

# MAINE STATE LEGISLATURE

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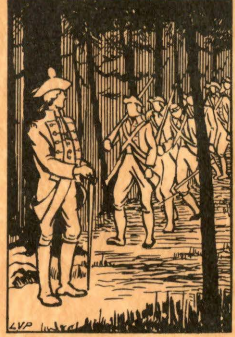
1948

(In three volumes)

VOLUME II.



Thirty-fourth  
Report  
of the



**MAINE**  
**STATE HIGHWAY COMMISSION**



19



47







Thirty-fourth Report

MAINE  
STATE HIGHWAY  
COMMISSION

July 1, 1946 - June 30, 1947



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COMMISSIONERS  
STILLMAN E. WOODMAN  
CHAIRMAN  
CORNELIUS J. RUSSELL  
LLOYD B. MORTON  
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-fourth report  
of the State Highway Commission, for the period July 1,  
1946 to June 30, 1947.

Respectfully yours,

*S. Woodman*

Chairman

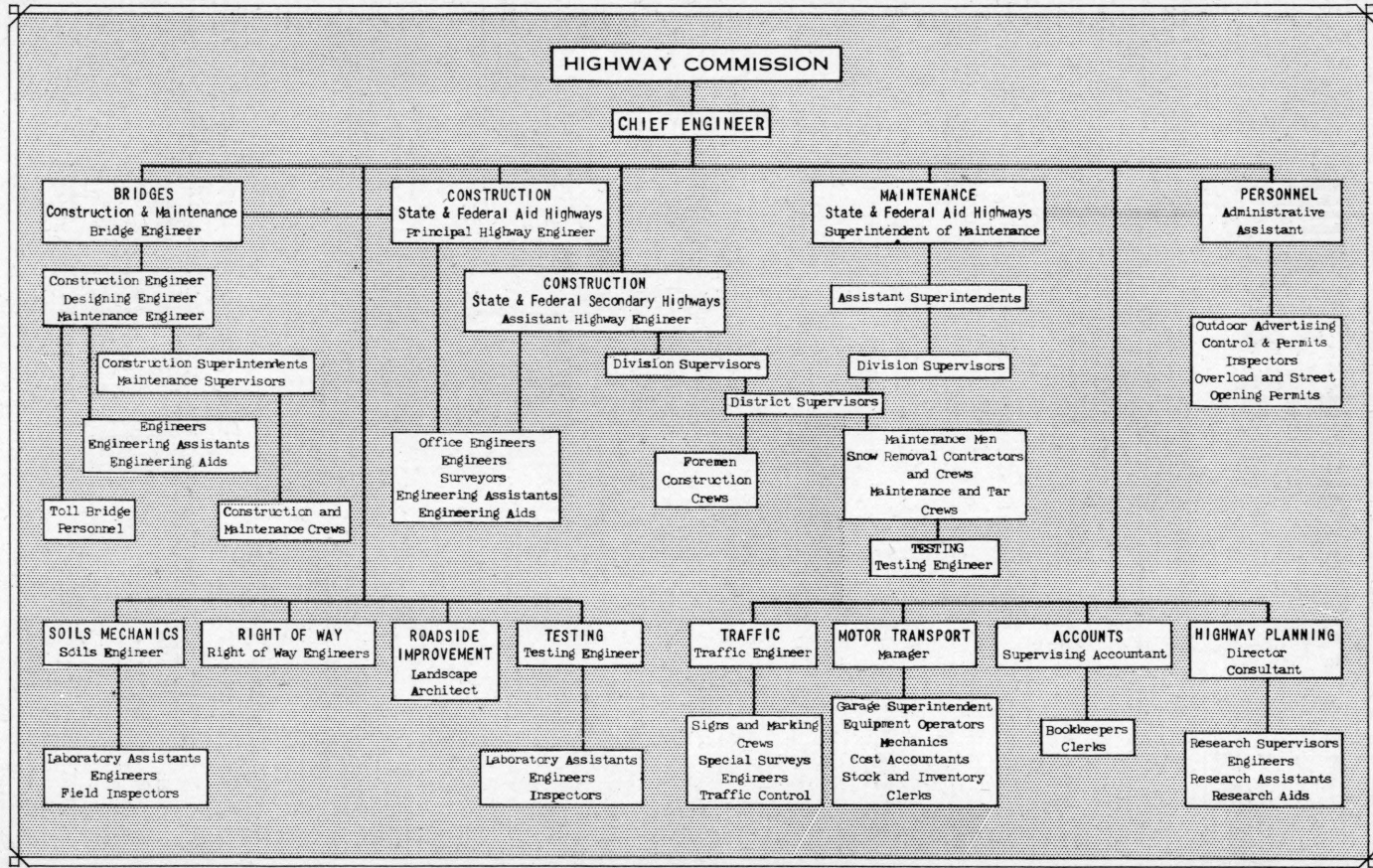
*C. J. Russell*

*Lloyd B. Morton*

State Highway Commission

Augusta, Maine  
December 31, 1947

# Organization Chart





# Administrative Officers of the State Highway Commission

## STATE HIGHWAY COMMISSION

Stillman E. Woodman, Chairman  
Cornelius J. Russell  
Lloyd B. Morton

Machias  
Bangor  
Farmington

## PERSONNEL

Lucius D. Barrows	Chief Engineer
Max L. Wilder	Bridge Engineer
Charles A. Whitten	Bridge Construction Engineer
Clarence L. Partridge	Bridge Designing Engineer
Koy A. Wentzel	Bridge Maintenance Engineer
Ernest L. Merrill	Principal Highway Engineer
F. Stanley Weymouth	Assistant Highway Engineer
R. Morrell Page	Office Engineer
Edward W. Axtell	Right of Way Engineer
William H. Bradford	Right of Way Engineer
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 F. Sawyer	Traffic Engineer
Hamilton Gray	Soils Engineer
Horace A. Pratt	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— Auditor

# Thirty-fourth Report of the State Highway Commission



## The Federal-Aid Highway Program

### FEDERAL FUNDS



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).

All apportionments of federal aid to the states under this act for the fiscal years 1946, 1947 and 1948 have now been made.

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

Fiscal Year	Amounts Apportioned			Totals
	For Federal-aid Highway System	For Secondary Federal-aid Highways	For 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
1948	1,899,234	1,368,181	546,165	3,813,580
Totals	\$5,797,032	\$4,176,140	\$1,667,241	\$11,640,413

The Federal-aid Highway Act of 1944 has been amended to provide that the apportionments for any fiscal year shall be available for obligation to projects for a period of two years after the end of the fiscal year for which the apportionment was made.

## STATE MATCHING FUNDS

The federal share of the cost of highway and bridge construction projects is limited to fifty per centum, except that the federal share in the cost of rights of way is limited to one-third, so that the State pays one-half 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 cost 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.

To provide state matching funds the Legislature, in 1945, enacted laws which authorized a reissue of highway bonds not to exceed \$3,453,000 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, a total of \$5,953,000. It was estimated that this amount would be sufficient for state matching fund requirements to obligate one-half of the federal aid apportioned for the three-year period, 1946, 1947 and 1948, leaving to the Ninety-third Legislature the problem of providing ways and means to match the remaining half of the federal aid.

Because of conditions which existed in 1945 and 1946, the highway construction program did not advance as rapidly as contemplated when the 1944 Federal-aid Highway Act was passed, and with the apportionment of \$2,500,000 from the general highway fund surplus to match federal funds it appeared that it would not be necessary to reissue highway bonds as authorized by Chapter 134 of the Private and Special Laws of 1945

before the end of the fiscal year ending June 30, 1947. As the authorization to reissue these bonds expired on June 30, 1947, the Commission in its report for the fiscal year 1946 recommended that the expiration date for reissuing bonds be extended to June 30, 1949.

During the session of the Ninety-third Legislature in 1947 the question arose as to the constitutionality of reissuing highway bonds as proposed for the purpose of matching federal aid for highway and bridge construction. This matter was submitted to the Supreme Judicial Court for an opinion. (Senate Order of March 21, 1947, relating to S. P. 467, L. D. 1309, "An Act to Provide for Issuance of Highway Bonds".) The Justices of the Supreme Judicial Court on March 21, 1947, submitted an Advisory Opinion that the Legislature did not have authority to reissue bonds as proposed.

With the reissue of bonds eliminated as a source of state matching funds to obligate federal aid, the Legislature was at once confronted with the problem of establishing a new source of funds for this purpose.

As of March 1, 1947, the balance of unobligated 1946 federal-aid funds and some small balances from previous years amounted to \$2,015,751. It was estimated that after completion of the projects under way or obligated there would be a balance of state funds in the appropriation account of \$1,031,000, and that with the probable increase in revenue there would be a sufficient balance in the unappropriated general highway fund surplus to allow \$1,000,000 to be used for matching federal funds, making a total of \$2,031,000 with which to match the unobligated balance of \$2,015,751 of federal funds.

There remained the problem of providing state



matching funds to obligate 1947 and 1948 federal-aid apportionments amounting in all to \$7,726,904. The additional funds needed were provided by increasing the tax on gasoline from four cents a gallon to six cents a gallon, and there was included in the act to allocate the general highway fund for the fiscal years 1948 and 1949 (Chapter 190, Private and Special Laws of 1947) an item authorizing the State Highway Commission to apportion an amount not to exceed \$5,300,000 from the unappropriated general highway fund surplus during the biennium ending June 30, 1949, and an authorization to make agreements with the Public Roads Administration to obligate \$2,700,000 of general highway funds to be collected during the fiscal year ending June 30, 1950.

While provision was thus made for matching all federal funds apportioned under the 1944 Federal Act, it will be necessary to spread the program of work over a period of several years since the state funds to be used are not available for expenditure at once, but are collected from month to month.

## ALLOCATION OF FUNDS

In setting up the three-year financial program, federal regulations required that 1- $\frac{1}{2}$  per centum of the funds be reserved for planning and research. Other reservations have been made for railroad grade crossing elimination and major bridge construction projects.

In accordance with long established custom, and in accordance with statutes as to proceeds from bond issues for highway construction, an attempt has been made to make an equitable distribution of funds applied to highway construction among the counties. In making county allocations for regular federal-aid projects, the average of the factors of population and federal-aid system mileage has been applied to federal funds, and the average of the factors of population, valua-

tion, total state mileage and motor vehicle registration has been applied to state funds. In the allocation of secondary federal-aid funds by counties a similar method has been followed, except that the mileage factor does not include regular federal-aid roads.

Federal aid for urban places is a new provision. Such federal funds are apportioned to states on the basis of population of such areas, and it is believed that the basis of population is a fair basis for apportionment of funds to areas which fulfill the federal requirements.

The following table shows the federal aid apportioned for the three-year period, 1946, 1947 and 1948 for regular, secondary and urban projects and tentative reservations for activities.

Federal Funds				
	Regular Federal Aid	Secondary Federal Aid	Urban Federal Aid	Total
3-Year Totals	\$5,797,032	\$4,176,140	\$1,667,241	\$11,640,413
Planning Reserve 1½%	86,955	62,642	25,009	
Elimination of Grade Crossings	5,710,077 450,000	4,113,498 405,000	1,642,232	
Bridge Construction	5,260,077 1,003,939	3,708,498 600,000	1,642,232 319,507	
Highway Construction	\$4,256,138	\$3,108,498	\$1,322,725	



# Allocation of the General Highway Fund

For the Fiscal Year Ending June 30 1947

Apportionments from the general highway fund for State Highway Department activities were set up for the fiscal year ending June 30, 1947, 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 from July 1, 1946, to June 30, 1947:

ITEMS - SECTION I		AMOUNTS
A	Bond Interest	\$ 441,428.00
B	Bond Retirement	1,729,000.00
C	State Highway Commission	
1	General Administration	\$ 178,740.00
2	Highway Planning	16,000.00
3	Maintenance of Bridges	200,000.00
4	Maintenance and Betterments State and State Aid Roads	4,000,000.00
5	Removal of Snow from Highways	1,200,000.00
6	Construction of Bridges General Bridge Act	450,000.00
7	Interest on and Retirement of Hancock-Sullivan Bridge Bonds, Chapter 82, Private & Special Laws of 1943	5,978.00

8	Roads on North Haven, Vinalhaven, 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	
9	Compensation for Injuries, Workmen's Compensation Act	50,000.00	6,104,718.00
D	State Police		
1	General Administration		422,123.00
E	Public Buildings, Superintendent of		
1	State Police Headquarters, Maintenance	6,110.00	
2	Motor Vehicle Registration, Maintenance	9,250.00	15,360.00
F	Secretary of State		
1	Motor Vehicle Division, for expenses of registering motor vehicles and licensing drivers thereof		217,000.00
G	Bureau of Taxation		
1	Administration of Gasoline and Use Fuel Tax		21,550.00
H	Contributions and Transfers to Other Funds		
1	To the general fund for accounting, auditing, purchasing and legal services rendered to the State Highway Commission	46,280.00	
2	To special revenue funds for auditing services rendered to the State Highway Commission	2,475.00	
3	To Public Services Enterprises for toll-bridge deficits (Deer Isle- Sedgwick Bridge, Richmond-Dresden Bridge)	3,180.00	
4	To Trust and Agency Funds for Employees' Retirement System	96,500.00	148,435.00
	Total Apportionments, Section 1		\$ 9,099,614.00

	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
D	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, 1947		2,472,298.00
G	Authorization for additional apportionments for maintenance and betterment of state and state aid highways		
	Apportioned for summer maintenance to June 30, 1947,	450,000.00	
	Apportioned for snow removal to June 30, 1947	510,534.78	<u>960,534.78</u>
I	Authorization for additional apportionments for extra administrative costs.		
1	Highway administration	30,000.00	
2	Compensation for Injuries	3,000.00	
3	State Police administration	40,445.00	
4	Secretary of State - Motor Vehicle	66,500.00	
5	Superintendent of Buildings (State Police and Motor Vehicle Registration Buildings )	1,250.00	
6	Contributions to other funds (Bureau of Accounts and Control, State Auditor and Attorney General)	8,436.31	<u>149,631.21</u>
	Total Apportionments, Section 2		\$ 5,152,463.99

ITEMS	AMOUNTS
Special temporary loan to the Motor Transport Division to purchase needed additional equipment for snow removal activity. Council Order #44	\$ 175,000.00
Budget estimate insufficient to meet actual allocation to five island towns as authorized in Chapter 99, Private & Special Laws, 1937, Chapter 87, Private & Special Laws, 1939	670.25
Settlement of a damage suit brought by the Kennebec Towage Co., of Bath, Maine. Legislative authorization to bring suit against the State of Maine, Chapter 12, Resolves, 1945	5,517.43
Total Council Order and other Legislative Acts	<u>181,187.68</u>
Grand Total of Allocations from the General Highway Fund	<u><u>\$14,433,265.67</u></u>



## General Highway Fund Highway Income and Obligations

The balance in the unappropriated general highway fund surplus on July 1, 1946, was \$4,011,123.08. Adjustments made during the year on account of activities of the previous year amounted to \$3,522.37, making the total \$4,014,645.45. Income to the general highway fund during the fiscal year ending June 30, 1947, amounted to \$12,496,287.93, making a total of \$16,510,933.38 of state funds available for obligation to highway activities.

