

# MAINE STATE LEGISLATURE

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1980

MAINE PUBLIC DOCUMENTS

1944-1946

(in three volumes)

VOLUME II

21

Thirty-third Report  
of the



**MAINE  
STATE HIGHWAY  
COMMISSION**









Thirty-third Report

MAINE  
STATE  
HIGHWAY  
COMMISSION

*July 1, 1945 to*

*June 30, 1946*





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COMMISSIONERS  
STILLMAN E. WOODMAN CHAIRMAN  
GEORGE C. LORD  
CORNELIUS J. RUSSELL  
—  
LUCIUS D. BARROWS  
CHIEF ENGINEER



State Highway Commission  
State of Maine  
Augusta

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

We have the honor to present the thirty-third report  
of the State Highway Commission, for the period July 1,  
1945 to June 30, 1946.

Respectfully yours,

*Steward*

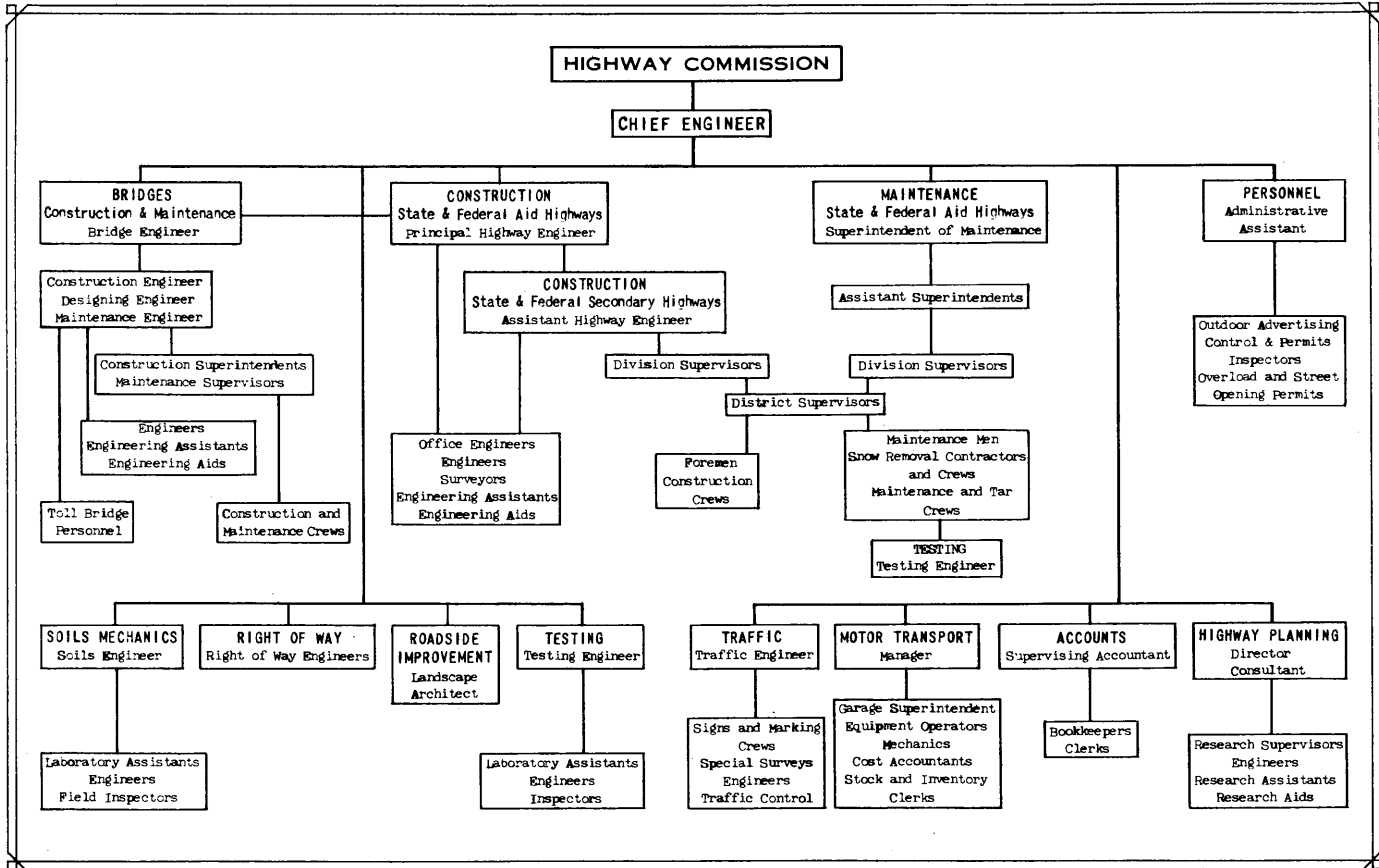
Chairman

*George C. Lord*  
*C. J. Russell*

State Highway Commission

Augusta, Maine  
December 31, 1946

# Organization Chart



# ADMINISTRATIVE OFFICERS OF THE STATE HIGHWAY COMMISSION

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July 1, 1945 to June 30, 1946

## STATE HIGHWAY COMMISSION

Stillman F. Woodman, Chairman  
George C. Lord  
Cornelius J. Russell

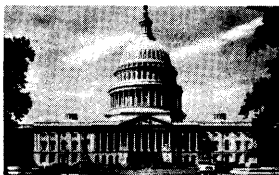
Machias  
Wells  
Bangor

## PERSONNEL

Lucius D. Barrows	Chief Engineer
Max L. Wilder	Bridge Engineer
Charles A. Whitten	Bridge Construction Engineer
Clarence L. Partridge	Bridge Designing Engineer
Roy A. Wentzel	Bridge Maintenance Engineer
Ernest L. Merrill	Principal Highway Engineer
H. Stanley Weymouth	Assistant Highway Engineer
R. Morrell Page	Office Engineer
Edward W. Axtell	Right of Way Engineer
Kenneth T. Brown	Landscape Architect
John B. Church	Superintendent of Maintenance
J. Wesley Dority	Assistant Superintendent of Maintenance
Ira B. Hagan	Assistant Superintendent of Maintenance
John C. Burnham	Administrative Assistant
Ralph H. Sawyer	Traffic Engineer
Hamilton Gray	Soils Engineer
H. Walter Leavitt	Testing Engineer
Fred G. Eaton	Director, Research and Statistics, Planning Division
Rae D. Graves	Consultant, Planning Division
Alton W. Blaisdell	Manager, Motor Transport Division
Russell W. Carter	Supervising Accountant

# Thirty-third Report of the State Highway Commission

## THE NEW FEDERAL-AID PROGRAM



The provisions and conditions of the Federal-aid Highway Act of 1944 were outlined and explained in the Report of the State Highway Commission for the calendar year 1944 (Thirty-second Report).

Apportionment of federal aid under this act to the states for the fiscal year ending June 30, 1946, was made by the Federal Works Administration on January 6, 1945, and on May 13, 1946 for the second post war fiscal year which ends on June 30, 1947.

The apportionments made to the State of Maine are as follows:

Fiscal Year	Sums Apportioned for			Total
	Federal-Aid Highway System	Secondary or Feeder Roads	Urban Highways	
1946	\$1,948,954	\$1,404,017	\$560,538	\$3,913,509
1947	\$1,948,844	\$1,403,942	\$560,538	\$3,913,324

According to the terms of the federal act, apportionment for the third post war fiscal year, 1948, will be made within twelve months after the apportionment for the second post war fiscal year.

## STATE MATCHING FUNDS

The federal share of the costs of highway and bridge construction projects is limited to 50 per



## STATE HIGHWAY COMMISSION

centum, except that the federal share in the costs of rights of way is limited to one-third, so that the State pays one-half of the cost of construction and engineering and two-thirds of the cost of rights of way.

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 fifty per centum. The state, therefore, is not required to match federal funds for construction costs of such projects, but is required to pay one-half of all costs for rights of way.

The Ninety-second Legislature in 1945 was faced with the problem of providing funds to match new federal aid apportioned and to be apportioned under the terms of the Federal-aid Highway Act of 1944, for resuming apportionments of funds to cities and towns for state aid road construction and other secondary road work which had been eliminated during the war years, for making larger appropriations for maintenance and snow removal, and for continuing construction of bridges under the general bridge act.

The Legislature in 1945 enacted laws which authorize sufficient funds to match one-half of the total federal aid to be apportioned to the State for the three post war fiscal years, 1946, 1947 and 1948, which is the total of the authorizations of the Federal-aid Highway Act of 1944.

The total of state matching funds authorized was \$5,953,000, of which \$3,453,000 was to be provided through a reissue of highway bonds during the biennium ending June 30, 1947, and an apportionment of \$2,500,000 from the unappropriated general highway fund surplus during the same period.

If the balance of the federal aid is to be accepted and obligated, it will be necessary to pro-

### THIRTY-THIRD REPORT

vide additional state matching funds of approximately the same total amount -- \$5,953,000.

Unless the federal law is changed, the apportionment of federal aid for each fiscal year must be obligated by agreement with the Commissioner of Public Roads not later than one year after the end of the fiscal year for which it was apportioned, which means that all new authorizations for state matching funds must be in force before June 30, 1949.

The following table has been prepared to illustrate the situation with respect to federal aid and corresponding state matching funds:

	Federal Funds Apportioned for Fiscal Year 1946. Good for Obligation to Projects until June 30, 1947 --- State Funds	Federal Funds Apportioned for Fiscal Year 1947. Good for Obligation to Projects until June 30, 1948 --- State Funds	Federal Funds To be Apportioned for Fiscal Year 1948. Good for Obligation to Projects until June 30, 1949 --- State Funds
Federal Aid	\$3,913,509	\$3,913,324	\$3,913,324 (1)
State Funds - Authorized	\$3,968,667 (2)	\$1,984,333 (2)	
State Funds - Required but not Authorized		(\$1,981,334)	(\$3,968,566)

(1) Estimated

(2) Total amount - \$5,953,000. Includes: Authorized reissue of bonds, \$3,453,000, during biennium ending June 30, 1947; Apportionment of \$2,500,000 from unappropriated general highway fund surplus.

Because of conditions which have existed since the end of the war, it has not been possible, or even advisable, to proceed with the highway program on a scale contemplated when the Federal-aid Highway Act was approved. Labor has not been available, and it has been very difficult to obtain materials and needed equipment on a firm price basis and on other than indefinite delivery dates. Conditions which

## STATE HIGHWAY COMMISSION

have prevailed since the end of the war have greatly increased the cost of doing work and have slowed up highway and bridge construction.

No highway bonds were reissued during the fiscal year 1946, and because the highway program has been delayed it does not now appear that it will be necessary to reissue any bonds during the fiscal year 1947 in order to finance federal-aid highway and bridge contracts now under way and projects which have been programmed. However, the proceeds of the reissue of bonds authorized by Chapter 134 of the Private and Special Laws of 1945 will be needed to complete the work. The Commission, therefore, recommends that the expiration time of reissuing bonds authorized by the above mentioned Act be extended to June 30, 1947.

How to provide state matching funds in order to obligate the balance of federal aid, if the State accepts it, will be a problem of the 93rd Legislature.

The following statement is presented with respect to highway bonds issued before 1925 which may be reissued as they are retired, by authority of the Legislature:

Total of bonds retired which could be authorized by the Legislature for reissue, as of June 30, 1945,		\$5,237,500
Additional amount to June 30, 1946,	\$424,000	
Additional amount to June 30, 1947,	505,000	
Additional amount to June 30, 1948,	503,000	
Additional amount to June 30, 1949,	<u>504,000</u>	<u>1,936,000</u>
		\$7,173,500
Authorized for reissue during biennium ending June 30, 1947		<u>3,453,000</u>
Balance which could be authorized by the Legislature for reissue during the biennium ending June 30, 1949,		\$3,720,500

The bonds which will be retired during the fis-

## THIRTY-THIRD REPORT

cal years 1948 and 1949 amount to \$3,358,000. Following the policy of two years ago, it would be possible for the Legislature to authorize the reissue of bonds during the two-year period ending June 30, 1949, in the amount of \$3,358,000 without exceeding the total of bonds to be retired during the same period.

In view of the expected increase in income from the gasoline tax and motor vehicle registration fees, it is probable that \$250,000 each year can be set aside from the general highway fund during the biennium ending June 30, 1949, for matching federal funds, without decreasing the present expenditure level of other major highway activities and allow certain necessary increases for snow removal, bridge construction and bridge maintenance.

On the above basis it will be necessary to find \$2,095,000 from other sources during the biennium ending June 30, 1949, for matching federal aid.

### OLD FEDERAL FUNDS

The following is a statement of the unprogrammed balances of federal-aid funds for the State of Maine as of June 30, 1946:

Fiscal Year	Federal Aid Highway System	Secondary or Feeder Roads	Grade Crossings
1941	\$ 0.02	\$ 0.00	\$ 0.00
1942	5,740.00	0.00	2,599.04
1943	6,394.10	0.00	3,000.00
	<u>\$ 12,134.12</u>	<u>\$ 0.00</u>	<u>\$ 5,599.04</u>

It is estimated that old balances of state matching funds are ample to complete all programmed work and to obligate the above unprogrammed balances.

STATE HIGHWAY COMMISSION

**ALLOCATION OF THE GENERAL HIGHWAY FUND  
FOR THE FISCAL YEAR 1946**

Apportionments from the general highway fund for State Highway Department activities were set up for the fiscal year ending June 30, 1946, under the provisions of Chapter 136, Private and Special Laws of 1945.

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."

The following statement shows the amounts of the apportionments made from the general highway fund for the fiscal year 1946:

ITEMS - SECTION 1		AMOUNTS
A	Bond Interest	\$ 496,700.00
B	Bond Retirement	1,724,000.00
C	State highway Commission	
1	General Administration	\$ 177,899.00
2	Highway Planning	16,000.00
3	Maintenance of Bridges	200,000.00
4	Maintenance-State & State Aid Roads	3,700,000.00
5	Snow Removal	1,200,000.00
6	Construction of Bridges General Bridge Act	450,000.00
7	Interest on and Retirement of ancock-Sullivan Bridge Bonds, Chapter 82, Private & Special Laws of 1943	6,230.00
8	Roads on North Haven, Vinallhaven, Swan's Island, Isle au Haut, and Cranberry Isle, Chapter 99, Private & Special Laws, 1937, and Chapter 87, Private & Special Laws, 1939	4,000.00

# THIRTY-THIRD REPORT

9	Compensation for injuries, Workmen's Compensation Act	50,000.00	\$5,804,129.00
D	State Police		
1	General Administration		407,814.00
E	Public Buildings		
1	State Police Headquarters, Maintenance	5,956.00	
2	Motor Vehicle Registration, Maintenance	11,937.00	17,893.00
F	Secretary of State		
1	Motor Vehicle Division, for expenses of registering motor vehicles and licensing drivers		205,000.00
G	Bureau of Taxation		
1	Administration of Gasoline and Use Fuel Tax		21,550.00
I.	Contributions and Transfers to Other Funds		
1	To the general fund for accounting and auditing services rendered to the State Highway Commission	46,358.00	
2	To special revenue funds for auditing services rendered to the State Highway Commission	2,475.00	
3	To Public Service Enterprises for toll bridge deficits (Deer Isle-Sedgwick Bridge -- Richmond-Dresden Bridge)	14,950.00	
4	To Trust and Agency Funds for Employees' Retirement System	95,500.00	159,283.00
	Total, Appropriations, Section 1		<u>\$8,836,359.00</u>

	ITEMS - SECTION 2	AMOUNTS
	Apportionments Authorized to be Made from Unappropriated General Highway Fund Surplus.	
A	Construction of State Aid Highways	\$1,220,000.00
B	Resolves of the Legislature for con- struction and repair of highways and bridges	150,000.00

## STATE HIGHWAY COMMISSION

C	For expenditures authorized by the Legislature for construction, maintenance and repair of roads and bridges	18,000.00
L	For expenditures on unimproved roads, Town Road Improvement Fund	200,000.00
E	Authorization for apportionment of \$2,500,000 to match federal funds during biennium ending June 30, 1947. Apportioned to June 30, 1946	27,702.00
F	Authorizations for additional apportionments for bond interest and retirement. Apportioned to June 30, 1946	0.50
G	Authorization for additional apportionments for maintenance and betterment of state and state aid highways.	
	Apportioned for summer maintenance to June 30, 1946	\$ 494,995.54
	Apportioned for snow removal to June 30, 1946	442,393.42
		937,388.96
H	Authorization for additional apportionments for construction of bridges under the terms of general bridge act	2,640.01
I	Authorization for additional apportionments for extra administrative costs	
	Apportioned to other departments	591.33
	Total, Apportionments, Section 2	\$2,556,322.80

ITEMS	AMOUNTS
State Police Barracks, Chapter 107, Private & Special Laws, 1945	\$ 22,500.00
Claim, New England Shipbuilding Corporation, Chapter 31, Resolves of 1945	150.00
Claim, Joseph Martin, Eagle Lake, Chapter 33, Resolves of 1945	150.00
Claim, Henry K. Morey, Deer Isle, Chapter 34, Resolves of 1945	850.00
Town of Greenville, Chapter 90, Resolves of 1945	2,500.00

## THIRTY-THIRD REPORT

Claim, Fox & Ginn, Inc., Chapter 94, Resolves of 1945	253.00
Additional amount required under terms of Chapter 82, Private and Special Laws of 1943 (hancock-Sullivan Bridge)	378.00
Total, Appropriations from General Highway Fund under other Legislative Acts	<u>\$ 26,781.00</u>
Total of Apportionments made under Chapter 136, Private & Special Laws of 1945, and under other Legislative Acts	<u><u>\$11,419,472.80</u></u>

Under the terms of the act to allocate the general highway fund, Chapter 136, Private & Special Laws of 1945, it was provided that apportionments included under Section 1 be made from income to the fund during the fiscal year 1946, and that apportionments authorized to be made under Section 2 be taken from the unappropriated general highway fund surplus with approval of the Governor and Council.

It will be noted that the apportionment of \$1,220,000 for construction of state aid roads (Section 2-A) has been divided, and that of the total the sum of \$350,000 shall be known as the mileage apportionment for state aid road construction and reconstruction. This fund is apportioned to towns on the basis of fourth class road mileage.

This fund may be used for the following purposes:

First, for the reconstruction and resurfacing of improved third class highways until all such highways have been placed in suitable condition to be reclassified by the Commission as improved state aid highways, and to be maintained as such;

Second, if there are no third class roads which need to be reconstructed, the apportionment may be used for reconstruction of improved state aid roads which, in the opinion of the Commission, need to be



## STATE HIGHWAY COMMISSION

rebuilt, and

Third, if there are no third class or state aid roads which need to be rebuilt, the apportionment may be used for regular state aid road construction.

It is not required that this mileage apportionment be matched with town funds.

The object of this act is to make provisions to have eventually one system of state secondary road construction with definite provisions for maintenance, but to require that all such roads to be included in the state aid road system, and accepted for maintenance, shall first be brought up to a standard approved by the Commission.

The balance of this apportionment, \$870,000, is apportioned to towns for state aid road construction as in past years.

## HIGHWAY INCOME AND EXPENDITURES

A year ago it was estimated that income to the general highway fund for the fiscal year 1946 would amount to \$8,903,250. Because of substantial increases in income items, principally in gas tax and motor vehicle registration fees, the actual income was \$10,408,140. On the other hand, the cost of carrying on the major items of work, maintenance and snow removal, was greatly in excess of the amounts set up for these activities on the basis of previous estimates. For these two items it was necessary to take the additional sum of \$937,388 from the unappropriated general highway fund surplus.

A year ago it was estimated that there would be a balance of approximately \$724,000 in the unappropriated general highway fund surplus at the end

## THIRTY-THIRD REPORT

of the biennium, June 30, 1947. Revised estimates now indicate that this balance will be approximately \$1,390,000.

Looking ahead to the fiscal years 1948 and 1949, estimates of income include \$11,230,835 for the fiscal year 1948 and \$11,552,605 for the fiscal year 1949. If income holds up to this, present highway department activities financed from the general highway fund can be carried on at about the present expenditure level and allow an increase of \$300,000 each year for snow removal, an increase of \$300,000 for bridge construction under the general bridge act, and an annual increase of \$100,000 for bridge maintenance, all of which, in the opinion of the Commission, are badly needed. With the increased cost of doing work, we have to remember that the above does not provide a corresponding increase in accomplishment when compared with prewar conditions and prewar dollars.

## OTHER PROBLEMS

### SNOW REMOVAL

In Maine, state funds for snow removal are applied to all classes of highways, including town roads. When the snow-removal program started in the winter of 1927-28, it included 3075 miles of which 1038 miles were state highways, 955 miles, state aid highways; and 1082 miles were town roads. The total expenditure was \$69,638, of which \$30,819 was paid from state funds and \$38,819 from town funds.

Last winter, 1945-46, the total mileage in the snow removal program had increased to 14,553 miles and the total expenditure was \$2,596,093. The total mileage included 2802 miles of state highways, 5257 miles of state aid roads and 6494 miles of town roads.

## STATE HIGHWAY COMMISSION

The increasing expenditure for snow removal is a matter of concern because it is taking a large share of highway income. For the fiscal year 1946 over 15 per centum of the income to the general highway fund was expended for the state's share of the cost of snow removal.

There has been a large increase in the cost a mile for snow removal due in large part to increases in wages and equipment costs, but also in part to the fact that with the increased use of motor vehicles during the winter, the public has been demanding better and safer roads.

It is expected that it will be necessary to draw on the surplus general highway fund for additional funds to the amount of \$300,000 for snow removal for the winter of 1946-47, and an increase of \$300,000 will be recommended for each of the fiscal years 1948 and 1949.

### BRIDGE CONSTRUCTION

For the fiscal year 1946 the sum of \$450,000 was apportioned for the state's share of the cost of bridges under the bridge act on state aid and third class highways, and for the construction of bridges on the state highway system not built as federal aid projects. No apportionment of state funds was made for this purpose in the two preceding years, and only \$200,000 for the year 1942-43. The sum of \$450,000 is authorized for apportionment for the fiscal year 1947.

Although only half of the apportionment available for 1946 had been obligated for work actually under way at the end of the year, due to lack of material and labor, the applications for aid filed, and the increased cost of work, indicate that the apportionments for the fiscal years 1947-48 and 1948-49 should be a minimum of \$750,000 each year to take care of the bridges most needed for safety of traffic. During the war years 1941 to 1945 very little could be done.

