MAINE STATE LEGISLATURE

The following document is provided by the

LAW AND LEGISLATIVE DIGITAL LIBRARY

at the Maine State Law and Legislative Reference Library

http://legislature.maine.gov/lawlib

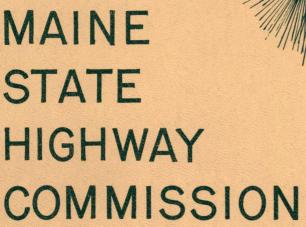


Reproduced from scanned originals with text recognition applied (searchable text may contain some errors and/or omissions)

-,480

MATNE PUBLIC TOCUMENTS 1944-1946

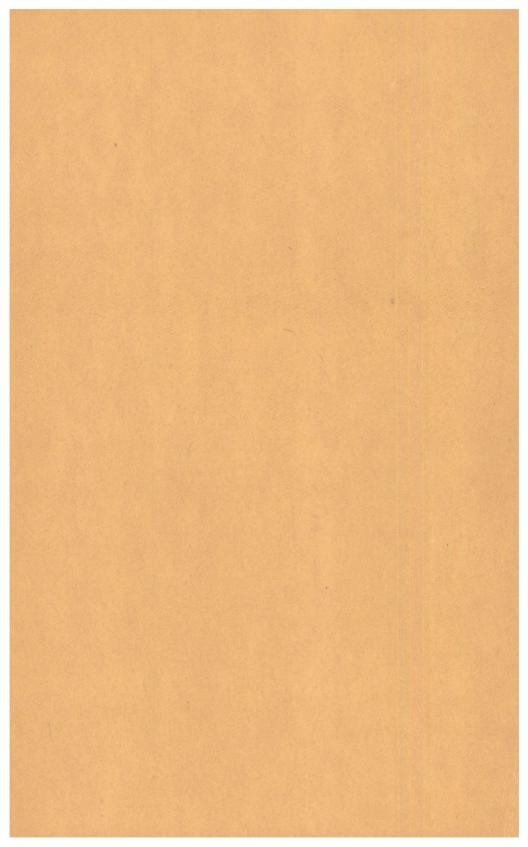
(in three volumes)



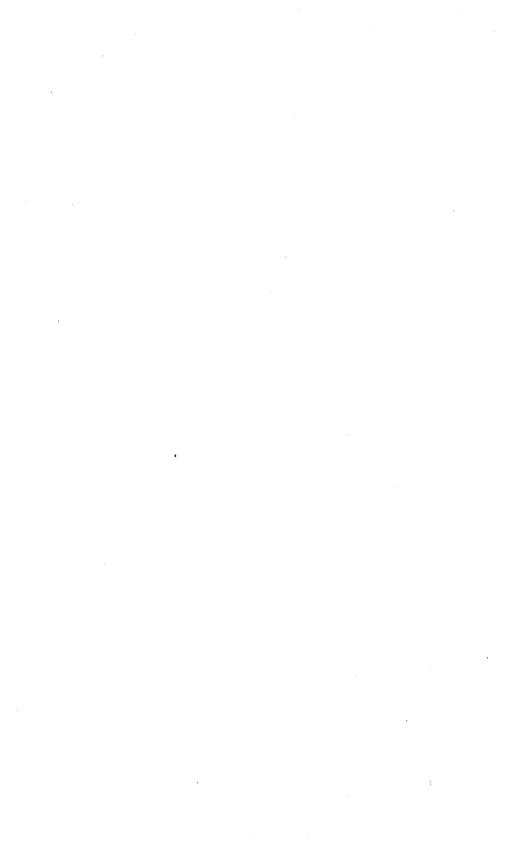




THIRTY-SECOND REPORT







Thirty-second Report

MAINE
STATE HIGHWAY
COMMISSION

Table of Contents

	Page	
Cover - Allagash Bridge	1944	1945
Letter of Transmittal	9	
Organization Chart	10	
Administrative Officers of State Highway		
Commission	11	
Legislation	•	
Federal Legislation	14	113
Allocation of General Highway Fund	19	
The Post-War Highway Program	26	
Highway Systems	30	
Improved and Unimproved Mileage	31	
Administration		
State Highway Commission	33	
State Highway Division		
State & Federal Highway Construction	33	116
State Highway "K" - Penobscot County	34	
State Highway *D" - Waldo County	3 <i>5</i>	
Defense Highway - Access Roads	36	118
State Highways "K-7" & "K-8" - Aroostook		
County	37	
State Highway "K-10" - Aroostook County	38	
State Highways "K-10" & "K-16" - Aroostook		
County	38	
State Highways "A" & "A-3" - York County	3'9	
State Highway "A-2" - York County	39	
Surveys & Plans for Post-War Work	40	120
Advance Engineering	41	120
Post-War Surveys	42	121
State Aid Division		
State Aid Road Construction	4.2	121
Third Class Highway Construction	43	122
Special Legislative Resolves	44	124
Federal Aid Secondary Highway Const.	47	124
Maintenance of Unimproved Roads	47	
Maintenance Division		
Maintenance of Improved State & State Aid		
Roads	48	1 25
Snow Removal	51	125

THIRTY-SECOND REPORT

	Page	
		1945
Bridge Division		
Bridge Construction	53	1 27
Elimination of Hazards at Railroad Crossings	54	128
Bridge Maintenance	55	128
Toll Bridges	56	128
Waldo Hancock Bridge	5 6	129
Deer Isle-Sedgwick Bridge	57	129
Maine-Kennebec Bridge	58	129
Kennebec-Carlton Bridge	62	130
Highway Planning	63	133
Motor Transport	70	136
Administration of Law to Control Signs		
Outdoor Advertising	71	136
Emergency Permits	72	137
Permits to Open Highways	73	137
Route Markers and Traffic Signs	73	138
Workmen's Compensation	75	139
Highway and Bridge Bonds	76	140
Maine Turnpike Authority	76	
STATEMENTS AND STATISTICAL TABLES		
Mileage of Unimproved Sections of Highway		
on the State Highway System .	80	
State Highway Mileage Summary	81	
Designated State Highway System		
Mileage by Counties	81	,
State Highways Improved Mileage by Counties	82	
State Highways - Federal Aid and Access		
Road Projects	83	
Mileage Previously Reported Replaced by		
Construction	83	
Project Expenditures	85	144
State Highways - Access Road Projects	90	
Special Defense Projects	91	
Defense Highway Projects - Access Roads	92	
Project Expenditures - Non-Federal Aid		147
Project Expenditures - Access Roads -		
Federal Defense Area	94	148

STATE HIGHWAY COMMISSION

	Page	
	1944	1945
Expenditures and Mileage - Construction		
of State Aid Roads	95	
County Table - Mileage and Cost of State		
Aid Road Construction	9 5	
Expenditures and Mileage - Construction		•
of Third Class Highways	96	
County Table - Mileage and Expenditures		
Construction of Third Class Highways	96	
Special Legislative Resolves - Mileage and		
Expenditures	97	
County Table - Mileage and Expenditures -		
Special Legislative Resolves	98	
Construction Federal Aid Secondary Highways	99	149
Maintenance of Improved State and State		
Aid Roads	100	150
County Table - Expenditures for Maintenance	/ 101	151
Snow Removal	102	152
FINANCIAL STATEMENTS		
General Highway Fund Analysis of Surplus	104	154
State Highway Commission Appropriation		
Summary	105	155
Appropriation Revenues from Other Sources	106	156
Summary of Appropriation, Income and		
Expenditures	106	156
State Highway Department Income	107	157
State Highway Department Expenditures	108	158
State Highway Commission - Highway Garage	109	150



STILLMAN E WOODMAN CHAIRMAN GEORGE C. LORD CORNELIUS J. RUSSELL

LUCIUS D. BARROWS



State Kighway Commission State of Maine Augusta

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

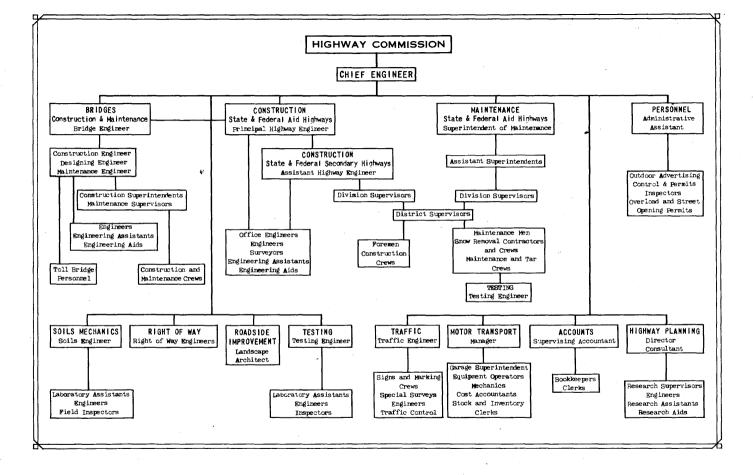
We have the honor to present the thirty-second report of the State Highway Commission, for the period January 1, 1944, to December 31, 1944, and also for the period January 1, 1945, to June 30, 1945.

Respectfully yours,

Stewooden

State Highway Commission

Augusta, Maine December 31, 1945



Organization Chart

ADMINISTRATIVE OFFICERS OF THE STATE HIGHWAY COMMISSION

January I, 1944 to June 30, 1945

STATE HIGHWAY COMMISSION

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

PERSONNEL

Lucius D. Barrows
Max L. Wilder
Charles A. Whitten
Clarence L. Partridge
Roy A. Wentzel
Ernest L. Merrill
H. Stanley Weymouth
R. Morrell Page
Edward W. Axtell
Williams B. Getchell, Jr.
Kenneth T. Brown
John B. Church
J. Wesley Dority

Ira B. Hagan

John C. Burnham Ralph H. Sawyer Hamilton Gray H. Walter Leavitt Fred G. Eaton

Rae D. Graves
Alton W. Blaisdell

Russell W. Carter

Chief Engineer Bridge Engineer Bridge Construction Engineer Bridge Designing Engineer Bridge Maintenance Engineer Principal Highway Engineer Assistant Highway Engineer Office Engineer Right of Way Engineer Right of Way Engineer Landscape Architect Superintendent of Maintenance Assistant Superintendent of Maintenance Assistant Superintendent of Maintenance Administrative Assistant Traffic Engineer Soils Engineer Testing Engineer Director, Research and Statistics, Planning Division Consultant, Planning Division Manager, Motor Transport Division Supervising Accountant



Thirty-second Report

MAINE
STATE HIGHWAY
COMMISSION

Thirty-second Report of the State Highway Commission

LEGISLATION

FEDERAL AID HIGHWAY ACT 1944



Early in 1943 highway officials representing the States, Hawaii, Puerto Rico and the District of Columbia appeared before the Roads Committee of The Congress and urged that Federal funds be authorized for a postwar highway construction pro-

gram. Highway bills were introduced in both branches of Congress in April of 1943. The Federal Aid Highway Act of 1944 was passed after extended hearings and conferences. This act was approved on December 20, 1944.

The Federal Aid Highway Act of 1944 authorizes the appropriation of \$1,500,000,000 to become available at the rate of \$500,000,000 a year for each of the three successive post-war fiscal years.

The first post-war fiscal year is defined as that fiscal year which ends on June 30th following the date proclaimed by the President as the termination of the existing war emergency, or, following the date specified in a concurrent resolution of the two houses of Congress as the date of such termination, or, following the date on which the Congress by a concurrent resolution of the two houses finds as a fact that the war emergency has been relieved to an extent that will justify proceeding with the highway construction program.

It is required that the authorization for the first postwar fiscal year shall be apportioned among the states within thirty days from the passage of the act. The law requires that the authorization for the second post-war fiscal year shall be apportioned among the states within twelve months after the date of termination of the war emergency as above specified, and that the authorization for the third post-war fiscal year shall be apportioned among the states within twelve months after the apportionment for the second post-war fiscal year.

The annual expenditure of \$500,000,000 is to be divided as follows:

- 1. \$225,000,000 for projects on the regular Federal-aid highway system.
- 2. \$150,000,000 for projects on principal secondary and feeder roads, including farm-to-market roads, rural free delivery mail and public school bus routes, either outside of municipalities or inside of municipalities of less than 5,000 population, provided that expenditures shall be made on a system of roads selected by the state highway departments in cooperation with the county or other local road officials and the Commissioner of Public Roads---.
- 3. \$125,000,000 for projects on the Federal-aid highway system in urban areas.

The term "urban area" is defined in the act as an "area including and adjacent to a municipality or other urban place of 5,000 or more, the population of such included municipality or other urban place to be determined by the latest available Federal census. The boundaries of urban areas, as defined herein, will be fixed by the state highway department of each state, subject to the approval of the Public Roads Administration".

The term "rural area" is defined in the act as "all areas of the state not included in 'urban areas'".

The act requires that the sum of \$225,000,000 each year for projects on the Federal-aid highway system shall be

apportioned among the states as provided by the Federal Highway Act (one-third on each of three factors: Area, population, and mileage of rural delivery and star mail routes).

The sum of \$150,000,000 each year for secondary roads is to be apportioned among the states on the basis of one-third on each of the factors: Area, rural population, and mileage of rural delivery and star mail routes.

The sum of \$125,000,000 each year for projects in urban areas is to be apportioned among the states in the ratio which the population in urban places of 5,000 population or more bears to the total of such population in all the states.

Funds apportioned to any state are to be available for expenditure for one year after the close of the fiscal year for which the apportionment was authorized, and any amount not expended will lapse.

The act provides that apportionments shall be deemed to have been expended if covered by formal agreements with the Commissioner of Public Roads for specific projects.

The Federal share of the cost of highway and bridge construction projects is limited to 50 per centum, except that for the costs of rights-of-way the Federal share is limited to one-third.

All costs for the elimination of hazards at railroad grade crossings may be paid from Federal funds, except that the Federal share of the costs of rights-of-way is limited to 50 per centum. The act provides that not more than 10 per centum of the sums apportioned to any state for each of the post-war fiscal years shall be used for such railway-highway projects.

The new act provides that there shall be designated a National System of Interstate Highways, not to exceed 40,000 miles, so located as to connect by as direct routes as practicable the principal metropolitan areas, cities, and industrial centers, to serve national defense and connect at

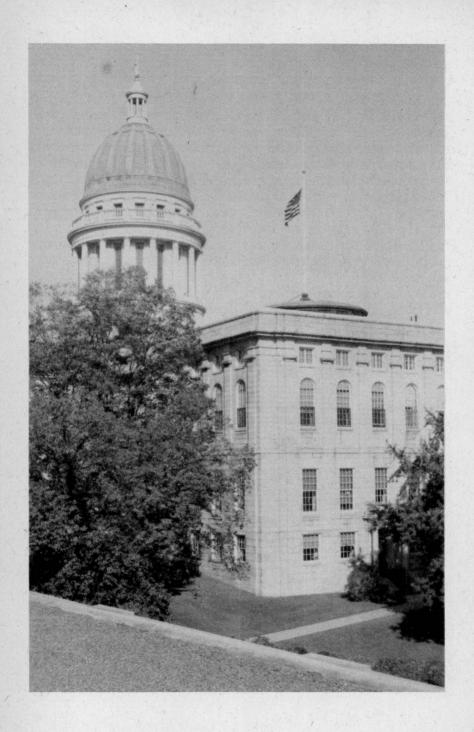
border points with roads of continental importance in Canada and the Republic of Mexico. Such highways are to be selected by joint action of the state highway departments of each state and adjoining states in the same manner provided in the Federal Highway Act of 1921 for the selection of the Federal-aid system. Such interstate routes when finally approved, if not already included, will be added to the Federal-aid highway system regardless of mileage limitation.

This new act includes a new provision designed to promote uniformity in traffic control. It requires that for any highway or street hereafter constructed with Federal funds in any state the location, form and character of all traffic control signs, markings and traffic signals, installed or placed by any public authority, shall be subject to the approval of the state highway department with the concurrence of the Public Roads Administration.

Apportionments of Federal aid to the states will be made in January of 1945.



LITTLE RIVER BRIDGE, BELFAST-NORTHPORT



ALLOCATION OF THE GENERAL HIGHWAY FUND FOR THE FISCAL YEAR 1945

Apportionments from the general highway fund for state highway department activities were set up for the fiscal year ending June 30, 1945, under the provisions of Chapter 87, Private and Special Laws of 1943 (apportionments for the fiscal year ending June 30, 1944, are shown in the Thirty-First Annual Report of the State Highway Commission, pages 12 and 13).

The act defining the general highway fund requires that "after payment from said general highway fund of such sums for interest and retirement as are necessary to meet the provisions of bond issues for state highway and bridge construction, the remainder of said fund shall be segregated, apportioned, and expended as provided by the legislature".

Bond maturities during the fiscal year 1945 amount to \$1,774,000 and interest during the same period amounts to \$552,723, a total of \$2,326,723.

Authority to curtail or eliminate any or all parts of apportionments authorized by the above act was given to the State Highway Commission by Section 1, Sub-section w, of the same act.

Again this year it was the judgment of the Commission that construction should be curtailed, or even eliminated, during the war emergency in order that man power might be conserved for more essential war work. Acting under its authority, the Commission recommended to the Governor and Council that certain curtailments and eliminations of expenditures be made for the fiscal year 1945. These recommendations were approved by the Governor and Council on June 24, 1944.

The following statement shows the apportionments from the general highway fund for the fiscal year ending June 30, 1945, as authorized by Chapter 87, Private and Special Laws

THIRTY-SECOND REPORT

of 1943, and the corresponding curtailed program. These represent apportionments from the general highway fund after allowing for retirement and interest payments on account of bonds.

Item Prefix	A cti v ity	Apportionments General High- way Fund Chapter 87, P. &S. Laws1943 1944-1945	Apportionments Authorized by Chapter 87,
a	Motor Vehicle Division, Secretary of State	\$ 167,000	\$ 167,000
b	For Maintenance of Build- ing Occupied by the Motor Vehicle Division	14, 000	14,000
c	State Police	329,850	329,850
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 Com- bustion Engine Fuels-not including Rebates	26, 600	26,600
h	Construction of Third Class Roads	670,000	

STATE HIGHWAY COMMISSION

i	For Use Only in Conjunction with Federal Funds for the Elimination of Railroad Grade Crossings, Engineering and Land Damage	\$ 50,000	\$
j	For Matching Federal Funds for Secondary Highway Construction	200,000	30,000
k	Construction of Bridges, General Bridge Act	200,000	
1	For Expense of Operating the Richmond-Dresden Bridge	3,000	3,000
m	For 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 Inter- state, 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 Depart- ment - Workmen's Com-		
	pensation Act	45,000	45,000
r	Highway Planning Survey	16,000	16,000
s	Maintenance of Unim- proved Roads	200,000	

THIRTY-SECOND REPORT

t	Construction of State Highways Not Included in	200.000	
	the Federal System	300,000	
u	Expenditures Authorized for Construction and		
	Repair of Roads under		
	Resolves of the		
	Legis lature	150,000	150,000
	Totals	\$ 5,550,650	\$ 3,960,650

In addition to the apportionments included in the above statement as authorized by Chapter 87 of the Private and Special Laws of 1943, the legislature directed that the following apportionments be made from the general highway fund:

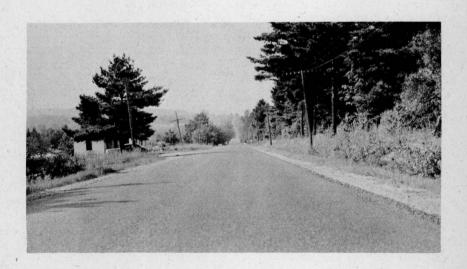
For maintenance of the Baxter State Park

road, Chapter 71, Private and Special Laws	
of 1943	\$ 2,500.00
For payment to the Treasurer of Hancock	
County, such sums as shall be necessary to	
retire maturing Hancock-Sullivan Bridge	
bonds and to pay interest, Chapter 82,	
Private and Special Laws of 1943. For the	
fiscal year 1945	6,477.50
For highway expenditures in the towns of	
North Haven and Vinalhaven, Chapter 99,	
Private and Special Laws of 1937, estimated	3,300.00
For highway expenditures in the towns of	
Isle au Haut, Cranberry Isle and Swan's	
Island, Chapter 87, Private and Special	
Laws of 1939, estimated	1,100.00
Total	\$13,377.50

A total of \$6,3.00,750.50 will be needed to meet the above

revised schedule of obligations. At the beginning of the fiscal year 1945 it was estimated that income to the general highway fund during the year would amount to \$7,551,025, made up of \$3,800,000 from the gasoline tax, \$3,736,025 from motor vehicle registration fees and licensing of operators, and \$15,000 from miscellaneous items. This shows a surplus of \$1,250,274.50, but in view of the great need of maintenance work and increasing expenditures for snow removal, it is estimated that at least \$1,500,000 will be needed for these two activities in addition to the apportionments already made. Unless income increases substantially over the estimated amounts, it will be necessary to draw from unappropriated general highway funds in order to carry on needed maintenance work and maintain the snow removal program.

The Commission is firmly of the opinion that the balance in the unappropriated general highway fund surplus should be kept as high as possible consistent with actual immediate needs, because there will be a great need of funds during the post-war period for matching Federal aid, for resuming cooperative work with the towns, for much needed bridge construction, and for an expanded maintenance program.



RETREAD SURFACE OVER CONCRETE - CARMEL

REVENUE FROM GAS TAX AND AUTO REGISTRATION FEES

(See Chart)

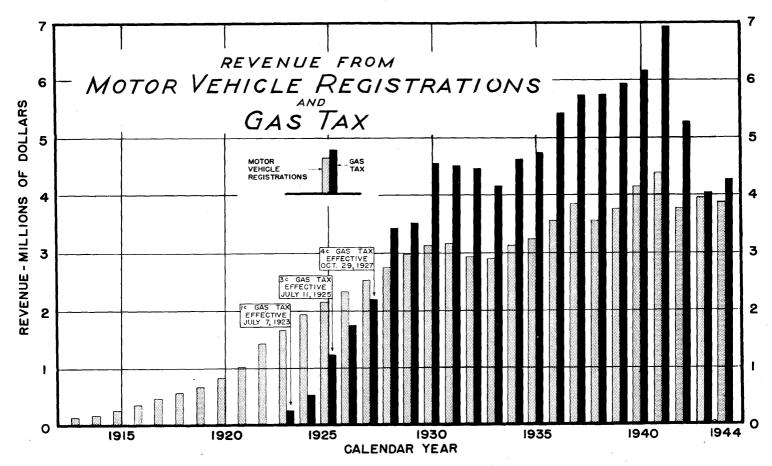
	Au	to	
Reg	istra	tion	and

		Dr	ivers'	License		
Year	Gas T	ax	Fe	es		Total
1913	\$		\$138,	510.00	\$	
1914			192,	542.14		
1915			238,	399.53		
1913				069.50		
1917			488,	061.75		
1918			570,	171.00		
1919			385,	570.25		
1920			818,	755.50		
1921			1,004,	913.75		
1922			1,417,	507.57		
1923			1,880,	268.17		
1924				561.37		
1925			2,146,	719.47		
1923			2,324,	024.52		
						462,989.55
						159,199.95
						493,497.65
						705,476.41
1931	4,524,3	23.59	3,159,	424.72	7,	683,751.31 425,781.67
1932	4,481,9	325.37	2,943,	853.00	7.	425.781.67
						035,531.03
						762,387.23
						977,812.87
						986,987.17
1937	5.754.7	53.09	3,836,	003.65	9,	590,753.74
1938	5,755,1	19.24	3,332,	333.24	9,	307,3 72.4 8 709,838.22
1939	5,945,4	37.22	3,/04,	431.00	9,	709,808.22
						299,342.64
						314,554.32
						011,834.05 958,423.78
						225,541.95
1944	4,278,4	10.90	3,54/,	0/1.00	υ,.	440,041.95

^{*}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

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



THE POSTWAR HIGHWAY PROGRAM

In the State Highway Department budget for the fiscal years 1946 and 1947 the Commission recommended that \$4,000,000 be apportioned from the general highway fund each year for highway maintenance and that \$1,200,000 be apportioned each year for snow removal. While these amounts represent a substantial part of the Department's total income, it is believed that the need of intensive maintenance work makes necessary and justifies larger expenditures in the immediate future. While the end of the war emergency cannot at this time be determined, it is believed that every effort should be made to carry on adequate maintenance work during the next two years.

It has been the hope of the Commission that conditions during the post-war period will permit the use of some maintenance funds for eliminating traffic hazards and for widening and resurfacing old roads for which funds cannot be made available for complete reconstruction. There is great need of such improvements, which in general may be termed betterments. To this end it has been suggested in budget recommendations that the fund for maintenance of improved State and State aid roads be made available for betterments.

The Commission, however, is mindful of the trend to higher wages and the increased cost of doing work and, while the increase in the budget recommendation for maintenance is substantial, a corresponding increase in accomplishment cannot be expected.

It is believed that financial authorizations should be made for resuming secondary road construction in cooperation with the towns and cities. This type of work will furnish wide-spread employment in the post-war period and at the same time add many miles of needed road improvement.

One of the most difficult financial problems will be to provide State matching funds in order to obligate the Federal aid which will be apportioned to the State during the three post-war fiscal years. In round numbers, twelve million dollars will be required to match such Federal funds.

During the war state highway departments have been urged to proceed with surveys, plans and specifications for a post-war construction program in order that there will be no delay when conditions permit construction work to start. While engineering personnel has been greatly reduced during the war, every effort has been made to prepare for post-war work and it is believed that the Department will be prepared to handle the work contemplated in the post-war programs.

Federal funds were made available for advance engineering and planning under the Defense Highway Act of 1941, approved November 19, 1941. This act authorized the apportionment of \$10,000,000 to states for surveys and plans for future development of the strategic network of highways. The apportionment to Maine was \$86,636 and has been obligated for surveys and plans for post-war work.

Reference was made in the report of the State Highway Commission for 1943 to Public Law No. 146, approved July 13, 1943. This act permits the expenditure of unobligated balances of federal-aid apportionments, together with corresponding state matching funds, for surveys and plans for postwar highway improvements. Under these provisions during the present year the Public Roads Administration approved a program of survey projects which included 53.2 miles, for which the estimated preliminary engineering cost was \$66,000. The federal funds (one-half the total) were obligated as follows:

	\$33,000,00
From 1943 Federal Aid Secondary Funds	12,764.80
From 1941 Grade Crossing Funds	5,019.95
From 1941 Regular Federal Aid	\$15,215.25

The amount which any state is allowed to expend from such balances is the total apportionment which such state would receive from an appropriation of \$50,000,000. Under this condition the limit of old federal balances which can be applied

THIRTY-SECOND REPORT

to surveys and plans in Maine is a little over \$400,000.

Unobligated federal balances on December 31, 1944, were:

Fiscal Year	Regular Federal Aid	Secondary Federal Aid	Grade Crossing
1941	\$ 9,061.49	\$ 0.00	\$ 1,700.52
1942	0.00	0.00	124, 599. 30
1943	274, 514. 50	101,531.91	131,877.00
Totals	\$283,575.99	\$101,531.91	\$258,176.82

Work was also continued on surveys and plans authorized with federal funds under Section 18 of the Federal Highway Act of 1940. These funds were restricted to highway projects of strategic importance.

MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY CLASSIFIED BY ADMINISTRATIVE SYSTEMS Mileage as of December 31, 1944

•	SYSTEM								
1.	2. State	3. State	4. Third	5. Town	3. Miscellaneous State Reservation	7. Miscellaneous Federal Reservation	8. Total	9. Federal Aid Included	
County	Highway	Āid	Class	Ways	Highways	Highways	All Systems	In Col. 8	
Androscoggin	103.6	230.9	39.3	394.8	0.3		1,098,9	84.9	
Aroostook	593.8	582.8	206.3	1,039.3	0.4		2,455.9	281.1	
Cumber land	*193.8	486.9	131.7	1,020.2	3.5	7.9	1,847.0	154.0	
Franklin	162.2	243.3	91.0	453.2	3.8		959.5	82.8	
Hancock	162.5	482.0	57.8	470.0		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	375.8	38.0	
Lincoln	89.5	254.6	33.6	417.7			825.4	26.6	
Oxford	206.3	419.7	119.8	985.0	, -	24.0	1,754.8	149.0	
Penobscot	**233.6	767.1	231.5	1,044.7	2.3		2,279.5	172.1	
Piscataquis	***115.9	234.5	89.7	330.6			780.7	49.2	
Sagadahoc	51.2	128.6	49.7	243.8			473.3	38.9	
Somerset	219.4	489.4	158.8	891.2	0.8		1,559.4	120.2	
Waldo	122.4	342.7	150.5	384.4	2.9	3.4	1,303.3	50.2	
Washington	206.5	511.4	99.0	299.9		3.2	1,123.0	187.8	
York	256.8	506.8	101.0	1,073.4	0.2	9.9	1,948.1	118.4	
Totals	2,988.5	6,337.1	1,734.1	10,397.7	21.3	113.9	21,922.6	1,754.9	

^{*}Includes 8.0 miles suspended construction, not open to traffic.

^{**}Includes 9.4 miles, survey only.

^{***}Includes 4.2 miles, survey only.

HIGHWAY SYSTEMS

During the war period, with little activity in highway construction, only minimum changes and corrections have been made in the designations of highways of the various classes.

As of December 31, 1944, the classification of public highways in Maine was as follows:

State highways	2,988.5	miles
State aid highways	6,337.1	#
Third class highways	1,764.1	
Town ways	10,697.7	n
Miscellaneous state reservation roads	21.3	Ħ
Miscellaneous federal reservation roads	113.9	#

21,922.6 miles

The designated federal-aid highway system is the same as for 1943, except that the highway from Biddeford through Sanford and Lebanon to the New Hampshire line has been added (30.8 miles).

With the exception of 4.44 miles, all designated federalaid highways are included in the state highway system.

In the county table of classified mileage by administrative systems, the last column shows the mileage of approved federal-aid highways in each county and this mileage, with the 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.



CUMBERLAND-YARMOUTH , HIGHWAY "C"

IMPROVED MILEAGE

As of December 31, 1944, the total mileage of improved highways on the various systems was as follows:

Classification	Miles
State Highways	2,928.12
State Aid Highways	5,331.52
Third Class Highways	1,200.72
Total	9,460.36

UNIMPROVED MILEAGE

As of December 31, 1944, the mileage of unimproved highways on the designated highway system was as follows:

Classification	Miles
State Highways	60.38
State Aid Highways	1,005.62
Third Class Highways	563.42
Total	1,629.42

(Before)

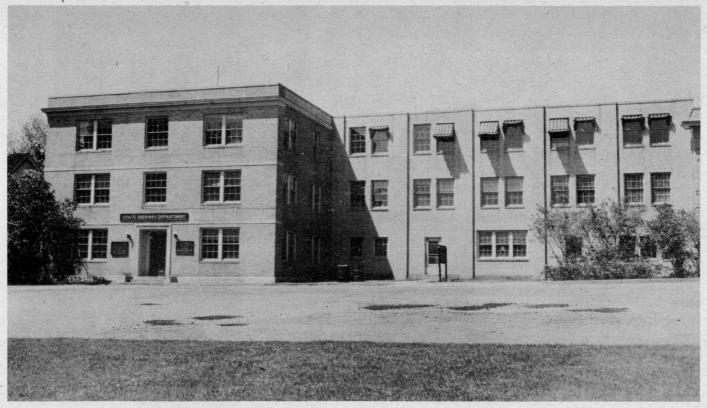


UNIMPROVED

(After)



IMPROVED



STATE HIGHWAY COMMISSION, ADMINISTRATION BUILDING, AUGUSTA

ADMINISTRATION

STATE HIGHWAY COMMISSION

Expenditures for administration include salaries and expenses of members of the Commission and of the engineering and clerical forces where salaries and expenses are not charged directly to projects. Such expenditures also include payments for office supplies and furniture, telephone and telegraph, printing, maintenance and upkeep of laboratories, and for engineering supplies and equipment.

The costs of accounting services rendered to the State Highway Department by the Bureau of Accounts and Control, legal services rendered by the Attorney General's Department, auditing services rendered by the Department of Audit, and purchasing services rendered by the Bureau of Purchases, under the provisions of Chapter 88, Private and Special Laws of 1943, are paid from State Highway Department funds. Such charges are made against the apportionment from the general highway fund for administration.

Charges for administration amounted to \$195,806.96. Of this amount \$28,155.28 was paid to the Bureau of Accounts and Control for accounting services, \$3,857.38 was paid to the Department of Audit for auditing services, \$3,474.15 was paid to the Attorney General's Department for legal services, and \$549.67 was paid to the Bureau of Purchases. The unexpended balance on June 30, 1944, of \$3,380.76 was turned back to the general highway fund.

STATE HIGHWAY DIVISION

STATE AND FEDERAL HIGHWAY CONSTRUCTION

On December 31, 1942, state and regular federal-aid highway projects involving 27.47 miles were incomplete. These projects included 24.10 miles of regular federal-aid highway projects and 3.37 miles of state projects. (These projects are shown on page 59 of the report of the State Highway Commission for 1942). Work on these projects was suspended in

1943 on account of war conditions and suspension was continued through 1944 with the exception of Federal-aid Project SN 4 (2) in Enfield and Lincoln.

One new regular federal-aid highway project was undertaken in 1944. This was Project SN-A-FAP 68 (3) located on U.S. Route 1 in Belfast and Northport.

Two federal-aid bridge projects were started in 1944, Hodgdon Bridge on State Highway K-8 in Houlton, Federal-aid Project SN 391-A (1); and Old Iron Bridge on State Highway K-7 in Houlton, Federal-aid Project SN 145-G (1).

Descriptions of these bridges are included in the report of bridge construction. Expenditures are included in the Table of Project Expenditures - Construction and Reconstruction of State Highways.

Following are brief descriptions of regular federal-aid highway projects located on the state highway system which have been carried on during 1944.

PENOBSCOT COUNTY STATE HIGHWAY "K"

ENFIELD AND LINCOLN - Federal-aid Project SN 4 (2). This project begins 0.29 miles north of the Passadumkeag line and extends northerly to Project FAP 138-E (1) in Lincoln. Total length of the project is 12.12 miles, of which 7.66 miles is in Enfield and 4.46 miles is in Lincoln. A large part of this project is on new location. The new construction replaces the original Federal-aid Project 4, 7.05 miles, and 0.97 miles of state highway construction in Enfield and 4.62 miles of state highway construction in Lincoln. Type of surface, premixed bituminous gravel. Width of surface, 22 feet with 4 foot shoulders. Contractor, P.E. Susi & Co. of Pittsfield, Maine. The project was 70% complete at the end of the construction season of 1944.

WALDO COUNTY STATE HIGHWAY "D"

NORTHPORT AND BELFAST - Project SN-A-FAP 68 (3). This project begins at the end of Federal-aid Project 68 (2) and extends northerly. This project includes a reinforced concrete bridge over Little River having a clear span of 45 feet and a concrete wearing surface. Total length of project, 0.79 miles of which 0.60 miles is in Northport and 0.19 miles is in Belfast. Type of surface premixed bituminous gravel. Width of surface, 24 feet with 4 to 8 foot shoulders. Contractor, C. C. Smith Co., Inc., of Cambridge, Mass. The project was 87% complete in 1944.

The total expenditures on account of work on state highways, not including construction expenditures on access roads, was \$338,367.10 and \$335.00 was expended on one special detense project located on the state highway system.

The following table shows classified expenditures for each construction activity:

	Engineering	Advertising	Right of Way	Labor & Materials	Total
Federal Aid Projects	\$103,705.13*	\$97.78	\$22,727.77	\$211,836.42	\$338,367.10
State Highway W.P.A. Project	85.00		250.00		335.00
Total	\$103,790.13	\$97.78	\$22,977.77	\$211,833.42	\$338,702.10

*Includes expenditures for preliminary engineering for access road projects and post-war construction. The cost of engineering and inspection on construction work was \$18,089.61.

Four federal access road projects located on the state highway system which were reported incomplete in 1943 were completed in 1944. These include:

- 1. Presque Isle and Mapleton State Highway K-10; 2.56 miles of premixed bituminous gravel road, constructed with War Department funds.
- 2. Presque Isle State Highway K-16, 1.75 miles of bituminous gravel road and 0.01 miles of bituminous concrete highway; also 0.09 miles of bituminous concrete pavement on State Highway K-10 in Presque Isle. In addition to the above work a section of bituminous concrete pavement, 0.4 miles in length, was constructed on West State Street off the state highway system.

The work under item 2 was all included in Project DA-WR 6.

- 3. Kittery Project DA-NR 8. Widening of intersection of State Highways A and A-3.
- 4. Sanford State Highway A-2, 2.15 miles of bituminous macadam. Project DA-NC 7.

Work completed on the state highway system in 1944 with access road funds and War Department funds, therefore, included 6.56 miles, of which 4.31 miles were bituminous gravel, 2.15 miles bituminous macadam, and 0.01 miles bituminous concrete.

Brief descriptions of complete and incomplete access road projects, located on the state highway system, will be included in the following report of work on defense and access road projects.

DEFENSE HIGHWAY - ACCESS ROADS

Under the provisions of the Defense Highway Act of 1941 eight new access road projects were undertaken in 1944 in addition to continuing work carried over from 1943. These projects are carried on in cooperation with the Public Roads Administration and the total cost, including engineering and right of way, is paid from federal funds.

All of the new projects undertaken this year are to provide access to sources of raw materials.

Of 122.65 miles under construction and improvement in 1944, work on 86.66 miles was completed. This includes:

Bituminous macadam	2.15 miles
Bituminous concrete	0.50 "
Bituminous gravel	4, 31 "
Grave1	55.10 "
Grading	24.60 "
Total	86.66 miles

Of the above completed work 6.56 miles are located on the state highway system.

Incomplete work carried over to 1945 includes 35.99 miles and is classified as follows:

Bituminous macadam	1.79 miles
Grave1	34.20
Total	35.99 miles
Total	33.99 miles

Of the above, 1.79 miles are on the state highway system.

The following brief descriptions have been prepared for access road projects located on the state highway system which were carried on in 1944:

AROOSTOOK COUNTY

STATE HIGHWAYS "K-7" AND "K-8"

HOULTON - PROJECT DA WR 15. This project begins on Military Road about 150 feet west of Green Street and extends easterly via Military Road and Military Street to Court Street and from Kelleran Street via Military Street to Project WD-1 with a spur on Kendall Street from Military Street to Federal-aid Project 145-G(1) at Union Square. The length on State Highway K-7 is 1.19 miles and on State Highway K-8 is 0.60

miles, making the total length of the project 1.79 miles. Type of surface, 3" bituminous macadam on 5" crushed stone base course. Width of surface, 22 feet with 7 foot premixed gravel surface shoulders and concrete curbs. Contractor, Herbert Sargent of Stillwater, Me. The project was started late in 1943 and was 63% complete in 1944.

This has been considered as construction on the state highway system because the location is to be included in the system of state highways early in 1945.

STATE HIGHWAY "K-10"

PRESCUE ISLE AND MAPLETON. This project was constructed over new location south of the Presque Isle Air base to replace part of the state highway closed by the construction of the airport. The work was started in 1942 and completed in 1944. Total length of the 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, premixed bituminous gravel. Width of surface, 22 feet; shoulders, 4 feet. The work was done by force account for the War Department under the supervision of Harold Russell in 1943 and Guy Hall in 1944.

STATE HIGHWAY "K-10 AND "K-16"

PRESCUE ISLE - PROJECT DA WR 6. This project originally began near the corner of West State Street and Parsons Street but in 1944 was extended to the bridge over Presque Isle Stream. The project extends from this bridge via West State Street, 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 Air Base, which was made necessary by closure of the road through the base. As part of this project a section of highway was constructed on West State Street beginning at Mechanic Street and extending to the air base gate. Type of surface on West State Street, bituminous concrete. Width of surface, 22 feet with premixed bituminous gravel shoulders, 7 feet wide. Length of the West State Street section is 0.49

miles of which 0.09 miles is on State Highway K-10, and 0.4 miles on a section of West State Street not designated as state highway.

Type of surface on State Highway K-16 (Parsons Street and new location) is premixed bituminous gravel except at the junction with West State Street where bituminous concrete is used. Width of gravel surface, 22 feet with 4 foot shoulders. Length of gravel surface, 1.75 miles; length of bituminous concrete surface, 0.01 miles; making the total length on K-16 1.76 miles and the total length of the project 2.25 miles.

Construction of this project was started in 1943 and completed in 1944. Contractor, Lane Construction Corporation of Meriden, Conn.

YORK COUNTY

STATE HIGHWAYS "A" AND "A-3"

KITTERY - PROJECT DA NR 8. This project is located at the corner of Government Street and Hunter Avenue and is for the purpose of widening 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. Type of surface, bituminous concrete which was substituted for the originally proposed bituminous macadam. The work also includes the construction of a sidewalk and retaining wall. The project was started in 1943 and completed in 1944. Contractor, Nicholas DelMonaco of Calais, Maine.

STATE HIGHWAY "A-2"

SANFORD - PROJECT DA NC 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 2500 feet northwesterly of the first section and extends westerly over new location 1.13 miles. Total length, 2.15 miles. This project was 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 replaced 0.78 miles of Federal-aid Project 294-C and 0.35 miles of Federal-aid Project 294-D. Type of surface, 3^m bituminous macadam (emulsified asphalt method). Width of surface, 20 feet. Shoulders, 4 feet. Contractor, W. H. Hinman, Inc. of North Anson, Maine. The work was started in 1943 and completed in 1944.

During 1944 a total of \$632,248.08 was expended for access road construction and other defense projects. Of this amount \$27,024.65 was paid for engineering, \$4,355.69 for right of way, and the sum of \$600,867.74 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.

SURVEYS AND PLANS FOR POST-WAR WORK

PRELIMINARY SURVEYS (Federal Funds)

Section 18 of the Federal Highway Act of 1940 allows the use of federal funds, 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:

SN-PE-378-A (1), W	est Forks	to Jackman	\$2,302.78
SN-PE-379-A (1), J	ackman to	Canadian Border	2,322.73
			\$4,625.51

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

ADVANCE ENGINEERING

STRATEGIC HIGHWAY NETWORK (Federal and State Funds)

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 is for advance engineering surveys and preparation of plans for future improvement of the strategic network of highways. It is required that federal apportionments be matched with state funds.

The apportionment to Maine was \$86,636.

The following expenditures were made on advance engineering projects in 1944:

AE-5 (2)	Perry	\$5,444.76
AE-121-D(2)	Brunswick	1,474.03
AE-121-E(4)	Freeport	3,988.37
AE-123-G(1)	Pembroke	1,312.87
AE-141-C(1)	Winslow	3,988.73
AE-376-B(1)	Machias-East Machias	7,421.40
AE-389 (1)	Gardiner-Augusta	1,787.65
AE-390 (1)	Lebanon-Alfred-Gray	5,406.23
AE-392 (1)	Kittery-Portland	14, 901. 68

\$45,725.72

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

POST-WAR SURVEYS

PUBLIC LAW NO. 146. Approved July 13,1943 (Federal and State Funds)

An expenditure of \$11,229.97 was made under the above authorization for surveys and plans for post-war projects. It is required that federal funds be matched with state funds on a 50-50 basis. This program of survey projects (PWS-1) contemplates a total expenditure of \$66,000.00.

Following is an itemized statement of expenditures:

P. W. S1-Item 1	Auburn-Lewiston	\$ 2,061.74
P.W.S1-Item 4	Bangor	1,564.98
P.W.S1-Item 7	Durham	184.82
P.W.S1-Item 8	T 17 R 5	862.16
P. W. S1-Item 9	Macwahoc	565.57
P.W.S1-Item 10	Chesterville	406.48
P.W.S1-Item 11	Surry-Ellsworth	749.52
P.W.S1-Item 12	Hancock	413.43
P.W.S1-Item 13	Manchester-Readfield	869.69
P.W.S1-Item 14	Pittston	410.38
P.W.S1-Item 17	Fryeburg	347.42
P.W.S1-Item 18	Newburg	507.37
P.W.S1-Item 19	Anson	537.73
P.W.S1-Item 20	Emden-Anson	493.41
P.W.S1-Item 21	Unity	171.72
P.W.S1-Item 22	Albion-Unity	16.00
P.W.S1-Item 23	No. 14 Plt.	299.31
P.W.S1-Item 24	Cooper-Meddybemps	768.24

\$11,229.97

STATE AID DIVISION

STATE AID ROAD CONSTRUCTION

No appropriation was made for the construction of state aid roads for the fiscal years 1944 and 1945. Some work,

however, was carried on with balances carried forward from previous years and balances transferred to the state aid road account from other funds. Available funds for this work amounted to \$155,888.52.

Work on state aid roads included the construction of 0.94 miles of gravel road and the completion of 3.01 miles of gravel road which had been graded and based in previous years, adding 3.95 miles to the improved mileage previously reported. Other work included reconstruction of several sections of old road and tar surface treatment of 10.3 miles of gravel road.

The total expenditure on account of work on state aid roads was \$43,675.03, of which town funds paid \$16,711.95 and state funds \$26,963.08. The sum of \$5.00 was paid to towns in reimbursement for work previously done and the sum of \$625.00 was transferred to the special resolve account, making a total payment of \$27,593.08 from state aid highway construction funds.

The unexpended balance standing to the credit of towns on December 31, 1944, was \$127,762.44, including \$2,015.00 of town funds on deposit with the State.

THIRD CLASS HIGHWAY CONSTRUCTION

Under the revised schedule of apportionments from the general highway fund no new funds were set up for the construction of third class highways for the fiscal year ending June 30, 1945.

Unexpended balances of apportionments made to towns in previous years amounted to \$38,612.05; adjustments and transfers from other accounts amounted to \$1,754.11; making a total of \$40,366.16 available for expenditure.

Third class highway construction added 0.23 miles of improved gravel road. Other work included grading and base construction on 0.36 miles and tar surface treatment of 3.50 miles.

Expenditures for work on third class highways amounted to \$3,458.97, of which the State paid \$1,649.55 and towns paid \$1,809.42.

Reimbursements to towns for work previously completed and reported amounted to \$82.87.

Transfers of third class highway funds to state aid road accounts amounted to \$732.47.

Unexpended balances of third class highway apportionments on December 31, 1944, amounted to \$37,901.27.

SPECIAL LEGISLATIVE RESOLVES

Under the provisions of Chapter 67, Resolves of 1943, the sum of \$149,910.00 was appropriated to be taken from the general highway fund for the fiscal year 1945 to aid 271 towns in the construction and repair of roads and bridges.

Certain expenditures from the general highway fund, authorized by Private and Special laws, have been included in the report of work and expenditures under "Special Resolves". The total of such authorized expenditures for the fiscal year 1945 was \$9,750.25 and includes the following:

Chapter	82,	Private and Special Laws, 1943, Hancock County, to retire Hancock- Sullivan Bridge bonds, together	
		with interest	\$6,006.25
Chapter	99,	Private and Special Laws, 1937,	
		Town of Vinalhaven	1,452.75
		Town of North Haven	1,042.50
Chapter	87,	Private and Special Laws, 1939,	
<u>-</u>		Town of Isle au Haut	260.25
		Town of Cranberry Isles	479.25
		Town of Swan's Island	509.25

Tota1

\$9,750.25

The amounts apportioned to the above island towns represent seventy-five per centum 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.

The adjusted total of balances in special resolve accounts on January 1, 1944, was \$205,038.23 and the total of new funds under authorizations for the fiscal year 1945 was \$159,660.25. The total of all state funds available for expenditure was \$364,698.48.

Work under special resolves during 1944 included the construction of 2.21 miles of gravel road at a cost of \$15,147.08, an expenditure of \$50,208.34 for road repairs, \$2,938.33 for bridge repairs, and \$8,069.54 for surface treating 8.06 miles of gravel road, making a total expenditure of \$76,363.29 for the above work. Of this amount \$9,944.22 was paid by towns and \$66,419.07 was paid from state funds.

The sum of \$6,508.00 was paid to Hancock County on account of retirement of Hancock-Sullivan Bridge bonds and interest on the same.

Reimbursements to towns on account of work previously completed and reported amounted to \$1,955.81.

Transfers to other accounts include \$26,343.27 to state aid road accounts, \$1,750.00 to third class highway accounts, \$1,500.00 to bridge construction funds, and \$60.36 to maintenance funds, making a total of \$29,653.63.

Unexpended balances amounting to \$54.21 were transferred to the general highway fund.

Balances in special resolve accounts on December 31, 1944, amounted to \$259, 807.76.

Federal Aid Secondary Project Richmond



Before



After

FEDERAL AID SECONDARY HIGHWAY CONSTRUCTION

No new projects of federal-aid secondary highway construction were undertaken in 1944. The sum of \$30,000.00 was apportioned from the general highway fund in order to match federal funds for making surveys and preparing construction plans and estimates for future work.

Expenditures during 1944 were as follows:

For work under program for the fiscal year 1942, Act of September 5, 1940

\$37.98

Miscellaneous expenditures, surveys and plans

\$6,394.30

Total

\$6,432.28

MAINTENANCE OF UNIMPROVED ROADS

Under the curtailed program of work no fund was set up for maintenance of unimproved roads for the fiscal year 1945.

Balances of apportionments made to towns in previous years amounted to \$5,707.20. Miscellaneous expenditures during 1944 amounted to \$555.82, of which \$65.78 was paid by towns and \$490.04 by the State.

Unexpended balances of old apportionments on December 31, 1944, amounted to \$5,217.16.

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 of 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 roads for the fiscal year ending June 30, 1945, was \$1,800,000.00. As was the case last year, because of the urgent need of highway maintenance the Commission believed it advisable to carry on as much maintenance work as possible in 1944 and additional funds for maintenance were transferred from the general highway fund surplus in accordance with the provisions of Chapter 87, Private and Special Laws of 1943.

The highway maintenance program for 1944 included 8,090.72 miles, classified as follows:

Improved state highways
Improved state aid highways

2,828.09 miles 5,262.63 "

Total

8,090.72 miles

Of this total mileage, 7,970.30 miles were under patrol maintenance and 120.42 miles (state highways 210 miles, state aid highways 118.32 miles) were maintained under special arrangements with towns as authorized by Sections 9 and 18 of Chapter 28, R. S. 1930.

MAINTENANCE COSTS

Maintenance of Improved
State and State Aid Highways

Cement Concrete

\$290 per mile



221 Miles

Bituminous Concrete

\$297 per mile



71 Miles

Bituminous Macadam

\$384 per mile



448 Miles

Surface Treated Gravel

\$486 per mile



5967 Miles

Plain Gravel

\$203 per mile



1383 Miles

Average Cost

\$ 425 per

Total 8090 Miles

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	\$290.44
Bituminous Concrete	69.18	1.44	70.62	296.73
Bituminous Macadam	422.40	25.78	448.18	384.26
Surface Treated Gravel	2008.03	3959.17	5967.20	486.12
Plain Gravel	115.47	1267.76	1383.23	203.24
Totals	2828.09	5262.63	8090.72	

Maintenance expenditures included in the foregoing table amount to \$3,439,440.40.

Other expenditures include \$90,754.48 for supervision, or \$11.22 a mile for the total of 8,090.72 miles.

The total expenditure was \$3,530,194.88.

In addition to the above, the sum of \$51,324.97 was expended for supplies and charged to temporary general accounts. These charges will later be charged to the proper maintenance accounts and will be included in 1945 reports.



SNOW REMOVAL 1943 - 1944

During the winter of 1943-1944 snow removal work was carried on in 588 towns and cities. The accepted mileage of snow removal routes included 14,453.97 miles.

State funds for snow removal are taken from the general highway fund. The apportionment for the fiscal year ending June 30, 1944, was \$900,000.00 and \$900,000.00 for the fiscal year 1945.



REMOVAL OF SNOW ON STATE HIGHWAYS

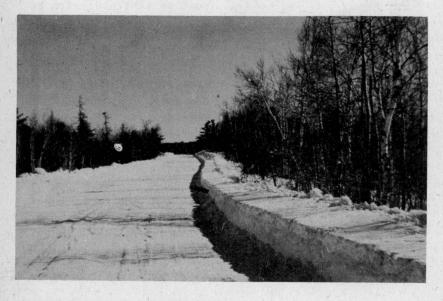
The cost of snow removal for the winter of 1943-1944 exceeded the original apportionment made from the general highway fund and it was necessary to make an additional apportionment of \$264,685.09.

Of 14,453.97 miles which made up the snow removal program for the winter of 1943-1944, state highways included 2,816.62 miles, state aid highways 5,238.76 miles, and town ways 6,398.59 miles.

On the state highway system the average cost a mile, including supervision, was \$263.84. On other highways the average cost a mile was \$92.14.

Expenditures for snow removal during the calendar year 1944 amounted to \$1,176,027.83. This does not represent the cost of the snow removal program for the winter of 1943-1944 since this amount includes some payments for the winter of 1944-1945 and since it does not include town funds which were not paid in to the state treasury.

Statements have been prepared which show the cost of snow removal for the winter of 1943-1944 and the amounts paid by the towns and the State. These are included with the statistical tables in another part of this report.



HIGHWAY PLOWED FOR WINTER DRIVING

BRIDGE DIVISION

BRIDGE CONSTRUCTION



ALLAGASH BRIDGE CONSTRUCTION

In 1944 bridge construction, while somewhat more extensive than in the previous year, was again seriously restricted due to war conditions. Six projects, having an estimated cost of \$268,600, were approved by the War Production Board and were undertaken.

There were three Federal aid projects and three State projects. Two of the

Federal aid projects were for reconstruction of inadequate bridges on the strategic network, the third was for reconstruction of a bridge on the strategic network which was destroyed when a dam just upstream failed in the fall of 1943. One of the State projects was the reconstruction of an inadequate bridge, one was for replacement of a bridge damaged by high water and later removed as being dangerous for traffic, and the third was an entirely new bridge, authorized by the 1943 legislature.

Because of decreased revenue and the small amount of



OLD IRON BRIDGE, HOULTON

work done, the apportionment of \$200,000 from the General Highway Fund for the fiscal year ending June 30, 1945 was not set up.

The number of engineers in the Bridge Division continued to decrease. Those not engaged on the construction work done during the year made surveys, estimates and plans ror future work. Traffic safety will require a large amount of construction for a number of years when conditions permit.

Expenditures from the Bridge Loan Fund in 1944 amounted to \$177,694.60, of which \$50,802.52 was for engineering, advertising and inspection, \$124,114.45 for labor and material, and \$2,777.63 for right-of-way and property damage. Construction costs of the Federal aid projects are not included in these figures as charges are made to the other appropriation accounts.

ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

The apportionment from the General Highway Fund for this purpose for the fiscal year ending June 30, 1945 was not set up and there was no apportionment of Federal funds.



COOK'S CROSSING, BRUNSWICK

No new work was undertaken during 1944. The expenditures for the year amounted to \$2,511.20, including \$623.13 for engineering, and \$1,888.07 for labor and materials.

