prosecuted.

The above provisions were changed under the terms of chapter 269, P.L. 1943. Section 118 of chapter 29, as amended, was repealed and a new section 118 was enacted, which provides that all fines and forfeitures collected under chapter 29 shall accrue to the county where the offense is prosecuted. Section 123, chapter 29, R.S., was amended to include the following: "As arresting officers, or aids, or witnesses in any criminal case, they (State Police) shall be entitled to the same fees as any sheriff or deputy. Such fees shall be taxed on a bill of costs and shall accrue to the Treasurer of State".

Fines, forfeitures and costs credited to the general highway fund under the old law during the fiscal year 1942 amounted to \$28,205.73, and for the fiscal year ending June 30, 1943, the total was \$28,266.18. The new law became effective July 9, 1943.

### EMERGENCY LEGISLATION ALLOTMENT OF THE GENERAL HIGHWAY FUND

The Legislature, in special session in January, 1942, enacted an emergency law (chapter 105, Private and Special Laws, 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. In anticipation of restrictions in travel and a reduction in income, a substantial curtailment in expenditures was made. Apportionments from the general highway fund were cut from \$8,634,445 to \$3,989,445 exclusive of payments for interest and retirement of bonds.

Similar authority was given to the State Highway Commission with respect to apportionments from the general highway fund for

the fiscal years ending June 30, 1944 and June 30, 1945 (chapter 87, Private and Special Laws of 1943, section 1, sub-section "w").

Under wartime conditions, including restrictions on travel, shortage of manpower and materials, and restrictions on construction work, it appeared to the Commission that it would be necessary to curtail activities for which apportionments from the general highway fund were authorized for the fiscal year ending June 30, 1944.

Accordingly, the Commission, under authority of section 1, sub-section "w" of chapter 87, Private and Special Laws of 1944, recommended to the Governor and Council that certain curtailments and eliminations of expenditures be made. These recommendations were approved on June 30, 1943.

The following statement has been prepared to show apportionments from the general highway fund for the fiscal year 1944 as provided in chapter 87, Private and Special Laws of 1943, and the corresponding curtailed program.

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 1944 amount to \$2,690,495.50. This is not included in the statement.

Item Prefix	Activity	Apportionments General Highway Fund Chapter 87, P. & S. Laws 1943-1944	Revised Apportionments Authorized by Chapter 87, P. & S. Laws 1943-1944
a	Motor Vehicle Division, Secretary of State	\$ 167,000	\$ 167,000
b	For Maintenance of Building Occupied by the Motor Vehicle Division	14,000	14,000
c	State Police	321,300	321,300
d	Maintenance, State Police Building	6,000	6,000
e	State Highway Commission, Administration	201,200	201,200
f	For Amounts due the Employees' Retirement System	40,000	40,000
g	For the Administration of the Tax on Internal Combustion Engine Fuels - not including Rebates	26,600	26,600



h	Construction of Third Class Roads	\$ 670,000	\$ ---
i	For Use Only in Conjunction with Federal Funds for the Elimination of Railroad Grade Crossings	50,000	---
j	For Matching Federal Funds for Secondary Highway Construction	200,000	---
k	Construction of Bridges, General Bridge Act	200,000	---
l	For the Expense of Operating the Richmond-Dresden Bridge	3,000	3,000
m	For the Expense of Operating the Deer Isle-Sedgwick Bridge	12,000	12,000
n	For Maintenance of Improved State and State Aid Highways	1,800,000	1,800,000
o	For Maintenance of Interstate, Intrastate and International Bridges	220,000	220,000
p	Removal of Snow	900,000	900,000
q	Compensation for Injuries to Employees of the State Highway Department - Workmen's Compensation Act	45,000	45,000
r	Highway Planning Survey	16,000	16,000
s	Maintenance of Unimproved Roads	200,000	---
t	Construction of State Highways Not Included in the Federal System	300,000	---
u	Expenditures Authorized for Construction and Repair of Roads under Resolves of the Legislature	150,000	150,000
	Totals	\$ 5,542,100	\$ 3,922,100

Income from the gas tax and registration fees for the fiscal year ending June 30, 1943, was substantially more than was estimated and it is now expected that income for the fiscal year 1944 will exceed the estimates. However, it is not expected that such income will amount to the total apportionments authorized.

Again this year, aside from the expected reduction in income, it was the judgment of the Commission that construction should be curtailed, or even eliminated, at this time in order that manpower might be conserved for more essential war work.

The Highway Department's original estimate of income for the fiscal year ending June 30, 1943, included \$6,400,000 from the tax on gasoline, \$4,150,000 from motor registration and license fees, and \$90,105 from miscellaneous items - a total of \$10,640,105. This was later revised to a total of \$6,185,000, which included \$3,660,000 from the gas tax, \$2,500,000 from registration fees, and \$25,000 from fines and miscellaneous items.

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

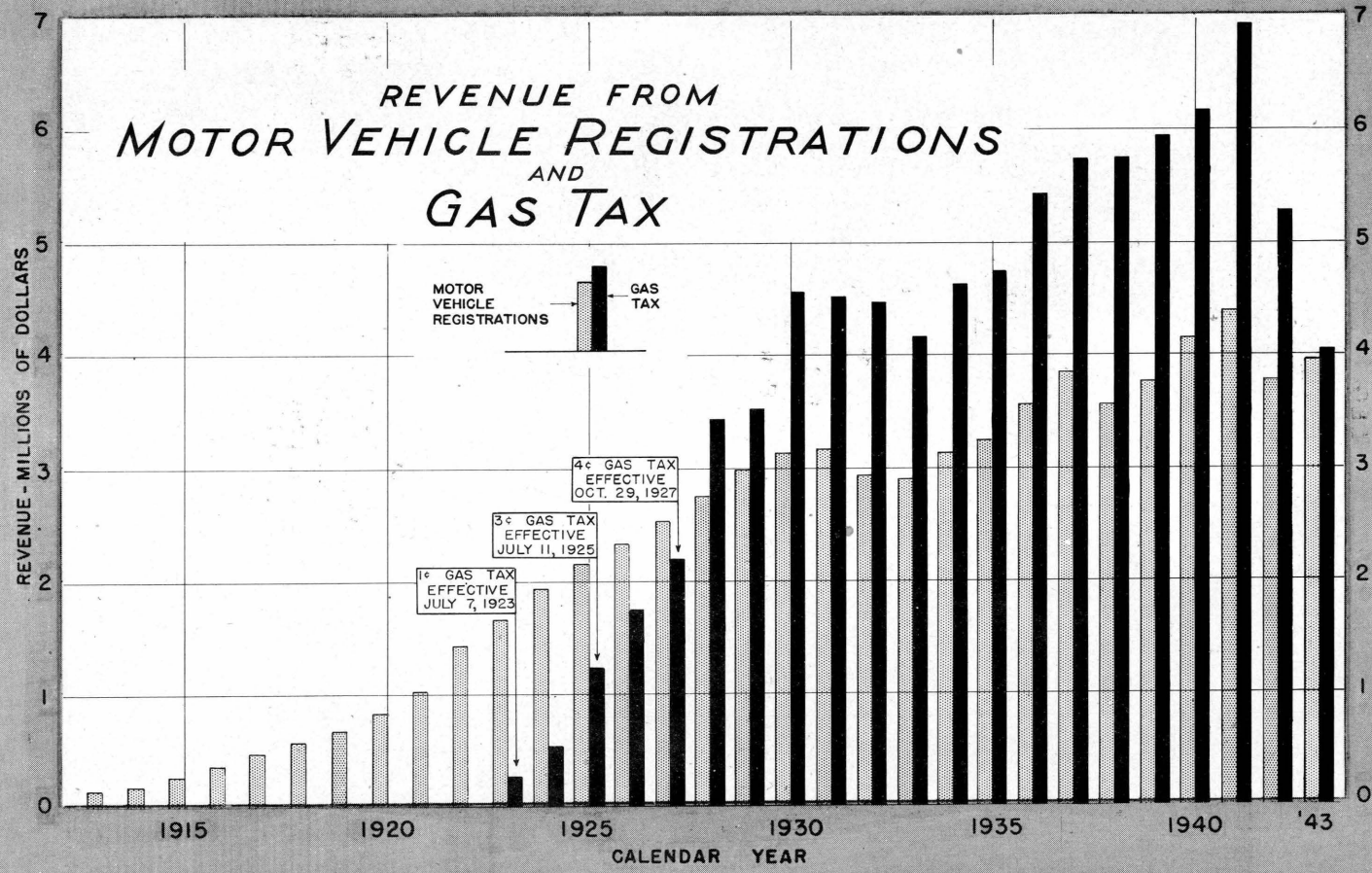
REVENUE FROM GAS TAX AND AUTO REGISTRATION FEES  
(See Chart)

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		1,660,288.17	
1924		1,933,561.37	
1925		2,146,719.47	
1926		2,324,024.52	
1927	5,933,315.43*	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	3,125,226.93	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
1943	4,029,087.14	3,929,336.64	7,958,423.78

\*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 cent tax effective July 11, 1925  
4 cent tax effective Oct. 29, 1927

# REVENUE FROM MOTOR VEHICLE REGISTRATIONS AND GAS TAX



## FEDERAL LEGISLATION



Public Law 146 was approved July 13, 1943. This is an act to amend the act entitled "An Act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes", approved July 11, 1916, as amended and supplemented, and for other purposes.

Certain provisions of this law are of special interest to the department. The definition of the term "construction" as set forth in the act approved November 9, 1921, is amended to in-

clude the costs of rights of way.

This act provides that Federal funds apportioned to the states prior to January 1, 1942, for expenditure on the system of Federal aid highways, on secondary or feeder roads, and for the elimination of hazards at railroad grade crossings in accordance with the Federal Highway Act, which are not obligated on or before June 30, 1943, shall not be reapportioned among the states in accordance with the provisions of the Federal Highway Act, but shall remain available for obligation by the states during continuance of the emergency declared by the President on May 27, 1941, and for a period of one year thereafter.

This law authorizes substantial amounts of unobligated Federal funds, previously apportioned to the states with corresponding State matching funds, for engineering and economic investigations of projects for future construction, and for surveys, plans, specifications and estimates for postwar highway improvements.

Provisions were included to reimburse the several states for necessary rehabilitation or repair of roads and highways of the states, or their subdivisions, substantially damaged by the Army or the Navy, or both, or other government agencies, or by employees or contractors employed by them, in connection with the prosecution of the war or national defense. Notice of intention to file such claims must be submitted to the Commissioner of Public Roads within thirty days after the occurrence of the damage, and in case of damage occurring previous to July 13, 1943, notice of damage must have been filed within thirty days after that date.

## PROPOSED FEDERAL LEGISLATION

Early in 1943 highway officials representing the States, Hawaii, Puerto Rico and the District of Columbia appeared before the Roads Committee of The Congress to urge that funds be authorized for a highway construction program to be undertaken immediately after the war. Recommendation was made to the Committee that the appropriation be for not less than one billion dollars a year for a period of three years. As a result of conferences, a bill was prepared and introduced in the Senate on April 6, 1943, as S-971, and in the House of Representatives on April 7, 1943, as H.R. 2426, both bills being in identical form.

This proposed legislation provides that half of the annual amount of \$1,000,000,000 would be expendable on the Federal aid system, and half would be expended for secondary rural roads and city streets, the amount for each to be determined on the basis of rural and urban population in each state.

The bill provides that the sums authorized shall be apportioned among the states in accordance with the provisions of the Federal Highway Act of 1921 as amended and supplemented, except that the apportionment shall be based as follows: 1/2 population, 1/4 area and 1/4 post road mileage.

Under the terms of the bill the apportionment to Maine would be a little over \$8,000,000 from each billion, and the State would have to furnish funds to pay 25 per cent of the cost.

There has been much discussion of this bill during the past season. Opposition to the bill has developed, particularly to the formula under which apportionments to the states are made.

It is probable that many amendments to the bill will be offered, and possibly a new bill will be prepared after hearings have been held.

## THE POSTWAR HIGHWAY PROGRAM

In general, a postwar highway program should include substantial provisions for maintenance and the much needed rehabilitation of our highways, the resumption of construction of secondary roads in cooperation with cities and towns, which not only adds needed miles of improved road each year but also furnishes employment in all parts of the State, and the construction of State and Federal aid highways.

We cannot be unmindful of the immediate postwar situation which we are likely to face when demobilization of the armed forces begins and the war production effort slows up or stops.

Postwar public works should include substantial expenditures for highway and bridge projects. Such projects provide for direct employment of skilled and unskilled labor, for indirect employ-

ment in the production of construction materials and equipment, and such a program is not in competition with private enterprise.

In any consideration of a postwar program of public works for rehabilitation and to provide employment during the adjustment period after the war, the importance of having plans and specifications ready cannot be over-emphasized. State highway departments have been urged to proceed with the work of making surveys, plans and specifications for a postwar construction program so that there will be no delay. Being prepared means not only the completion of working plans and specifications, it must also include the acquisition of rights of way and all legal and financial arrangements necessary for the work.

Federal highway legislation has made provisions for assisting states with Federal aid for advance engineering and planning. The Defense Highway Act of 1941, approved November 19, 1941, before this country declared war, authorized the apportionment of \$10,000,000 to the states in accordance with the Federal Highway Act 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. The apportionment to Maine was \$86,636. This act requires State matching on a 50-50 basis. Practically all of this apportionment has already been obligated for surveys and plans for postwar work.

Public Law No. 146, approved July 13, 1943, to which reference has been made, permits the expenditure of unobligated balances of Federal funds, together with corresponding State matching funds, for surveys, plans, specifications and estimates for postwar highway improvements. The amount which any state is permitted to expend from such balances is the total apportionment which such state would receive from an appropriation of \$50,000,000. In Maine the limit of Federal funds for this purpose is a little over \$400,000. Up to this time, in Maine, no obligations have been made for surveys against these balances. It is probable that provision will be made in any new Federal legislation for the limited use of Federal funds for surveys and plans for new projects, and for the participation of Federal funds in the acquisition of rights of way.

Unobligated Federal balances on December 31, 1943, were:

Regular Federal Aid	\$378,791
Secondary Federal Aid	111,521
Grade Crossing Funds	283,910
Strategic Highways	80,424
Advance Engineering	6,136

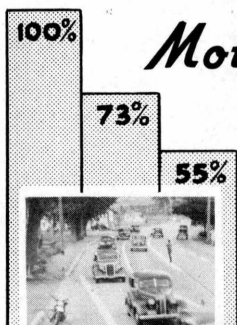
In addition to preliminary engineering work undertaken under Federal provisions, the State Highway Department has made surveys and plans for a large number of projects without Federal assistance.

The State Highway Department is proceeding with surveys and plans which with plans already completed include work estimated to cost approximately \$30,000,000.



**WESTON BRIDGE  
SACO RIVER  
FRYEBURG**

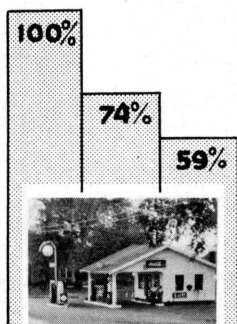
# Trends in Traffic Motor Fuel Consumption Motor Vehicle Registration



1941 1942 1943  
**TRAFFIC**

War-imposed conditions and restrictions which came into effect gradually in 1942 are reflected in decreases in traffic, gasoline consumption and motor vehicle registration.

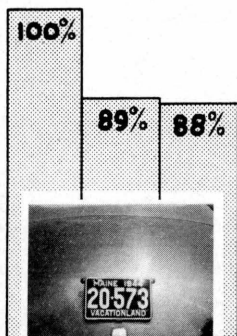
The following table has been prepared to show a comparison of traffic, gasoline consumption and motor vehicle registration for the years 1941, 1942 and 1943. Data for traffic have been taken from the traffic records of established automatic traffic recorders.



1941 1942 1943  
**GASOLINE**

"Per Cent of Change" as applied in the table shows the comparison of 1942 with 1941, 1943 with 1942 and 1943 with 1941.

It will be noted that the changes in traffic as determined from the records of the automatic traffic counters follow quite closely the changes in the consumption of gasoline.



1941 1942 1943  
**REGISTRATIONS**

As compared with the consumption of gasoline, motor vehicle registrations show a comparatively slight change.



**CHANGES IN TRAFFIC, MOTOR FUEL CONSUMPTION AND REGISTRATIONS 1941-1943**  
**Planning Survey Data**

Month	Traffic <sup>1/</sup> Per Cent of Change			Motor Fuel Consumption <sup>2/</sup> Net Gallons used for Highway Purposes						Motor Vehicle <sup>3/</sup> Registrations					
	Years 1941-42 1942-43 1941-43			Thousands of Gallons 1941 1942 1943			Per Cent of Change 1941-42 1942-43 1941-43			Number of Registrations 1941 1942 1943			Per Cent of Change 1941-42 1942-43 1941-43		
January	+27.8	-47.7	-33.1	9,160	10,187	6,536	+11.2	-35.8	-28.7	18,264	18,306	9,080	+0.2	-50.4	-50.3
February	-4.0	-36.6	-39.1	9,393	9,355	6,004	-0.4	-35.8	-36.1	101,625	99,209	82,170	-2.4	-17.2	-19.1
March	+6.6	-31.5	-27.1	9,937	9,716	9,394	-2.2	-3.3	-5.5	26,849	28,085	51,564	+4.6	+83.6	+92.1
April	-7.7	-31.2	-36.5	11,851	9,628	5,976	-18.8	-37.9	-49.6	18,241	13,643	13,445	-25.2	-1.5	-26.3
May	-19.7	-31.0	-44.6	15,113	10,764	7,885	-28.8	-26.7	-47.8	12,764	8,992	8,900	-29.6	-1.0	-30.3
June	-30.8	-33.5	-54.0	15,027	10,953	7,335	-27.1	-33.0	-51.2	8,629	4,212	4,089	-51.2	-2.9	-52.6
July	-38.8	-34.1	-59.7	19,300	13,630	10,489	-29.4	-23.0	-45.7	5,648	3,779	2,784	-33.1	-26.3	-50.7
August	-47.0	-14.3	-54.5	20,106	9,267	8,104	-53.9	-12.5	-59.7	2,622	2,112	3,641	-19.5	+72.4	+38.9
September	-42.0	-16.4	-45.7	15,359	10,426	9,560	-32.1	-8.3	-32.1	6,627	5,103	6,250	-23.0	+22.5	-5.7
October	-37.4	-9.8	-43.5	14,589	10,740	8,982	-26.4	-16.4	-38.4	3,783	3,017	3,694	-20.2	+22.4	-2.4
November	-30.3	-8.4	-36.2	12,850	9,307	8,757	-27.8	-5.9	-31.8	2,124	2,047	2,080	-3.5	+1.5	-2.1
December	-32.9	-1.1	-33.7	10,655	7,051	7,946	-33.8	+12.7	-25.4	5,836	564	714	-90.3	+26.6	-87.8
Cumulative	-27.2	-24.5	-45.0	163,349	121,024	96,968	-25.9	-19.9	-40.6	213,071	189,071	188,411	-11.2	-0.3	-11.6

<sup>1/</sup> Based on information from the Automatic Traffic Recorders located throughout the state.

<sup>2/</sup> Gallons of Diesel fuel not included.

<sup>3/</sup> Includes number of passenger cars, "for hire" vehicles, motor busses, ambulances, motor trucks, motorcycles, and school busses with "H" Plates.

**MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY  
CLASSIFIED BY ADMINISTRATIVE SYSTEMS  
MILEAGE AS OF DECEMBER 31, 1943**

SYSTEM								
1. County	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	Federal- Aid Included In Col. 8
Androscoggin	103.6	230.9	69.3	694.7	0.3	--	1,098.8	84.9
Aroostook	596.2	582.7	206.3	1,069.6	0.4	--	2,455.2	260.1
Cumberland	193.8 (1)	486.4	131.7	1,020.8	6.5	7.9	1,847.1	154.0
Franklin	162.2	243.3	92.3	454.8	6.8	---	959.4	82.2
Hancock	162.6	482.0	56.8	471.0	--	57.2	1,229.6	94.3
Kennebec	203.5	412.7	131.2	851.3	1.0	2.7	1,602.4	107.6
Knox	64.4	243.7	33.2	331.9	--	2.6	675.8	38.0
Lincoln	89.5	248.1	64.7	423.1	--	--	825.4	26.6
Oxford	206.3	412.4	126.2	985.9	--	24.0	1,754.8	149.0
Penobscot	233.7 (2)	760.7	227.5	1,049.4	2.6	--	2,273.9	172.1
Piscataquis	115.9 (3)	233.5	69.7	359.3	--	--	778.4	49.2
Sagadahoc	51.2	126.7	49.7	248.7	--	--	475.3	38.9
Somerset	219.4	490.9	158.9	689.5	0.6	--	1,559.3	120.2
Waldo	122.4	342.7	150.5	684.4	2.9	3.4	1,306.3	50.2
Washington	206.5	511.3	99.0	299.9	--	6.2	1,122.9	185.7
York	257.2	496.6	108.7	1,075.9	0.2	9.9	1,948.5	87.6
Totals	2,988.4	6,304.6	1,775.7	10,710.2	21.3	113.9	21,914.1	1,720.6

(1) Includes 8.0 miles suspended construction not open to traffic

(2) Includes 9.4 miles, survey only.

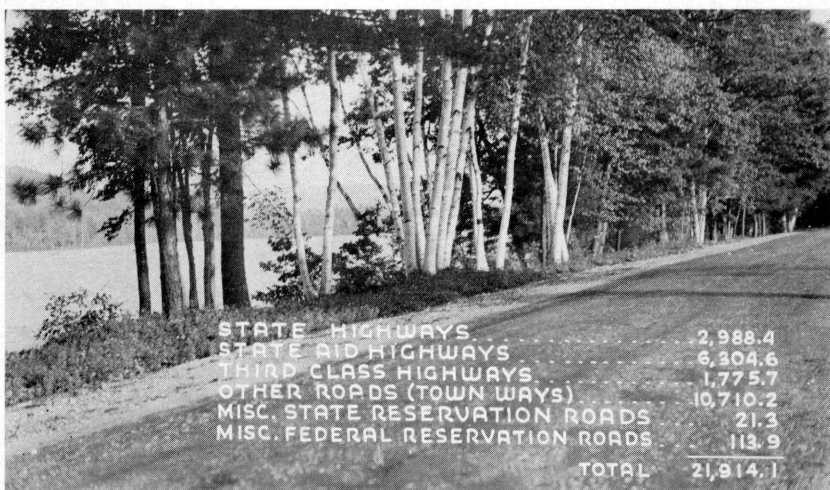
(3) Includes 4.2 miles, survey only.

# HIGHWAY SYSTEMS - MILEAGE

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

During the present war period, with little activity in State aid and third class highway construction, only minimum changes and corrections have been made.

As of December 31, 1943, the classification of public highways in Maine was as follows:



STATE HIGHWAYS	2,988.4
STATE AID HIGHWAYS	6,304.6
THIRD CLASS HIGHWAYS	1,775.7
OTHER ROADS (TOWN WAYS)	10,710.2
MISC. STATE RESERVATION ROADS	21.3
MISC. FEDERAL RESERVATION ROADS	113.9
TOTAL	21,914.1

## REGULAR FEDERAL AID HIGHWAY SYSTEM

During 1943 some changes and corrections were made so that the approved Federal aid highway system as of December 31, 1943, including extensions through municipalities, included 1,720.6 miles.

With the exception of 4.44 miles, all designated Federal aid highways are included in the State highway system (See Report of State Highway Commission, 1942).

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 the mileage, with the exception 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 shown in column 8.

## IMPROVED MILEAGE

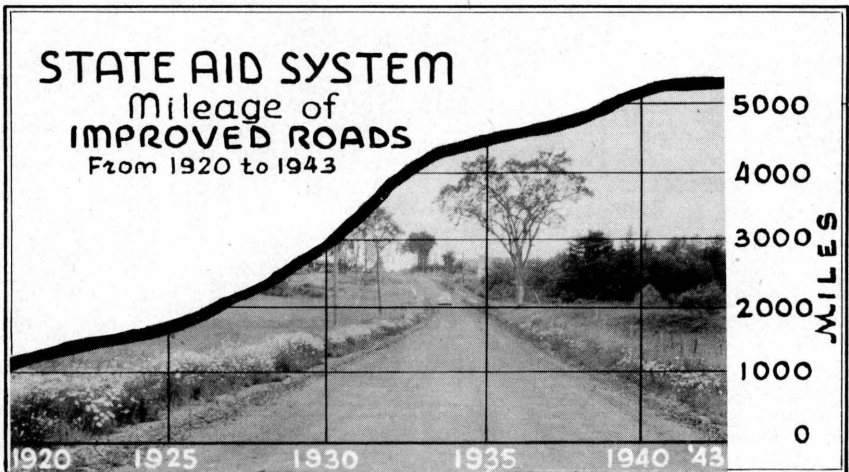
As of December 31, 1943, the total mileage of improved highways on the various systems was as follows:

Classification	Miles
State Highways .....	2,928.00
State Aid Highways .....	5,304.07
Third Class Highways .....	1,208.36
Total .....	9,440.43

## UNIMPROVED MILEAGE

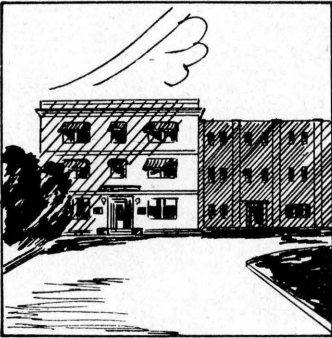
As of December 31, 1943, the mileage of unimproved highways on the designated highway system was as follows:

Classification	Miles
State Highways .....	60.30
State Aid Highways .....	1,000.57
Third Class Highways .....	567.33
Total .....	1,628.20



# 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 State Highway Commission 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 amounted to \$186,182.32. Of this amount \$8,361.95 was paid to the Department of Audit for auditing services, \$22,182.02 was paid to the Bureau of Accounts and Control for accounting services, \$4,533.01 was paid to the Attorney General's Department for legal services rendered and \$634.87 was paid to the Bureau of Purchases.