Apportionments made from the general highway fund under Sections 1 and 2 of Chapter 136, Private and Special Laws of 1945, including a temporary transfer of \$175,000 to the Motor Transport Division, amounted to \$14,433,265.67. Lapsed balances turned back to the general highway fund amounted to \$68,564.37, so that the balance in the unappropriated general highway fund surplus on June 30, 1947, was \$2,146,232.08.

Of \$14,433,265.67 allocated, \$13,320,346.46 was apportioned to State Highway Department activities, and \$1,112,919.21 was transferred to other departments, including \$175,000 to the Commission's Motor Transport Division.

It is estimated that at least \$1,000,000 of the surplus balance will be needed to complete the state matching fund requirements of projects undertaken with 1946 federal aid.

It is the opinion of the Commission that at least \$1,000,000 should be carried as an unob-

ligated balance to meet contingencies.

Direct charges for labor and material or for contract payments are not made against the general highway fund. Transfers are made from this fund to appropriations or activity accounts.



## Summary of Appropriations and Expenditures

(NOT INCLUDING MOTOR TRANSPORT  
AND CARLTON BRIDGE SINKING FUND)

Obligated balances or reserves for appropriation accounts brought forward from previous years on June 30, 1946, amounted to \$3,065,898.07; new apportionments from the general highway fund for direct Highway Department activities during the fiscal year 1947 amounted to \$13,320,346.46; revenue from other sources, including town and county funds and federal funds, amounted to \$2,782,690.65 - making a total of \$19,168,935.18.

Expenditures during the fiscal year 1947 amounted to \$14,799,398.80 plus transfers of \$46,674.66 to reimburse overdrawn accounts, or \$14,846,073.46; balances lapsed and transfers back to the general highway fund surplus amounted to \$49,794.36 - leaving appropriation balances on June 30, 1947, amounting to \$4,273,067.36. These balances are obligated.

The above funds and expenditures include only funds which passed through the State Treasury Department. Town and county funds which were expended under direction of the State Highway Department but not deposited with the State Treasurer are not included. (See detailed "Summary of Expenditures" for grand totals.)



## Additional Revenue for the General Highway Fund Increases for Highway Activities for Fiscal Years 1948 and 1949

To provide state funds to match federal funds for the construction of highways and bridges, and to carry on necessary maintenance of highways and bridges, the excise tax on gasoline was increased from four cents a gallon to six cents a gallon. (Chapter 349, P. L. 1947 - Emergency Act.)

It is provided that no additional tax shall be levied prior to June 1, 1947, and the provisions for the increase in the gasoline tax are to be in effect until September 1, 1950.

As has already been explained, this additional revenue will provide for matching federal aid apportioned under the Federal-aid Highway Act of 1944 and will enable the Department to undertake much needed betterment and reconstruction work during the fiscal years 1948 and 1949.

In the report for the fiscal year 1946, under the heading of "Other Problems", attention was called to the need of additional funds for snow removal, bridge construction, bridge maintenance, improvement of non-federal state highways, betterments and reconstruction.

Under the provisions of an act approved May 13, 1947 (Chapter 190, P & S. Laws of 1947), to make allocations from the general highway fund for the fiscal years 1948 and 1949, apportionments for these activities have been substantially increased, except that no funds were provided for construction of non-federal state highways.



Following is a comparison of apportionments for the above mentioned activities for the fiscal years 1947, 1948 and 1949:

Items	Fiscal Year		
	1947	1948	1949
Maintenance of Bridges	\$ 200,000	\$ 440,000	\$ 440,000
Bridge Construction	450,000	812,500	812,500
Snow Removal	1,200,000	1,700,000	1,700,000
Maintenance and Betterments	4,000,000	5,700,000	5,925,000

## REVENUE FROM GAS TAX AND AUTO REGISTRATION FEES

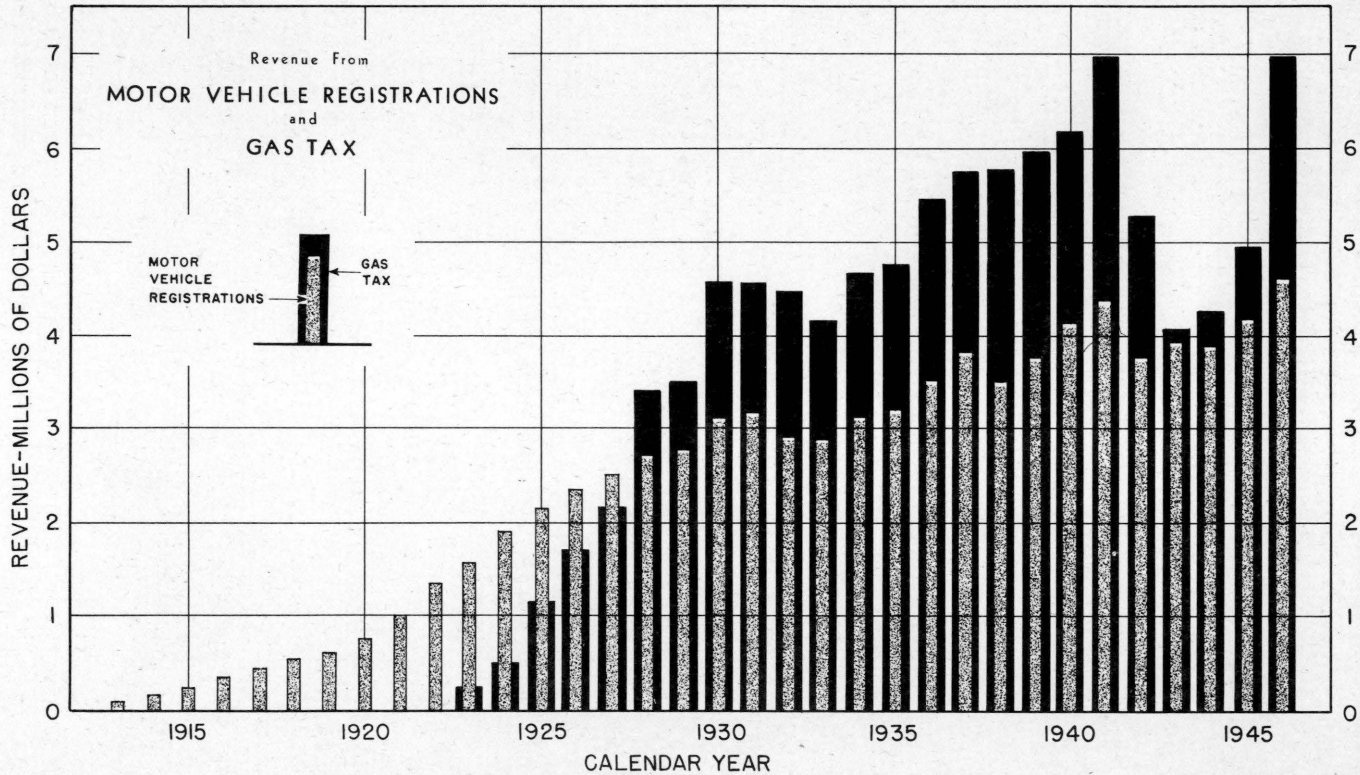
(See Chart)

Year	Gas Tax	Auto Registration and Drivers' License Fees	Total
1913	\$	\$138,510.00	\$
1914		192,542.14	
1915	-----	238,399.53	
1916		333,069.50	
1917		488,031.75	
1918		570,171.00	
1919		385,570.25	
1920	-----	818,755.50	
1921		1,004,913.75	
1922		1,417,507.57	
1923		1,660,268.17	
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---	-3,125,225.93-----	-7,705,475.41
1931	4,524,323.59	3,159,424.72	7,683,751.31
1932	4,481,925.37	2,943,853.00	7,425,781.37
1933	4,136,808.92	2,898,722.14	7,035,531.06
1934	4,323,863.57	3,135,520.39	7,459,383.96
1935	---4,731,243.44---	-3,246,569.43-----	-7,977,812.87
1936	5,425,995.70	3,530,991.47	8,956,987.17
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	---3,157,734.03---	-4,141,878.58-----	-10,299,612.61
1941	3,918,589.31	4,395,965.01	8,314,554.32
1942	5,283,704.95	3,728,129.10	9,011,834.05
1943	4,029,087.14	3,929,333.64	7,958,420.78
1944	4,278,470.95	3,947,071.00	8,225,541.95
1945	---4,981,537.77---	-4,154,455.03-----	-9,136,022.80
1946	3,921,330.74	4,307,447.51	8,228,778.25

\*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

The classification of public highways in Maine as of January 1, 1947, was as follows:

Classification	Miles
State highways	3,044
State aid highways	6,854
Third class highways	1,279
Town ways	10,646
Miscellaneous state reservation roads	21
Miscellaneous federal reservation roads	114
Totals	<u>21,958</u>

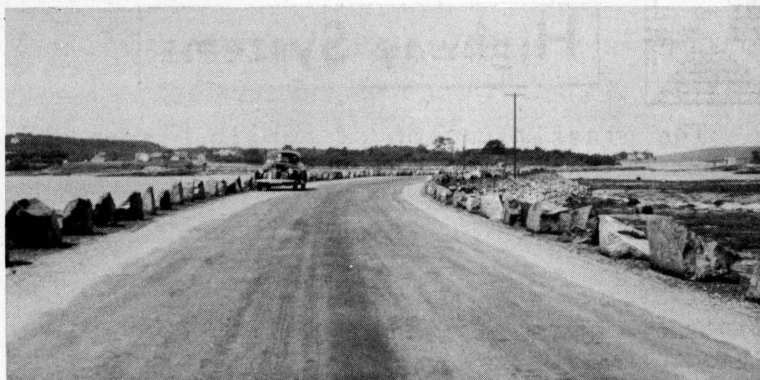
### REGULAR FEDERAL-AID SYSTEM

The designated regular federal-aid highway system includes 1,622.86 miles and, with the exception of 7.94 miles, is included in the state highway system.

### FEDERAL-AID SECONDARY SYSTEM

The federal-aid secondary highway system includes 2,220.4 miles of which 1,015.3 miles are included in the designated state highway system, and 1,205.1 miles are included in the State's secondary highway system.





DEER ISLE



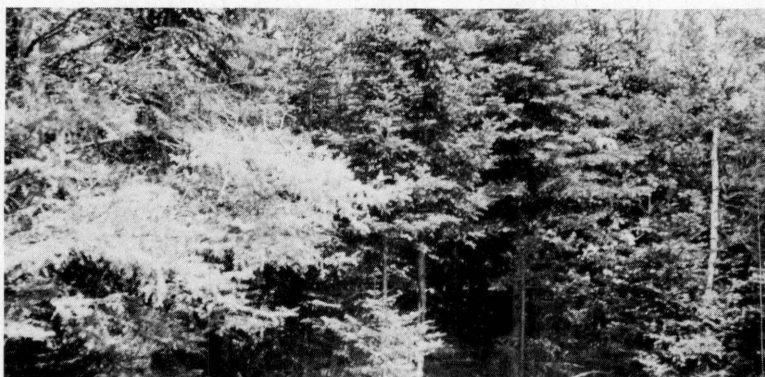
GRAY - BEFORE IMPROVEMENT



GRAY - AFTER IMPROVEMENT



MOUNT DESERT



CLIFTON - BEFORE CONSTRUCTION



CLIFTON - AFTER CONSTRUCTION

## IMPROVED AND UNIMPROVED MILEAGE

As of June 30, 1947, the mileage of improved and unimproved highways on the various state systems was as follows:

Classification	Improved Miles	Unimproved Miles
State highways	2,990	54
State aid highways	5,756	1,098
Third class highways	<u>811</u>	<u>468</u>
Totals	9,557	1,620

The mileage of improved highways includes mileage improved with federal, state and town funds under the various authorizations and provisions which have been in force during the years the State has had a highway department. It is conservative to say that a large part of the improved mileage is badly in need of reconstruction to better serve present day needs.

An attempt will be made to evaluate these roads in a report which is to be made to the 94th Legislature under the provisions of Chapter 151, Resolves of 1947.



# Expenditures

## State Highway Department Activities



### Administration

#### STATE HIGHWAY COMMISSION

The apportionment from the general highway fund for administrative costs of the State Highway Commission was \$178,740.00 (Chapter 136, P. & S. Laws of 1947, Section 1-C-1). During the year an additional apportionment of \$30,000.00 was made, and other income from the sale of specifications, maps, blueprinting, etc., amounted to \$2,234.65, making a total of \$210,974.65.