It is expected that the elimination of hazards at railroad crossings will be a substantial part of the postwar program, and some preliminary work was done as preparation for projects which appear desirable and feasible.

BRIDGE MAINTENANCE

In 1944 maintenance was continued on the same number of bridges as in the previous year, no new structures being taken over by the State during the year. While normal



REFLOORING GARDINER- RANDOLPH BRIDGE

maintenance work could not be done because of lack of labor and material, the balance in the appropriation at the end of the year will permit much of the deferred work to be done when conditions allow.

With the exception of one post at the Carlton Bridge, Bath-Woolwich, the guards on bridges were removed February 18, 1944.

The apportionment from the General Highway Fund for

the fiscal year ending June 30, 1945 was \$220,000. In the calendar year 1944 other income was \$2,825.89, and expenditures \$195,279.85.

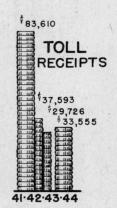
TOLL BRIDGES

The traffic on the three toll bridges operated by the Commission, and the income from this traffic, increased in 1944 more than the increase in the gasoline taxes for the same period. Without doubt this is due to the fact that the so-called "pleasure ban" in force during a number of months of 1943 was not in effect in 1944. Gasoline rationing prevented travel for long trips, but there was an increase in local travel. The incomes for 1944 were the following percentages of incomes for the previous year and for the last pre-war year of 1941.

	%	of	19	43	%	of 1941
Waldo-Hancock Bridge (Bucksport) .			113			40
Deer Isle-Sedgwick Bridge			109			79
Maine Kennebec Bridge (Richmond-Dres	den)		118			115

WALDO-HANCOCK BRIDGE





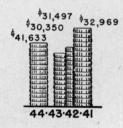
WALDO-HANGOCK BRIDGE TOLL HOUSE

The balance on January 1, 1944 was \$110,696.79. Receipts from tolls credited were \$33,500.80, and refunds \$83.00, making net income from tolls \$33,417.80. There was received from sale of old transformers \$155.00. Interest on outstanding bonds was \$25,600.00, bonds for \$20,000.00 matured and the cost of operation, maintenance, insurance and guarding was \$14,215.08. The balance on December 31, 1944 was \$84,454.51 and the bonded indebtedness \$620,000.00.

The balance accumulated in the years of normal traffic has been gradually reduced during the war, but is now ample for some time so that no aid from other sources will probably be needed.

DEER ISLE-SEDGWICK BRIDGE

TOLL





DEER ISLE-SEDGWICK BRIDGE TOLL HOUSE

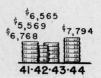
During the year John A. Roebling's Sons Company completed the work of strengthening the bridge to reduce possibility of damage by wind action. The results of the new stay system have thus far been very satisfactory. The steel portion of the bridge is in need of maintenance painting, which should be done as soon as labor for this work is available.

The balance on January 1, 1944 was \$8,180.68. Receipts from tolls credited were \$32,952.65, and refunds \$39.00, making net income \$32,913.65. There was transferred from the General Fighway Fund \$12,000 by legislative act, and \$53,848.54 for repairs and reinforcement. Expenditures for operation and maintenance were \$65,180.26. There was paid to the Bridge District \$18,240.00 for interest on bonds and \$12,000 for bond maturity. The balance at the end of 1944 was \$11,522.61, and the bonded indebtedness of the Pridge District \$444,000.00.

MAINE-KENNEBEC BRIDGE



TOLL

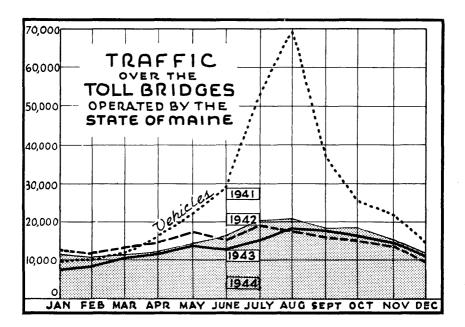


MAINE-KENNEBEC BRIDGE TOLL HOUSE

Contrary to the results at the other toll bridges, and the general trend of traffic volume, the number of vehicles crossing and the tolls received were greater in 1944 than in any other full year since the bridge was opened to traffic. This was due to local conditions and income cannot be expected to increase materially when Statewide traffic returns to normal volume.

On January 1, 1944 the account was overdrawn \$419.67.

The receipts from tolls credited were \$7,601.85, with refunds of \$6.50, making net income from this source \$7,595.35. The receipts from 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 \$9,196.69, leaving a balance of \$1,088.99 in the account on December 31, 1944.



BRIDGES PLACED UNDER CONSTRUCTION IN 1944

FEDERAL AID PROJECTS

TOWN AND COUNTY	Contractor	EST. Cost	DESCRIPTION
Houlton Aroostook	The Lane Con- struction Corp.	\$112,600.	Project SN-A-FAP 145-G (1); Old Iron Bridge; concrete rigid frame structure, 3 spans, clear span lengths 50 ft., 61 ft., 50 ft.; 28 ft. roadway, two 5 ft. 10 in. sidewalks; bituminous concrete wearing surface; pile foundation, one abutment, one pier; total length of project, 470 ft.
Houlton Aroostook	Hector J. Cyr Co.	\$15,300.	Project SN-A-FAP 391-A (1); Hodgdon Stream Bridge; concrete T-beam structure, clear span length 33 ft. 3 in.; 26 ft. roadway, old concrete abutments faced and extended with concrete; concrete wearing surface; total length of project, 150 ft.
Northport- Belfast Waldo	C. C. Smith Co., Inc.	\$36,600.	Project SN-A-FAP 68 (3); Little River Bridge; concrete T-beam structure, clear span length 45 ft., 22 degree skew; 28 ft. roadway, two 2 ft. 6 in. walks; concrete abutments, stone faced in tide range; concrete wearing surface; project includes 0.79 mile of highway, estimate given is for bridge portion only.

STATE PROJECTS

Allagash Pl. Aroostook	Walter V. Mitton, Inc.	\$70,500.	Allagash Bridge; treated timber truss structure, 3 spans, 120 ft. 2 in., 160 ft. 1½ in., 120 ft. 2 in. c. to c. bearings; 14 ft. roadway; rock; filled log crib abutments and piers; new location; total length of project, 1060 ft.
Pembroke Washington	C. H. Goodrich	\$17,300.	Little Falls Bridge; steel beam structure, concrete floor, clear span length, 43 ft. 7 in.; 24 ft. roadway; old stone abutments faced and extended with concrete; concrete surface; total length of project, 320 ft.
Perry Washington	Forest Frederick	\$16,300.	Leighton Bridge; concrete slab structure, clear span length, 25 ft., 30 degree skew; 26 ft. roadway; concrete abutments; concrete wearing surface; total length of project, 550 ft.

TOLL COLLECTIONS

WALDO-HANCOCK BRIDGE Prospect—Verona

		600 007 40
Automobile or 2-ton truck		\$23,367.40
Truck, over 2 to 3-1/2 tons		699.50
Truck, over 3-1/2 to 6 tons		1,193.25
Truck, over 6 tons 55	0 1.25	687.50
One or two horse vehicle	7 .15	1.05
Bus, 16 passenger or less	1 .50	. 50
Bus, over 16 passenger	8 .75	21.00
Motorcycle	9 .15	20.85
Roller or well drill	7 1.50	10.50
Horse on hoof	6 .05	.30
. Commutation Tickets		
Auto or 2-ton truck	0 3.50	1.295.00
		-,
•	9 5.00	2,395.00
Auto or 2-ton truck 50 trips 47 Truck, over 2 to 3-1/2 tons 20 trips 2	9 5.00	2,395.00 120.00
Auto or 2-ton truck 50 trips 47 Truck, over 2 to 3-1/2 tons 20 trips 2	9 5.00 0 6.00 8 15.00	2,395.00 120.00 120.00
Auto or 2-ton truck 50 trips 47 Truck, over 2 to 3-1/2 tons 20 trips 2 Truck, over 2 to 3-1/2 tons 100 trips	9 5.00 0 6.00 8 15.00 2 9.00	2,395.00 120.00 120.00 558.00
Auto or 2-ton truck 50 trips 47 Truck, over 2 to 3-1/2 tons 20 trips 2 Truck, over 2 to 3-1/2 tons 100 trips Truck, over 3-1/2 to 6 tons, or bus 20 trips 6 Truck, over 3-1/2 to 5 tons, or bus 100 trips 9	9 5.00 0 6.00 8 15.00 2 9.00	2,395.00 120.00 120.00 558.00 1,940.00
Auto or 2-ton truck 50 trips 47 Truck, over 2 to 3-1/2 tons 20 trips 2 Truck, over 2 to 3-1/2 tons 100 trips Truck, over 3-1/2 to 6 tons, or bus 20 trips 6 Truck, over 3-1/2 to 5 tons, or bus 100 trips 9	5.00 6.00 8 15.00 2 9.00 7 20.00 5 15.00	1,295.00 2,395.00 120.00 120.00 558.00 1,940.00 75.00

DEER ISLE-SEDGWICK BRIDGE Deer Isle—Sedgwick

Toll Collections, January 1 - December 3	1, 1944		
Passenger	38,208	.05	\$1,910.40
Automobile or 2-ton truck		1.00	10,977.00
Truck, over 2 to 3-1/2 tons	142	1.50	213.00
Truck, over 3-1/2 to 6 tons	431	2.00	862.00
Truck, over ô tons	130	2.50	325.00
Horse vehicle	2	. 25	.50
Bus, 10 passenger or less	2	1.50	3.00
Bus, over 13 passenger	4	2.00	8.00
Mot orcycle	49	.25	12.25
,			
Commutation Tickets			
Passenger 25 trips	573	1.00	573.00
Auto or 2-ton truck	415	15.00	6,225.00
Auto or 2-ton truck round trip	4,960	1.50	7,440.00
Truck, over 2 to 3-1/2 tons, or small bus 20 trips	20	22,50	450.00
Truck, over 2 to 3-1/2 tons, or small bus 100 trips	7	100.00	700.00
Truck, over 3-1/2 to 6 tons, or large bus 20 trips	24	30.00	720.00
Truck, over 3-1/2 to 8 tons, or large bus 100 trips	18	125.00	2,250.00
Truck, over 6 tons	4	37.50	150.00
Truck, over ô tons	ì	150.00	150.00
riusk, over o come	•	200,00	
			\$32,9 69.15

MAINE-KENNEBEC BRIDGE Richmond — Dresden

Toll Collections, January 1 - Decembe	r 31. 194	1	
Pedestrian	1,862	.05	\$93.10
Automobile or 2-ton truck	17,809	.25	4,452.25
Truck, over 2 to 3-1/2 tons	68	.35	23.80
Truck, over 3-1/2 to 5 tons	52	.50	26.00
Truck, over ô tons	21	1.00	21.00
One or two horse vehicle	131	.15	19.65
Live stock	39	.05	1.95
Motorcycle	2 6	.15	3.90
Extra passengers	23,382	. 05	1,189.10
Pedestriam			
Pedestrian or passenger	929	.50	434.50
Automobile or 2-ton truck 20 trips	229	3.00	687.00
Automobile or 2-ton truck 50 trips	66	5.00	330.00
Automobile or 2-ton truck 100 trips	67	7.00	469.00
Truck, over 3-1/2 to 6 tons 20 trips	6	5.00	30.00
One or two horse vehicle	1	2.00	2.00
School ticket, one month	1	.25	25
			\$7.793.50

KENNEBEC (CARLTON) BRIDGE

Sinking Fund Cash and Impounded Fund January 1, 1944 to December 31, 1944

The balance in the Sinking Fund Cash Account on December 31, 1943, as shown in the 1943 report, was \$80,350.70.

Income to this fund for the year included \$76,569.90 from the Maine Central Railroad Company, \$1,317.86 from interest on savings account and \$819.42, dividends from funds in closed banks, a total income of \$78,707.18.

Interest actually paid on outstanding bonds of \$1,500,000 amounted to \$58,640.00, leaving the checking account balance of \$13,357.60, savings account balance of \$62,060.28 and U. S. War Bond investment of \$25,000.00, a total ending balance of \$100,417.88 on December 31, 1944.

The balance in the impounded fund January 1, 1944 was \$34,034.20. During the year dividends amounting to \$819.42 were transferred to the cash fund leaving a balance of \$33,214.78 in the impounded fund on December 31, 1944.

HIGHWAY PLANNING

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.

In addition to this sum, \$1,676.57 was transferred from administration funds and an unexpended balance of \$523.43 used to make available State funds of \$18,200. This \$18,200 was matched by a similar amount of Federal funds as authorized by section 3 of the Act approved July 13, 1943 (Public Law 146 - 78th Congress), making a total of \$36,400 available for continuing on highway planning survey activities and for the Highway Traffic Advisory Committee. The amount earmarked for the use of the Highway Traffic Advisory Committee was \$3,000.

An accomplishment program approved by the Highway Commission and the Public Roads was arranged with requests for information pertaining to the war effort having precedence over all other activities. Actually, there were no requests for information to aid in the war effort, and the activities were centered around the compilation of facts pertinent to the anticipated expanded highway program in the post-war period.

Certain highway statistics are valuable only insofar as they show trends or comparisons. The most important facts on which highway trends may be based are those pertaining to registration of motor vehicles, consumption of motor fuel, and the volume of traffic appearing on the highways. Monthly analyses were made of motor vehicle registrations and gasoline consumption.

The operation of the ten fixed type traffic recorders was continued throughout the year. Trends in highway traffic are clearly indicated by the continuous operation of these machines over a period of time. Four of these machines have now been in operation for eight years at the same location

and the remaining six have been operating for three years. The traffic volume trends indicated by these machines show a surprisingly close relationship with gasoline consumption reports as prepared from the Bureau of Taxation records monthly. Trends were also obtained by means of a truck weighing operation conducted during the summer. This operation, while limited in scope, shows after application of the data against the complete coverage made in 1938 and the limited coverage made in 1942 and 1943 that our highways and bridges must be built to withstand constantly increasing loads. Furthermore, in spite of the wartime restriction of



Obtaining Origin & Destination Information Between Westbrook and Portland May 1944

high speed on the highways, a speed check conducted first by the Highway Traffic Advisory Committee and later as a continuing activity of this division shows a steady though slight increase in highway speeds. This increase will undoubtedly be more apparent with the easing of wartime restrictions and with the appearance of new vehicles on the road. This desire by the highway user for higher speed must be considered in future highway design.

All the basic studies included in the original survey have

now been completed with the exception of the road use study. No work was done on this study during the year but the road life study was completed, the tables prepared, and the narrative written. Considerable work was also done on the pit scale and loadometer tables, but they were not completed in final form. A listing of grade crossings was completed showing crossings for elimination in descending order of hazard. Three hundred crossings were included in the final listing although consideration was given to each crossing in the study. This listing should be of value in a grade crossing elimination program during the post-war period. An additional listing was made indicating the order in the event various protective devices were installed. A State traffic flow map was prepared and published showing rural traffic during a wartime year. A map of the State showing the boundaries and the type of government for minor civil divisions was prepared. Revisions were made in the general highway maps as to surface type and errors were corrected as discovered in preparation for a new publication of these in Traffic data were furnished from time to time at various places throughout the State as requested either by the State Highway Commission or by the Public Roads Administration.

The State Highway Commission under date of January 12, 1944, in view of the anticipated funds to be available for construction in urban places, allocated \$3,750 for these investigations to be matched by a similar sum of Federal funds, making a total of \$7,500 to be expended for post-war investigations in urban places.

In April, field investigations were started in the urban places that would probably be eligible for urban money. Traffic counts; time and travel studies; pedestrian counts; and, in two instances--Portland and Rumford--, special origin and destination studies were made. The field work was completed in Portland, Biddeford and Saco, Westbrook, Rumford and Mexico, Lewiston and Auburn, Bangor and Brewer, and Sanford. Reports were completed with recommendations for the Biddeford-Saco, Westbrook, and Rumford-Mexico areas.

The Highway Traffic Advisory Committee was organized early in the war to promote the conservation of vehicles and for certain other functions as an aid to the war effort. The purposes for which this Committee had been organized having been fulfilled, the Committee was disbanded late in 1944. For this reason, no additional funds were programmed.

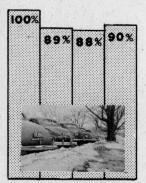
The total expenditure for highway planning and economic investigations in urban places during the year was \$35,649.85. The total expenditure for the Highway Traffic Advisory Committee during the year was \$3,000.00. The unexpended balance for highway planning purposes and for economic investigations at the end of the year was \$5,516.11. The activities of the Highway Traffic Advisory Committee having been completed, there was no unexpended balance at the end of the year.

73* 55* 59*

1941 1942 1943 1944 TRAFFIC



1941 1942 1943 1944 GASOLINE



1941 1942 1943 1944 REGISTRATION

Trends in Traffic Motor Fuel Consumption Motor Vehicle Registration

Restrictions imposed on motorists by war-time conditions continued in effect during 1944 with slight modifications. A pleasure driving ban invoked during the summer months of 1943 was inoperative during 1944. This was reflected by slight increases in traffic, gasoline consumption, and motor vehicle registrations.

The table on the following page indicates the comparison of traffic, gasoline consumption and motor vehicle registration for the years 1941, 1943 and 1944. Data for traffic have been taken from the traffic records of permanent automatic traffic recorders.

"Per Cent of Change" as applied in the table shows the comparison of 1943 with 1941, 1944 with 1943 and 1944 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.

The fluctuation of motor vehicle registrations is relatively smaller than gasoline consumption or vehicular traffic.

CHANGES IN TRAFFIC, MOTOR FUEL CONSUMPTION AND REGISTRATIONS 1941-1944

Month	Traffic <u>/l</u> Per Cent of Change			Motor Fuel Consumption <u>/2</u> Net Gallons used for Hiohway Purposes					Motor Vehicle <u>/3</u> Registrations						
	1941-43	Years 1943-44	1941-44	Thousar 1941	1943	allons 1944		Cent of 1943-44	Change 1941-44	Number (of Regis	trations 1944		Cent of 1943-44	Change 1941-44
January February March	-33.1 -39.1 -27.1	+19.7 +10.6 + 7.2	-13.4 -30.7 -19.0	9,160 9,393 9,937	6,536 6,004 9,394	5,812	-28.6 -36.1 - 5.5	+ 5.9 - 3.2 -21.4	-24.4 -38.1 -25.7	18,264 101,625 26,849	82,339	96,500	-50.2 -19.0 +92.4	+87.0 +17.2 -23.2	- 6.8 - 5.0 +47.8
April May June	-36.5 -44.6 -54.0	+ 6.6 +13.4 +24.3	-30.6 -45.9 -53.6	11,851 15,113 15,027	5,976 7,885 7,335		-49.6 -47.8 -51.2	+27.2 +26.3 +35.8	-35.8 -34.1 -33.7	18,241 12,764 8,629	13,472 8,918 4,097	11,224 8,887 5,877	-26.1 -30.1 -52.5	-16.7 -00.4 +43.4	-38.5 -30.4 -31.9
July August September	-59.7 -54.5 -45.7	+23.9 +10.0 - 2.8	-53.6 -56.0 -46.8	19,309 20,106 15,359	10,489 8,104 9,560	9,931	-45.7 -59.7 -37.8	+ 6.2 +22.5 + 5.2	-42.3 -50.6 -34.5	5,648 2,622 6,627	2,790 3,648 6,263	4,009 2,337 4,163	-50.6 +39.1 - 5.5	+43.7 -35.9 -33.5	-29.0 -10.9 -37.2
October November December	-43.5 -36.2 -33.7	+ 0.7 +24.5 + 3.2	-43.4 -36.4 -13.4	14,589 12,850 10,655	8,982 8,757 7,946	9,676 8,573 7,804	-38.4 -31.9 -25.4	+ 7.7 - 2.1 - 1.8	-33.7 -33.3 -26.8	3,783 2,124 5,836	3,702 2,084 716	2,524 1,581 512	- 2.1 - 1.9 -87.7	-31.8 -24.1 -28.5	-33.3 -25.6 -99.1
Cumulative	-45.0	- 9.6	-41.2	163,349	96,968	104,818	-40.6	- 8.1	-35.8	213,012	188,798	194,322	-11.1	- 2.9	- 8.8

_______Based on information from the Autonatic Traffic Recorders located throughout the state.

^{2/} Gallons of Diesel fuel not included.

^{3/} Includes number of passence: cars, "for hire" vehicles, motor busses, ambulances, motor trucks, motorcycles, and school busses with "H" Plates.



STATE HIGHWAY GARAGE

MOTOR TRANSPORT

The balance in the garage account on January 1, 1944, was \$410,298.71. Income from all sources during the year amounted to \$482,495.12, making a total of \$892,793.83 available.

Expenditures and adjustments, not including depreciation, amounted to \$386,765.16, leaving a cash balance of \$506,028.67 on December 31, 1944.

On December 31, 1944, the inventory of parts, stock and equipment, after allowing for depreciation, was as follows:

Shop and stockroom equipment	\$27,364.29
*Road equipment	344, 351. 74
Stock (Materials and parts)	138,470.10
Total	\$510, 186, 13

* EQUIPMENT	QUAI	TITY	VALUATION
Trucks	147		\$100,733.33
Pickups-Suburbans	11		1,424.56
Boilers	8	Fully depreciated	
Compressors	25		1,684.94
Tar Distributors	35		37, 164.95
Derricks	12	Fully depreciated	
Drills	6	Fully depreciated	
Graders	28		1,832.63
Hammers	13		373.90
Hoists	8		580.16
Loaders	32		305.85
Mixers	7		1,113.55
Pumps	25		2,370.76
Rollers	3		2,440.08
Shovels	57		101,366.78
Power Graders	6		15,034.44
Tractors	3		3,298.08
Trailers	. 59		22,156.81
Orange Peel Bucket	1	Fully depreciated	

Clam Shell Bucket	1	Fully depreciated	
Maintainers	3	2,307.76	•
Supply Tanks	1	242.00	,
Paint Outfits	5	994. 5.4	Ļ
Mud Jack	1	Fully depreciated	
Generators	5	726.69)
Sand Spreaders	299	5, 284. 67	1
Welding Machines	7	807.51	
Snow Plows	132	35,466.98	ł
Snogo Rotary Plow	1	950.16	,
Washboring Outfit	1	1,350.00	,
Dragline Bucket and Boom	1	98.00)
Tar Kettles	30	2,830.53	ŀ
Battery Chargers	3	317.24	ŀ
Loadometers	36	1,094.84	¥.
		\$344,351.74	<u> </u>

ADMINISTRATION OF LAW TO CONTROL SIGNS

Outdoor Advertising

Although the erection of highway advertising signs continued to be curtailed because of the war, it was still necessary to carry on a certain amount of inspection work. One inspector was assigned to this work which had required the services of three inspectors previous to the start of the war. Even though some new signs were erected during 1944, the total number of permits issued for the year was 130 less than the number issued for 1943.

All of the principal highways were inspected at least once during 1944 and considerable time was devoted to inspection of the less important highways. This inspection work was required in order to effect the removal of signs for which permits had not been renewed and to determine if new signs were being erected without securing permits for their erection.

THIRTY-SECOND REPORT

Reports filed by the inspector show that 578 signs were removed during 1944 and in addition to that number there were many small posters removed for which no reports were filed.

The total received in 1944 for licenses amounted to \$3,285.00, and of that amount \$1,100.00 was paid for 11 licenses requiring a \$100.00 fee; \$2,075.00 was paid for 83 licenses requiring a \$25.00 fee; and \$110.00 was paid for 22 licenses requiring a \$5.00 fee.

The total received in 1944 for permits was \$3,915.00 but from that amount \$9.00 was refunded as overpayments. The net amount received in 1944 for permits was \$3,906.00, and 2363 permits were issued.

Net Receipts

11	licenses	at	\$100.00	\$1,100.00
83	*	11	25.00	2,075.00
22	Ħ	Ħ	5.00	110.00
2363	permits			3,906.00
				\$7,191,00

Net Expenditures

Salaries	\$4,660.00
Personal Expenses	2,023.33
Printing and Supplies	27.00
General Highway Fund	
Reimbursement	480.67
	48 141 00

\$7,191.00

Emergency Permits

The shortage of manpower required for the proper operation of commercial vehicles, plus the restriction upon replacement parts and the scarcity of new vehicles, made transportation problems more serious in 1944 than in 1943. Use of equipment to replace hand labor, shortages of building supplies and the necessity to transport material to and from

mills, factories, and shipyards, and transportation required for the distribution of food and fuel, continued the need for permits for excess loadings.

From January 1, to December 31, 1944, 1554 permits were issued for loads requiring emergency permits. Permits issued were as follows: 718 for buildings; 228 for loads of wood, logs and lumber; 233 for shovels and cranes; 147 for tractors, bulldozers and trailers; 24 for rollers; 204 for miscellaneous loads, such as gun parts, culvert pipe, ship sections, ammunition, boats, boilers, bagged wool, etc.

Permits to Open Highways

During 1944, water, gas, telephone, sewer companies and individuals made application for a total of 203 permits to open state and state aid highways maintained by the State Highway Commission. Fees were collected for replacing 1075 square yards of plain and tar treated gravel surface, 31 square yards of bituminous macadam and 6 square yards of concrete.

Route Markers and Traffic Signs

During 1944, the traffic engineering division's activities were focused on maintenance of regular traffic signs, improvement of hazardous locations by signing, or, where necessary, actual changes in the roadway at these critical places. Postwar plans for improvement of traffic conditions in conjunction with the designers of bridge and highway projects, cooperation with the highway planning survey on techniques for traffic studies for use in postwar planning.

During the year, the sign shop was reestablished in which all signs for the highway department are made. Using new reflecting materials, all new signs including route markers and directional signs, which should be on the job twenty-four hours a day are completely reflectorized so that they have

THIRTY-SECOND REPORT

"day time" visibility at night. During the fall and winter months, numerous warning and regulatory signs were made up from reports of the outdoor advertising inspectors and shipped to the maintenance supervisors for replacement. Special locations were handled by a sign crew.

One of the outstanding improvements of a hazardous location was the Haynesville curve on Route U.S. 2. At the request of the State Police, a study was made of this location which each year claimed several lives. As a result of the study the super-elevation or bank of the curve was changed and continued beyond the end of the curve onto the bridge across the Mattawamkeag river. A large super-sized curve sign fully reflectorized was placed at the end of the two mile tangent so that warning was given for nearly one-half mile before entering the curve. Delineations were placed around the curve in order to outline the curve and emphasize its sharpness at night. The results have been very gratifying in that no serious accident has occurred since the work was completed.







As traffic on our highways increases it becomes more apparent to us that there is a greater need for improving the operating as well as the structural characteristics of our roadway system. One of the most serious problems is that of handling traffic safely with a minimum of delay and interference at intersections. It is therefore necessary in our postwar plans to examine each project to determine the need for installation of traffic control devices such as channelizing islands, signals, signs and pavement markings with

which to facilitate the movement of traffic safely and efficiently. For that reason the traffic engineer in conjunction with the design engineers analyzes each project with regard to those factors influencing traffic behavior in an attempt to provide for them in the construction of the project whenever warranted.

In our postwar plans more attention is directed to the adequacy of the project to handle future traffic. In order to insure that the project is justified it is necessary to make an evaluation of present and future traffic volumes, the origin and destination of traffic with respect to its use of the project outlined, the speed and delays involved and the capacities of various streets and intersections with or without traffic control devices. Although this has been a function of the Highway Planning Division it involves many techniques which are more familiar to the traffic engineer. During the year he has assisted them in devising and applying methods of obtaining the necessary data. This is particularly essential in regard to urban highway projects.