# STATE HIGHWAY DIVISION

## STATE AND FEDERAL HIGHWAY CONSTRUCTION

Work under this classification includes the construction of State highways which are constructed without Federal aid, and the construction of regular Federal aid projects the cost of which is shared by the Federal Government and the State.

On December 31, 1942, State and regular Federal aid highway projects involving 24.47 miles, were incomplete. Work on these projects was suspended in 1943 on account of war conditions with the exception of Federal Aid Project SN 4 (2) in Enfield and Lincoln. This project was continued in 1943 and was 55% completed at the end of the season.

Six of the access road projects, undertaken with 100% Federal funds in 1942 and 1943, are located on the State Highway system. Of these, two projects were completed in 1943:

Project WD 1

State Highway "K-7", Houlton - bituminous macadam - 1.83 miles (replaces 1.70 miles of bituminous macadam previously constructed)

Project DA-RM 11

State Highway "JK-157", Townships 4 and Long A, Penobscot County - grading - 7.87 miles

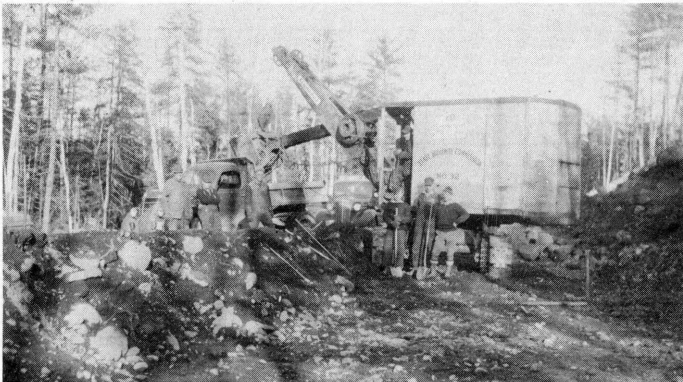
State Highway "JK-157", Township 4-R-9, Piscataquis County - grading - 4.55 miles

The total of expenditures on account of work on State highways, not including construction expenditures on access roads, was \$285,457.93.

The following table shows classified expenditures for each construction activity:

	Engineering	Advertising	Right of Way	Labor & Materials	Total
Federal Aid Projects	\$64,672.44*	\$11.43	\$25,947.86	\$191,563.60	\$282,195.33
State Highway Projects			503.20	63.75	566.95
State Highway WPA Projects	103.67		13.75	2,578.23	2,695.55
	\$64,776.11	\$11.43	\$26,464.81	\$194,205.58	\$285,457.93

\*Includes expenditures for preliminary engineering for access road projects and postwar construction - \$49,638.37. The cost of engineering and inspection on construction work was \$15,034.07.



Brownville-Millinocket State Highway J-K 157

## DEFENSE HIGHWAYS - ACCESS ROADS

Under the provisions of section 6 of the Defense Highway Act of 1941, twenty-two new access road projects were undertaken during 1943 in addition to continuing work on 1942 projects.

These projects are carried on in cooperation with the Public Roads Administration, and the entire cost, including engineering and right of way, is paid from Federal funds.

Of the twenty-two new projects undertaken this year, four are on roads leading to army reservations, three on roads around navy airbases, one is an improvement on a highway leading to a naval reservation and fourteen projects are to provide roads to sources of raw materials.

Of 85.71 miles under construction and improvement this year, work on 30.42 miles has been completed. This includes:

	Miles
Bituminous Macadam . . . . .	3.28
Bituminous Concrete . . . . .	1.61
Gravel . . . . .	3.41
Grading . . . . .	19.12
Repairs . . . . .	3.00
Total . . . . .	30.42

Incompleted work carried over to 1944 includes 55.29 miles and is classified as follows:

	Miles
Bituminous Macadam . . . . .	3.94
Bituminous Concrete . . . . .	0.34
Bituminous Gravel . . . . .	4.31
Gravel . . . . .	8.10
Grading . . . . .	38.60
Total . . . . .	55.29

Construction of the flight strip (Project FS 1 (2)) in Deblois, started in 1942, was completed in 1943.

Surveys were made for a flight strip (Project FS 2(1)) in Bridgton but no construction agreement was ever made.

During 1943 a total of \$826,863.81 was expended for access road construction and other defense projects. Of this amount \$58,375.69 was paid for engineering, \$372.49 for advertising, \$21,818.16 for right of way and the sum of \$746,297.47 was paid for labor and materials and other construction costs.

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

## CONSTRUCTION OF STATE HIGHWAYS

Work on all State highway and Federal aid projects reported in-completed in 1942 was suspended on account of war conditions with the exception of Federal aid project SN 4 (2) in Enfield and Lincoln which was 55% completed in 1943.

Brief descriptions have been prepared for defense highway projects, located on the State highway system, which have been carried on during 1943.

### AROOSTOOK COUNTY

#### State Highway "K-7"

**HOULTON** - Project WD 1. This project was built on new location and replaces 1.70 miles of Federal Aid Project No. 82-A which was closed by the construction of the Houlton airport. The work was started in 1942 and completed in 1943. Length of project, 1.83 miles. Type of surface, 3" bituminous macadam (emulsified asphalt method) on 7" - 5" - 7" crushed stone base. Width of surface, 22 feet. Shoulders, 4 feet. Contractor, Bridge Construction Corporation, Augusta, Maine.

#### State Highway "K-10"

**PRESQUE ISLE AND MAPLETON**. This project was constructed over new location south of the Presque Isle airbase to replace part of the State highway closed by the construction of the airport. The work was done by force account for the War Department under the supervision of Harold Russell. The work was started in 1942 and at the end of 1943 was 95% complete. Total length of project, 2.56 miles, of which 1.52 miles is in Presque Isle and 1.04 miles is in Mapleton. This work replaces 1.44 miles in Presque Isle and 0.86 miles in Mapleton. Type of surface, bituminous gravel (premixed). Width of surface, 22 feet; shoulders, 4 feet.

#### State Highway "K-16"

**PRESQUE ISLE** - Project DA WR 6. This project begins near the corner of West State Street and Parsons Street and extends via Parsons Street and over new location to the State highway near the Creasey Ridge Road. This construction is a relocation of the State highway around the easterly side of the Presque Isle airbase, which was made necessary by closure of the road through the base. Type of surface, bituminous gravel (premixed). Width of surface, 22 feet. Shoulders, 4 feet. Length, 1.75 miles. As part of this project a section of highway on West State Street beginning near Mechanic Street and extending to Turner Street was constructed. Type of surface,



bituminous concrete. Width of surface, 22 feet. Shoulders were constructed of premixed bituminous gravel 7 feet wide. The length of this section is 0.34 miles. Contractor, Lane Construction Corporation of Meriden, Conn. The project was 65% completed in 1943.

#### PENOBSCOT COUNTY

Project DARM 11. This is a timber area access road project located on State highway "J-K-157" in Townships T-4 and Long A. This is a graded earth road 14 feet wide and of such primitive character that it is not included in the 1914-1943 construction tables. Length, 7.87 miles. The work was done by force account under the supervision of W. H. Brown.

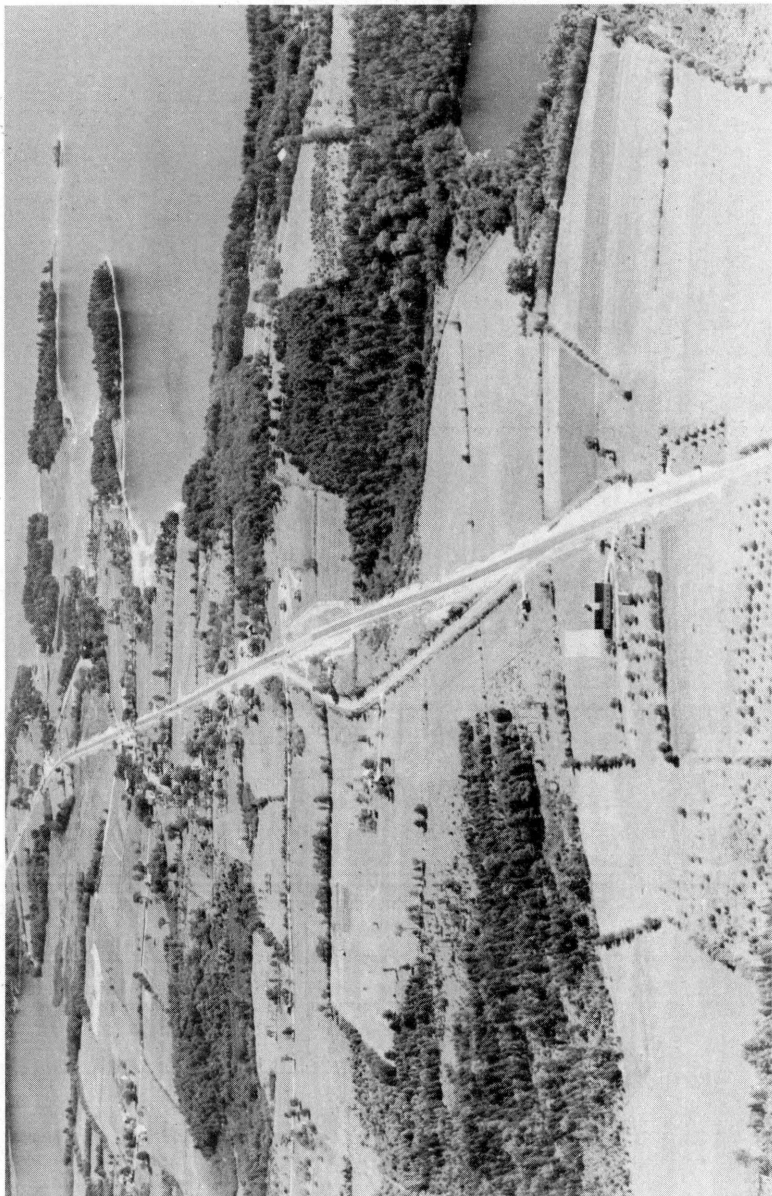
#### PISCATAQUIS COUNTY

Project DARM 11. This is a timber area access road project located in T-4-R-9. This is a graded earth road 14 feet wide and of such primitive character that it is not included in the 1914-1943 construction tables. Length, 4.55 miles. The work was done by force account under the supervision of Harold Ederly.

#### YORK COUNTY

KITTERY - Project DANR 8. This project is located at the corner of Government Street and Hunter Avenue. The work consists of the construction of a retaining wall, sidewalk and bituminous macadam surface at the intersection of State highways "A" and "A-3" to enable right-hand turns to be made without conflicting with opposing traffic. No mileage is reported. Contractor, Nicholas DelMonaco of Calais, Maine. The project was 90% completed in 1943.

SANFORD - Project DANC 7. This project is constructed in two sections. The first section begins about 0.6 miles north of the Wells-Sanford town line and extends northerly over new location 1.02 miles. The second section begins 2,500 feet northwesterly of the first section and extends westerly over new location 1.13 miles. This project is being constructed to divert traffic from the vicinity of the Sanford Airport runways. The first section replaces 0.72 miles of Federal Aid Project 294-B and 0.30 miles of Federal Aid Project 294-C. The second section replaces 0.78 miles of Federal Aid Project 294-C and 0.35 miles of Federal Aid Project 294-D. Type of surface, 3" bituminous macadam (emulsified asphalt method). Width of surface, 20 feet. Shoulders, 4 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.



Relocation of State Highway U.S. 202 - Winthrop

## PRELIMINARY SURVEYS

(Federal Funds)

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, including plans, specifications, estimates and supervision of construction, of strategically important projects approved by some national defense agency.

Expenditures for such preliminary engineering work were made on the following projects:

AN -PE-388-A, Rockland	\$11.78
SN -PE-378-A(1), Jackman	3,318.21
SN -PE-379-A(1), Sandy Bay Twp.	4,154.00
SN -PE-377-A(1), Falmouth	516.48
AA -PE-382-C, South Portland	31.84
AW -PE-382-B(2), South Portland	562.76
AW -PE-384-A(1), Bangor	34.00
AW -PE-381-A, Kittery	16.39
AN -PE-383-A(1), Kittery	46.14

Total \$8,691.60

The above amounts are included in the table of "Project Expenditures - Construction and Reconstruction of State Highways".

## ADVANCE ENGINEERING

### Strategic Highway Network

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 to the states in accordance with the provisions of section 21 of the Federal Highway Act.

This fund may 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.

Expenditures were made in 1943 on the following survey projects:

AE-121-D (2), Brunswick	\$1,642.99
AE-121-E (4), Freeport	2,707.75
AE-390 (1), Windham	559.38
AE-389 (1), Gardiner-Augusta	7,504.10
AE-142-C (1), Winslow	3,555.50
AE-376-B (1), Machias	324.62
AE-123-G (1), Pembroke	910.12
AE-5 (2), Perry-Pembroke	1,826.85
AE-392 (1), Kittery-Portland	5,310.52
Total	\$24,341.83

The above expenditures are included in the table of expenditures for "Construction and Reconstruction of State Highways".

## STATE AID DIVISION

### STATE AID ROAD CONSTRUCTION

No appropriation was made for the construction of State aid roads for the fiscal year ending June 30, 1944. Some construction work, however, was carried on with balances carried forward from previous years, together with funds transferred to State aid road accounts.

The balance in the State aid road fund on January 1, 1943, was \$136,470.57. This was increased by a transfer of \$7.00 from the administration fund to take care of an overdraft in the State aid supervision account in 1942.

Available funds included 1942 balances amounting to \$136,477.57, transfers from other State funds amounting to \$24,717.47 and miscellaneous credits of \$641.89, making a total of \$161,836.93. (This total includes \$1,738.32 of town funds on deposit with the State.)

Work on State aid roads included the construction of 2.4 miles of gravel road, gravel surfacing of 0.12 of a mile for which the grading and base were previously completed, reconstruction of 0.74 of a mile of gravel road, 0.5 of a mile of grading and base, and tar surface treatment of 6.45 miles of gravel road.

The above work added 2.52 miles of gravel road to the mileage of improved State aid roads.

The average cost a mile of 2.40 miles of new gravel road was \$9,221.26 not including tar surface treatment.

The average cost a mile of tar surface treating 6.45 miles of state aid gravel road was \$1,161.89.



State Aid No. 4 on Route 35  
Waterford



State Aid No. 1 on Route 24  
Richmond

The total expenditure on account of State aid road construction for the year was \$37,984.21, of which \$21,185.46 was paid from State funds and \$16,798.75 was paid from town funds.

Reimbursements to towns for work completed and reported in previous years amounted to \$11,341.74, of which \$10,271.61 was paid from State funds and \$1,070.13 was paid from town funds.

Transfers from the State aid road funds to other highway department funds amounted to \$2,766.52, which includes State funds amounting to \$2,391.76 and town funds amounting to \$374.76.

The balance in the State aid road fund on December 31, 1943, was \$127,599.78, including \$1,350.00 of town funds.

### THIRD CLASS HIGHWAY CONSTRUCTION

Under the revised schedule of apportionments from the general highway fund no new funds were set up for the construction of third class highways for the fiscal year ending June 30, 1944. Funds available for use this year amounted to \$51,726.20, which includes unexpended balances brought forward from 1942 amounting to \$48,834.89, transfers from special legislative resolves amounting to \$2,721.95, and a transfer of \$169.36 from the bridge construction fund.

Work on third class highways included the construction of 0.64 of a mile of gravel road, work on 0.1 of a mile of incompletd road, and tar surface treatment of 7.70 miles of gravel road.

Expenditures for work on third class highways amounted to \$9,828.02, of which the State paid \$4,560.35 and towns paid \$5,267.67.

Reimbursements to towns for work previously completed and reported amounted to \$425.00.

Transfers of third class highway apportionments to State aid road funds amounted to \$8,128.80.

The balance in the third class highway fund on December 31, 1943, was \$38,612.05.

### SPECIAL LEGISLATIVE RESOLVES

Under the provisions of chapter 67, Resolves of 1943, the sum of \$150,000 was appropriated to be taken from the general highway fund for the fiscal year 1944 for repair of roads and bridges on 275 specified locations in 260 towns.

Certain expenditures from the general highway fund authorized by Private and Special Laws have been included in the report of work under "Special Resolves". The total of such authorized expenditures was \$13,799.25 and includes the following:

Chapter 82, Private and Special Laws, 1943, Hancock County, to retire Hancock- Sullivan bridge bonds together with interest .....	\$6,729.50
Chapter 99, Private and Special Laws, 1937, Town of North Haven .....	2,007.00
Town of Vinalhaven .....	1,377.00
Chapter 87, Private and Special Laws, 1939, Town of Isle au Haut .....	253.50
Town of Cranberry Isles .....	435.75
Town of Swan's Island .....	496.50
Chapter 71, Private and Special Laws, 1943, For maintenance of Baxter State Park Road .....	2,500.00
Total .....	\$13,799.25

The amounts apportioned to the island towns represent seventy-five per cent of fees received from inhabitants of these towns for the registration of motor vehicles. These funds may be used for road work under direction of the State Highway Commission.

Balances in special resolve accounts on January 1, 1943, amounted to \$107,523.38. One project account was overdrawn \$2.00 in 1942 and this amount was transferred from the administration fund making the adjusted balance \$107,525.38. The sum of \$17.61 was transferred from bridge construction funds to special resolves.

The total of all funds available for expenditure was \$271,342.24.

Work under special resolves during the year included the construction of 1.91 miles of gravel road which cost \$10,614.96, work on incompletd projects for which the expenditures amounted to \$856.75, an expenditure of \$19,100.36 for road repairs, \$3,077.81 for bridge repairs, \$1,034.20 for culverts, and an expenditure of \$5,579.03 for the surface treatment of 9.90 miles of gravel road.

The total cost of the above work was \$40,263.11, of which \$31,787.04 was paid by the State and \$8,476.07 was paid by towns.

The sum of \$6,277.75 was paid to Hancock County on account of retirement and interest on Hancock-Sullivan Bridge bonds.

Reimbursements to towns on account of work previously completed and reported amounted to \$5,873.77.

Transfers to other accounts include \$16,149.57 to State aid road accounts, \$2,721.95 to third class highway accounts, \$4,012.40 to bridge construction funds and \$106.53 to maintenance funds.

Balances in special resolve accounts on December 31, 1943, amounted to \$204,413.23.



**Federal Aid Secondary Road in Milo Showing Old Road and the Improved Alignment. Both Photos Taken from Same Location.**



## FEDERAL AID SECONDARY HIGHWAY CONSTRUCTION

On account of war conditions no new projects of Federal aid secondary highway construction were undertaken in 1943, and no apportionment of State matching funds was made from the general highway fund. The last apportionment of Federal funds for secondary road construction was \$151,613 for the fiscal year ending June 30, 1943.

The construction of Kennedy Bridge (Federal Aid Project No. SN FAS 198-E (1)) between Milbridge and Harrington in Washington County was completed, and some work was done on surveys for future work.

Expenditures during 1943 according to secondary road programs were as follows:

Program, Fiscal Year 1942, Act of September 5, 1940	\$ 214.05
Program, Fiscal Year 1943, Act of September 5, 1940	7,646.26
Miscellaneous Expenditures, Surveys and Plans	<u>1,887.39</u>
Total	9,747.70

## MAINTENANCE OF UNIMPROVED ROADS

The sum of \$200,000 is usually apportioned each year from the general highway fund for improvement of impassable sections of highways, but under the curtailed program of work, no fund was set up for this work for the fiscal year 1944.

Balances of apportionments made in previous years amounted to \$5,724.80.

Expenditures amounted to \$17.60.

Balances carried forward amounted to \$5,707.20.



# MAINTENANCE DIVISION

## 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 cost of 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. The apportionment from the general highway fund for maintenance of improved State and State aid highways for the fiscal year ending June 30, 1944, was \$1,800,000. Because of the urgent need of highway maintenance, especially the surface treating of gravel roads, substantially more surface treatment work was carried on than was originally planned. It is expected that additional maintenance funds will be required early next year, and the Commission plans to transfer such funds from the general highway fund.

During the season of 1942 approximately 4,880,000 gallons of bituminous material were used for surface treatment. This amount was increased to 7,968,000 gallons in 1943.

The highway maintenance program for 1943 included 8,087.71 miles, classified as follows:

Improved State Highways	2,828.09 miles
Improved State Aid Highways	5,259.62 "
Total	8,087.71 "

Of this total mileage, 7,951.14 miles were under patrol maintenance and 136.57 (State highways 2.10, State aid highways 134.47) 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	213.01	8.48	221.49	\$285.68
Bituminous Concrete	69.18	1.44	70.62	217.93
Bituminous Macadam	422.40	25.78	448.18	162.63
Surface Treated Gravel	2005.13	3942.15	5947.28	402.49
Plain Gravel	118.37	1281.77	1400.14	178.03
	2828.09	5259.62	8087.71	

\* Does not include cost of supervision, roadside improvement, signs or general maintenance accounts.

# MAINTENANCE COSTS

## Maintenance of Improved State and State Aid Highways



CEMENT CONCRETE \$286 per mile



BITUMINOUS CONCRETE \$218 per mile



BITUMINOUS MACADAM \$163 per mile



SURFACE TREATED GRAVEL \$402 per mile



PLAIN GRAVEL \$178 per mile

8088

Total Miles

AVERAGE COST \$345 per mile

Maintenance expenditures included in the foregoing table amount to \$2,794,522.68, or an average expenditure of \$345.53 a mile.

Other expenditures include \$86,711.21 for supervision, \$213.10 for roadside improvement and \$1,390.84 for town line signs, a total of \$88,315.15, or \$10.92 a mile.

The total expenditure was \$2,882,837.83.

Town funds paid to the State for maintenance work amounted to \$350,621.44.

In addition to the above the sum of \$18,914.16 was expended for supplies and charged to temporary general accounts. This will later be charged to the proper maintenance accounts and will be shown in the 1944 report.

#### 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 was apportioned from the general highway fund for the application of bituminous surface treatments to improved State and State aid roads. It was intended that the fund would be used on roads which would not be so treated in the regular maintenance program.

No new funds were made available for the work in 1943. The balance in the fund on January 1, 1943, was \$66,081.89.

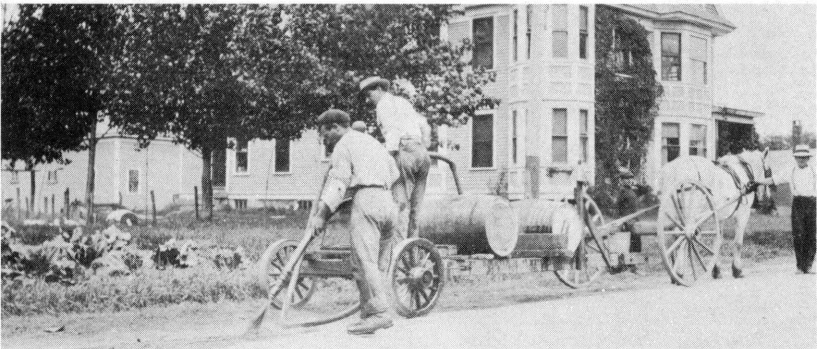
Certain charges for supplies made to temporary general maintenance accounts in 1942 were transferred to this account during 1943. The total of transfers so made was \$230.62.

The balance in this fund on December 31, 1943, was \$65,851.27.

Dresden  
1943



Rumford  
1914



## SNOW REMOVAL 1942-1943

During the winter of 1942-1943 snow removal was carried on in 586 towns and cities, and accepted mileage of snow removal routes included 14,428.54 miles.

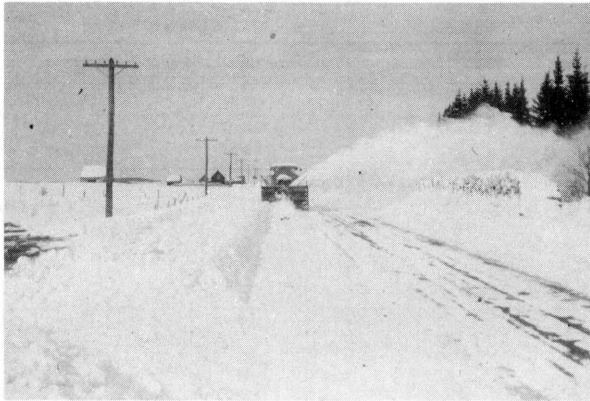
State funds for snow removal are taken from the general highway fund. The apportionment for the fiscal year ending June 30, 1943, was \$850,000, and \$900,000 for the fiscal year ending June 30, 1944.

The cost of snow removal for the winter of 1942-1943 exceeded the apportionment made from the general highway fund for this activity and the sum of \$218,615.26 was transferred from maintenance funds to the fund for snow removal at the end of the fiscal year, June 30, 1943.

The State participates in the cost of snow removal on all classes of State roads and also on a substantial mileage of town roads which the State Highway Commission approves as snow removal routes.

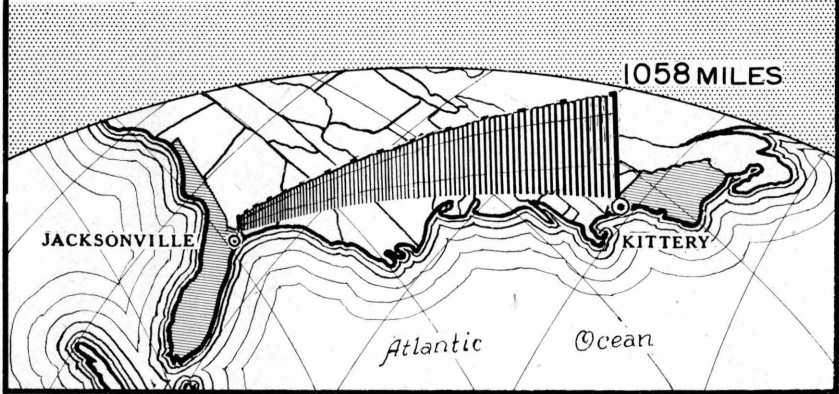
On State highways towns pay to the State \$100.00 a mile for maintenance, of which \$40 a mile is for snow removal.

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 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, the municipalities pay 50 per cent of the cost but not to exceed \$35.00 a mile.