Expenditures amounted to \$199,737.83, and the balance of \$11,236.82 lapsed into the general highway fund surplus.

In 1946 a division office was established in Presque Isle with Mr. Fred W. McConnell in charge. The purpose was to provide for a more efficient control of the Department's work in Aroostook County and a closer contact with the public. From the Department's viewpoint the results have been very gratifying, and it is believed that the establishment of division offices in other sections of the State is desirable.



### State Highway Division

#### STATE AND FEDERAL HIGHWAY CONSTRUCTION STATE HIGHWAY CONSTRUCTION AND RECONSTRUCTION NON-FEDERAL

The following are brief descriptions of state highway and federal-aid projects on which



work has been carried on during the fiscal year 1947:

## **ANDROSCOGGIN COUNTY**

### **STATE HIGHWAY "E"**

AUBURN AND LEWISTON, Federal-aid Project No. U-386(4). This project begins at the end of Federal-aid Project No. NRM 13-B in Auburn and extends to the Lewiston rural-urban zone line in Lewiston (exclusive of the Androscoggin River bridge and the Maine Central Railroad underpass in Lewiston). Total length of the project is 3.72 miles of which 0.85 miles is in Auburn and 2.87 miles is in Lewiston. Type of surface, bituminous concrete. The pavement extends from curb to curb with a minimum width of 34 feet. Contractor, W. H. Hinman, Inc. of North Anson, Maine. The project was 99% completed on June 30, 1947.

LEWISTON, Federal-aid Project No. F-386(5). This project begins at the rural-urban zone line at the end of Federal-aid Project U-386(4), and extends to Federal-aid Project No. 257-H. Length of project, 0.85 miles. Type of surface, bituminous concrete on a crushed stone base. Width of surface, 24 feet with 8 foot gravel shoulders. Contractor, W. H. Hinman, Inc. of North Anson, Maine. The project was 99% completed on June 30, 1947.

## **AROOSTOOK COUNTY**

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

BRIDGEWATER, Federal-aid Project No. SN-F-298-F(1). This project begins at the end of Federal-aid Project No. 298-E and extends north-erly to Bridgewater Corner. Work on this project was started in 1942 by W. H. Hinman, Inc. and was graded and gravel base placed that year. On account of war conditions this contract was terminated and a new contract for completion of the project was awarded in 1946 to Thomas DiCenzo of

Calais, Maine. Length of project, 3.82 miles. Type of surface, 3 inch bituminous macadam (emulsified asphalt method) on a 5 inch crushed stone base. Width of surface, 20 feet with 5 foot shoulders except through Bridgewater Village where the width is 36 feet with 2 foot concrete curbs and gutters. The project was 50% completed on June 30, 1947.

## **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 the contract has been terminated. A new Federal-aid project to be designated FI-121(13) which covers the completion of the grading and the base and surfacing has been approved and will be let to contract during the 1947 construction season.

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

FALMOUTH, CUMBERLAND AND YARMOUTH, Federal-aid Project No. SN-377-A(2). The work on this project was suspended during 1942 due to war conditions and the contract has been terminated. A new Federal-aid Project to be designated FI-377(4) which covers the completion of the grading and the base and surfacing has been approved and will be let to contract during the 1947 construction season.

## **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 Federal-aid Project No. 146-F and extends westerly 2.33 miles. The second section begins about 0.70 miles south of the Sandy River - Range-

ley Plantation line and extends northerly 0.97 miles. The total length of the project is 330 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 75% completed on June 30, 1947.

## **KENNEBEC COUNTY**

### **STATE HIGHWAY "E"**

MONMOUTH AND WINTHROP, Federal-aid Project No. F-386(3). This project begins at the end of Federal-aid Project WPGH-257-C, about 1450 feet east of the Leeds - Monmouth town line and extends easterly 6.61 miles over new location to a point near the corn shop on the westerly side of Winthrop Village. The total length of the project is 6.61 miles exclusive of 0.25 miles constructed as an approach to Federal-aid Project WPGH-257-C. 4.92 miles is in Monmouth and 1.69 miles is in Winthrop. Width of base, 24 feet: surface, 26 feet with 9½ foot gravel shoulders. Type of surface, premixed bituminous gravel. Contractor, C. C. Smith Co. Inc. of Cambridge, Mass. This work was started in 1946 and was 48% completed on June 30, 1947.

## **PENOBSCOT COUNTY**

### **STATE HIGHWAY "I"**

BANGOR, Federal-aid Project No. U-110(11). This project begins at Federal-aid Project No. SN-110-B(2) over Highways "I" and "K" to Federal-aid Project 42. Total length of the project is 2.81 miles of which 1.42 miles is on Highway "I" and 1.39 miles is on Highway "K". Type of surface, bituminous concrete. The pavement extends from curb to curb except for about two thousand feet on the northerly end which has a 40 foot width

tapering to 25 feet at Federal-aid Project No. 42. This last two thousand feet has a reinforced concrete base and gravel shoulders of variable width surfaced with premixed bituminous gravel. Contractor, Bridge Construction Corporation of Augusta, Maine. The work was started in 1946 and was 90% completed on June 30, 1947.

### **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 inch 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 86% completed on June 30, 1947.

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 Federal-aid 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 inch 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 86% completed on June 30, 1947.

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

BANGOR, Federal-aid Project No. U-110(11). The part of this project located on State Highway "K" has a length of 1.39 miles. For further description of this work see State Highway "I".

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 No. 138-F(1). Total length of the project is 12.12 miles of which 7.66 miles is in Enfield and 4.46 miles is in Lincoln. A large part of this project is on new location. The new construction replaces the original Federal-aid Project No. 4 and 0.97 miles of State Highway construction in Enfield and 4.62 miles of state highway construction in Lincoln. Type of surface, premixed bituminous gravel. Width of surface, 22 feet with 4 foot shoulders. Contractor, P. E. Susi & Co. of Pittsfield, Maine. The project was 96% completed on June 30, 1947.

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 9½ foot gravel shoulders. Contractor, Herbert Sargent of Stillwater, Maine. The work was started in 1946 and was 90% completed on June 30, 1947.

#### STATE HIGHWAY "M"

BREWER, Federal-aid Project Nos. U-103(12) and F-103(13). Project U-103(12) begins 238 feet from the Bangor - Brewer bridge and extends easterly. Length of Project, 0.65 miles. Project F-103(13) begins at the end of Project U-103(12) and extends easterly. Length of project, 0.48 miles. The work on both of these projects consists of widening the original concrete pavement, constructed as part of Federal-aid Project No. E-103-H in 1933, with reinforced concrete base, constructing concrete curbs and laying a bituminous concrete surface. Width of surface, 32 feet to 38 feet. Contractor, Bridge Construction Corporation of Augusta, Maine. The work was started in 1946 and was 54% completed on June 30, 1947.

## PISCATAQUIS COUNTY

### STATE HIGHWAY "J"

DOVER-FOXCROFT, Federal-aid Project No. F-111(8). This project begins at the end of Federal-aid Project No. 111-F(1) and extends easterly to the bituminous macadam pavement in Dover-Foxcroft Village. This project replaces a gravel road, state highway construction built in 1920. Type of surface, 3 inch bituminous macadam. Width of surface, 20 feet with 4 foot to 8 foot gravel shoulders. Length, 0.85 miles. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1946 and was 86% completed on June 30, 1947.

DOVER-FOXCROFT, 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 inch 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 started in 1946 and was 86% completed on June 30, 1947.

## SAGADAHOC COUNTY

### STATE HIGHWAY "C-1"

BATH, Federal-aid Project No. SN-FAP, SN-A-FAP U-116(9). This project begins at the end of Federal-aid Project No. 116-G and extends easterly over new location to Washington Street. The first 1500 feet has a premixed bituminous gravel surface 24 feet wide with 8 foot gravel shoulders. The balance of the project is a divided highway having two roadways each 26 feet wide surfaced with premixed bituminous gravel,

sidewalks, and a division strip varying in width from 5 to 37 feet. The project also includes concrete retaining walls and a three span rigid frame reinforced concrete bridge carrying High Street over the project. Length of project, 0.64 miles. Contractor, W. H. Hinman, Inc. of North Anson, Maine. The work was started in 1946 and was 46% completed on June 30, 1947.

## **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, 0.24 miles. The work was done by force account. The work was started in 1946 and completed by June 30, 1947.

BINGHAM, State Project. This project consists of a section of surface treated gravel road built by force account on new location between the Concord - Bingham bridge and State Highway "H". Width of surface, 18 feet with 3 foot shoulders. Length of project, 0.14 miles. The work was started in 1946 and completed by June 30, 1947.

## **WALDO COUNTY**

### **STATE HIGHWAY "D"**

BROOKS, State Project. This project begins about 2.47 miles southerly from the Jackson line and extends southerly for a distance of one 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 Federal-aid Project No. NRH-99-F in Machias and

extends easterly to Federal-aid Project No. 376-A in East Machias. A large part of the project is built over new location. Total length of the project is 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 started in 1946 and was 96% completed on June 30, 1947.

## **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 inch bituminous macadam on 5 inch 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 started in 1946 and completed that season.

### **STATE HIGHWAY "A-2"**

PARSONSFIELD, State Project. This project begins at State Highway "A-12" and extends northerly. Length of project, 0.55 miles. Type, surface treated gravel. Width of surface, 18 feet with 2 foot shoulders. This work was done by force account under the supervision of Guy Wentworth.

### **STATE HIGHWAY "A-12"**

PARSONSFIELD, State Project. This project begins at State Highway A-2 and extends to the New Hampshire line. Length of project, 0.25 miles. Type, surface treated gravel. Width of surface, 18 feet with 2 foot shoulders. The work was done by force account under the supervision of Guy Wentworth.



## COMPLETED WORK

Projects completed on the state highway system during the fiscal year 1947 included 1.65 miles, classified as follows:

Bituminous macadam (Federal-aid)	0.47 miles
Gravel (State projects)	1.18 "
	<hr/>
Total	1.65 miles

## INCOMPLETE WORK

Projects under construction, but not completed on June 30, 1947, include 56.15 miles of which 55.15 miles are federal-aid projects, and 1.00 mile is being constructed as a state project without federal funds.

The incomplete work is classified as follows:

Bituminous concrete	8.51 miles
Bituminous macadam	10.80 "
Bituminous gravel	27.68 "
Gravel	1.00 "
Grading	8.16 "
	<hr/>
Total	56.15

(Details of location, types of road and mileage will be found in "Statistical Tables.")

## EXPENDITURES FOR CONSTRUCTION FEDERAL-AID SYSTEM

The total of expenditures on account of construction of state highways included in the federal-aid system was \$1,926,808.70. Of this amount \$29,979.41 was expended for surveys and plans, \$553.98 for advertising, \$103,719.07 for construction engineering and inspection, and \$1,683,898.65 was expended for labor and materials and other construction costs.

Included in the costs for engineering is the sum of \$7,354.67 expended on account of advance engineering projects carried on under the Defense Highway Act of 1941.

## CONSTRUCTION AND RECONSTRUCTION STATE HIGHWAYS—NON-FEDERAL

A total of \$23,128.09 was expended for construction work on state highways not included in the federal system. Descriptions of work done are included with the descriptions of federal-aid projects. Work was done on State Highway H-5 in Bingham and Concord, and on State Highways A-2 and A-12 in Parsonsfield.

Of the total expenditure of \$23,128.09, the sum of \$69.90 was expended for engineering, \$40.88 for advertising, \$1,500.20 for right of way and damages and \$21,517.11 for construction cost items.

The sum of \$2,835.54 was transferred to the special resolve account.

The balance on June 30, 1947, was \$43,833.84.

## 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 AE-389(1), Gardiner-Augusta	\$7,156.11
Project AE-123G(1), Pembroke	19.52
Project AE-390(1), Lebanon-Alfred-Gray-Windham	179.04
	<hr/>
	\$7,354.67

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

# POST-WAR SURVEYS

PUBLIC LAW NO. 146, APPROVED JULY 13, 1943

(FEDERAL AND STATE FUNDS)

An expenditure of \$21,914.27 was made under the above authorization during the fiscal year 1947 for surveys and plans for post-war projects.

Location	Item	Total Expended to July 1, 1947	Expended Fiscal Year 1947
Auburn-Lewiston	1	\$ 7,697.40	\$ 67.18
Bangor	4	5,695.34	...
Biddeford-Saco	5	3,335.09	167.10
Auburn	6	651.53	...
Durham	7	507.26	...
T-17 R-5	8	2,551.45	82.51
Macwahoc	9	1,873.12	419.69
Chesterville	10	1,255.06	...
Surry-Ellsworth	11	1,860.49	...
Hancock	12	1,059.82	...
Manchester-Readfield	13	2,265.37	...
Pittston	14	2,706.95	776.64
Thomaston - So. Thomaston	15	1,344.14	109.47
Dresden	16	919.96	76.15
Fryeburg	17	1,126.67	...
Newburg	18	3,056.73	485.26
Anson	19	1,999.09	60.75
Emden-Anson	20	1,801.41	...
Unity	21	865.62	...
Unity	22	1,850.45	1,166.37
Plt. No. 14	23	615.71	...
Cooper-Meddybemps	24	1,247.24	57.14
		<u>\$46,285.90</u>	<u>\$3,468.26</u>
Westfield	25	\$ 2,138.96	...
Monticello-Bridgewater	26	3,630.56	...
Linneus-Hodgdon-Houlton	27	7,163.25	\$ 1,647.88
T-1 R-4	28	213.59	...
Augusta	29	2,745.81	30.08
Belgrade	30	4,177.29	789.22
Lincoln	31	10,293.45	4,539.58
Searsport	32	1,265.06	958.32
Prospect-Frankfort	33	3,959.50	1,053.78
Poland-New Gloucester	34	3,358.15	...
Hamlin	35	994.33	994.33
New Canada	36	1,511.44	46.60
Silver Ridge	37	1,413.64	...
Washburn	38	2,583.01	1,742.04
Standish	39	654.10	654.10
Farmington	40	1,892.83	633.92
Deer Isle	42	925.92	74.16
Chelsea	44	920.69	...
So. Thomaston - St. George	46	1,867.29	1,339.11
Hiram	48	1,516.59	164.22
Rumford	49	719.75	...
Clifton	51	1,910.81	46.90
Corinna	52	1,598.48	571.28
Hampden	53	1,359.58	510.42
Plymouth	54	583.94	...
Parkman	55	972.69	...
Bowdoin	56	708.35	701.35
Troy	59	42.15	...
Cherryfield	60	1,226.01	1,226.01
York	64	1,721.48	722.71
		<u>\$64,068.70</u>	<u>\$18,446.01</u>



## State Aid Division

### STATE AID ROAD CONSTRUCTION AND RECONSTRUCTION

Applications for apportionments of state aid for road construction were received from 473 towns, including cities and townships. Of this number, apportionments to 184 towns were carried forward to the fiscal year 1948.