In addition to the above mentioned activities, a continuing study of new devices and materials having an application in the traffic field is being carried on. Also, a consulting service to the cities and towns on their various traffic problems has been furnished.

WORKMEN'S COMPENSATION

Funds for paying compensation on account of injuries are apportioned from the general highway fund by legislative authority. Apportionments of \$45,000.00 were made for each of the fiscal years 1944 and 1945.

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

During 1944 there were 146 accidents on account of State Highway Department activities. During the same period payments were made on 189 active cases.

Payments amounted to \$35,807.68.

On June 30, 1944, the unexpended balance of \$15,188.03 was turned back to the general highway fund.

HIGHWAY AND BRIDGE BONDS

On January 1, 1944, the sum of \$320,000.00 was available for retirement of highway and bridge bonds from apportionments previously set aside from the general highway fund. After July 1, 1944, an additional apportionment of \$1,774,000.00 was made, making a total of \$2,094,000.00 available for this purpose. Retirement payments during 1944 amounted to \$1,874,000.00, leaving a balance of \$220,000.00 in this account on December 31, 1944.

Balances and apportionments for interest payments amounted to \$847,546.00. Payments for interest on highway and bridge bonds during 1944 amounted to \$582,735.00, leaving a balance of \$264,811.00 on December 31, 1944.

Outstanding highway and bridge bonds on December 31, 1944, amounted to \$15,282,500.00.

MAINE TURNPIKE AUTHORITY

In accordance with provisions of Chapter 69 of the Private and Special Laws of 1941 (Act creating the Maine Turnpike Authority), the sum of \$10,000.00 was made available from the general highway fund for expenditure by the Maine Turnpike Authority in the interim between the enactment of the law and the date funds are received from grants, bonds, or other revenue.

Expenditures for expenses of the Authority during 1944 amounted to \$125.85.

The unexpended balance on December 31, 1944, was \$3,900.26.

1944 SUMMARY OF EXPENDITURES

Construction, Maintenance and Operating Ac	counts
Administration, State Highway Commission	\$195,806.96
State Highway Construction	338,367.10
Special Defense Projects	335.00
Access Roads and Defense Projects - Federal	632,248.08
Post War Surveys	11, 229.97
State and Road Construction	43,675.03
Third Class Highway Construction	3,458.97
Special Legislative Resolves	76,363.29
Federal Aid Secondary Highway Construction	6,432.28
Maintenance of Unimproved Roads	555.82
Maintenance of Improved State & State Aid Roads	3,530,194.88
Snow Removal	1,176,027.83
Bridge Construction	177,694.60
Elimination of Bazards at Railroad Grade Crossings	2,511.20
Maintenance of Bridges	195, 279.85
Waldo-Hancock Bridge - Operating	14,215.08
Deer Isle-Sedgwick Bridge - Operating	65, 180.26
Maine Kennebec Bridge - Operating	9, 196. 69
Highway Planning	35,649.85
Motor Transport Division	386,765.16
Outdoor Advertising Control	6,710.33
Compensation for Injuries to Employees	35,807.68
Maine Turnpike Authority	125.85
Sub-Total	\$6,943,831.76
Bonds-Interest and Retirement	
Carlton Bridge	
Interest	\$58,640.00
Waldo-Hancock Bridge	
Interest	25,600.00
Retirement	20, 000. 00
Deer Isle-Sedgwick Bridge	10 040 00
Interest	18, 240.00
Retirement	12,000.00
Hancock-Sullivan Bridge	
Paid to Hancock County, Interest and Retirement	4 509 00
Highway and Highway and Bridge Bonds	6,508.00
Interest	582,735.00
Retirement	1,874,000.00
Sub-Total	\$2,597,723.00
Miscellaneous Expenditures	
Reimbursements to Towns on Account of Work	
Previously Completed and Reported:	
State Aid Road Construction	\$5.00
Third Class Highway Construction	82.87
Special Resolves	1,955.81
Sub-Total	\$2,043.68
Grand Total	\$9,543,598.44



STATISTICAL TABLES and STATEMENTS

THIRTY-SECOND REPORT

MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY ON THE STATE HIGHWAY SYSTEM

December 31,1944

County	State Highway	Miles	Total By Counties
Aroostook	K-5 K-11 K-14 K-16 K-19 K-20 K-22	2.95 0.65 2.31 4.18 1.23 4.83 0.80	16.95
Cumberland	C-3	8.00	8.00
Hancock	Y M-N	4.51 0.13	4.64
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 A-3	3.92 0.08	4.00
Total,	Unimproved	Mileage	, 60.38

STATE HIGHWAY MILEAGE SUMMARY 1914 TO 1944 INCLUSIVE WITH CORRECTIONS DUE TO RECONSTRUCTION 1925 TO 1944 INCLUSIVE

	Original	Reconst	Reconstruction		
Туре	Construction	Add	Deduct	Net Mileage	
Gravel	1,202.15	109.79	323.99*	984.95	
Bituminous Gravel	30.71(1)	48.39		79.10	
Macadam	2.10		2.10	l	
Sand-Clay	3.75		ô. 7 5		
Gravel and Macadam	6.38		3.38]	
Bituminous Macadam	345.05	143.23(2)	87.79(2)	400.52	
Bituminous Concrete	9.23(3)	ò7.42		78.85	
Concrete	132.81	141.33	57.19	213.95	
Totals,	1,735.48	510.19	487.50	1.758.17	
totals,	1,/33.40	310.19	487.50	1./58.	

- * Includes 5.00 miles in Enfield and 1.10 miles in Lincoln transferred to State Aid System.
- (1) Includes 4.31 miles constructed as a Closure Road Replacement.
- (2) Includes 2.15 miles constructed as a Closure Road Replacement.
- (3) Includes 0.10 miles constructed as a Closure Road Replacement.

DESIGNATED STATE HIGHWAY SYSTEM MILEAGE BY COUNTIES

December 31, 1944

County	Federal Aid	Non Federal Aid	Tota l	Federal Aid Not on State ighway System
Androscogain	84.9	18.7	103.3	
Aroostook	280.1	316.3	593.7	0.98
Cumber land	154.0	39.8	193.8	
Franklin	82.2	80.0	182.2	0.30
Hancock	94.3	68.3	182.8	
Kennebec	107.3	95.9	203.5	
Knox	38.0	28.4	64.4	
Lincoln	23.8	62.9	89.5	
Oxford	149.0	57.3	206.3	
Penobscot	172.1	31.3	233.7	
Piscataquis	49.2	მპ.7	115.9	
Sagadahoc	38.9	12.3	51.2	
Somerset	120.2	99.2	219.4	
Waldo	50.2	72.2	122.4	
Washington	185.7	20.8	203.5	1.89
York	118.4	138.4	253.8	
Federal Aid not	1,751.4*	1,237.1	2,988.5	3.47
on State Pigh- way System	3.47			
	1,754.87		Ì	

^{*}Includes 4.5 miles within the boundaries of Federal Reservations.

STATE HIGHWAYS

IMPROVED MILEAGE BY COUNTIES

STATE HIGHWAY CONSTRUCTION AND RECONSTRUCTION

1914 to 1944, Inclusive

	Original	Reconst	Reconstruction		
County	Construction	Ādd	Deduct	Ne t Mileage	
Androscoggin	87.68	33.65	34.99	86.34	
Āroostook	*199.68	49.22	50,69	198.21	
Cumber land	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	54.54	**49.94	176.92	
Piscataquis	74.84	13.53	1,3.55	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	79.6 3	
Washington	118.55	13.16	15.27	116.44	
York	132,01	***35.11	***18.45	150.67	
Totals,	1,735.48	510.19	487.50	1,758.17	

^{*}Includes 4.41 miles closure road replacements.

^{**}Includes 6.10 miles transferred to State Aid System.

^{***}Includes 2.15 miles closure road replacement.

STATE HIGHWAYS FEDERAL AID AND ACCESS ROAD PROJECTS CONSTRUCTION AND RECONSTRUCTION WORK UNDER CONSTRUCTION BUT NOT COMPLETED-1944

County	Highway	Town	Type	Per Cent Complete	Total Length Miles		
*Aroostook	K-7	Houlton	Bit. Macadam	63	1.19		
	K-8	Houlton	Bit. Macadam	63	0.60		
**Penobscot	K	Enfield	Bit. Gravel	85	7.83		
	ĸ	Lincoln	Bit. Gravel	50	4.46		
**Waldo	D	Northport	Bit. Gravel	87	0.60		
	D	Belfast	Bit. Gravel	87	0.19		
*Access Road Project *Federal Aid Project 14.70							
Summary							
	3i	ituminous Macada	m 1.79 miles Access	Road			
	Bituminous Cravel 12.91 miles Federal Aid						

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

MILEAGE PREVIOUSLY REPORTED REPLACED BY CONSTRUCTION STATE HIGHWAY REPLACEMENT TABLE - 1944

	State		Origi	nal Work	Replacement	Length Replaced
County	Highway	Town	Туре	Done	Туре	Miles
Penobscot	K	Lincoln	Gravel	1918	Bituminous Gravel	1.12
Penobscot	K	Enfield	Gravel	1920-1924	Bituminous Gravel	5.00 3.12

STATE AID REPLACEMENT TABLE -1944

	State		Origi	nal Work	Replacement	Length Replaced
County	Highway	Town	Туре	Done	Туре	Miles
Ároostook	K-10	Mapleton	Gravel	1919-1930	Bituminous Gravel	0.83
Aroostook	K-13	Presque Isle	Gravel	1929	Bituminous Gravel	1.07
	1					1.93

THIRD CLASS REPLACEMENT TABLE-1944

	State		Orig	inal Work	Replacement	Length Replaced
County	Highway	Town	Туре	Done	Туре	Miles
Āroostook	K-10	Presque Isle	Gravel	Previous	Bituminous Gravel	1.44
Aroostook	K-10	Presque Isle	Gravel	to 1928	Bituminous Con- crete	0.09

STATE HIGHWAY SYSTEM IMPROVED MILEAGE TO JANUARY 1,1945 FEDERAL, STATE, MUNICIPAL AND PRIVATE CONSTRUCTION

	Concrete	Bituminous Concrete	Bituminous Macadam	Bituminous Gravel	Gravel	Wood and Granite 3lock	Bridges and Approaches	Total
State Highway Construction	205.05	71.82	358.99	70.53	914.38			1,620.80
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		28.58		,	30.02
U. S. Road Closure Construction		0.10	2.15	4.31]	6.56
F.A.S. Construction	}		0.20	2.50	20.58		ļ	23.28
State Aid Construction	16.12	3.78	27.93	1.72	873.98	1.12		927.65
Third Class Construction	ĺ				29.8 6			29.86
Municipal Construction	4.30	0.99	11.50		30.85	3.90		51.54
Special Resolve Construction			2.18	Į i	51.66			53.84
F.E.R.A. Construction			}		1.19			1.19
C.C.C. and C.W.A. Construction	Ì				3.93			3.93
F.E.R.A., C.W.A. and W.P.A. Construction					9.76	1	l	9.76
Special Resolve and W.P.A. Construction	j	!			16.27	}		16.27
Maintenance Fund Construction		0.19			20.25			20.44
Great Northern Paper Co. Construction	1	ļ			6.03	ļ		6.03
C.C.C. Construction					5.92			5.92
Bridges and Approaches	1	1	1			}	10.28	10.28
Total Improved Mileage,	236.34	88.88	441.93	83.44	2,062.20	5.02	10.28	2,928.12
Unimproved Mileage								30.38
				Total Mileage	State High	ay System,		2,988.50

STATE HIGHWAY COMMISSIO

PROJECT EXPENDITURES Construction and Reconstruction of State Highways Highway Loan Fund-January 1,1944 to December 31,1944 Les Expenditures for Preliminary Engineering for Access Road Projects

(Includes Expenditures for Preliminary Engineering for Access Road Projects and for Future Construction). (Prefixes P.E.orA.E.)

Federal Aid Project No.	Highway	Town	Surveys	Plans and Computations	Construction Engineering and Inspection	Adver- tising	Bight of Way and Property Damage	Sub-Total	Labor and Materials	Total	Federal Aid Credits	Miscel- laneous Credits
					ANDROSCOGG	IN COUN	TY					
13-C (1)	E' E E E B-S	Auburn Greene Leeds Lewiston Poland					\$2.50 2.00 7.50 1.00	\$2.50 2.00 7.50 1.00	53,141.84	\$3,141.84 2,50 2,00 7,50 1,00		
Total for Andros	scoggin County						\$13.00	\$13.00	3,141.84 د	\$3,154.64		
		,			AROOSTOOK	COUNT	Y					
SN-298-F (1)	K-10 K	Ashland Flaine Bridgewater	\$1.85	\$550.50 443.50			\$1.50 385.40	\$1.50 550.50 830.75		\$1.50 550.50 830.75		
	K-11 K-2 K	Caribou Caswell-Limestone Connor Plt.	1.37	213.50			.50 7.50 5.07 .50	.50 7.50 219.94 .50		.50 7.50 219.94 .50		
,	K-10 K-8 K- (1) K-14	Eagle Lake Forkstown Fort Kent Fort Kent	48.00	509.08	-		.50	.50 557.08		.50 557.08 .50		
	K-(1) K-8 K	Frenchville Clenwood Grand Isle Youlton	48,30 (587,39)	127.50 213.50 (743.92)	(\$8,00)		11.50 22.50 3.20	175.50 11.50 233.00 (1,334.10)		175.50 11.50 236.00 (1.334.10)		
SN-391-A (1) SN-145-G (1)	K K-8 K-7 K-2	Houlton Houlton Limestore	(367.36)	13.50 13.00	1,085.87 3,972.11		4,000.00 .50	1,102.37 10,988.11	14,140.50 78,749.18	15,242.87 89,737.29 .50	\$11,349.35 35,215.00	
	K-(2) K-8 K	Macwahoc Plt. Macwahoc Plt. Madawaska	14.77	108.00 174.50			.50 43.00 15.00	15.27 151.00 189.50		15.27 151.00 189.50		
	K-(1) K K-10	Mars Vill Presque Isle Wallagrase Plt.	24.00	8.00			.50	8.00 24.00 .50		8.00 24.00 .50		
Total for Aroost	ook County		(\$449.39)	\$1,636.63	J8,051.98	ŀ	34,498.17	\$13,737.42	₃92,889. 38	109,327.10	\$73,584.65	L

PROJECT EXPENDITURES (Gontinued)

					CUMBERLAN	D COUNTY			
AE-121-D (2)	В	Bridgt on				\$1.00	\$1.00	\$1.00	1.
AL -101-D (2)	čl	Brunswick	\$900.90	\$536.13	\$37.00	52.00	1,474.03	1,474.03	\$875.00
	č-1	Brunswick	\$000.00	\$000.20	207.00	20.00	20.00	20.00	
1	C-2	Brunswick				.50	.50	.50	1
SN-377-A (2)	C-3	Cumber land-Yarmouth		i	i	2.500.94	2,500,94	2,500.94	
SN-121-A (2)	C-2	Falmouth				1.30	1.30	1.30	
M1-141-N (2)	c c	Falmouth		164.67		47.00	211.67	211.67	1
AE-121-E (4)	č l	Freeport	2,623.37	1,362.00		1	3,988.37	3,988.37	2,746.86
AE-390 (1)	ا ۲	Gray-Windham	990.12	348.83			1,338.95	1.338.95	1,338.95
AL-030 (1)	E	Gray	000.22	040.00		29.50	29.50	29.50	2,000.00
	Ē	New Gloucester				.50	.50	.50]
SN-121-G (1)	č	Port land			1	1 .00			11,182.23
G1-441-0 (1)	Ā-(1)	Scarboro			ł	750.00	750.00	750.00	
}		Standish				,50	.50	.50	
	C C	Yarmouth	5.88		Į.		5.88	5.88	
		Tur mouth							-11.110.04
Total for Cumbe	erland County,	•	\$4.523.27	\$2,411.53	\$37.00	\$3,351.24	\$10,323.14	\$10,323.14	\$18.143.04
<u> </u>					FRANKLIN	COUNTY			
	F	Farmington		\$163.00	1	\$8.00	\$171.00	\$171.00	
	v	New Sharon	276.43	1,255.50		10.50	1,542,43	1,542.43	
	F	Rangelev Plt.	105.20	85.50		20.00	190.70	190.70	
	F	Sandy River	1.109.95	117.50		l	1,227.45	1,227,45	
i	F	Strong	1,463.83	11/.00			1,463.83	1,463.83	
	F	Wilton	1,400.00	30.00		1.50	31.50	31.50	
Total for Frank	klin County.	WIICON	\$2,955.41	\$1,651.50		\$20.00	\$4,626.91	\$4,626.91	
	 		l	l	HANCOCK	COUNTY			L
		,			HANOOOK				···
	Y	Blue Hill				\$0.50	\$0.50	\$0.50	
	Y	Bucksport		\$466,50	\$31.00	(22.50)	475.00	475.00	i i
1	Ý-1	Castine		1	232.00	7.50	7.50	7.50	
	7:- (1)	Gouldsboro			8.50	2.00	10.50	10.50	
	N N	Hancock	1.839.78	473.25	0.50	2.50	2,313.03	2,313.03	
1	Y	Orland	-,,,,,,,,,	270.20		.50	.50	.50	
i	Y- (15)	Penobscot				18.00	18.00	18.00	
	N 1-(15)	Sullivan			59.50	3.00	52.50	62.50	

					KENNEBEC	COUNTY					
	P	Augusta	T		T		\$2.15	\$2.15	\$2.15		1
1	P	Chelsea	1	ì	i i	i	.75	.75	.75		ì
	Q	Cardiner	\$204.32	\$1,893.33			41.25	2,138,90	2,138.90		
AE-389 (1)'	ą	Gardiner	1.192.65	595,00			31.50	1,819,15	1,819.15	\$1,000.00	
.2 *** (2)	Ì	Hallowell Foundry			1	į			-,	,	\$100
	È	Manchester	İ				.75	.75	.75		
	Ē	Monmouth		1,322.84	!		173.75	1,493.59	1,498.59		1
1	н	Vassa lboro	597.34	ì	1	1		597.34	597.34		İ
E-SN-142-C (1)	H-2	Winslow	1,946.61	2.042.12	i			3,988.73	3,988.73	2,205.00	
	E	Winthrop		532.08	1		210.59	742.67	742.87		
	Н	Waterville	381.18					681.18	681.18	ľ	1
Total for Kennel	bec County,		\$4,622.10	\$6,385.37			\$450.74	\$11,468.21	\$11,468.21	\$3,205.00	\$100
			•		KNOX G	DUNTY					1
	'n	Hope					\$7.50	\$7.50	\$7.50		
	D- (4)	South Thomaston	}	ł	j		1.00	1.00	1.00		
Total for Knox (County,						\$8.50	\$8.50	\$8.50		
			•		LINCOLN	COUNTY				·	
	D	Wiscasset	\$1,347,37	Γ				\$1,347.87	\$1,347.67		T-
1	Ď	Wiscasset		ļ			\$0.50	.50	.50		1
Total for Linco	ln County,		\$1,347.67				\$0.50	\$1,348.17	\$1,348.17		
					OXFORD	COUNTY					
	0	Canton		\$213.25			\$86.45	\$299.70	\$299.70		
1	В	Fryeburg	\$0.75	799.00	1		200.43	799.75	799.75	l	1
1	T.	Grafton	1 25.70	1	1	- 1	88.75	88.75	88.75	Į.	1
	Ιċ	Hanover	1				1,00	1.00	1.00	1	1
ŀ	F-(2)	Lincoln Plt.	1	I	i i		1.00	1.00	1.00		1
	S	"'orway			l l	- 1	.50	.50	.50		1
	s	Paris	1	179.15		į.		179.15	179.15	ĺ	
	0	Peru		1	1	- 1	12.18	12.16	12.18	l	
, I	0	Rumf ord	Į.	255.82	l l	Į.	73.44	332.26	332.26	1	1
	s	Woodstock	1	755.00			107.53	832.53	862.33	l	1

PROJECT EXPENDITURES (Continued)

					PENOBSCO	T COUNTY						
	I.	Dexter		\$87.33			\$22.50	\$109.83		\$109.83		Τ
	Ď	Dixmont		•07.100	i	ľ	4.00	4.00		4.00		1
SN-4 (2)	ĸ	Enfield-Lincoln		48.85	\$5,271.60		5.736.81	11.055.26	\$70.056.30	81,111.56	s91,192,50	
201-17 (27	ĵ	Gar land	1	38.00	20,2,2.00		0,,00,02	38.00	\$70,000.00	38.00	\$01,102.00	
•	ĸ	Mattawamkeaa		686.50			67.50	734.00		734.00		
	157	Millinocket		000.00	i		14.00	14.00		14.00		
	K K	Passadumkeag	\$1,088.37		40.68		14.00	1,129.03		1,129.03		
Total for Penobs	ot County,	·	\$1,088.37	\$868.68	\$5,312.26		\$5.844.81	13,114.12	\$70,056.30	\$83,170.42	\$91,192.50	
					PISCATAQU	IS COUNT						
		T			ı • • • • • • • • • • • • • • • • • • •						T	T
	ī	Dover-Foxcroft		\$366.66	ŀ			\$336.66		\$366.66	l	1
	ī	Guilford	1	161.50			3.00	164.50		164.50	ļ	İ
	J	Mons on		48.67			15.00	63.57		63.67		ļ
Total for Piscate	quis County,			\$576.83			\$18.00	\$594.83		\$594.83		1
					SAGADAHO	C COUNTY	,					
SN-116-D- (2)	C-1	Bath		\$525.50			\$1,773.78	\$2,299.28		\$2,299.28		T
	C-1	Bath	}		1		894.63	894.63		894.63	1	\$6,013.0
	C-1	Bath	\$208.00	1,718.58	Į.			1,923.58		1,926.58		1
	C-1	Bath	1	32.00				32.00		32.00	l .	ļ.
	9	Richmond	551.14		ĺ			551.14		551.14	1	i
	ç-1	West Bath	579.86	1,150.50				1,730.33		1,730.35	ì	1
	D	Woolwich	1,639.61					1,639.61	·	1,839.81		
Total for Sagada	hoc County,	•	\$2,978.51	\$3,428.58			\$2,368.41	\$9,073.60		\$9,073.60		\$6.013.00
					SOMERSE	T COUNTY						1
	150	Cornville	1		1		\$14.50	\$14.50		\$14.50		1
	H	Fairfield	\$296,56					295.56		293.56	l	
SN(PE) 378-A (1)	н.	tackran	149.86	\$2,152.92				2,302.78	l	2,302.78	\$3,380.00	
St(LE) 0,0-4 (1)	H	Tackman	5.81	WZ, 10Z. 3Z		1		5.81		581	1 -22.500.00	
1	v	Mercer	414.15	665.17			21,00	1.100.32		1,100.32	ĺ	1
i	v	Norridgewock	****.13	784.50			184.89	949.19		949.19	I	
	H-1	Palmyra	1	,04.00	1		,50	.50	1	.50	1	
	I	Pittsfield			1		.50	.50		.50		1
SN(PE) 379-A (1)	Ĥ.	Sandy Bay	177.31	2,145.42	1			2,322.73	ĺ	2,322,73	\$4,350.00	
5.1(1) 5/5-K (1)	H	Sandy Bay	1,,,31	8.50	1			8.50	l	8.50	1	
	!!-I	Skowhegan		0.50	1		3.50	3.50		3.50	1	

					WALDO	COUNTY						
	L	Belfast		\$539.25			\$105.08	\$374.33		\$674.33		
51-68 (3)	Ď	Belfast-Vorthoort	\$8.50	31.25	\$4,343.90	s97.78 l	2,851.03	7,335.49	\$45,748.60	53,084.09	\$45,138.75	1
	D	Jackson					14.00	14.00		14.00		l
l l	D	'orthport		707,58	({	21,00	728.58		728.58		ļ
i	L	Searsport			j	l i	2,00	2.00		2.00		
ì	L	Stockton Springs					1.00	1.00		1.00		
Total for Waldo	County,		\$8.50	\$1,308.08	\$4,346.90	\$97.78	\$2,994.14	\$3,755.40	\$45,748.30	\$54,504.00	\$45,138.75	
				·	WASHINGTO	N COUNTY						
	N	Baileyville		Γ	r	T T	\$0.50	\$0.50		\$0.50		
l l	N	Brockton		ļ		1 1	.50	.50		.50		ļ
	N	Fast Machias			\$22.00		1.00	23.00		23.00		
	N	Edmunds		ł	133.47		2.00	138.47		138.47		
1	N	Indian Twp.		\$561.30	133.47	1 1	24.50	585.80	'	585.80		
AE-376-B (1)	N	Machias	\$3.836.19	3,543.21	42.00	1	24.30	7,421.40		7,421.40	\$3,015,00	į
AE-123-G (1)	N	Pembroke	273.12	1,039.75	42.00	1 1		1,312.87		1,312.87	1,230.00	
AE-123-G (1)	N.	Pembroke Pembroke	2/3.12	21.00				21.00		21.00	1,250.00	l
AE-5 (2)	N	Perry-Pembroke	2,334.44	3,068.32	42.00			5,444.76		5,444.76	2,700.00	ļ
AE-3 (2)			2,334.44		42.00	1 1		21.00			2,700.00	ſ
	N N	Perry Princeton		21.00 424.00			22.50			21.00		ł
	N N	Whiting		424.00	i	!	22.50 14.50	448.50 14.50		446.50 14.50		1
Total for Washin		whiting	\$6,443.75	\$8,378.58	\$242.47		\$65.50	\$15,430.30		\$15,430.30	\$6,975.00	
	igeon county,								L			L
·					TORK (COUNTY				· · · · · · · · · · · · · · · · · · ·		
AE-390 (1)		Alfred-Gray-Windham	\$3,953.78	\$113.50			\$236.14	\$4,303.42		\$4,303.42	\$1,161.05	1
	U	Alfred			İ		1.00	1.00		1.00	ŀ	ŀ
ì	A-5	Berwick	1.16	1	1	1 1	152.50	153.66	ì	153.56	ì	1
	U	Biddef ord	811.69	1				811.69		811.69		
ļ	A-10	Kittery		l	1	1 1	2.00	2.00		2.00	(1
AE-392 (1)		Kittery-Portland	13,527.18	1,374.50				14,901.68	ļ	14,901.68	10,125.00	ł
SN-393-A (1)	υ	Lebanon			ļ	1	1,600.00	1,600.00	}	1,600.00	ĺ	
i	U	Lebanon	(11.25)	11.25	ì) 1		i	1		1	İ
	A-5	North Berwick	1,101.25	1,081.62			1.40	2,184.27		2,184.27		1
[A	North Kennebunkport		l	1	1	.50	.50	l	.50 ~	l	l
ĺ	A	Saco			İ		51.60	51.50		51.60	1	
	A-9	Saco			ļ		1.00	1.00		1.00		1
1	A-2	Sanford	1	1		1	150.00	150.00	1	150.00	1	1
ı	A-2	Wells			1		.50	.50		.50	1	
	A-2	Wells					.50	.50	1	.50	l	1
	A-2	Wells-Alfred	688.35	717.59				1,405.94		1,405.94		
Total for York (County,		\$20,072.16	\$3,298.43		L	\$2,197.14	\$25.537.76	L	\$25.567.76	\$11,286.05	<u> </u>
												\$6,11