Rotary Plow 1943

THE SNOW FENCE ERECTED DURING THE PAST WINTER,  
IF PLACED END TO END, WOULD REACH FROM MAINE TO  
FLORIDA

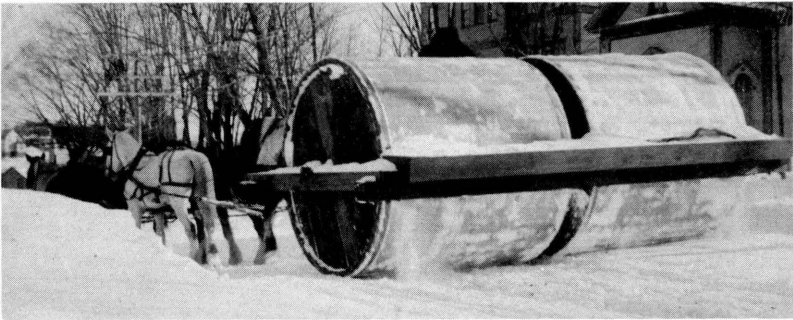


Of 14,428.54 miles which made up the snow removal program for the winter of 1942-1943, State highways included 2,814.76 miles, State aid highways 5,235.72 miles and town roads, 6,378.06 miles.

On the State highway system the average cost a mile including supervision was \$257.91. On other highways the average cost was \$85.67, which also includes supervision.

Expenditures for snow removal during the calendar year 1943 amounted to \$1,141,429.29. This does not represent the cost of the snow removal program for the winter of 1942-1943 since this amount includes some payments for the winter of 1943-1944, and since it does not include town funds which were not paid into the State Treasury. Towns paid about \$624,600.00 on account of the 1942-1943 snow removal program.

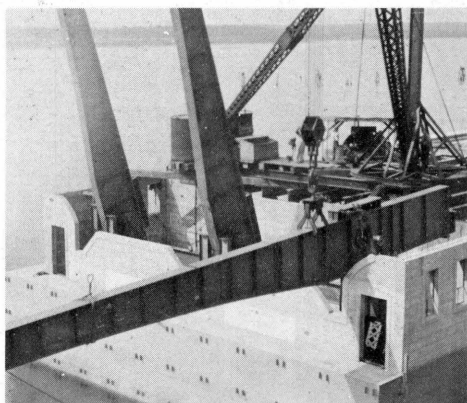
Details with costs for the winter of 1942-1943 are presented in another part of this report.



Rotary 1908

# BRIDGE DIVISION

## BRIDGE CONSTRUCTION

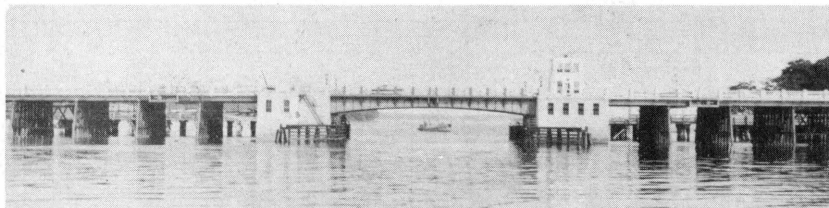


War conditions and consequent Federal restrictions practically eliminated new construction during 1943. Only three projects, with a total estimated cost of \$38,200.00, were approved and undertaken. One of these was the replacement of a bridge destroyed by high water and the other two were for reconstruction of bridges inadequate for traffic and which could not be maintained in suitable condition.

The State apportionment of \$200,000.00 from the General Highway Fund for the fiscal year ending June 30, 1944 was not set up because of lack of revenue and as it was not required.

Some work was done on projects begun previously but not completed in 1942. Most of the work done by the engineers remaining with the Department was on surveys and plans for bridges to be built in future years. There are a large number of bridges, inadequate for present and future traffic and construction of these should be undertaken promptly when conditions permit. There are prospects for a slightly larger program for 1944; but almost everything must be deferred until after the war.

Expenditures from the Bridge Loan Fund in 1943 amounted to \$61,178.54 for engineering advertising and inspection, \$133,878.00 for labor and material, and \$424.22 for right-of-way and property damage.



Martin Point Bridge, Portland-Falmouth  
Double-leaf Bascule Draw Span



## ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS



There was no Federal apportionment for elimination of hazards at railroad crossings for fiscal year ending June 30, 1944. No new work was undertaken and the apportionment from the General Highway Fund was not set up.

Expenditures on work previously started and proposed amounted to \$1,973.73 for engineering and inspection, and \$22,397.08 for labor and material.

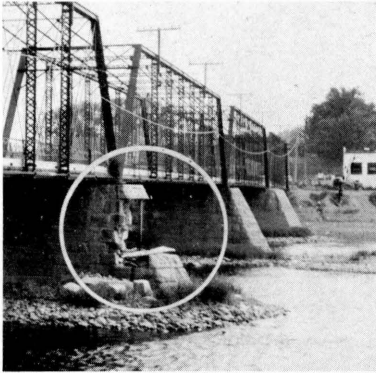
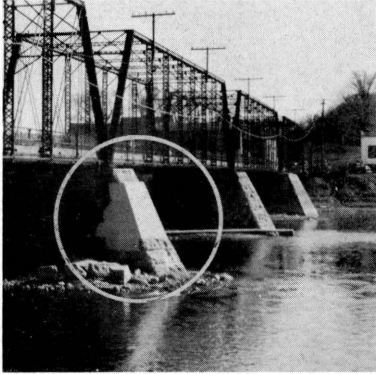
A contract was made with the American Bridge Company for the steel superstructure of the bridge on the grade crossing elimination project at Wyman Crossing, Fairfield. This steel was included in the general contract but could not be supplied at this time. Arrangements have been made to close the general contract, and the remaining work will be readvertised and let to contract when conditions permit.



Federal Aid Grade-Crossing Elimination Project  
Oakfield Village



## BRIDGE MAINTENANCE



Repairs to Pier, Damaged  
by Ice. Aroostook River  
Bridge, Ft. Fairfield.

Island Bridge, on Route U.S. 1 in Kittery, and in conjunction with the New Hampshire Highway Department, on the Memorial Bridge over the other channel of the Piscataqua River, crossing the State line.

The apportionment from the General Highway Fund for the fiscal year ending June 30, 1944 was \$220,000.

Expenditures for 1943 were \$180,713.98 for engineering, supervision, labor and material and \$10,840.23 for insurance.

There were no new State highways designated in 1943, and maintenance continued on the same bridges as during the previous year. The State maintained or participated in the maintenance of 731 bridges under the appropriation for Bridge Maintenance, compared to about 568 bridges in 1933, the number having been increased as more roads have been designated as State highways or as additional structures as railway crossing projects have been completed. Included in this number are ten international bridges, six interstate bridges, twenty-two railway crossing structures and fourteen drawbridges. The annual expenditure for drawbridge operation is about \$30,000, most of this amount being for payment of drawtenders.

Lack of labor and difficulty in securing material required deferment of some work which normally would have been done.

War damage insurance on five bridges, and sabotage insurance on nine bridges was continued, and guards were continued on the Carlton Bridge between Bath and Woolwich. In addition, in February, guards were placed on the Badger

## TOLL BRIDGES

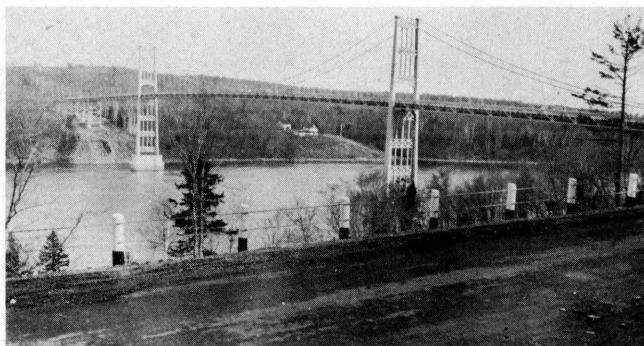
Gasoline rationing continued to affect the volume of traffic on the three toll bridges operated by the Commission. The effect was not at all uniform, and due to the proportions of tourist and local traffic normally served, and the use of these bridges by workers in war industries, the incomes for 1943 bore the following percentages to the income of the previous two years.

	% of 1942	% of 1941
Waldo-Hancock Bridge (Bucksport) . . . . .	79 . . . . .	36
Deer Isle-Sedgwick Bridge . . . . .	95 . . . . .	73
Maine Kennebec Bridge(Richmond-Dresden). 118 . . . . .		97

### WALDO-HANCOCK BRIDGE

The balance on January 1, 1943, was \$151,473.39. Receipts from tolls credited were \$29,725.50, and refunds \$68.05, making net income \$29,657.45. Interest on outstanding bonds was \$26,400.00, bonds for \$20,000.00 matured and the cost of operation, maintenance, insurance and guarding was \$24,034.05. The balance on December 31, 1943 was \$110,696.79. The bonded indebtedness at the end of the year was \$640,000.00.

Guards and insurance were continued. The low income and increased cost reduced the balance in the operating fund almost one-third. There is no indication that revenues will further decrease, and the balance available will provide for at least two more years of operation without aid from other sources.



Waldo-Hancock Bridge - Penobscot River

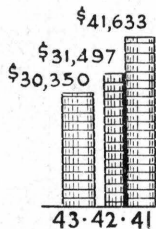
## DEER ISLE-SEDGWICK BRIDGE

Early in the year bids were received for strengthening the bridge to prevent possible future damage in times of high wind. Plans were prepared by Robinson and Steinman, the consulting engineers who designed the structure. The contract was awarded to the low bidder, John A. Roebling's Sons Company, Trenton, New Jersey. The Governor and Council authorized the Commission to transfer from the General Highway Fund the cost of repairs and reinforcement, not to exceed \$75,000.00. This is carried as an obligation of the bridge operating fund.

During the summer it became apparent that the material could not be obtained in time to be installed before winter, and the contractor was requested to install temporary cable stays to serve until the permanent system could be erected in the spring of 1944. This temporary work was completed in October.

The balance on January 1, 1943 was \$7,521.28. Receipts from tolls credited were \$30,358.70, and refunds \$114.70, making net income \$30,244.00. There was transferred from the General Highway Fund \$12,000.00 by legislative act, and \$18,511.45 for repairs and reinforcement. Insurance was continued and expenditures for operation, maintenance and insurance were \$30,416.05. There was paid to the Bridge District \$18,680.00 for interest on bonds and \$11,000.00 for bond maturity. The balance at the end of the year was \$8,180.68, and the bonded indebtedness of the Bridge District \$456,000.00.

### TOLL RECEIPTS

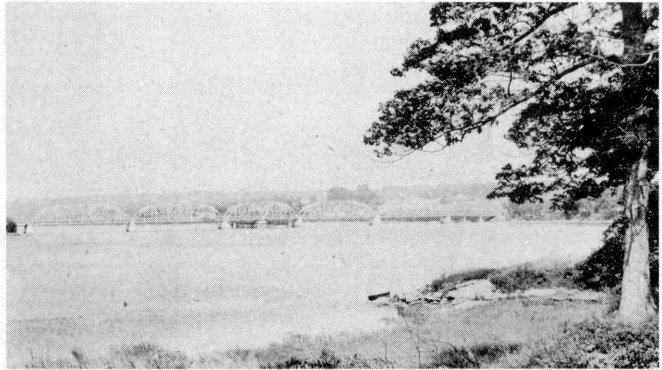
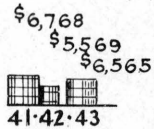


Deer Isle-Sedgwick Bridge - Eggmoggin Reach

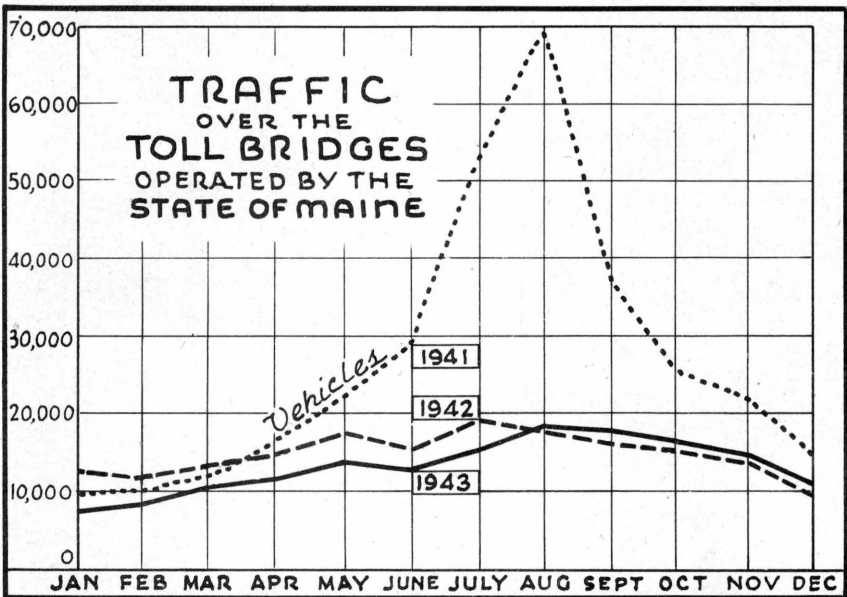
## MAINE-KENNEBEC BRIDGE

On January 1, 1942 the account was overdrawn \$955.92. The receipts from tolls credited were \$6,565.40, with refunds of \$18.10, making net income from this source \$6,547.30. The rental of buildings was \$110.00. There was transferred from the General Highway Fund by legislative act \$3,000.00. The cost of operation and maintenance was \$9,121.05 and the overdraft at the end of 1943 was \$419.67.

### TOLL RECEIPTS

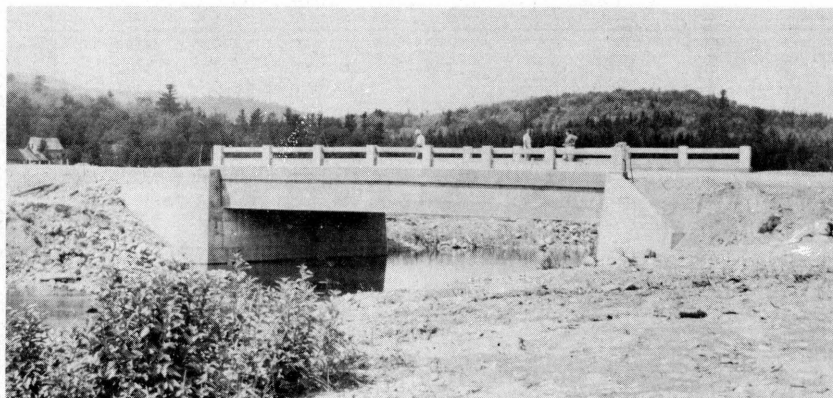


Maine-Kennebec Bridge between Richmond and Dresden



## Bridges Placed Under Construction in 1943

Town and County	Contractor	Estimated Cost	Description
Bradford Penobscot	Robert H. Stetson	\$8,200.00	Wilson Bridge: Log stringer span, clear span length 22 ft.; concrete abutments on a log grillage; wood plank surface; 22 ft. road- way.
Lincoln Plt. Oxford	C. W. McEachern	\$20,400.00	Abbott Bridge: Reinforced concrete T-beam span, clear span length 50 ft. along centerline of roadway; skew 15°; concrete abutments; pile foundation; concrete surface; 24 ft. roadway.
Saco York	Force Account	\$ 9,600.00	Cataract Bridge: Steel I-beam span, 50 ft. center to center of bearings, along centerline of roadway, skew about 5°; existing stone abutments used; bituminous treatment on native timber laminated floor; 42 ft. roadway and 2-8 ft. sidewalks.



Abbott Bridge, Lincoln Plantation

**Bridge Construction Accounts Closed in 1943  
with Distribution of Cost**

Town	Co.	Bridge or Crossing	Total Cost	Paid by State	Paid by County	Paid by Town
Auburn	And.	Washington Rd. Crossing	\$ 1,229.85*	80.58	--	--
Blue Hill	Hanc.	Mill Stream	4,315.11	1,078.78	1,294.53	1,941.80
Blue Hill	Hanc.	Peters Brook	7,784.64	2,039.58	2,335.39	3,409.67
Bridgewater	Aro.	B & A R. R. Crossing	2,805.27*	967.48	--	--
Brownfield	Oxf.	Brownfield Ctr. Rd. Cr.	1,493.06*	47.50	--	--
Brunswick	Cum.	Hardings Crossing	3,232.48*	140.22	--	--
Columbia	Wash.	Little River	9,882.09	5,573.50	2,964.63	1,343.96
Columbia	Wash.	Stream	3,835.64	1,664.67	1,150.69	1,020.28
Greenville	Pisc.	West Cove	13,602.88	5,902.88	3,300.00	4,400.00
Jackson	Waldo	Cook	5,925.44	3,051.60	1,777.63	1,096.21
Jackson	Waldo	Perry	7,530.84	4,111.84	2,259.25	1,159.75
Jay	Fra.	Seven Mile Brook	8,098.10	2,024.53	2,429.43	3,644.14
Leeds	And.	Daley	11,814.08	5,103.69	3,544.22	3,166.17
Monroe	Waldo	Chase	6,125.81	2,640.23	1,837.74	1,647.84
Oakfield	Aro.	B & A Crossing	116,576.20*	4,187.69	--	--
Old Orchard Beach	York	Walnut Ave. Crossing	3,614.30*	138.49	--	--
Wellington	Pisc.	Bussell Brook	6,243.51	3,252.87	1,873.05	1,117.59
Wells	York	Bourne Avenue	14,288.52	3,572.13	4,286.56	3,629.83
Wells	York	Bragdon Crossing #1	1,871.25*	131.15	--	--
Wells	York	Highpine Crossing	21,554.79*	2,365.57	--	--
Wells	York	Skinner	2,610.56	652.64	783.17	1,174.75
Wells	York	Wears	13,920.49	3,480.12	4,176.15	6,264.22
West Gardiner- Litchfield	Ken	Tappan	7,110.61	1,983.86	2,133.18	1,504.64
Whiting	Wash.	Holmes Stream	11,693.52	6,478.21	3,508.06	1,707.25

Town	Crossing	Project Number	Federal Funds
*Auburn	Washington Rd. Crossing Proj.	FAGH 13-E (2)	1,149.28
*Bridgewater	B & A R. R. Crossing	SN-FAGH 298-F (2)	1,837.79
*Brownfield	Brownfield Ctr. Rd. Crossing	FAGS 354-B (1)	1,445.56
*Brunswick	Hardings Crossing	AI-FAGS 39-A (1)	3,092.26
*Oakfield	B & A Crossing	FAGS 28-A (1)	112,388.51
*Old Orchard Beach	Walnut Avenue Crossing	FAGS 43-A (1)	3,475.81
*Wells	Bragdon Crossing No. 1	FAGS 44-A (1)	1,740.10
*Wells	Highpine Crossing	FAGH 294-F (1)	19,189.22

## TOLL COLLECTIONS

WALDO-HANCOCK BRIDGE  
Prospect----Verona

January 1 - December 31, 1943

Automobile or 2-ton truck, -----	57,332	.35	\$20,066.20
Truck, over 2 to 3-1/2 tons,	1,085	.50	543.00
Truck, over 3-1/2 to 6 tons,	1,625	.75	1,218.75
Truck, over 6 tons -----	670	1.25	837.50
Vehicle, one or two horses,	24	.15	3.50
Bus, 16 passenger or less,	2	.50	1.00
Bus, over 16 passengers, -----	9	.75	6.75
Motorcycle,	115	.15	17.40
Roller or well drill,	25	1.50	37.50
Horse on hoof, -----	4	.05	.20

### Commutation tickets

Auto or 2-ton truck, ----- 20 trips -----	306	3.50	1,071.00
Auto or 2-ton truck, ----- 50 trips -----	374	5.00	1,870.00
Truck, over 2 to 3-1/2 tons, ----- 20 trips -----	34	6.00	204.00
Truck, over 2 to 3-1/2 tons, ----- 100 trips -----	1	15.00	15.00
Truck, over 3-1/2 to 6 tons, or bus, ----- 20 trips -----	75	9.00	675.00
Truck, over 3-1/2 to 6 tons, or bus, ----- 100 trips -----	122	20.00	2,440.00
Truck, over 6 tons, ----- 20 trips -----	6	15.00	90.00
Truck, over 6 tons, ----- 100 trips -----	22	30.00	660.00
			\$29,756.90

## DEER ISLE-SEDGWICK BRIDGE

Deer Isle - Sedgwick

January 1 - December 31, 1943

Passenger, -----	32,170	0.05	1,608.50
Automobile or 2-ton truck,	9,909	1.00	9,909.00
Truck, over 2 to 3-1/2 tons,	198	1.50	297.00
Truck, over 3-1/2 to 6 tons, -----	528	2.00	1,056.00
Truck, over 6 tons,	142	2.50	355.00
Motorcycle, -----	110	.25	27.50

### Commutation tickets

Passenger, ----- 25 trips -----	695	1.00	695.00
Auto or 2-ton truck, ----- 20 trips -----	425	15.00	6,375.00
Auto or 2-ton truck, round trip,	4,168	1.50	6,252.00
Truck, over 2 to 3-1/2 tons, or small bus, ----- 20 trips -----	19	22.50	427.50
Truck, over 2 to 3-1/2 tons, or small bus, ----- 100 trips -----	10	100.00	1,000.00
Truck, over 3-1/2 to 6 tons, or large bus, ----- 20 trips -----	6	30.00	180.00
Truck, over 3-1/2 to 6 tons, or large bus, ----- 100 trips -----	15	125.00	1,875.00
Truck, over 6 tons, ----- 20 trips -----	5	37.50	187.50

\$30,245.00



**MAINE KENNEBEC BRIDGE**  
Richmond--Dresden

January 1 - December 31, 1943

Pedestrian, -----	1,909	.05	95.45
Automobile or 2-ton truck,	14,877	.25	3,719.25
Truck, over 2 to 3-1/2 tons,	70	.35	24.50
Truck, over 3-1/2 to 6 tons, -----	59	.50	29.50
Truck, over 6 tons,	10	1.00	10.00
One or two horse vehicle,	52	.15	7.80
Bus, 16 passenger or less, -----	1	.50	.50
Live stock,	16	.05	.80
Motorcycle,	7	.15	1.05
Extra passengers, -----	18,839	.05	941.95

Commutation tickets

Pedestrian or passenger, -----	25 trips	974	.50	487.00
Automobile or 2-ton truck,	20 trips	186	3.00	558.00
Automobile or 2-ton truck,	50 trips	57	5.00	285.00
Automobile or 2-ton truck, -----	100 trips	54	7.00	378.00
Truck, over 2 to 3-1/2 tons,	100 trips	3	10.00	30.00
Truck, over 3-1/2 to 6 tons,	20 trips	3	5.00	15.00
School ticket, one month, -----	1		.25	.25
				<u>\$6,584.05</u>

**KENNEBEC (CARLTON) BRIDGE**

Sinking Fund - Cash and Impounded Funds

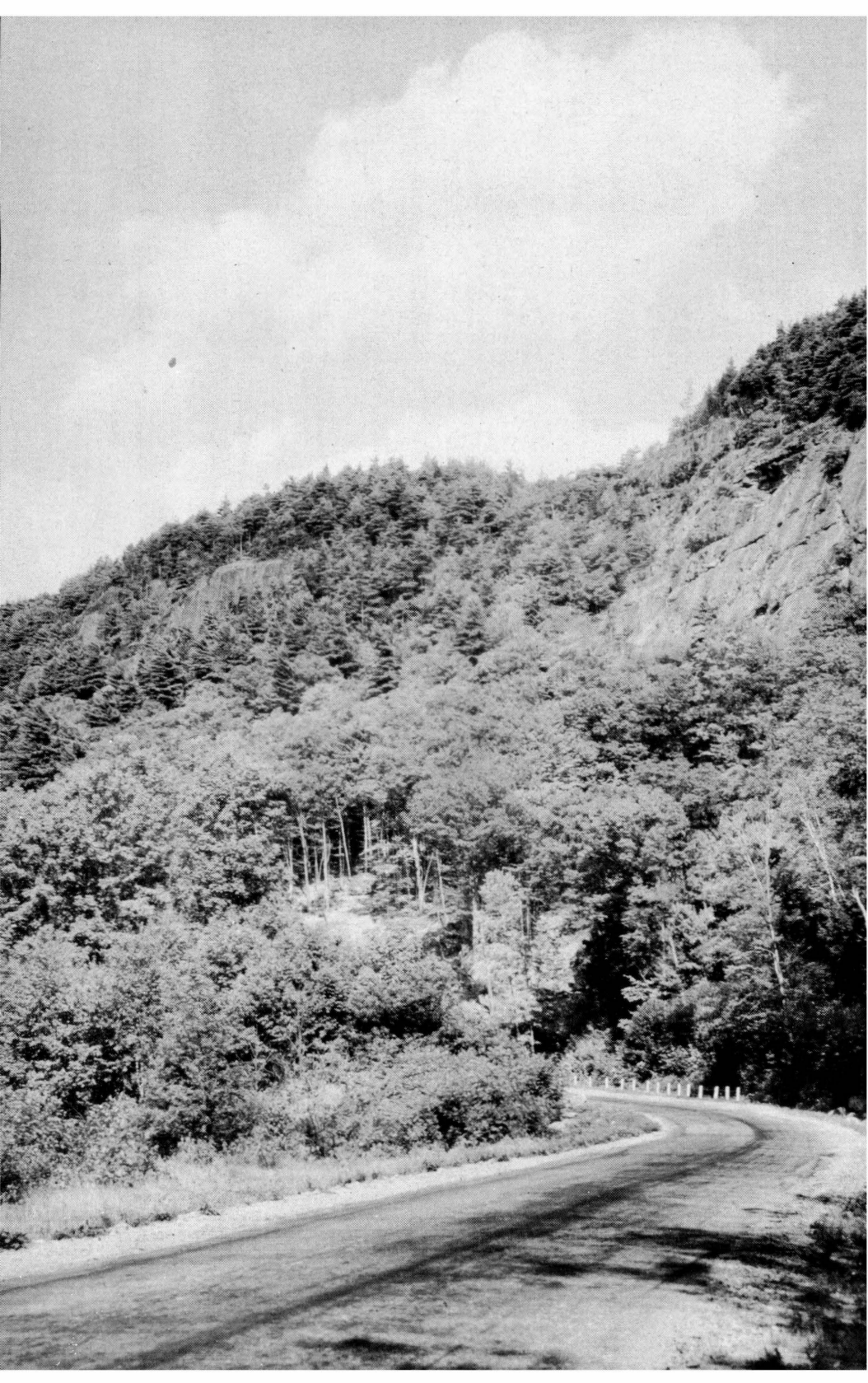
The balance in the cash sinking fund on December 31, 1942, as shown in the 1942 report was \$61,197.67. To this should be added \$42.79 set up for reserve, making the total \$61,240.46.