## **THIRTY-THIRD REPORT**

### **BRIDGE MAINTENANCE**

Much bridge maintenance was deferred during the war, and part of the work done was in the nature of temporary repairs. The balance of about \$128,000 on June 30, 1946, will provide for some work of a better type on a few bridges. It has been very difficult to carry on this work. Material ordered in December, 1945, has not yet been delivered because of prevailing conditions.

The Commission proposes to recommend that the apportionment for this activity be increased from \$200,000 to \$300,000 for each of the fiscal years 1948 and 1949. This increase will not provide for more work than accomplished in prewar years, but will be requested to partially offset the increased cost of materials and labor.

### **NEW HIGHWAY ACTIVITIES**

In considering the allocation of the general highway fund to be submitted in the budget recommendations for the fiscal years 1948 and 1949, the Commission has been mindful of the problem of matching federal aid and will suggest that \$250,000 be apportioned from the general highway fund for each of the fiscal years 1948 and 1949.

- It is believed, however, that consideration may well be given to providing additional revenue over and above that needed to match federal funds in order to permit the use of state funds for work independent of federal aid.

### **NON-FEDERAL STATE HIGHWAYS**

For many years practically all funds appropriated for the construction of state highways have been pledged to match federal aid, with the result that it has been impossible to undertake needed improvements on designated state highways which are not included in the approved federal-aid highway system. At the present time approximately 1400 miles of road classified as state highways are not included in the

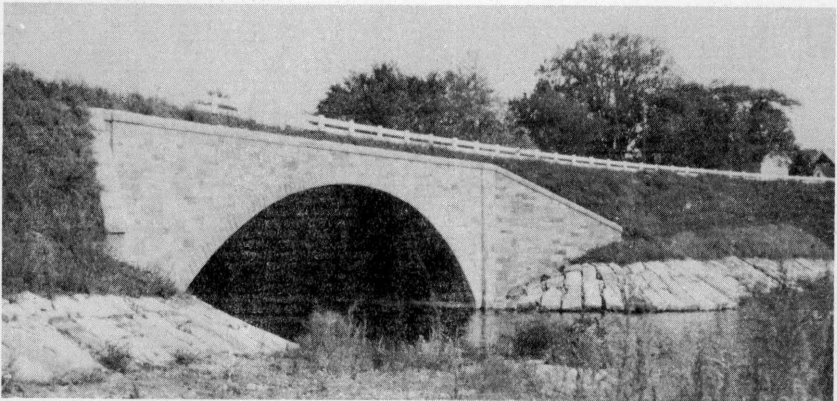
## STATE HIGHWAY COMMISSION

regular or primary federal-aid system. Of this mileage, to date 1015 miles have been made a part of the new federal-aid secondary highway system, but it will not be possible to reach all work needed with secondary federal-aid funds at the rate this work can be advanced.

### BETTERMENTS AND RECONSTRUCTION

We believe there is a real need of funds for reconstructing or salvaging many miles of old improved state highways which have been constructed either with or without federal funds. A substantial part of the mileage classified as improved state highway, and taken over for maintenance, was constructed as state aid roads many years ago. There is need to provide better drainage, widening and resurfacing, work which would not involve complete reconstruction, but which we feel would furnish additional years of satisfactory service without large reconstruction expenditures. Such work would relieve the excessive maintenance expenditures now necessary to keep these roads passable.

It is believed that additional funds of at least \$3,000,000 a year are needed to provide the necessary additional funds to match federal aid, and to provide for the reconstruction of state highways and other activities.



**EAST ROCHESTER, N.H. - LEBANON, ME. BRIDGE**

# THIRTY-THIRD REPORT

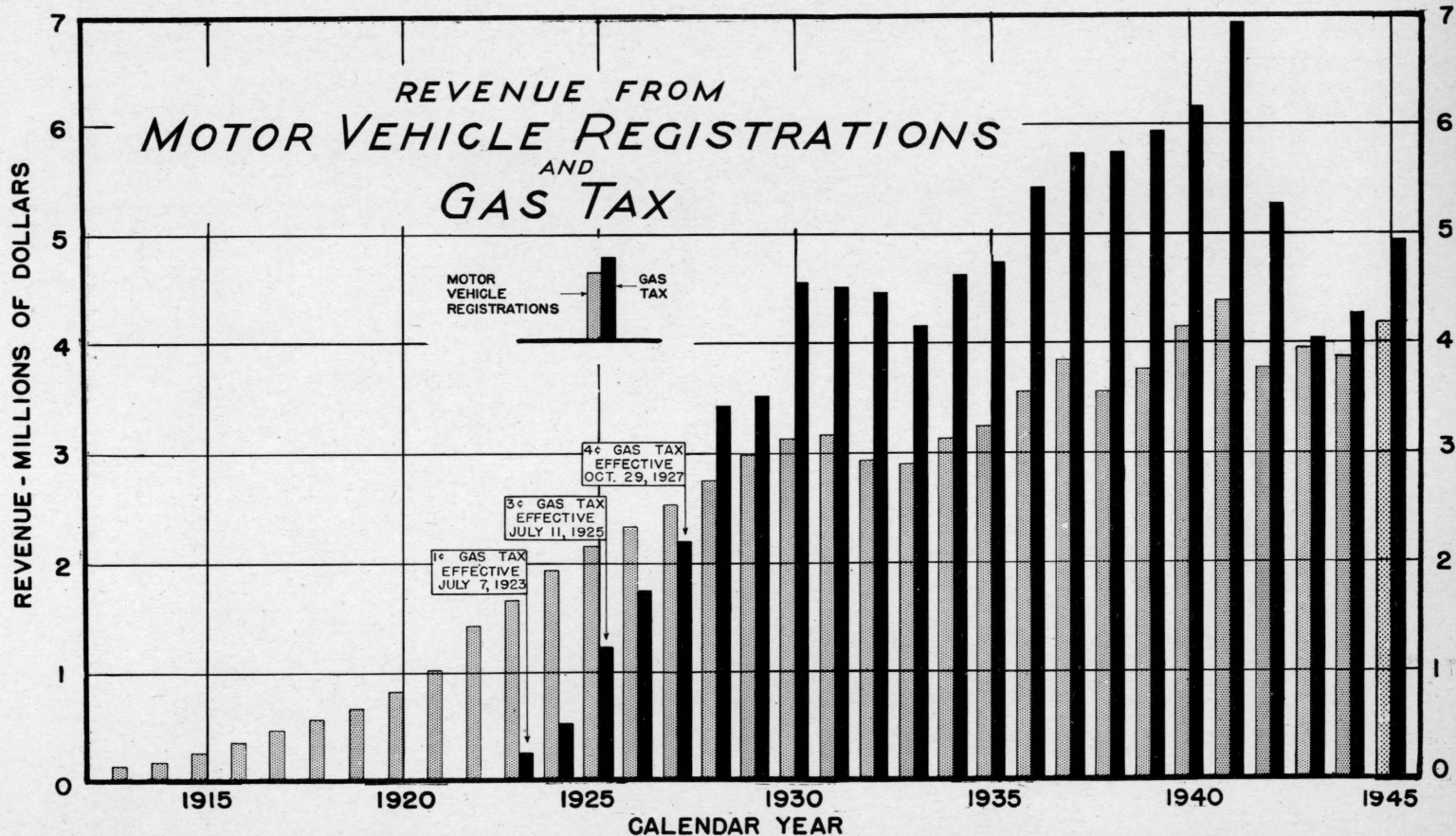
## REVENUE FROM GAS TAX AND AUTO REGISTRATION FEES (See Chart)

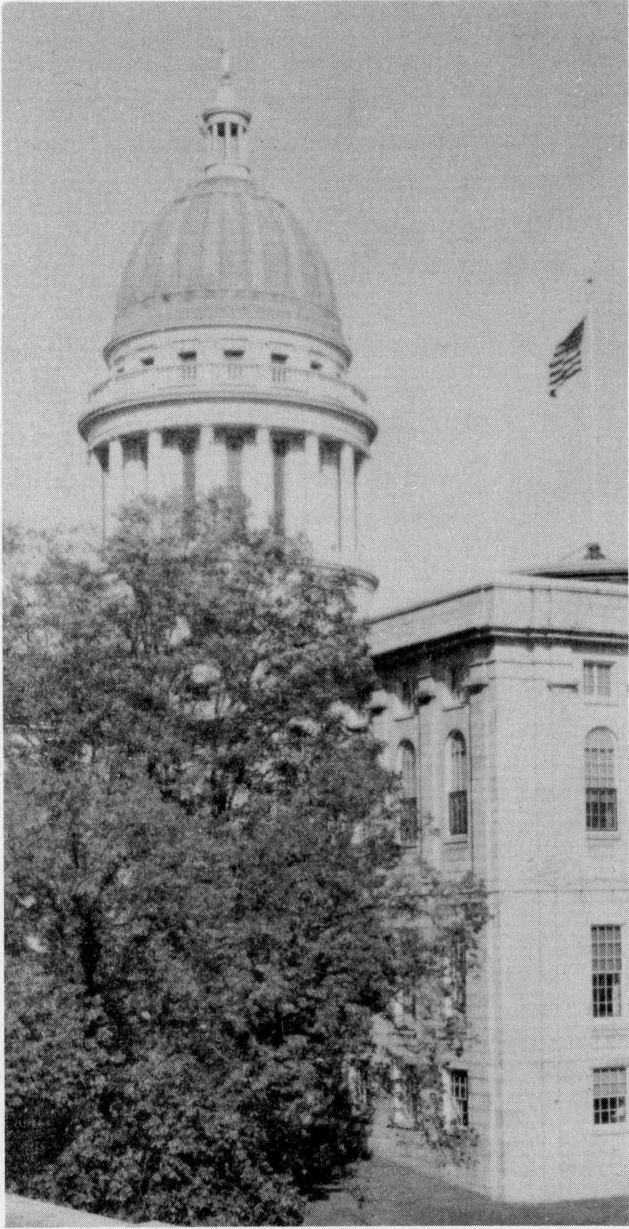
Year	Gas Tax	Auto Registration and Drivers' License Fees	Total
1913	\$	\$138,510.00	\$
1914		192,542.14	
1915	-----	238,399.53	
1916		366,069.50	
1917		488,061.75	
1918		570,171.00	
1919		685,570.25	
1920	-----	818,755.50	
1921		1,004,913.75	
1922		1,417,507.57	
1923		1,660,268.17	
1924		1,933,561.37	
1925	-----	2,146,719.47	
1926		2,324,024.52	
1927	5,933,315.43*	2,529,654.12	8,462,969.55
1928	3,424,019.80	2,735,180.15	6,159,199.95
1929	3,503,955.71	2,992,541.94	6,496,497.65
1930	-4,580,249.48--	-3,125,226.93-----	-7,705,476.41
1931	4,524,326.59	3,159,424.72	7,683,751.31
1932	4,481,925.37	2,943,856.00	7,425,781.67
1933	4,166,808.92	2,898,722.14	7,065,531.06
1934	4,323,866.57	3,135,520.39	7,459,386.96
1935	-4,731,243.44--	-3,246,569.43-----	-7,977,812.87
1936	5,425,995.70	3,560,991.47	8,986,987.17
1937	5,754,753.09	3,836,003.65	9,590,756.74
1938	5,755,119.24	3,552,553.24	9,307,672.48
1939	5,945,437.22	3,734,431.00	9,709,868.22
1940	-6,157,764.05--	-4,141,878.58-----	-10,299,642.64
1941	6,918,589.31	4,395,965.01	11,314,554.32
1942	5,283,704.95	3,728,129.10	9,011,834.05
1943	4,029,087.14	3,929,336.64	7,958,423.78
1944	4,278,470.95	3,947,071.00	8,225,541.95
1945	-4,981,567.77--	-4,154,455.03-----	-9,136,022.80

\*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.







## HIGHWAY SYSTEMS

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Only minimum changes and corrections have been made during the past year in the designations of highways of the various classes.

As of June 30, 1946, the classification of public highways in Maine was as follows:

Classification	Miles
State Highways	3,016.1
State Aid Highways	6,626.8
Third Class Highways	1,458.1
Town Ways, fourth class	10,721.8
Miscellaneous State Reservation Roads	21.3
Miscellaneous Federal Reservation Roads	113.9
	<u>21,958.0</u>

The designated regular federal-aid highway system comprises 1622.86 miles and, with the exception of 7.94 miles, is included in the state highway system.

In the county table of classified mileage by administrative systems, the last column shows the mileage of approved regular 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.



## THIRTY-THIRD REPORT

### IMPROVED MILEAGE

As of June 30, 1946, the total mileage of improved highways on the various state systems was as follows:

Classification	Miles
State Highways	2,955.73
State Aid Highways	5,615.61
Third Class Highways	919.80
	<u>9,491.14</u>

### UNIMPROVED MILEAGE

As of June 30, 1946, the mileage of unimproved highways on the designated highway systems was as follows:

Classification	Miles
State Highways	60.42
State Aid Highways	1,011.21
Third Class Highways	<u>538.33</u>
Total	1,609.96

### FEDERAL-AID SECONDARY SYSTEM

The Federal-aid Highway Act of 1944 provides for the designation of a Federal-aid Secondary Highway System in each state, such system to be "selected by the state highway departments in cooperation with county supervisors, county commissioners, or other appropriate local road officials, and the Commissioner of Public Roads".

It is intended that this system shall include principal secondary or feeder roads supplementing the regular federal-aid highway system, and in effect it becomes an extension of the federal-aid system. The objective of the Federal-aid Highway Act of 1944 with respect to secondary roads is to establish a system of secondary highways rather than just a collection of unrelated roads.

## STATE HIGHWAY COMMISSION

The State Highway Department has expended a great deal of time and effort in the selection of a federal-aid secondary road system, and has based the selection upon traffic and other factual data provided by the state-wide highway planning survey. Every important route in each county was given a value determined by the following factors: 50% on traffic volume; 16-2/3% on use by school busses; 16-2/3% on use by mail carriers, R. F. D. or Star Route; and 16-2/3% on the number of farms per mile. Only routes having the highest values were selected for the initial system.

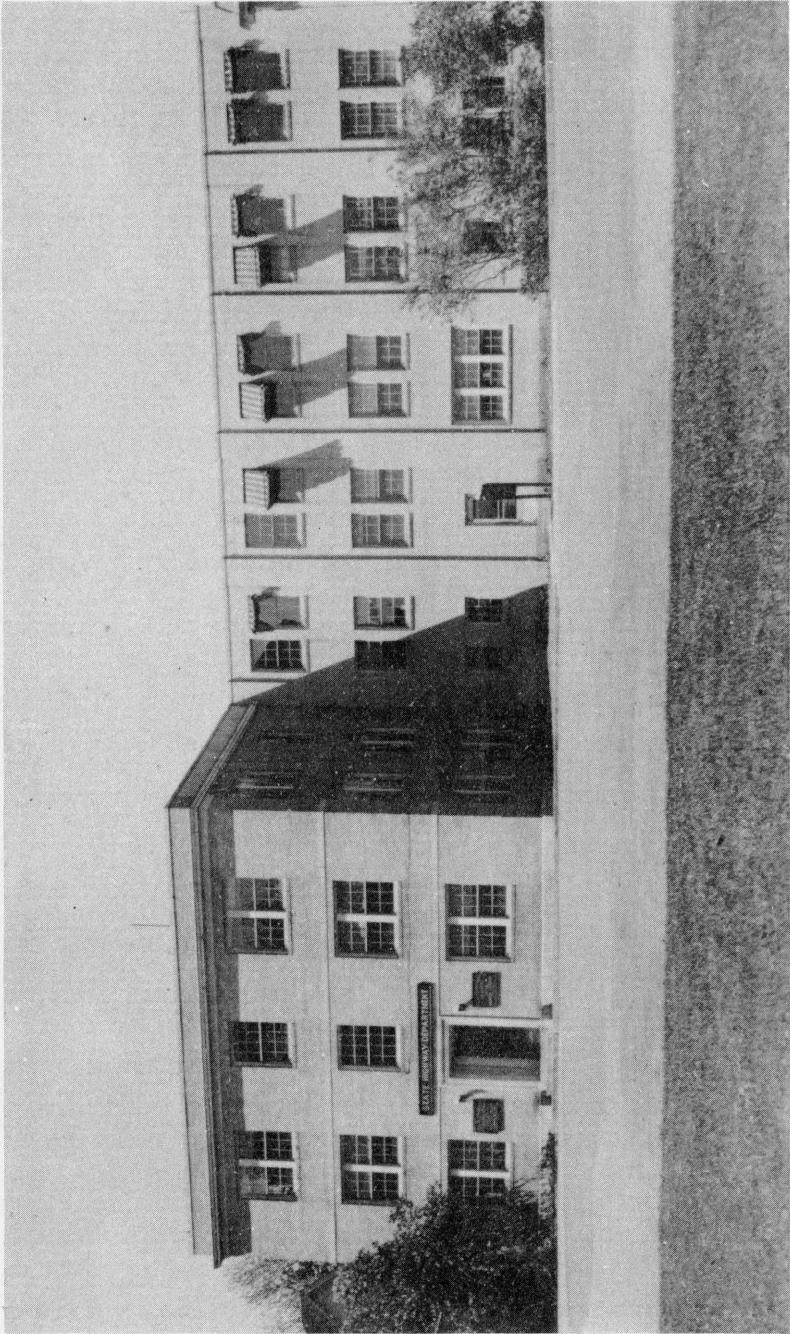
It is believed that this is an equitable basis, and the method was approved by the Public Roads Administration.

The system of 2,220.4 miles was approved by the Public Roads Administration in June, 1946.

Of 2,220.4 miles included in the approved Federal-aid Secondary Highway System, 1,015.3 miles are included in the designated state highway system, and 1,205.1 miles are included in the State's secondary road system.



THIRTY-THIRD REPORT



# **ADMINISTRATION**

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## **STATE HIGHWAY COMMISSION**

Previous to the fiscal year 1946, payments to other departments for accounting, auditing, purchasing and legal services rendered to the State Highway Commission were charged to the Commission's appropriation for general administration. In the allocation act for the fiscal years 1946 and 1947, definite sums for these services were apportioned for transfer to the general fund of the State, and the apportionment for general administration of the State Highway Commission was reduced, the amount apportioned for this purpose being \$177,899.00. Other income from the sale of specifications, maps, blueprinting, etc., amounted to \$1,392.89, making a total of \$179,291.89 available.

Expenditures amounted to \$178,999.49 and the balance of \$292.40 lapsed into the general highway fund surplus.

## **STATE HIGHWAY DIVISION**

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### **STATE AND FEDERAL HIGHWAY CONSTRUCTION**

The following are brief descriptions of state highway and federal-aid projects on which work has been carried on during the fiscal year 1946:

### **AROOSTOOK COUNTY**

#### **STATE HIGHWAY "K"**

BRIDGEWATER, Federal-aid Project No. SN 298-F(1). Work on this project was suspended in 1943 owing to war conditions. The contract with W. H. Hinman, Inc. for this project has been terminated. Under this contract the project was graded and gravel base placed, also minor structures were built. A new contract for the completion of the work, which consists principally of crushed stone base, bituminous macadam surface, gravel shoulders, and curb and

## **THIRTY-THIRD REPORT**

gutter, will be let.

### **CUMBERLAND COUNTY**

#### **STATE HIGHWAY "C"**

FALMOUTH, Federal-aid Project No. SN 121-A(2). The work on this project was suspended in 1942, due to war conditions, and has not yet been resumed.

#### **STATE HIGHWAY "C-3"**

FALMOUTH, CUMBERLAND AND YARMOUTH, Federal-aid Project No. SN 377-A(2). The work on this project was suspended in 1942, due to war conditions, and has not yet been resumed.

### **FRANKLIN COUNTY**

#### **STATE HIGHWAY "F"**

\*SANDY RIVER PLANTATION AND RANGELEY PLANTATION, Federal-aid Project No. F 146(7). This project is in two sections. The first section is in Sandy River Plantation. It begins at the end of F. A. Project 146-F and extends westerly 2.33 miles. The second section begins about 0.70 miles south of the Sandy River-Rangeley Plt. line and extends northerly 0.97 miles. The total length of the project is 3.30 miles of which 3.03 miles is in Sandy River Plantation and 0.27 miles is in Rangeley Plantation. Width of base, 22 feet; surface, 24 feet with 4-foot gravel shoulders. Type of surface, premixed bituminous gravel. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1946 and was 12% completed on June 30, 1946.

#### **STATE HIGHWAY "F-1"**

CHAIN OF PONDS, State Project. Sections of road over a distance of five miles were improved by widening and reducing grades. This work was done by force account. No mileage is reported for this work.

## STATE HIGHWAY COMMISSION

### PENOBSCOT COUNTY

#### STATE HIGHWAY "J"

\*GARLAND AND DEXTER, Federal-aid Project No. F 134(7). This project begins 218 feet north of the Garland-Dexter town line and extends southerly to Federal-aid Project No. 16. Total length of project, 1.88 miles, of which 0.04 miles is in Garland and 1.84 miles is in Dexter. Type of surface, 3" bituminous macadam. Width, 20 feet with 5-foot gravel shoulders. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1946 and was 12% completed on June 30, 1946.

\*GARLAND, Federal-aid Project No. F 134(8). The part of this project located in Penobscot County begins at the County line and extends southerly to Project F 134(7). The work consists in strengthening and paving the existing gravel road built in 1937 as part of Federal-aid Project No. 134-E. Type of surface, 3" bituminous macadam. Width, 20 feet with 4-foot gravel shoulders. Length, 1.17 miles. Contractor, W. H. Hinman, Inc., North Anson, Maine. The work was 22% completed on June 30, 1946.

#### STATE HIGHWAY "K"

\*MATTAWAMKEAG, Federal-aid Project No. FI 297(5). This project begins at the northerly end of the Mattawamkeag River Bridge and extends northerly to Federal-aid Project No. 297-C. Length of project, 2.08 miles. Type of surface, premixed bituminous gravel. Width of surface, 26 feet with 9-1/2-foot gravel shoulders. Contractor, Herbert Sargent of Stillwater, Maine. The work was 29% completed on June 30, 1946.