STATE HIGHWAYS ACCESS ROAD PROJECTS CONSTRUCTION AND RECONSTRUCTION WORK COMPLETED IN 1944

County	State Highway	Town	Туре	Length Miles
Āroostook	K-10	Mapleton	Bituminous Gravel	1.04
	K-10	Presque Isle	Bituminous Gravel	1.52
	K-10	Presque Isle	Bituminous Concrete	0.09
	K-16	Presque Isle	Bituminous Concrete	0.01
	K-16	Presque Isle	Bituminous Gravel	1.75
York	A & A-3	Kittery	Bituminous Concrete	Widening inter- section
	A-2	Sanford	Bituminous Macadam	2.15
				6.56
		Summary	Bituminous Concrete	0.10 miles
			Bituminous Macadam	2.15 miles
			Bituminous Gravel	4.31 miles
				6.56 miles

STATE HIGHWAY COMMISSION

SPECIAL DEFENCE PROJECTS CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS STATE SPONSORED W.P.A. PROJECTS January 1, 1944 to December 31, 1944

Highway	Town	Surveys	Plans and Computations	Construction Engineering and Inspection	Right of Way and Property Damage	Sub-Total	Labor and Materials	Total	Credit Balances	Debit* Balances	Miscel. Credits
				H.	INCOCK COUNTY						
N	Gouldsboro		\$34.00	\$51.00	\$250.00	\$335.00		\$335.00		\$335.00	
Total fo	r Hancock Count	у,	\$34.00	\$51.00	\$250.00	\$335.00		\$335.00		\$335.00	
	·	,	 	KI	ENNEBEC COUNT	ſΥ	_		y	_	
Q	Cardiner								\$50.00	·	\$50.00
Total fo	r Kennebec Cour	nty,							\$50.00		\$50.00
Total fo	r All Counties,		\$34.00	\$51.00	\$250.00	\$335.00		\$335.00	\$50.00	\$335.00	\$50.00

DEFENCE HIGHWAY PROJECTS ACCESS ROADS-1944

County	Hiahway	Project No.	Town	Туре	Contractor	Per Cent Complete	Total Length
Aroostook	SH K-7 SH K-8 SH K-10 SH K-10 SH K-10 SH K-16 SH K-16 City Street Woods Road Woods Road	DA-WR 15 DA-WR 15 Army Army DA-WR 6 DA-WR 6 DA-WR 6 DA-WR 6 DA-WR 6 DA-BM 24 DA-BM 27	Houlton Houlton Presque Isle Mapleton Presque Isle Presque Isle Presque Isle Presque Isle T-D-R2, T9 P3 T7 R9	Bit. Mac. Bit. Mac. Bit. Gravel Bit. Gravel Bit. Conc. Bit. Conc. Bit. Conc. Gravel Cravel	Herbert Sargent Herbert Sargent Force Account Lane Constr. Corp. Lane Constr. Corp. Lane Constr. Corp. Lane Constr. Corp. Force Account Force Account	53 53 100 100 100 100 100 100 87	1.19 .60 1.52 1.04 .09 .01 1.75 .40 12.0 5.0
Cumber land	City Streets	DA-WR 19	Portland	Gravel and Bit. Gravel	Force Account	100	5.9
Franklin	Woods Road	DA-RM 30	T3 Rô, T2 Rô	Gravel	Force Account	50	3.9
Hancock	Woods Road Woods Road Woods Road	DA-RM 20 DA-RM 21 DA-RM 31	T28 M.D. Amherst T32-33-34 M.D.	Grading Gravel Gravel	Force Account Force Account Force Account	100 100 100	4.5 2.0 15.5
Knox	State Aid	DA-NC 6	Owls Mead	Gravel	Wyman & Simpson	100	1.00
Oxford	Mine Road Woods Road	DA-RM 10 DA-RM 22	Roxbury and Rumford	Gravel Gravel	Force Account Force Account	100 100	1.2
Penobscot	Woods Road	DA -RM 21	Milford-Bradley	Cravel	Force Account	100	7.5

Piscataquis	Woods Boad	DA -RM 14	T3 P9, T5 B9 & 10	Grading	Force Account	100	9.8
	Woods Road	DA -PM 23	T5 R9, T3 R9	Gravel	Force Account	100	7.0
	Woods Poad	DA-RM 25	Little Squaw	Gravel	Force Account	65	7.0
Somerset	Woods Road	DA -RM 12	Highland Plantation	Grading	Force Account	100	4.0
	Woods Road	DA-RM 12	Highland Plantation	Gravel	Force Account	100	4.5
	woods Road	DA-RM 13	T3 R6, T4 P3	Grading	Force Account	100	4.0
	Woods Road	DA -RM 17	T4 R3, T5 R7	Grading	Force Account	100	2.3
i	Woods Poad	DA-RM 25	Squaretown	Gravel	Force Account	6 5	3.5
	Woods Road	DA -RM 23	Canaan	Gravel	Force Account	100	3.0
	Woods Road	DA-RM 28	Mayfield	Gravel	Force Account	92	2.8
Washington	Woods Road	DA-PM 29	T37 M.D.	Cravel	Force Account	100	3.5
York	SH A-2	DAC 7	Sanf ord	Bit. Mac.	w. H. Hinman, Inc.	100	2.15
	SH A & A-3	DA-MR 8	Kittery	Bit. Mac.	N. Del Monaco	100	Widening Intersection
	Completed	- 1944		_ 	ncompleted Work Carried	d Over To 1	
Situmin	nous Macadam.		2.15	Bit	uminous Macadam.		1.79
	nous Concrete,		.50		rvel,		34.20
	nous Gravel,		4.31		,		
Gravel			55.10				35.99
Gradin			24.30		Total		122.35
			86.33				

PROJECT EXPENDITURES Access Roads - Federal Defense Area January 1,1944 to December 31,1944

Federal Aid Project No.	Highway Classification	Town	Surveys	Plans and Computations	Construction Engineering & Inspection	Right of Way & Property Damage	Sub-Total	Labor and Materials	Total	Federal Aid Credits
DA-RM-24	Woods Rd.	Bridgewater		\$ 7.50	\$ 339,76		\$ 347.28	\$26,055.41	\$26,402.67	\$26,448.00
WD-1	S.H. K-7	Houlton	590.46	781.54	240.31	103.78	1,716.09		1,716.09	10,442.25
DA-WR-15	K-7-8	Houlton		15.00	4,577.77		4,592.77	63,474.75	68,067.52	80,135.00
DA -PM-27	Woods Rd.	7-R5 Knowles Corner		7.50	310.54		318.04	18,399.99	16,718.03	16,750.00
509	S.H. K-10	Presque Isle and Mapleton		199.34	1,153.65	3.00	1,355.99	5,831.25	8,187.24	9,436.10
DA-WR-8	S.H. K-13 & K-10	Presque Isle	170.07	119.26	4,168.18	78.57	4,536.08	64,382.12	59,218.20	104,792.40
DA-NC-4	S.A.	Brunswick	5.61	37.87	517.26	743.91	1,304.65	24,307.31	25,611.96	35,669.84
DA-WR-19	City Sts.	Peake-Long Island, Portland		i	1,199.77	1,043.91	2,243.68	21,185.51	23.429.19	36,000.00
DA-NI-2 (1)	City Sts.	South Portland			194.92		194.92	3,163.77	3,358.69	43,858.96
DA-NI-2P (1)	City Sts.	South Portland			644.16	611.40	1,255.53	12,350.33	13,605.89	13,408.73
DA-WR-3	City Sts.	South Portland			68.25		68.25	1,561.17	1,629.42	5,927,17
DA-RM-21	Woods Rd.	Amherst			549.48		549.48	15,817.39	16,366.87	17,313.75
DA -RM-20	Woods Pd.	T28 MD Lead Mt.			406.79		406.79	6,318.48	6.725.27	6,300.00
DA -RM-3L	Woods Rd.	T32-33-34 MD (M/RA)		3.75	256.53	1	260.28	8,345.08	6,605.36	3,300.00
DA-NC-6	S.A	Owl's Head	1.77		394.98	5.53	402.28	5,133.39	5,535.87	9,172.13
DA-RM-22	Woods Pd.	Roxburv			13.00		16.00	9,508.01	9,524.01	10,627.40
DA-RM-10	Mine Road	Roxbury-Rumford				150.00	150.00	3,512.27	3,362.27	1,728.00
DA -RM-30	₩oods ?d.	T2 R6, T3 Ro	15.00		48.74	Î	63.74	9,384.98	9,448,72	9,400.00
DA - WP - 7	City Sts.	Odlin Road, Bangor	1.54	19.38	227.73		248.65	3,622.77	3,871.42	10,299.60
DA-RM-11	JK-157	Brownville			630.26		630.26	14.411.67	15,041.93	45,570.00
DA-PM-11	JK-157	Brownville-Millinocket			82.82		82.82	3,683.83	3,758.65	
DA-RM-23	Woods Pd.	Katahdin Iron Works			1,283.74		1,283.74	22,927.22	24,210.98	22,500.00
DA-RM-25	₩oods Rd.	Creenville-Little Squaw	i	3.75	505.09		508.84	30,286.64	30,795.48	30,500.00
DA-PM-18	Woods Rd.	Spencer Pond			132.25		132.25	42,710.94	42,843.19	45,900.00
DA -RM-26	Woods Rd.	Canaan		3.75	100.65		104.40	3,841.73	3,945.13	3,945.13
DA -RM-18	Woods Rd.	Hart land	i		12.19		12.19	41.25	53.44	2,000.00
DA -RM-12	Woods Rd.	Highland Plt.	,		82.02	ł i	82.02	1,751.12	1,833.14	6,766.70
DA -RM - 28	Woods Rd.	Mayfield		7.50	230.26		237.76	7,707.59	7,945.35	8,100.00
DA-RM-14	Woods Rd.	Trout Brook			648.65		648.65	27,906.28	28,554.93	32,400.00
DA-RM-17	Woods Rd.	Whipple Pond	1		178.37		178.37	15,854.88	16,033.23	15,956.43
DA-RM-29	Woods Rd.	737 MD		7.50	183.54		191.04	8,319.38	8,810.42	8,500.00
FS-1 (2)	Flight Strip	Deblois			7.50		7.50	8,998.94	9,004.44	32,272.74
DA-RM-13	Woods Rd.	Talmadge	ļ		ô.85		6.85	162.19	189.04	9,987.57
DA-NR-8	S.I. A.	Kittery	i		77.27	1,050.50	1,127.77		1,127.77	3,841.86
DA-WR-1	S.P. A.	Kittery			157.17	194.54	351.81	34,390.11	34,741.92	22,871.75
DA-NC-7	S.H. A2	Sanf ord		117.95	5,275.13	370.45	5,763.56	77,922.01	83,685.57	87,932.00
			\$784.45	\$1,331.59	\$24,908.31	\$4,355.89	\$31,380.34	\$600,867.74	\$532,248.08	\$829,854.64

EXPENDITURES AND MILEAGE CONSTRUCTION OF STATE AID ROADS January 1,1944 to December 31,1944

Type of Road	Miles	Total Cost	Cost Per Mile
Gravel	.94	\$ 8,857.42	\$9,422.79
Gravel-Surfacing only	3.01	4,790.25	i
Grading and Base	1.23	10,391.06	
Gravel-Reconstruction	.15	1,833.05	
Rase-Reconstruction	.09	1,733.17	
Bridge Approaches	.06	3,750.38	
Tar Surface Treatment	10.30	12,013.70	
		\$43,675.03	
Paid by State \$26,933. Paid by towns 16,711 \$43,675.			

COUNTY TABLE
MILEAGE AND COST OF STATE AID ROAD CONSTRUCTION
January 1,1944 to December 31,1944

			MILES				Cost
County .	Gravel Con- struction	Gravel Sur- face only	Grading and Pase	Recon- struction	Bridge Approaches	Tar Surface Treated	Total
Androscoggin	.07	.70	.21			1.15	\$ 8,247.44
Aroostook						.70	1,099.64
Cumberland	.19	1.51				2.20	7,427.85
Franklin			.11				736.59
Hancock		.80	.39			3.18	7,615.04
Kennebec						.38	304.39
Knox .	.23				.03		7,365.15
Lincoln	.11		.55			1.05	5,787.23
Oxford						.30	429.26
Penobscot							401.15*
Piscataquis				.00.			882.51
Sacadahoc							
Somerset	.25					1.14	2,200.21
Waldo							
Washington			.09	.09		. 20	2,495,31
York	.09						ð 83.2 3
Totals	. 94	3.01	1.35	.15	.60,	10.30	\$43,675.03

^{*}Construction Incomplete

EXPENDITURES AND MILEAGE CONSTRUCTION OF THIRD CLASS HIGHWAYS January 1,1944 to December 31,1944

Type of Road	1 -	Length Miles		Cost		Cost er Mile
Gravel	0.23		\$	698.70	\$3	,037.83
Base - Only	*0.3	6]	776.83]	
Tar Surface Treatment	*3.50)	1	,983.41	**	566.69
	0.23	3	\$3	,458.97		
Reimbursement for Work previously done						
	\$3	,541.84				
*Not included in total l **Second application only	i -			,732.42 ,809.42		
	_ [\$3	,541.84

COUNTY TABLE MILEAGE AND EXPENDITURES CONSTRUCTION OF THIRD CLASS HIGHWAYS January 1, 1944 to December 31, 1944

		MILES		ı	EXPENDITURES	
County	Gravel Con- struction	Crave! Pase Incomplete	Tar Surface Treatment	Paid by Towns	Paid by State	Total Cost
Androscoggin			0.80	\$ 285.08	\$ 535.55	\$ 820.63
Āroostook	0.02		1.30	357.20	5 13.4 2	1,270.62
Cumberland						
Franklin						
Hancock						
Kennebec						
Knox						
Lincoln						
Oxford		0.36		776.86	'	776.83
Penobscot						
Piscataquis						
Sagadahoc						
Somerset			1.10		451.66	451.66
Waldo						
Washington	0.21			90.28	48.92	139.20
York						
Totals	0.23	0.33	3,50	\$1,809.42	\$1,649.55	\$3,458.97

SPECIAL LEGISLATIVE RESOLVES MILEAGE AND EXPENDITURES January 1, 1944 to December 31,1944

Type of Work	Length Miles	Cost Engineering and Supervision	Cost Labor and Materials	Total Cost	Paid by Towns	Paid by State
Gravel Road Construction	2.21	\$271.12	\$14,875.93	\$15,147.08	\$2,298.18	\$12,848.90
Repairs		451.14	49,757.20	50,208.34	5,125.40	45,082.94
Bridge Repairs		4.85	2,933.48	2,938.33	79.20	2,859.13
Tar Surface Treatment	8.06	48.52	8,021.02	8,089.54	2,441.44	5,628.10
Totals		\$775.63	\$75,587.36	\$73,363.29	\$9,944.22	\$88,419.07

COUNTY TABLE MILEAGE AND EXPENDITURES SPECIAL LEGISLATIVE RESOLVES January 1,1944 to December 31,1944

	Cons	Road Construction		Surface reatment	Road	Br idge			
County	Miles	Cost	Miles Cost		Repairs Cost	Repairs Cost	Total Cost	Paid by Towns	Paid by State
Androscoggin	0.23	\$ 1,029.86	2.40	\$2,326.10			\$3,355.96	\$1,659.33	\$1,696.63
Āroostook					\$4,939.28	\$ 399.41	5,338.69	676.17	4,662.52
Cumber land	0.31	2,239.97	2.09	2,139.90	1,685.41		6,065.28	347.02	5,718.26
Franklin	0.19	1,397.33			1,467.35		2,864.68	40.50	2,824.18
Hancock	0.09	753.30			7,791.39		8,547.99	445.88	8,102.13
Kennebec	0.19	913.42			4,794.98		5,708.40	824.78	4,883.62
Knox	0.12	890.89	j		3,077.71		3,968.60	288.85	3,679.75
Lincoln	0.03	209.23			5,582.72		5,791.95	663.16	5,125.79
Oxford	0.13	987.62	0.85	1,481.63		'	2,469.25	31.10	2,438.15
Penobscot	0.48	3,322.71	1.20	434.20	3,587.93	1,003.38	8.648.22	1,063.47	7,584.75
Piscataquis			l i		852.76		852.76		852.76
Sagadahoc					2,935.40		2,985.40	337.04	2,628.36
Somerset	0.07	321.97			5,842.74		6,164.71	637.34	5,497.37
Waldo					1,843.04		1,843.04	77.40	1,765.34
Washington	0.14	1,299.35	1.20	1,142.72	3,888.52	1,535.54	7,344.43	1,066.60	6,577.83
York	0.23	1,477.83	0.32	544.99	2,111.11		4,133.93	1,752.60	2,381.33
Totals	2.21	\$15,147.08	8.03	\$8,039.54	\$50,208.34	\$2,938.33	\$78,383.29	\$9,944.22	\$ 36, 4 19.07

CONSTRUCTION FEDERAL AID SECONDARY HIGHWAYS EXPENDITURES JANUARY 1,1944 to DECEMBER 31,1944 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 and Material	Expend- itures 1944	Expenditures Prior to 1944	Total Expend- itures to Dec. 31, 1944	Total Federal Credits	Length Miles	Contractor
SN 23-A SN 24-C	Gray Codyville	Cumb. Wash.	S.A. S.A.	U.S. 202 16		 \$37.98	\$37.98	\$46,815.98 13,989.77	\$46,815.98 14,027.75	\$32,183.06* 9,401.35	a. 1.70 b74	W. H. Hinman, Inc. Force Account
			To	otals,		\$37.98	\$37.98					
(a) Mixed-i	"Shows a reduction of \$1,183,13 from 1943 report due to duplication in vouchering. (a) Mixed-in-place bituminous gravel (b) Tar surface treated gravel PROJECTS IN PROGRAM FOR FISCAL YEAR 1943 ACT OF SEPTEMBER 5, 1940											
SN 198-E	Milbridge- Harrington	₩ash.	S.A.	1-A				\$23,651.68	\$23,651.68	\$17,864.82	Concrete Bridge	Leigh D. Chase
						UNCL	ASSIFIED F	ROJECTS				
	Durham	Andr.	S.A.	136	\$29.50		\$29.50	\$504.42	\$533.92			
	Turner	Andr.	S.A.	219	233.34	1	233.34	430.18	663.52		1	
	Gorham	Cumb.	S.A.	114	30.40		30.40	1,228.43	1,258.83			
	Gray-Windham	Cumb.	S.A.	U.S. 202	3,686.08	1	3,686.08	2,752.34	6,438.42	\$1,930.02	1	
	Mount Desert	Hanc.	S.H.	102	164.50		164.50	316.30	480.80		ļ	
	Sidney	Kenn.	S.A.	104	814.42		814.42	551.95	1,365.77		ļ :	
	Waldoboro	Linc.	S.A.	220	32.00	1	32.00	629.86	661.86			
	Norway- Waterford Corinth-	Oxf.	S.A.	118	162.40	ĺ	1 52 . 40	879.21	1,041.61			
	Exeter	Pen.	S.A.	11 5 43	234.06	j	264.06	912.81	1,176.87		1	
	Parkman	Pisc.	S.A.	150	1.96	(1.96		1.96	1	j i	
	Sangerville	Pisc.	S.A.	24	265.73		285.73	611.79	877.52		1	
	Arrowsic	Sag.	S.A.	127	171.00	l	171.00	348.35	517.35		Į į	
	Bowdoinham	Sary.	S.A.	24	19.56	1	- 19.66	171.44	191.10			
	St. Albans	Som.	S.A.	24 & 43	327.59		327.59		327.59		1	
	Smithfield	Som.	S.A.	137	54.00	1	54.00	371.06	425.06	1	Ì	
	Codyville	Wash.	S.A.	16	29.50	ł	29.50	97.05	126.55			
	East Machias	Wash.	S.A.	191	108.18		108.16	457.17	565.33			
	Totals,						40 004 00	*** 050 54	212 254 02	a) and an		
			Tot	als,	\$8,394.30	1	\$5,394.30	\$10,259.76	\$16,654.06	\$1,930.02		

These tables include only those projects on which there were expenditures or credits during the year 1944. For additional information, re expenditures and credits, see reports for previous years.

MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS January 1, 1944 to December 31, 1944

Item	Bituminous Concrete	Cement Concrete	Bituminous Macadam	Surface Treated Gravel	Plain Gravel	Total s	%
Surface Treatment, Asphalt Surface Treatment, Tar Hauling Cover for Surface Treatment	\$354.88 309.53	\$47.73 1,980.29 419.09	\$33,300.22 34,879.14 17,237.12	\$1.159.911.35 538,223.50		\$36,647.98 1,197,125.96 556,222.34	1.066 34,806 16,172
Retread Surfaces Painting Putching	122.28 20.72 3,310.48	256.27 2.488.47 12.369.61	8,023.35 2,384.28 21,948.74	28,463.21 511,882.52		8,401.90 33,653.38 552,811.35	.244 .979 13.073
Filling Joints, Concrete Surfaces Mud Jacking Gravel Surfacing		7,520.93 2,748.83	<u>}</u>		\$115,287.48	7,520.93 2,748.83 115.287.48	.219 .080 3.352
Machining and Dragging 'auling and Applying Calcium 'auling Materials on Surface Treated Gravel				34,082.08	95,343.27 15,940.39	129,725.35 15,940.39	3.771
Macadam and Concrete Machining and Fand Work Shoulders and Ditches Hauling Material (Shoulders)	1,152.34 2,521.84 1,271.50	1,758.81 12,595.70 4,555.13	8,572.35 17,952.40 3,970.10	204,538.64 194,978.18 39,708.75	30,141.01 5,305.87	216,032.44 258,189.13 54,811.38	6.282 7.507 1.593
Surface Treatment of Shoulders Concrete Surfaces Installing and Cleaning Culverts Thawing Culverts	194.18 1,954.68 115.89	624.53 2,977.11 585.46	62.29 4,170.22 331.74	50,820.87 8,730.63	7,519.27 625.63	881.00 37,442.15 10,419.35	.025 1.962 .303
Draining Water from Road Surfaces Erecting and Repairing Guard Rail Painting Guard Rail	539.01 1,172.64 73.54	2,379.73 3,301.32 1,359.28	3,855.47 3,637.02 940.92	31,050.31 27,100.12 4,379.80	5,001.78 1,464.83 147.17	43,126.30 35,976.23 6,900.71	1.253 1.075 .201
Cutting Bushes Nowing Grass Peautification	138.42 2,630.38 1,520.33	610.93 3,539.97 915.13	2.132.29 3,103.85 841.89	20.742.49 37,898.33 2,181.55	1,393.03 2,175.98 13.28	25,347.19 49,348.84 5,472.18	.737 1.434 .159
Traffic Lines Signs	212.34	395.17	34.26 1,180.45	20.47 3,027.30	174.32	84.73 8,289.58	.002 .242
Totals	\$20,955.28	584,329.88	\$172,218.10	\$2,900,803.83	\$281,133.31	\$3,439,440.40	100.000
Miles Maintained	70.32	221.49	448.18	5,957.20	1,383.23	8,090.72	
*Äverage Cost per Mile	\$296.73	\$290.44	3384.26	\$483.12	\$203.24	\$425.11	L
				Supervisio Total	מי	\$90,754.48 \$3,530,194.88	

* ot including supervision

COUNTY TABLE EXPENDITURES FOR MAINTENANCE January 1,1944 to December 31,1944

County	State Highways	State Aid Highways	Total
Androscoggin	\$41,029.17	\$58,313.48	\$99,342.65
Āroostook	340,360.50	141,708.03	482,068.53
Cumber land	117,187.78	101,313.06	218,500.84
Franklin	70,309.87	59,298.55	129,608.42
Hancock	56.018.53	145,750.32	201,768.88
Kennebec	134,329.95	183,035.93	317,365.88
Knox	29,929.25	77.918.88	107.848.13
Lincoln	54,122.93	105,256.76	159,379.69
Oxford	96,038.65	133,477.20	229,515.85
Penobscot	110,554.23	245,652.85	35 6, 2 07.08
Piscataquis	51,749.01	56,117.39	107,866.40
Sagadahoc	44,197.04	56,477.71	100,074.75
Somerset	116,348.25	186,752.15	283,100.40
Waldo	62,396.92	117,979.56	180,376.48
Washington	95,423.34	138,836.04	234,259.38
York	86,380.01	145 ,177 .03	231,557.04
Total,	\$1,506,375.46	\$1,933,064.94	\$3,439,440.40

SNOW REMOVAL 1943-1944 Season

1575-1577 564501	•	
STATE HIGHWAYS	Mileage	2,816.62
Paid by State\$	622,903.89	
Paid by State (For Supervision)	7,594.08	
Total Paid by State	\$	530,497.97
Paid by Towns	112,664.80	000,10, 10,
Total Paid by State and Towns	\$	743,162.77
Average Cost Per Mile for State	\$221.15	
Average Cost Per Mile for State (Supervision)	2.70	
· · · · · · · · · · · · · · · · · · ·	2.70	\$223.85
Total Average Cost Per Mile for State	40.00	\$443.03
Average Cost Per Mile for Towns	40.00	2000 04
Total Average Cost Per Mile for State and Towns		\$263.84
STATE AID HIGHWAYS	Mileage	11,637.35
Paid by State\$	497,339.89	~
Paid by State (For Supervision)	31,379.94	
Total Paid by State	s	528,719.83
Paid by Towns	543,610.66	020772000
Total Paid by State and Towns		1,072,330,49
Total Falls by State and Towns	ψ.	1,072,000.40
Average Cost Per Mile for State	\$42.73	
Average Cost Per Mile for State (Supervision)	2.70	
Total Average Cost Per Mile for State	2.70	\$45.43
	46.71	Ψ40.43
Average Cost Per Mile for Towns	40.71	\$92.14
Total elage cost fer mile for state and lowis		#32.14
ALL HIGHWAYS	Mileage I	4,453.97
Paid by State\$1	,120,243.78	
Paid by State (For Supervision)	38,974.02	
Total Paid by State	\$3	1,159,217.80
Daid by Towns	.656,275.46	
Total Paid by State and Towns	\$1	1,815,493.28
Average Cost Per Mile for State	\$80.20	
Average Cost Per Mile for Towns	45.40	
Total Average Cost Per Mile for State and Towns		\$125.60
Average Cost Per Mile (For Supervision)	2.70	
Average Cost Per Mile (Less Supervision)		\$122.90
SNOW FENCE ERECTED		
Snow Fence Erected by the State on Highways	1 550 700	Linear Feet
Snow Fence Erected by Towns (State Aid & Townways)		Linear Feet
Total Number of Feet Used on Accepted Mileage	5,312,550	Linear teet
Total Number of Miles Used on Accepted Mileage	1,006	

Above costs are for the snow removal season. Expenditures include reimbursements to towns made after the close of the fiscal year 1944.