Income to this fund for the year amounted to \$78,790.24, which includes \$76,569.90 from the Maine Central Railroad Co., \$700.00 from the sale of cash registers, \$202.76 from interest on savings and \$1,317.58 dividends from funds in closed banks.

Income for the year, plus the balance on the first of the year, amounted to \$140,030.70.

Interest actually paid on outstanding bonds of \$1,500,000 amounted to \$59,680, leaving a balance of \$80,350.70 in the cash sinking fund on December 31, 1943.

The balance in the impounded fund on January 1, 1943, was \$35,351.78. During the year dividends amounting to \$1,317.58 were transferred to the cash fund leaving a balance of \$34,034.20 in the impounded fund on December 31, 1943.



# HIGHWAY PLANNING

The work of the Highway Planning Survey was continued during 1943 in cooperation with the Public Roads Administration.

Under the provisions of chapter 94, Private and Special Laws of 1941, the sum of \$16,000 was apportioned for this purpose from the general highway fund for the fiscal year ending June 30, 1943, to be used for matching Federal funds amounting to \$17,275. An agreement covering these funds was made with the Federal Works Administration last year.

Under the provisions of chapter 87, Private and Special Laws of 1943, the sum of \$16,000 was apportioned from the general highway fund for the fiscal year ending June 30, 1944, for continued cooperation with the Public Roads Administration in carrying on the planning survey work.

A new agreement was made with the Federal Works Administrator to cover the activities of the highway planning survey and the work undertaken by the Highway Traffic Advisory Committee. Under this agreement the sum of \$18,200.00 was set aside from apportionments of Federal aid previously made to the State for investigations and studies to be carried on by the highway planning survey, including work of the Traffic Advisory Committee. This was authorized by section 3 of the Act approved July 13, 1943 (Public Law 146 - 78th Congress).

Under this act it was required that Federal funds be matched on a 50-50 basis and in addition to \$16,000 from the general highway fund, the sum of \$1,676.57 was transferred from administration funds and an unexpended balance of \$523.43 made up the total of \$18,200 of State funds.

Of the new joint fund of \$36,400, the sum of \$33,400 was programmed for investigations and studies carried on by the planning survey and the sum of \$3,000 was set up for the Advisory Traffic Committee.

An accomplishment program similar to that used in the preceding year was set up with the items arranged as follows:

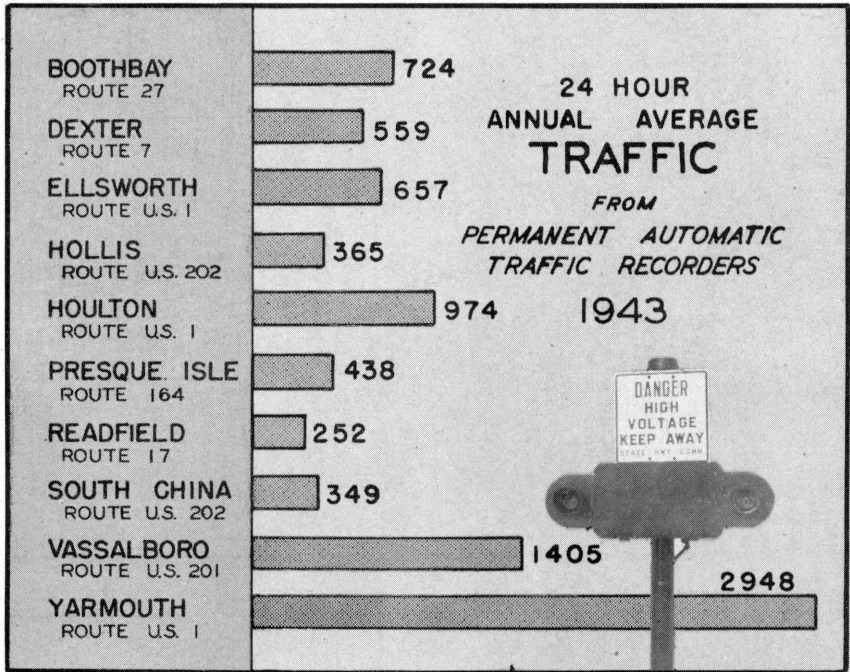
1. Compilation of data that would aid in the war effort.

Requests for information pertaining to the war effort were not as numerous as similar requests in the preceding year. The requests for such information were completed in each instance although military procedure does not permit their enumeration.

2. Compilation of current traffic and statistical data.

The ten fixed type automatic traffic recorders were kept in continuous operation. These machines counted 3,170,382 ve-

hicles during the year as compared with 4,171,121 during 1942. The monthly and annual statistical reports as required by the Public Roads Administration were prepared for the most part by this division. The counts to be used as the basis for a yearly wartime traffic pattern started in 1942 were completed, and the counts thus made were expanded to cover the State. As would be expected, this traffic pattern showed a marked decrease in comparison with a similar pattern in 1938 although in certain defense areas traffic was in excess of that in 1938. A State traffic map



is in process of completion whereby ready comparisons may be made. Trucks were weighed for an eight-hour period at ten different stations located throughout the State. A comparison of the weights obtained with similar data in 1938 and 1942 shows that our highways and bridges are being required to withstand constantly increasing loads.

### 3. The initial survey.

The Inventory, Traffic, and Fiscal Tables were completed, including report of procedure for each. The Loadometer Tables were completed but not typed, and a start made on the Pit-scale Tables. Ten of the fifteen major Road Life Tables and their supplements were completed in final form, and a good start was made on the report of procedure. A State traffic flow map was prepared showing traffic in a normal year on the important rural highways. Postal route and school bus maps were completed. The fifty-four

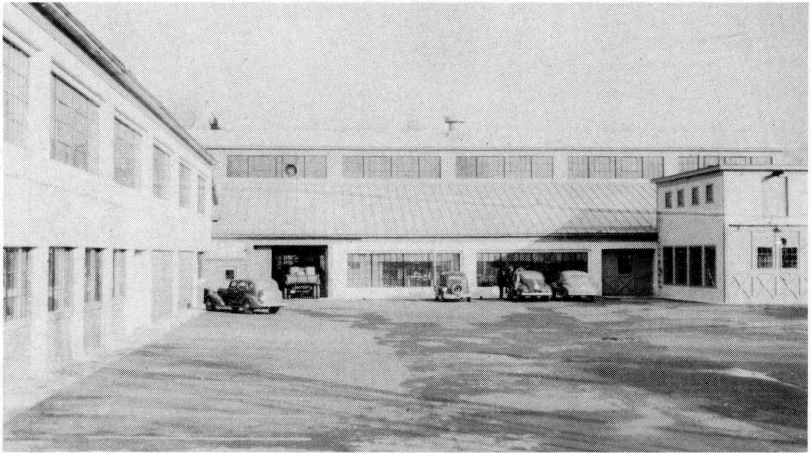
sections comprising the general highway map series were revised to show surface types as of December 31, 1942. Certain refinements were made as a result of checking these maps with advance topographic sheets. Eighteen of these topographic sheets were reviewed before publication by the U.S. Geodetic Survey. Considerable work was done leading toward a logical arrangement of all grade crossings. As an initial step, additional traffic information was obtained at 235 crossings in urban areas. The arrangement of these crossings was about 90% completed at the close of the year. The completion of this study will show the most hazardous crossing first and so on down the line, until the 300th such crossing has been reached. This study will further show the new order of such crossings assuming protective devices are added.

The completion of the Road Inventory and Traffic Tables made possible the resumption of work leading to the selection of a Federal aid secondary system. Planning survey data are the bases used in deciding the eligibility of roads to be included in this system under the method of procedure outlined by the Public Roads Administration. From the roads determined as eligible, a system is now in process of being selected.

An eighty-page booklet titled "Maine Highways" was published. This booklet represents a digest of the extensive data that are now available to aid in future highway work. A new issue of the General Highway Atlas was also published with revisions to highway surface types to date as well as certain other refinements.

The personnel of the planning division was used to a limited extent in doing the field work for speed checks and car occupancy reports as conducted by the Highway Traffic Advisory Committee.

Expenditures, including \$4,710.65 on account of the Highway Traffic Advisory Committee, amounted to \$38,829.13.



## MOTOR TRANSPORT

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. The rental rates are set at a level which will, over a long period, return to the Garage the cost of operation and depreciation. The intent is that the Garage shall be reimbursed through rentals for its expenses, including depreciation, sufficient to replace present equipment, and over a long period shall show neither a profit nor a loss.

The balance in the Garage account on January 1, 1943, was \$349,959.64; income from all sources during the year amounted to \$348,846.11; making a total of \$698,805.75.

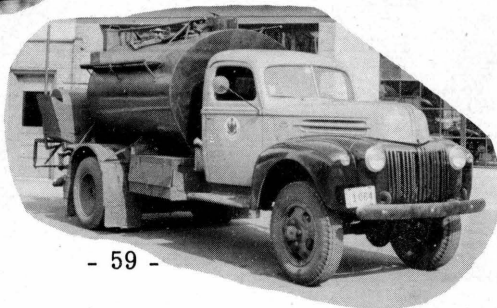
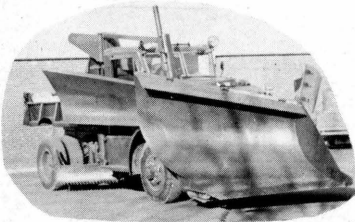
Expenditures and adjustments, not including depreciation, amounted to \$288,507.04, leaving a cash balance of \$410,298.71.

On December 31, 1943, the inventory of parts, stock and equipment, after allowing for depreciation, was as follows:

Shop and Stockroom Equipment -----	\$ 29,446.55
Road Equipment -----	402,772.60*
Stock (Materials, Supplies and Parts) -----	<u>169,376.94</u>
Total -----	\$601,596.09

*Equipment	Quantity	Valuation
Trucks -----	147	\$114,051.35
Pickups-Suburbans	11	2,998.44
Boilers	8	Fully Depreciated
Compressors -----	25	4,418.34
Tar Distributors	31	30,803.13
Derricks	12	Fully Depreciated
Drills -----	6	" "
Graders	28	3,775.55
Hammers	13	840.22
Hoists -----	8	856.88
Loaders	32	1,097.27
Mixers	8	1,479.55
Pumps -----	24	2,914.76
Rollers	4	3,337.32
Shovels	63	133,202.14
Power Graders -----	8	18,885.99
Tractors	2	3,012.56
Trailers	53	19,318.02
Orange Peel Buckets -----	1	33.00
Clam Shell Buckets	1	33.00
Maintainers	3	2,676.88
Supply Tanks -----	1	101.00
Motor Scythes	2	156.00
Paint Outfits	5	1,306.42
Mud Jacks -----	1	277.92
Generators	3	170.76
Sand Spreaders	295	7,538.87
Welding Machines -----	7	1,327.59
Snow Plows	118	38,823.71
Snogo Rotary Plows	1	1,899.96
Washboring Outfits -----	1	1,800.00
Dragline Bucket-booms	1	194.00
Tar Kettles	30	4,054.53
Battery Chargers -----	2	136.00
Loadometers	36	1,251.44

Total \$402,772.60

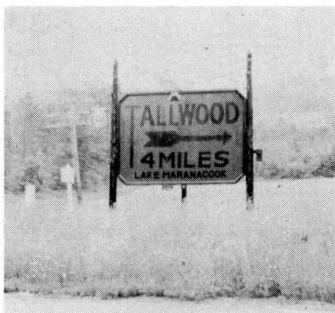


# ADMINISTRATION OF LAW TO CONTROL SIGNS

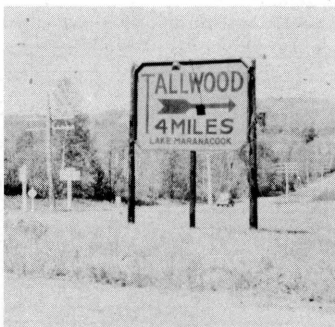
## Outdoor Advertising

The continued curtailment of pleasure driving, gasoline rationing and the shortage of consumer goods caused a reduction in highway advertising in 1943. Very few new signs were erected during 1943, and 417 less permits were issued than in 1942. Undoubtedly a much larger number of signs, requiring permits, would have been removed had advertisers been able to secure the labor needed for removal work.

Highways were inspected during 1943 to see that all signs, for which no permits had been secured, had been removed and to see that the signs displayed were in accordance with the law.



Obstructed Vision



Raised Sign to  
Improve Vision

Written reports filed by inspectors show that 1060 signs were removed during 1943, and that number does not include many small posters removed by inspectors or other State Highway employees.

The total received in 1943 for licenses amounted to \$3,360, and of that amount \$1,100 was paid for 11 licenses requiring a \$100 fee; \$2,150 was paid for 86 licenses requiring a \$25 fee; and \$110 was paid for 22 licenses requiring a \$5 fee.

The total received in 1943 for permits was \$4,063, but from that amount \$37 was refunded as overpayments. The net amount received in 1943 for permits was \$4,026 and 2493 permits were issued.

Net Receipts		
11 licenses at \$100	-----	\$1,100.00
86 " " 25	-----	2,150.00
22 " " 5	-----	110.00
2493 permits	-----	4,026.00
	Total -----	\$7,386.00

Net Expenditures		
Salaries	-----	\$4,707.00
Personal Expenses	-----	2,178.66
Printing and Supplies	-----	27.80
General Highway Fund		
Reimbursement		472.54
	Total -----	\$7,386.00

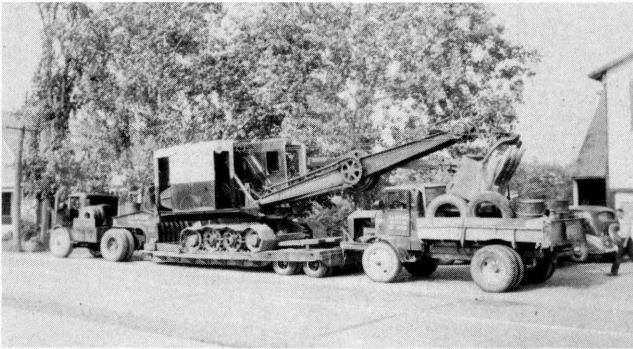


## Emergency Permits

Because of the war emergency, it has been necessary to issue a large number of permits for moving objects that exceeded the legal width of 8 feet, height of 12-1/2 feet, weight of 40,000 pounds, and length of 45 feet.

The maximum legal length was increased from 40 to 45 feet by Executive Order. This increase in length was authorized in order that Maine's legal limits would be in accordance with other states. The routing to be specified in permits for loads exceeding the legal weight limit often presents many difficulties because of bridges not designed for unusually heavy loads. In some instances requests were for moving shovels weighing from 40 to 50 tons which, together with the vehicle required for transporting such a load, made a gross weight of 60 to 70 tons. When military construction was involved, permits for extra heavy loads were issued but when time would allow and the move could be made by railroad or the equipment could readily be dismantled, the permits were refused.

During 1943, 1642 permits were issued for loads exceeding the legal limits. These permits were as follows: 603 for buildings, 137 for loads of wood or logs, 340 for shovels and cranes, 248 for tractors and bulldozers, 19 for rollers, 295 for miscellaneous objects such as culvert pipe, gun parts, smoke stacks, ship sections, ammunition, etc.



Gross Weight 61 Tons

### Permits to Open Highways

Repairs and new installations necessitated the issuing of 185 permits to open State and State aid highways during 1943. These permits were issued upon applications from telephone, water, gas, and sewer companies, and individuals. Fees totaling about \$1,400 were received for repairing 740 square yards of plain or surface treated gravel, 247 square yards of bituminous macadam and 15 square yards of concrete.

## Route Markers and Traffic Signs

Very few new installations of route markers were made during 1943 because of the scarcity of metal and manpower. Some replacements were made, some numbers changed and the usual maintenance of posts was carried on. After the war, when metal and men are again available, extensive repairs will be needed upon the State's route marking system.



Necessary maintenance and replacement of traffic signs were carried on during 1943 at a minimum cost. Few new signs were installed but at 1168 locations reconditioned signs were put up and the old signs returned to the paint shop. The method employed was for inspectors to remove the old signs and put up the new ones, rather than delegating that work to a maintenance crew. The procedure was to check from 20 to 50 miles of highway, taking a description of the signs and their location, then when reconditioned signs were ready, the inspector would take down the old sign and immediately replace it with a reconditioned one. Transportation of the signs was either by storing them in the inspector's car or by the use of a small trailer attached to his car.

## WORKMEN'S COMPENSATION

Funds for paying compensation on account of injuries are apportioned from the general highway fund by legislative authority. The apportionment for the fiscal year 1943 was \$52,000 and \$45,000 for the fiscal year ending June 30, 1944.

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

During 1943 there were 152 accidents on account of State Highway Department activities. During the same period payments were made on 234 active cases.

Payments for compensation and medical bills amounted to \$34,761.05.

## HIGHWAY AND BRIDGE BONDS

During the calendar year 1943 the sum of \$2,074,000 was taken from the general highway fund to retire highway, and highway and

bridge bonds, and the sum of \$650,257.50 was required to pay interest on outstanding bonds, making a total of \$2,724,257.50.

Outstanding highway and highway and bridge bonds on December 31, 1943, amounted to \$17,156,500.

## MAINE TURNPIKE AUTHORITY

The Maine Turnpike Authority was created by chapter 69 of the Private and Special Laws of 1941. Under the terms of the act 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.

The Authority was organized in 1941 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. Charles W. Diggery, Sanford	6 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.

Mr. Gannett resigned on February 7, 1942. This vacancy has not yet been filled.

In accordance with provisions of the act, in 1941 the sum of \$10,000 of highway funds was made available for expenditure by the Authority in the interim between the enactment of the law and the date funds are received from grants, bonds or other revenue.

In 1942 the State Highway Department made a preliminary survey of a route between Kittery and Portland for the Authority. This is being used as the basis of a survey project which was started in 1943 in cooperation with the Public Roads Administration for a relief road between these points. This survey project was approved with the understanding that if the road is later developed as a toll highway Federal funds will be withdrawn since such funds cannot be applied to toll roads. Expenditures on this Federal survey project are shown under expenditures for "Advance Engineering".

Expenditures from the Turnpike Authority fund in 1943 amounted to \$490.51 which was for surveys.

The balance in this fund on December 31, 1943, was \$4,026.11.

1943  
SUMMARY OF EXPENDITURES  
Construction, Maintenance and Operating Accounts

Administration, State Highway Commission . . . . .	\$186,182.32
State Highway Construction . . . . .	285,457.93
Access Roads and Defense Projects - Federal . . . . .	826,863.81
State Aid Road Construction . . . . .	37,984.21
Third Class Highway Construction . . . . .	9,828.02
Special Legislative Resolves . . . . .	40,263.11
Federal Aid Secondary Highway Construction . . . . .	9,747.70
Maintenance of Unimproved Roads . . . . .	17.60
Maintenance - Improved State and State Aid Roads . . . . .	* 2,882,837.83
Surface Treatment of Gravel Roads . . . . .	230.62
Snow Removal . . . . .	** 1,141,429.29
Bridge Construction . . . . .	195,480.76
Elimination of Hazards at Railroad Grade Crossings . . . . .	24,370.81
Maintenance of Bridges . . . . .	191,554.21
Waldo-Hancock Bridge - Operating . . . . .	24,034.05
Deer Isle-Sedgwick Bridge . . . . .	30,416.05
Maine Kennebec Bridge - Operating . . . . .	9,121.05
Highway Planning Survey . . . . .	38,829.13
Motor Transport - Garage - Shop . . . . .	288,507.04
Outdoor Advertising Control . . . . .	6,913.46
Compensation for Injuries to Employees . . . . .	34,761.05
Maine Turnpike Authority - Surveys . . . . .	490.51

Sub-total . . . . . \$6,265,320.56

Bonds - Interest and Retirement

Carlton Bridge	
Interest . . . . .	\$ 59,680.00
Waldo-Hancock Bridge	
Interest . . . . .	26,400.00
Retirement . . . . .	20,000.00
Deer Isle-Sedgwick Bridge	
Interest . . . . .	18,680.00
Retirement . . . . .	11,000.00
Hancock-Sullivan Bridge	
Paid to Hancock County - Interest and Retirement of Bridge Bonds . . . . .	6,227.75
Highway and Highway and Bridge Bonds	
Interest . . . . .	650,257.50
Retirement . . . . .	2,074,000.00

Sub-total . . . . . \$2,866,245.25

Miscellaneous Expenditures

Reimbursements to Towns on Account of Work  
Previously Completed and Reported:

State Aid Road Construction . . . . .	\$11,341.74
Third Class Highway Construction . . . . .	425.00
Special Resolves . . . . .	5,873.77

Sub-total . . . . . \$17,640.51

Grand Total . . . . . \$9,149,206.32

\* Maintenance - Does not include \$18,914.16 charged to temporary general accounts; to be charged to town maintenance accounts in 1944.

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

STATEMENTS *and*  
STATISTICAL TABLES

*Calendar Year*  
January 1, 1943 to December 31, 1943

STATE HIGHWAY MILEAGE SUMMARY

1914 To 1943 Inclusive  
With Corrections Due to Reconstruction 1925 to 1943 Inclusive

Type	Original Construction	Reconstruction		Net Mileage
		Add	Deduct	
Gravel	1202.15 (1)	109.79	320.87	991.07
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	345.05	141.11	85.64 (2)	400.52
Bituminous Concrete	9.13	67.42	-----	76.55
Concrete	132.81	141.33	57.19	216.95
	1731.07	502.39	479.23	1754.23

(1) Includes 3.65 miles not previously reported

(2) Includes 1.70 miles replaced by a defense project.

STATE HIGHWAYS  
IMPROVED MILEAGE BY COUNTIES

STATE HIGHWAY CONSTRUCTION AND RECONSTRUCTION  
1914 to 1943 Inclusive

County	Original Constructed Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Androscoggin	87.68	33.65	34.99	86.34
Arcostook	195.27	49.22	50.69	193.80
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	71.00	29.63	29.59	71.04
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	132.01	32.96	14.30	150.67
	1731.07	502.39	479.23	1754.23

**DESIGNATED STATE HIGHWAY SYSTEM**

**MILEAGE BY COUNTIES**

January 1, 1944

County	Federal Aid	Non Federal Aid	Total	Federal Aid Not on State Highway System
Androscoggin	84.90	18.68	103.58	
Aroostook	279.19	316.99	596.18	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	
	1716.16*	1272.22	2988.38	4.44
Federal Aid not on State Highway	4.44			
	1720.60			

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

**STATE HIGHWAYS  
FEDERAL AID PROJECTS  
CONSTRUCTION AND RECONSTRUCTION  
WORK UNDER CONSTRUCTION BUT NOT COMPLETED - 1943**

County	Highway	Town	Type	Per Cent Complete	Total Length Miles
Penobscot	K	Enfield	Bit. Gravel	55	7.04
Penobscot	K	Lincoln	Bit. Gravel	55	5.08
					12.12

For other incompleted projects see page 59, Report of State Highway Commission for 1942.