ENFIELD AND LINCOLN, Federal-aid Project No. SN 4(2). This project begins 0.29 miles north of the Passadumkeag line and extends northerly to Federal-aid Project 138-E(1). Total length of the project is 12.12 miles, of which 7.66 miles is in

## **THIRTY-THIRD REPORT**

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 No. 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. Due to scarcity of labor no work was done in 1945 but work was resumed in June 1946 and the project was 76% completed on June 30, 1946.

### **PISCATAQUIS COUNTY**

#### **STATE HIGHWAY "J"**

\*DCOVER-FCXCROFT, Federal-aid Project No. F 134(8). This project begins at the end of Federal-aid Project No. 134-D and extends southerly to the Penobscot County line. The work consists of strengthening and paving the existing gravel road built in 1937 and 1938 as Federal-aid Project No. 134-F and that part of Federal-aid Project No. 134-E located in Piscataquis County. Type of surface, 3" bituminous macadam. Width of surface, 20 feet with 4-foot gravel shoulders. Length, 3.08 miles. Contractor, W. H. Hinman, Inc. of North Anson, Maine. The work was 22% completed June 30, 1946.

### **SOMERSET COUNTY**

#### **STATE HIGHWAY "H-5"**

CONCORD, State Project. This project consists of a section of surface treated gravel road adjacent to the Concord-Bingham bridge. Width of surface, 18 feet with 3-foot shoulders. Length of project, 0.14 miles. This work is being constructed by force account under the supervision of Harold C. Edgerly and was 75% completed on June 30, 1946.

BINGHAM, State Project. This project consists of a section of surface treated gravel road built on new location between the Concord-Bingham bridge and state



## STATE HIGHWAY COMMISSION

highway "H". Width of surface, 18 feet with 3-foot shoulders. Length of project, 0.24 miles. The work is being constructed by force account under the supervision of Harold C. Edgerly and was 75% completed on June 30, 1946.

### WALDO COUNTY

#### STATE HIGHWAY "D"

NORTHPORT AND BELFAST, Project SN-A-FAP 68(3). This project begins at the end of federal-aid project No. 68(2) and extends northerly. The 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. The project was completed in 1945.

BROOKS, State Project. This project begins about 2.47 miles southerly from the Jackson-line and extends southerly for a distance of 1 mile. This work was started and about 70% completed in 1942. Work on this project has not yet been resumed.

### WASHINGTON COUNTY

#### STATE HIGHWAY "N"

\*MACHIAS AND EAST MACHIAS, Federal-aid Project No. SN 376(3). This project begins at the end of Project No. N.R.H. 99-F in Machias and extends easterly to Federal-aid Project No. 376-A in East Machias. Total length of project 2.93 miles, of which 1.24 miles is in Machias and 1.69 miles is in East Machias. Type of surface, premixed bituminous gravel. Width of surface, 24 feet, with 8-foot gravel shoulders. Contractor, Thomas DiCenzo of Calais, Maine. The project was 30% completed on June 30, 1946.

# THIRTY-THIRD REPORT

## YORK COUNTY

### STATE HIGHWAY "A"

\*YORK, Federal-aid Project No. FI 87(8). This project begins at the end of Federal-aid Project No. 87(2) and extends northeasterly. It replaces part of original Federal-aid Project No. 87-A. Length of project, 0.47 miles. Type of surface, 3" bituminous macadam on 5" crushed stone base. Width of surface, 25 feet to 47 feet with 4-foot gravel shoulders. Contractor, The Bridge Construction Corporation of Augusta, Maine. The project was 38% completed June 30, 1946.

### STATE HIGHWAY "U"

LEBANON, Federal-aid Project No. SN-A-FAP 393-A(1). This project 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 completed in June 1946. Contractor, O. W. Miller Co. Inc., Ludlow, Mass.

\*New program, Federal-aid Highway Act of 1944.

Projects completed on the state highway system during the fiscal year 1946 included 2.77 miles, classified as follows:

Bituminous concrete	1.79 miles	Access Road
Bituminous gravel	0.79 miles	Federal-aid
Gravel	<u>0.19 miles</u>	Federal-aid
Total	2.77 miles	

Projects under construction, but not completed, include 41.24 miles of which 39.86 miles are federal-aid projects and 1.38 miles are being constructed as state projects without federal aid.

## STATE HIGHWAY COMMISSION

The uncompleted work is classified as follows:

Bituminous macadam	11.27 miles
Bituminous gravel	20.43 miles
Gravel	1.38 miles
Grading	<u>8.16 miles</u>
Total	41.24 miles

The total of expenditures on account of work on state highways, not including expenditures for access roads, was \$276,702.56 of which \$44,616.18 was expended for engineering, \$803.62 for advertising, \$60,718.25 for right of way and property damage, and \$170,564.51 for labor, materials, and other construction costs.

The expenditure of \$44,616.18 for engineering includes \$2,423.54 for preliminary engineering as a federal project under the Federal Highway Act of 1940 and \$16,587.03 for advance engineering projects carried on under provisions of the Defense Highway Act of 1941.

### DEFENSE HIGHWAYS - ACCESS ROADS

Work was continued to complete access road projects undertaken under the Defense Highway Act of 1941.

Incomplete work carried over to the fiscal year 1946 included 28.19 miles, all of which has been completed.

This includes 1.79 miles of bituminous concrete located on state highways in Houlton, Project DA WR 15, and 26.40 miles of gravel woods roads.

The length of 1.79 miles, Project DA WR 15, is included with state highway mileage.

The following is a description of project No. DA WR 15 in Houlton:

## **THIRTY-THIRD REPORT**

### **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 Kelloran Street via Military Street to Project WD-1, with a spur on Kendall Street from Military Street to Federal-aid Project No. 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. The type of surface as originally designed was a 3" bituminous macadam on a 5" crushed stone base course, but was changed to 2" bituminous concrete surface on a 6" crushed stone base. The width of surface is 22 feet with 7-foot premixed bituminous gravel surface shoulders and concrete curbs. Contractor, Herbert Sargent of Stillwater, Maine. The project was started late in 1943 and was completed in 1945.

Expenditures during the fiscal year 1946 amounted to \$116,623.71. Of this total, \$4,527.95 was expended for engineering, \$4.68 for property damage and \$112,091.08 for construction costs.

### **PRELIMINARY SURVEYS (FEDERAL FUNDS)**

Section 18 of the Federal Highway Act of 1940 allows the use of federal funds, made available under 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.

The sum of \$2,423.54 was expended for surveys on Project SN-PE-378-A(1), West Forks to Jackman. This was the only expenditure during the year for preliminary engineering under the above mentioned provision.

This expenditure is included in the table "Proj-.

## STATE HIGHWAY COMMISSION

ect 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 construction on the strategic network of highways:

Project AF-121-D (2), Brunswick	\$ 103.45
Project AE-121-E (4), Freeport	624.80
Project AE-389 (1), Gardiner-Augusta	2,878.65
Project AE-SN-142-C (1), Winslow	2,916.23
Project AF-376-B (1), Machias-East Machias	28.70
Project AE-123-G (1), Pembroke	3,375.58
Project AE-5 (2), Perry-Pembroke	956.47
Project AE-390 (1), Lebanon-Alfred- Gray-Windham	4,949.49
Project AE-392 (1), Kittery-Portland	753.66*
	\$16,587.03

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

\*The Maine Turnpike Authority reimbursed the State for this amount and for expenditures on account of this engineering project made in previous years (\$21,942.82).

# THIRTY-THIRD REPORT

## POST-WAR SURVEYS

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

An expenditure of \$62,899.80 was made under the above authorization for surveys and plans for post war projects.

Program	Location	Expenditures
P.W.S. 1 - - Item 1	Auburn-Lewiston	\$1,661.90
P.W.S. 1 - - Item 4	Bangor	2,378.80
P.W.S. 1 - - Item 5	Biddeford-Saco	3,167.99
P.W.S. 1 - - Item 6	Auburn	651.53
P.W.S. 1 - - Item 7	Burnham	196.50
P.W.S. 1 - - Item 8	T-17 K-5	440.54
P.W.S. 1 - - Item 9	Macwahoc	754.16
P.W.S. 1 - - Item 10	Chesterville	86.85
P.W.S. 1 - - Item 11	Surry-Ellsworth	131.81
P.W.S. 1 - - Item 12	Hancock	352.65
P.W.S. 1 - - Item 13	Manchester-Readfield	29.40
P.W.S. 1 - - Item 14	Pittston	1,018.60
P.W.S. 1 - - Item 15	Thomaston-So. Thomaston	1,234.67
P.W.S. 1 - - Item 16	Dresden	843.81
P.W.S. 1 - - Item 17	Fryeburg	6.80
P.W.S. 1 - - Item 18	Newburg	1,367.02
P.W.S. 1 - - Item 19	Anson	1,237.40
P.W.S. 1 - - Item 20	Emden-Anson	149.00
P.W.S. 1 - - Item 21	Unity	542.80
P.W.S. 1 - - Item 22	Albion-Unity	644.08
P.W.S. 1 - - Item 23	Plt. 14	104.40
P.W.S. 1 - - Item 24	Cooper-Meckybemps	276.40
		<u>\$17,277.11</u>
P.W.S. 2 - - Item 25	Westfield	2,138.96
P.W.S. 2 - - Item 26	Monticello-Bridgewater	3,630.56
P.W.S. 2 - - Item 27	Lirneus-Hodgdon-Boulton	5,515.37
P.W.S. 2 - - Item 28	T-1 R-4	213.59
P.W.S. 2 - - Item 29	Augusta	2,715.73
P.W.S. 2 - - Item 30	Belgrade	3,388.07
P.W.S. 2 - - Item 31	Lincoln	5,753.87
P.W.S. 2 - - Item 32	Searsport	306.74
P.W.S. 2 - - Item 33	Prospect-Frankfort	2,905.72
P.W.S. 2 - - Item 34	Poland-New Gloucester	3,358.15
P.W.S. 2 - - Item 36	New Canada	1,464.84
P.W.S. 2 - - Item 37	Silver Ridge-Sherman	1,413.64
P.W.S. 2 - - Item 38	Washburn	840.97
P.W.S. 2 - - Item 40	Farmington	1,258.91
P.W.S. 2 - - Item 42	Deer Isle	851.76
P.W.S. 2 - - Item 44	Chelsea	920.69
P.W.S. 2 - - Item 46	So. Thomaston-St. George	528.18
P.W.S. 2 - - Item 48	Hiram	1,352.37
P.W.S. 2 - - Item 49	Rumford	719.75
P.W.S. 2 - - Item 51	Clifton	1,863.91
P.W.S. 2 - - Item 52	Corinna	1,027.20
P.W.S. 2 - - Item 53	Hempden	849.16
P.W.S. 2 - - Item 54	Plymouth	583.94
P.W.S. 2 - - Item 55	Parkman	972.69
P.W.S. 2 - - Item 56	Bowdoin	7.00
P.W.S. 2 - - Item 59	Troy	42.15
P.W.S. 2 - - Item 64	York	998.77
		<u>45,622.69</u>
		\$62,899.80

# STATE AID DIVISION

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## STATE AID ROAD CONSTRUCTION AND RECONSTRUCTION

Applications for apportionments of state aid for road construction were received from 422 towns. Of this number, apportionments made to 327 towns have been carried forward to the fiscal year 1947. Of the total number of towns which made appropriations for state aid road construction, 347 increased their appropriations to more than one unit in accordance with the provisions of Section 29, Chapter 20, Revised Statutes of 1944.

The total of appropriations made by the towns for state aid road construction was \$391,761.56.

In accordance with the provisions of Chapter 136, Section 2-A, Private and Special Laws of 1945, the sum of \$870,000.00 was apportioned from the unappropriated general highway fund surplus for state aid road construction. From this amount apportionments made to towns against town appropriations amounted to \$691,245.73, and the sum of \$48,754.27 was set aside for general supervision.

The total of state funds available was made up as follows:

Balances of state aid apportionments from previous years	\$119,703.80
Apportioned for state aid road construction for fiscal year, 1946	870,000.00
Transferred from special resolve accounts	36,387.79
Transferred from third class highway construction accounts	209.36
Transferred from third class highway reconstruction accounts	11,156.32
Transferred from maintenance accounts	315.00

## THIRTY-THIRD REPORT

Transferred from bridge construction accounts	14.77
Miscellaneous income	100.00
Total	\$1,037,887.04

Work on state aid roads included the construction of 8.09 miles of gravel road and the completion of 5.07 miles of work undertaken in previous years, adding 13.16 miles of improved state aid gravel road.

Other work included reconstruction of 5.55 miles of gravel road, surfacing of 1.42 miles of reconstructed gravel base, resurfacing of 2.45 miles of old state aid road with bituminous concrete, grading and base construction over 8.59 miles, reconstruction of base for 0.82 miles, tar surface treatment of 35.42 miles of gravel road, and work on bridge approaches.

The cost of work on state aid roads during the year was \$446,105.36, of which \$40,386.14 was paid for supervision and engineering, and \$405,719.22 was paid for labor and materials and other construction costs.

Of the total cost, the sum of \$234,492.25 was paid from town funds and \$211,613.11 was paid from state funds.

Reimbursements to towns for work completed and reported in previous years amounted to \$55,734.95, of which \$25,737.05 was from town funds and \$29,997.90 was paid from state funds.

The sum of \$11,320.75, including \$3,805.01 of town funds on deposit with the State, was transferred to bridge construction accounts.

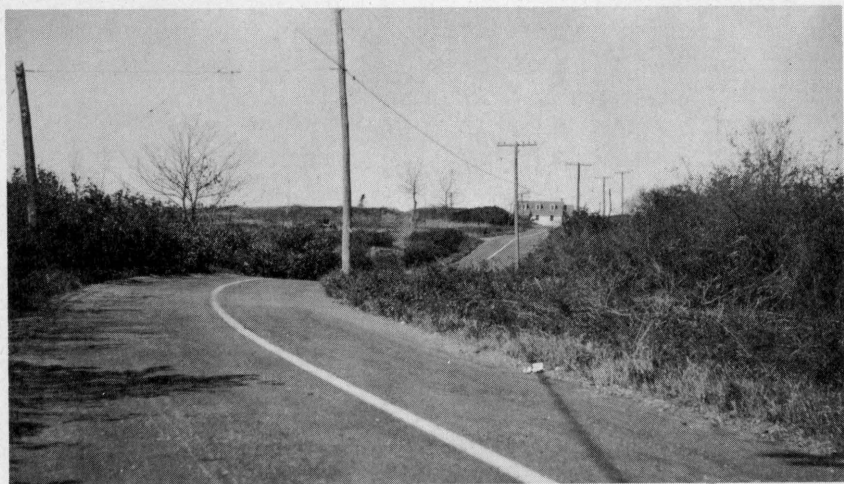
The sum of \$130,000.00 not required to match town appropriations lapsed to the unappropriated general highway fund surplus at the end of the fiscal year



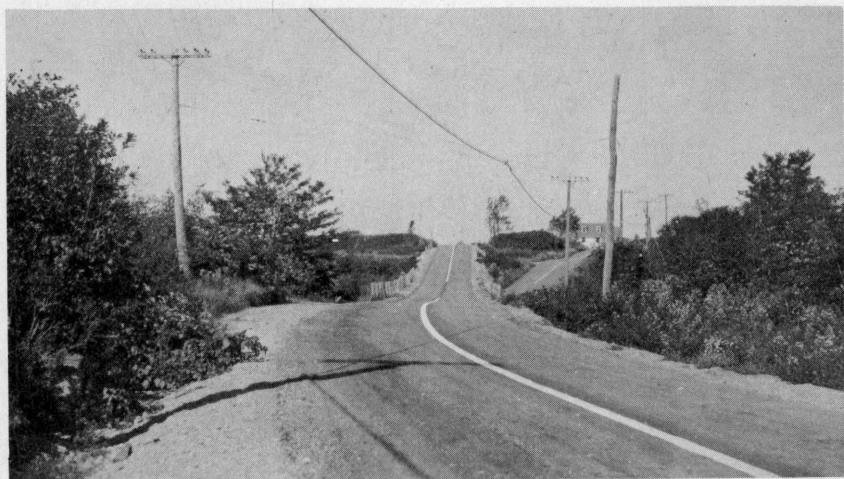
## STATE HIGHWAY COMMISSION

(June 30, 1946).

Balances of state aid road apportionments on June 30, 1946, amounted to \$658,760.29, and balances of town funds on deposit with the State amounted to \$12,477.50, a total balance of \$671,237.79 in the state aid road construction and reconstruction account.



*Before*



**STATE AID HIGHWAY - REALIGNMENT**

*After*

## **THIRTY-THIRD REPORT**

### **THIRD CLASS HIGHWAY CONSTRUCTION**

No apportionment of funds was made from the general highway fund for the construction of third class roads for the fiscal years 1946 and 1947.

On July 1, 1946, unexpended balances of apportionments made in previous years for third class highway construction amounted to \$37,965.28. Adjustments and transfers from other funds amounted to \$823.19, making a total of \$38,788.47 available.

The sum of \$1,297.81 was expended for grading in the Town of Lisbon, and \$518.57 was spent for tar surface treatment in the Town of Frenchville, a total of \$1,816.38.

The sum of \$209.36 was transferred to state aid road accounts, and \$36,762.73 was transferred to the third class highway reconstruction account.

### **RECONSTRUCTION OF THIRD CLASS HIGHWAYS**

This is a new activity authorized by Chapter 136, Private and Special Laws of 1941. Of the apportionment of \$1,220,000 for construction of state aid roads, the Commission was authorized to set aside \$350,000 for (1) reconstruction of improved third class highways, (2) reconstruction of improved state aid highways, and (3) construction of state aid highways, in the order stated, according to needs.

This fund was apportioned for work in all towns according to the mileage of fourth class roads in each town, as provided in the law.

In addition to apportionments made from the above fund, there was transferred from special resolve accounts \$9,935.48, and from third class highway construction accounts \$36,762.73, making a total of \$396,698.21 available.

Work included reconstruction of 81.38 miles of gravel road, and 208.62 miles of third class highways

## STATE HIGHWAY COMMISSION

were tar surface treated.

The cost of the above work was \$230,436.55 of which \$65,285.23 was paid from town funds, and the sum of \$165,151.32 was paid from available state funds.

Apportionments amounting to \$11,156.32 were transferred to state aid road construction accounts.

The total of unexpended balances of apportionments on June 30, 1946, was \$220,390.57.

### SPECIAL LEGISLATIVE RESOLVES

Unexpended balances of special legislative resolves carried forward to July 1, 1945, from previous years amounted to \$238,328.75.

Chapter 115, Resolves of 1945, appropriated the sum of \$168,000 subdivided into 292 resolves for financing highway work in 273 towns for the fiscal year 1946.

An expenditure of \$2,500 was authorized for improving an underpass under the Canadian Pacific Railroad in Greenville, Chapter 90, Resolves of 1945.

A total of \$1,403 was appropriated under other resolves of 1945 to satisfy certain claims approved by the Legislature.

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 authorizations is \$10,608

## THIRTY-THIRD REPORT

### SUMMARY OF AVAILABLE FUNDS

July 1, 1945 to June 30, 1946

Balances from previous years	\$238,328.75
Resolves of 1945, Chapter 115	168,000.00
Resolves of 1945, Chapter 90	2,500.00
Resolves of 1945, Claims:	
Chapter 31, New England Shipbuilding Co.	150.00
Chapter 34, Henry K. Morey, Deer Isle	850.00
Chapter 33, Joseph Martin, Eagle Lake	150.00
Chapter 94, Fox & Ginn, Inc.	253.00
Private and Special Laws of 1937, Chapter 99, and Private and Special Laws of 1939, Chapter 87, for highway repairs in the Towns of North Haven, Vinalhaven, Isle au Haut, Cranberry Isle and Swan's Island	4,000.00
Chapter 82, Private and Special Laws of 1943, for interest on and retirement of Hancock- Sullivan Bridge bonds	6,608.00
Total of available funds	\$420,839.75

The sum of \$92,798.91 was expended for highway work. Of this amount \$19,646.28 was expended for the construction of 3.57 miles of gravel road, \$67,136.36 for road repairs to 30.36 miles, and \$6,016.27 was paid for tar surface treating 6.42 miles.

Of the above total, \$15,206.61 was paid from town funds, and \$77,592.30 was paid from state funds.

The above mentioned claims amounting to \$1,403.00 were paid.

The sum of \$6,356.00 was paid to the Treasurer of Hancock County to provide for retirement of Hancock-Sullivan Bridge bonds and interest due on the same.

The sum of \$165.00 was paid in reimbursement to towns for work previously completed and reported.

The total of the above expenditures is \$100,722.91, of which \$85,516.30 was paid from state funds and \$15,206.61 from town funds.

In addition to the above payments, the following

## STATE HIGHWAY COMMISSION

transfers, of which the total is \$54,759.38, were made to other accounts in which other funds were available for the same purposes specified in the resolves:

To state aid road accounts	\$36,387.79
To third class highway reconstruction accounts	9,935.48
To bridge construction accounts	7,436.11
To highway maintenance accounts	1,000.00

Unexpended balances carried forward to the fiscal year 1947 amounted to \$280,564.07.

### TOWN ROAD IMPROVEMENT FUND

Chapter 371 of the Public Laws of 1945 was an act to create the town road improvement fund. It provides that "the Legislature shall appropriate for each fiscal year such amounts as it shall deem proper from the general highway fund, but not to exceed 10% of the average annual gross income from the gasoline tax and registration fees for motor vehicles, the average to be that of the preceding 5-year period".

This act provides that this fund shall be apportioned to the various towns in the state on the basis of unimproved road mileage, and shall be used for the purpose of improving such roads as the municipal officers of the towns shall designate, provided that no money from this fund shall be expended on any road which is a part of any federal aid, state, state aid, or third class road. The administration of this act is under the general supervision and approval of the State Highway Commission.

Towns are required to furnish all local road material, and to pay any cost or damage arising from any change in location, grade, or drainage. The expenditure from state funds is limited to \$3,000 in any one mile.