The total of appropriations made by the towns for state aid road work was \$418,583.19.

The sum of \$870,000 was allotted from the unappropriated general highway fund surplus for construction of state aid roads. From this amount the sum of \$734,360.32 was apportioned for state aid road work against appropriations made by the towns, and the sum of \$110,639.68 was set aside for supervision and engineering, leaving \$25,000 unapportioned.

The total of funds available, including town funds, was made up as follows:

Balances of state aid apportionments from previous years	\$ 658,760.29
Balances of town appropriations from previous years on deposit with State	12,477.50
Allotted from unappropriated general highway fund surplus	870,000.00
Transferred from special resolve accounts	63,082.83
Transferred from third class highway reconstruction accounts	131,977.59
Transferred from bridge loan accounts	144.62

Miscellaneous credits	\$	243.60
Town appropriations deposited with State (1946-47 accounts)		60,377.11
		<hr/>
Sub-total		\$1,797,063.54
Town matching funds in addition to deposits with State		377,726.31
Town funds in addition to required matching funds (1946-47)		171,744.95
		<hr/>
Total		\$2,346,534.80

Work on state aid roads included construction of 49.34 miles of gravel road at a cost of \$573,969.12, or an average cost of \$11,632.94 a mile not including surface treatment, and completion of 13.32 miles of gravel road started in previous years for which the expenditure made this year was \$24,845.73, making a total of 62.66 miles of gravel road in addition to mileage previously reported.

A total of 35.13 miles of road, in 78 towns, was reconstructed at a cost of \$250,783.78. Of the miles reconstructed, 2.51 miles of gravel reconstruction and 0.66 miles of bituminous concrete reconstruction were located on state highways. The expenditure includes \$55,592.69 for reconstruction of state aid roads with third class highway reconstruction funds, transferred to state aid accounts.

In 53 towns, a total of 18.29 miles of grading and base were constructed at a cost of \$186,948.11.

A total of \$86,411.31 was expended in 26 towns for grading and base reconstruction, 7.68 miles.

A total of \$163,753.82 was expended for tar surface treatment of 132.06 miles of state aid roads.

The sum of \$64,529.27 was expended on work which was not completed.

The total of expenditures on account of the above described work, not including engineering and supervision, was \$1,351,241.14.

In addition \$65,353.66 was expended for engineering and supervision, making a total of \$1,416,594.80. Of this total \$575,334.18 was paid from town funds and \$841,260.62 was paid from state funds.

Other disbursements from the state aid road account included the following:

Reimbursements to towns on account of work previously completed and reported, \$32,204.75, of which \$16,419.44 was paid from town funds and \$15,785.31 from state funds.

The sum of \$6,752.49 was transferred to state highway maintenance accounts, which included \$1,800.00 of town funds deposited with the State and \$4,952.49 of state funds.

The sum of \$31,637.55, made up of \$11,624.17 of town funds deposited with the State and \$20,013.38 of state funds, was transferred to bridge construction accounts (bridge loan fund).

The sum of \$91.25 was transferred to third class highway reconstruction accounts.

A temporary transfer of \$150,000.00 was made to highway maintenance fund.

An unapportioned balance of \$25,000.00 from

the allotment of \$870,000.00 was returned to the unappropriated general highway fund surplus.

Unexpended balances of state aid road accounts, on June 30, 1947, amounted to \$684,253.96 which included \$17,148.08 of town funds deposited with the State and \$667,105.88 of state funds.

## RECONSTRUCTION OF THIRD CLASS HIGHWAYS

The use of state funds for reconstruction of third class roads was authorized by Chapter 136, Private and Special Laws of 1945. Of the apportionment of \$1,220,000.00 for construction of state aid roads, the Commission was authorized to set aside \$350,000.00 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.

The fund of \$350,000.00 was apportioned to towns on the basis of fourth class highway mileage, as provided in the act. Unexpended balances at the beginning of the fiscal year, July 1, 1946, amounted to \$220,390.57; transfers of special resolves to this account amounted to \$17,308.36; a total of \$91.25 was transferred from state aid road reconstruction funds; \$549.19 of town funds was deposited with the State, and transfers from other funds amounted to \$535.30. The total available amount, therefore, was \$588,874.67.

Expenditures for work amounted to \$276,821.82 of which \$169,285.88 was expended for reconstructing 127.14 miles of gravel road, and \$107,535.94 was expended for tar surface treatment of 122.10 miles.

Of the total expenditure \$191,898.06 was paid from state funds and \$84,923.76 was paid from town funds.

Transfers from this fund to state aid road accounts amounted to \$131,977.59.

The sum of \$12,343.65 was paid to towns in reimbursement for expenditures on work done prior to the fiscal year 1947. Adjustments to correct errors amounted to \$535.30.

The total of unexpended balances of apportionments on June 30, 1947, was \$252,120.07.

## SPECIAL LEGISLATIVE RESOLVES AVAILABLE FUNDS

Unexpended balances of special legislative resolves carried forward to July 1, 1946, from previous years, amounted to \$280,564.07.

The total of resolves included in Chapter 115, Resolves of 1945, for the fiscal year 1946, was \$150,000.00. This amount was subdivided into 281 items to aid 274 towns in the construction and repair of roads and bridges.

In addition to the above there was allotted to island towns under the provisions of Chapter 99, Private and Special Laws of 1937 and Chapter 87, Private and Special Laws of 1939, the following amounts:

North Haven	\$1,309.50
Vinalhaven	1,919.25
Isle au Haut	252.00
Cranberry Isles	489.00
Swan's Island	700.50
	<hr/>
	\$4,670.25

The sum of \$2,835.54 was transferred from the state highway construction account for reconstruction of the railroad underpass at Greenville Junction (Canadian Pacific R.R.); the sum of \$5,517.43 was transferred from unappropriated



surplus for payment to the Kennebec Towage Co. to satisfy a court judgment; and under the provisions of Chapter 136, Private and Special Laws of 1945, there was appropriated the sum of \$5,978.00 to reimburse Hancock County for retirement of Hancock-Sullivan Bridge bonds and interest on the same.

Towns paid to the State the sum of \$113.14. Including this amount the total of available funds was \$449,678.43.

## EXPENDITURES

The total cost of work performed directly under special resolves was \$170,558.06, of which \$149,355.69 was paid from state funds and \$21,202.37 from town funds.

The sum of \$55,061.92 was expended for construction of 7.15 miles of gravel road; \$111,117.84 for repairs to 72.71 miles of highway; \$4,266.24 for tar surface treatment of 5.55 miles; and \$112.06 was expended for engineering in connection with the construction of Marsh River dam in Frankfort and Winterport.

Of the total expenditure, \$931.00 was paid for supervision and engineering and \$169,627.06 for other construction costs.

The sum of \$5,517.43 was paid to the Kennebec Towage Co. in settlement of a damage suit, and the sum of \$6,104.00 was paid to Hancock County on account of retirement of Hancock-Sullivan Bridge bonds and interest on the same.

Transfers to other accounts were as follows:

To state aid road construction	\$62,082.83
To state aid road reconstruction	1,000.00
To third class highway reconstruction	17,308.36
To bridge construction	3,083.76
To maintenance	56.00
	<hr/>
	\$83,530.95

The sum of \$4,799.58 was paid to towns in reimbursement for work done and reported in previous years.

The sum of \$91.75 was transferred to the unappropriated general highway fund surplus.

Unexpended balances on June 30, 1947, amounted to \$200,279.03.

## TOWN ROAD IMPROVEMENT FUND

Under Chapter 136, Private and Special Laws of 1945 (allocation of the general highway fund), an allotment of \$200,000.00 was made for the improvement of town roads. This was for a continuation of work authorized by Chapter 371, Public Laws of 1945. The act provides that the amount allocated 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 the fund shall be expended on any road which is a part of any federal-aid, state, state aid or third class road.

As in previous years, the mileage of eligible town roads, used as a basis for apportioning the fund for the fiscal year 1947, was determined by securing certificates from the municipal officers of all towns, stating the total mileage of

unimproved town roads within their limits. The mileage thus reported, and accepted after checking, was 8,703.30.

From the allotment of \$200,000.00 the sum of \$2,435.09 was reserved for supervision, and \$197,564.91 was apportioned to towns at the rate of \$22.70 a mile.

Unexpended balances from 1946 amounting to \$5,031.12 for general supervision and \$110,512.38 apportioned to towns, were added to the 1947 funds, making a total of \$315,543.50 of which \$308,077.29 was available for expenditure by towns and \$7,466.21 for general supervision expense.

The total expenditure was \$260,277.06, of which \$2,900.84 was expended for supervision and \$257,376.22 for labor, materials and equipment.

Of the total expenditure, \$233,655.93 was paid from state funds and \$26,621.13 from town funds.

Unexpended balances amounting to \$81,887.57 were carried forward to the fiscal year 1948.

## **FEDERAL-AID SECONDARY HIGHWAY PROJECTS**

During the year 6.76 miles of bituminous surface-treated gravel road and 1.35 miles of bituminous macadam, a total of 8.11 miles, were completed.

At the end of the year 24.11 miles were incomplete. This mileage includes 3.52 miles of bituminous macadam surface, 11.96 miles of bituminous surface-treated gravel road and 8.63 miles of mixed bituminous gravel surface.

One bridge project (Enfield-Howland) was incomplete at the end of the fiscal year.

The sum of \$1,116,662.93 was expended during the fiscal year 1947 on account of federal-aid

secondary highway and bridge projects. Of this amount \$69,655.98 was expended for engineering, right of way and land damage, \$1,041,289.95 for labor, materials and equipment and the sum of \$5,717.00 was paid for preliminary engineering and surveys for future work.

State funds for matching federal-aid secondary highway funds are taken from the unappropriated general highway fund surplus.

Following are brief descriptions of federal-aid secondary projects located on the state highway system:

## **AROOSTOOK COUNTY**

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

SILVER RIDGE-SHERMAN, Federal Aid Secondary Project No. S-107(5). The project begins 1.1 miles south of the Sherman town line and extends northerly 1.2 miles. Construction consisted of a gravel base 20 feet wide, 4-foot gravel shoulders and a 2" bituminous treated gravel surface. The project was built by the State, force account method.

### **STATE HIGHWAY "K-14"**

TOWNSHIP 17 RANGE 5 AND NEW CANADA, Federal Aid Secondary Project No. S-308(2). The project begins 1 mile northwest of Dickey Brook in T-17-R-5 and extends northwesterly 5.4 miles through Ouellette and Daigle. Width of base 18 feet, 3-foot gravel shoulders. Surface type is bituminous treated gravel. Contractor, Thomas DiCenzo of Calais, Maine. Construction began September 4, 1946, and was 65% completed June 30, 1947.

## **PENOBSCOT COUNTY**

### **STATE HIGHWAY "D"**

PLYMOUTH, Federal Aid Secondary Project

No. S-236(6). This work consists of widening and strengthening the existing causeway and installing a new drainage structure. Width of roadway 18 feet with 3-foot gravel shoulders and bituminous treated gravel surface. Length of project  $\frac{1}{2}$  mile. This project is being built on a force account basis by the State. Work began April 21, 1947, and was 20% completed June 30, 1947.

## SOMERSET COUNTY

### STATE HIGHWAY "H"

ANSON, Federal Aid Secondary Project No. S-152(5). The project begins 0.2 miles north of the Madison-Anson bridge and extends northerly 2.4 miles. Type of surface, premixed bituminous gravel, 20 feet wide with 4-foot gravel shoulders. Contractor, P. E. Susi & Co., Pittsfield, Maine. The work was 90% completed June 30, 1947.

JOHNSON MOUNTAIN TOWNSHIP, Federal Aid Secondary Project No. S-378(2). The project begins 0.1 mile north of Mountain Brook and extends southerly 2.1 miles. Width of roadway 20 feet with 5-foot shoulders and premixed bituminous gravel surface course. Contractor, Herbert Sargent, Stillwater, Maine. This project was 65% completed June 30, 1947.

SANDY BAY TOWNSHIP, Federal Aid Secondary Project No. SN-FAS-S-379(2). This project begins at the Maine-Quebec (United States-Canada) boundary line and extends southeasterly  $3\frac{1}{2}$  miles. Width of roadway 20 feet with 5-foot shoulders and bituminous gravel surface mixed in place method. This project is on new location. The work was 60% completed June 30, 1947. The project is being built by the State on a force account basis.

## YORK COUNTY STATE HIGHWAY "A-ALT."

YORK, Federal Aid Secondary Project No. S-71(1). This project begins 1½ miles northeasterly of York Harbor on Route 1-A and extends northerly. The project is in two sections, 1st section of 0.4 miles and 2nd section of 0.9 miles with 0.3 miles between sections. New construction of 1.3 miles. A main feature of this project was the design for protection against erosion and there was a special riprap seawall 3 feet thick (min.) constructed for the entire length as a buffer against wave (ocean) action. The roadway is 22 feet wide, with an 8-foot parking area on the beach side and a 4-foot shoulder on the opposite side, with a 4-foot sidewalk on each side, separated from the roadway by a granite curb. The surface and parking areas are 3" bituminous macadam. Contractor, W. H. Hinman, Inc., of North Anson, Maine. Work was begun January 20, 1947, and completed July 2, 1947, the work being carried on continuously.