**MILEAGE PREVIOUSLY REPORTED**

**REPLACED BY CONSTRUCTION**

1943  
**STATE HIGHWAY REPLACEMENT TABLE**

County	Highway	Town	Original Work		Replacement Type	Length Replaced Miles
			Type	Done		
Aroostook	K-7	Houlton	Bit. Mac.	1925	Bit. Mac.	1.70

**STATE HIGHWAY SYSTEM**  
**IMPROVED MILEAGE TO JANUARY 1, 1944.**  
**FEDERAL, STATE, MUNICIPAL, AND PRIVATE CONSTRUCTION**

	Concrete	Bituminous Concrete	Bituminous Macadam	Bituminous Gravel	Gravel	Wood and Granite Block	Bridges and Approaches	Total
State Highway Construction	205.05	71.81	361.14	64.91	920.48	-	-	1623.39
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	16.12	3.78	27.93	1.72	878.88	1.12	-	929.55
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	-	51.66	-	-	53.84
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	-	0.19	-	-	20.25	-	-	20.44
Great Northern Paper Co. Construction	-	-	-	-	6.03	-	-	6.03
C.C.C. Construction	-	-	-	-	5.92	-	-	5.92
Bridges and Approaches	-	-	-	-	-	-	10.31	10.31
<b>Total Mileage Improved</b>	<b>236.34</b>	<b>88.77</b>	<b>441.96</b>	<b>73.48</b>	<b>2072.12</b>	<b>5.02</b>	<b>10.31</b>	<b>2928.00</b>
Unimproved								60.38
<b>Total Mileage State Highway System</b>								<b>2988.38</b>



**MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY ON THE  
STATE HIGHWAY SYSTEM**

January 1, 1944

County	Highway	Miles	Total By Counties
Aroostook	K-5	2.95	16.95
	K-11	0.65	
	K-14	2.31	
	K-16	4.18	
	K-19	1.23	
	K-20	4.83	
	K-22	0.80	
Cumberland	C-3	8.00	8.00
Hancock	Y	4.51	4.64
	M-N	0.13	
Kennebec	H-2	0.29	0.29
Penobscot	JK-157	9.54	9.54
Piscataquis	JK-157	8.34	8.34
Waldo	D	6.62	6.62
Washington	N-7	2.00	2.00
York	A-2	3.92	4.00
	A-3	0.08	
Total Unimproved			60.38

**PROJECT EXPENDITURES**  
**Construction and Reconstruction of State Highways**  
**Highway Loan Fund**  
**January 1, 1943 to December 31, 1943**  
**(Includes Expenditures for Preliminary Engineering for Access Road Projects**  
**and for Future Construction). (Prefixes P.E. or A.E.)**

Federal Aid Project No.	Highway	Town	Surveys	Plans & Comp.	Const. Eng. & Inspec.	Advertising	Right of Way & Property Damage	Sub Total	Labor & Materials	Total	Fed. Aid Credits	Mis. Credits
<b>ANDROSCOGGIN COUNTY</b>												
SN 386-A (1)	E	Auburn	\$ (28.18)				\$ 2,372.04	\$ 2,372.04		\$ 2,372.04		
	E	Greene						(28.18)	\$ 80.35	52.17		
	E	Leeds				\$ 52.00			62.05	52.05		
	E	Greene-Leeds						52.00		52.00		\$ 31,263.54
	E	Mechanic Falls						22.90		22.90		
Total for Androscoggin County			\$ (28.18)		\$ 52.00		\$ 2,394.94	\$ 2,418.76	\$ 142.40	\$ 2,561.15	\$ 31,263.54	
<b>AROSTOOK COUNTY</b>												
SN 298-F (1)	K	Blaine	(1.85)	\$ 532.00				\$ 532.00		\$ 532.00		
	K	Bridgewater		424.35			354.16	778.51		778.51	25,860.90	
	K	Bridgewater						(1.85)		(1.85)		
	K	Caribou						90.00		90.00		
	v	Connor Pt.		90.00				52.00		52.00		
	K-6	Fort Fairfield		52.00				583.34		583.34		
	K	Grand Isle		583.34				54.00		54.00		
	K	Houlton		54.00				277.00		277.00		
	K	Houlton		277.00				308.50		308.50		
K	Madawaska	308.50				45.00		45.00				
K-8	Macwahoc	45.00										
Total for Aroostook County			\$ (1.85)	\$ 2,356.19		\$ 354.16	\$ 2,718.50		\$ 2,718.50	\$25,860.90		
<b>CUMBERLAND COUNTY</b>												
AE 121-D (2)		Brunswick	\$ 1,617.49	\$ 25.50				\$ 1,642.99		\$ 1,642.99		
SN-377-A (2)	C-3	Cumberland			179.08		\$ (4,088.88)	(4,088.88)		(4,088.88)		
	C	Cumberland					45,328.74	45,507.82	22,301.55	68,829.37	48,829.65	
SN 121-A (2)	C-2	Falmouth		28.00			(5,493.70)	(5,465.70)		(5,465.70)		
	C-3	Falmouth					5,442.52	5,442.52	443.62	5,886.14	5,296.21	
SN-PE-377-A (1)	C-2	Falmouth	422.33	94.15			(14,660.70)	(14,660.70)		(14,660.70)		
AE 121-E (4)		Freeport	2,623.25	84.50			515.48			515.48	13,356.39	
SN 121-G (1)		Portland					2,707.75			2,707.75		
AN-PE-382-B (1)		South Portland	205.23	357.53				552.75		552.75	1,300.38	
AA-PE-382-C (1)		South Portland		31.84				31.84		31.84	2,747.85	
AE 390-C (1)	C	Yarmouth	(388.50)					(388.50)		(388.50)		
		Windham	559.38				(25,314.56)	(25,314.56)		(25,314.56)	559.38	
Total for Cumberland County			\$5,039.18	\$621.52	\$179.08	\$1,213.42	\$7,053.20	\$22,745.17	\$29,796.37	\$92,707.49		

## FRANKLIN COUNTY

SN 18 (4)	F	Farmington		\$336.00			\$336.00		\$336.00			
	V	New Sharon		567.00			567.00		567.00			
	F	Rangeley Plt.		28.00			28.00		28.00			
	F	Sandy River Plt.		84.00			84.00		84.00			
	F	Wilton						80.24	80.24		18,281.25	
Total for Franklin County				\$1,015.00			\$1,015.00	\$80.24	\$1,095.24		\$18,281.25	
HANCOCK COUNTY												
SN 98-1 (2)	Y	Bucksport		\$2.16	\$697.15	\$38.25		\$737.56	\$64.70	\$802.26		
	N	Hancock		2.68	555.65			558.33	5.85	565.18		
	N	Sullivan				124.00	(20.50)	103.50		103.50		
	N	Sullivan				55.00		56.00	(45.02)	10.98	1,188.98	
Total for Hancock County				\$4.84	\$1,252.80	\$218.25	(20.50)	\$1,455.39	25.63	\$1,481.92	\$1,188.58	
KENNEBEC COUNTY												
AE 389 (1)	Q	Gardiner			\$1,069.25			\$1,069.25		\$1,069.25		
	Q	Augusta-Gardiner	5,823.83	1,680.27			7,504.10		7,504.10	4,750.00	\$40.44	
AE-SN 142-C (1)	Q	Hallowell										
	E	Manchester				152.20	152.20	20.75	172.95			
	E	Monmouth	164.08	875.67			1,039.75		1,039.75			
SN 257-J (1)	H-2	Winslow	978.53	2,576.97			3,555.50		3,555.50	1,575.00		
	E	Winthrop	1,155.23	234.00		10.88	1,389.23	7.43	1,396.66			
		Winthrop-Manchester	157.88	1,015.52		46.66	1,185.03	65.07	1,250.10			
Total for Kennebec County				\$8,279.55	\$7,451.68	\$57.54	\$152.95	\$15,941.72	\$513.43	\$16,455.15	\$20,791.99	\$40.44
KNOX COUNTY												
AN-PE 388-A (1)		Rockland			\$11.78			\$11.78		\$11.78	\$506.98	
Total for Knox County					\$11.78			\$11.78		\$11.78	\$506.98	
LINCOLN COUNTY												
	D	Damariscotta		\$10.88				\$10.88		\$10.88		
Total for Lincoln County				\$10.88				\$10.88		\$10.88		
OXFORD COUNTY												
SN 93-H (1)	O	Canton		\$25.50	\$725.00			\$750.50		\$750.50		
	B	Fryburg			404.69			404.69		404.69		
	B-S-2	Norway					\$89.75		89.75	1.11	90.86	
	O	Peru			80.00			80.00		80.00		
	O	Rumford			156.00			156.00		156.00		
	S	Woodstock			379.33			379.33		379.33		
		Woodstock									3,150.40	
Total for Oxford County				\$25.50	\$1,745.02		\$89.75	\$1,860.27	\$1.11	\$1,861.38	\$3,150.40	

**PROJECT EXPENDITURES**  
**Construction and Reconstruction of State Highways**  
**Highway Loan Fund**  
**January 1, 1943 to December 31, 1943**  
**(Includes Expenditures for Preliminary Engineering for Access Road Projects**  
**and for Future Construction). (Prefixes P.E. or A.E.)**

Federal Aid Project No.	Highway	Town	Surveys	Plans & Comp.	Const. Eng. & Inspec.	Adver- tising	Right of Way & Property Damage	Sub Total	Labor & Materials	Total	Fed. Aid Credits	Mis. Credits
PENNSCOOT COUNTY												
AW-PE 384-A (1) 110-B (2)	I	Bangor		34.00				34.00	\$7.37	\$7.37		
	J	Bangor			30.00			30.00		34.00	39.97	
SN 4 (2)	K	Dexter	11.00	269.33				269.33		269.33	1,716.84	
	K	Enfield			21.35			32.35		32.35		
SN 138-C (1) SN 138-D (1)	K	Enfield-Lincoln		64.00	14,224.85		10,788.89	25,013.74	159,117.14	184,130.88	121,590.00	
	K	Greenbush					736.20	800.20	50.00	850.20		
SN 138-E (1) SN-72 (2)	K	Greenbush	11.00				65.33	86.33	3.12	731.53	15,383.90	
	K	Lincoln		404.00		10.00		90.00		90.00	21,085.40	
	K	Mattawamkeag			90.00			404.00		404.00	1,690.77	
	K	Passadumkeag										
Total for Penobscot County			\$22.00	\$771.33	\$11,376.20		11,590.42	\$26,759.95	\$159,909.16	\$186,669.11	\$161,506.88	
PISCATAQUIS COUNTY												
	J	Dover-Foxcroft		\$164.67				\$164.67		\$164.67		
	J	Monson		207.50				207.50		207.50		
Total for Piscataquis County				372.17				\$372.17		\$372.17		
SAGADAHOE COUNTY												
SN 116-D (2)	C-1	Bath	.60	\$27.00		\$11.43	\$117.72	\$156.75		\$156.75		
	C-1	Bath		58.83			9,676.36	9,676.36	643.30	10,319.66	5,005.45	
	Q	Bowdoin					200.00	58.83		200.00		
Total for Sagadahoe County			.60	\$85.83		\$11.43	\$9,994.08	\$10,091.94	\$643.30	\$10,735.24	\$5,005.45	
SOMERSET COUNTY												
SN (PE) 378-A (1)	H-1	Canaan					\$150.00	\$150.00		\$150.00		
	V	Jackman	2,386.13	932.08				3,318.21		3,318.21	7,920.00	
	V	Mercer	9.83	881.66				891.49		891.49		
SN (PE) 379-A (1) SN 385-A (1)	V	Norridgewock		450.67				450.67		450.67		
	H-1	Sandy Bay	692.30	3,461.70				4,154.00		4,154.00	1,350.00	
		Skowhegan						(175.00)	(175.00)	(175.00)	29,969.75	
		Skowhegan						12.50	12.50	12.50		
Total for Somerset County			\$3,088.26	\$5,726.11			\$150.00	\$8,964.37	(162.50)	\$8,801.87	\$39,239.75	

WALDO COUNTY

SN 84-G (2)	D	Northport	\$346.85	\$46.75			\$393.60	\$393.60		
SN 84-I (1)		Searsport			56.00		56.00	56.00	1,717.89	
		Searsport							25,105.83	
Total for Waldo County			\$346.85	\$46.75	\$56.00		\$449.60	\$449.60	\$25,823.72	

WASHINGTON COUNTY

SN 123-F (2)		Deblois		\$14.25	(14.25)					
	N	Edmunds		329.65	1.75		\$ 1.75	\$7,599.26	\$7,601.01	\$25,045.73
	N	Edmunds		20.00	17.00		346.65	25.00	371.65	
	N	Machias		20.00			20.00		20.00	
AE 376-B (1)		Machias	324.92				324.62		324.62	
	N	No. 1 Indian								
	N	Township		754.36	90.50		844.86		844.86	
	N	Pembroke		20.00			20.00		20.00	
AE 123-G (1)		Pembroke	910.12				910.12		910.12	
AE-5 (2)		Perry-Pembroke	1,825.85				1,825.85		1,825.85	
	N	Perry		20.00			20.00		20.00	
	N	Princeton		596.00			596.00		596.00	
Total for Washington County			\$3,061.59	\$1,754.26	\$95.00		\$4,910.85	\$7,524.26	\$12,535.11	\$25,045.73

YORK COUNTY

374-G (1)	U	Alfred		\$29.00			\$29.00		29.00		
	A-5	Berwick						40.50	40.50	2,136.82	
		Berwick									
AK (PE) 381-A (1)		Kittery	(5.78)	22.17			16.39		16.39	1,395.96	
AK (PE) 383-A (1)		Kittery		46.14			46.14		46.14	2,479.68	
AE-392 (1)		Kittery-Portland	5,310.52				5,310.52		5,310.52		
	U	Lebanon		80.00			80.00		80.00		
	U	Lyman		452.00			452.00		452.00		
	A-5	North Berwick		68.00		14.96	82.96		82.96		
	A	No. Kennebunkport				1.23	1.23		1.23		
	U	No. Kennebunkport		216.16			216.16		216.16		
	A-9	Saco		40.00			40.00		40.00		
	A-9	Saco				12.45	12.45		12.45		
295-B (1)		Saco-Old Orchard								1,235.81	
	A-2	Wells		310.50			310.50		310.50		
Total for York County			\$5,304.74	\$1,263.97		\$28.64	\$5,597.35	\$40.50	\$5,637.85	\$7,248.27	
Accounts Receivable Reserve as per State Controller									200.00		
Total for All Counties			\$25,153.96	\$24,484.41	\$15,034.07	\$11.43	\$25,947.86	\$90,631.73	\$191,563.60	\$282,395.33	\$453,615.19

**PROJECT EXPENDITURES**  
**Construction and Reconstruction of State Highways**  
**Non Federal Aid Roads**  
**January 1, 1943, to December 31, 1943**

Highway	Town	Surveys	Plans & Computations	Construction Engineering & Inspect'n.	Right of Way & Property Damage	Sub-Total	Labor & Materials	Total
AROOSTOOK COUNTY								
K-11	Caribou				\$3.20	\$3.20	\$6.25	\$9.45
Total for Aroostook County					3.20	3.20	6.25	9.45
CUMBERLAND COUNTY								
Peq. Trail 113	Standish						22.55	22.55
Total for Cumberland County							22.55	22.55
LINCOLN COUNTY								
27	Wiscasset				500.00	500.00		500.00
Total for Lincoln County					500.00	500.00		500.00
YORK COUNTY								
A-2 (11)	Shapleigh						34.95	34.95
Total for York County							34.95	34.95
Total for All Counties					\$503.20	\$503.20	\$63.75	\$566.95

**SPECIAL DEFENSE PROJECTS**  
**Construction and Reconstruction of State Highways**  
**State-Sponsored W. P. A. Projects**  
**January 1, 1943, to December 31, 1943**

Highway	Town	Surveys	Plans & Computations	Construction Engineering & Inspect'n.	Right of Way & Property Damage	Sub-Total	Labor & Materials	Total	Credit Balances	Debit Balances	Balance
<b>ANDROSCOGGIN COUNTY</b>											
E	Greene			18.67		18.67	2,718.63	2,737.30		2,737.30	68,279.18
Total for Androscoggin County				18.67		18.67	2,718.63	2,737.30		2,737.30	
<b>HANCOCK COUNTY</b>											
N	Gouldsboro			23.50		23.50	172.17	195.67		195.67	
Total for Hancock County				23.50		23.50	172.17	195.67		195.67	
<b>KENNEBEC COUNTY</b>											
Q	Gardiner			8.00		8.00	(69.56)	(61.56)	38.75	(61.56)	
Total for Kennebec County				8.00		8.00	(69.56)	(61.56)	38.75	(61.56)	
<b>OXFORD COUNTY</b>											
O	Hanover-Rumford						89.45	89.45		89.45	
Total for Oxford County							89.45	89.45		89.45	
<b>SAGADAHOC COUNTY</b>											
Q	Richmond			8.00	13.75	21.75	(332.46)	(310.71)	38.75	(310.71)	
Total for Sagadahoc County				8.00	13.75	21.75	(332.46)	(310.71)	38.75	(310.71)	
<b>WASHINGTON COUNTY</b>											
N	Perry			45.50		45.50		45.50		45.50	
Total for Washington County				45.50		45.50		45.50		45.50	
Total for All Counties				103.67	13.75	117.42	2,578.23	2,695.65	77.50	2,695.65	65,661.03

DEFENSE HIGHWAY PROJECTS  
ACCESS ROADS  
1943

County	Highway	Proj. No.	Town	Type	Contractor	% Complete	Total Length
Aroostook	K-7	WD 1	Houlton	Bit. Mac.	Bridge Const. Corp.	100	1.83
		DA WR 15	Houlton	Bit. Mac.	Herbert Sargent	4	1.79
	K-10	Army	Presque Isle	Bit. Grav.	Force Account	95	1.52
		Army	Mapleton	Bit. Grav.	Force Account	95	1.04
	K-16	DA WR 6	Presque Isle	Bit. Grav.	Lane Const. Corp.	65	1.75
	K-16	DA WR 6	Presque Isle	Bit. Conc.	Lane Const. Corp.	65	0.34
Cumberland		DA NI 2(1)	So. Portland	Bit. Conc.	W. H. Hinman, Inc.	100	0.64
		DA NI 2-B(1)	So. Portland	Bit. Conc.	W. H. Hinman, Inc.	100	0.97
		DA NC 4	Brunswick	Gravel	Lane Const. Corp.	100	1.76
		DA WR 19	Portland	Gravel & Bit. Grav.	Force Account	35	5.9
Hancock		DA RM 20	T 28 MD	Grading	Force Account	0	4.5
		DA RM 21	Amherst	Gravel	Force Account	0	2.0
Knox		DA NC 6	Owls Head	Gravel	Wyman & Simpson, Inc.	90	1.00
Oxford		DA RM 10	Roxbury and Rumford	Gravel	Force Account	60	1.2



Penobscot	J-K-157	DA RM 11	T-4 & Long A	Grading	Force Account	100	7.87
		DA RM 14	T-6-R-8	Grading	Force Account	100	2.2
		DA RM 21	Milford & Bradley Bangor	Gravel	Force Account	10	7.5
		DA WR 7		Gravel	J. R. Cianchette	100	1.15
Piscataquis	J-K-157	DA RM 11	T-4-R-9	Grading	Force Account	100	4.55
		DA RM 14		Grading	Force Account	0	9.8
Sagadahoc		DA WR 8	Phippsburg	Repairs	Force Account	100	3.0
Somerset		DA RM 12	Highland Plt.	Grading	Force Account	90	4.0
		DA RM 12	Highland Plt.	Gravel	Force Account	90	4.5
		DA RM 16	T-3-R-6 & T-4- R-6	Grading	Force Account	30	4.0
		DA RM 17	T-4-R-6 & T-5-R-7	Grading	Force Account	0	2.3
		DA RM 18	Hartland	Gravel	Force Account	100	0.5
Washington		FS 1(2)	Deblois	Flight Strip	Thos. DiCenzo	100	
		DA RM 13	Talmadge	Grading	Force Account	100	4.5
York	A & A-3 A-2	DA WR 1	Kittery	Bit. Mac.	J. R. Cianchette	100	1.45
		DA NR 8	Kittery	Bit. Mac.	Nicholas DelMonaco	90	*
		DA NC 7	Sanford	Bit. Mac.	W. H. Hinman, Inc.	16	2.15

\* Widening Intersection

**PROJECT EXPENDITURES**  
Access Roads--Federal Defense Areas

January 1, 1943 to December 31, 1943

Federal Aid Project No.	Highway Classification	Town	Surveys	Plans & Computations	Construction Engineering & Inspect'n.	Advertising	Right of Way & Property Damage	Sub-Total	Labor & Materials	Total	Federal Aid Credits	Misc. Credits
WD-1	S.H. K-7	Houlton	\$ 17.11	\$ 125.00	\$ 1,438.50		\$ 750.00	\$ 2,331.61	\$ 33,983.83	\$ 36,315.44	\$ 18,214.00	
DA-WR 15	City Sts.	Houlton	702.31	1,073.09	1,064.07	\$ 18.40		2,857.87	4,009.94	6,867.81		
	S. H. K-10	Presque Isle	16.00	320.67	7,385.62		3,039.19	10,761.48	149,333.23	160,094.71	157,039.69	\$44.40
DA-WR 6	S. H. K-16	Presque Isle	607.78	826.51	3,762.43	3.38	3,200.24	8,400.34	65,733.18	74,133.52	55,497.60	
F.S. 2 (1)	Flight Strip	Bridgton	3,432.91	193.52	19.50			3,645.93	20.04	3,665.97	3,665.97	
DA-NC 4	S. A.	Brunswick	1,056.18	843.95	2,346.11	61.92	339.38	4,647.54	46,661.94	51,309.48	41,252.38	
DA-WR 19	City Sts.	Peaks-Long Island			634.51			634.51	11,834.79	12,469.30		
DA-NI 2 (1)	City Sts.	South Portland	(205.23)	(244.67)	336.28			(113.62)	84.00	(29.62)		
DA-NI 28 (1)	City Sts.	South Portland		156.00	8,000.49		9,165.69	17,332.18	161,367.96	178,700.14	194,482.80	
DA-WR 3	City Sts.	South Portland			47.50			47.50	31.50	79.00		
DA-RM 21	Woods Roads	Amherst		14.75	104.43			119.18	827.70	946.88		
DA-RM 20	Woods Roads	T 28 M.D.		21.00				21.00	9.75	30.75		
DA-NR 3	City Streets	Rockland		1.54	(1.45)			.09	2,514.93	2,515.02	3,045.43	
DA-NC 6	S. A.	Owl's Head	505.33	144.00	2,381.43	158.88	1,199.43	4,389.07	21,669.39	26,058.46	22,422.00	
DA-RM 10	Mine Roads	Roxbury-Rumford	384.85	45.00	55.05		207.55	692.45	7,529.00	8,221.45	9,072.00	
DA-RM 22	Woods Roads	Roxbury			19.67			19.67		19.67		
DA-WR 5	City Streets	Bangor (10-04)		31.54	100.00			131.54		131.54	6,909.85	
DA-WR 7	City Streets	Odlin Rd., Bangor		149.69	1,586.40			1,736.09	18,857.11	20,593.20	19,200.00	
DA-RM 11	S. H. JK-157	Brownville			816.03			816.03	20,280.43	21,096.46	16,530.00	
DA-RM 11	S. H. JK-157	Brownville-Millinocket			525.95			525.95	28,614.51	29,140.46		
DA-WR 8	S. A.	Phippsburg	480.79	317.00	159.15	8.51	42.00	1,007.45	1,969.79	2,977.24	10,000.00	
DA-RM 18	Woods Roads	Hartland	(25.50)	25.50	140.13			140.13	1,806.43	1,946.56		
DA-RM 12	Woods Roads	Highland Pt.	18.67	28.00	299.25			345.92	17,814.64	18,160.56	13,200.00	
DA-RM 17	Woods Roads	Whipple Pond			11.23			11.23		11.23		
DA-RM 14	Woods Roads	Trout Brook Project		25.50	155.44			180.94	6,936.78	7,117.72		
DA-RM 16	Woods Roads	Spencer Pond			30.17			30.17	7,730.84	7,761.01		
DA-RM 23	Woods Roads	T. B. Range (11)			24.58			24.58		24.58		
F.S. 1 (1)	Flight Strip	Deblois	17.11	42.30				59.41		59.41	1,273.00	
F.S. 1 (2)	Flight Strip	Deblois		32.24	4,243.08		3.71	4,279.03	95,784.12	100,063.15	112,387.50	
DA-RM 13	Woods Roads	Talmadge		34.00	246.87			280.87	9,572.61	9,853.48		
DA-NR 1	S. H. A3 & A10	Kittery			1,065.95			1,065.95	4,351.99	5,417.94	10,846.92	
DA-NR 8	S. H. A	Kittery	61.97	136.00	157.17	24.17	148.46	528.31	.83	529.14		
DA-NR 1	S. A.	Kittery	59.02		5,815.43		21.85	5,896.30	22,086.97	27,983.27	33,102.12	
DA-NC 7	S. H. A2	Sanford	1,083.83	929.33	1,909.13	96.69	3,700.66	7,719.64	4,874.24	12,593.88		
			\$8,213.13	\$5,282.46	\$44,880.10	\$372.49	\$21,818.16	\$80,566.34	\$746,297.47	\$826,863.81	\$730,261.26	\$44.40

**EXPENDITURES AND MILEAGE  
CONSTRUCTION OF STATE AID ROADS  
January 1, 1943, to December 31, 1943**

Type of Road	Miles	Total Cost	Cost Per Mile
Gravel	2.40	\$22,131.04	\$9,221.26
Gravel - Surfacing only	0.12	246.60	
Grading and Base	0.50	1,656.78	
Gravel-Reconstruction	0.74	6,455.61	
Tar Surface Treatment	6.45	7,494.18	
		\$37,984.21	
Paid by State		\$21,185.46	
Paid by Towns		\$16,798.75	

**COUNTY TABLE  
MILEAGE AND COST OF STATE AID ROAD CONSTRUCTION  
January 1, 1943, to December 31, 1943**

County	Miles					Total Cost
	Gravel Construction	Gravel Surface Only	Grading and Base	Reconstruction	Tar Surface Treated	
Androscoggin	0.05	--	--	--	--	\$604.53
Aroostook	0.25	--	--	--	0.07	1,939.86
Cumberland	--	--	--	0.08	--	774.68
Franklin	--	--	--	0.10	1.30	2,970.75
Hancock	0.61	--	0.10	0.37	--	11,590.21
Kennebec	--	--	--	--	--	---
Knox	--	0.12	--	--	0.32	632.48
Lincoln	--	--	--	--	--	---
Oxford	1.27	--	--	--	2.71	9,147.83
Penobscot	--	--	--	--	--	100.68
Piscataquis	--	--	--	--	--	---
Sagadahoc	--	--	--	0.19	--	3,786.48
Somerset	--	--	--	--	--	80.34
Waldo	--	--	--	--	--	---
Washington	0.08	--	0.40	--	0.90	3,200.43
York	0.14	--	--	--	1.15	3,255.94
Totals	2.40	0.12	0.50	0.74	6.45	\$37,984.21

**EXPENDITURES AND MILEAGE  
CONSTRUCTION OF THIRD CLASS HIGHWAYS**

January 1, 1943, to December 31, 1943

Type of Road	Length Miles	Cost	Cost Per Mile
Gravel	0.64	\$6,265.76	\$9,790.25
Gravel - Incompleted	0.10	664.91	
Tar Surface Treatment	7.70	2,897.35	376.28
		<b>\$9,828.02</b>	
Paid by State		<b>\$4,560.35</b>	
Paid by Towns		<b>\$5,267.67</b>	

**COUNTY TABLE  
EXPENDITURES AND MILEAGE  
CONSTRUCTION OF THIRD CLASS HIGHWAYS  
January 1, 1943, to December 31, 1943**

County	Miles			Expenditures		
	Gravel Construction	Gravel Base Incomplete	Tar Surface Treatment	Paid by Towns	Paid by State	Total Cost
Androscoggin	--	--	--	--	--	--
Aroostook	--	--	4.00	1,007.30	--	1,007.30
Cumberland	0.50	--	--	3,383.81	1,430.24	4,814.05
Franklin	--	--	--	--	--	--
Hancock	--	--	--	--	--	--
Kennebec	--	--	--	--	--	--
Knox	--	--	--	--	--	--
Lincoln	--	--	--	--	--	--
Oxford	--	--	--	--	--	--
Penobscot	0.10	0.04	0.96	631.22	1,323.09	1,954.31
Piscataquis	--	--	--	--	--	--
Sagadahoc	--	--	--	--	--	--
Somerset	--	--	2.57	--	660.26	660.26
Waldo	0.04	0.06	--	43.56	1,139.96	1,183.52
Washington	--	--	--	--	--	--
York	--	--	0.17	201.78	6.80	208.58
<b>Totals</b>	<b>0.64</b>	<b>0.10</b>	<b>7.70</b>	<b>\$5,267.67</b>	<b>\$4,560.35</b>	<b>\$9,828.02</b>