FINANCIAL STATEMENTS

GENERAL HIGHWAY FUND ANALYSIS OF SURPLUS

Fiscal Year July I, 1943 to June 30, 1944

Balance July 1, 1943			\$4,412,350.30
Adjustments of Prior Year Transactions:			
Outstanding checks cancelled	\$916.73		
" " reissued	134.03	\$782.70	
		4,04,1	
Highway Garage billing to St. Police	16.17		
Protested Check & M.O. fee charged off	5.35	21.52	
•		$\frac{21.52}{761.18}$	
Departmental Garage Surplus		3,308.30	
Adj. Accts. Receivable M. V. Div.		8.57	
		4.378.05	
Adj. to reconcile with Controller		4,191.49	
		8,569.54	
Less adj. Public Utility lapsed balance		7.327.53	1,241.98
			4,413,592.28
Revenues:			
Cas Tax (net cash)	\$4,026,461.14		
Registration Fees	3,913,583.52		
Fines & Penalties	16.301.79		
Interest from War Bonds	19,360.07	7,975,708.52	
Allotments:			
Highway	7,355,590.98		
Employees Retirement System	40,000.00		
State Police	327,300.00		
Sec. of State Motor Vehicle	183,139.86		
Bureau of Taxation - Gas Tax	23,300.00		
	7,932,330,84		
Less 75% Refunds to Island Towns	3,523.50	7,929,107.34	
		7,929,107.34 46,599.18	
Lapsed Balances:			
Highwa y	19,095.54		
State Police	5,209.03		
Sec. of State Motor Vehicle Div.	3,765.09		
Bureau of Taxation - Gas Tax	10,979.15	39,048.81	85,347.99 4.499.240.27
			4,499,240.27
To reconcile with Controller:			
Deer Isle-Sedgwick Br. Allotment	10,687.83		
Less difference in Gas Tax	8,734.62		1,923.21
Controller Accrual basis Highway Cash		=	4,501,133.48

STATE HIGHWAY COMMISSION APPROPRIATION SUMMARY AVAILABLE FUNDS - EXPENDITURES - BALANCES Fiscal Year 1943 - 1944

TITLE OF APPROPRIATION	BALANCE BEGINNING 7/1/43	LEGISLATIVE ALLOTMENT	TRÂNSFERS	REVENUES	TOTAL AVAILABLE	EXPENDITURES	TRANSFERS	LAPSED BAL.	CARRYING BALANCES 8/30/44
Retirement of Bonds		2,074,000.00			2,074,000.00	2,074,000.00			
Bond Interest		616,495.50			818,495. 5 0	613,495.50	[
Administration of Commission		201,200.00		1,518.38	202,718.38	197,837.62	1,500.00	3,380.78	
Outdoor Advertising	4,832.42			7,433.00	12,268.42	8,708.36	İ	472.54	3,087.52
Improvement of State Roads	129,172.52		19,333.25	680.00	148,185.77	16,869.78			131,315.99
Special Resolves	91,894.72	130,253.00			252,147.72	38,679.00	22,962.02	54.21	190,452.49
Construction & Reconst. State High'y	92,151.33				92,151.36	518.30			91,635.03
Maintenance of Bridges	67,188.95	220,000.00		3,255.39	290,444.34	199,829.78			90,314.88
Maint. of State & State Aid High'y	132,908.48	2,832,239.53	106.53	358,844.20	3,324,128.77	3,324,128.77			
Maintenance of Unimproved Roads	5,707.20				5,707.20		l		5,707.20
Third Class Poads	38,754.37		3.266.31		42,020.38	3,901.39	732.47		37,386.82
Federal Defense Access Roads	(85,812.25)	l		850,714.73	764,902.51	849,204.35			(84,302.14)
Compensation for Injuries	7,422.31	45,000.00			52,422.31	37,234.28		15,188.03	
Surfacing State & State Aid 'ighway	35,851.27				35,851.27		1		35,851.27
Snow Removal		1,134,685.09		19,990.02	1,184,375.11	1,184,675.11	1		
High'y Planning Survey-Mans & Statist.	1,402.90			ò7.34	1,470.24	1,470.24			
Highway Planning Survey	1,955.67	13,000.00	5,250.00	17,928.03	41,133.70	33,859.84			7,273.83
General Highway Federal Allotment	233,578.32				233,573.32				233,575.32
Special National Defense Project	35,910.87			50.00	35,930.87	584.84	ļ		35,376.03
Federal Secondary Roads	12,802.47			2,294.71	15,097.18	9,028.77			8,038.41
Federal Grade Crossings	125,108.59			3,139.45	128,248.04	2,789.50]		125,458.54
Special Federal Motor Transport	49,451.25	I			49,451.25		1		49,451.25
Bridge Loan Fund	308,966.96		32,191.00	37,944.18	379,102.14	144,533.97	202.60	l	234,365.57
Maine Turnpike Authority	4,518.82				4,518.32	528.96	L		3,987.66
Highway Loan Fund	777,158.43			209,583.42	985.742.88	283,490.92	33,750.00		669,501.96
Waldo Hancock Bridge	138,584.39			31,407.50	169,991.89	63,920.45			103,071.44
Richmond Dresden Bridge	(2,354.75)	3,000.00		7,532.25	7,877.50	9,500.22			(1,622.72)
Deer Isle Sedgwick Bridge	6,704.99	22,387.83		32,732.20	32,155.02	55,373.89			3,781.13
	\$2,273,554.09	\$7,355,590.98	\$59,147.09	\$1,585,151.13	\$11,273,443.29	\$9,130,132.12	\$59,147.09	\$19,095.54	\$2,035,038.54

The State Highway Commission in accordance with Chapter 87, Section (v) 1943 laws authorized transfer from the General Highway Surplus Account additional allotments of \$1,032,269.56 for Maintenance of State and State Aid Highways, and \$224,885.09 for snow removal costs. The sum of \$10,887.83 was transferred from the General Highway Surplus Account to the Deer Isle-Sedgwick Bridge operating account to cover part of cost of repairs and reinforcement not to exceed \$75,000 as per council order dated April 28, 1943.

APPROPRIATION REVENUES FROM OTHER SOURCES Fiscal Year 1943 - 1944

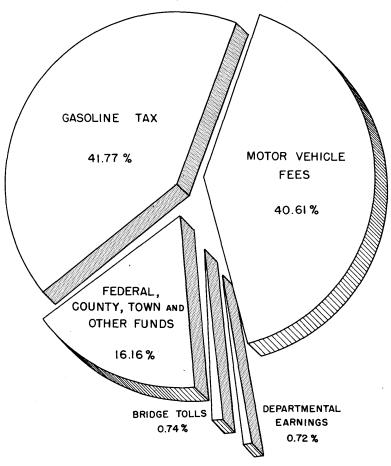
Rentals	\$9,548.35	
Bridge Tolls	71,581.95	
Permits	8,952.93	
Miscellaneous Sales	33,760.81	
Federal	1,081,895.35	
Counties	25,650.30	
Towns	353,761.14	
Total Appropriation Revenue		\$1,585,151.13
Gasoline Tax	\$4,028,481.14	
Motor Vehicle Registration Fees	3,907,781.58	
Non-Res. Excise Tax	5,801.94	
Auto Fines	13,171.79	
Gas Tax Penalties	130.00	
Profit on Sale of Bonds	1.654.34	
Investment Interest on War Bonds	17,705.73	
Total General Highway Fund Revenue		7,975,703.52
M. C. R. R. Interest Carlton Bridge	78.539.90	
Sale of Pegisters	700.00	
Total Carlton Bridge Revenue		77,239.90
Total Revenue All Sources		\$9,638,127.55

SUMMARY OF APPROPRIATION INCOME AND EXPENDITURES Fiscal Year 1943-1944

Total - Appropriation Dalances July 1, 1943		\$2,273,554.09
Legislative Allotments from General Highway Fund	\$7,355,590.98	
Appropriation Revenue from Other Sources	1,585,151.13	8,940,742.11
Total Funds Available		\$11,214,296.20
Expenditures		9,130,132.12 \$ 2,054,134.08
Balances Laused	•	19,095.54
Total - Appropriation Balances, June 30, 1944		\$ 2,035,038.54

STATE HIGHWAY DEPARTMENT INCOME

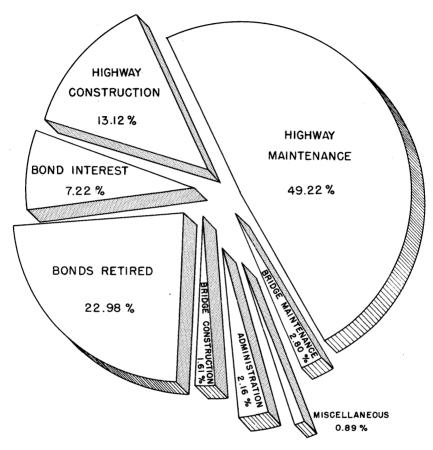
Fiscal Year July 1, 1943 to June 30, 1944



SOURCE	AMOUNT	PERCENT
Gasoline Tax Net Motor Vehicle Fees Bridge Tolls Net Departmental Earnings* Federal, County, Town & Other Funds**	\$ 4,026,461.14 3,913,583.52 71,581.95 69,263.88	40.61 0.74 0.72
Funds**	1,557,237.06 \$ 9,638,127.55	$\frac{16.16}{100.00}$
* Sale of Equipment * Auto Fines & Penalties **Interest Maine Central Railroad **Profit on Sale of Bonds **Interest (on Invest) War Bonds	\$ 700.00 16,301.79 76,569.90 1,654.34	

STATE HIGHWAY DEPARTMENT EXPENDITURES

Fiscal Year July 1, 1943 to June 30, 1944



PURPOSE	AMOUNT	PERCENT
Highway Construction Highway Maintenance Bridge Construction Bridge Maintenance Miscellaneous Administration Bonds Retired* Bond Interest**	\$ 1,202,275.65 4,508,803.88 147,323.47 256,164.32 81,801.68 197,837.62 2,105,000.00 660,955.50 \$ 9,160,162.12	13.12 49.22 1.61 2.80 0.89 2.16 22.98 7.22 100.00

* Highway & Bridge Bonds Retired	2,074,000.00
**Highway & Bridge Bonds Interest	616, 495.50
T Waldo-Bancock Bridge	20,000.00
**Waldo-Hancock Bridge Interest	20,000.00 26,000.00
* Deer Isle-Sedowick Bridge	11,000.00
**Deer Isle-Sedgwick Bridge Interest	18, 460, 00

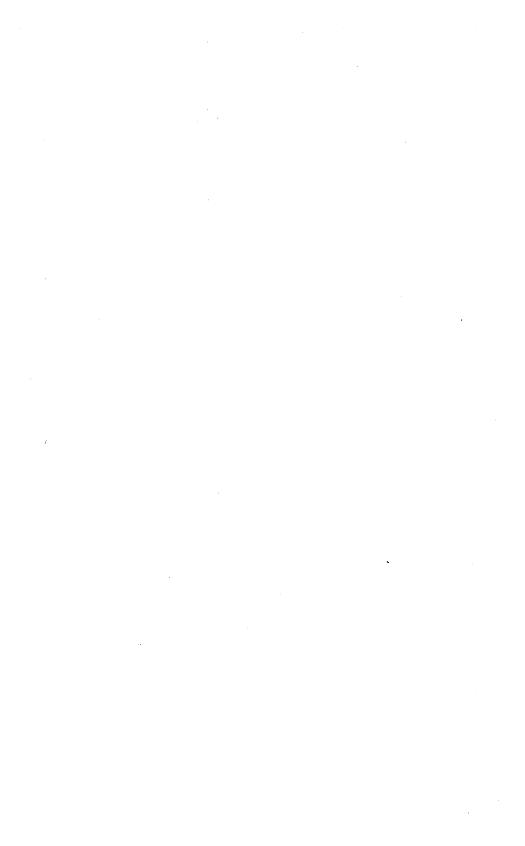
STATE HIGHWAY COMMISSION HIGHWAY GARAGE Operating Statement July 1, 1943 to June 30, 1944

Revenue:		
Rental of Equipment to Others	\$88,878.72	
* '	071 500 00	
Department		
Profit on Sales of Capital Assets	18,964.55	
Miscellaneous	306.00	
		\$379,743.07
Expenses:		
General Overhead and Operating	\$54,852.94	
Auto and Working Equipment		
	***************************************	418,120.56
		410,120.00
Net Operating Deficit for Period		(\$ 38,377.49)
	#0.20 FOI 01	
Cash Balance July 1, 1943		
Less Operating Deficit		
	331,123.72	
Plus Decrease in Assets other		
than Cash	189,004.32	
	500,128.04	
Plus Increase in Accounts Payable	10,786.50	
	510,914.54	
Surplus Adjustment for Period	37,385.85	
· · · · ·		
Cash Balance June 30, 1944	\$443,528.69	



Thirty-second Report

MAINE
STATE HIGHWAY
COMMISSION



Thirty-second Report of the State Highway Commission

It has been the recent practice of the State Highway Commission to publish an annual report of its doings and corresponding expenditures for each calendar year with a financial report for the fiscal year ending June 30. The Revised Statutes of 1944 now very definitely requires that the activities and expenditures of the State Highway Department be reported for the fiscal year ending June 30.

The following report covers a period of six months, January 1, 1945, to June 30, 1945.

LEGISLATION

APPORTIONMENT OF FEDERAL AID

In the foregoing report for 1944 the provisions of the Federal Aid Highway Act of 1944, approved December 20, 1944 (Public Law 521 - 78th Congress), were outlined and explained. Apportionments to the states were made by the Federal Works Administration on the 6th day of January, 1945. The apportionment to Maine was as follows:

For projects on the federal-aid highway	\$1,948.954
system	
For secondary and feeder roads	1,404,017
For urban highways	560,538
Tota l	\$3,913,509

The above apportionment is for the first post-war fiscal year.

STATE HIGHWAY A-5, BERWICK



Before



Befor



Befor



After



After



After

It is estimated that under the terms of the federal act approximately \$3,968,600 will be required from state funds to match the above apportionment of federal funds. The 92nd Legislature authorized a reissue of highway bonds for matching federal funds not to exceed \$3,453,000 during the biennium ending June 30,1947, and authorized the use of \$2,500,000 from the general highway fund for the same purpose. These two authorizations will provide state matching funds for one-half of the federal aid to be apportioned over the three year period contemplated by the federal act.

STATE HIGHWAY DIVISION

STATE AND FEDERAL HIGHWAY CONSTRUCTION

During the period of six months from January 1, 1945, to June 30, 1945, work was continued on only regular federal aid projects located on the state highway system. These are described as follows:

NORTHPORT AND BELFAST - Project No. SN-A-FAP 68 (3), consisting of 0.79 miles of gravel road and a reinforced concrete bridge in the town of Northport and city of Belfast. Construction of this project was started in 1944 and was about 93% completed on June 30, 1945. Contractor, C.C. Smith Co., Inc., Cambridge, Mass.

IEBANON - Project No. SN-A-FAP 393-A (1) on State Highway U in the town of Lebanon. This project is being constructed under the supervision of the New Hampshire State Highway Department. It consists of a bridge over the Salmon Falls River and bituminous treated gravel surface approaches in Rochester, N. H. and Lebanon, Maine. The section in Maine has a length of 0.19 miles. Work on this project was started in 1945 and was about 50% completed on June 30, 1945. Contractor, O. W. Miller Co., Inc., Ludlow, Mass.

Expenditures during the same period were made from state highway funds for right of way and labor and material on account of projects previously completed.

The following table shows classified expenditures for each construction activity on account of the above work, including expenditures for preliminary and advance engineering.

	Engineering	Advertising	Right of Way	Labor and Materials	Tota l
Federal Aid Projects	*\$ 50,583.94	\$58.18	\$4,508.44	\$50,882.19	\$106,032.75
State Highway Project			25.00	3,022.15	3,047.15
Y	*\$50,583.94	\$58.18	\$4,533.44	\$53,904.34	\$109,079.90

*This amount includes expenditures for preliminary engineering for access road projects and post-war construction.

The cost, included in the above, for engineering and inspection on construction work was \$4,627.91.

Of the defense highway projects located on the state highway system, Project No. DA-WR 15 on State Highway K-7 and K-8 in Houlton was approximately 70% completed on June 30, 1945. Expenditures are included in the schedule of expenditures on access roads.



TRAFFIC CIRCLE - KITTERY

DEFENCE HIGHWAYS-ACCESS ROADS

Work was continued on access road projects undertaken under the Defense Highway Act of 1941. These projects are constructed in cooperation with the Public Roads Administration and the cost, including engineering and right of way, is paid from federal funds.

The following is a description of Project No. DA-WR-15 in Houlton. This is the only access road project on the state highway system which was not completed.

HOULTON - Project No. DA-WR 15 on State Highways K-7 and K-8 in the town of Houlton was started late in 1943. The length on State Highway K-7 is 1.19 miles and on State Highway K-8 is 0.60 miles, making the total length of the project 1.79 miles. Contractor, Herbert Sargent of Stillwater, Maine. The project was 70% completed on June 30, 1945. The type of surface was originally designed as a 3" bituminous macadam on a 5" crushed stone base course but was changed to a 2" bituminous concrete on a 6" crushed stone base course.

Of 35.99 miles under construction and improvement during the first six months of 1945, work on 7.8 miles of gravel road was completed.

Incomplete work carried over to the fiscal year 1946 includes 28.19 miles, classified as follows:

Bituminous macadam Gravel	1.79 miles 26.40 **	
Total	28.19 miles	-

During the period of six months ending June 30, 1945, expenditures on account of access roads amounted to \$61,354.48 of which \$1,638.54 was paid for engineering, \$422.63 for right of way and land damage, and \$59,293.31 for labor, material and other construction costs.

ACCESS ROADS

January 1,1945 to June 30,1945

Highway	Project No.	Town	Туре	Contractor	Per cent Complete	Total Length Miles
Woods road	DA-RM-24	Bridgewater	Gravel	Force Account	90%	12.00
S.HK-7	DA-WR 15	Houlton	Bit. Mac.	Herbert Sargent	70%	1.19
S. HK-8	DA-WR-15	Houlton	Bit. Mac.	Herbert Sargent	70%	0.60
Woods road	DA-RM-27	Moro Plt.	Grave1	Force Account	100%	5.00
Woods road	DA-RM-30	*T 3-R 6 and T 2- R 6	Gravel	Force Account	50%	3.90
Woods road	DA-RM-25	Little Squaw Twp.	Gravel	Force Account	75%	10.50
Woods road	DA-RM-28	Mayfield	Gravel	Force Account	100%	2.80

^{*} Franklin County

SURVEYS AND PLANS FOR POST-WAR WORK PRELIMINARY SURVEYS (Federal Funds) Section 18, Federal Highway Act of 1944

The sum of \$27.30 was expended for surveys on Project SN-PE-378-A (1), West Forks to Jackman. This was the only expenditure for preliminary engineering under the above provision. The expenditure is included in the table "Project Expenditures - Construction and Reconstruction of State Highways".

ADVANCE ENGINEERING STRATEGIC HIGHWAY NETWORK (Federal and State Funds)

The following expenditures were made under Section 9 of the Defense Highway Act of 1941 for advance engineering surveys and preparation of plans for future improvement of the strategic network of highways:

Project AE-5 (2), Perry	\$ 1,482.43
Project AE-121-D (2), Brunswick	275.00
Project AE-121-E (4), Freeport	5,.025.24
Project AE-123-G (1), Pembroke	1,367.26
Project AE-142-C (1), Winslow	3,290.17
Project AE-376-B (1), Machias-East Machias	377.95
Project AE-389 (1), Gardiner-Augusta	3,456.60
Project AE-390 (1), Lebanon-Alfred-Gray	3,112.42
Project AE-392 (1), Kittery-Portland	976.96
Total	\$19,364.03

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

POST-WAR SURVEYS

PUBLIC LAW NO. 146 Approved July 13, 1943 (Federal and State Funds)

An expenditure of \$14,310.56 was made under the above authorization for surveys and plans for post-war projects.

Following is an itemized statement of expenditures made under a program of survey projects (PWS-1) for which the estimated total cost was \$66,000:

P.W.S. 1 -	Item 1	Auburn Lewiston	\$3,906.58
P.W.S. 1 -	Item 4	Bangor	1,751.56
P.W.S. 1 -	Item 7	Durham	125.94
P.W.S. 1 -	Item 8	T 17-R 5	1,166.24
P.W.S. 1 -	Item 9	Macwahoc	133.70
P.W.S. 1 -	Item 10	Chesterville	761.73
P.W.S. 1 -	Item 11	Surry-Ellsworth	979.16
P.W.S. 1 -	Item 12	Hancock	293.74
P.W.S. 1 -	Item 13	Manchester-Readfield	1,366.28
P.W.S. 1 -	Item 14	Pittston	501.33
P.W.S. 1 -	Item 17	Fryeburg	772.45
P.W.S. 1 -	Item 18	Newburg	697.08
P.W.S. 1 -	Item 19	Anson	163.21
P.W.S. 1 -	Item 20	Embden-Anson	1,159.00
P.W.S. 1 -	Item 21	Unity	151.10
P.W.S. 1 -	Item 22	Albion-Unity	24.00
P.W.S. 1 -	Item 23	Plt.No. 14	212.00
P.W.S. 1 -	Item 24	Cooper-Meddybemps	145.46
			414 210 66

\$14,310.56

STATE AID DIVISION

STATE AID ROAD CONSTRUCTION

No appropriation was made by the Legislature for state aid road construction for the fiscal years 1944 and 1945, so

that the only state funds available for the work were the unexpended balances brought forward from previous years. These balances amounted to \$127,762.44 on January 1, 1945. Transfers from other funds and miscellaneous credits brought the total up to \$132,632.88.

Work on state aid roads included the construction of 0.34 miles of gravel road, the construction of 0.25 miles of grading and base, the reconstruction of 1.20 miles of old state aid road, bridge construction in one town, and tar surface treatment of 2.35 miles.

The total expenditure on account of work on state aid roads during the six months period ending June 30, 1945, was \$11,413.47, of which town funds paid \$4,715.06 and state funds \$6,698.41. The sum of \$3,032.12 was paid for engineering and supervision and \$518.55 was paid to towns in reimbursement for work previously done.

THIRD CLASS HIGHWAY CONSTRUCTION

Unexpended balances of apportionments made from the general highway fund for third class highway construction on January 1, 1945, amounted to \$37,901.27. Transfers from other accounts amounted to \$1,815.67, making a total of \$39,716.94 available for expenditure.

Work on third class highways included the construction of 0.20 miles of gravel road and par surface treatment of 0.30 miles.

Expenditures for work amounted to \$1,780.87, of which town funds paid \$383.36 and state funds \$1,397.51.

The sum of \$354.15 was transferred to the state aid road account.

Unexpended balances of third class highway apportionments on June 30, 1945, amounted to \$37,965.28.

Federal Aid Secondary Project Damariscotta



Before



After

SPECIAL LEGISLATIVE RESOLVES

Unexpended balances in special resolve accounts on January 1, 1945, amounted to \$259,807.76.

Work with special resolve funds included the construction of 0.23 miles of gravel road at a cost of \$2,720.28, an expenditure of \$3,431.70 for 0.55 miles of grading and base, \$8,598.72 for repairing 3.81 miles of highway, \$553.85 for tar surface treatment of 0.35 miles, and an expenditure of \$2,573.84 for bridge repairs. The total expenditure for the above work was \$17,878.39, of which town funds paid \$3,139.41 and state funds \$14,738.98.

The sum of \$5,729.29 was transferred to state aid road accounts and \$10.74 was transferred to maintenance funds.

The sum of \$1,000.00 was paid to towns in reimbursement for work previously completed and reported.

FEDERAL AID SECONDARY HIGHWAY CONSTRUCTION

No construction projects were undertaken. The sum of \$5,246.43 was expended for surveys and plans.

The unexpended balance in this account on June 30, 1945, was \$29,403.90.



LITCHFIELD - FEDERAL AID SECONDARY

MAINTENANCE DIVISION

MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS

The total mileage of improved state and state aid roads maintained during the period of six months ending June 30, 1945, was the same as for 1944. This included 2,828.09 miles of improved state highways and 5,262.63 miles of improved state aid highways, a total of 8,090.72 miles.

The sum of \$478,725.39 was expended for maintenance of state highways, \$657,550.31 for maintenance of state aid highways, and \$38,143.81 for supervision, making a total of \$1,174,419.51.

SNOW REMOVAL

The snow removal program for the winter of 1944-1945 included 14,471.90 miles, of which 2,813.63 miles were classified as state highways, 5,252.55 miles as state aid highways, and 6,405.72 miles were town roads.

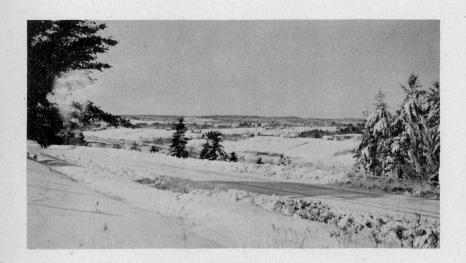
Expenditures on account of snow removal for the six-months period ending June 30, 1945, amounted to \$1,081,695.00. This amount does not include town funds expended under direction of the State Highway Department but which are not deposited with the State Treasurer.

A statement has been prepared and included in another part of this report to show the total cost of snow removal for the winter of 1944-1945. The statement includes some costs which had been determined but not actually paid by June 30, 1945.

From this statement it will be noted that the total cost of the snow removal program for the winter of 1944-1945 was \$2,209,215.37, of which the State's share was \$1,422,913.63 and the towns' part \$886,301.74.

The average cost a mile for all classes of road was \$159.56.

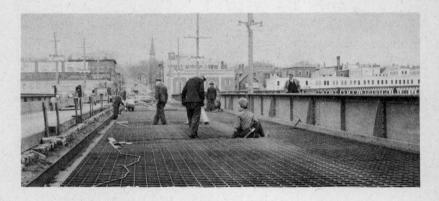
The average cost a mile for snow removal on state highways was \$322.13 and \$120.33 a mile for state aid and town roads.



BRIDGE DIVISION

BRIDGE CONSTRUCTION

Some relaxation in the restrictions for bridge construction, especially after the end of the war in Europe, indicated that a greater number of bridges would be reconstructed in the calendar year 1945 than in the past three years. Only projects which are practically emergencies, however, can be undertaken, as unit costs have risen at least 40 per cent since 1941. Before the end of the fiscal year, June 30th, five projects had received War Production Board approval and were placed under construction. The total estimated cost of these five projects is \$158,400. One is a Federal Aid project on the Maine -



NORTH BRIDGE, LEWISTON-AUBURN Erection of I-Beam-Lok Floor

New Hampshire boundary, being done jointly with the State of New Hampshire. Of the four State projects, one is on the State Highway system, the others State and County aid construction on the State aid and Third Class Highway systems.

Plans for a number of projects, some for construction in the second half of 1945 and some for later years, were advanced and completed.

Net expenditures from the Bridge Loan Fund during the period January 1 June 30, 1945 amounted to \$65,151.91, of which \$22,729.40 was for engineering, advertising and inspection, \$42,362.13 for labor and material and \$60.38 for right-of-way and property damage. These figures do not include costs of Federal aid projects which are charged to other appropriations.

ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

Except for some preliminary engineering amounting to \$1,093.98 for post-war projects, there was no work done under this appropriation.

BRIDGE MAINTENANCE

A very slight improvement in the labor supply permitted a somewhat greater amount of bridge maintenance, and bridge painting which was discontinued entirely in 1944 was resumed with one small crew. The remaining guard post on the Carlton Bridge was discontinued after April 6, 1945. The expenditures for bridge maintenance during the period January 1 to June 30, 1945 amounted to \$67,963.23.

TOLL BRIDGES

Traffic on the Waldo-Hancock Bridge during the first six months of 1945 increased 21 per cent over the corresponding period last year. At the same time traffic over the Deer Isle-Sedgwick Bridge decreased 12 per cent and traffic over the Maine Kennebec Bridge increased 9 per cent. Individual toll bridges are affected by local conditions and do not always reflect to any great degree the general volume of traffic in the State.

WALDO-HANCOCK BRIDGE

The balance on January 1, 1945 was \$84,454.51. Receipts from tolls credited were \$15,703.55, and refunds \$13.95, making net income \$15,689.60. Interest on outstanding bonds was \$12,400.00, and the cost of operation and maintenance \$7,081.12. The balance on June 30, 1945 was \$80,662.99 and the bonded indebtedness \$620,000.00.