The provisions of this new act are similar in many respects to the stipulations set up in previous

## THIRTY-THIRD REPORT

private and special acts to allocate the general highway fund with respect to the apportionment for unimproved roads. It differs in its provisions with respect to expenditures by increasing the permissible expenditure a mile to \$3,000, by requiring towns to furnish materials, and, in accordance with an opinion of the Attorney General, by limiting the apportionment to unimproved town roads not designated as state, state aid or third class roads.

Under Chapter 136, Private and Special Laws of 1945 (allocation of general highway fund), the sum of \$200,000 was allocated to the town road improvement fund for the fiscal year ending June 30, 1946.

The mileage of unimproved town roads, used as a basis for apportioning the fund for the fiscal year 1946, was determined by securing certificates from the municipal officers of all towns certifying to the total mileage of unimproved roads within their limits. The mileage reported, and accepted after checking, was 8,753.49.

The sum of \$7,423.22 was reserved for supervision, and \$192,576.78 was apportioned to 505 towns at a rate of \$22.00 a mile.

Unexpended balances from previous apportionments for "maintenance of unimproved roads" amounting to \$5,217.16 were made available with apportionments made under the new act.

The total available for expenditure, therefore, was \$205,217.16.

The total expenditure during the fiscal year 1946 was \$101,013.32, of which \$2,392.10 was expended for supervision and \$98,621.22 was paid for labor and materials and other construction costs.

Of the total expenditure, \$11,339.66 was paid from town funds and the sum of \$89,673.66 was paid from available state funds.

## STATE HIGHWAY COMMISSION

Unexpended balances amounting to \$115,543.50 were carried forward to the fiscal year 1947. Of the balance, \$5,031.12 was left in the supervision account, and balances of apportionments to towns amounted to \$110,512.38.

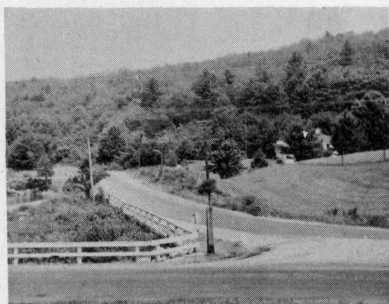
### FEDERAL-AID SECONDARY HIGHWAY PROJECTS

No new federal aid secondary highway construction projects were undertaken during the fiscal year 1946.

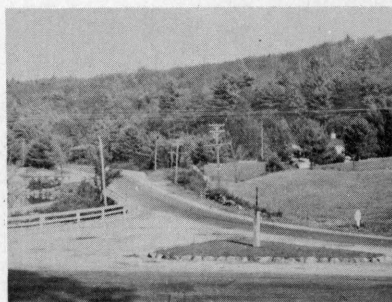
Expenditures on account of the construction of Kennedy Bridge on Route 1-A between Milbridge and Harrington in Washington County, Project SN-198-E, amounted to \$1,706.79. This project was an item in the Federal-aid Secondary Highway Program for the fiscal year 1943 (Act of September 5, 1940). Expenditures on the project in previous years amounted to \$23,651.68, making the total expenditure \$25,358.47.

An expenditure of \$7,148.62 was made for surveys and plans for twenty of the secondary highway projects included in the program for the fiscal year 1946, and \$499.60 was paid on account of surveys made for projects not yet classified.

The total of expenditures on account of federal-aid secondary roads was \$9,355.01.



Before



After

Federal-Aid Secondary Project - SHAPLEIGH

# MAINTENANCE DIVISION

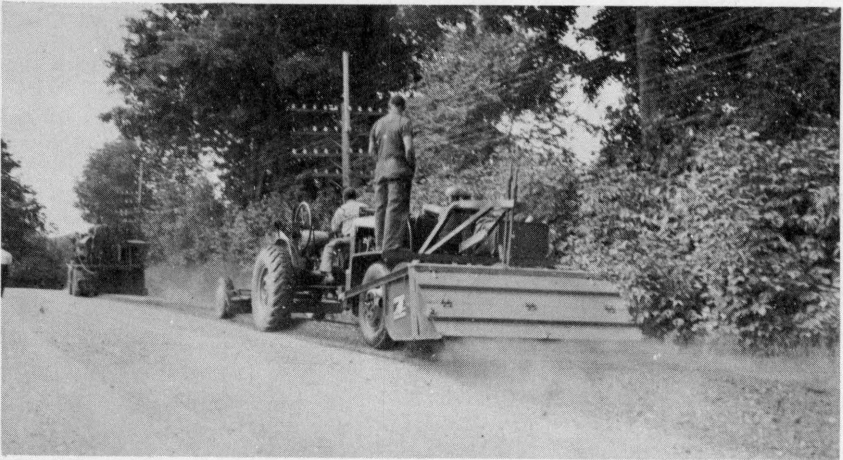
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## MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS

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

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



### MAINTENANCE OPERATIONS

The apportionment from the general highway fund for maintenance of improved state and state aid roads for the fiscal year ending June 30, 1946, was \$3,700,000. The sum of \$1,000 was transferred from special resolve accounts, the sum of \$408,378.40 was received from towns and other sources, and an additional amount of \$494,995.54 was taken from the general highway fund, making a total of \$4,604,373.94 available, all of which was expended.



## STATE HIGHWAY COMMISSION

The highway maintenance program for the fiscal year 1946 included 8,379.49 miles, classified as follows:

Improved state highways	2,828.57 miles
Improved state aid highways	5,550.92 "
Total	8,379.49 miles

The following table shows the total mileage maintained according to highway classifications, types of surface, and the maintenance cost a mile, not including supervision and charges to the general sign account:

Type	Miles State Highways	Miles State Aid Highways	Total Miles	Cost of Maintenance Per Mile
Cement Concrete	205.92	8.18	214.10	\$684.80
Bituminous Concrete	75.27	1.44	76.71	369.56
Bituminous Macadam	412.81	21.11	433.92	541.34
Surface Treated Gravel	2013.17	4178.66	6191.83	597.30
Plain Gravel	121.40	1341.53	1462.93	270.20
<b>Totals</b>	<b>2828.57</b>	<b>5550.92</b>	<b>8379.49</b>	

Maintenance expenditures included in the above table amount to \$4,503,565.49.

Other expenditures include \$93,707.61 for supervision, \$7,054.86 for signs and \$45.98 for paint, making the total expenditure \$4,604,373.94.

### COMPARATIVE MAINTENANCE COSTS

1940-1946

Type	Average Cost Per Mile (1)					
	*1940	*1941	*1942	*1943	*1944	**1946
Cement Concrete	\$178.91	\$224.08	\$311.58	\$285.68	\$290.44	\$684.80
Bituminous Concrete	164.37	296.31	209.51	217.93	296.73	369.56
Bituminous Macadam	188.50	372.14	225.56	162.63	384.26	541.34
Surface Treated Gravel	339.03	361.68	313.68	402.49	486.12	597.30
Plain Gravel	196.12	218.86	238.23	178.03	203.24	270.20

(1) Does not include supervision

\* Calendar year

\*\* Fiscal year

## MAINTENANCE COSTS

### *Maintenance of Improved State and State Aid Highways*

**Cement  
Concrete**

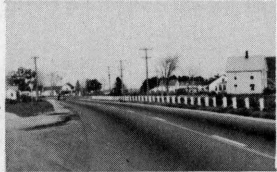
**\$685** *per  
mile*



214 Miles

**Bituminous  
Concrete**

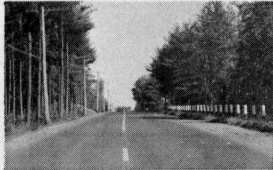
**\$369** *per  
mile*



77 Miles

**Bituminous  
Macadam**

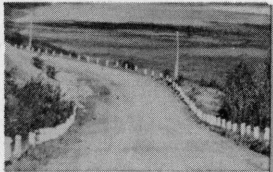
**\$541** *per  
mile*



434 Miles

**Surface  
Treated  
Gravel**

**\$597** *per  
mile*



6192 Miles

**Plain  
Gravel**

**\$270** *per  
mile*



1463 Miles

**Average  
Cost**

**\$537** *per  
mile*

Total  
8380 Miles

## STATE HIGHWAY COMMISSION

### SNOW REMOVAL

During the winter of 1945-46 snow removal was carried on in 585 towns under the laws providing state aid for snow removal. The accepted mileage of snow removal routes included 14,553.07 miles.

The apportionment from the general highway fund for the State's share of the cost of snow removal for the fiscal year 1946 (Chapter 136, Private and Special Laws, 1941) was \$1,200,000.

The cost to the State exceeded the original apportionment and it was necessary to transfer an additional amount of \$442,393.42 from the general highway fund unappropriated surplus.

Of 14,553.07 miles which made up the snow removal program for the winter of 1945-1946, state highways included 2802.07 miles; state aid highways, 5256.78 miles; and town roads, 6494.22 miles.

On the state highway system the average cost a mile was \$403.61, including supervision and all other costs.

On other highways the average cost a mile was \$124.68, including all costs.

The total expenditure for snow removal was \$2,596,093.45; of which \$953,700.03 was paid from town funds and \$1,642,393.42 from state funds.



## BRIDGE DIVISION

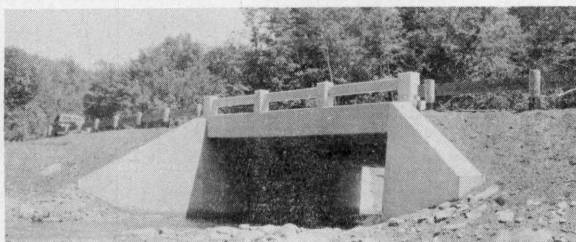
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### BRIDGE CONSTRUCTION

With the end of the war with Japan, and the elimination of federal restrictions, it was expected that there would be a large program of bridge construction in 1946. Other complications, however, reduced the amount of work. Shortages of material, particularly structural steel and lumber, a very limited supply of competent labor, higher costs for labor and material, and general uncertainty for the future, limited the desire of contractors to bid, and the work let to contract indicated a rise of well over 50 per cent from pre-war conditions. Eighteen bridges, having an estimated cost of \$662,650, were placed under construction in the fiscal year ending June 30, 1946. One was a federal-aid project and seventeen were state projects. Plans have been completed for many other bridges, some of which will be built in the latter part of the calendar year.

The expenditures from the bridge loan fund during the fiscal year amounted to \$234,758.31, of which \$70,286.45 was for engineering, advertising and inspection, \$163,704.10 for labor and material, \$712.21 for right of way and property damage, and \$55.55 for refund to counties. This does not include expenditures for federal-aid projects charged to other appropriations. Funds for the state's part of the cost of bridges under the bridge act came from the apportionment of \$450,000 from the general highway fund and from previous balances.

PLEASANT POND  
BRIDGE,  
CARATUNK



## STATE HIGHWAY COMMISSION

### ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

Twelve projects for the elimination of hazards at railroad crossings have been programmed from 1946 federal-aid funds, and the balances remaining in 1943 and earlier funds. There are six signal installations, five projects for reconstruction of existing separation structures, and one project for elimination of an existing grade crossing. The programmed estimated cost was \$453,000. No new projects had been placed under construction by June 30, 1946. The preliminary engineering work had been well advanced, and for some projects, completed.

The work remaining at Wyman Crossing, Fairfield, was advertised for bids, but those received were considered too high and were rejected. The general contract had been closed in 1943 when work was suspended because steel could not be obtained. Arrangements have been made, however, for the erection of the bridge steel to be delivered in 1946 by the American Bridge Company under the 1943 contract, and the highway work necessary to make the underpass available for traffic will be deferred.

Expenditures from the federal-aid grade crossing fund amounted to \$10,014.47 during the fiscal year, of which \$9,266.89 was engineering, advertising and inspection and \$747.58 labor and material. This includes only projects in 1943 and previous projects. Beginning with the 1946 program, projects at railroad crossings are known as railway-highway projects and are part of the federal-aid urban, rural and secondary programs, with payment made from those appropriations, instead of from a separate apportionment of federal and state funds.

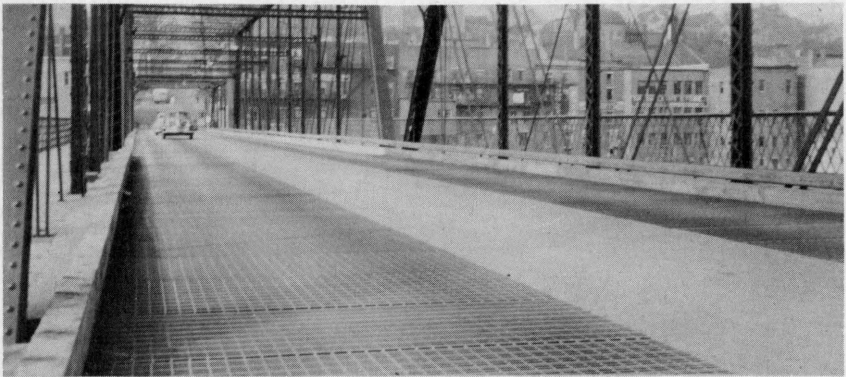
### BRIDGE MAINTENANCE

Bridge maintenance work was continued during the fiscal year 1945-46 with little change in conditions from those of the preceding year. Eight more bridges came under state maintenance during the year as new state highways were designated, all short spans,

## THIRTY-THIRD REPORT

except the bridge over the Kennebec River between the towns of Bingham and Concord, which is a long structure of two steel truss spans with a distance of 475 feet between abutments.

The labor situation was slightly better as a number of the regular employees, on leave of absence, while in military service, returned to their former positions in state employment. On the other hand, the volume of work increased due to the fact that projects scheduled for rebuilding or permanent type of improvement were not begun because of high costs or delays in receiving material ordered. Open type of steel flooring ordered for the Kennebec River Bridge, Augusta, was finally received after a long delay and work began on April 17, 1946, with most of the flooring in place by June 30, 1946. Material for three other steel flooring projects was ordered early in December, 1945 but the manufacturers were unable to make delivery on account of the steel shortage.



**REFLOORING KENNEBEC BRIDGE, AUGUSTA**

Bridge painting was resumed in the spring of 1946 with two crews in the field. The newly acquired Bingham-Concord Bridge was one of the first and the largest project.

The apportionment from the general highway fund for the fiscal year ending June 30, 1946 was \$200,000,

## STATE HIGHWAY COMMISSION

income from other sources amounting to \$2,828.55. Total expenditures were \$226,450.88 and the carrying balance June 30, 1946 was \$127,822.51.

### TOLL BRIDGES

In the first six weeks of the fiscal year, travel on the toll bridges was low, although considerably higher than in the other war years of 1942, 1943 and 1944. Immediately upon the end of gasoline rationing in August traffic increased materially, and from Labor Day until the end of the fiscal year was in general equal to or greater than in 1941. The comparative traffic on the three bridges was not uniform, and the total traffic in the fiscal year July 1, 1945-June 30, 1946 had the following relation to traffic in the calendar year 1941.

Waldo - Hancock Bridge	16 per cent lower
Deer Isle - Sedgwick Bridge	8 per cent higher
Maine Kennebec Bridge	58 per cent higher

For comparison with previous years, the toll collections for the calendar year 1945 are given as well as the collections for the fiscal year ending June 30, 1946.

### WALDO-HANCOCK BRIDGE

The outstanding bonds, amounting to \$600,000, issued in 1930 at 4 per cent became callable. In accordance with Chapter 105, P.& S. laws 1945, these bonds were called for redemption on March 1, 1946 at par and interest to that date and refunded by a bond issue for \$600,000 at 7/10% interest, dated March 1, 1946, callable at par after five years from date of issue, and maturing in varying amounts, March 1, 1947 to March 1, 1960. The bond issue was sold at 100.06999, or a premium of \$419.94. This will make a large reduction in the annual requirements for interest.

The balance on July 1, 1945 was \$80,662.99. Receipts from tolls were \$63,903.65 and refunds

## **THIRTY-THIRD REPORT**

\$64.10, making net income from tolls \$63,839.55. There was also credited the premium on refunding bonds \$419.94. Interest on the original outstanding bonds was \$24,400.00 and accrued interest amounting to \$45.83 was paid to the State on the refunding bonds to March 5th, the date of delivery. The net bond retirement was \$20,000. The expense of calling and issuing bonds was \$524.20 and the cost of maintenance and operation \$14,075.16. The balance on June 30, 1946 was \$85,968.95 and the bonded indebtedness \$600,000.00.

### **DEER ISLE-SEDGWICK BRIDGE**

The balance on July 1, 1945 was \$10,931.25. The receipts from tolls were \$45,590.65, and refunds \$63.50, making net income \$45,527.15. There were transfers from the general highway fund of \$12,400.00 by legislative act, and \$2,640.01, this last item being the balance of \$75,000 provided for repairs and reinforcement. There was paid to the Bridge District \$17,520 for interest and \$12,000 for retirement of bonds. The cost of operation and maintenance was \$18,212.36 and the balance June 30, 1946 was \$23,766.05. The outstanding bonds of the Bridge District amounted to \$432,000 at the end of the fiscal year.

### **MAINE-KENNEBEC BRIDGE**

The balance on July 1, 1946 was \$735.03. Receipts from tolls were \$10,215.10, refunds \$8.80, and net tolls credited \$10,206.80. There was transferred from the general highway fund by legislative act \$2,550.00 and \$120.00 was received from rental of buildings. The cost of maintenance and operation was \$9,991.83 and the balance June 30, 1946 was \$3,619.50.



# STATE HIGHWAY COMMISSION

## TOLL COLLECTIONS

### WALDO-HANCOCK BRIDGE Prospect—Verona

Toll Collections, July 1, 1945 - June 30, 1946

Automobile or 2-ton truck .....	139,110	.35	\$48,688.50
Truck, over 2 to 3-1/2 tons .....	2,191	.50	1,095.50
Truck, over 3-1/2 to 6 tons .....	2,742	.75	2,056.50
Truck, over 6 tons .....	803	1.25	1,003.75
Vehicle, one or two horses .....	2	.15	.30
Vehicle, more than 2 horses .....	1	.25	.25
Bus, 16 passenger or less .....	8	.50	4.00
Bus, over 16 passenger .....	65	.75	48.75
Motorcycle .....	336	.15	50.40
Roller or well drill .....	4	1.50	6.00
Horse on hoof .....	14	.05	.70

#### Commutation tickets

Auto or 2-ton truck .....	20 trips ...	562	3.50	1,967.00
Auto or 2-ton truck .....	50 trips ...	774	5.00	3,870.00
Truck, over 2 to 3-1/2 tons .....	20 trips ...	28	6.00	168.00
Truck, over 2 to 3-1/2 tons .....	100 trips ...	11	15.00	165.00
Truck, over 3-1/2 to 6 tons, or bus .....	20 trips ...	71	9.00	639.00
Truck, over 3-1/2 to 6 tons, or bus .....	100 trips ...	114	20.00	2,280.00
Truck, over 6 tons .....	20 trips ...	2	15.00	30.00
Truck, over 6 tons .....	100 trips ...	61	30.00	1,830.00

\$63,903.65

### DEER ISLE-SEDGWICK BRIDGE Deer Isle—Sedgwick

Toll Collections, July 1, 1945 - June 30, 1946

Passenger .....	56,428	.05	\$2,821.40
Automobile .....	16,840	1.00	16,840.00
Truck, over 2 to 3-1/2 tons .....	326	1.50	489.00
Truck, over 3-1/2 to 6 tons .....	656	2.00	1,312.00
Truck, over 6 tons .....	192	2.50	480.00
Bus, over 16 passenger .....	12	2.00	24.00
Motorcycle .....	27	.25	6.75
Live stock on hoof .....	2	.05	.10

#### Commutation tickets

Passenger .....	25 trips ...	422	1.00	422.00
Auto or 2-ton truck .....	20 trips ...	427	15.00	6,405.00
Auto or 2-ton truck .....	round trip ...	7,787	1.50	11,680.50
Truck, over 2 to 3-1/2 tons, or small bus .....	20 trips ...	43	22.50	967.50
Truck, over 2 to 3-1/2 tons, or small bus .....	100 trips ...	9	100.00	900.00
Truck, over 3-1/2 to 6 tons, or large bus .....	20 trips ...	36	30.00	1,080.00
Truck, over 3-1/2 to 6 tons, or large bus .....	100 trips ...	14	125.00	1,750.00
Truck, over 6 tons .....	20 trips ...	11	37.50	412.50

\$45,590.75

# THIRTY-THIRD REPORT

## MAINE-KENNEBEC BRIDGE Richmond—Dresden

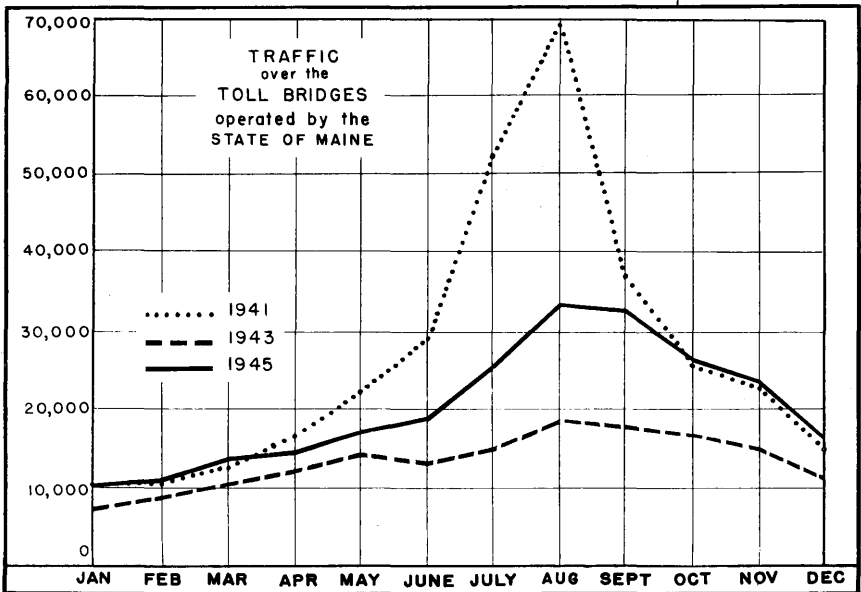
Toll Collections, July 1, 1945 - June 30, 1946

Pedestrian .....	1,958	.05	\$97.90
Automobile or 2-ton truck .....	23,724	.25	5,931.00
Truck, over 2 to 3-1/2 tons .....	65	.35	22.75
Truck, over 3-1/2 to 6 tons .....	93	.50	46.50
Truck, over 6 tons .....	11	1.00	11.00
One or two horse vehicle .....	102	.15	15.30
Bus, over 16 passenger .....	9	.75	6.75
Live stock .....	64	.05	3.20
Motorcycle .....	34	.15	5.10
Extra passengers .....	32,522	.05	1,626.10

### Commutation tickets

Pedestrian or passenger .....	25 trips ...	925	.50	462.50
Automobile or 2-ton truck .....	20 trips ...	251	3.00	753.00
Automobile or 2-ton truck .....	50 trips ...	113	5.00	565.00
Automobile or 2-ton truck .....	100 trips ...	87	7.00	609.00
Truck, over 2 to 3-1/2 tons .....	20 trips ...	1	4.00	4.00
Truck, over 3-1/2 to 6 tons .....	20 trips ...	8	5.00	40.00
Truck, over 6 tons .....	20 trips ...	1	10.00	10.00
One or two horse vehicle .....	20 trips ...	3	2.00	6.00

\$10,215.10



## STATE HIGHWAY COMMISSION

### KENNEBEC (CARLTON) BRIDGE -- SINKING FUND, CASH AND IMPOUNDED FUND- July 1, 1945 to June 30, 1946

The balance in the sinking fund cash account on June 30, 1945 as previously reported was \$110,003.43.