## Maintenance Division

### MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS

Improved state and state aid highways to the cost of which the State has contributed are maintained under direction of the State Highway Commission with state funds and certain funds appropriated by cities and towns for the 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 the cost of snow removal on highways of any class within compact sections of towns having a population of over 2,000.

The apportionment from the general highway fund for maintenance of improved state and state aid highways under Section 1 of Chapter 136, Private and Special Laws of 1945, was \$4,000,000.00 for the fiscal year 1947. An additional apportionment of \$450,000.00 was made under Section 2 of the same act. Transfers from other funds amounted to \$4,726.85 and town funds, paid into the State, amounted to \$423,906.00.

A total of \$4,878,632.85 was therefore available for maintenance work.

The highway maintenance program for the fiscal year 1947 included 8,451.72 miles, classified as follows:

Improved state highways	2,872.70 miles
Improved state aid highways	5,579.02 "
Total	<u>8,451.72 miles</u>

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

Type	Miles State Highways	Miles State Aid Highways	Total Miles	Cost of Maintenance Per Mile
Cement Concrete	205.52	9.38	214.90	\$ 731.00
Bituminous Concrete	75.15	1.44	76.59	509.06
Bituminous Macadam	418.10	27.83	445.93	587.46
Surface Treated Gravel	2,057.42	4,365.98	6,423.40	583.24
Gravel Surface	116.51	1,174.39	1,290.90	380.22
	2,872.70	5,579.02	8,451.72	

Maintenance expenditures for work included in the above table amount to \$4,695,224.80; other expenditures include \$101,358.36 for supervision, \$47,442.76 for paint and \$23,235.26 for signs, making a total expenditure of \$4,867,261.18.

An unexpended balance of \$11,371.67 lapsed to the unappropriated general highway fund surplus.

## BETTERMENTS

A temporary transfer of \$150,000.00 was made from the state aid road account to the maintenance account for so-called betterments. This was done in order to allow a start on betterment projects early in the season which were to be financed with funds authorized for this activity for the fiscal year beginning July 1, 1947, and ending June 30, 1948. The amount transferred from state aid road account will be returned when authorized maintenance and betterment funds have been set up for the fiscal year 1948.

Expenditures for betterment work up to



June 30, 1947, amounted to \$26,704.10 of which \$12,037.88 was expended for reconstruction work on U.S. Route 1 between Bridgewater Corner and Blaine, \$2,545.04 for work on U. S. Route 2 in Island Falls, \$10,629.64 for reconstruction of the Bog Road, so-called, in Limestone and \$1,491.54 for improvements on Route 3 in Winthrop.

## SPECIAL SURFACE TREATMENT

Under Chapter 94 of the Private and Special Laws of 1941, the sum of \$200,000.00 was apportioned from the general highway fund for surface treatment of improved state and state aid roads.

The unexpended balance of this fund on June 30, 1946, was \$65,851.27. During the fiscal year 1947 the sum of \$11,090.60 was expended for surface treatment of 8.01 miles.

The work was done in the following towns and cities:

Augusta	1.00 miles
West Bath	0.40 "
Fort Fairfield	1.50 "
Winn	1.61 "
Crystal, Patten and Mt. Chase	1.00 "
Morrill	0.70 "
Ripley	1.00 "
Clifton	0.30 "
Bowdoinham	0.50 "
	<hr/>
	8.01 miles

The unexpended balance on June 30, 1947, was \$54,760.67.

## SNOW REMOVAL

During the winter of 1946-47 snow removal was carried on in 529 towns under the laws providing state aid for snow removal. The accepted mileage of snow removal routes included 14,481.09 miles of which 2,874.65 miles were state highways;

5,406.97 miles, state aid highways; and 6,199.47 miles were town roads-

The apportionment from the general highway fund for the State's share of the cost of snow removal for the fiscal year 1947 (Chapter 136, Private and Special laws, 1945) was \$1,200,000.00. The cost to the State exceeded the original apportionment and it was necessary to transfer an additional amount of \$510,534.78 from the general highway fund, making a total of \$1,710,534.78.

The total expenditure for snow removal on all classes of highways was \$2,625,156.64 of which \$914,621.86 was paid from town funds and \$1,710,534.78 was paid from state funds.

The cost of snow removal on the state highway system was \$1,192,447.16, or \$414.83 a mile.

The cost of snow removal on other roads was \$1,432,709.48, or \$125.65 a mile.





## Bridge Division

### BRIDGE CONSTRUCTION

During the fiscal year, the volume of bridge construction increased and there were placed under construction thirty state projects. There were also eleven bridges included in federal-aid projects.

While labor and material conditions were slightly better than in the preceding year, costs were higher, in general an average about 70 per cent higher than in the years just before the war.

In an attempt to avoid delays in construction, the State awarded the contract for the structural steel for fourteen bridges in advance of the award of the general contract. With very few exceptions, this procedure worked out very well for the contractor and for the public. The delivery of structural steel under present conditions is such that if the order is placed by the contractor, it is practically impossible to complete the bridge and open it to traffic in one construction season.

In the Bridge Loan Fund from which state projects are financed the balance on July 1, 1946, was \$545,350.91. There was a legislative apportionment of \$450,000.00 from the general highway fund. The receipts from counties and towns, and transfers from other funds, principally state aid, were \$347,420.93. Sales of material amounted to \$336.52. There was expended \$84,180.32 for engineering, advertising, and inspection; \$386,339.57 for labor and material; and \$677.89 for right of way and property damage. Refunds to counties and towns, and transfers back to other appropriations amounted on \$491.54, leaving a balance of \$871,419.04 on June 30, 1947.

The following list describes the bridges placed under construction during the fiscal year:

## FEDERAL-AID PROJECTS

ENFIELD-HOWLAND, Penobscot County, Federal Aid Secondary Project S-274(4), Penobscot River Bridge. For description see 1946 report. In current fiscal year contract was awarded for balance of project, including approaches, floor and upper portions of substructure. Contractor, A. P. Wyman. Estimated cost for complete project, 3 contracts, \$452,300.00.

YARMOUTH, Cumberland County, Federal Aid Project FI-377(3), three bridges on relocated state highway. Grade separation at Main Street: Continuous concrete T-beam structure, 3 spans, 50 ft., 70 ft., 50 ft., 4°15' skew, concrete piers, steel pile foundation, abutments steel piling with concrete caps. 2 - 26 ft. roadways with 4 ft. median strip, safety curbs, minimum width 2 ft. 6 in. Bridge over Royal River: 3 steel beam spans, 79 ft. 11½ in., 80 ft., 79 ft. 11½ in. c. to c. bearings, concrete piers, abutments steel piling with concrete caps, concrete floor slab. 2 - 26 roadways with 4 ft. median strip, safety curbs 2 ft. 6 in. wide. Grade separation (underpass) at East Main Street: Two concrete T-beam spans, each 50 ft. 6-1/8 in. c. to c. bearings, 41°43' skew. 27 ft. roadway, 1 - 4 ft. sidewalk. All approach work in another project. Contractor, Ellis C. Snodgrass, Inc. Estimated cost, 3 bridges, \$383,200.00.

## STATE PROJECTS

ALTON, Penobscot County, Pushaw Bridge. Seven stringer spans, total length 106 ft., treated timber pile bents, treated timber and steel stringers, treated laminated timber floor, 20 ft. 5 in. roadway, minor work on old stone abutments and approaches. Force account work.



Estimated cost, \$10,000.00.

BELGRADE, Kennebec County, Mill Bridge. Concrete slab span, span length 10 ft., concrete abutments and bottom slab, 15° skew, 24 ft. roadway, safety curbs 2 ft. 6 in. wide. Length of project 115 ft. Contractor, Hector J. Cyr Company. Estimated cost, \$9,500.00.

BIDDEFORD, York County, Snake River Bridge. Steel beam span, length 32 ft. c. to c. bearings, concrete floor slab, steel pile abutments, 24 ft. roadway. Length of project 400 ft. Contractor, Berry & Moser Construction Company. Estimated cost, \$14,400.00.

BRADLEY, Penobscot County, Bullen Bridge. Two steel beam spans, lengths about 49 ft. and 33 ft. c. to c. bearings, variable skew, concrete floor slab, portions of old substructure jacketed, capped and extended with concrete, 22 ft. roadway. Length of project 175 ft. Contractor, C. W. McEachern. Estimated cost, \$19,000.00.

BRUNSWICK, Cumberland County, Simpson Brook Bridge. Sectional corrugated metal plate pipe, diameter 10 ft., 20° skew, 24 ft. roadway on fill. Length of project 75 ft. Force account work. Estimated cost, \$6,000.00.

BUXTON, York County, Leavitt Bridge. Concrete slab span, length 15 ft., 15° skew, concrete abutments, 24 ft. roadway on fill, new location. Length of project 1600 ft. Contractor for bridge, Berry & Moser Construction Company, approaches force account work. Estimated cost, \$20,500.00.

COPLIN PLANTATION, Franklin County, South Branch Dead River Bridge. Two steel beam spans, lengths 24 ft. 6 in. and about 34 ft. c. to c. bearings, variable skew, timber floor, 14 ft. roadway, minor work on old abutments and pier.

Force account work. Estimated cost, \$3,600.00.

EUSTIS, Franklin County, North Branch Bridge. Concrete floor on existing steel beam span, length about 68 ft., 16 ft. roadway. Force account work. Estimated cost, \$2,200.00.

FAYETTE, Kennebec County, Fayette Mills Bridge. Two concrete slab spans, length 20 ft. each, concrete pier and abutments, 26 ft. roadway. Length of project 350 ft. Contractor, Forest Frederick. Estimated cost, \$23,000.00.

FRYEBURG, Oxford County, Weston Bridge. Three continuous steel beam spans, lengths 90 ft., 120 ft., 90 ft., concrete piers, pile foundation, pile abutments, concrete cap, concrete floor, 26 ft. roadway, safety curbs 1 ft. 6 in. wide. Length of project 1200 ft. Contractor, W. H. Hinman, Inc. Estimated cost, \$144,000.00.

GARDINER, Kennebec County, New Mills Bridge, former street railway steel truss bridge altered and widened to provide 24 ft. roadway, open steel grid floor, old concrete abutments and retaining walls capped with concrete. Length of project 1200 ft. Contractor, W. Simpson Construction Company. Estimated cost, \$45,000.00.

HIBBERTS GORE, Lincoln County, Big Bog Bridge. Two log stringer spans, each about 15 ft. long, with plank floor, about 12 ft. roadway, timber substructure. Force account work. Estimated cost \$500.00.

LAMOINE, Hancock County, Mud Creek Bridge. Sectional corrugated metal plate pipe, diameter 13 ft. 9 in., 24 ft. roadway on fill. Length of project 500 ft. Force account work. Estimated cost \$11,000.00.

LITCHFIELD, Kennebec County, Potter Town

Bridge. Concrete slab span, length 10 ft. 1-1/4 in., concrete abutments, skew 8°, 26 ft. roadway on fill. Length of project 125 ft. George A. Perkins, Contractor. Estimated cost, \$6,600.00.

NORTH KENNEBUNKPORT, York County, Hutchins Bridge. Sectional corrugated metal plate arch, 14 ft. span, concrete abutments, 28 ft. roadway on fill. Length of project 250 ft. Force account work. Estimated cost \$9,600.00.

PATTEN, Penobscot County, Peasley Bridge. Concrete slab span, length 14 ft., concrete abutments on bottom slab, 22 ft. roadway. Length of project 250 ft. James Frederick, Contractor. Estimated cost, \$16,200.00.

PRENTISS PLANTATION, Penobscot County, Spruce Brook Bridge. Sectional corrugated metal plate arch, 18 ft. span, concrete abutments, 26 ft. roadway on fill. Length of project 400 ft. Force account work. Estimated cost \$10,000.00.

SANGERVILLE, Piscataquis County, Carleton Bridge. Steel beam span, length 70 ft. c. to c. bearings, concrete floor slab, old stone abutments jacketed and capped with concrete, 25 ft. roadway, two 5 ft. sidewalks. Length of project 160 ft. Contractor, Forest Frederick. Estimated cost, \$35,900.00.

SCARBORO, Cumberland County, Libby Bridge. Concrete slab span, length 20 ft., concrete abutments and bottom slab, 24 ft. roadway. Length of project 250 ft. Contractor, Reed & Reed. Estimated cost, \$16,400.00.

TURNER, Androscoggin County, Turner Center Bridge. Three continuous steel beam spans, lengths 55 ft., 70 ft., 55 ft., c. to c. bearings, concrete pier, steel pile abutments with concrete cap, concrete floor slab, 26 ft. roadway, safety curbs 1 ft. 6 in. wide. Length of project

900 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost, \$61,000.00.

UNION, Knox County, Trues Bridge. Steel beam span, length 65 ft. c. to c. bearings, 15° skew, one old abutment jacketed, capped and extended with concrete, one new concrete abutment, concrete floor slab, 24 ft. roadway. Length of project 1800 ft. Contractor for bridge, Walter V. Mitton, Inc., approaches force account. Estimated cost, \$41,800.00.

VERONA, Hancock County, Ulmer's Bridge. Sectional corrugated metal plate arch, 12 ft. span, on timber grillage, 26 ft. roadway on fill. Length of project 300 ft. Force account work. Estimated cost, \$3,900.00.

WARREN, Knox County, Fuller Bridge. Two sectional corrugated metal plate pipes, diameter 13 ft. 9 in., 45° skew, 28 ft. roadway on fill. Length of project 500 ft. Contractor, Walter V. Mitton, Inc., Estimated cost \$27,000.00.