DEER ISLE-SEDGWICK BRIDGE

The balance on January 1, 1945 was \$11,522.61. Receipts from tolls credited were \$13,299.10, and refunds \$19.00, making net income \$13,288.10. There was paid to the Bridge District \$8,880.00 for interest on bonds, and the cost of operation and maintenance was \$4,991.46. The balance June 30, 1945 was \$10,931.25, and the bonded indebtedness of the Bridge District \$444,000.00.

MAINE-KENNEBEC BRIDGE

The balance on January 1, 1945 was \$1,088.99. Receipts from tolls credited were \$4,187.30 and refunds \$7.20, making net income from tolls \$4,180.10. Other income from rental of buildings was \$100.00. Expenditures for operation and maintenance were \$4,634.06, and the balance June 30, 1945 was \$735.03.

MAINE-KENNEBEC BRIDGE Richmond—Dresden

Toll	Collections.	Tanuary 1	 Tune	30.	1945

Pedestrian	\$0.05	\$53.05
Automobile or 2-ton truck 9,222	. 25	2,305.50
Truck, over 2 to 3-1/2 tons	.35	12.25
Truck, over 3-1/2 to 6 tons	.50	17.50
Truck, over ô tons	1.00	1.00
One or two horse vehicle	.15	9.75
Bus, over 16 passenger	.75	1.50
Live stock	. 05	.75
Motorcycle	.15	. 45
Sxtra passengers	. 05	657.85
Commutation Tickets		`
Pedestrian or passenger	.50	189.50
Automobile or 2-ton truck	3.00	282.00
Automobile or 2-ton truck	5.00	205.00
Automobile or 2-ton truck	7.00	217.00
Truck, over 3-1/2 to 6 tons	5.00	10.00
		\$3,963.10

KENNEBEC (CARLTON) BRIDGE

Sinking Fund Cash and Impounded Fund January 1, 1945 to June 30, 1945

The balance in the Sinking Fund Cash Account on December 31, 1944, as previously reported, was \$159,057.88.

Income to this fund for the six month period included \$38,284.95 from the Maine Central Railroad Company, \$1,081.47 from interest on savings account, \$250.00 sale of safe and \$269.13 interest on War Bond investment, or a total income of \$39,885.55.

Interest actually paid during the six month period on outstanding bonds of \$1,500,000 amounts to \$30,300, leaving the checking account balance of \$21,861.68, savings account balance of \$63,141.75 and U. S. War Bond investment of \$25,000, or a total ending balance of \$110,003.43 on June 30, 1945.

The Impounded Fund remained unchanged during the six month period with the June 30, 1945 balance of \$33,214.78.

BRIDGES PLACED UNDER CONSTRUCTION BETWEEN JANUARY I AND JUNE 30,1945

FEDERAL AID PROJECTS

TOWN AND COUNTY	CONTRACTOR	Est. Cost	DESCRIPTION
Lebenon- Rochester, N. H. York	O. W. Miller Company, Inc.	\$43,100.	Project SN-A-FAP 393-A (1); East Rochester Bridge; stone faced concrete arch structure, span length 78 ft. 6 in.; 32 ft. roadway and 5 ft. sidewalk on spandrel fill, gravel surface; new location; total length of project 1500 ft.; joint project with State of New Hampshire; estimate given is for Maine portion.

STATE PROJECTS

Auburn- Lewiston Androscoggin	Force Account	\$54,000.	North Bridge; reconstruction of floor system with new steel stringers and concrete filled steel grid floor; bituminous concrete surface; 38 ft. roadway, length of floor 601 ft. 2 in.
Bangor Penobscot	Forest Frederick	44,600.	Maxfield Bridge; concrete T-beam structure, two spans, clear span length 66 ft. each on center line of roadway, 25 degree skew; 24 ft. roadway; bituminous concrete surface; total length of project 725 ft.
Grand Falls Plt. Penobscot	Force Account	4,500.	Grand Falls Bridge; steel beam structure, clear span length about 40 ft.; 12 ft. roadway, concrete floor; old stone abutments underpinned and capped with concrete; length of project 171 ft.
Hermon Penobscot	A. P. Wyman	12,200.	Wheeler Stream Bridge; concrete slab structure, clear span length 15 ft.; 24 ft. roadway, concrete surface; one new concrete abutment, one old stone abutment capped with concrete; length of project 266 ft.

TOLL COLLECTIONS

WALDO-HANCOCK BRIDGE Prospect — Verona

Toll Collections, January 1 - June 30, 19	45		
Automobile or 2-ton truck	27,301	\$0.35	\$9,555.35
Truck, over 2 to 3-1/2 tons	790	.50	395.00
Truck, over 3-1/2 to 6 tons	877	.75	657.75
Truck, over 6 tons	349	1.25	436.25
One or two horse wehicle	7	.15	1.05
Vehicle, more than 2 horses	1	.25	.25
Bus, 16 passenger or less	3	.50	1.50
Bus, over 16 passenger	20	.75	15.00
Motorcycle	32	.15	4.80
Commutation Tickets	211	3.50	720 50
Auto or 2-ton truck			738.50
Auto or 2-ton truck	318	5.00	1,590.00
Truck, over 2 to 3-1/2 tons	10	6.00	60.00
Truck, over 2 to 3-1/2 tons	7	15.00	105.00
Truck, over 3-1/2 to 6 tons, or bus 20 trips	32	9.00	288.00
Truck, over 3-1/2 to 6 tons, or bus 100 trips	49	20.00	980.00
Truck, over 6 tons	2	15.00	30.00
Truck, over 6 tons	23	30.00	690.00
			\$15 548.45

DEER ISLE-SEDGWICK BRIDGE

Deer Isle-Sedgwick

Toll Collections, January 1 - June 30, 1945			
Passenger 1	3,918	\$0.05	\$695.90
Automobile or 2-ton truck	4.272	1.00	4,272.00
Truck, over 2 to 3-1/2 tons	98	1.50	147.00
Truck, over 3-1/2 to 3 tons	249	2.00	498.00
Truck, over 6 tons	56	2.50	140.00
Horse vehicle	1	.25	.25
Bus, over 13 passenger	4	2.00	8.00
Motorcycle	16	.25	4.00
Commutation Tickets			

Commutation lickets				
Passenger	trips	 175	1.00	175.00
Auto or 2-ton truck			15.00	2,310.00
Auto or 2-ton truck round		1,944	1.50	2,916.00
Truck, over 2 to 3-1/2 tons, or small bus 20	trips	 18	22.50	405.00
Truck, over 2 to 3-1/2 tons, or small bus 100		3	100.60	300.00
Truck, over 3-1/2 to ô tons, or large bus 20		12	30.00	360.00
Truck, over 3-1/2 to 6 tons, or large bus 100	trips	 ô	125.00	750.00
Truck, over 6 tons	trips	 5	37.50	187.50

\$13,138.65

HIGHWAY PLANNING

Work was continued during the six months period with funds that had been already programmed during the preceding year in the regular highway planning survey activities and in the economic investigations.

The work of completing the economic investigations that were started in the preceding year received the most attention during the period. Considerable study was required in arriving at recommendations that would improve travel conditions in Augusta. Recommendations were finally made based on traffic data, time and travel studies, personal knowledge, and other pertinent facts with the decision being that the proper place for a new bridge was at a high level as close as possible to the present downtown Water Street district. This proposed bridge would alleviate to a considerable extent the congestion existing on downtown Water Street and at the present bridge and, furthermore, would improve conditions to a marked degree by eliminating the bad grades that must be traveled under present day conditions. Considerable work was also done in the Portland area, particularly as to the origins and destinations of travel. Delays were caused in the completion of this study as no final decision was reached until late in the spring relative to the feasibility of a toll highway. Furthermore, there has been, and is, considerable agitation for a combination bridge over the Fore River between Portland and South Portland replacing the present Vaughn Bridge and the Portland Terminal Company Bridge. The probable location of the approach road to Portland from the toll highway and the possible abandonment of Vaughn Bridge are important factors in the completion of the Portland Study.

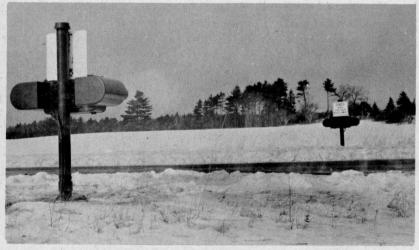
During this period further progress was made on the preparation of the loadometer and pit scale tables, annual statistical data relative to highway mileages were compiled, and assistance was furnished to the various agencies in the preparation of the finance and bond data. A new study was started consisting of an analysis of highway expenditures

as made by the minor governmental units of the State. An urban traffic count was made in Brunswick, and the traffic information that was obtained in the preceding year for Lewiston, Bangor, and Sanford was indicated on traffic flow maps for the respective areas.

Traffic data were obtained and expanded for the Highway Commission's selection of the proposed National System of Interstate Highways for the State. The various facts relative to this system were submitted to the Public Roads Administration in the form of maps and tabular material.

This State was selected by the Public Roads Administration to make an analytical study of the present condition and the estimated cost of improving the Federal aid secondary system to present day standards. Considerable work was done by this division in the compilation of the field data obtained.

The total expenditure for highway planning and economic investigations in urban places during the six months period was \$17,314.79. The unexpended balance for the same purposes at the end of the six months period was \$6,058.80.



PERMANENT AUTOMATIC TRAFFIC RECORDER - SOUTH CHINA

CHANGES IN TRAFFIC, MOTOR FUEL CONSUMPTION AND REGISTRATIONS JANUARY 1, 1945 TO JUNE 30, 1945

Month	Traffic <u>/l</u> Per Cent of Change			Motor Fuel Consumption <u>/2</u> Net Gallons used for High way Purposes						Motor Vehicle <u>/3</u> Registrations					
	1941-44	Years 944-45	1941-45	Thousan 1941	ds of Ga	11ons 1945		Cent of 1944-45	Change 1941-45	Number o	f Regis 1944	trations 1945		Cent of 1944-45	Change 1941-45
January	-13.4	- 4.4	-18.1	9,160	6,923	7,372	-24.4	+ 6.5	-19.5	18,264	17,013	32,458	- 6.8	+90.8	+77 • 7
February	-30.7	- 5.3	-33.8	9,393	5,812	5,839	-38.1	+ 0.5	-37.8	101,625	96,500	91,856	- 5.0	- 4.8	- 9.6
March	-19.0	+ 4.1	-16.5	9,937	7,388	8,931	-25.7	+20.9	-10.1	26,849	39,695	39,922	+47.8	+ 8.9	+48.7
April	-30.6	+ 5.0	-27.6	11,851	7,604	8,298	-35.8	+ 9.1	-30.0	18,241	11,224	10,679	-38.5	- 4.9	-41.5
Мау	-45.9	- 2.8	-38.5	15,113	9,956	9,976	-34.1	+ 0.2	-34.0	12,764	8,887	6,381	-30.4	-29.2	-50.0
June	-53.6	+ 8.6	-37.4	15,027	9,958	11,019	-33.7	+10.7	-26.7	8,629	5,877	5,118	-31.9	-12.9	-40.7
										,					
Cumulative	-31.6	+ 1.3	-30.9	70,481	47,641	51,435	-32.6	+ 8.0	-27.0	186,372	179,196	186,414	- 3.9	- 4.0	0.0

- 1/ Based on information from the Automatic Traffic Recorders located throughout the state.
- 2/ Gallons of Diesel fuel not included.
- 3/ Includes number of passenger cars, "for hire" vehicles, motor busses, ambulances, motor trucks, motorcycles, and school busses with "H" plates.

MOTOR TRANSPORT

The balance in the motor transport fund on January 1, 1945, was \$506,028.67. Income during the six-months period ending June 30, 1945, amounted to \$239,619.86. Expenditures during the same period amounted to \$317,393.88. The balance on June 30, 1945, was \$428,254.65.

On June 30, 1945, the inventory of parts, stock and equipment was as follows:

Shop and stock room equipment	\$27, 227.83
Stock (materials, supplies and	
parts)	169,271.28
Road construction and	
maintenance equipment	394, 826. 87
Total	\$591,325.98

ADMINISTRATION OF LAW TO CONTROL SIGNS

OUTDOOR ADVERTISING

An amendment to the Outdoor Advertising Law requiring that all license and permit fees be credited to the General highway fund and all costs of administration of the law be paid from the State Highway Commission Administration Fund, necessitated on June 30, 1945, a reimbursement to the general highway fund of \$3,915.00. Previously reimbursements to the general highway fund had been made at the end of each calendar year rather than at the close of the fiscal year.

The costs of administration of the law from July 1, 1945, to December 31, 1945, would normally require the \$3,915.00 that was transferred to the general highway fund.

Total fees received from January 1, 1945, to June 30, 1945, for outdoor advertising licenses amounted to \$3,085.00, and of that amount \$1,100.00 was paid for 11 licenses requiring a \$100.00 fee; \$1,900.00 was paid for 76 licenses

requiring a \$25.00 fee; and \$85.00 was paid for 17 licenses requiring a \$5.00 fee.

The total received from January 1, 1945, to June 30, 1945, for outdoor advertising permits amounted to \$3,670.00.

Net Receipts

11	licenses	at	\$100.00	\$1,100.00
76	*	#	25.00	1,900.00
17	Ħ	#	5.00	85.00
	permits			3,670.00
				\$6.755.00

Net Expenditures

Salaries	\$2, 184.00
Personal Expenses	636.83
Printing and Supplies	19.15
General Highway Fund	
Reimbursements	3,915.02
	\$6,755.00

PERMITS FOR LOADS EXCEEDING LEGAL LIMITS

From January 1, 1945, to June 30, 1945, 1047 permits were issued for loads requiring special permits. Permits were issued as follows: 306 for buildings; 440 for loads of wood logs and lumber; 69 for shovels and cranes; 31 for tractors, bulldozers, trailers and rollers; 201 for miscellaneous loads, such as culvert pipe, bagged wool, ship material, masts, hydrogen gas, combines, boats, guns, etc.

PERMITS TO OPEN HIGHWAYS

For the period from January 1, 1945, to June 30, 1945, water, gas, telephone, sewer companies and individuals made

application for a total of 95 permits to open state and state aid highways maintained by the State Highway Commission. Fees were collected for replacing 2428 square yards of plain and tar treated gravel surface, 14 square yards of bituminous macadam and 6 square yards of concrete.

ROUTE MARKERS AND TRAFFIC SIGNS

During this half of 1945 the work of the traffic engineering division continued as in the previous year. sign activities have been largely on a replacement or maintenance basis due to inability to obtain materials. course of several traffic studies for various cities and towns, the lack of proper directional signs and route marking through the compact sections was given serious consideration. Plans for improving these conditions were initiated which involved design of new type signs, development of methods of production, erecting and mounting these new signs especially at heavily congested intersections where the operation of the vehicle demands most of the motorist's attention and little time is afforded for obtaining proper directions. One noteworthy development was the use of oversize route markers which gave increased legibility as well as greater glance value. This new sign is better able to compete with advertising signs and other distractions normally found in congested areas. In rural sections the larger markers give the driver more advance warning of turning or intersecting routes.

Many cities and towns required advice and consultation on their present and post-war plans for handling their traffic problems. This service ranged from studies of problem intersections to complete traffic studies and recommendations on such subjects as parking, crosswalks, through streets, and speed control for some cities and towns. By assisting these cities and towns in solving their individual problems the Commission feels that they are better serving all highway users, and at the same time achieving a uniform policy and practice throughout the whole highway transportation system. The legislature recognized this fact in enacting Chapter 196,

P. L. 1945, during this period in the interest of uniform regulation and control of traffic.

Realizing that traffic congestion in the business section of Augusta is probably the "Number one" traffic problem in our state, particularly from the viewpoint of "through" traffic, considerable effort was expended planning the location of the proposed bridge so as to best serve both "through" and "local" traffic, which involved a study of the traffic data pertaining to capacity of roadways and intersections on the approaches, future increases in traffic, etc. Coupled with this problem was the more immediate one of making the best use of present facilities. The traffic engineer cooperated with the city authorities in planning and placing in operation the one-way street plan in the Augusta business section which has resulted in some improvement in traffic conditions for the present but which is by no means a solution to the problem.

Due to the low volume and local character of traffic it was decided not to place any pavement markings for restricted sight distance again this year. After the lifting of wartime restrictions on travel, later in the year, a study of the causes of accidents on our highways revealed the value of these markings under average traffic volume conditions so that every effort will be made to place them again another year.

WORKMEN'S COMPENSATION

Funds for paying compensation on account of injuries are apportioned from the general highway fund. The apportionment for the fiscal year ending June 30, 1945, was \$45,000.00.

During the six-months period ending June 30, 1945, there were 56 accidents on account of work which was under direction of the State Highway Department. During the same period

payments were made on 93 active cases.

Payments for compensation and medical bills amounted to \$17,595.07.

HIGHWAY AND BRIDGE BONDS

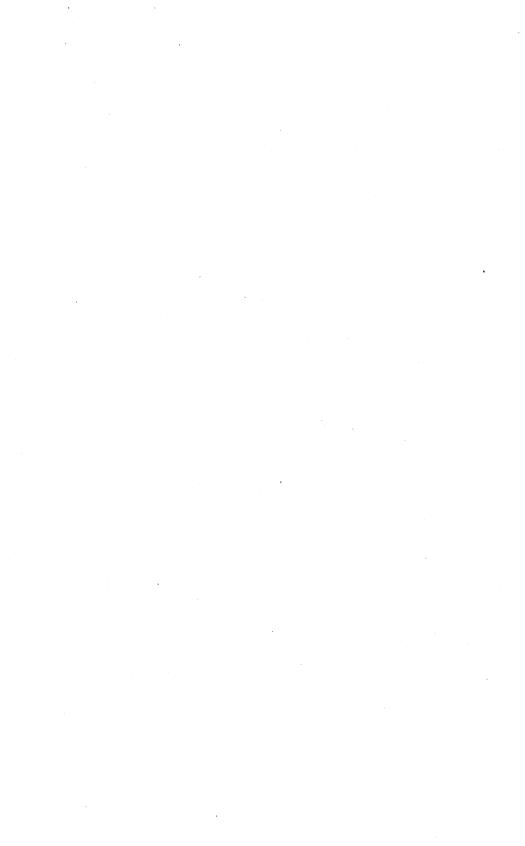
During the six-months period ending June 30, 1945, the sum of \$200,000.00 was paid to retire highway and highway and bridge bonds and the sum of \$264,811.00 was required to pay interest on outstanding bonds, making a total of \$464,811.00. These payments do not include any payments made on account of toll bridge bonds.

Outstanding bonds on June 30, 1945, amounted to \$15,062,500.00.

1945 SUMMARY OF EXPENDITURES

Construction, Maintenance, and Operating Accounts

Administration, State Highway Commission	\$106,484.73
State Highway Construction - Federal-aid Highways	109,079.90
Access Roads and Defense Projects - Federal	61,354.48
Post-war Surveys	14,310.56
State Aid Road Construction	14,445.59
Third Class Highway Construction	1,780.87
Special Legislative Resolves	17,878.39
Federal-aid Secondary Highway Construction	5, 246. 43
Maintenance, State and State Aid Roads	1,174,419.51
Snow Removal	1,081,695.00
Bridge Construction	65, 151.91
Elimination of Hazards at Railroad Grade Crossings	1,093.98
Maintenance of Bridges	67, 963. 23
Waldo-Hancock Bridge - Operating	7,081.12
Deer Isle-Sedgwick Bridge - Operating	4, 991. 46 4, 634. 06
Highway Planning	17,314.79
Motor Transport Division	317,393.88
Outdoor Advertising Control	2,839.98
Workmen's Compensation - Injuries	17,595.07
Maine Turnpike Authority	4. 35
Sub-Total	\$3,092,759.29
Bonds - Interest and Retirement	
Bonds - Interest and Retirement	
Carlton (Kennebec) Bridge	\$30,300.00
	\$30,300.00
Carlton (Kennebec) Bridge Interest	\$30,300.00 12,400.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge	
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest	
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds	12,400.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds Interest	12,400.00 8,880.00 264,811.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds	12,400.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds Interest	12,400.00 8,880.00 264,811.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds Interest Retirement Sub-Total	12,400.00 8,880.00 264,811.00 220,000.00
Carlton (Kennebec) Bridge Interest. Waldo-Hancock Bridge Interest. Deer Isle-Sedgwick Bridge Interest. Highway and Highway and Bridge Bonds Interest. Retirement. Sub-Total. Miscellaneous Expenditures	12,400.00 8,880.00 264,811.00 220,000.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds Interest Retirement Sub-Total	12,400.00 8,880.00 264,811.00 220,000.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds Interest Retirement Sub-Total. Miscellaneous Expenditures Reimbursements to Towns on Account of Work Previously Completed and Reported:	12,400.00 8,880.00 264,811.00 220,000.00
Carlton (Kennebec) Bridge Interest. Waldo-Hancock Bridge Interest. Deer Isle-Sedgwick Bridge Interest. Highway and Highway and Bridge Bonds Interest. Retirement. Sub-Total. Miscellaneous Expenditures Reimbursements to Towns on Account of Work	12,400.00 8,880.00 264,811.00 220,000.00 \$536,391.00
Carlton (Kennebec) Bridge Interest Waldo-Hancock Bridge Interest Deer Isle-Sedgwick Bridge Interest Highway and Highway and Bridge Bonds Interest Retirement Sub-Total Miscellaneous Expenditures Reimbursements to Towns on Account of Work Previously Completed and Reported: State Aid Road Construction	12,400.00 8,880.00 264,811.00 220,000.00 \$536,391.00



STATISTICAL TABLES and STATEMENTS

PROJECT EXPENDITURES

Construction and Reconstruction of State Highways Highway Loan Fund January 1,1945 to June 30,1945 (Includes Expenditures for Preliminary Engineering for Access Road Projects and for Future Construction).(Prefixes P.E.or A.E.)

Federal Aid				Plans	Construction		Right of Way		Labor	r		
Project	Highway	Town	Surveys	Plans and	Engineering	Adver-	and and	Sub-Total	and	Total	Federal Aid	Miscel- laneous
No.	nignway	10Wh	Surveys	Computations	and Inspection		Property Damage	5mb-16td1	Materials	1000	Credits	Credits
	L	L		Compared Crons	Julia 1.2 poc e Toli	1101119	1 rojarej banage j		Parter Iu ia	L	Credits	Credits
					AROOS	тоок						
	K	Blaine		\$395.00			\$9.60	\$404.60		\$404.60		
ĺ	ĸ	Bridgewater	1	180.00	1	1	}	, 180.00		180.00]	
	K-1	Fort Kent	İ	282:00			18.75	300.75		300.75		
	K-(1)	Frenchville	1	156.00	Į.	j	11.25	167.25		167.25		
	K	Grand Isle	1	8.00	1			8.00		8.00	1 1	
S'1-145-G (1)	K-7	Foulton		1	\$2,379.15	ļ	J	2.379.15	\$11.822.34	14,201.49	\$10,789.00	
	K-8	Macwahoc Plt.	1	224.00			!	224.00		224.00	1 1	
	K	Madawaska	į	8.00]	}		8.00		8.00	į .	
	K	Mars Hill					27.20	27.20		27.20		
Total	for Aroostook	County		\$1,253.00	\$2,379.15		\$33.80	\$3,398.95	\$11,822.34	\$15,521.29	\$10.789.00	
					CUMBE	RLAND						
		т				г						
AE-121-D (2)	С	Brunswick	į.	\$275.00	ł	ł		\$275.00		\$275.00]	
	C-3	Cumber land	i	224.00	1		1	224.00		224.00	1	
	С	Falmouth	1	491.00	1	1)]	491.00		491.00		
	C-3	Falmouth	1	704.40		l .		704.40		704.40	1	
AE-121-E (4)	С	Freeport	\$520.44	4,504.80	1	J	}	5.025.24		5,025.24	\$2,100.54	
SN-377-A (2)	C-3	Yarmouth			102.00	ł		102.00		102.00	1	
	С	Yarmouth	}	34.00		i	1	34,00		34.00		
	C-3	Yarmouth	119.36	302.40			[i	422.06		422.06		
Total	for Cumberland	d County	\$640.10	\$6,535.30	\$173.40			\$7,277.70		\$7,277.70	\$2,100.54	
					FRAN	KLIN						
	, ,,	New Sharon		\$296.50	1		\$407.48	\$703.98 .		\$703.98		
	V F		{	220.50	1	Ì	38.40	258.90		258.90	l	
	F	Rangeley Plt.	#00° 21				76.80	1,487.31		1,487.31		
	F	Sandy River	\$205.71 5.88	1,203.80	1	l	/5.80	1.487.31 5.88	}	5.88	1	
	L.,	,		 	 						ļ	
Total	for Franklin (County	\$212.59	\$1,720.80	Í		\$522.68	\$2,450.07		\$2.456.07		

					HANCOCK						
	Y N	Bucksport Funcock	\$263.52	\$2,478.87		\$184.16	\$184.1ô 2,742.39		\$184.16 2,742.39		
Total	for Hancock (County	\$263.52	\$2,478.87		\$184.16	\$2,928.55		\$2,926.55		
					KENNEBEC						
		1.			1		T			· 1	
AE-389-(1)	I	Benton Gardiner-Augusta	\$199.40	\$2.257.20		\$4.00 367.48	\$4.00 2,824.08		\$4.00		
AE-389-(1)	Q		2199.40	873.50		28.80	902.30	\$97.50	2,824.08		
		Cardiner		8/3.50		20.80	902.30	\$97.50	999.80	1	***
	Q H	Hallowell Fdry. Vassalboro		3,201.88			3,201.88		3,201.88	ĺ	\$50.
		Waterville	15.60	722.80			738.40		738.40	ì	
AE-SN-142-C (1)	H H-2	Winslow	1,173.00	2.063.17		54.00	3,290.17		3.290.17		
MC-34-142-C (1)	E E	Winthrop	1,1/3.00	62.40		46.50	108.90		108.90		
SN-257-J (1)	F	Winthrop-Manchester		02.40		40.30	100.50	400.00	400.00		
	L										
Total	for Kennebec	County	\$1,388.00	\$9.180.95		\$500.78	\$11,069.73	\$497.50	\$11,567.23		\$50.0
					LINCOLN			-	•		
	D	Damariscotta				(\$25.00)	(\$25.00)		(\$25.00)		
_	_ D	Wiscasset	\$43 .03	\$1,793.40		(\$20.00)	1.836.46		1,836.46		
Total	for Lincoln (County	\$43.06	\$1,793.40		(\$25.00)	\$1,811.46		\$1,811.46		
					OXFORD						
	В	T		\$29.49		\$129.42	\$158.91		\$158.91		
	Ť	Fryeburg Grafton		\$29.45		261.60	261.60		261.60		
	0	Rumford		31.20		29.70	60.90		60.90	1	
	s	Woodstock		31.20		50.17	50.17		60.17		
	3	Woodstock									
T-4-1	for Oxford Co	ounty		\$60.69		\$480.89	\$541.58		\$541.58		
ıota1											
10(01					PENOBSCOT						
10ta1	м	Brewer	\$507.20	r	PENOBSCOT		\$507.20	-	\$507.20		
ıotal	м	Brewer Dexter	\$507.20		PENOBSCOT	\$57.80			\$507.20 57.60		
ıotal	J	Brewer Dexter Enfield	\$507.20	\$44.50	PENOBSCOT	\$57.80	\$507.20 57.60 44.50				
SN-4 (2)		Dexter	\$507.20	\$44.50	PENOBSCOT	\$57.60 1,607.36	57.60	\$13,369.26	57.60	(\$9,119.25)	
	J K	Dexter Enfield	\$507.20	\$44.50 303.60			57.60 44.50 1.831.25 347.32	\$13,369.26	57.60 44.50 15.200.51 347.32	(\$9,119.25)	
	J K N	Dexter Enfield Enfield-Lincoln	\$507.20 4.50			1,507.56	57.60 44.50 1,831.25	\$13,369.26	57.60 44.50 15,200.51	(\$9,119.25)	
	K N J K	Dexter Enfield Enfield-Lincoln Garland				1,507.56 43.72 157.34	57.60 44.50 1.831.25 347.32 4.50 157.34	\$13,369.26	57.60 44.50 15.200.51 347.32 4.50 157.34	(\$9,119.25)	
	Ј К N Ј К	Dexter Enfield Enfield-Lincoln Garland Greenbush	4.50	303.60		1,507.56 43.72 157.34 .88	57.60 44.50 1.831.25 347.32 4.50 157.34	\$13,369.26	57.60 44.50 15.200.51 347.32 4.50 157.34	(\$9,119.25)	
	K N J K	Dexter Enfield Enfield-Lincoln Garland Greenbush Mattawamkeag				1,507.56 43.72 157.34	57.60 44.50 1.831.25 347.32 4.50 157.34	\$13,369.26	57.60 44.50 15.200.51 347.32 4.50 157.34	(\$9,119.25)	
SN-4 (2)	J K N J K K	Dexter Enfield - Lincoln Garland Greenbush Mattawamkeag Orrington Passadumkeag	4.50	303.60		1,507.56 43.72 157.34 .88	57.60 44.50 1.831.25 347.32 4.50 157.34	\$13,369.26 \$13,369.26	57.60 44.50 15.200.51 347.32 4.50 157.34	(\$9.119.25)	
SN-4 (2)	J K N J K K Y	Dexter Enfield - Lincoln Garland Greenbush Mattawamkeag Orrington Passadumkeag	4.50 134.94	303.60 1.642.38	\$223.59	1,507.56 43.72 157.34 .88 35.27 \$1,902.47	57.60 44.50 1.831.25 347.32 4.50 157.34 .88 1.812.59		57.80 44.50 15.200.51 347.32 4.50 157.34 .88 1,812.59		
SN-4 (2)	J K N J K K Y	Dexter Enfield - Lincoln Garland Greenbush Mattawamkeag Orrington Passadumkeag	4.50 134.94	303.60 1.642.38	\$223.59 \$223.59	1,507.56 43.72 157.34 .88 35.27 \$1,902.47	57.60 44.50 1.831.25 347.32 4.50 157.34 .88 1.812.59		57.80 44.50 15.200.51 347.32 4.50 157.34 .88 1,812.59		