Income to this fund for the fiscal year included \$76,569.90 from the Maine Central Railroad Company, earned interest on war bond investment \$537.50, dividend on impounded funds \$1,265.75 and interest on savings account \$1,150.51, or a total income of \$79,523.66.

Interest actually paid during the fiscal year on outstanding bonds of \$1,500,000.00 amounts to \$60,700.00 leaving a checking account balance of \$35,532.30, savings account balance of \$65,294.79 and U. S. War Bond investment of \$28,000.00 or a total ending balance of \$128,827.09.

The impounded fund balance June 30, 1945 was \$33,214.78; liquidating dividend paid during period was \$1,265.75 leaving an ending balance of \$31,949.03 as of June 30, 1946.



KENNEBEC (CARLTON) BRIDGE, BATH

## THIRTY-THIRD REPORT

### FEDERAL-AID PROJECTS

ENFIELD - HCWLAND, Penobscot County. Federal Aid Secondary Project S-274(4). Penobscot River Bridge; five steel truss spans, each 182 ft. 8 in. c. to c. of bearings; old stone abutments underpinned, extended, faced and raised with concrete, old stone piers underpinned, extended and raised with concrete; concrete roadway slab, bituminous concrete wearing surface, 26 ft. roadway, two 2 ft. 6 in. sidewalks. Total length of project 1426 ft. Contractor for 1946 substructure work, W. H. Hinman, Inc., contractor for steel superstructure, American Bridge Company, contract for balance of substructure, approaches and floor not yet awarded. Estimated cost of work under contract, \$266,750.

### STATE PROJECTS

ANSON, Somerset County. Oliver Stream Bridge; corrugated metal arch, span length 14 ft., 20 degree skew, on log mat; 24 ft. roadway on fill. Force account work. Estimated cost, \$2,800.

BAR HARBOR, Hancock County, Main Street Bridge; concrete slab span, clear span length 24 ft., 9 degree skew, concrete abutments and bottom slab; 28 ft. roadway, one 6 ft. sidewalk, one 2 ft. 6 in. sidewalk, bituminous concrete wearing surface. Total length of project 127 ft. Contractor, C. E. Goodrich. Estimated cost, \$11,000.

BOWDOIN, Sagadahoc County, Frank Coskery Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 24 ft. roadway on fill. Total length of project 600 ft. Contractor, Hector J. Cyr Company. Estimated cost, \$13,000.

CARATUNK PL., Somerset County, Pleasant Pond Bridge No. 2; concrete slab span, clear span length 25 ft. 10 1/2 in., 15 degree skew; concrete abutments; 24 ft. roadway, concrete wearing surface.

## STATE HIGHWAY COMMISSION

Total length of project 350 ft. Contractor, Norman E. Jackson. Estimated cost, \$13,000.

CUSHING - FRIENDSHIP, Knox County, Meduncook Bridge; concrete slab span, clear span length 10 ft., concrete abutments, stone faced below water elevation and with stone masonry dam to maintain water above bridge near high tide elevation; 23 ft. roadway, concrete wearing surface. Total length of project 950 ft. Contractor, Walter V. Mitton, Inc. Estimated cost, \$23,200.

GORHAM, Cumberland County, Galoup Mill Bridge; steel beam span, 60 ft. c. to c. bearings; concrete abutments, concrete roadway slab and wearing surface; 24 ft. roadway. Total length of project 150 ft. Contractor, C. H. Goodrich. Estimated cost, \$16,700.

HOULTON, Aroostook County, Highland Avenue Bridge, three continuous steel plate girder spans, lengths 105 ft. 0-5/16 in., 134 ft. 10-13/16 in., 104 ft. 9-7/8 in. c. to c. bearings; concrete column piers, buried concrete column abutments on steel piling; concrete roadway slab, bituminous concrete wearing surface, 28 ft. roadway, 6 ft. sidewalk. Total length of project 800 ft. Contractor, A. P. Wyman. Estimated cost, \$160,000.

MADISON, Somerset County, Mill Stream Bridge; concrete T-beam span, clear span length 30 ft., 4°30' skew; old stone abutments underpinned and faced with concrete; concrete wearing surface, 22 ft. roadway, 5 ft. sidewalk. Total length of project 50 ft. Contractor, A. P. Wyman. Estimated cost, \$9,000.

NEWCASTLE - NOBLEBORO, Lincoln County, Head Gate Bridge; steel beam span, length 22 ft. 9 in. c. to c. bearings, old stone abutments capped with concrete; plank floor; 24 ft. roadway. Total length of project 100 ft. Force account work. Estimated cost, \$5,000.

## THIRTY-THIRD REPORT

NEWPORT, Penobscot County, Corinna Stream Bridge; steel beam span, length 70 ft. c. to c. bearings, concrete abutment caps on old stone; concrete roadway slab and wearing surface; 22 ft. roadway. Total length of project 500 ft. Contractor, Town of Newport. Estimated cost, \$12,800.

OXFORD, Oxford County, Wardwell Bridge; steel beam span, length 52 ft. c. to c. bearings, low concrete abutments on steel piling; concrete roadway slab and wearing surface, 24 ft. roadway. Total length of project 300 ft. Contractor, J. R. Partidge. Estimated cost, \$17,300.

PATTEN, Penobscot County, Lovejoy Bridge; concrete slab span, clear span length 30 ft.; concrete abutments; concrete wearing surface; 22 ft. roadway. Total length of project 150 ft. Contractor, Forest Frederick. Estimated cost, \$13,200.

PROSPECT, Waldo County, Lane Bridge; concrete rigid frame structure, clear span length 22 ft.; skew 15°; 28 ft. roadway on fill. Total length of project 350 ft. Contractor, Reed & Reed. Estimated cost, \$19,000.

SEARSMONT, Waldo County, Slab City Bridge; concrete slab span, clear span length 15 ft., concrete abutments; concrete wearing surface; 22 ft. roadway. Total length of project 250 ft. Contractor, Joseph Frost & Company. Estimated cost, \$8,000.

STRONG, Franklin County, Valley Brook Bridges; two structures; at main channel, concrete rigid frame, clear span length 46 ft. 12 degree skew; at overflow channel, steel beam span, length about 49 ft. c. to c. bearings, skew about 7 degrees; concrete abutments; partially utilizing old stone; concrete roadway slab and wearing surface; 24 ft. roadway. Total length of project 750 ft. Contractor, Hector J. Cyr Company. Estimated cost, \$37,100.

## STATE HIGHWAY COMMISSION

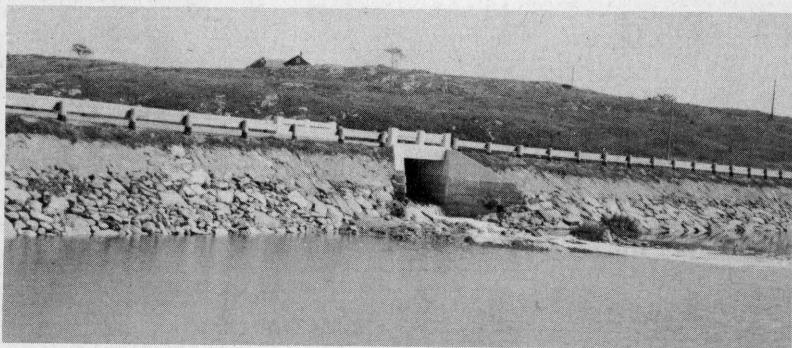
T 17, R4, Aroostook County, Sinclair Bridge; 3 log stringer spans; total length of bridge about 75 ft.; log crib abutments and piers; plank floor, 16 ft. roadway. Force account work. Estimated cost, \$3,800.

WHITEFIELD, Lincoln County, Albee Bridge; 2 concrete T-beam spans, clear span length 42 ft. 9 in. each; concrete pier and abutments; concrete wearing surface; 24 ft. roadway. Total length of project 400 ft. Contractor, C. H. Goodrich. Estimated cost, \$31,000.

In addition to the above bridge projects, the following bridges were included in highway projects let to contract during the fiscal year:

Project SN 376(3). East Machias, Meadow Brook Bridge, concrete slab structure, clear span 14 ft., concrete bottom slab, width 48 ft. 8 in. to provide for 40 ft. roadway on fill.

Project SN 376(3). Machias, Dyke Bridge. Existing structure of four timber spans, each 6 ft. by 5 ft. 6 in., extended about 45 ft. to provide for relocation of highway and added width, new width of highway in fill, 40 ft., tide gates from old structure relocated on lower end of extension.



MEDUNCOOK BRIDGE, CUSHING-FRIENDSHIP

## PLANNING SURVEY DIVISION

The work of the Planning Survey Division was continued for the fiscal year of 1946 in cooperation with the Public Roads Administration.

Under the provisions of Chapter 136, Private and Special Laws of 1945, the sum of \$16,000 was apportioned for this purpose from the general highway fund. This \$16,000 was matched by a similar amount of federal funds.

Urban traffic volume counts on through routes and principal streets have been made and traffic flow maps prepared for the following places: Belfast, Rockland, and Waterville. Volume counts have been made in Calais and in Portland along those streets entering the Marginal Way area.

The loadometer and pit-scale tables, about 150 in all, were completed and submitted to the Public Roads Administration for consideration. These tables furnish data as to the size and weight of freight moving vehicles on the highways and the kind and quantity of loads carried by these vehicles. Comparisons of these basic facts with current field data yield information as to the change in type of commodity carrying vehicles, as well as the increase or decrease in the weight of these vehicles and their loads. In order to make these comparisons, a limited weighing operation was conducted at eight stations throughout the State. Furthermore, information as to the speeds of vehicles was obtained at eight stations in the fall and spring. In addition, vehicles were classified as to type during the spring and fall at the ten fixed type recorder stations and at ten additional stations during the summer.

Information as to the number of vehicles using our highways was obtained at ten locations by the continuous operation of fixed type recorders. These,



## STATE HIGHWAY COMMISSION

machines operate by means of two light beams directed across the road. An interruption of these beams of light causes the machine to operate with the number of such interruptions being recorded each hour. Over a term of years these machines have operated 94% of the time, with thunder showers and cold weather the major causes of failure.

With the winning of the war and the return to normal conditions, a traffic volume schedule was arranged with a state-wide coverage in rural areas using portable traffic machines. This schedule started in April with a spring count ending in June. A fall count beginning in September, 1946 will complete this schedule. Preliminary analysis indicates that traffic volumes during 1946, for the summer months, exceed those existing during 1941. Prior to this year, 1941 volumes were the greatest ever recorded in this State.

Factual reports were prepared by this division for the following areas: Bangor-Brewer, Lewiston-Auburn, and Biddeford-Saco. Contracts have been placed for improvement in two of the areas.

Preliminary to a reissue of the general highway atlas, all known errors were corrected. Changes were made in 49 of the 56 sheets, and a new issue was published in January. Work was then started on revision and refinement of the "urban area" maps. Field investigations were in process at the close of the year as a preliminary step. An urban map of Presque Isle has been prepared and submitted to the Public Roads Administration for consideration. Maps for many of the other areas are partially completed.

Statistical reports as required by the Public Roads Administration, both monthly and annual, were prepared; and a review was made of those reports prepared by other state agencies. These several reports pertain to highway finances, mileages, gas consumption, and registrations. One of these reports, the compilation of city and town highway.

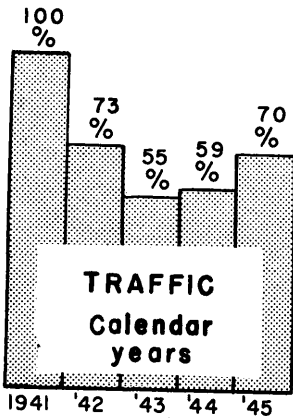
## THIRTY-THIRD REPORT

expenditures, an activity of this division, is a full time job for one person.

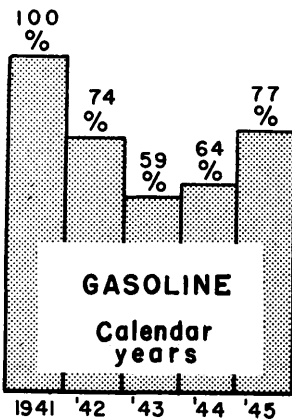
One of the problems facing the Highway Commission is the demand made by the War Department for improved facilities for water borne traffic at the Fore River between Portland and South Portland. Two solutions are under consideration; one the widening of the draw span in the existing Vaughn Bridge, the other the elimination of that bridge and the construction of a combination bridge with the railroad at the location of the present railroad structure. No draw is required at this second location. An agreement was negotiated with the Public Roads Administration for an economic survey of the entire Portland-South Portland area. This survey will include conclusive figures as to the costs of the two projects and will also include a report as to the feasibility of a complete route through the area. Very little work had been done under this survey at the end of the year.

Expenditures for the fiscal year amounted to \$36,208.29, \$32,000 representing the amount available for Planning Survey work and the balance representing an unexpended amount from previous year's funds.

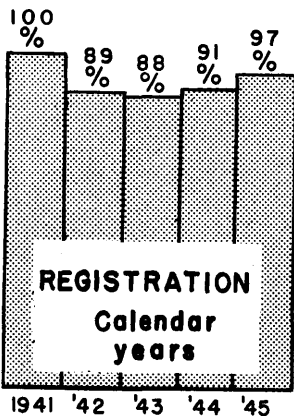
# TRENDS IN TRAFFIC, MOTOR FUEL CONSUMPTION AND MOTOR VEHICLE REGISTRATION



With the ending of the 1945 calendar year, an analysis of vehicular traffic data taken from ten permanent automatic traffic recorders supplemented by short counts made by twelve portable traffic counters, indicated substantial gains over the preceding year.



In June, 1945, A and B coupon values were increased, with the termination of gasoline rationing occurring on August 15. Relaxation and abolishment of these restrictions reflected major gains in traffic during the last six months of the year. Gasoline consumption and motor vehicle registrations, however, show only slight increases over the preceding year, as indicated by the graphs at the left of this page.



On the following page is shown a table of changes in Traffic, Motor Fuel Consumption, and Registrations. This is based on the fiscal years ending June 30, 1944, 1945, and 1946. It is to be noted that comparative gains are much greater, as this table extends six months beyond the figures shown in the calendar year and thus include a greater period of unrestricted travel.

## CHANGES IN TRAFFIC, MOTOR FUEL CONSUMPTION AND REGISTRATIONS 1944-1946

Month	Traffic*			Motor Fuel Consumption** Net Gallons Used for Highway Purposes						Motor Vehicle Registrations***					
	Per Cent of Change 1944-45 1945-46 1944-46			Thousands of Gallons 1944 1945 1946			Per Cent of Change 1944-45 1945-46 1944-46			Number of Registrations 1944 1945 1946			Per Cent of Change 1944-45 1945-46 1944-46		
July	+24.4	+17.4	+46.1	10,489	11,140	12,324	+6.2	+10.6	+17.5	2,790	4,009	3,751	+43.7	-6.4	+34.4
August	+7.7	+35.0	+44.9	8,104	9,931	13,915	+22.5	+40.1	+71.7	3,648	2,337	3,017	-35.9	+29.1	-17.3
September	-12.5	+45.0	+40.7	9,560	10,053	13,551	+5.2	+34.8	+41.7	6,263	4,163	5,315	-33.5	+27.7	-15.1
October	+1.1	+35.3	+36.5	8,982	9,676	12,798	+7.7	+32.3	+42.5	3,702	2,524	4,330	-31.8	+71.6	+17.0
November	-0.4	+41.8	+41.4	8,757	8,573	11,278	-2.1	+31.6	+28.8	2,084	1,581	3,334	-24.1	+110.9	+60.0
December	+4.1	+34.3	+39.6	7,946	7,804	9,939	-1.8	+27.4	+25.1	716	512	1,279	-28.5	+149.8	+78.6
January	-4.0	+47.2	+42.1	6,923	7,372	9,179	+6.5	+24.5	+32.6	17,013	32,458	45,174	+90.8	+39.2	+165.5
February	-4.7	+43.9	+37.3	5,812	5,839	9,106	+0.5	+56.0	+56.7	96,500	91,856	97,749	-4.8	+6.4	+1.3
March	+4.4	+58.2	+64.7	7,388	8,931	11,218	+20.9	+25.6	+51.8	39,695	39,922	35,931	+0.6	-10.0	-9.5
April	+5.7	+54.3	+62.3	7,604	8,298	12,185	+9.1	+46.9	+60.2	11,224	10,679	11,706	-4.9	+9.6	+4.3
May	-2.2	+61.5	+57.4	9,956	9,976	16,132	+0.2	+61.7	+62.0	8,887	6,381	8,306	-28.2	+30.2	-6.5
June	+9.1	+64.8	+78.8	9,958	11,019	16,516	+10.7	+49.9	+65.9	5,877	5,118	6,601	-8.1	+29.0	+12.3
Cumulative	+3.5	+44.4	+49.6	101,479	108,612	148,141	+7.0	+36.4	+46.0	196,399	201,540	226,493	+1.6	+12.4	+14.2

\* Based on information from the automatic traffic recorders located throughout the State.

\*\* Gallons of diesel fuel not included.

\*\*\* Includes number of passenger cars, "for hire" vehicles, motor busses, ambulances, motor trucks, motorcycles, and school busses with "H" plates.

# MOTOR TRANSPORT

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## STATE HIGHWAY GARAGE

The balance in the motor transport fund on June 30, 1945 according to records of the Bureau of Accounts and Control was \$428,254.65. Accounts payable amounted to \$16,817.48, leaving a cash balance of \$411,437.17.

Income during the fiscal year amounted to \$704,868.66. Expenditures during the same period amounted to \$983,740.28 including accounts payable amounting to \$17,343.70, leaving a balance of \$132,565.55 in the garage account.



STATE HIGHWAY GARAGE

# ADMINISTRATION OF LAWS TO CONTROL ADVERTISING SIGNS AND PERMITS

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## OUTDOOR ADVERTISING

Outdoor advertising licenses and permits being issued upon a calendar year basis, income from licenses and permits being credited to the general highway fund, the cost of administration being paid from the administration fund, and because the personnel handling the administration of the outdoor advertising law are employed, part of the time, upon other activities of the Commission, it is impracticable to try to show the exact cost of administration, or income. It is estimated that the cost of field inspections by one inspector plus the cost of office personnel, approximately equals the income from licenses and permits.

Inspection work during the past fiscal year was carried on by one inspector. One complete inspection of all the principal highways was made and several sections were inspected two or three times. Some time was devoted to the lesser traveled highways.

Inspections were required to check locations specified upon applications for permits, to effect removal of illegal signs and to remove political and agricultural fair posters.

Reports filed by the inspector show that 1346 signs were removed and in addition, many small posters and signs were removed for which no reports were filed.

## PERMITS FOR LOADS EXCEEDING LEGAL LIMITS

During the fiscal year ending June 30 1946, permits were issued for 3439 vehicles to transport loads that exceeded the legal limits specified by law. Permits issued were as follows; 905 for buildings; 27 for logs; 322 for shovels and cranes; 151 for tractors and bulldozers; 30 for rollers; 1682 for

## STATE HIGHWAY COMMISSION

general freight, oil, wool, and pulpwood; and 322 for miscellaneous loads, such as culvert pipe, ship materials, hydrogen gas, harvesting machines, boats, etc. A considerable number of the above permits were issued for a monthly period and were issued in order to relieve transportation difficulties caused by freight embargoes due to striking railroad employees. It is impossible to report the exact number of loads transported because there is no record of the trips made by the 1682 vehicles having monthly permits. As of March 30, 1946 monthly permits were discontinued, later because of a railroad freight embargo they were again issued and finally discontinued on July 20, 1946.

### PERMITS TO OPEN HIGHWAY SURFACES

For the fiscal year July 1, 1945 to June 30, 1946 permits numbering 399 were issued for opening state and state aid highways maintained by the State Highway Commission. Permits were issued for installing or repairing water, gas, and sewer pipes and for telephone conduits. The yardage disturbed and repaired amounted to 9765 square yards of shoulder; 3896 square yards of tar surface; 468 square yards of bituminous macadam surface; 24 square yards of portland cement concrete surface; and 1/2 square yard of granite block pavement.

## TRAFFIC ENGINEERING DIVISION

Our sign program in which we hope to improve route marking at all major route junctions and through our larger cities and towns has made some progress. Public reaction to those junctions so treated has been very favorable. The acute shortage of plywood and lumber has forced us to limit work on directional signs to locations where traffic has experienced the greatest difficulty in finding their proper routes. Meanwhile, on all of the marked system an effort is being made to maintain the present markers and to improve conditions by better placement of existing signs.

This year we resumed the practice of marking our highways with center lines and no-passing zones. Delay in starting this program was encountered due to lack of replacement parts for marking machines. The unusually large program of resurfacing highways also hampered us in carrying out the marking program. We were extremely fortunate in having a sufficient supply of pre-war traffic paint on hand for this year's work as traffic paint was, and still is in very short supply. The quality of the new paints is extremely poor. Lacking experienced drivers for marking machines, the alignment of the markings is not up to pre-war standards.