WASHINGTON, Knox County, Farrar Bridge. Sectional corrugated metal arch, 20 ft. span, concrete abutments, 26 ft. roadway on fill. Length of project 300 ft. Contractor, Walter V. Mitton, Inc. Estimated cost, \$14,000.00.

WASHINGTON, Knox County, Little Medomak Bridge. Concrete slab span, length 10 ft., concrete abutments and bottom slab, 24 ft. roadway, safety curbs 2 ft. 6 in. wide. Length of project 50 ft. Contractor, Walter V. Mitton, Inc. Estimated cost \$9,400.00.

WATERVILLE, Kennebec County, Western Avenue Bridge. Steel beam span, length 56 ft. c. to c. bearings, concrete abutments, open steel grid floor, 30 ft. roadway, one 5 ft. sidewalk, concrete filled steel grid. No approach work.



Contractor, A. P. Wyman, Inc. Estimated cost, \$22,500.00.

WELLS, York County, Bert Wells Bridge. Concrete slab span, length 22 ft., 30° skew, concrete abutments, one wing on pile foundation, 24 ft. roadway. Length of project 500 ft. Contractor, Reed and Reed. Estimated cost, \$26,000.00.

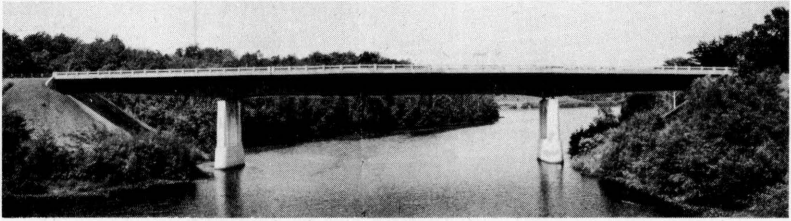
WELLS, York County, Charles West Bridge. Concrete slab span, length 10 ft., concrete abutments, 24 ft. 6 in. roadway. Length of project 100 ft., Contractor, Reed and Reed. Estimated cost, \$10,000.00.

WELLS, York County, Lewis West Bridge. Sectional corrugated metal pipe, diameter 10 ft., 26 ft. roadway on fill. Length of project 250 ft. Contractor, Reed and Reed. Estimated cost, \$8,800.00.

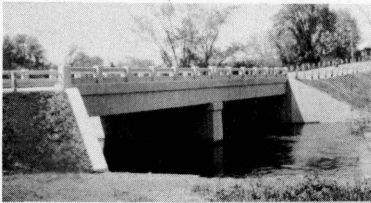
WINDHAM, Cumberland County, Loveitt Bridge. Steel beam span, length 85 ft. c. to c. bearings, 30° skew, pile abutments, concrete caps, concrete floor slab, 24 ft. roadway. Length of project 150 ft. Contractor, C. H. Goodrich. Estimated cost, \$35,500.00.

A contract for the balance of the work at Mile Brook Bridge, Winslow, was awarded to Forest Frederick, contract price \$26,067.00. This bridge was described in the 1941 report and in the 1942 report it was stated that the general contract was closed, as the contractor could not obtain material to continue work. The American Bridge Company performed the work on this project included in the 1942 contract.

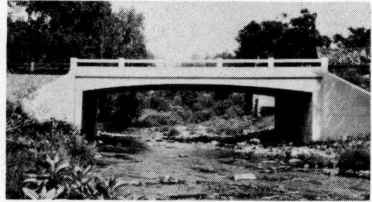
In addition to the above bridge projects, the following bridges were included in highway projects placed under construction during the fiscal year:



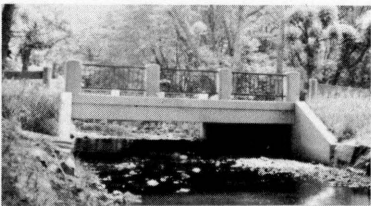
**MILE BROOK BRIDGE, WINSLOW**



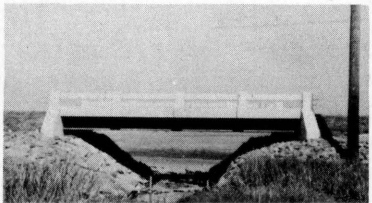
**ALBEE BRIDGE,  
WHITEFIELD**



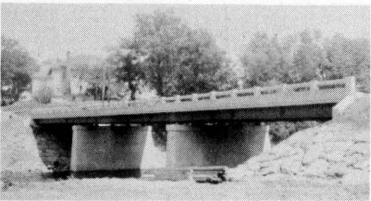
**VALLEY BROOK BRIDGE,  
STRONG**



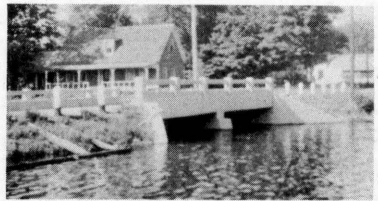
**MAIN ST. BRIDGE,  
BAR HARBOR**



**SNAKE RIVER BRIDGE,  
BIDDEFORD**



**TURNER CENTER BRIDGE,  
TURNER**



**FAYETTE MILLS BRIDGE,  
FAYETTE**

Project S-152(5). Anson, Ice House Bridge. Existing concrete slab span structure extended downstream about 14 ft., with a concrete slab span, clear span length 12 ft. 9 in., concrete abutments on a concrete bottom slab, width 33 ft. 9 in. to provide 30 ft. roadway on fill.

Project SN-116(9), U-116(9), Bath, High Street Bridge. Three concrete rigid frame spans, clear span length along center line 37 ft. 8½ in., 38 ft. 3 3/8 in., 37 ft. 8½ in., skew 30°-25', clear span lengths at right angles to face of abutments 32 ft. 6 in., 33 ft., 32 ft. 6 in. Structure over relocation of U.S. Route #1; 30 ft. roadway, 2 - 4 ft. 6 in. sidewalks.

Project S-378(2). Johnson Mountain Township, Two Mile Brook Bridge. Concrete rigid frame structure, clear span length 10 ft. 7 3/4 in., skew 20°, width 43 ft. 3 in. to provide 31 ft. roadway on fill.

Project U-386(4). Lewiston, Stetson Bridge. Existing concrete slab structure extended about 16 ft. with a concrete slab span, clear span length 12'-2", skew 4°-55', concrete abutments on a concrete bottom slab, 40 ft. roadway width, one 5'-4" clear sidewalk.

Project F-386(3). Monmouth, North Monmouth Bridge. Concrete slab span, clear span length 22 ft., concrete abutments, width 66 ft. 11 in. to provide 42 ft. roadway on fill.

Project S-379(2). Sandy Bay Twp., Hilton Bridge. Concrete T-beam span, clear span length 35 ft., skew 25°, concrete abutment, concrete wearing surface, 26 ft. roadway.

Project S-329(6). Sidney, Town Farm Bridge. Existing concrete T-beam structure widened upstream about 14 ft. with a concrete T-beam span,

clear span length 38'-8", concrete abutments, bituminous treated gravel surface 28 ft. roadway.

Project S-23(3). Windham, Glantz Bridge. Concrete slab span, clear span length 22 ft., concrete abutments, width 48 ft. to provide 32 ft. roadway on fill.

The following table of closed bridge accounts during the fiscal year 1947 gives the final cost and distribution of this cost:

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Allagash	Aro.	Allagash	\$ 74,180.26	\$ 47,397.80	\$22,254.08	\$ 4,528.38
Anson	Som.	Oliver Stream	2,478.61	619.65	743.58	1,115.38
Auburn	And.	North	48,320.53	48,320.53	--	--
Bangor	Pen.	Maxfield	48,154.72	12,038.68	14,446.42	21,669.62
Bowdoin	Sag.	Frank Coskery	14,974.24	8,190.91	4,492.27	2,291.06
Bowdoin	Sag.	Gillespie	13,487.68	7,148.47	4,046.30	2,292.91
Bowdoin	Sag.	Henry Webber	4,565.95	1,716.80	1,369.79	1,479.36
Bradford	Pen.	Wilson	10,115.34	4,885.71	3,034.60	2,195.03
Buxton	York	Leavitt	21,692.75	7,028.45	6,507.83	8,156.47
Caratunk	Som.	Pleasant Pond #2	16,033.40	9,090.94	4,810.02	2,132.44
Cushing-Friendship	Knox	Meduncook	23,569.99	10,936.47	7,071.00	C 1,688.12 F 3,874.40
Fort Fairfield	Aro.	Main Street	34,431.79	34,431.79	--	--
Grand Falls Pl.	Pen.	Grand Falls	6,438.96	3,676.64	1,931.69	830.63
Hibberts Gore	Lin.	Big Bog	505.84	334.02	151.75	20.07
Herman	Pen.	Wheeler Stream	16,174.23	6,938.74	4,852.27	4,383.22
Houlton	Aro.	Hodgdon	15,839.32*	4,489.67	--	--
Houlton	Aro.	Old Iron	136,748.96*	52,299.26	--	--
Lincoln Pl.	Oxf.	Abbott	29,817.61	29,817.61	--	--
Litchfield	Ken.	Potter Town	6,997.76	2,463.21	2,099.33	2,435.22
Madison	Som.	Mill Stream	12,493.04	3,123.26	3,747.91	5,621.87
Milbridge-Harrington	Wash.	Kennedy	26,163.52*	8,298.70	--	--
Newcastle-Nobleboro	Lin.	Head Gate	4,679.05	1,169.76	1,403.72	No. 1,425.64 No. 679.93
Pembroke	Wash.	Little Falls	19,206.39	10,160.18	5,761.92	3,284.29
Prospect	Wal.	Lane	20,299.54	12,358.43	6,089.86	1,851.25
Stow	Oxf.	Lufkin	5,814.84	3,041.16	1,744.45	1,029.23
T17B4	Aro.	Sinclair	3,313.04	1,351.72	993.91	967.41
			\$616,497.36	\$331,328.56	\$97,552.70	\$73,951.93

\*Houlton - Hodgdon Stream Bridge. Project SN-A-FAP 391A(1). Federal funds \$11,349.65.

Houlton - Old Iron Bridge. Project SN-A-FAP 145G(1). Federal funds \$84,449.70.

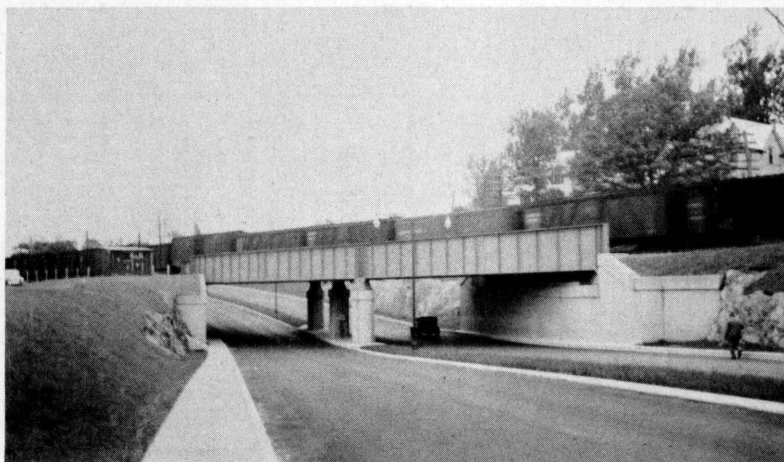
Milbridge-Harrington - Kennedy Bridge. Project SN-FAS 198E(1). Federal funds \$17,864.82.

## ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

Six signal installation projects from federal funds were approved by the Public Utilities Commission, and work will be started as soon as material can be obtained. One of these projects is in the federal aid grade crossing program, and the other five are railway-highway projects in post war federal aid programs.



The American Bridge Company completed its 1943 contract at the Wyman Crossing Project in Fairfield, and the Maine Central Railroad operated over the new bridge. Late in the fiscal year a contract was awarded to P. E. Susi & Co. for the remainder of the highway work in connection with this project and before the end of the 1947 calendar year, the grade crossing will be closed and all traffic carried through the new underpass.



No other construction work was undertaken, although some preliminary engineering was accomplished.

The balance in the federal aid grade crossing fund July 1, 1946, was \$98,582.58. Federal aid paid amounted to \$110,279.00. Expenditures amounted to \$7,187.15 for engineering, advertising and inspection, \$87,198.41 for labor and material and \$21.98 for right of way and property damage, leaving a balance of \$114,454.04 on June 30, 1947.

Work on railway-highway projects from post war funds are not from separate appropriations, but are financed as individual projects in the general federal-aid programs.

## BRIDGE MAINTENANCE

Bridge maintenance work was continued during the fiscal year of 1946-47 with activity nearer normal than for the several preceding years, although the labor situation was still not greatly improved, certain materials were difficult to obtain and deliveries were slow. Three more short span bridges came under State maintenance as additional ways were designated as state highways.

Steel-grid floorings and supporting steel for three bridge jobs were delivered early in 1947: Turner Bridge, Turner, with 2,495 sq. ft. of 3" concrete-filled type of flooring and bituminous surfacing and South Channel Bridge, Skowhegan, with 2,578 sq. ft. of 3" concrete-filled type flooring and 4,751 sq. ft. of 3" open-type flooring were completed; the 223 ft. span at the Brewer end of the Bangor-Brewer Bridge with 6,458 sq. ft. of 3" concrete-filled type of flooring was about 50% completed by the end of June, 1947.

Maintenance painting of steel bridges proceeded with two crews in the field. Painting of the following bridges was completed: Kennebec River Bridge, Augusta; Kennebec River Bridge, Bingham-Concord; New County Road Bridge, Biddeford-Saco; Foxcroft Bridge, Dover-Foxcroft; Guilford Bridge, Guilford; Woster Bridge, Kenduskeag; West Branch Bridge, Old Town; Passadumkeag Bridge, Passadumkeag; Pride's Bridge, Portland-Westbrook; The Forks Bridge, The Forks-West Forks Pl. Painting of the Bar Mills Bridge, Hollis-Buxton, was begun in June, 1947.