**EXPENDITURES AND MILEAGE  
SPECIAL LEGISLATIVE RESOLVES**

**January 1, 1943, to December 31, 1943**

Type Of Work	Length Miles	Cost Engineering & Supervision	Cost Labor & Materials	Total Cost	Paid By Towns	Paid By State
Gravel Road Construction	1.91	\$301.47	\$10,313.49	\$10,614.96	\$1,603.55	\$9,011.41
Road Repairs		171.61	18,928.75	19,100.36	2,878.10	16,222.26
Tar Surface Treatment	9.90	33.60	5,545.73	5,579.03	1,926.41	3,652.62
Bridge Repairs	—	—	3,077.81	3,077.81	1,577.81	1,500.00
Incompleted Work	—	3.25	853.50	856.75	56.00	800.75
Culverts	—	3.25	1,030.95	1,034.20	434.20	600.00
Totals	—	\$512.88	\$39,750.23	\$40,263.11	\$8,476.07	\$31,787.04

**COUNTY TABLE  
MILEAGE AND EXPENDITURES  
SPECIAL LEGISLATIVE RESOLVES  
January 1, 1943, to December 31, 1943**

	Road Construction		Tar Surface Treatment		Road Repairs	Bridge Repairs	Base (Incompleted work)		Culverts	Total Cost	Paid by Town	Paid by State
	Miles	Cost	Miles	Cost	Cost	Cost	Miles	Cost				
Androscoggin	0.11	\$980.17	--	--	--	--	--	--	--	\$ 980.17	\$ 212.56	\$ 767.61
Aroostook	0.34	1,200.82	--	--	\$2,151.16	--	--	--	--	3,351.98	733.51	2,618.47
Cumberland	0.19	1,569.21	--	--	1,865.25	--	--	--	--	3,434.46	1,211.19	2,223.27
Franklin	--	13.00	2.50	\$1,052.75	--	--	--	--	--	1,065.75	52.75	1,013.00
Hancock	0.04	350.04	--	--	1,111.90	--	--	--	\$1,034.20	2,496.14	560.25	1,935.89
Kennebec	--	23.71	1.95	1,374.50	--	\$2,551.87	--	--	--	3,950.08	1,477.14	2,472.94
Knox	0.09	674.84	--	--	--	--	--	--	--	674.84	49.84	625.00
Lincoln	--	--	--	--	1,693.10	--	--	--	--	1,693.10	162.86	1,530.25
Oxford	--	--	0.30	433.75	261.70	--	--	--	--	695.45	450.45	245.00
Penobscot	0.16	378.10	3.70	1,901.55	798.60	525.94	0.11	\$856.75	--	4,460.94	1,678.99	2,781.95
Piscataquis	--	--	1.00	372.56	3,561.45	--	--	--	--	3,933.71	102.74	3,830.97
Sagadahoc	--	--	0.20	130.94	998.42	--	--	--	--	1,129.36	169.93	959.43
Somerset	0.48	2,151.09	--	--	3,638.15	--	--	--	--	5,789.24	1,246.87	4,542.37
Waldo	--	34.55	--	--	--	--	--	--	--	34.55	--	34.55
Washington	--	--	--	--	3,020.93	--	--	--	--	3,020.93	100.20	2,920.73
York	0.50	3,239.43	0.25	312.98	--	--	--	--	--	3,552.41	266.79	3,285.62
	1.91	\$10,614.96	9.90	\$5,579.03	\$19,100.36	\$3,077.81	0.11	\$856.75	\$1,034.20	\$40,263.11	\$6,476.07	\$31,787.04

CONSTRUCTION  
FEDERAL AID SECONDARY HIGHWAYS  
EXPENDITURES - January 1, 1943, to December 31, 1943

PROJECTS IN PROGRAM FOR FISCAL YEAR 1942  
ACT OF SEPTEMBER 5, 1940

Project No. F.A.S.	Town	County	Class of Highway	Route	Cost of Engineering	Cost of Labor & Materials	Expenditures 1943	Expenditures Prior to 1943	Total Expenditures to Dec. 31, 1943	Total Federal Credits	Length Miles	Contractor
SN-170 B	Macwahoc	Aroos.	S H	US 2 A		\$ 20.25	\$ 20.25	\$ 50,028.67	\$ 50,048.92	\$ 35,768.22	(a) 1.60	Bridge Construction Corp., Augusta, Me.
SM- 23 A	Gray	Cumb.	S A	US 202		262.10	262.10	46,533.88	46,815.98	33,369.19	(a) 1.70	W. H. Hinman, Inc., No. Anson, Me.
329 D	Sidney	Kenn.	S A	104		*(128.80)	*(128.80)	33,433.68	33,304.88	12,527.83	(b) 1.53	Force Account
229 D	Dresden	Linc.	S A	197				8,981.05	8,981.05	3,847.41	(b) .38	Force Account
316 B	Brownfield	Oxf.	S A	160		6.25	6.25	26,319.77	26,326.02	12,443.99	(b) 1.09	Ralph Giovannucci, Pittsfield, Me.
31 B	Monroe	Waldo	S A	139				11,968.97	11,968.97	5,601.48	(b) .68	Force Account
SN- 24 C	Codyville	Wash.	S A	16				13,989.77	13,989.77	9,401.35	(b) .74	Force Account
SN- 41 A	Alfred	York	S H	US 202	\$ 48.00	6.25	54.25	38,688.07	39,742.32	27,855.74	(a) .93	W. H. Hinman, Inc., No. Anson, Me.
Totals					\$ 48.00	\$166.05	\$214.05	\$230,963.86	\$231,177.91	\$140,815.21		
(a) Mixed in place bituminous gravel. (b) Tar surface treated gravel. * Credit												
PROJECTS IN PROGRAM FOR FISCAL YEAR 1943 ACT OF SEPTEMBER 5, 1940												
SN-198 E	MilBridge-Harrington	Wash.	S A	1-A	\$1,367.09	\$6,279.17	\$7,646.26	\$ 16,005.42	\$ 23,651.68	\$ 16,314.00	Concrete Bridge	Leigh D. Chase, Augusta, Me.
UNCLASSIFIED PROJECTS												
	Gray Hope	Cumb. Knox	S A	US 202	\$1,409.39		\$1,409.39	\$ 1,342.95	\$ 2,752.34			
	Norway-Waterford	Oxf.	S A	118	112.00		112.00	337.51	445.51			
	Bowdoinham	Sag.	S A	24	310.00		310.00	569.21	879.21			
					56.00		56.00	115.44	171.44			
Totals					\$1,887.39		\$1,887.39	\$ 2,365.11	\$ 4,252.50			
Grand totals - 1943 Expenditures					\$3,302.48	\$6,445.22	\$9,747.70					

These tables include only those projects on which there were expenditures or credits during the year 1943.  
For additional information and expenditures see reports for previous years.

**MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS**

January 1, 1943, to December 31, 1943

Items	Bituminous Concrete	Cement Concrete	Bituminous Macadam	Surface Treated Gravel	Plain Gravel	Totals	%
Surface Treatment, Asphalt	--	--	--	--	--	--	--
Surface Treatment, Tar	\$ 1,942.03	\$ 6,895.19	\$11,678.03	\$1,027,198.11	--	\$1,047,713.36	37.491
Hauling Cover for Surface Treatment	426.13	3,437.11	4,369.13	388,755.33	--	396,987.70	14.204
Retread Surfaces	--	--	--	--	--	--	--
Painting	40.40	1,826.68	931.62	27,724.01	--	30,522.71	1.092
Patching	1,569.04	5,079.14	15,224.45	397,945.22	--	419,817.85	15.023
Filling Joints, Concrete surfaces	79.60	3,973.32	--	--	--	4,052.92	.145
Mud Jacking	--	--	--	--	--	--	--
Gravel Surfacing	--	--	--	521.29	\$ 96,408.91	96,930.20	3.469
Machining and Dragging	--	--	--	28,831.79	75,183.35	104,015.14	3.722
Hauling and Applying Calcium	--	--	--	--	14,892.74	14,892.74	.532
Hauling Materials on Surface Treated Gravel	--	--	--	--	--	--	--
Macadam and Concrete	350.41	1,027.95	4,001.59	154,849.52	--	160,229.47	5.734
Machining and Hand Work Shoulders and Ditches	3,719.41	9,022.34	14,136.58	156,632.41	30,323.01	213,833.75	7.653
Hauling Material (Shoulders)	1,582.85	5,000.45	3,227.19	49,410.65	11,298.21	70,519.35	2.522
Surface Treatment of Shoulders Concrete Surfaces	266.04	619.62	83.79	--	--	969.45	.034
Installing and Cleaning Culverts	452.54	10,792.38	3,682.96	42,524.19	7,726.85	65,178.92	2.333
Thawing Culverts	263.83	1,139.63	1,508.62	14,194.13	1,271.76	18,377.97	.659
Draining Water from Road Surfaces	235.14	3,697.61	2,936.01	35,269.61	6,605.87	48,744.24	1.744
Erecting and Repairing Guard Rail	798.97	4,465.47	2,634.38	17,934.50	1,018.67	26,851.99	.961
Painting Guard Rail	79.84	568.34	712.36	3,525.24	74.72	4,960.50	.178
Cutting Bushes	179.38	235.90	1,117.83	8,807.93	1,338.05	11,679.09	.418
Mowing Grass	1,827.73	3,983.18	5,052.02	33,762.41	2,214.46	46,839.80	1.677
Beautification	1,244.20	619.61	377.91	1,313.67	--	3,555.39	.128
Traffic Lines	143.20	44.50	--	2.32	--	190.02	.007
Signs	189.21	845.79	1,211.24	4,509.34	124.06	6,879.64	.246
Reconstruction: Gravel Base	--	--	--	--	780.48	780.48	.028
Reconstruction: Gravel Surface	--	--	--	--	--	--	--
<b>Totals</b>	<b>\$15,389.95</b>	<b>\$63,274.21</b>	<b>\$72,885.71</b>	<b>\$2,393,711.67</b>	<b>\$249,261.14</b>	<b>\$2,794,522.68</b>	<b>100.000%</b>
Miles Maintained	70.62	221.49	448.18	5,947.28	1,400.14		
Average Cost per Mile	\$217.93	\$285.68	\$162.63	\$402.49	\$178.03		
						Supervision	86,711.21
						Roadside Improvement	213.10
						Town line signs	1,390.84
						<b>Grand Total</b>	<b>\$2,882,837.83</b>



**COUNTY TABLE**  
**EXPENDITURES FOR MAINTENANCE**  
**January 1, 1943, to December 31, 1943**

County	State Highways	State Aid Highways	Total
Androscoggin	\$ 24,405.51	\$ 52,060.00	\$ 76,465.51
Aroostook	274,158.02	135,348.03	409,506.05
Cumberland	36,862.55	133,318.45	170,181.00
Franklin	54,240.63	75,998.10	130,238.73
Hancock	49,030.98	124,344.41	173,375.39
Kennebec	94,862.71	145,838.11	240,700.82
Knox	17,322.63	90,836.34	108,158.97
Lincoln	22,565.11	75,953.90	98,519.01
Oxford	76,923.39	115,256.75	192,180.14
Penobscot	74,987.19	211,728.44	286,715.63
Piscataquis	41,007.56	56,904.51	97,912.07
Sagadahoc	27,520.31	41,064.98	68,585.29
Somerset	87,585.64	138,051.24	225,636.88
Waldo	37,303.43	81,374.76	118,678.19
Washington	76,986.07	131,426.50	208,412.57
York	81,587.71	107,668.72	189,256.43
	\$1,077,349.44	\$1,717,173.24	\$2,794,522.68*

\*Does not include supervision or miscellaneous expenditures.

## SNOW REMOVAL 1942-1943 SEASON

STATE HIGHWAYS	MILEAGE 2,814.76
State Cost . . . . .	\$ 605,853.24
State Cost Supervision . . . . .	<u>7,504.15</u> \$ 613,357.39
Town Cost . . . . .	112,590.40
Total Cost to State and Towns . . . . .	<u>\$ 725,947.79</u>

Average Cost per mile for State . . . . .	\$215.241	
Average Cost per mile for State Supervision . . . . .	<u>6.666</u>	\$217.907
Cost per mile for Town's Share . . . . .		<u>40.000</u>
Average Cost per mile for State and Towns . . . . .		257.907

STATE AID AND TOWN WAYS	MILEAGE 11,613.78
State Cost . . . . .	\$ 451,976.70
State Cost Supervision . . . . .	<u>30,958.02</u> \$482,934.72
Town Cost . . . . .	512,032.90
Total Cost to State and Towns . . . . .	<u>\$994,967.62</u>

Average Cost per mile for State . . . . .	\$ 38.92	
Average Cost per mile for State Supervision . . . . .	<u>2.66</u>	\$ 41.58
Cost per mile for Town's Share . . . . .		<u>44.09</u>
Average Cost per mile for State and Towns . . . . .		\$ 85.67

ALL HIGHWAYS	MILEAGE 14,428.54
State Cost . . . . .	\$1,057,825.94
State Cost Supervision . . . . .	<u>38,462.17</u> \$1,096,288.11
Town Cost . . . . .	624,627.30
Total Cost to State and Towns . . . . .	<u>\$1,720,915.41</u>

Average Cost per mile for State . . . . .	\$ 73.32	
Average Cost per mile for State Supervision . . . . .	<u>2.66</u>	\$ 75.98
Average Cost per mile for Towns . . . . .		<u>43.29</u>
Average Cost per mile for State and Towns . . . . .		\$ 119.27

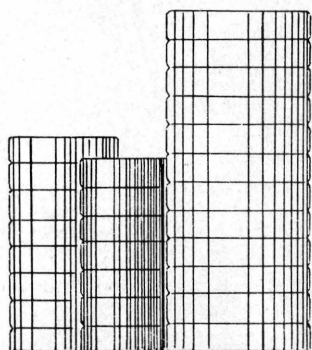
State Highway Mileage . . . . .	2,814.76		
State Aid Highway Mileage . . . . .	5,235.72		
Town Way Mileage . . . . .	<u>6,378.06</u>	<u>11,613.78</u>	14,428.54

Number of towns which have Snow Removal work . . . . .	586
--	-----

### SNOW FENCE ERECTED:

By State on State Highways . . . . .	1,550,700	Linear Feet
By Towns on State Aid & Town Ways . . . . .	<u>4,036,082</u>	Linear Feet
Total Number of Feet erected on Accepted Mileage or 1,058 miles . . . . .	5,586,782	Linear Feet

# FINANCIAL STATEMENTS



*Fiscal Year*  
July 1, 1942 to June 30, 1943



# GENERAL HIGHWAY FUND

## ANALYSIS OF SURPLUS

Fiscal Year  
July 1, 1942, to June 30, 1943

Balance July 1, 1942		\$2,484,871.09
Add:		
Adjustments:		
Interest coupon carried as un- presented found to be previously paid	\$ 20.00	
Old outstanding checks cancelled	609.28	
	<u>629.28</u>	
Old cancelled checks reissued	115.26	
		\$514.02
Balance, Outdoor Advertising		<u>230.47</u>
		744.49
		<u>\$ 2,485,615.58</u>
Revenues:		
Gasoline Tax	\$4,594,091.97	
Registration Fees	3,713,755.06	
Auto Fines	<u>28,266.18</u>	\$8,336,113.21
Legislative Allotments:		
Highway Appropriations	\$ 5,766,643.00	
State Police	311,000.00	
Secretary of State, Motor Vehicle Div.	160,000.00	
Gas Tax Division, Bureau of Taxation	260,000.00	
Island Town Resolves	11,071.75	
Baxter State Park Road	<u>2,500.00</u>	
		6,511,214.75
		\$1,324,898.46
Lapsed Balances:		
P. U. Commission	\$ 7,327.56	
Gas Tax Division, Bureau of Taxation	38,173.02	
State Police Gen.	6,133.47	
State Police Radio Equip.	125.69	
Secretary of State, Motor Vehicle Div.	18,885.19	
Administration, State Highway Comm.	<u>31,191.33</u>	101,836.26
		<u>\$1,926,734.72</u>
General Highway Fund		
Surplus Balance, June 30, 1943		\$4,412,350.30

**STATE HIGHWAY COMMISSION**  
**APPROPRIATION SUMMARY**  
**AVAILABLE FUNDS - EXPENDITURES - BALANCES**  
**Fiscal Year, July 1, 1942, to June 30, 1943**

Activities Title of Appropriation	Balance Beginning 7/1/42	Gen. Hwy. Fund Legislative Allotments	Transfers	Other Revenue	Total Available	Expenditures	Transfers	Lapsed Balances	June 30, 1943 Carrying Balances
Bond Retirement		\$1,824,000.00			\$1,824,000.00	\$1,824,000.00			
Bond Interest		679,018.00			679,018.00	679,018.00			
Administration of Commission		220,000.00		\$ 1,775.79	221,775.79	190,584.46		\$31,191.33	
Outdoor Advertising	\$ 2,934.23			7,440.00	10,374.23	5,311.34	\$ 230.47		\$ 4,832.42
Improvement State Roads	175,995.31		\$ 94,960.03	3,900.51	274,855.85	138,046.88	7,636.45		129,172.52
Special Resolves	59,955.04	263,696.75	4,017.54		327,669.33	122,166.48	113,608.13		91,894.72
Construction & Reconstruction State Highways	114,209.82		3,999.93		118,209.75	26,058.39			92,151.36
Maintenance of Bridges	56,419.11	200,000.00	72.65	3,191.05	259,682.81	192,493.86			67,188.95
Maintenance of State & State Aid Highways	549,470.79	1,500,000.00		337,532.30	2,387,003.09	2,035,479.35	218,615.25		132,908.48
Maintenance of Unimproved Roads	7,731.57				7,731.57	2,024.37			5,707.20
Third Class Highways	57,088.73		22,433.40	1.30	79,523.43	26,505.73	14,263.33		38,754.37
Federal Defense Area	-146,370.10			1,077,748.21	931,378.11	1,017,190.36			-85,812.25
Compensation for Injuries	19,676.87	25,000.00			44,676.87	37,254.56			7,422.31
Surfacing State & State Aid Highways	73,920.22				73,920.22	8,068.95			65,851.27
Snow Removal	15,673.00	850,000.00	218,615.26	25,903.06	1,110,191.32	1,110,191.32			
Highway Planning Survey-Maps & Statistics	996.23			491.19	1,487.42	84.52			1,402.90
Highway Planning Survey	-1,879.44	16,000.00	3,248.00	26,359.65	43,728.21	41,772.54			1,955.67
General Highway Federal Allotments	242,148.99			631.33	242,780.32	9,204.00			233,576.32
Special National Defense Project	136,007.92			152.50	136,160.42	70,249.55			65,910.87
Federal Secondary Roads	7,162.84			82,552.39	89,715.23	76,912.76			12,802.47
Federal Grade Crossings	117,506.87			84,239.11	201,745.98	76,637.39			125,108.59
Special Federal Motor Transport	49,451.25				49,451.25				49,451.25
Bridge Loan Fund	226,951.72	200,000.00	309,023.40	26,424.82	762,399.94	452,612.54	820.44		306,966.96
Maine Turnpike Authority	4,528.04				4,528.04	11.42			4,516.62
Highway Loan Fund	816,496.32			522,746.28	1,339,242.60	257,838.14	304,248.00		777,156.46
Waldo Hancock Bridge	176,379.70			31,306.15	207,685.85	69,101.46			138,584.39
Deer Isle Bridge	17,561.50			29,717.82	47,279.42	40,574.43			6,704.99
Richmond Dresden Bridge				5,872.55	5,872.55	8,527.30			-2,654.75
	\$2,780,016.63	\$5,777,714.75	\$656,370.21	\$2,267,986.01	\$11,482,087.60	\$8,517,920.10	\$659,422.08	\$31,191.33	\$2,273,554.09
Additional Transfer Credits:									
Accounts Receivable	\$2,821.40								
General Highway Fund	230.47								
	\$3,051.87								

Balance of Carlton Bridge account, \$30,865.57, as of June 30, 1942, transferred to Sinking Fund by State Controller.

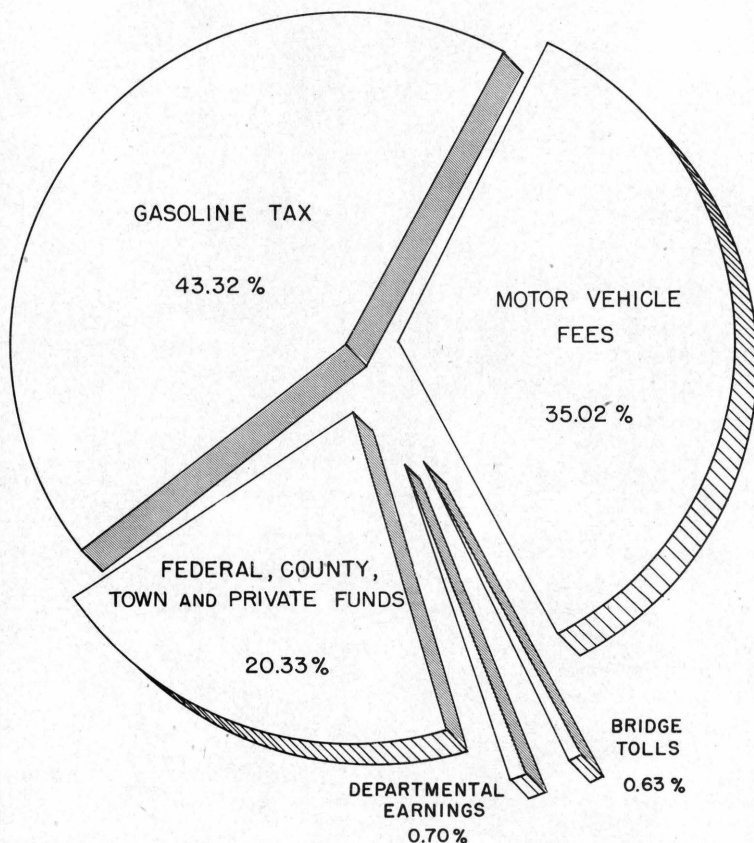
**APPROPRIATION REVENUES FROM OTHER SOURCES**  
**Fiscal Year 1942-1943**

Rentals . . . . .	\$ 5,323.32
Bridge Tolls . . . . .	66,786.52
Permits . . . . .	9,758.70
Miscellaneous Sales . . . . .	18,354.67
Federal Aid . . . . .	1,785,017.77
Paid by Counties . . . . .	14,374.16
Paid by Towns . . . . .	356,032.35
Transfer Accounts Receivable Reserve . . . . .	12,338.52
	<u>\$2,267,986.01</u>

**SUMMARY OF APPROPRIATION INCOME & EXPENDITURES**  
**Fiscal Year, 1942-1943**

Total Appropriation Balances July 1, 1942. . . . .	\$2,780,016.63
Funds Allotted from General Highway Fund . . . . .	\$5,777,714.75
Appropriation Revenue from Other Sources . . . . .	<u>2,267,986.01</u> <u>8,045,700.76</u>
Total Funds Available . . . . .	\$10,825,717.39
Total Expenditures, Including Transfers to General Highway Fund and Accounts Receivable . . . . .	<u>8,520,971.97</u>
	\$ 2,304,745.42
Balances Lapsed . . . . .	<u>31,191.33</u>
Total, Appropriation Balances, June 30, 1943 . . .	\$ 2,273,554.09

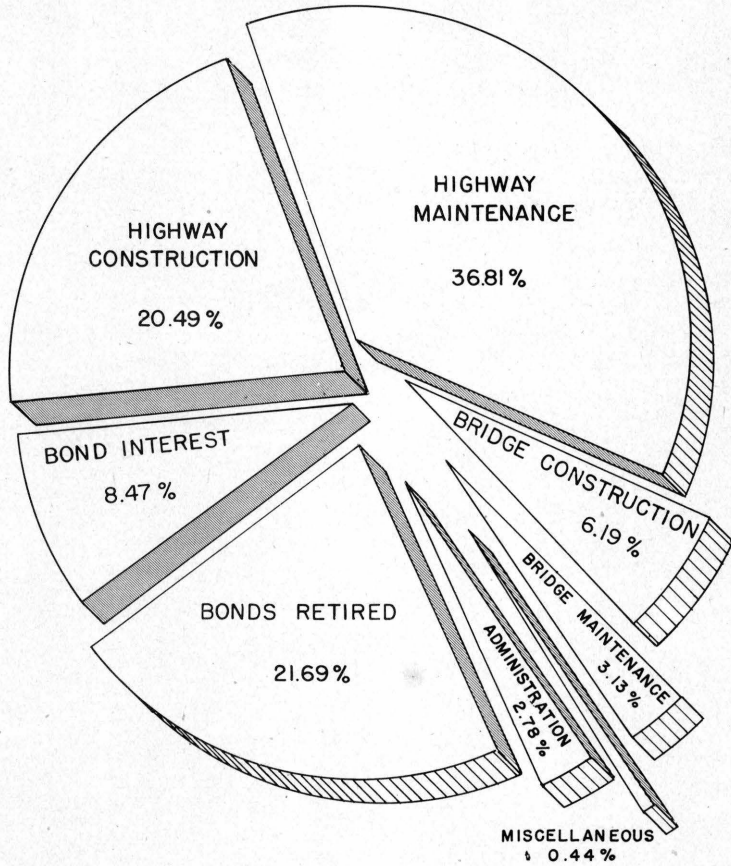
**STATE HIGHWAY DEPARTMENT INCOME**  
**Fiscal Year July 1, 1942 to June 30, 1943**



SOURCE	AMOUNT	PERCENT
Gasoline Tax	\$ 4,594,091.97	43.32
Motor Vehicle Fees	3,713,755.06	35.02
Bridge Tolls	66,786.52	.63
Departmental Earnings	74,041.39	.70
Federal, County, Town & Private Funds	<u>2,155,424.28</u>	<u>20.33</u>
	<b>\$10,604,099.22</b>	<b>100.00</b>