PROJECT EXPENDITURES (Continued)

					SAGAD	AHOC						
SN-116-D (2) C-1	C-1 C-1 C-1 Q C-1 D	Buth Buth Buth Richmond West Buth Woolwich	\$10.77	\$408.00 739.57 1,028.10 1,314.40 1,600.30			\$310.54 18.00	\$408.00 610.54 739.57 1,046.10 1,314.40 1,511.07		\$408.00 610.54 739.57 1,046.10 1,314.40 1,611.07		\$3,064.
Total fo	or Sagadahoc	County	\$10.77	\$5,090.37			\$628.54	\$5,729.68		\$5,729.68		\$3.064.
		-		-	SOME	RSET						
PE-SN-378-A (1)	H H V	Fairfield Jackman Mercer	\$15.60 (13.50)	\$368.40 40.80 52.60			\$25.86	\$384.00 27.30 78.46		\$384.00 27.30 78.46		
Total fe	or Somerset	County	\$2.10	\$461.80			\$25.88	\$489.76		\$489.76		
					WAL	DO						
511-68 (3)	L D	Belfast Northport-Belfast Searsport		\$158.00	\$1,923.17		.78	\$155.00 1,923.17 .78	\$7,338.40	\$156.00 9,261.57 .78		
Total f	or Waldo Cou	nty		\$156.00	\$1,923.17		\$0.78	\$2,079.95	\$7,338.40	\$9,418.35		
					WASHI	IGTON					i	
NAE-376-B (1) AE-123-G (1) AC-5 (2)	N N N N	Muchias Pembroke Pembroke Perry-Pembroke Princeton	\$235.55 1,241.26 .45 182.58	\$142.40 126.00 1,299.85 153.00			\$ 36.30	3377.95 1.367.26 .45 1.482.43 219.80		\$377.95 1.367.26 .45 1.482.43 219.60		
Total fo	or Washingto	n County	\$1,359.84	\$1,721.75			\$66.60	\$3,447.69		\$3,447.69		
					YO	RK						
AE-390 (1) AE-392 (1)	U A-4	Alfred Alfred-Gray-Lebanon Kittery Kittery-Portsmouth	\$1,765.22 579.16	\$250.00 1,347.20 297.80			\$31.50 13.60	\$256.00 3,143.92 13.60 973.96		\$250.00 3,143.92 13.60 976.96	\$1,750.00	
SN-393-A (1)	U A-5 U A	Lebanon North Berwick Wells-Alfred York	44.30	2,368.55 832.10 213.60		\$58.18	61 .43	120.05 2,712.85 832.10 213.30	\$17,854.69	17,974.74 2,712.85 832.10 213.50		
	or York Coun		\$2,488.88	\$5,815.89		\$58.18	\$106.53	\$8,239.08	\$17,854,69	\$26,123.77	\$1,750.00	

PROJECT EXPENDITURES Construction and Reconstruction of State Highways Non Federal Aid Roads January 1,1945 to June 30,1945

Highway	Towns	Surveys	Plans & Computations	Construction Engineering & Inspect n.	Right of Way & Property Damage	Sub-Total	Labor & Materials	Total
	A-Range 2						\$500.37	\$500.37
Total fo	or Aroostook Co	unty	-				500.37	500.37
	Brownville- Millinocket						45.50	45.50
Total fo	or Piscataquis	County					45.50	45.50
					\$25.00	\$25.00	*2,101.88 *374.40	2,126.88 374.40
					25.00	25.00	2,476.28	2,501.28
	muary 1, 1945				\$25.00	\$25.00	\$3,022.15	\$3,047.15

^{*\$2,101.88} Overrun in cost beyond project agreement amount on Presque Isle Project #509.

^{** \$25.00} Amt. voted by the Commission of the cost of moving Shade Tree, for damage during construction of Glenwood F.A.S. Project 277-D in 1940. Paid to Merton E. Grant.

^{*** \$374.40} Gallion grader rental to State in Presque Isle, July 1944. Project #509.

PROJECT EXPENDITURES Access Roads - Federal Defence Area January 1,1945 to June 30,1945

Federal Aid Project No.	Highway Classification	Towns	Surveys	Plans and Computations	Construction Engineering and Inspection	Bight of Way and Property Damage	Sub-Total	Labor and Materials	Total	Federal Aid Credits
DA-RM 24	Woods Road	Bridgewater			\$311.01		\$311.01	\$9,970.10	\$10,281.11	\$3,493.00
DA-WR 15	City Streets	Houlton			800.11		300.11	13,512.90	17,313.01	
DA-RM 27	Woods Road	Knowles Corner			33.01		33.01	58.30	91.37	(
509	SH-K 10	Presque Isle						(2,101.88)	(2,101.88)	3,024.21
DA-WR 3	SH-K 16	Presque Isle	(\$5.42)	\$28.34	359.51	\$155.37	538.20	28,713.18	29,254.38	9,589.17
DA-WR 19	City Streets	Peakes Island				13.44	13.44	341.41	357.85	
DA-RM 20	Woods Road	T28 M.D Lead Mountain]				82.39	82.39	
DA-RM 31	Woods Road	T32-33-34 - Myra					1	(14.43)	(14.43)	3,290.93
DA-RM 30	Woods Road	T3 R3 - T2 R6			8.50		6.50	702.00	708.50	
DA-RM 11	JK 157	Brownville						(45.50)	(45.50)	6,900.00
DA-RM 25	Woods Road	Greenville-Little Squaw			72.71		72.71	1,334.31	1.407.32	
DA-RM 23	Woods Road	Katahdin Iron Works)	10.55		10.55	323.71	334.23	2,039.80
DA-RM 16	Woods Road	Spencer Pond						307.51	307.51	5,099.74
DA-RM 28	Woods Road	Mayfield			73.79		73.79	858.30	932.39	
DA-RM 29	Woods Road	Twp. 37		1			{	ે2.40	82.40	
DA-NR 8	SF'-A	Kittery						2,134.95	2,184.95	372.82
DA.NC 7	SH-A2	Sanf ord		(51.97)		250.82	198.95	l	198.85	8,544.47
		Totals,	(\$5.42)	(523.33)	\$1, 337.29	\$422.33	\$2.031.17	\$59,293.31	\$31,354.48	\$48,387.14

STATE HIGHWAY COMMISSION

CONSTRUCTION FEDERAL AID SECONDARY HIGHWAYS EXPENDITURES - January 1,1945 to June 30,1945 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 and Materials	Expend- itures 1945	Expenditures Prior to 1945	Total Expend- itures to June 30, 1945	Total Federal Credits	Contractor
25-C 343-C	Durham Mechanic Falls-	Andr.	S.A.	136	\$75.66		\$75.63	\$29.50	\$105.13		Survey Only by State
	Naples	Andr.	S.A.	11	18.00		16.00		16.00		
153-C	Turner	Andr.	S.A.	219	364.40		364.40	233.34	597.74		•
174-D	Fort Fairfield-								·		
	Caribou	Aroos.	S.H.	Alt. 1	18.00		16.00	l	13.00		"
40-A	Gorham	Cumb.	S.A.	114	745.87		745.87	30.40	776.27		, ,
AE-SN 23-B	Gray-Windham	Cumb.	S.A.	115	32.00		32.00	5,095.47	5,127.47		· •
8-4	Jerusalem	Fran.	S.A.	27	278.00		278.00		278.00		, ,
35-13	Mount Desert	Hanc.	S.H.	198	121.13		121.13	164.50	285.86		"
329-E	Sidney	Kenn.	S.A.	104	847.23		847.23	34,119.30	34,966.53		Work Done by State
49-A	Norway	Oxf.	S.A.	118	234.92		234.92	472.40	737.32		Survey Only by State
33-C	Corinth	Pen.	S.A.	43	404.28		404.28	264.06	668.34		"
335-C	Sangerville	Pisc.	S.A.	lô	680.10		680.10	265.73	945.83		"
362-C	Bowdoinham	Sag.	S.A.	24	101.40		101.40	75.66	177.03		. "
46-A	Smithfield	Som.	S.A.	137	354.68		354.56	54.00	408.86		"
32-C	St. Albans	Som.	S.A.	43	797.25		797.25	327.59	1,124.84		"
24-D	C∞dyville	Wash.	S.A.	13	53.20		53.20	29.50	82.70		[" [
6-C	East Machias	Wash.	S.A.	191	78.70		78.70	108.16	186.86		"
41 -B	Alfred	York	S.H.	U.S. 202	15.60		15.30		15.30		*
			Tota	ıls	\$5,246.43		\$5,246.43	\$41,269.61	\$45,516.04		

MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS January 1,1945 to June 30,1945

Item	Bituminous Concrete	Cement Concrete	Rituminous 'acadam	Surface Treated Cravel	Plain Gravel	Totals	%
Surface Treatment, Asphalt Surface Treatment, Tar Hauling Cover for Surface Treatment	\$646.06 17.20	\$50.00 3.135.32 1,328.68	\$32.52 5,519.15 3,279.40	\$139,409.92 110,803.89		\$82.52 148.710.45 115,432.17	.00 13.08 10.15
Retread Surfaces Painting Patching	41.73 1,015.17	9,353.95 2,008.94 5,327.43	104.82 519.87 15,157.75	11.06 7,966.07 243,384.69		9,469.83 10,536.64 264,885.04	.82 .92 23.31
Filling Joints, Concrete Surfaces Mud Jacking Gravel Surfacing	58.56	2,248.53 (940.51)		2,038.81	\$93,548.11	2,305.09 (940.51) 95,586.72	.20 8.41
Machining and Dragging Hauling and Applying Calcium Hauling Materials	219.07	779.94	7,239.12	26,343.22 156,693.39	49,149.76 890.96 101.76	75,492.98 890.96 135,033.28	6.64 .07 14.52
Machining and Hand Work Hauling Material (Shoulders) Surface Treatment of Shoulders	572.82 690.51 155.84	4,315.24 1,431.19 699.81	8,218.35 1,868.30 10.80	65,080.95 23,869.98 , 893.36	10,62 4. 99 3,50 3.2 5	88,812.35 31,363.23 1,759.81	7.81 2.75 .15
Installing and Cleaning Culverts Thawing Culverts Draining Water	902.58 126.28 871.86	1,424.44 357.22 1,515.97	3,728.80 384.07 3.366.18	22,496.48 4,592.03 30,872.57	5,388.27 463.10 8,509.85	33,920.55 5,922.70 43,136.23	2.98 .52 3.78
Erecting and Bepairing Guard Pails Painting Guard Rails Cutting Bushes	1,004.99 37.37 47.76	4.751.89 80.23 212.56	3.078.13 73.72 391.88	18.293.12 84.47 5.492.83	311.84 10.80 238.74	27,439.97 286.59 6,383.77	2.41 .02 .61
Mowing Grass Beautification Traffic Lines	287.29 495.88	58.18 315.38	194.43 343.52	170.58 587.97		710.51 1.748.05	.03 .15
Signs-Traffic	195.20	815.25	992.12	5,210.51	95.69	7,308.77	.64
Totals	\$7,383.20	\$39,237.94	\$54,505.96	\$864,298.38	\$170,813.92	\$1,136,275.70	100.00
				Supervision Total		\$38,143.81 \$1,174,419.51	

COUNTY TABLE EXPENDITURES FOR MAINTENANCE January 1,1945 to June 30,1945

County	State Highway	State Aid Highway	Total
Androscoggin	\$ 14,503.28	\$ 18,323.43	\$ 32,826.71
Āroostook	120,146.42	35,348.81	155,495.23
Cumberland	30,754.63	64,076.43	94,831.06
Franklin	21,340.06	16,670.84	38,010.90
Hancock	19,135.62	50,008.59	69,144.21
Kennebec	56,613.45	76.984.06	133,597.51
Knox	7,522.73	35,654.11	43,176.84
Lincoln	16,384.47	35,444.90	51,829.37
Oxford	22,573.24	28,443.62	51,016.86
Penobscot	28,191.33	75,715.25	103,906.58
Piscataquis	9,152.97	16,137.37	25,290.34
Sagadahoc	14,602.38	16.548.08	31,150,46
Somerset	37,703.41	55,675.42	93,378.83
Waldo	19,230.29	38,628.83	57,859.12
Washington	24,116.67	45,021.98	69,138.65
York	36,754.44	48,868.59	85,623.03
	478,725.39	657,550.31	1,136,275.70
Supervision	20,843.85	17,299.98	38,143.81
Totals	\$499,569.24	\$674,850.27	\$1,174,419.51

SNOW REMOVAL 1944-1945 Season

STATE HIGHWAYS	Mileage	2,813.63
Paid by State		
Total Paid by State		\$ 793,831.18
Total Paid by State and Towns	••	\$ 903,376.38
Average Cost Per Mile for State		
Total Average Cost Per Mile for State		\$282.13
Total Average Cost Per Mile for State and Towns		\$322.13
STATE AID AND TOWN WAYS	Mileage	11,658.27
Paid by State		
Pàid by State (For Supervision)		\$ 629,082.45
Paid by Towns		\$1,402,838.99
Average Cost Per Mile for State	\$51.28	
Average Cost Per Mile for State (Supervision) Total Average Cost Per Mile for State	2.68	\$53.96
Average Cost Per Mile for Towns	33.37	
Total Average Cost Per Mile for State and Town		•
ALL HIGHWAYS	Milleuge	14,471.90
Paid by State for Snow Removal		
Paid by State for Snow Removal (Supervision) Total Paid by State for Snow Removal		\$1,422,913.63
Paid by Towns for Snow Removal		£1,122,010.00
Total Cost	-	\$2,309,215.37
Average Cost to the State Per Mile		
Average Cost Per Mile (For Supervision)	-	\$98:32
Average Cost to the State Per Mile (Includes Supervision Average Cost to the Town Per Mile		
Total Average Cost Per Mile for State and Towns		\$159.53
Average Coss Per Mile (Less Supervision)		\$156.78
SNOW FENCE ERECTED		
Snow Fence Erected by the State on Highways	1,550,7	00 Linear Feet
Snow Fence Erected by the Towns (State Aid & Townways).	3,983,1	00 Linear Feet
Total Number of Feet Used on Accepted Mileage Total Number of Miles Used on Accepted Mileage		00 Linear Feet 48 Miles

FINANCIAL STATEMENTS

GENERAL HIGHWAY FUND ANALYSIS OF SURPLUS

Fiscal Year July 1, 1944 to June 30, 1945

Balance July 1, 1944			\$4,501,163.48
Credit Adjustment to Surplus:			
Refund from S. Prison on plates	\$8,320.35		
Checks cancelled issued prior 7/1/44	1.220.00	\$9,540.35	
Debit Adjustment to Surplus:			
Checks reissued	246.28		
Insurance adjustment	208.38		
'lighway Permits	193.72		
Plans & Specifications	91.00		
Beano adjustment	31.73	771.39	8,768.96
Adjusted Beginning Balance			4,509,932.44
Income:			
Gasoline Tax	4,359,370.85		
Motor Vehicle Req. Fees	4,003,040.33		
Non-Res. Excise Tax	4,312.79		
Auto Fines	18,832.45		
Permits to open Highways	2,321.58		
Income from Investments	35,489.54	8,423,937.87	
Allotments:			
Highway	7,539,928.63		
State Police	335,850.00		
Sec. of State Motor Vehicle Div.	181,000.00		
Bureau of Taxation - Gas Tax Div.	26,300.00		
Retirement	40,000.00	8,123,378.63	300,589.24
Lapsed Balances:			
State Police	9,704.12		
Highway Administration	1,600.30		
Sec. of State Motor Vehicle Div.	8,505.39		
Bureau of Taxation - Gas Tax Div.	9,375.98		
Outdoor Advertising	4,395.39		
Compensation for Injuries	11,170.27		44,751.73
, ,			345,340.97
			4,855,273,41
Less amount to agree with Controller			8,421.14
•		=	4.843.852.27
Controller Increased:			
Appro. 9080 allotment for charge off acct.	43.95		
State Police allotment in excess of			
Ch. 87 of 1943	7,774.20	•	
Controller Decrease:			
Gas tax revenue by Controller Accrual			
Highway Net Cash	392.99		
	8,511.14		
Special Resolve - Perham Acct.	90.00		
	, 8,421.14		

STATE HIGHWAY COMMISSIO

STATE HIGHWAY COMMISSION APPROPRIATION SUMMARY AVAILABLE FUNDS - EXPENDITURES - BALANCES Fiscal Year 1944 - 1945

TITLE OF APPROPRIATION	BALANCE BEGINNING 7/1/44	LEGISLATIVE ALLOTMENT	TRANSFERS	REVENUES	TOTAL AVAILABLE	EXPENDITURES	TRANSFERS	LAPSED BAL.	CARRYING BALANCES 6/30/45
Retirement of Bonds Bond Interest Administration of Commission Outdoor Advertising	3,087.52	1,774,000.00 552,723.00 201,200.00		542.88 7,133.00	1,774,000.00 552,723.00 201,742.88 10,220.52	1,774,000.00 552,723.00 200,108.06 5,824.83	34.52 480.87	1,600.30 3,915.02	
Improvement of State Roads Special Resolves Construction & Reconst. State High'y Maintenance of Bridges	131,315.99 190,452.49 91,335.06 90,314.88	159,750.25 220,000.00	23,404.81 825,00	1,213.00 2,817.48	155,933.80 350,827.74 91,635.06 313,432.36	32,925.00 85,519.23 3,047.15 161,987.52	625.00 26,979.76		122,383.80 238,328.75 88,587.91 151,444.84
Maint. of State & State Aid "ligh"y Maintenance of Unimproved Roads Third Class Roads Federal Defense Access Roads	5,707.20 37,383.82 (84,302.14	3,202,473.16	71.10 2.788.00	347,084.02 422.37 485,929.41	3,549,628.28 5,707.20 40,577.49 401,627.27	3,549,628.28 490.04 2,258.06 425,421.47	354.15		5,217.16 37,965.28 (23,794.20)
Compensation for Injuries Surfacing State & State Aid Highway Snow Removal High'y Planning Survey-Yaps & Statist.	35,351.27	45,000.00 1,323,782.22		23,839.90	45,000.00 65,851.27 1,347,619.12	33.829.73 1.347,619.12		11,170.27	65,851.27
Highway Planning Survey General Pighway Federal Allotment Special National Defense Project Post War Survey	7,273.86 233,573.32 65,373.03	16,000.00	34.52	18,151.23 11,880.00	41,459.61 233,576.32 65,373.03 11,880.00	35,400.81 25,540.53			6.058.80 233.576.32 65,376.03 (13,660.53)
Federal Secondary Roads Federal Crade Crossings Special Federal Motor Transport Bridge Loan Fund Mwine Turnpike Authority	6,068.41 125.458.54 49,451.25 234,335.57 3,987.33	30,000.00	1,000.00	(15.28) (840.85) 59,466.19	36,052,13 124,617,69 49,451,25 294,831,76 3,987,66	6,648.23 3,023.65 178.780.32 91.75	3		29,403.90 121,594.04 49,451.25 113,051.14 3,895.91
Highway Loan Fund Waldo-Hancock Bridge Richmond-Dresden Bridge Deer Isle-Sedgwick Bridge	369,501.93 103,071.44 (1,322.72) 3,781.13	3,000.00 12,000.00	53,848.54	219,037.28 35,482.55 8,106.85 31,309.75	888,539,24 138,553,99 9,484,13 103,939,42	352,288.34 57.891.00 8.749.10 93.008.17			536,250.60 80,662.99 735.03 10,931.25
General Highway Fund Highway Cash Account	\$2,035,038.54	\$7,539,928.63	\$81,751.97 480.37 90.00 \$82,322.34	\$1.251.556.08	\$10,908,275.22	\$8,933,803.99	\$28,474.10 53,848.54 \$82,322.64	\$16,685.59	\$1,926,311.54

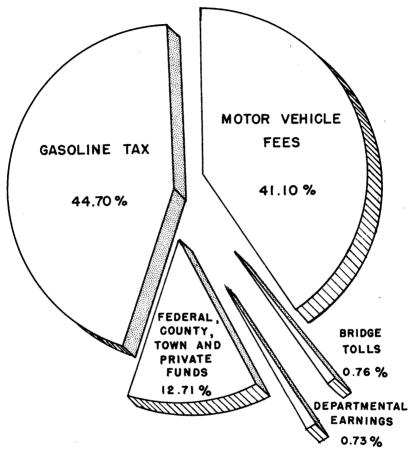
APPROPRIATION REVENUES FROM OTHER SOURCES Fiscal Year 1944-1945

Rentals	\$9,208.52	
Bridge Tolls Net	74,749.15	
Permits	7,133.00	
Miscellaneous Sales	33,264.78	
Penalties & Interest	3,053.24	
Federal	723,570.41	
Counties	27,120.00	
Towns	373,510.22	
Total Appropriation Revenue		\$1,254,612.32
Gasoline Tax	\$4.359.370.85	
Motor Vehicle Registration Fees	4,003,040.36	
Non-Res. Excise Tax	4,312.79	
Auto Fines	18,832.45	
Permits to Open Highways	2,321.58	
Income from Invest. of War Bonds	35,489.54	
·Total General Highway Fund Revenue		8,423,937.87
M. C. R. R. Interest Carlton Bridge	73,589.90	
Sale of Registers	250.00	
Total Carlton Bridge Revenue		78,819.90
Total Revenue All Sources		\$9,755,400.09

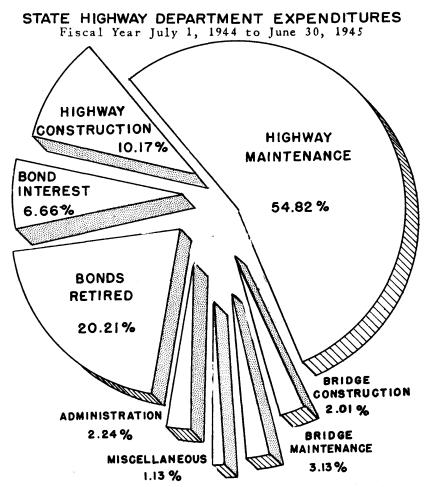
SUMMARY OF APPROPRIATION INCOME AND EXPENDITURES Fiscal Year 1944-1945

Total - Appropriation Balances July 1, 1944		\$2,035,038.54
Legislative Allotments from General Pighway Fund	\$7,539,928.63	
Appropriation Revenue from Other Sources	1,333,308.05	8,873,236.38
Total Funds Available		\$10,908,275.22
Expenditures		8,965,278.09 \$ 1,942,997.13
Balances Lapsed		16,385.59
Total - Appropriation Palances, June 30, 1945		\$ 1.926,311.54

STATE HIGHWAY DEPARTMENT INCOME Fiscal Year July 1, 1944 to June 30, 1945



SOURCE	AMOUNT	PERCENT
Gasoline Tax Net Motor Vehicle Fees Bridge Tolls Net Departmental Earnings* Federal, County, Town & Private Funds**	\$ 4,359,370.85 4,007,653.45 74,749.15 73,817.88 1,239,808.76 \$ 9,755,400.09	44.70 41.10 0.76 0.73 12.71 100.00
* Sale of Equipment * Auto Fines, Penalties & Permits **Interest Maine Central Railroad **Income from Invest. War Bonds	\$ 250.00 24,510.27 76,569.90 35,489.54	200,00



PURPOSE		AMOUNT	PERCENT
Highway Construction Highway Maintenance Bridge Construction Bridge Maintenance Miscellaneous Administration Bonds Retired* Bond Interest**	\$	908,107.78 4,897,737.44 181,804.27 246,435.79 100,687.65 200,108.06 1,806,000.00 595,923.00 8,936,803.99	10.17 54.82 2.01 2.76 1.13 2.24 20.21 6.66 100.00
* Highway & Bridge Bonds Retired **Highway & Bridge Bonds Interest * Waldo-Hancock Bridge **Waldo-Hancock Bridge Interest * Deer Isle-Sedgwick Bridge **Deer Isle-Sedgwick Bridge Interest	٤ _	1,774,000.00 552,723.00 20,000.00 25,200.00 12,000.00 18,000.00 2,401,923.00	

STATE HIGHWAY COMMISSION HIGHWAY GARAGE

Operating Statement July 1, 1944 to June 30, 1945

Revenue:		
Rental of Equipment to Others	\$90,411.43	
1 . , , ,	400 510 50	
Department		
Profit on Sales of Capital Assets		
Miscellaneous	105.71	·
		\$514,747.19
Expenses:		
General Overhead and Operating	\$53,289.41	
Auto and Working Equipment		
	110,000,000	456,387.27
Net Operating Profit		\$ 58,359.92
Cash Balance July 1, 1944	\$443,52 8.89	
Plus Operating Profit	58,359.92	
	501,888.31	
Less Increase in Assets	77,754.15	
	424,134.43	
Less Decrease in Accounts Payable	357.74	
1	423,776.72	
Surplus Adjustment for Period	4.477.93	
Cash Balance June 30, 1945	\$428,254.35	