Bituminous concrete paving is now being placed on bridges where the original wearing surfaces are badly worn or scaled. Bituminous pavement was placed on the following bridges: Kennebec River Bridge, Augusta (approaches); Rines Hill Bridge, Augusta (including considerable approach work); Washington Street Bridge, Bangor

(including approaches); Androscoggin River Bridge, Brunswick-Topsham (including approaches); Kennebec River Bridge, Fairfield-Benton; B. & M. Overpass, North Kennebunkport; Pride's bridge, Portland-Westbrook; South Channel Bridge, Skowhegan (approaches only).

Some of the wooden bridge floors, including those of the laminated type, are badly in need of renewal but their life is being prolonged by laying 2" wooden planking over the old bottom floor to replace the original asphalt plank wearing surface. 2" wood plank coverings were placed on the Red Bridge, Rumford-Mexico, and Guilford Bridge, Guilford. The 6" wooden floor of the Hotel Bridge, Jefferson, was renewed and covered with a 2 inch bituminous concrete wearing surface. Most of the planking and a number of the wooden stringers of New Mills Bridge, Gardiner, had to be renewed and extensive renewals and respiking of flooring were necessary at the Wiscasset-Edgecomb Bridge.

The old wooden truss spans of Bear Brook Bridge, Chain of Ponds, and Kennebago Bridge, Rangely, were replaced by steel stringer spans with wooden flooring.

In addition to regular repair work on the Arrowsic-Woolwich Bridge, a new center bearing was placed to support the swing span, the old piling and timber floor supporting the turning machinery having become badly deteriorated. As it would have been impossible to drive new piling to support this one-way structure without closing the bridge to traffic, stone filled wooden cribs were constructed on each side of the span to carry four steel girders placed transversely on which a new supporting platform was built.

Several breaks having occurred in the bottom chords of the steel trusses of the Enfield-Howland

Bridge early in 1946, as a precautionary measure timber supports from the river bed were placed under all floorbeams to assure uninterrupted use of the bridge until the time it would be discontinued to make way for the new bridge under contract.

Foundation investigations were conducted at the East Outlet Bridge, Big Squaw-Sapling, as a preliminary to a project of replacing the old wooden crib substructure by construction of a permanent nature.

Repairs to Fairbanks Bridge, Farmington, were completed, where a concrete pier failure at the downstream end of the west pier in March, 1946, has left a corner of one of the 84 ft. concrete bowstring type spans without bearing.

A mid-winter thaw with heavy rain occurred on February 4-5, 1947, resulting in the breaking up of heavy ice which caused numerous jams, the worst of these on the Sandy River at Farmington and on Austin Stream, Bingham, where the streams left their usual channels. However, no very great damage resulted as stream flows dropped to normal in the cold weather following.

One event which made news was the loss of the old Rockport Bridge on Route #1, an iron bridge of the lenticular truss type, with span of 158 feet built in 1884 and one of the oldest metal bridge structures in the state. Early on the morning of November 22, 1946, one of the vertical end posts was hit by a truck and pushed from its bearing, resulting in immediate failure of the entire span which fell into the river and gorge about 30 feet below. Fortunately, it was possible to detour traffic by another road crossing the waterway about a quarter mile upstream, while a wooden structure supported on pile bents was being constructed on the old bridge site to serve until a



bridge of permanent type can be built.

There was carried over from the previous year the balance of \$127,822.51. The apportionment from the General Highway Fund for the fiscal year ending June 30, 1947, was \$200,000.00, income from other sources amounting to \$4,172.20. Total expenditures were \$281,578.54 and the carrying balance June 30, 1947 was \$50,416.17.

## TOLL BRIDGES

Traffic over the toll bridges operated by the State continued to increase throughout the fiscal year and reached greater volumes than at any other period since the bridges were built. As compared with the previous fiscal year, July 1, 1945, to June 30, 1946, the increases were:

Waldo-Hancock Bridge	36 per cent
Deer Isle-Sedgwick Bridge	25 per cent
Maine Kennebec Bridge	31 per cent

## WALDO - HANCOCK BRIDGE

The balance on July 1, 1946, was \$85,968.95. The receipts from tolls were \$91,561.80 and refunds \$102.15, making net income from tolls \$91,459.45. Interest charges amounted to \$4,200.00, bonds amounting to \$60,000.00 matured and were retired, and the cost of maintenance and operation was \$17,694.19. On June 30, 1947, the balance was \$95,534.41 and the outstanding bonds amounted to \$540,000.00.

## DEER ISLE - SEDGWICK BRIDGE

To the balance of \$23,766.05, July 1, 1946, was added \$57,064.85, the net receipts from tolls. The gross receipts from tolls were \$57,121.35 and refunds were \$56.50. There was paid to the Bridge District \$16,800.00 for interest on bonds and \$12,000.00 for bond retirement. The cost of maintenance, operation and bond expenses was

72

\$11,063.50. The balance on June 30, 1947, was \$40,967.40 and the bonded indebtedness of the Bridge District was \$420,000.00.

## MAINE KENNEBEC BRIDGE

The balance on July 1, 1946, was \$3,619.50. There was a legislative allotment of \$3,180.00 from the general highway fund. Receipts from tolls were \$12,308.20 with refunds of \$8.50, making net tolls credited \$12,299.70. Rentals of buildings amounted to \$110.00. The cost of maintenance and operation was \$11,257.14, and the balance on June 30, 1947, was \$7,952.06.

## TOLL COLLECTIONS

### WALDO-HANCOCK BRIDGE

#### Prospect — Verona

Toll Collections, July 1, 1946 - June 30, 1947

Automobile or 2-ton truck .....	210,658	.35	\$73,730.30
Truck, over 2 to 3½ tons .....	2,590	.50	1,295.00
Truck, over 3½ to 6 tons .....	3,694	.75	2,770.50
Truck, over 6 tons .....	1,204	1.25	1,505.00
Vehicle, one or two horses .....	9	.15	1.35
Bus, 16 passenger or less .....	8	.50	4.00
Bus, over 16 passenger .....	102	.75	76.50
Motorcycle .....	572	.15	85.80
Roller or well drill .....	5	1.50	7.50
Horse on hoof .....	7	.05	.35

#### Commutation tickets

Auto or 2-ton truck .....	20 trips	606	3.50	2,121.00
Auto or 2-ton truck .....	50 trips	797	5.00	3,985.00
Truck, over 2 to 3½ tons .....	20 trips	38	6.00	228.00
Truck, over 2 to 3½ tons .....	100 trips	25	15.00	375.00
Truck, over 3½ to 6 tons, or bus .....	20 trips	62	9.00	558.00
Truck, over 3½ to 6 tons, or bus .....	100 trips	108	20.00	2,160.00
Truck, over 6 tons .....	20 trips	3	15.00	45.00
Truck, over 6 tons .....	100 trips	87	20.00	2,610.00

\$91,558.30

## DEER ISLE - SEDGWICK BRIDGE

### Deer Isle - Sedgwick

Toll Collections, July 1, 1946 - June 30, 1947			
Passenger .....	69,438	\$ .05	\$ 3,471.90
Automobile or 2-ton truck .....	22,373	1.00	22,373.00
Truck, over 2 to 3½ tons .....	491	1.50	736.50
Truck, over 3½ to 6 tons .....	803	2.00	1,606.00
Truck, over 6 tons .....	208	2.50	520.00
Bus, 16 passenger or less .....	1	1.50	1.50
Bus, over 16 passenger .....	39	2.00	78.00
Motorcycle .....	57	.25	14.25
Livestock on hoof .....	1	.05	.05
Commutation tickets			
Passenger .....	25 trips	404	1.00
Auto or 2-ton truck .....	20 trips	544	15.00
Auto or 2-ton truck .....	round trip	9,439	1.50
Truck, over 2 to 3½ tons or small bus .....	20 trips	35	22.50
Truck, over 2 to 3½ tons or small bus .....	100 trips	13	100.00
Truck, over 3½ to 6 tons or large bus .....	20 trips	32	30.00
Truck, over 3½ to 6 tons or large bus .....	100 trips	12	125.00
Truck, over 6 tons .....	20 trips	24	37.50
Truck, over 6 tons .....	100 trips	1	150.00
			\$57,121.20

## MAINE - KENNEBEC BRIDGE

### Richmond - Dresden

Toll Collections, July 1, 1946 - June 30, 1947			
Pedestrian .....	1,888	\$ .05	94.40
Automobile or 2-ton truck .....	26,690	.25	6,672.50
Truck, over 2 to 3½ tons .....	173	.35	60.55
Truck, over 3½ to 6 tons .....	175	.50	87.50
Truck, over 6 tons .....	26	1.00	26.00
One or two horse vehicle .....	71	.15	10.65
Bus, 16 passenger or less .....	1	.50	.50
Bus, over 16 passenger .....	19	.75	14.25
Live stock .....	35	.05	1.75
Motorcycle .....	22	.15	3.30
Extra passengers .....	37,056	.05	1,852.80
Commutation tickets			
Pedestrian or passenger .....	25 trips	1,074	.50
Automobile or 2-ton truck .....	20 trips	360	3.00
Automobile or 2-ton truck .....	50 trips	143	5.00
Automobile or 2-ton truck .....	100 trips	147	7.00
Truck, over 2 to 3½ tons .....	20 trips	2	4.00
Truck, over 2 to 3½ tons .....	100 trips	2	10.00
Truck, over 3½ to 6 tons .....	20 trips	19	5.00
			\$12,308.20

## CARLTON (KENNEBEC) BRIDGE - SINKING FUND

### CASH AND IMPOUNDED FUND

The balance in the sinking fund cash account on June 30, 1946, was \$128,827.09 (checking account, \$35,532.30; savings account, \$65,294.79; invested in War Bonds, \$28,000.00).

Income to this fund for the fiscal year 1947 included \$76,569.90 from the Maine Central Railroad Company; interest on investments less charges, \$198.63; liquidating dividends from closed banks, \$480.43; sale of bonds (refunding 1½ per cent), \$900,000.00; premium on bonds, \$7,740.00; sale of investments (war bonds), \$20,000.00; premium on sale of war bonds, \$653.13; earned interest (savings), \$1,319.75; making a total of \$1,006,961.84, or a total of \$1,135,788.93 including the balance brought forward from 1946.

Expenditures included \$769,000.00 on account of bonds called in advance of maturity (part of \$1,000,000.00 4% issued June 1, 1927); \$58,900.00 paid for interest on bonds; \$20,000.00 for purchase of war bonds (July 16, 1946); and \$653.13, premium; a total of \$848,553.13.

The balance, therefore, in the cash sinking fund on June 30, 1947, was \$287,235.80, of which \$252,140.56 was in the checking account, \$7,095.24 in savings accounts, and \$28,000.00 invested in war bonds.

The impounded fund balance on June 30, 1946, was \$31,949.03; a liquidating dividend paid during the period was \$480.43, leaving a balance of \$31,468.60 as of June 30, 1947.

By Chapter 112, Private and Special Laws, 1945, the issue of \$1,000,000.00 in 4% bonds, June 1, 1927, was called for redemption on June 1, 1947, and refunding bonds at 1½% issued. The refunding bond issue amounted to \$900,000.00, making the present bonded indebtedness \$1,400,000.00 in addition to \$231,000.00 of called bonds not yet presented for payment.





## Planning Survey Division

The work of the Planning Survey Division was continued for the fiscal year 1947 in cooperation with the Public Roads Administration. Under the terms of the Federal-aid Highway Act of 1944, 1½% of available federal funds are earmarked for surveys, plans, engineering and economic investigations, and highway research. Thus, there were available in federal funds for such purposes \$58,702.00 during the fiscal year of 1947. The entire available amount was matched using the \$16,000.00 from Chapter 136, Private and Special Laws of 1945; \$27,702.00 from Chapter 134 and/or Chapter 136, Section 2, Item E; and \$15,000 from private sources, making the total of \$117,404.00 available. Of this amount, \$69,000.00 was assigned to the conduct of an economic investigation in the Portland-South Portland area. The remainder, \$48,404.00, was programmed for planning survey work and related activities.

The work of this division is probably best divided into two parts; that is, those activities whereby basic data may be kept current and those activities that have to do with specific problems and for the most part of a non-reoccurring nature.

Those activities that may be classed as continuing are the obtaining of current traffic information on a state-wide basis, the preparation of monthly and annual statistical reports, and the revision of maps with particular reference to change of highway location or change of surface type. The ten automatic traffic recorders were operated for the entire period with an average efficiency rating of 93%. The information obtained from these recorders amplified with

information obtained with 20 portable machines furnished data whereby a 1946 estimate of traffic was made for the principal rural highways. These basic data were further amplified by 29 classification counts made at 10 locations, once in the fall and once in the spring, and speed checks made at 8 locations, once in the fall and once in the spring, together with some special speed checks requested by the State Police. Trucks were also weighed at 9 locations throughout the State.

Monthly and annual statistical tables were prepared and submitted to the Public Roads Administration. These reports pertain to mileages, surface types and widths, and to highway income and expenditures. Those reports pertaining to finance are prepared for the most part by the State Controller with a review made in this division. The most time-consuming report consists of a summary of highway expenditures as made by the minor civil divisions of the State. All of the annual tables are prepared on a calendar year basis, and as the State activities are on a fiscal year basis this involves considerable extra work.

New urban area maps were drawn for the following places: Augusta, Bath, Calais, Yarmouth, Kennebunk, Berwick, Presque Isle, Richmond, York, Belfast, Freeport, Gardiner, Rockland, Old Orchard, North Berwick, South Berwick and Falmouth, based on a new inventory made in these places. This inventory involved obtaining surface types and widths for all streets in these urban areas. A change was made in the drawing of the urban maps; that is, principal highways and through routes were indicated by a heavy single line and other streets and alleys by a light line. The maps as prepared originally had double lines. This new procedure has been well received and enables the plotting of distances to a more accurate degree.