With the return to pre-war traffic volumes many "bad accident" locations are beginning to show up where special warning signs and markings are needed. These places have been receiving first priority from a limited supply of materials.



FIELD DESIGNING  
OF  
TRAFFIC ISLANDS  
—  
MAIN AND SABATTUS  
STREETS  
LEWISTON, MAINE



## STATE HIGHWAY COMMISSION

During the year considerable time and effort has been expended on design of traffic features for the post-war urban highway program. In some instances it has been possible to try out different island designs in the field in order that we might determine the best design for traffic movement.

In response to requests from the city or town officials, in several communities, the services of the traffic engineer have been made available to consult with them on such problems as speed control, one way streets, parking, and traffic signal controls. This service has been greatly appreciated by the various cities and towns and has the advantage of a uniform approach and solution to these problems.

## 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, 1946, was \$50,000.00.

During the year ending June 30, 1946, there were 130 accidents on account of work which was under direction of the State Highway Department. During the same period payments were made on 209 active cases.

Payments for compensation and medical bills amounted to \$43,755.31.

The unexpended balance of \$6,244.69 was transferred to the general highway fund surplus.

## HIGHWAY AND HIGHWAY AND BRIDGE BONDS

During the fiscal year ending June 30, 1946, the sum of \$1,724,000.00 was paid to retire highway and highway and bridge bonds, and the sum of \$496,700.50

## THIRTY-THIRD REPORT

was required to pay interest. These payments do not include any payments made on account of toll bridge bonds.

Outstanding bonds on June 30, 1946, amounted to \$13,338,500.00.

Fiscal Year Ending June 30	Bond Maturities	Interest	Total
1947	\$ 1,729,000	\$ 441,428	\$ 2,170,428
1948	1,729,000	386,706	2,115,706
1949	1,629,000	331,983	1,960,983
1950	1,629,000	280,260	1,909,260
1951	1,429,000	229,538	1,658,538
1952	1,119,000	185,078	1,304,078
1953	944,000	147,100	1,091,100
1954	719,000	113,840	832,840
1955	811,500	80,230	891,730
1956	500,000	54,000	554,000
1957	400,000	36,000	436,000
1958	600,000	16,000	616,000
1959	100,000	2,000	102,000
Total	\$13,338,500	\$2,304,163	\$15,642,663

## MAINE TURNPIKE AUTHORITY

In accordance with the provisions of Chapter 69 of the Private and Special Laws of 1941 (An 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

## STATE HIGHWAY COMMISSION

law and the date funds were received from grants, bonds, or other revenue.

The balance in this fund on July 1, 1945, was \$3,895.91. Expenditures amounted to \$949.33.

On June 30, 1946, the unexpended balance of \$2,946.58 was transferred to the general highway fund surplus.

Before the close of the fiscal year, the Maine Turnpike Authority reimbursed the State Highway Commission in full for expenditures made for surveys by a payment of \$21,942.82 to the State.

# THIRTY-THIRD REPORT

## SUMMARY OF EXPENDITURES

(INCLUDES STATE FUNDS AND TOWN FUNDS EXPENDED UNDER DIRECTION OF THE STATE HIGHWAY COMMISSION)

### Construction, Maintenance, and Operating Accounts

Administration, State Highway Commission . . . . .	\$178,999.49
State Highway Construction - Federal-aid Highways . . . . .	276,702.56
Access Roads and Defense Highway Projects - Federal . . . . .	116,623.71
Post-War Surveys . . . . .	62,899.80
State Aid Road Construction and Reconstruction . . . . .	446,105.36
Third Class Highway Construction . . . . .	1,816.38
Third Class Highway Reconstruction . . . . .	230,436.55
Special Legislative Resolves . . . . .	94,201.91
Town Road Improvement. . . . .	101,013.32
Federal-aid Secondary Highway Construction . . . . .	9,355.01
Maintenance, State and State Aid Roads . . . . .	4,604,373.94
Snow Removal . . . . .	2,596,093.45
Bridge Construction . . . . .	234,758.31
Elimination of Hazards at Railroad Grade Crossings . . . . .	10,014.47
Maintenance of Bridges . . . . .	226,450.88
Waldo-Hancock Bridge - Operating . . . . .	14,075.16
Deer Isle-Sedgwick Bridge - Operating . . . . .	18,212.36
Maine-Kennebec Bridge - Operating . . . . .	9,991.83
Highway Planning . . . . .	36,208.29
Motor Transport . . . . .	983,740.28
Workmen's Compensation - Injuries . . . . .	43,755.31
Maine Turnpike Authority . . . . .	<u>949.33</u>
Sub-Total	\$10,296,777.70

### Bonds - Interest and Retirement

Carlton (Kennebec) Bridge	
Interest . . . . .	\$60,700.00
Waldo-Hancock Bridge	
Interest . . . . .	24,354.17
Retirement . . . . .	20,000.00
Cost of issuing bonds . . . . .	524.20
Deer Isle-Sedgwick Bridge	
Interest . . . . .	17,520.00
Retirement . . . . .	12,000.00
Hancock-Sullivan Bridge	
Paid to Hancock County	
Interest . . . . .	756.00
Retirement . . . . .	5,000.00
Highway and Highway and Bridge Bonds	
Interest . . . . .	496,700.50
Retirement . . . . .	<u>1,724,000.00</u>
Sub-Total	\$2,362,114.87

### Miscellaneous Expenditures

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

State Aid Road Construction		
Town funds . . . . .	\$25,737.05	
State funds . . . . .	<u>29,997.90</u>	\$55,734.95
Special Resolves . . . . .		<u>165.00</u>
Sub-Total		<u>\$55,899.95</u>
Grand Total		<u>\$12,714,832.52</u>

STATISTICAL TABLES  
*and*  
STATEMENTS

*July 1, 1945 to*

*June 30, 1946*

**MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY  
CLASSIFIED BY ADMINISTRATIVE SYSTEMS  
Mileage as of June 30, 1946**

SYSTEM								
County	State Highway	State Aid	Third Class	Town Ways	Miscellaneous State Reservation Highways	Miscellaneous Federal Reservation Highways	Total All Systems	Federal Aid Included In Col. 8
Androscoggin	103.6	242.6	61.0	691.2	0.3	--	1,098.7	85.0
Aroostook	601.9	613.9	168.6	1,083.2	0.4	--	2,468.0	228.9
Cumberland	194.0*	519.2	99.4	1,020.3	6.5	7.9	1,847.3	154.2
Franklin	162.2	251.5	82.8	456.2	6.8	--	959.5	82.4
Hancock	162.6	487.4	52.1	477.1	--	57.2	1,236.4	94.0
Kennebec	203.6	424.2	117.9	845.6	1.0	2.7	1,595.0	107.8
Knox	64.5	247.1	30.4	335.2	--	2.6	679.8	23.5
Lincoln	89.5	266.2	52.7	417.3	--	--	825.7	26.1
Oxford	206.2	447.5	92.1	984.1	--	24.0	1,753.9	126.6
Penobscot	246.0	805.1	185.3	1,058.9	2.6	--	2,297.9	171.6
Piscataquis	115.8	248.9	54.7	360.6	--	--	780.0	42.9
Sagadahoc	51.3	145.1	34.9	245.5	--	--	476.8	34.2
Somerset	228.5	517.7	120.4	691.5	0.6	--	1,558.7	108.4
Waldo	122.4	350.6	142.5	684.4	2.9	3.4	1,306.2	50.2
Washington	207.0	517.2	93.3	300.4	--	6.2	1,124.1	162.6
York	257.0	542.6	70.0	1,070.3	0.2	9.9	1,950.0	118.1
Totals	3,016.1	6,626.8	1,458.1	10,721.8	21.3	113.9	21,958.0	1,622.8

\* Includes 8.0 miles suspended construction, not open to traffic.

**STATE HIGHWAY COMMISSION**

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

**June 30, 1946**

County	State Highway	Miles	Total by Counties
Aroostook	K-5	2.95	
	K-11	0.65	
	K-14	2.31	
	K-16	4.18	
	K-19	1.23	
	K-20	4.83	
	K-21	0.04	
	K-22	0.80	16.99
Cumberland	C-3	8.00	8.00
Hancock	Y	4.51	
	M-N	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	3.92	
	A-3	0.08	4.00
<b>Total, Unimproved Mileage</b>			<b>60.42</b>

**THIRTY-THIRD REPORT**

**STATE HIGHWAY MILEAGE SUMMARY  
1914 TO 1946 INCLUSIVE  
WITH CORRECTIONS DUE TO RECONSTRUCTION  
1925 TO 1946 INCLUSIVE**

Type	Original Construction	Reconstruction		Net Mileage
		Add	Deduct	
Gravel	1202.15	109.98	327.18	984.95
Bit. Gravel	30.71	49.18		79.89
Macadam	2.10		2.10	
Sand Clay	6.75		6.75	
Gravel & Macadam	6.68		6.68	
Bit. Macadam	345.05	143.26	88.87	399.44
Bit. Concrete	10.73	67.71		78.44
Concrete	132.81	141.33	57.19	216.95*
<b>Totals</b>	<b>1736.98</b>	<b>511.46</b>	<b>488.77</b>	<b>1759.67</b>

\*Includes 1.79 miles constructed as an access road (Project DA-WR 15. Houlton)

**DESIGNATED STATE HIGHWAY SYSTEM  
MILEAGE BY COUNTIES**

County	Federal Aid	Federal Aid Secondary	Non Federal Aid	Total	Federal Aid not on State Highway
Androscoggin	84.97	18.68		103.65	
Aroostook	223.51	242.74	135.60	601.85	5.43
Cumberland	154.17	27.57	12.24	193.98	
Franklin	81.82	56.51	23.91	162.24	0.60
Hancock	94.02	40.67	27.88	162.57	
Kennebec	107.79	90.80	5.03	203.62	
Knox	23.52	38.61	2.37	64.50	
Lincoln	26.06	43.06	20.35	89.47	
Oxford	126.64	55.56	24.00	206.20	
Penobscot	171.62	54.72	19.71	246.05	
Piscataquis	49.23	38.60	28.01	115.84	
Sagadahoc	34.24	4.72	12.30	51.26	
Somerset	108.37	104.03	16.15	228.55	
Waldo	50.15	50.02	22.25	122.42	
Washington	160.69	29.56	16.74	206.99	1.91
York	118.12	119.15	19.69	256.96	
F. A. not on S. H. System	1614.92	1015.00	386.23	3016.15	7.94
	7.94				
	1622.86				



**STATE HIGHWAY COMMISSION**

**STATE HIGHWAYS**

**IMPROVED MILEAGE BY COUNTIES**

**STATE HIGHWAY CONSTRUCTION AND RECONSTRUCTION**

**1914 to June 30, 1946**

County	Original Construction	Reconstruction		Net Mileage
		Add	Deduct	
Androscoggin	87.68	33.65	34.99	86.34
Aroostook	201.18	49.51	50.98	199.71*
Cumberland	148.17	76.30	78.50	145.97
Franklin	77.38	15.09	16.00	76.47
Hancock	90.01	36.86	34.35	92.52
Kennebec	132.70	44.51	43.84	133.37
Knox	43.54	21.66	13.28	51.92
Lincoln	71.00	29.63	29.59	71.04
Oxford	103.86	18.91	19.04	103.73
Penobscot	172.32	54.54	49.94	176.92
Piscataquis	74.84	13.53	13.55	74.82
Sagadahoc	47.52	25.38	26.94	45.96
Somerset	155.77	25.55	27.16	154.16
Waldo	80.45	17.88	18.70	79.63
Washington	118.55	13.16	15.27	116.44
York	132.01	35.30	16.64	150.67
<b>Totals</b>	<b>1736.98</b>	<b>511.46</b>	<b>488.77</b>	<b>1759.67</b>

\* Includes 1.79 miles constructed as an access road  
(Project DA-WR 15 Houlton)

**MILEAGE PREVIOUSLY REPORTED  
REPLACED BY CONSTRUCTION  
STATE HIGHWAY REPLACEMENT TABLE -1946**

County	Highway	Town	Original Work		Replacement Type	Length Replaced Miles
			Type	Date		
Aroostook	K-7	Houlton	Bit. Mac.	1925	Bit. Concrete	0.29
Waldo	D	Northport	Bit. Mac.	1923	Bit. Gravel	0.00
Waldo	D	Belfast	Bit. Mac.	1924	Bit. Gravel	0.19
York	H	Lebanon	Gravel	1926	Gravel	0.19

**THIRTY-THIRD REPORT**

**STATE HIGHWAYS  
FEDERAL AID AND ACCESS ROAD PROJECTS  
CONSTRUCTION AND RECONSTRUCTION**

WORK COMPLETED JUNE 30, 1946

County	Highway	Town	Type	Length Miles
*Aroostook	K-7	Houlton	Bituminous Concrete	1.19
	K-8	Houlton	Bituminous Concrete	0.60
**Waldo	D	Northport	Bituminous Gravel	0.60
	D	Belfast	Bituminous Gravel	0.19
**York	U	Lebanon	Gravel	0.19
*Access Road Project				2.77
**Federal Aid Project				
SUMMARY			Bituminous Concrete - Access Road	1.79
			Bituminous Gravel - Federal Aid	0.79
			Gravel - Federal Aid	0.19
			Total	<u>2.77</u>

**STATE HIGHWAYS - CONSTRUCTION AND RECONSTRUCTION  
WORK UNDER CONSTRUCTION BUT NOT  
COMPLETED JUNE 30, 1946**

County	Highway	Town	Type	Per Cent Complete	Total Length Miles
Aroostook	K	Bridgewater	Bit. Macadam	57	3.82
Cumberland	C	Falmouth	Grading	60	0.27
	C-3	Falmouth	Grading	60	2.84
	C-3	Cumberland	Grading	60	2.63
	C-3	Yarmouth	Grading	60	2.42
Franklin	F	Sandy River Plt.	Bit. Gravel	12	3.03
	F	Rangeley Plt.	Bit. Gravel	12	0.27
Penobscot	J	Garland	Bit. Macadam	22	1.21
	J	Dexter	Bit. Macadam	12	1.84
	K	Enfield	Bit. Gravel	76	7.04
	K	Lincoln	Bit. Gravel	76	5.08
	K	Mattawankeag	Bit. Gravel	29	2.08
Piscataquis	J	Dover-Foxcroft	Bit. Macadam	22	3.08
	J	Dover-Foxcroft	Bit. Macadam	0	0.85
*Somerset	H-5	Concord	Gravel	75	0.14
	H-5	Bingham	Gravel	75	0.24
*Waldo	D	Brooks	Gravel	70	1.00
Washington	N	Machias	Bit. Gravel	30	1.24
	N	East Machias	Bit. Gravel	30	1.69
York	A	York	Bit. Macadam	38	0.47
				Federal Aid Projects	39.86
				*State Projects	<u>1.38</u>
				Total	41.24
SUMMARY			Bituminous Macadam		11.27
			Bituminous Gravel		20.43
			Gravel		1.38
			Grading		<u>8.16</u>
			Total		41.24

**STATE HIGHWAY SYSTEM  
IMPROVED MILEAGE TO JUNE 30, 1946  
FEDERAL, STATE, MUNICIPAL AND PRIVATE CONSTRUCTION**

	Concrete	Bituminous Concrete	Bituminous Macadam	Bituminous Gravel	Gravel	Wood and Granite Block	Bridges and Approaches	Total
State Highway Construction	205.05	71.82	357.91	71.35	914.38			1620.51
State Sponsored W.P.A. Construction				4.35	4.18			8.53
U. S. Public Works Construction	8.88	12.00	37.56		44.67			103.11
U. S. Works Program Construction	1.99		1.45		26.58			30.02
U. S. Roads Closure Construction		1.89	2.15	4.31				8.35
F.A.S. Construction			0.20	2.50	20.56			23.26
State Aid Construction	16.12	3.78	27.93	1.72	901.46	1.12		952.13
Third Class Construction					29.86			29.86
Municipal Construction	4.30	0.99	11.50		31.18	3.90		51.87
Special Resolve Construction			2.18		52.06			54.24
F.E.R.A. Construction					1.19			1.19
C.C.C. & C.W.A. Construction					3.96			3.96
F.E.R.A., C.W.A. & W.P.A. Construction					9.76			9.76
Special Resolve & W.P.A. Construction					16.27			16.27
Maintenance Fund Construction		0.19			20.25			20.44
Great Northern Paper Co. Construction					6.03			6.03
C.C.C. Construction					5.92			5.92
Bridges and Approaches							10.28	10.28
<b>Total Improved Mileage</b>	<b>236.34</b>	<b>90.67</b>	<b>440.88</b>	<b>84.23</b>	<b>2088.31</b>	<b>5.02</b>	<b>10.28</b>	<b>2955.73</b>
Unimproved Mileage								60.42
<b>Total Mileage State Highway System</b>								<b>3016.15</b>

STATE HIGHWAY COMMISSION

**PROJECT EXPENDITURES**  
**Construction and Reconstruction of State Highways**  
**Highway Loan Fund - July 1, 1945 to June 30, 1946**  
**(Includes Expenditures for Preliminary Engineering for Access Road Projects**  
**and for Future Construction). (Prefixes P.E. or A.E.)**

THIRTY-THIRD REPORT

Federal Aid Project No.	Highway	Town	Surveys	Plans and Computations	Construction Engineering and Inspection	Advertising	Right of Way and Property Damage	Sub-Total	Labor and Materials	Total	Federal-Aid Credits	Miscellaneous Credits
<b>ANDROSCOGGIN COUNTY</b>												
	E 121-11	Greene Mechanic Falls	\$331.35	\$7.00 475.80			\$15.80 142.99	\$22.60 951.14		\$22.30 951.14		
Total for Androscoggin County			\$331.35	\$483.80			\$158.59	\$973.74		\$973.74		
<b>AROSTOOK COUNTY</b>												
S-1-F-298-F-(1) S-145-G-(1)	K K K-7 K K	Blaine Bridgewater Bridgewater Houlton Houlton Vacahoc Plt.	\$27.37 281.64 3.57	\$151.80 153.80 53.01 589.00	\$257.50 525.75		\$53.00 56.00	\$212.80 212.80 347.88 525.75 970.34 3.57		\$212.80 212.80 440.52 15,350.24 970.54 3.57	\$8,445.70	
Total for Aroostook County			\$312.58	\$1,055.51	\$783.25		\$112.00	\$2,273.44	\$15,442.98	\$17,716.42	\$8,445.70	
<b>CUMBERLAND COUNTY</b>												
AF-121D-(2) S-377-A-(2)	C C-3 C-3	Brunswick Cumberland Cumberland-Falmouth- Yarmouth	\$95.45	\$8.00 282.00				\$103.45 282.00		\$103.45 282.00	\$873.00	
AF-121E-(4) S-377-A-(2)	C C-3 C C-3 C-3 C-3	Falmouth Falmouth Freeport Yarmouth Yarmouth Yarmouth	4.99 52.99	\$93.00 150.40 324.80 1,130.40 380.42	\$254.20		\$172.59	1,122.79 10.40 195.09 324.80 1,183.39 (1.00) 380.42		1,122.79 10.40 195.09 324.80 1,183.39 (1.00) 380.42	3,480.50 1,353.84	
Total for Cumberland County			\$153.13	\$9,322.42	\$254.20		\$171.59	\$9,901.34		\$9,901.34	\$5,710.34	
<b>FRANKLIN COUNTY</b>												
F-140-(7)	F F V F F F	Farmington Jay ew Sharon Sandy River Sandy River Strong	\$211.98 338.44	\$70.00 1,378.02	\$2,255.83	\$118.33	\$1.00 120.89 50.75 8,506.82	\$281.98 1.00 120.89 50.75 10,891.04 1,716.43		\$281.98 1.00 120.89 50.75 10,891.79 38.28 1,754.74		
Total for Franklin County			\$550.42	\$1,448.02	\$2,255.83	\$118.33	\$8,379.43	\$13,062.12	\$13,541.03	\$23,703.15		

## PROJECT EXPENDITURES (Continued)

HANCOCK COUNTY											
F-91-(12)	Y	Bucksport		\$17.40			(\$81.09)	(\$33.69)		(\$83.39)	
	Y	Bucksport		58.00		\$53.87	7,331.95	7,418.82		7,418.82	
	Y	Castine						38.00		38.00	
	Y	Hancock						30.84		30.84	
Total for Hancock County				\$30.84	\$86.40	\$53.87	\$7,280.86	\$7,453.97		\$7,453.97	
KENNEBEC COUNTY											
FI-151-(3)	H	Anausta				\$23.08	\$802.20	\$825.28		\$825.28	
	H	Anausta		\$534.75				534.75		534.75	
AE-383-(1)	Q	Cardiner-Anausta		1,449.45	\$1,422.80		3.40	2,878.55		2,878.35	\$2,350.00
	Q	Cardiner			48.00		10.30	58.30		58.30	
	Q	Hallowell					71.59	71.59		71.59	
	Q	Monmouth			25.30			25.30		25.30	
F-383-(3)	E	Monmouth-Winthrop					3,407.31	3,407.31		3,407.31	
	E	Vassalboro		1.91	10.49			12.30		12.30	
	E	Waterville		3.34	1,478.80			1,482.44		1,482.44	
AE-R11-142C-(1)	A-2	Winslow		2,823.83	92.40			2,913.23		2,913.23	1,320.00
	E	Winthrop		3.48	14.10		12.80	30.38		30.38	
Total for Kennebec County				\$4,817.12	\$3,091.80	\$23.08	\$4,310.30	\$12,242.30		\$12,242.30	\$4,270.00
KNOX COUNTY											
	D	Camden		\$1,840.52	\$872.00			\$2,712.52		\$2,712.52	
	D	Rockport		949.94	405.20			1,355.14		1,355.14	
Total for Knox County				\$2,790.46	\$1,277.20			\$4,067.66		\$4,067.66	
LINCOLN COUNTY											
	D	Winsasset		\$ .50	\$44.00			\$44.50		\$44.50	
Total for Lincoln County				\$ .50	\$44.00			\$44.50		\$44.50	