**STATE HIGHWAY DEPARTMENT EXPENDITURES**  
 Fiscal Year July 1, 1942 to June 30, 1943



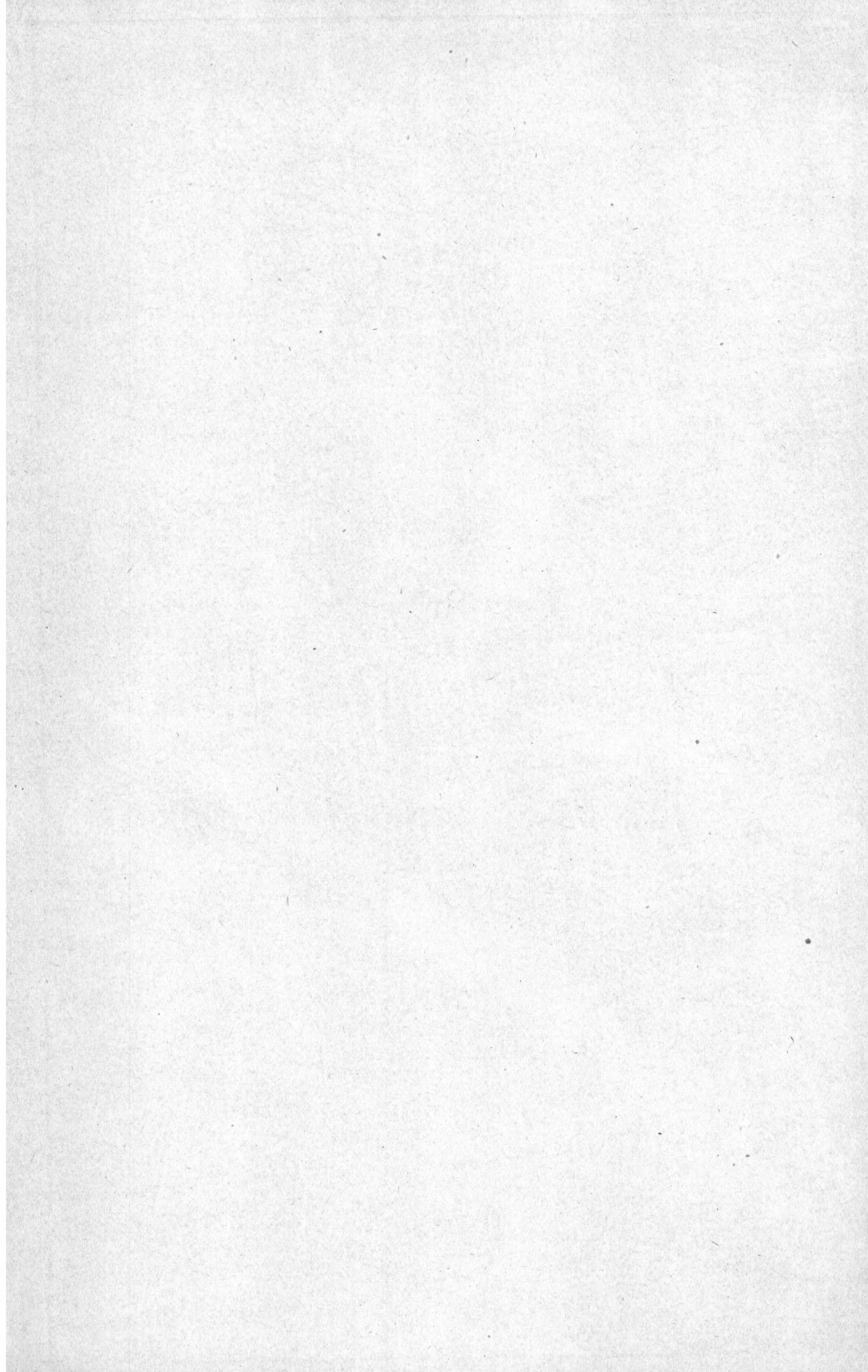
PURPOSE	AMOUNT	PERCENT
Highway Construction	\$ 1,752,241.24	20.49
Highway Maintenance	3,147,695.04	36.81
Bridge Construction	529,249.93	6.19
Bridge Maintenance	233,997.05	3.13
Miscellaneous	37,265.98	.44
Administration	237,752.86	2.78
Bonds Retired*	1,855,000.00	21.69
Bond Interest**	724,718.00	8.47
	<u>\$ 8,517,920.10</u>	<u>100.00</u>
**Waldo-Hancock Bond Interest	\$ 26,800.00	
**Deer Isle-Sedgwick Bond Interest	18,900.00	
* Deer Isle-Sedgwick Bonds Matured	11,000.00	
* Waldo-Hancock Bonds Matured	<u>20,000.00</u>	
	<u>\$ 76,700.00</u>	

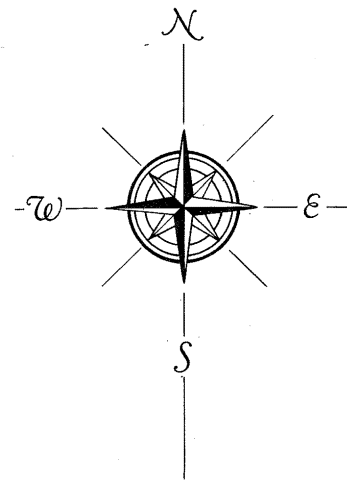
STATE HIGHWAY COMMISSION  
HIGHWAY GARAGE

Operating Statement, July 1, 1942 - June 30, 1943

Revenue:		
Rental of Equipment to Others	\$137,601.85	
Rental of Equipment to Highway Department	241,560.90	
Miscellaneous	813.46	
	<u>                    </u>	\$379,976.21
Expenses:		
General Overhead and Operating	\$ 68,462.31	
Auto and Working Equipment Expense	380,680.23	
	<u>                    </u>	449,142.54
Net Operating Deficit for Period		(\$ 69,166.33)
Cash Balance July 1, 1942	\$267,631.84	
Less Operating Deficit	(69,166.33)	
	<u>                    </u>	\$198,465.51
Plus Decrease in Assets other than Cash	20,113.54	
	<u>                    </u>	218,579.05
Decrease in Accounts Payable	2,415.20	
	<u>                    </u>	216,163.85
Surplus Adjustment for Period	153,337.36	
	<u>                    </u>	
Cash Balance June 30, 1943	\$369,501.21	







A R O O S T O O K

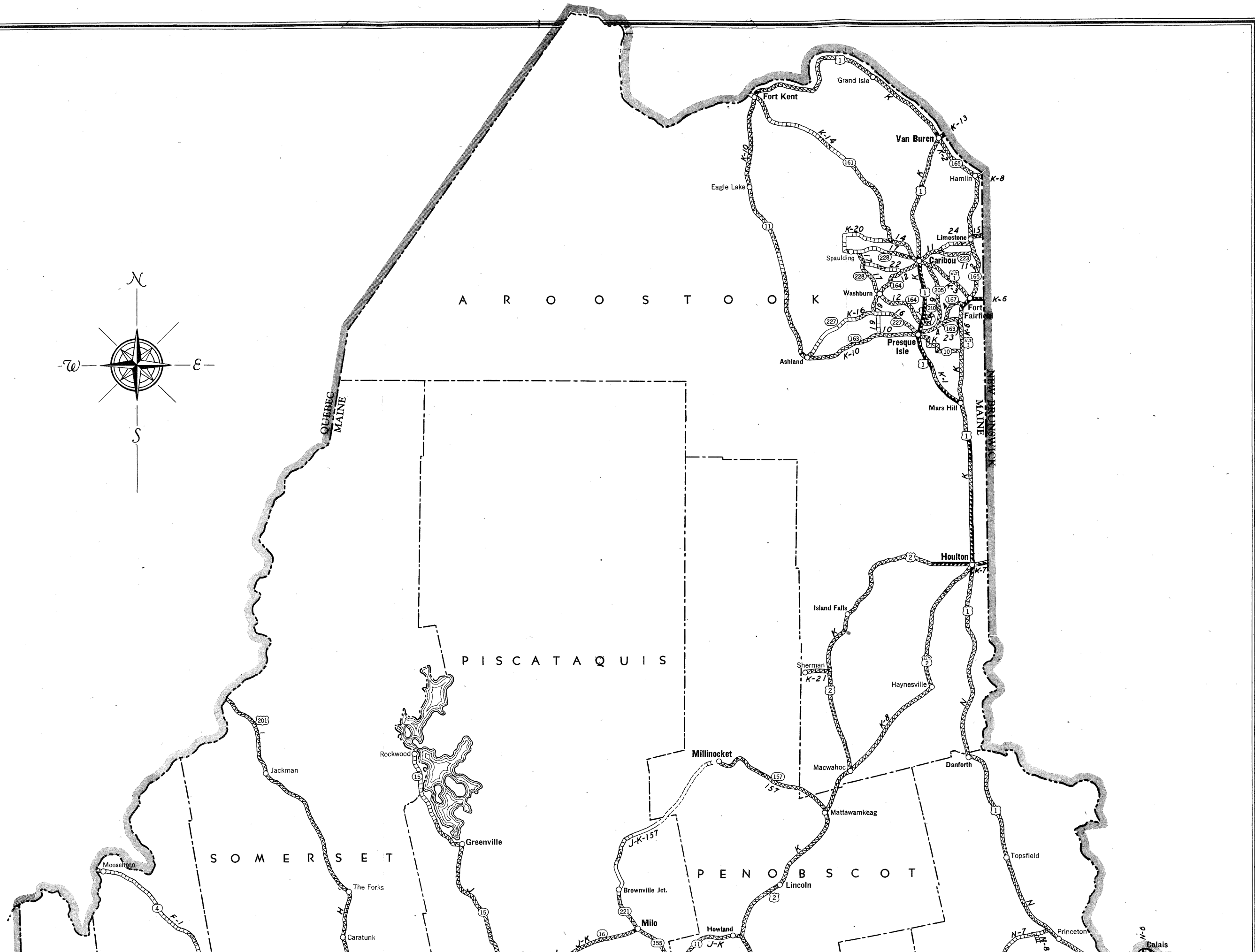
P I S C A T A Q U I S

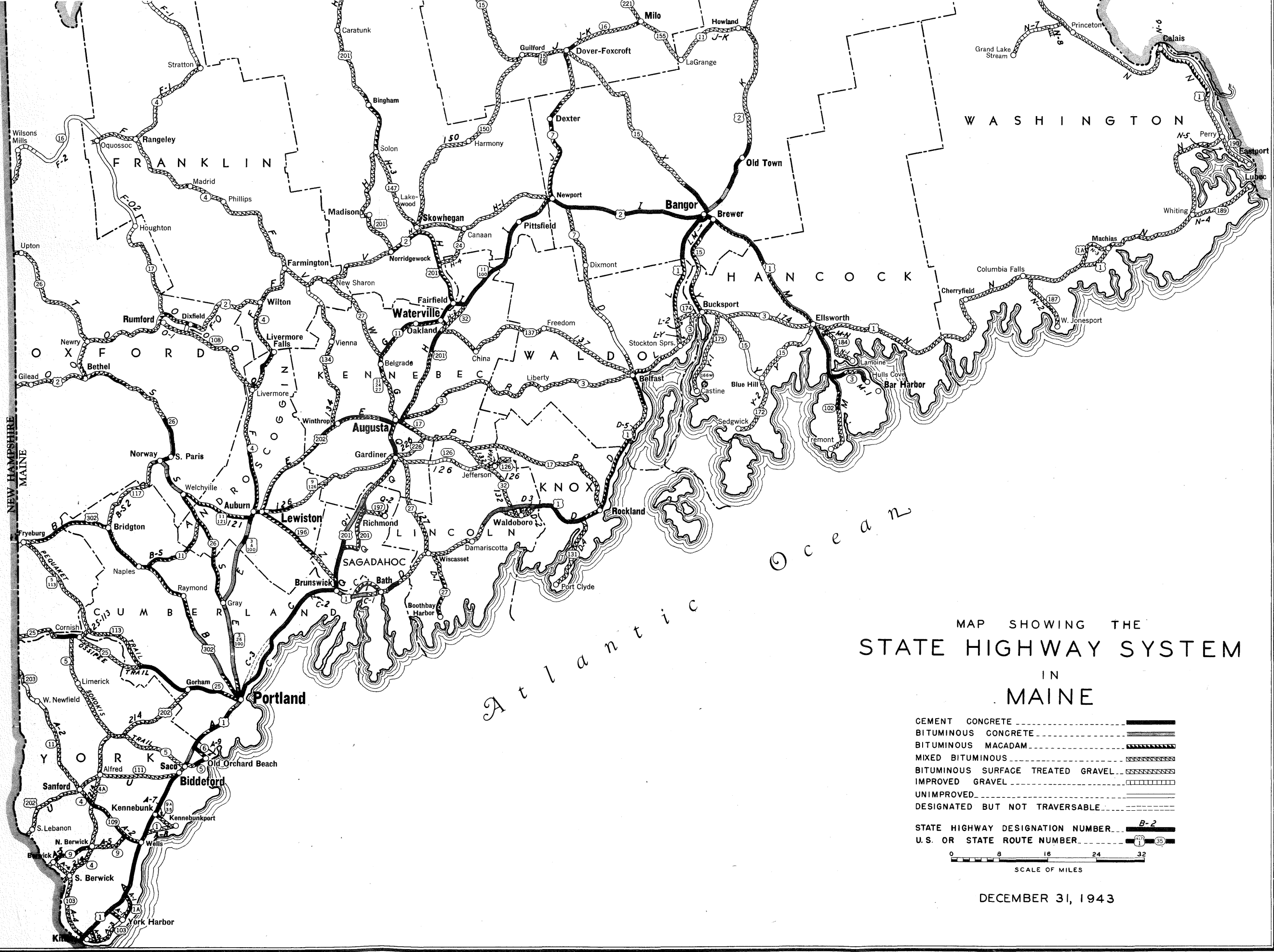
S O M E R S E T

P E N O B S C O T

QUEBEC  
MAINE

NEW BRUNSWICK  
MAINE

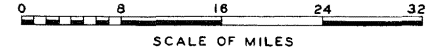




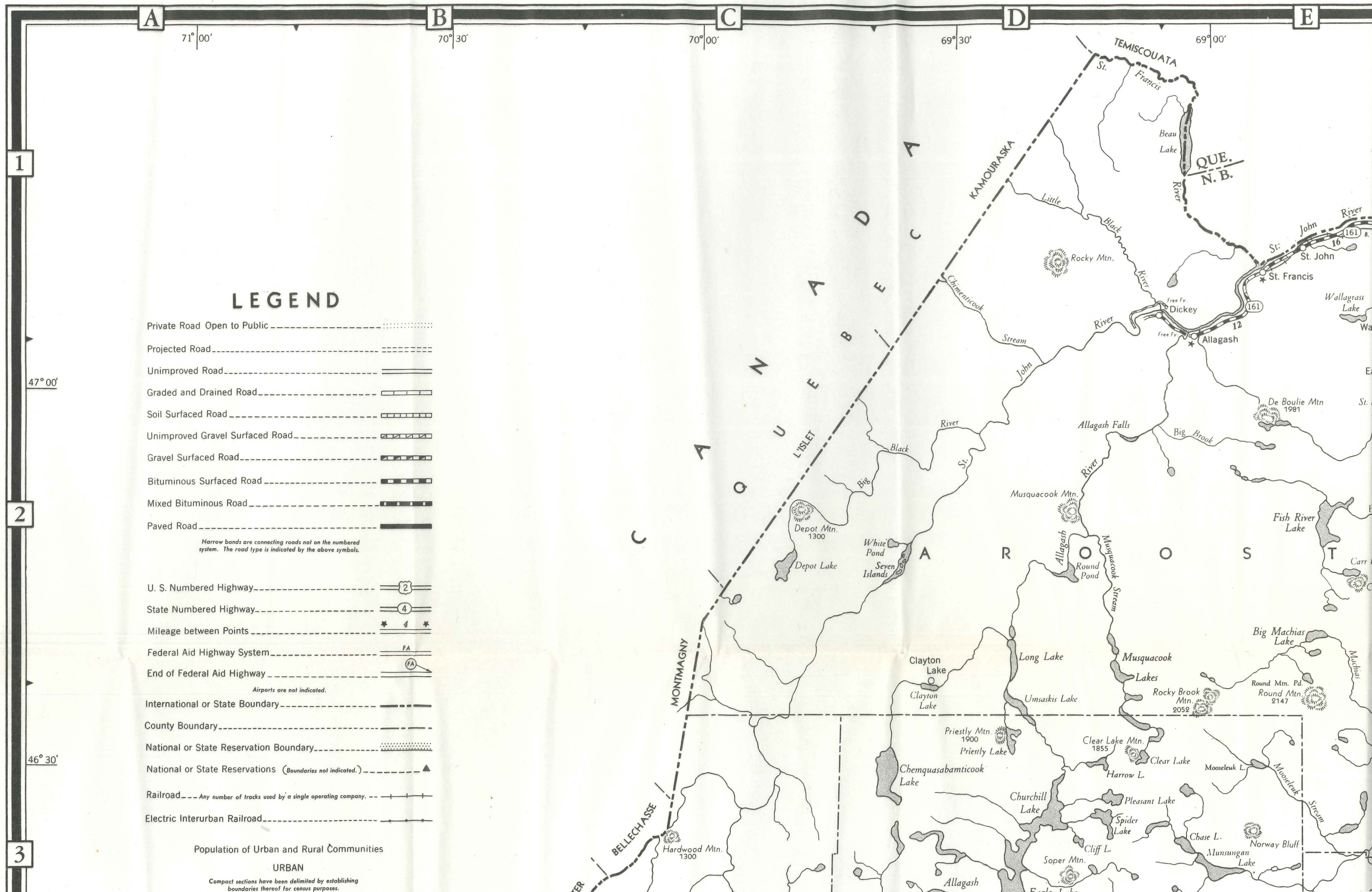
MAP SHOWING THE  
**STATE HIGHWAY SYSTEM**  
 IN  
**MAINE**

- CEMENT CONCRETE
- BITUMINOUS CONCRETE
- BITUMINOUS MACADAM
- MIXED BITUMINOUS
- BITUMINOUS SURFACE TREATED GRAVEL
- IMPROVED GRAVEL
- UNIMPROVED
- DESIGNATED BUT NOT TRAVERSABLE

- STATE HIGHWAY DESIGNATION NUMBER  B-2
- U.S. OR STATE ROUTE NUMBER  1 35



DECEMBER 31, 1943



# LEGEND

- Private Road Open to Public -----
  - Projected Road -----
  - Unimproved Road -----
  - Graded and Drained Road -----
  - Soil Surfaced Road -----
  - Unimproved Gravel Surfaced Road -----
  - Gravel Surfaced Road -----
  - Bituminous Surfaced Road -----
  - Mixed Bituminous Road -----
  - Paved Road -----
- Narrow bands are connecting roads not on the numbered system. The road type is indicated by the above symbols.
- U. S. Numbered Highway -----
  - State Numbered Highway -----
  - Mileage between Points -----
  - Federal Aid Highway System -----
  - End of Federal Aid Highway -----
- Airports are not indicated.
- International or State Boundary -----
  - County Boundary -----
  - National or State Reservation Boundary -----
  - National or State Reservations (Boundaries not indicated.) -----
  - Railroad --- Any number of tracks used by a single operating company. ---
  - Electric Interurban Railroad -----

## Population of Urban and Rural Communities

**URBAN**  
Compact sections have been delimited by establishing boundaries thereof for census purposes.

1

2

3

71° 00'

70° 30'

70° 00'

69° 30'

69° 00'

47° 00'

46° 30'

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 S

QUE.  
N. B.

KAMOURASKA

TEMISCOUATA

MONTMAGNY

BELLECHASSE

St. Francis

Beau Lake

Little

Black River

Rocky Mtn.

Chimoutouk

Stream

John River

Free Fv. Dickey

Free Fv. Allagash

John River

St. John

St. Francis

Wallagrass Lake

De Boulie Mtn. 1981

Allagash Falls

Big Brook

Black River

Big

St.

Musquacook Mtn.

Allagash River

Big Brook

Fish River Lake

White Pond

Seven Islands

Depot Mtn. 1300

Depot Lake

Allagash

Round Pond

Musquacook Stream

Carr P.

Clayton Lake

Long Lake

Musquacook Lakes

Big Machias Lake

Clayton Lake

Umsaskis Lake

Rocky Brook Mtn. 2052

Round Mtn. Pd. 2147

Priestly Mtn. 1900

Priestly Lake

Clear Lake Mtn. 1855

Clear Lake

Mooseleuk L.

Chemquasabamticook Lake

Churchill Lake

Pleasant Lake

Mooseleuk Stream

Spider Lake

Chase L.

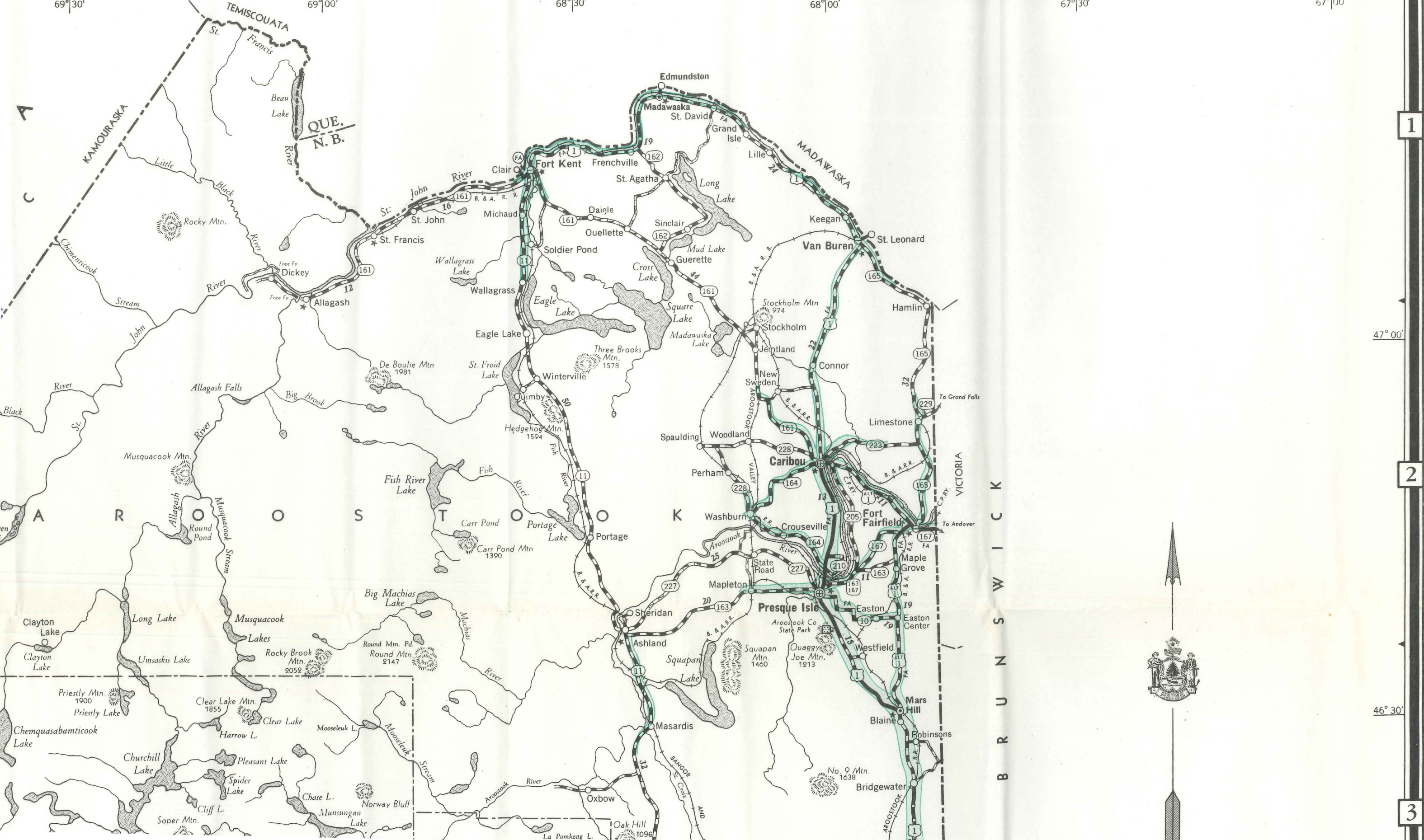
Norway Bluff

Soper Mtn.

Munsungan Lake

Allagash

Hardwood Mtn. 1300



V I C T O R I A  
B R U N S W I C K





Population of Urban and Rural Communities

URBAN

- Compact sections have been delimited by establishing boundaries thereof for census purposes.
- 10,000 and over
  - 5,000 - 10,000
  - 2,500 - 5,000
  - 1,000 - 2,500

RURAL

- Under 1,000

NAVIGABLE RIVERS

- (Seasonal)
- PISCATAQUA ..... Kittery to a point seven miles northerly
  - SACO ..... Saco Bay to Biddeford
  - KENNEBEC ..... Popham Beach via Bath to Augusta
  - SHEEPSCOT ..... Newagen to Wiscasset
  - DAMARISCOTTA ..... Ocean Point to Damariscotta
  - MEDOMAK ..... Muscongus Bay to Waldoboro
  - PENOBSCOT ..... Penobscot Bay to Bangor
  - SAINT CROIX ..... Lubec via Eastport to Calais

RAILROADS AND THEIR ABBREVIATIONS

- AROOSTOOK VALLEY RAILROAD ..... A.V.R.R.
- BANGOR AND AROOSTOOK RAILROAD ..... B. & A.R.R.
- BELFAST AND MOOSEHEAD LAKE RAILROAD ..... B. & M.L.R.R.
- BOSTON AND MAINE RAILROAD ..... B. & M.R.R.
- CANADIAN NATIONAL RAILWAYS ..... C.N.R.Y.S.
- CANADIAN PACIFIC RAILWAY ..... C.P.R.Y.
- MAINE CENTRAL RAILROAD ..... M.C.R.R.
- PORTLAND TERMINAL CO.

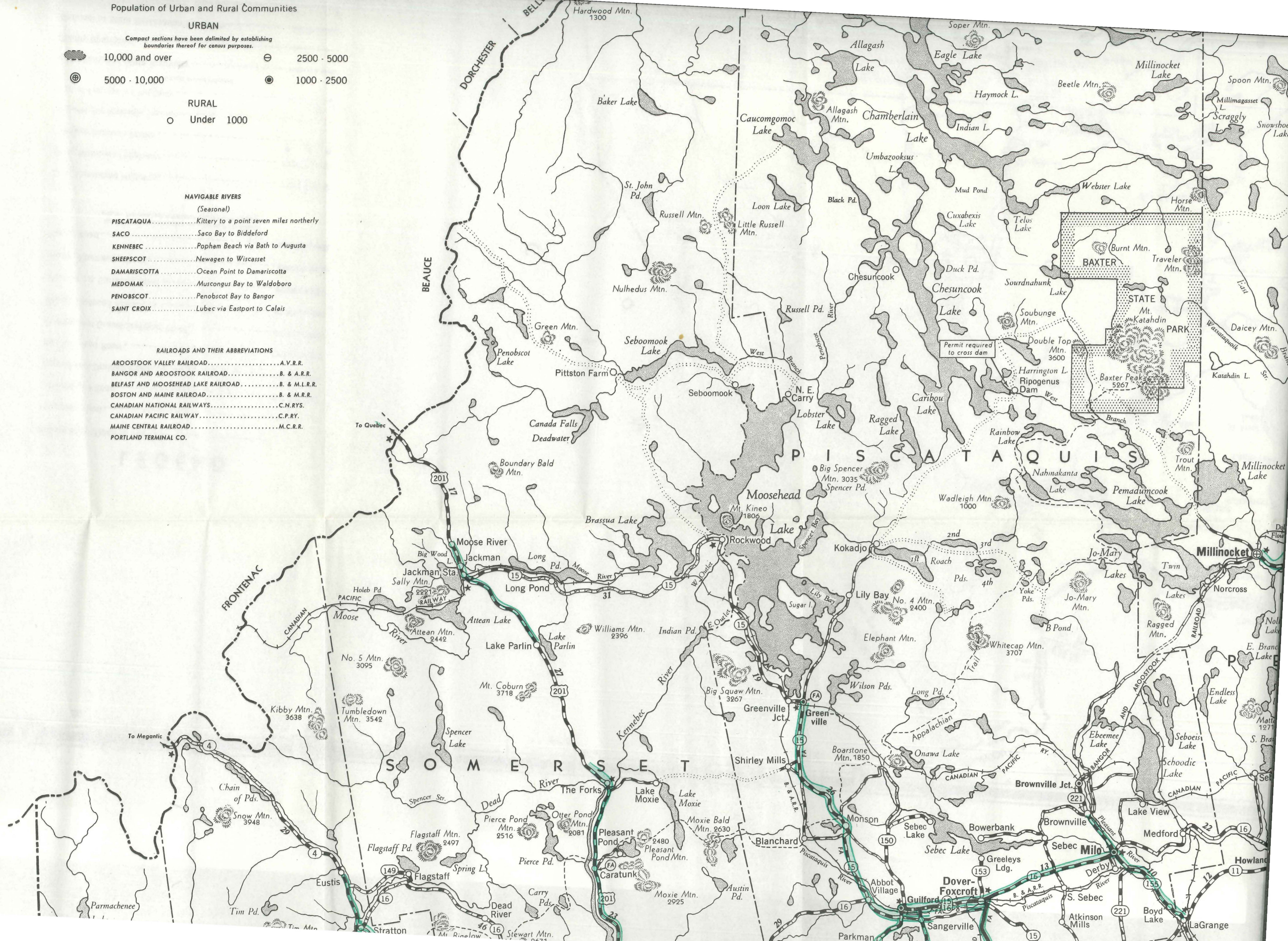
3

4

5

46° 00'

45° 30'





46° 00'

4

45° 30'

5

CARLETON  
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YORK  
MAINE  
BROOKTON  
CENTRAL  
PISCATAQUIS  
RIVER  
ST. CROIX  
RIVER  
CHARLOTTE

BAXTER  
STATE  
PARK  
Mt. Katahdin  
Baxter Peak  
5267

Millinocket

Lincoln

Houlton

Allagash  
Lake  
Eagle Lake  
Millinocket Lake  
Sebois Lake  
Spoon Mtn.  
Beetle Mtn.  
Haymock L.  
Indian L.  
Chamberlain Lake  
Umbazooksus L.  
Mud Pond  
Cuxabexis Lake  
Telos Lake  
Webster Lake  
Horse Mtn.  
Millimagasset L.  
Scraggly L.  
Snowshoe Lake  
Umcolcus Lake  
Rockabema Lake  
Knowles Cor.  
Moro  
Smyrna Mills  
Dyer Brook  
Oakfield  
New Limerick  
Meduxnekeag Lake  
Linneus  
Hodgdon  
Cary  
N. Amity

ISCATAQUIS  
Wadleigh Mtn. 1000  
Nahmakanta Lake  
Pemadumcook Lake  
Rainbow Lake  
Soubunge Mtn.  
Harrington L.  
Ripogonus Dam  
Caribou Lake  
Ragged Lake  
Big Spencer Mtn. 3035  
Spencer Pd.  
Kokadjo  
Lily Bay No. 4 Mtn. 2400  
Elephant Mtn.  
Wilson Pds.  
Long Pd.  
Greenville  
Boarstone Mtn. 1850  
Onawa Lake  
Brownville Jct.  
Brownville  
Sebec Lake  
Bowerbank  
Medford  
Medway  
Norcross  
Twin Lakes  
Jo-Mary Lakes  
B Pond  
Whitecap Mtn. 3707  
Appalachian  
Sebec Lake  
Greeleys Ldg.  
S. Sebec  
Atkinson Mills  
Sangerville  
Parkman  
S. LaGrange  
Olamon

La Pomkeag L.  
1096  
AROSTOOK  
Stream  
Howe Brook Mtn. 1100  
Monticello  
Littleton  
To Woodstock  
FA  
C.P.R.Y.

Hersey  
Crystal  
Patten  
Sherman Sta.  
Sherman Mills  
Stacyville  
Sherman  
Benedicta  
Grindstone  
Monarda  
Silver Ridge  
Haynesville  
S. Bancroft  
Weston  
Danforth  
Forest City  
Eaton  
Forest Sta.  
Vanceboro  
Lambert Lake  
To Fredericton  
C.P.R.Y.

Shin Pds. Mt. Chase 2440  
Shin Pd.  
May Mtn. 1025  
Island Falls  
Golden Ridge  
Mattawamkeag Lake  
Otter Creek Mtn.  
Wytopotlock Lake 44  
Reed  
Whitney Hill  
Macwahoc  
Hot Brook Lake  
Crooked Brk. Lake  
Forest City  
Forest Sta.  
Vanceboro  
Lambert Lake  
To Fredericton  
C.P.R.Y.

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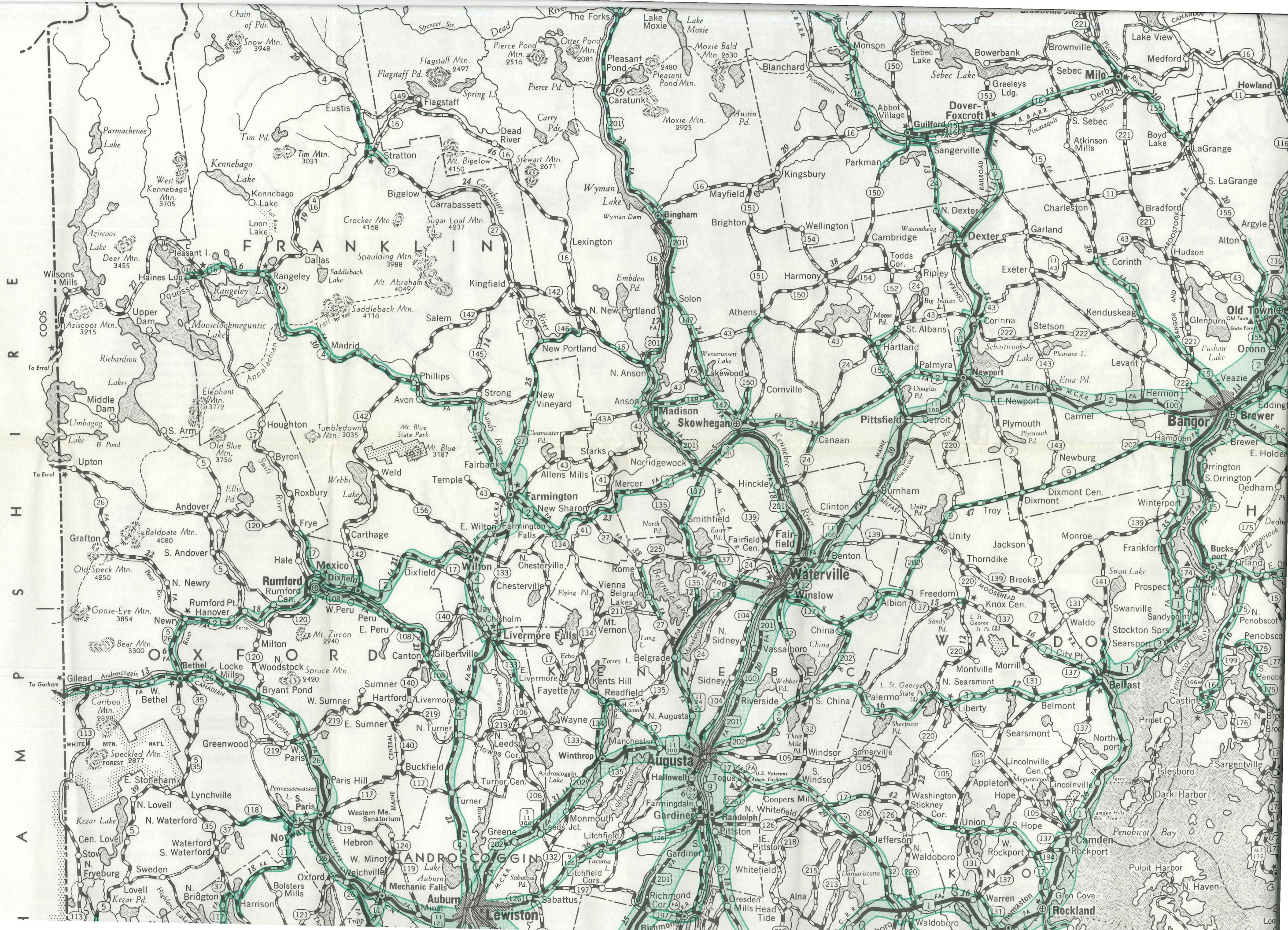
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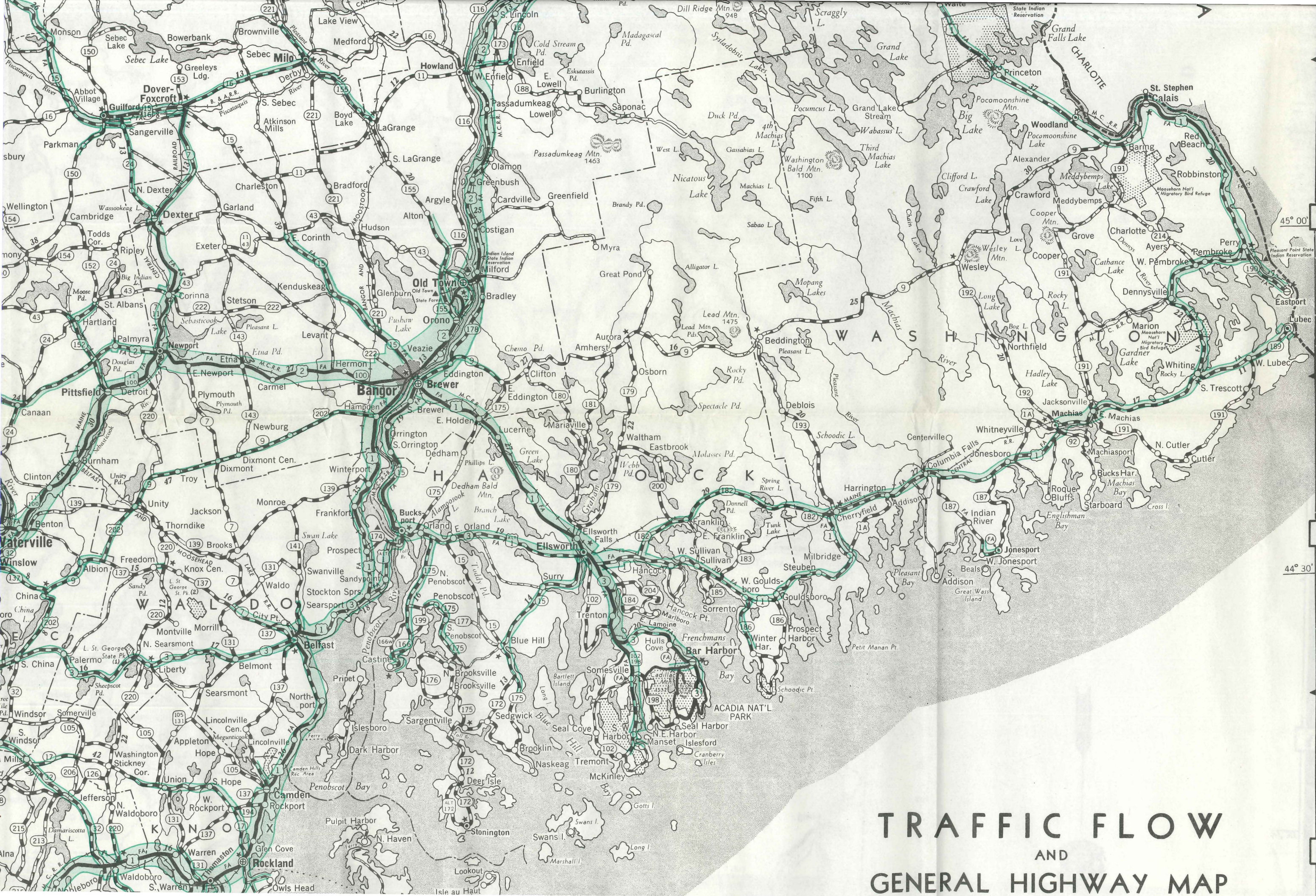
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7

44° 30'

8



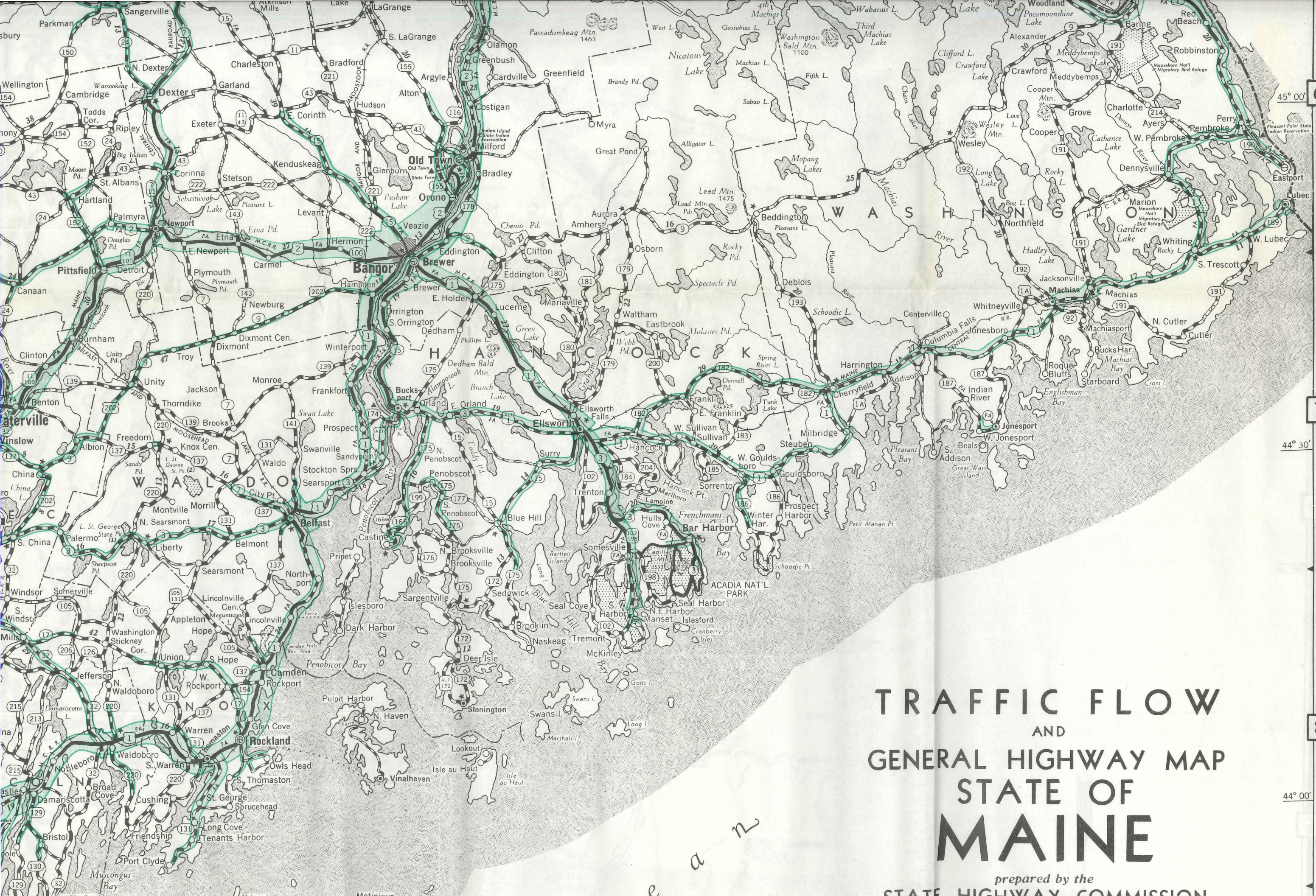


# TRAFFIC FLOW AND GENERAL HIGHWAY MAP

6

7

8



# TRAFFIC FLOW AND GENERAL HIGHWAY MAP STATE OF MAINE

prepared by the  
STATE HIGHWAY COMMISSION

6

7

8

45° 00'

44° 30'

44° 00'

a m

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6

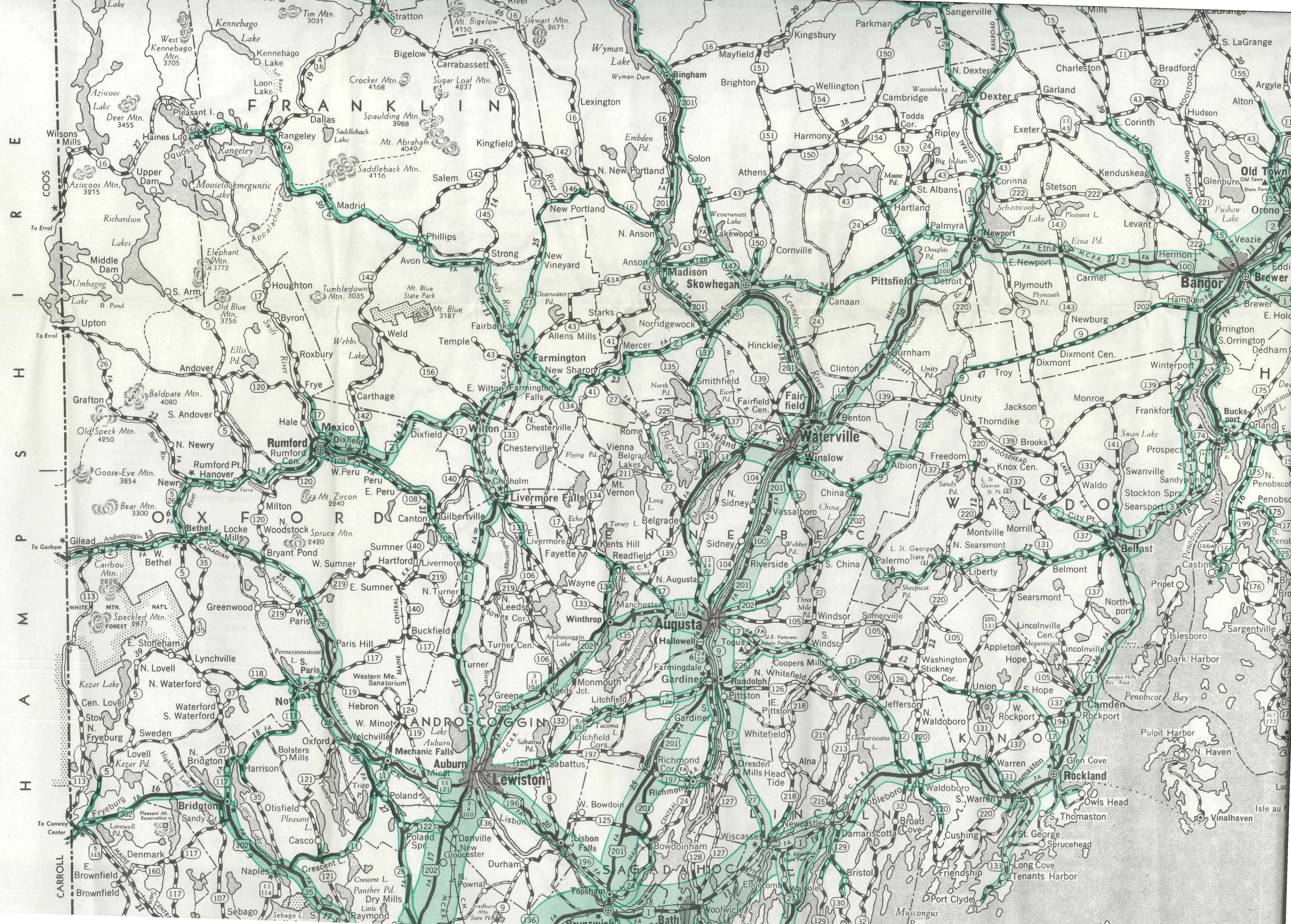
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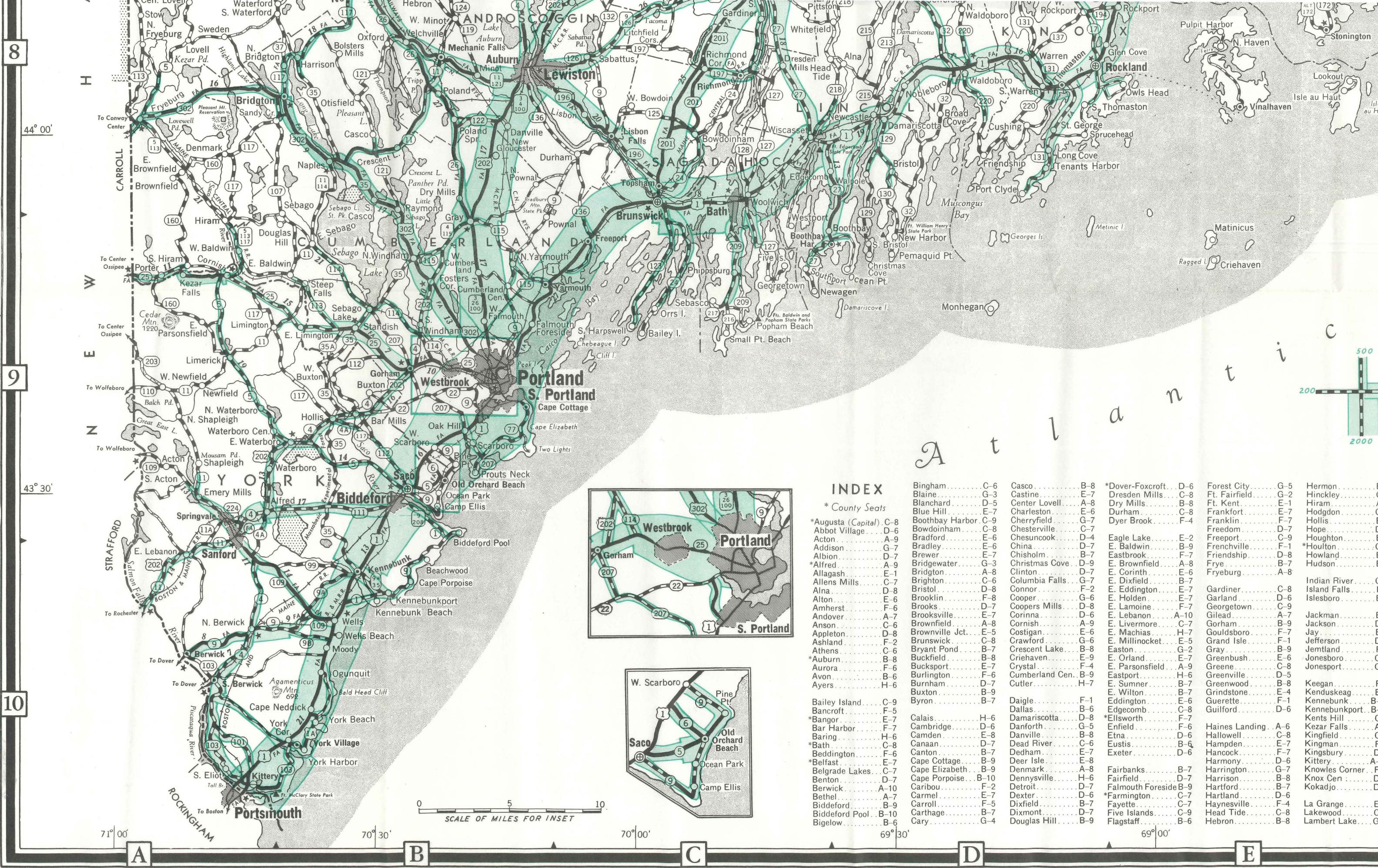
7

44° 30'

8

44° 00'





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Acton A-9	Blanchard D-5	Center Lovell A-8	Dry Mills B-8	Ft. Kent E-1	Hiram A
Addison G-7	Blue Hill E-7	Charleston E-6	Boothbay Harbor C-9	Frankfort E-7	Hodgdon B
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