STATE HIGHWAY COMMISSION

## PROJECT EXPENDITURES (Continued)

Federal Aid Project No.	Highway	Town	Surveys	Plans and Computations	Construction Engineering and Inspection	Advertising	Right of Way and Property Damage	Sub-Total	Labor and Materials	Total	Federal-Aid Credits	Miscellaneous Credits
<b>OXFORD COUNTY</b>												
FG 149 (2)	O	Bethel	\$150.85	\$704.00				\$854.35		\$854.35		
	O	Canton	382.70	275.80				658.50		358.50		
	B	Fryeburg					\$42.80	42.80		42.80		
	S	Paris		17.40				17.40		17.40		
F 93 (10)	S	Paris				\$33.50		33.50		33.50		
FG 93 (11)	(R.R. Signal)	Paris		53.60				53.60		53.60		
F 148 (8)	O	Rumford					334.79	334.79		334.79		
Total for Oxford County			\$533.35	\$1,050.80		\$33.50	\$377.59	\$1,995.24		\$1,995.24		
<b>PENOBSCOT COUNTY</b>												
	M	Brewer	\$9.03	\$2,927.28				\$2,936.34		\$2,936.34		
	J	Dexter					557.60	57.60		57.60		
	D	Dixmont						.50		.50		
SN 4 (2)	K	Enfield-Lincoln			\$1,765.03		68.42	1,833.45		1,833.45		
F 134 (7)	J	Garland-Dexter			638.39	\$36.05	757.80	1,432.54		1,432.54		
FI 297 (5)	K	Wattawakeag	11.83		2,455.38	134.14	18,263.89	20,895.24	\$22,746.37	\$43,341.91		
	K	Wattawakeag		140.80				140.80		140.80		
	157	Millinocket						.50		.50		
	K	Passadumkeag		203.47				203.47		203.47		
Total for Penobscot County			\$20.89	\$3,271.55	\$4,859.10	\$200.19	\$19,148.71	\$27,500.44	\$22,746.37	\$50,247.11		
<b>PISCATAQUIS COUNTY</b>												
F 134 (8)	J	Dover Foxcroft-Garland			\$918.25	\$14.26	\$24.00	\$956.51	\$9,426.73	\$10,383.24		
F 111 (8)	J	Dover Foxcroft		\$7.00	229.23	13.35	248.00	490.88		490.88		
		Dover Foxcroft						7.00		7.00		
Total for Piscataquis County				\$7.00	\$1,147.48	\$27.91	\$272.00	\$1,454.39	\$9,426.73	\$10,881.12		
<b>SAGADAHOE COUNTY</b>												
SN 116 (9)	C-1	Bath		\$13.60		\$34.85	\$727.81	\$776.26		\$776.26		
	C-1	Bath					363.29	363.29		363.29		\$4,213.00
	C-1	Bath	\$76.00	2,995.04				3,071.04		3,071.04		
	2	Richmond	2.10					2.10		2.10		
	C-1	West Bath		516.80				516.80		516.80		
	D	Woolwich	1.50	361.60				363.10		363.10		
Total for Sagadahoe County			\$79.60	\$4,187.04		\$34.85	\$1,091.10	\$5,392.59		\$5,392.59		\$4,213.00

## PROJECT EXPENDITURES (Continued)

SOMERSET COUNTY											
F 131 (3)	H	Bingham			\$0.78						
	H	Fairfield	\$4.02	\$589.60		\$34.34		\$0.78		\$0.78	
	V	Mercer				110.72		110.72		110.72	
	V	Norridgewock		10.40				10.40		10.40	
	V	Norridgewock					166.40		166.40		166.40
	H	Sandy Bay	1.95	103.80				105.75		105.75	
SN(PE) 378-A (1)	H	Stowhegan	435.10	1,004.10				1,439.90		1,439.90	
	H	150	273.55	130.80				434.35		434.35	
	H	Stowhegan	17.50	22.40				40.00		40.00	
	H	West Forks-Jackman	1,042.43	1,381.11				2,423.54		2,423.54	\$2,400.00
Total for Somerset County			\$1,804.65	\$3,252.91		\$0.78	\$311.46	\$5,369.80		\$5,369.80	\$2,400.00
WALDO COUNTY											
SN 38 (3)	D L	Northport-Belfast Searsport	\$234.67	\$1,140.20	\$1,319.15		\$40.80	\$1,358.95 1,374.87	\$21,002.35	\$22,362.60 1,374.87	\$17,387.33
Total for Waldo County			\$234.67	\$1,140.20	\$1,319.15		\$40.80	\$2,734.82	\$21,002.35	\$23,737.47	\$17,387.33
WASHINGTON COUNTY											
AE 373-B (1)	N	Stands	\$3.00	\$25.70			\$11.53	\$11.53		\$11.53	
SM 378 (3)	N	Yachias-East Yachias		13.00	\$3,436.93	\$211.37	8,600.97	12,235.30	\$35,855.94	49,131.24	\$330.00
AE 123-C (1)	N	Yachias	991.52	2,379.06			38.40			38.40	
AE 5 (2)	N	Pembroke	541.44	394.33	20.70			3,375.58		3,375.58	1,575.00
	N	Perry-Pembroke						953.47		953.47	1,575.00
Total for Washington County			\$1,540.93	\$2,815.09	\$3,457.33	\$211.37	\$8,650.90	\$16,375.96	\$35,855.94	\$53,541.92	\$3,780.00
YORK COUNTY											
AE 390 (1)	U -	Alfred	\$73.77	\$1,522.30				\$1,599.07		\$1,599.07	
	-	Alfred-Gray-Windham	1,579.49	3,370.00				4,949.49		4,949.49	\$2,750.00
	U	Lebanon-Waterboro						1,046.58		1,046.58	
	A (1)	Tideford	21.46	1,025.12				115.35		115.35	
AE 392 (1)	-	Kittery	18.35	56.70				753.33		753.33	(10,125.00)
Maine Turnpike Authority credit SN-AF-AP 393-A(1)	-	Kittery-Portland	(21,942.82)	105.50				(21,942.82)		(21,942.82)	
	U	Lebanon					\$786.27	786.27	\$20,744.31	21,530.88	27,165.38
	U	Lebanon	43.91					43.91		43.91	
	U	Lyman	133.58	953.20				1,089.88		1,089.88	
	A-5	North Berwick		258.00				258.00		258.00	
	U	North Kennebunkport		551.90				551.90		551.90	
	U	Wells		639.33				339.33		339.33	
FY 87 (6)	A	York	1.25	131.20				132.45		132.45	
	A	York			\$880.77	\$131.56	7,594.78	8,607.11	14,233.37	22,870.48	
Total for York County			(\$19,411.55)	\$8,353.38	\$880.77	\$131.56	\$8,381.05	(\$1,354.49)	\$35,007.98	\$33,543.49	\$19,790.38

# THIRTY-THIRD REPORT

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

County	Miles		Expenditures		
	Gravel Construction	Tar Surface Treatment	Paid by Town	Paid by State	Total
Androscoggin	4.44	6.52	\$ 3,358.82	\$ 12,583.66	\$ 15,942.48
Aroostook	9.97	25.01	14,158.19	20,898.14	35,056.33
Cumberland	5.29	23.35	4,182.19	15,150.50	19,332.69
Franklin	.74	1.10	3,311.78	6,057.61	9,369.39
Hancock	3.78	0.63	877.16	3,310.85	4,188.01
Kennebec	1.39	19.85	3,333.42	13,018.69	16,352.11
Kenox	3.04	3.03	2,546.95	4,227.94	6,774.89
Lincoln	5.60	9.81	4,923.83	8,075.72	12,999.55
Oxford	1.79	26.50	7,570.88	14,858.90	22,429.78
Penobscot	21.61	25.56	6,530.49	21,416.41	27,946.90
Piscataquis	2.90	5.81	2,632.48	3,103.53	5,736.01
Sagadahoc	6.69	7.20	4,758.56	6,502.20	11,260.76
Somerset	3.67	27.75	4,729.20	16,839.93	21,569.13
Waldo	.80	4.47	97.64	2,913.10	3,010.74
Washington	6.16		1,229.93	3,456.99	4,686.92
York	3.51	23.63	1,043.71	12,737.15	13,780.86
Totals	81.38	208.62	\$5,285.23	\$165,151.32	\$230,436.55

### ACCESS ROADS-1946

Highway	Project Number	Town	Type	Contractor	Per Cent Complete	Total Length Miles
S.H. K-7	*DA-15	Houlton	Bit. Concrete	Herbert Sargent	100	1.19
S.H. K-8	*DA-15	Houlton	Bit. Concrete	Herbert Sargent	100	0.60
Woods Road	DA-24	Bridgewater	Gravel	Force Account	100	12.00
Woods Road	DA-25	Little Squaw	Gravel	Force Account	100	10.50
Woods Road	DA-30	T3 - 86 T2 - 86 Franklin County	Gravel	Force Account	100	3.90
*Bituminous Concrete Gravel						1.79
Total						26.40
Total						28.19

\* Included in State Highway Table

13-A



**PROJECT EXPENDITURES**  
**Construction and Reconstruction of State Highways**  
**Non Federal Aid Roads**

July 1, 1945 to June 30, 1946

Highway	Towns	Surveys	Plans & Computations	Construction Engineering & Inspection	Right of Way & Property Damage	Sub-Total	Labor & Materials	Total
FRANKLIN COUNTY								
04-32	Alder Stream Chain of Ponds						\$3,936.56	\$3,936.56
134	New Sharon						1,183.00	1,183.00
Total for Franklin County							\$5,119.56	\$5,119.56
SOMERSET COUNTY								
H-5	Bingham	\$208.27	\$59.20	\$273.79	\$1,717.94	\$2,259.20	\$11,310.97	\$13,570.17
Total for Somerset County		\$208.27	\$59.20	\$273.79	\$1,717.94	\$2,259.20	\$11,310.97	\$13,570.17
YORK COUNTY								
16-3	Sanford	\$87.11			\$13.60	\$100.71		\$100.71
Total for York County		\$87.11			\$13.60	\$100.71		\$100.71
Total for All Counties		\$285.38	\$59.20	\$273.79	\$1,731.54	\$2,359.91	\$16,430.53	\$18,790.44

STATE HIGHWAY COMMISSION

**PROJECT EXPENDITURES**  
**Access Roads - Federal Defence Area**  
 July 1, 1945 to June 30, 1946

Federal Aid Project No.	Highway Classification	Towns	Surveys	Plans and Computations	Construction Engineering and Inspection	Right of Way and Property Damage	Sub-Total	Labor and Materials	Total	Federal Aid Credits	Miscellaneous Credits
EA-RM 24	Woods Road	Bridgewater			\$105.15		\$105.15	\$9,611.07	\$9,716.22	\$13,456.00	
DA-WR 15	City Streets	Houlton		\$633.07	2,896.78		3,529.85	52,840.36	56,370.21	68,433.55	
EA-R 27	Woods Road	Knowles Corner			132.30		132.30	8,058.30	8,190.69	8,250.00	\$10.00
DA-WR 19	City Streets	Peakes Island				\$4.68	4.68	(66.31)	(61.63)	251.72	
DA-RM 20	Woods Road	Lead Mountain						(16.34)	(16.34)	527.07	
DA-RM 25	Woods Road	Greenville-Little Squaw	\$2.36		238.66		241.02	16,756.18	16,997.20	18,700.00	
EA-R 30	Woods Road	Indian Stream Road		9.60	498.48		508.08	24,508.51	25,016.59	25,802.69	
EA-R 28	Woods Road	Layfield			11.55		11.55	87.89	99.44	877.18	
EA-R 14	Woods Road	Trout Brook						311.42	311.42	3,584.07	
DA-NC 7	SH-A2	Sanford								(93.00)	
		<b>Totals</b>	\$2.36	\$642.67	\$3,882.92	\$4.68	\$4,532.63	\$112,091.08	\$116,623.71	\$139,838.58	\$10.00

## STATE HIGHWAY COMMISSION

### EXPENDITURES AND MILEAGE CONSTRUCTION OF STATE AID ROADS

July 1, 1945 to June 30, 1946

Type of Work	Miles	Cost per Mile	Total Cost
Gravel - Construction	8.09	\$11,174.12	\$ 90,398.63
Surfacing (Base previously constructed)	5.07	2,359.99	11,965.17
Grading and Base	8.59	11,862.35	101,897.60
Gravel - Reconstruction	5.55	4,766.31	26,453.03
Reconstruction - Bituminous Concrete Surfacing	2.45	47,125.66	115,457.87
Gravel Surfacing - Reconstructed Base	1.42	687.86	976.76
Grading and Base Reconstruction	0.82	14,792.15	12,129.56
Bridge Approaches			2,759.18
Tar Surface Treatment	35.42	1,233.24	43,681.42
Total, Labor and Materials			\$405,719.22
Supervision			40,386.14
Total Cost			\$446,105.36
Paid from Town funds		\$234,492.25	
Paid from State funds		211,613.11	\$446,105.36

### COUNTY TABLE

#### MILEAGE AND COST OF STATE AID ROAD CONSTRUCTION

July 1, 1945 to June 30, 1946

County	Miles Constructed Gravel	Miles of Base Surfaced	Total Miles Constructed	Miles				Total Cost
				Grading and Base	Reconstruction Gravel	Reconstruction %lt. Concrete Surface	Tar Surface Treat <sup>1</sup>	
Androscoggin	0.64		0.64	1.22	1.37			\$31,816.42
Aroostook	0.60	0.56	1.16	0.11	0.60	0.19	5.11	30,202.49
Cumberland	0.89		0.89	0.73	0.50	0.64	2.36	69,641.85
Franklin				0.28	0.20			5,055.65
Hancock	0.68	0.15	0.83	0.60	0.70		4.57	16,348.80
Kennebec	0.69		0.69	1.61	1.36	0.49	5.70	70,876.48
Enox	0.20		0.20	0.70	1.42**		3.11	11,844.12
Lincoln	0.70	1.58	2.28	0.66			3.72	12,953.64
Oxford	0.57		0.57				0.43	7,301.33
Penobscot	0.18	1.31	1.49	0.27	0.17*	1.13	1.70	46,750.98
Piscataquis	0.15		0.15	0.12			0.19	5,310.87
Sagadahoc	0.19		0.19	0.20	1.00		0.49	9,504.94
Somerset		0.39	0.39	1.96			3.86	29,862.77
Waldo	1.14		1.14	0.37				8,363.29
Washington	0.10		0.10	0.45			1.20	9,942.99
York	1.36	1.08	2.44	0.37			2.98	39,942.60
Totals	8.09	5.07	13.16	8.59	5.55 0.82* 1.42**	2.45	35.42	\$405,719.22

\* Base on reconstruction

\*\* Base surfaced on reconstruction

**SPECIAL LEGISLATIVE RESOLVES  
EXPENDITURES**

July 1, 1945 to June 30, 1946

	Cost of Supervision and Engineering	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State
Road Construction (gravel)	\$ 181.36	\$19,464.92	\$19,646.28	\$ 3,521.46	\$ 16,124.82
Repairs	2,711.14	64,425.22	67,136.36	9,755.58	57,380.78
Tar Surface Treatment	9.80	6,006.47	6,016.27	1,929.57	4,086.70
	\$2,902.30	\$89,896.61	\$92,798.91	\$15,206.61	\$ 77,592.30
Special Resolves transferred to State Aid					\$ 36,387.79
"    "    "    " Third Class Reconstruction					9,935.48
"    "    "    " Bridge Division					7,436.11
"    "    "    " Maintenance Division					1,000.00
Reimbursements					165.00
					\$132,516.68
Hancock-Sullivan Bridge - Bond Retirement and Interest					6,356.00
New England Shipbuilding Company					150.00
Henry H. Morey					850.00
Joseph Martin					150.00
Fox and Ginn, Inc.					253.00
					\$140,275.68

**COUNTY TABLE  
MILEAGE AND EXPENDITURES  
SPECIAL LEGISLATIVE RESOLVES  
July 1, 1945 to June 30, 1946**

County	Road Construction		Repairs		Tar Surface Treatment		Total Cost	Paid by Town	Paid by State
	Length Miles	Cost	Length Miles	Cost	Length Miles	Cost			
Androscoggin	0.51	\$4,856.65		\$787.09	0.60	\$1,481.86	\$7,125.60	\$2,012.93	\$5,112.67
Aroostook	0.19	1,991.76	6.05	7,190.90			9,182.66	3,003.64	6,179.02
Cumberland	0.98	4,004.17		2,424.86	0.22	306.14	6,735.17	308.23	6,426.94
Franklin			4.13	4,926.34			4,926.34	204.98	4,721.36
Hancock	0.70	613.88	2.00	2,817.43	0.70	761.12	4,192.43	798.84	3,393.59
Kennebec	0.10	835.90	4.07	7,975.41			8,811.31	1,349.30	7,462.01
Knox	0.07	499.33		2,754.26			3,253.59	453.06	2,800.53
Lincoln	0.11	1,728.16	1.25	1,890.15			3,618.31	424.88	3,193.43
Oxford				2,231.95			2,231.95	68.22	2,163.73
Penobscot	0.22	972.74		9,609.01			10,581.75	2,149.13	8,432.62
Piscataquis				3,500.60			3,500.60	128.85	3,371.75
Sagadahoc			2.00	5,189.99			5,189.99	539.80	4,650.19
Somerset	0.21	866.62	4.69	6,358.83			7,225.45	869.27	6,356.18
Waldo	0.29	2,128.57	1.15	1,917.71	4.05	2,911.91	6,958.19	2,093.44	4,864.75
Washington	0.19	1,148.50	2.78	3,786.70			4,935.20	669.59	4,265.61
York			2.24	3,775.13		555.24	4,330.37	132.45	4,197.92
Totals	3.57	\$19,646.28	30.36	\$67,136.36	5.57	\$6,016.27	\$92,798.91	\$15,206.61	\$77,592.30

STATE HIGHWAY COMMISSION

**FEDERAL AID SECONDARY HIGHWAYS  
CONSTRUCTION EXPENDITURES  
JULY 1, 1945 TO JUNE 30, 1946  
PROJECTS IN PROGRAM FOR FISCAL YEAR 1943  
ACT OF SEPTEMBER 5, 1940**

Project No. F.A.S.	Class of Highway	County	Towns	Route	Engineering & Railway Totals	Labor and Materials	Expenditures 1940	Expenditures Prior to 1945	Total Expenditures to 5/30/46	Federal Aid Credits	Contractor
S 25-(3)	S.A.	Andr.	Durham	136	\$19.80		\$19.80	\$398.47	\$418.27		Surveys Only by State
S 343-(3)	S.A.	Andr.	Mechanic Falls-Nanles	11	354.25		354.25	16.00	380.25		"
S 153-(3)	S.A.	Andr.	Turner	219	427.00		427.00	387.52	1,114.52		"
S 308-(2)	S.A.	Aroos.	New Canada	151	34.00		34.00		34.00		"
S 40-(1)	S.A.	Cumb.	Gorham	114	135.34		135.34	1,370.03	1,805.37		"
AE-SM 23(3)	S.A.	Cumb.	Gray-Windham	US 202	1,188.95		1,188.95	5,141.97	6,330.92		"
S 8-(4)	S.A.	Fran.	Jerusalem	27	97.70		97.70	538.43	636.13		"
S 53-(1)	S.A.	Kenn.	Manchester-Beafield	17	224.81		224.81		224.81		"
S 329-(6)	S.A.	Yenn.	Sidney	104	1,097.37		1,097.37	2,020.50	3,118.17		Work Done by State
S 15-(3)	S.A.	Lin.	Damariscotta	129	389.00		389.00		389.00		Survey Only by State
S 49-(1)	S.A.	Oxford	Forway	118	130.80		130.80	1,306.53	1,437.33		"
S 55-(1)	S.A.	Penob.	Clifton	9	102.20		102.20		102.20		"
S 33-(3)	S.A.	Penob.	Corinth	43	58.00		58.00	1,581.15	1,639.15		"
S 274-(4)	S.A.	Penob.	Enfield-Howland	11	500.42		500.42		500.42		"
S 335-(3)	S.A.	Pisc.	Sancerville	15	29.20		29.20	1,557.62	1,586.82		"
S 154-(2)	S.A.	Sag.	Arrowsic	127	580.37		580.37		580.37		"
S 352-(3)	S.A.	Sag.	Rowlesham	24	327.35		327.35	292.50	619.85		"
S 378-(2)	S.A.	Som.	Johnson Mt.Twp.	US 201	318.57		318.57		318.57		"
S-FAS-											
S 379-(2)	S.A.	Som.	Sandy Bay Twp.	US 201	1,051.55		1,051.55		1,051.55		"
S 45-(1)	S.A.	Som.	Smithfield	137	25.80		25.80	779.72	805.52		"
S 24-(4)	S.A.	Wash.	Codyville	15	127.45		127.45	179.75	307.21		"
S 5-(3)	S.A.	Wash.	East Machias	191	403.37		403.37	379.30	782.67		"
S 198-(5)	S.A.	Wash.	Milbridge	US 1-A		\$1,706.79	1,706.79	23,351.58	25,058.47		Leigh D. Chase, Augusta, Maine
Totals					\$7,548.22	\$1,706.79	\$9,355.01	\$40,201.17	\$49,556.18		

**MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS**  
**July 1, 1945 to June 30, 1946**

Item	Bituminous Concrete	Cement Concrete	Bituminous Macadam	Surface Treated Gravel	Plain Gravel	Totals	%
Surface Treatment, Asphalt	\$2,421.99	\$11,213.53	\$47,313.97	\$10,728.22		\$71,677.71	1.58
Surface Treatment, Tar	4,611.24	16,880.49	44,994.92	1,584,339.75		1,650,826.40	36.66
Hauling Cover for Surface Treatment	993.75	8,054.42	16,598.88	594,893.09		620,540.14	13.78
Retread Surfaces	235.03	32,657.08	503.98			33,396.09	.74
Painting and Patching	4,776.40	15,915.78	30,423.16	564,150.78		615,275.12	13.67
Filling Joints, Concrete Surfaces		4,320.21				4,320.21	.10
Mud Jacking		1,265.75				1,265.75	.03
Gravel Surfacing					\$163,105.15	163,105.15	3.63
Machining and Dragging			760.91	57,160.66	123,111.07	181,032.64	4.02
Hauling and Applying Calcium					20,084.81	20,084.81	.45
Hauling Materials on Surface Treated Gravel							
Macadam and Concrete	490.05	1,978.29	17,322.74	236,301.16		256,092.25	5.68
Ditch and Shoulder Maintenance	4,525.47	20,767.67	39,327.32	252,800.82	32,245.63	349,666.91	7.76
Surface Treatment of Shoulders	139.06	277.39	111.78			528.23	.01
Installing and Maintaining Culverts	2,050.06	6,114.90	7,314.83	70,711.72	15,649.58	101,841.09	2.26
Draining Water from Surface	682.81	2,724.80	4,976.62	50,997.17	8,958.44	68,339.84	1.52
Erecting and Repairing Guard Rails Including Winter Warnings	1,311.96	7,886.37	5,276.06	42,002.16	2,106.00	59,082.55	1.32
Painting Guard Rail	26.12	684.13	710.31	2,396.76	1,627.95	5,445.27	.12
Cutting Bushes and Grass	3,557.52	12,285.59	16,415.65	221,349.59	28,074.29	281,682.64	6.25
Beautification	1,613.47	2,276.12	1,249.03	3,943.60	225.15	9,307.37	.21
Traffic Lines	118.46	309.68	59.75	143.02		630.91	.01
Signs	295.93	1,003.27	1,538.08	6,479.46	107.67	9,424.41	.20
<b>Totals</b>	<b>\$28,340.33</b>	<b>\$146,615.47</b>	<b>\$234,897.99</b>	<b>\$3,698,406.96</b>	<b>\$305,295.74</b>	<b>\$4,503,565.49</b>	<b>100.00</b>
Miles Maintained	76.71	214.10	433.92	6,191.83	1,462.93	8,379.49	
*Average Cost Per Mile	\$ 369.56	\$ 684.80	\$ 541.34	\$ 597.30	\$ 270.20	\$ 537.45	
			Supervision			\$93,797.61	
			General Sign Account			7,054.86	
			General Paint Account			45.98	
			<b>Total Maintenance Expenditure</b>			<b>\$4,604,373.04</b>	

\*Not including supervision

STATE HIGHWAY COMMISSION

**THIRTY-THIRD REPORT**

**COUNTY TABLE  
EXPENDITURES FOR MAINTENANCE**

July 1, 1945 to June 30, 1946

County	State Highways	State Aid Highways	Total
Androscoggin	\$89,847.49	\$88,365.99	\$178,213.48
Aroostook	453,346.82	208,090.15	661,436.97
Cumberland	85,139.19	183,369.79	268,508.98
Franklin	99,084.38	95,822.78	194,907.16
Hancock	108,141.26	179,681.31	287,822.57
Kennebec	219,120.75	229,808.52	448,929.27
Knox	32,966.19	106,058.96	139,025.15
Lincoln	65,845.00	106,494.54	172,339.54
Oxford	99,551.48	138,681.13	238,232.61
Penobscot	136,040.56	294,609.10	430,649.66
Piscataquis	50,582.21	73,990.68	124,572.89
Sagadahoc	47,317.89	61,535.56	108,853.45
Somerset	168,327.64	203,746.86	372,074.50
Waldo	76,997.86	134,486.40	211,484.26
Washington	134,402.84	176,797.44	311,200.28
York	154,506.45	200,808.27	355,314.72
<b>Total</b>	<b>\$2,021,218.01</b>	<b>\$2,482,347.48</b>	<b>\$4,503,565.49</b>
Supervision	52,508.91	41,198.70	93,707.61
General Sign Acct.	7,054.86		7,054.86
General Paint Acct.	45.98		45.98
<b>Total</b>	<b>\$2,080,827.76</b>	<b>\$2,523,546.18</b>	<b>\$4,604,373.94</b>



## STATE HIGHWAY COMMISSION

### SNOW REMOVAL            1945 -1946   Season

#### ALL CLASSES OF HIGHWAYS----- 14.553.07 MILES

Cost to state	\$1,770,829.31
Less towns' winter maintenance cost (State Highway (State Highway)	112,082.80
State's expenditure (including supervision cost, \$60,533.39)	\$1,658,746.51
Less town funds expended by state	16,353.09
State's allotment	\$1,642,393.42
Cost to towns	953,700.03
Total cost	\$2,596,093.45
Average cost per mile to state	\$112.86
Average cost per mile to town	\$65.53

#### STATE HIGHWAYS ----- 2802.07 MILES

Cost to state	\$1,018,847.84
Plus town's winter maintenance cost (State Highway)	112,082.80
Total cost	\$1,130,930.64
Average cost per mile to state	\$363.61
Average cost per mile to town	\$40.00

#### STATE AID ROADS --- 5256.78 MILES, TOWN ROADS --- 6494.22 MILES

Cost to state	\$639,898.67
Cost to towns	825,264.14
Total cost	\$1,465,162.81
Average cost per mile to state	\$54.45
Average cost per mile to town	\$70.23

**STATEMENT OF EXPENDITURES**  
**TOWN ROAD IMPROVEMENT FUND**  
 July 1, 1945 to June 30, 1946

		Fund Available	Expenditures	Balances
1945-46	General Supervision Apportionment	\$ 7,423.22	\$ 2,392.10	\$ 5,031.12
1945	Balances from Maintenance of Unimproved Roads, Town Apportionments	5,217.16	5,217.16	
1945-46	Apportionments to Towns	192,576.78	82,064.40	110,512.38
		\$205,217.16	\$89,673.66	\$115,543.50
Cost of Supervision				2,392.10
State Expenditure for Town Road Improvement				87,281.56
Town Expenditure for Town Road Improvement				11,339.66
Total Cost of Work, not including Supervision				\$98,621.22

**STATE HIGHWAY COMMISSION**

**COUNTY TABLE SHOWING EXPENDITURES  
FROM TOWN ROAD IMPROVEMENT FUND  
July 1, 1945 to June 30, 1946**

	Total Cost	Paid by Town	Paid by State
Androscoggin	\$9,211.96	\$ 1,666.52	\$ 7,545.44
Aroostook	6,040.67	666.50	5,374.17
Cumberland	9,594.57	1,022.07	8,572.50
Franklin	4,756.71	328.53	4,428.18
Hancock	5,002.71	665.05	4,337.66
Kennebec	8,682.72	777.35	7,905.37
Knox	2,817.97	286.74	2,531.23
Lincoln	4,715.80	452.08	4,263.72
Oxford	6,325.98	333.25	5,992.73
Penobscot	7,989.83	957.43	7,032.40
Piscataquis	3,480.99	113.96	3,367.03
Sagadahoc	3,443.21	264.26	3,178.95
Somerset	10,665.25	2,666.59	7,998.66
Waldo	1,868.33	192.31	1,676.02
Washington	3,708.42	282.76	3,425.66
York	10,316.10	664.26	9,651.84
	\$98,621.22	\$11,339.66	\$87,281.56

**THIRTY-THIRD REPORT**

**FEDERAL-AID SECONDARY SYSTEM MILEAGE \***

County	F. A. S. on State Highway	F. A. S. on Other Systems	Total
Androscoggin	18.7	68.7	87.4
Aroostook	242.7	39.3	282.0
Cumberland	27.6	146.4	174.0
Franklin	56.5	66.4	122.9
Hancock	40.7	80.0	120.7
Kennebec	90.8	74.1	164.9
Knox	38.6	38.6	77.2
Lincoln	43.2	39.9	83.1
Oxford	55.6	91.6	147.2
Penobscot	54.7	161.8	216.5
Piscataquis	38.6	28.0	66.6
Sagadahoc	4.7	47.1	51.8
Somerset	104.1	87.4	191.5
Waldo	50.1	51.1	101.2
Washington	29.6	102.4	132.0
York	119.1	82.3	201.4
<b>Total</b>	<b>1015.3</b>	<b>1205.1</b>	<b>2220.4</b>

\* Tentative - Subject to correction

FINANCIAL  
STATEMENTS

*July 1, 1945 to*

*June 30, 1946*

THIRTY-THIRD REPORT

# GENERAL HIGHWAY FUND ANALYSIS OF SURPLUS

July 1, 1945 to June 30, 1946

Balance July 1, 1945			\$4,846,852.27
<b>Debit Adjustments to Surplus:</b>			
Highway Planning Survey	\$27,702.00		
State & State Aid Highways	1,220,000.00		
Special Resolves	168,000.00		
Other Special Claims	4,281.00		
Town Road Improvement	200,000.00		
State Police Barracks	22,500.00		
State & State Aid Highway Maintenance	494,995.54		
Snow Removal	442,393.42		
Contributions to Other Funds	591.33		
Bond Interest Adjustment	.50		
Cancelled Checks Reissued	79.97		
Deer Isle-Sedgwick Bridge (C.O.)	2,640.01		
		\$2,583,183.77	
<b>Credit Adjustments to Surplus:</b>			
Refund from Dept. Garage	1,999.51		
Refund David Stevens-Approp. 9021	1.38		
Money received from defalcations	1,420.00		
Outstanding checks 6/30/45	2,167.02	5,587.91	2,577,595.86
			\$2,209,256.41
<b>Revenue:</b>			
Gasoline Tax	5,782,155.05		
Use Fuel Tax & Fees	9,770.72		
Motor Vehicles Reg. & Fees	4,547,298.44		
Outdoor Advertising	7,590.00		
Permits to open Highways	4,515.24		
State Police Court Costs	20,292.87		
Int. on War Bond Investment	36,528.25		
		10,408,140.57	
<b>Allotments:</b>			
Interest & Bond Retirement	2,220,700.00		
Highway	5,804,129.00		
State Police	413,770.00		
Motor Vehicle Bureau	216,937.00		
Gasoline Tax Division	21,550.00		
Contributions to other Funds	159,283.00	8,836,359.00	
			1,571,771.57
<b>Lapsed Balances:</b>			
State & State Aid Construction	130,000.00		
Gasoline Tax Division	3,711.12		
Motor Vehicle Bureau	2,958.70		
State Police	23,941.61		
Compensation for Injuries	6,244.69		
Maine Turnpike Authority	2,946.58		
Highway Administration	292.40		
		170,095.10	1,741,866.67
Highway Surplus Account Balance		4,011,123.06	4,011,123.08
*Controllers Surplus Account Balance		4,007,584.03	
		3,439.05	

\*This difference is due to controllers accounting for Gasoline Tax on an accrual basis and Highway Department accounting for Gasoline Tax on an actual cash basis, also Deer Isle-Sedgwick Bridge transfer of \$2,640.01 from surplus not recorded as a surplus transfer.

**STATE HIGHWAY COMMISSION  
APPROPRIATION SUMMARY  
AVAILABLE FUNDS - EXPENDITURES - BALANCES**

July 1, 1945 to June 30 1946

ACTIVITIES TITLE OF APPROPRIATION	BALANCE BEGL. F.G. 7/1/45	LEGISLATIVE ALLOTMENTS	TRANSFERS	OTHER REVENUE	TOTAL AVAILABLE	EXPENDITURES	TRANSFERS	BALANCES LAPSED	CARRYING BALANCES 6/30/46
Bond Retirement		\$1,724,000.00			\$1,724,000.00	\$1,724,000.00			-----
Bond Interest	496,700.00		\$ .50		496,700.50	496,700.50			-----
Highway Administration		177,899.00		\$1,392.89	179,291.89	178,999.49		\$292.40	-----
Highway Planning - Survey	\$5,058.80	16,000.00	27,702.00	29,137.57	79,298.47	36,208.29			\$43,090.18
State Aid Construction	122,383.80	870,000.00	43,803.33	17,145.57	1,053,333.70	241,997.65	\$11,320.75	130,000.00	670,015.29
State Aid Reconstruction			11,156.32		11,156.32	2,742.41			1,222.50
Third Class Reconstruction		350,000.00	45,598.21		396,598.21	165,151.32	11,156.32		220,390.57
Special Resolves	238,328.75	179,633.00	2,878.00		420,839.75	85,516.30*			280,564.07
Construction & Reconst. State Highways	88,587.91				88,587.91	18,790.44	54,759.38		69,797.47
Maintenance of Bridges	151,444.84	200,000.00		2,928.55	354,273.39	225,450.68			127,822.51
Maintenance of State & State Aid Highways	5,217.16	4,194,995.54	1,000.00	408,378.40	4,604,373.94	4,604,373.94			-----
Town Roads Improvement		200,000.00			205,217.16	89,573.55			115,543.50
Third Class Roads	37,955.28			823.19	38,788.47	1,815.38	35,972.09		-----
Federal Defense Access Roads	(23,794.20)			139,648.58	115,054.38	115,054.38			(569.33)
Compensation for Injuries Received		50,000.00			50,000.00	43,755.31		6,244.69	-----
First Surface Treatment Maintenance	65,851.27				65,851.27				65,851.27
Removal of Snow from Highways		1,542,393.42		15,353.09	1,658,746.51	1,658,746.51			-----
Federal Motor Transport	49,451.25				49,451.25		49,451.25		-----
Federal Allotment Fund	233,575.32				233,575.32		233,575.32		-----
Special Defense Projects	65,375.93				65,376.93		65,375.93		-----
Post War Surveys	(13,660.53)			30,455.00	16,794.47	62,899.30			(45,105.33)
Federal Secondary Roads	29,403.90		114,527.28		144,231.18	9,355.01			134,876.17
Federal Grade Crossings	121,504.94			(12,995.99)	108,508.95	10,014.47			98,552.58
Bridge Loan Fund	115,051.14	450,000.00	18,756.86	195,315.99	780,123.99	234,758.31	14.77		545,359.91
Maine Turnpike Authority	3,305.01				3,895.01	949.33		2,945.58	-----
Highway Loan Fund	536,250.00		233,575.32	67,521.75	837,348.57	257,012.12			579,435.55
Waldo-Mancock Bridge	80,652.90			64,259.49	144,922.48	58,953.53**			85,968.95
Richmond-Dresden Bridge	735.93	2,559.00		10,325.30	13,111.33	9,091.83			3,610.50
Deer Isle-Sedgwick Bridge	10,931.25	12,499.00	2,640.01	45,527.15	71,498.41	47,732.34**			23,766.05
Transfer General Highway Fund							33,227.51		-----
	\$1,025,311.54	\$10,566,570.96	\$903,038.83	\$1,016,717.63	\$14,012,638.96	\$10,384,113.56	\$903,038.83	\$130,483.67	\$3,019,223.41

\* Includes bonds Retired \$5,600.00 & Interest Paid \$756.00 on Hancock-Sullivan Bridge

\*\* Includes bonds Retired 20,000.00 & Interest Paid 24,354.17 on Waldo-Mancock Bridge

‡ Includes bonds Retired 12,000.00 & Interest Paid 17,520.00 on Deer Isle-Sedgwick Bridge

STATE HIGHWAY COMMISSION

# THIRTY-THIRD REPORT

## APPROPRIATION REVENUES FROM OTHER SOURCES

July 1, 1945 to June 30, 1946

Gasoline Tax .....	\$5,782,110.05	
Gasoline Tax Fines & Penalties .....	45.00	
Use Fuel Tax .....	9,713.99	
Use Fuel Tax Penalties .....	34.73	
Use Fuel License Fees .....	22.00	
Motor Vehicle Registrations .....	4,524,036.29	
Inspection Fees .....	23,134.70	
Commission on Telephone Booths .....	68.95	
Information .....	58.50	
Outdoor Advertising .....	7,580.00	
Permits to open Highways .....	4,515.24	
State Police Court Costs .....	20,292.87	
Int. on War Bond Investment .....	36,528.25	
Revenue General Highway Fund .....		<u>\$10,408,140.57</u>
Bridge Tolls .....	119,573.00	
Rentals .....	7,154.00	
Miscellaneous Sales .....	5,422.35	
Federal .....	230,805.05	
Counties .....	121,145.70	
Cities & Towns .....	515,622.59	
Private Contributions .....	15,000.00	
Insurance Adj. & Sale of Property .....	1,575.00	
Profit on sale Bridge Bonds .....	419.94	
Revenue other sources .....		<u>1,016,717.63</u>
M.C.R.K. Co. Debt. service payment .....	76,569.90	<u>76,569.90</u>
Total Revenue .....		<u>\$11,501,428.10</u>

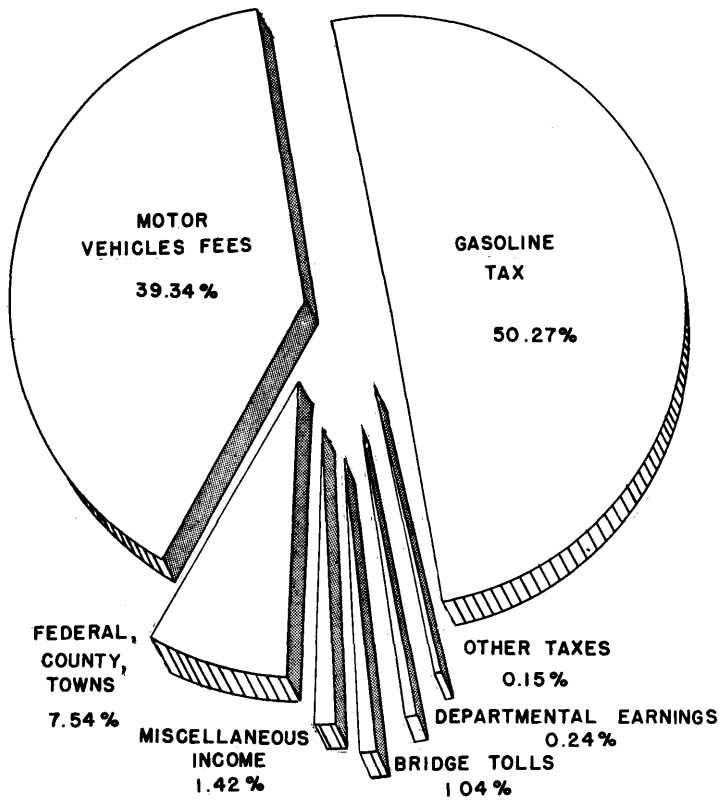
## SUMMARY OF APPROPRIATION INCOME AND EXPENDITURES

July 1, 1945 to June 30, 1946

Total Appropriation Balances July 1, 1945 .....		\$ 1,926,311.54
Funds Alloted & Transferred from General Highway Fund .....	\$10,599,791.47	
Revenue from Other Sources .....	<u>1,016,717.63</u>	<u>11,616,509.10</u>
Total Expenditures .....		<u>13,542,820.64</u>
		<u>10,384,113.56</u>
		3,158,707.08
Balances Lapsed .....		<u>139,483.67</u>
Total Appropriation Balances June 30, 1946		\$ 3,017,223.41



**STATE HIGHWAY DEPARTMENT INCOME**  
July 1, 1945 to June 30, 1946

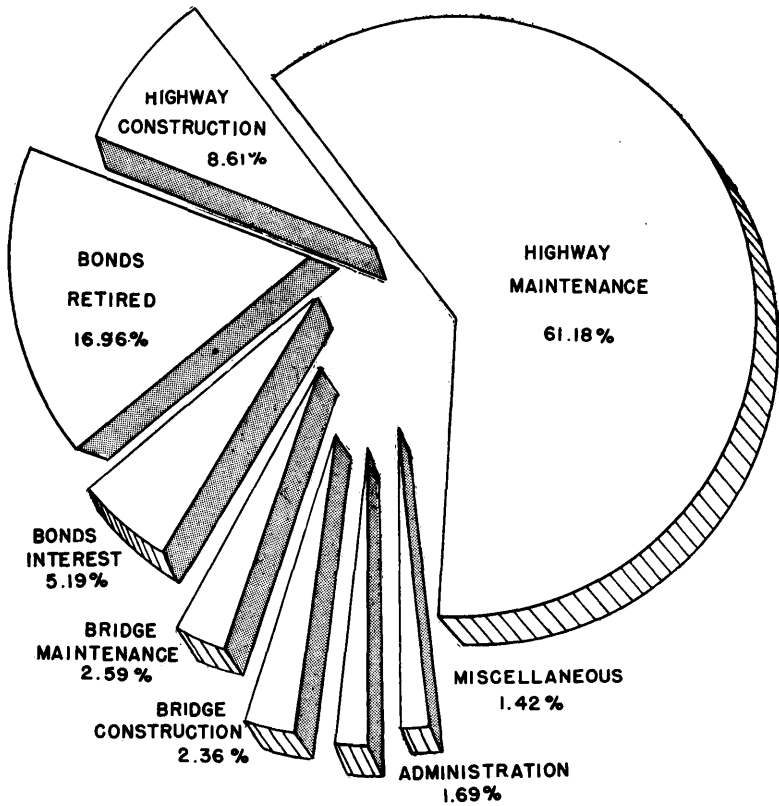


SOURCE	AMOUNT	PERCENT
Gasoline Tax	\$ 5,782,155.05	50.27
Motor Vehicles Fees	4,524,036.29	39.34
Bridge Tolls	119,573.00	1.04
Departmental Earnings	27,576.35	0.24
Federal, County, Towns	867,573.34	7.54
Miscellaneous Income*	163,163.35	1.42
Other Taxes	17,350.72	0.15
	<u>\$11,591,428.10</u>	<u>100.00</u>

\*Interest on War Bond Investment  
\*N.C.R.R. Co. Debt. Service

36,528.25  
76,569.90

**STATE HIGHWAY DEPARTMENT EXPENDITURES**  
July 1, 1945 to June 30, 1946



PURPOSE	AMOUNT	PERCENT
Highway Construction	\$ 893,549.35	8.61
Highway Maintenance	6,352,794.11	61.18
Bridge Construction	244,772.78	2.36
Bridge Maintenance	269,254.43	2.59
Miscellaneous	147,130.33	1.42
Administration	175,681.89	1.69
Bonds Retired*	1,761,600.00	16.96
Bonds Interest**	539,330.67	5.19
	<u>\$10,384,113.56</u>	<u>100.00</u>
* Hancock-Sullivan bond Retired	\$ 5,600.00	
* Waldo-Hancock bonds Retired	20,000.00	
* Deer Isle-Sedgwick Bonds Retired	12,000.00	
**Hancock-Sullivan Bond Interest Paid	756.00	
**Waldo-Hancock Bond Interest Paid	24,354.17	
**Deer Isle-Sedgwick Bond Interest Paid	17,520.00	
	<u>\$ 80,230.17</u>	