A new base map for the highway route map was drawn, and the 1947 edition of this map was submitted to the printer.

Another edition of the general highway atlas was published, and before publication several revisions were made in the maps contained therein. It is interesting to note that 591 copies of this atlas were sold during the fiscal year.

The activities of a non-reoccurring nature consisted of origin and destination information obtained in Portland, Rockland and Augusta with a classification of vehicles at Rockland; turning movements at South Portland and Waterville; and special counts at Bath, Westport, Augusta, the Yarmouth-Falmouth area, and the Rockport-Camden area. Reports were prepared for the Rockport-Camden area and the Yarmouth-Falmouth area. Special counts were made at those places where available information was not sufficient. Requests for these counts originate for the most part with the Public Roads Administration and the State Highway Commission although officers of several municipalities asked that counts be made, and in all instances their requests have been complied with.

The economic investigation in the Portland-South Portland area involved making a decision as to the feasibility of constructing a bridge to be used jointly by the railroad and for highway traffic. The proposed site of this bridge was approximately 500' west of the present Vaughn Bridge over the Fore River. This bridge had many things in its favor, the most important one being the fact that it could be constructed without a draw thus facilitating the flow of highway traffic and opening the Portland harbor to a greater degree. Cost of constructing such a bridge was a big factor, and in order to determine the cost of this bridge, borings at the proposed new

location were necessary. Preliminary conclusions from this study indicate that a combination bridge is not feasible. The amount expended in making this economic survey up to June 30 was \$11,473.44. This investigation is not complete however, and some expenditures will appear in the next year.

The expenditure for planning survey purposes and related activities for the year ending June 30, 1947, was \$51,072.20.



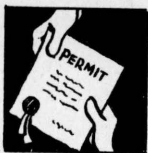
## Workmen's Compensation

Funds for paying compensation on account of injuries are apportioned from the general highway fund. The legislative apportionment for the fiscal year ending June 30, 1947, was \$50,000.00. To this, an additional allotment was made by Council Order No. 133 in the amount of \$3,000.00, making a total fund available of \$53,000.00.

During the year ending June 30, 1947, there were 220 accidents on account of work which was under direction of the State Highway Commission. During the same period payments were made on 256 cases, 58 of such payments being made on cases continued from previous years.

Payments for compensation amounted to \$36,947.95, and medical bills, \$13,957.93, making a total expenditure of \$50,905.88. The unexpended balance of \$2,094.12 was transferred to the general highway fund surplus account.





## Administration of Laws to Control Advertising Signs and Permits for Overloads and Highway Surface Openings

### OUTDOOR ADVERTISING

The fiscal year 1946-47 showed a marked increase in highway advertising which had been curtailed during the war years. The increase in the number of signs placed beside the highways has been brought about by individuals advertising local business rather than by billboard companies advertising nationally known products.

The need of additional inspection work necessitated the assignment of two inspectors to this work whereas one inspector had handled the work for the past few years. The second inspector was assigned to the work in the spring of 1947.

During the summer months the inspectors are obliged to devote most of their time to the principally traveled highways and the lesser traveled roads are covered about three times each year.

All locations for new signs are inspected and as soon as signs are erected permit plates are attached. A considerable amount of each inspector's time is required in effecting the removal of illegal signs and in acquainting new sign owners with the regulations established by the law.

Political and agricultural fair posters, although exempt from certain provisions of the law, require considerable attention in removing those illegally erected and in removing all of them from the roadsides after their advertising is of no further value.

Records on file show that 2408 signs were removed from the highways between July 1, 1946, and June 30, 1947, and this number does not include a considerable number of posters removed of which no reports were filed.

All income for licenses and permits are credited to the general highway fund and the cost of administration is charged to the fund set up for general administration of the State Highway Commission. No cost of administration is shown because personnel handling the administration of the law are employed, part time, upon other activities of the Commission.

Licenses and permits are issued upon a calendar year basis; therefore the following statistical report is for a calendar rather than for a fiscal year:

Permits issued in 1946:

Area not exceeding 100 sq. ft.	1273 permits @ \$1.00	....	\$1,273.00
" " " 300 " "	1037 " "	@ 2.00	.... 2,074.00
" " " 400 " "	12 " "	@ 3.00	.... 36.00
" " " 600 " "	144 " "	@ 4.00	.... 576.00
" " " 900 " "	4 " "	@ 5.00	.... 20.00
Total for permits issued in 1946			\$3,979.00
Less credit brought forward from 1945			9.00
Net receipts in 1946 for permits issued			\$3,970.00
Fees received, but no permits issued (signs improperly erected)			4.00
			3,974.00
Overpayment of 1946 permit fees			19.00
Gross receipts on account of 1946 permits			3,993.00
Overpayment on permits refunded			10.00
			3,983.00
Credit carried to 1947 on permits			9.00
Net receipts for 1946 permits			\$3,974.00
Licenses issued in 1946:			
13 licenses at \$100.00			\$1,300.00
98 licenses at 25.00			2,450.00
34 licenses at 5.00			170.00
Total for 1946 licenses issued			\$3,920.00
Overpayment for 1946 licenses			30.00
Total receipts for licenses			\$3,950.00
Refund of overpayment			30.00
Net receipts for 1946 licenses			\$3,920.00
Net receipts for 1946 permits and licenses			\$7,894.00

## PERMITS FOR LOADS EXCEEDING LEGAL LIMITS

From July 1, 1946, to June 30, 1947, a total of 4136 permits were issued for transporting loads in excess of the legal limits established by law. Included among these permits were 318 issued upon a monthly basis, covering 1757 individual vehicles, thus making a total of 5575 vehicles operated with overloads.

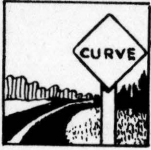
Permits issued were as follows: 1187 for buildings; 30 for wood and logs; 868 for power shovels and cranes; 489 for tractors and bulldozers; 32 for rollers; 1212 for culvert pipe, tanks, farm machines, boats, etc; 318 monthly permits for general freight, oil, wool and pulpwood.

Estimating that 25 trips were made each month by the 1757 vehicles having a monthly permit, a total of 43,925 overloads were transported by these vehicles alone. The estimated total of all loads transported in excess of the legal limits would be 47,743 for the fiscal year.

## PERMITS TO OPEN HIGHWAY SURFACES

During the fiscal year ending June 30, 1947, permits totaling in number 483 were issued for opening the surface of state and state aid highways maintained by the State Highway Commission. These permits were issued for repairing or laying water, gas, and sewer pipes and for telephone and electrical power conduits.

The yardage disturbed and repaired amounted to 6181 square yards of shoulder, 4287 square yards of tar surface, 543 square yards of bituminous macadam surface, and 65 square yards of Portland cement concrete surface. The total area of the openings made under the 483 permits issued amounted to 11,076 square yards or the equivalent of nearly 1 mile of 22 foot roadway.



## Traffic Engineering Division

During 1947 traffic volumes on our streets and highways not only returned to prewar volumes but increased to new highs. The work in the Traffic Engineering Division increased proportionately. Sign, signal, and marking supplies were more available, permitting us to continue to increase our program for improving the safety of travel over our highways.

The recognition of the Federal Government of the increasing need for assistance in solving the urban traffic problems resulted in the planning and beginning of construction on several urban projects. In order to improve conditions most economically, we have employed such devices as interconnected traffic signal systems for more continuous flow of traffic, and channelizing islands to control the paths of intersecting traffic, all requiring considerable planning and field study.

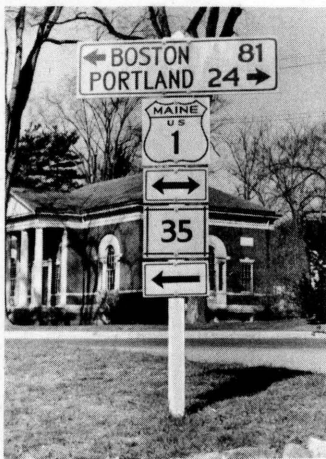
To reach a final decision regarding the approaches to the new Augusta Bridge required considerable time and discussion of the various plans proposed in conjunction with the highway and bridge designers. This project undoubtedly involves the most complicated traffic problems ever faced by our department. The location selected and the large expenditure of money involved made it necessary to explore every possible angle to insure that the bridge and its approaches would handle not only today's traffic but any potential increase during the next 20 years in a safe and efficient manner.

The new directional sign and route marking program initiated in 1945 was so well received that we were unable to keep up with the demand for expansion and reconditioning of existing

signs. The work has been progressing as rapidly as materials and manpower would permit. Over 5000 new signs were placed in 1947.

Even though traffic paint was scarce and very much higher in price, the Commission felt that this program should be expanded. The mileage marked with center lines and no-passing markings was increased from 2200 to 3000 miles of our most heavily traveled highways. This activity was also increased in the coastal areas where fog is most prevalent in order to assist motorists while traveling under conditions of low visibility. Consideration was given to the use of reflective paint to increase the safety of night driving. This program will be initiated in 1948.

Assistance on local traffic problems was given to many of our cities and towns. In several instances, notably Houlton, Brunswick and Thomaston, a complete survey with recommendations and assistance rendered in carrying out these recommendations was furnished to town officials and safety committees. Over one hundred high-accident locations were surveyed and appropriate improve-



TYPICAL  
DIRECTION  
AND ROUTE  
MARKERS

KENNEBUNK



ments made to improve conditions at these locations.

At nearly every Public Utilities Commission hearing on railroad grade crossings, the Highway Commission was represented by the Traffic Engineer. Valuable assistance was rendered to the Public Utilities Commission in determining the need for improvements or action (requested by petitioners) by making preliminary survey and analysis of conditions. The results and recommendations were presented at the hearings.

Assistance was rendered to the Maine Turnpike Authority on the design and type of signs to be used on the Turnpike and its approaches to insure that all possible aids to the safe movement of the high speed traffic were installed.



## Highway and Highway And Bridge Bonds

During the fiscal year ending June 30, 1947, the sum of \$1,729,000.00 was paid to retire highway and highway and bridge bonds, and the sum of \$441,428.00 was required to pay interest. These payments do not include any payments made on account of toll bridge bonds.

Outstanding highway and highway and bridge bonds on June 30, 1947, amounted to \$11,609,500.00.

The table on the following page shows the outstanding Highway and Highway and Bridge Bonds.

Fiscal Year Ending June 30	Bond Maturities	Interest	Total
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
Totals	\$11,609,500	\$1,862,735	\$13,472,235



## Motor Transport State Highway Garage

The cash balance in the motor transport fund on June 30, 1947, was \$149,909.25.

Income from equipment rental amounted to \$849,015.46; the sum of \$9,902.61 was received from the sale of capital assets; and miscellaneous income amounted to \$1,552.97, making a total of \$860,471.04 from operating revenue. In addition a temporary transfer of \$175,000.00 was made from the general highway fund; increases in liabilities amounted to \$16,010.71; and surplus adjustments amounted to \$39,362.66. The grand total was \$1,240,753.66.

Operating expenses including depreciation of \$142,464.68 amounted to \$818,037.96; increases in assets amounted to \$361,730.69; making a total of \$1,179,768.59

The cash balance on June 30, 1947, was \$60,985.07.

**SUMMARY OF EXPENDITURES**

(INCLUDES STATE FUNDS AND TOWN FUNDS EXPENDED UNDER DIRECTION OF THE STATE HIGHWAY COMMISSION. DOES NOT INCLUDE MOTOR TRANSPORT)

**CONSTRUCTION, MAINTENANCE AND OPERATING ACCOUNTS**

Administration, State Highway Commission	\$ 199,737.83	
State Highway Construction - Federal-aid Highways	1,926,808.70	
State Highway Construction- Non Federal-aid	23,128.09	
Post War Surveys	21,914.27	
State Aid Road Construction and Reconstruction	1,416,594.80	
Reconstruction of Third Class Highways	276,821.82	
Special Legislative Resolves	176,075.49	
Town Road Improvement	260,277.06	
Federal-aid Secondary Highway Construction	1,116,662.93	
Maintenance of Improved State and State Aid Highways	4,867,261.18	
Maintenance-Betterments	26,704.10	
Maintenance - Tar Surface Treatment	11,090.60	
Snow Removal	2,625,156.64	
Bridge Construction	471,197.78	
Elimination of Hazards at Railroad Grade Crossings	94,407.54	
Maintenance of Bridges - State Highways	281,578.54	
Waldo-Hancock Bridge - Operating and Maintenance	17,694.19	
Deer Isle-Sedgwick Bridge - Operating and Maintenance	11,063.50	
Maine-Kennebec Bridge - Operating and Maintenance	11,257.14	
Highway Planning	62,545.64	
Workmen's Compensation - Injuries	50,905.88	
		<hr/>
Sub-Total	\$13,948,883.72	

**BONDS—INTEREST AND RETIREMENT**

Waldo-Hancock Bridge		
Interest	\$ 4,200.00	
Retirement	60,000.00	
Deer Isle-Sedgwick Bridge		
Interest	16,800.00	
Retirement	12,000.00	
Hancock-Sullivan Bridge		
Paid to Hancock County		
Interest and Retirement	6,104.00	
Highway and Highway and Bridge Bonds		
Interest	441,428.00	
Retirement	1,729,000.00	
		<hr/>
Sub-Total	\$ 2,269,532.00	
		<hr/>
Grand Total	\$16,218,415.72	

**MISCELLANEOUS EXPENDITURES**

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

State Aid Road Construction		
Town funds	\$16,419.44	
State funds	15,785.31	\$32,204.75
		<hr/>
Reconstruction of Third Class Roads		
Reimbursements	\$12,343.65	
Adjustments	535.30	\$12,878.95
		<hr/>
Special Resolves		4,799.58
Bridge Construction - Refunds		491.54
		<hr/>
Total		\$50,374.82

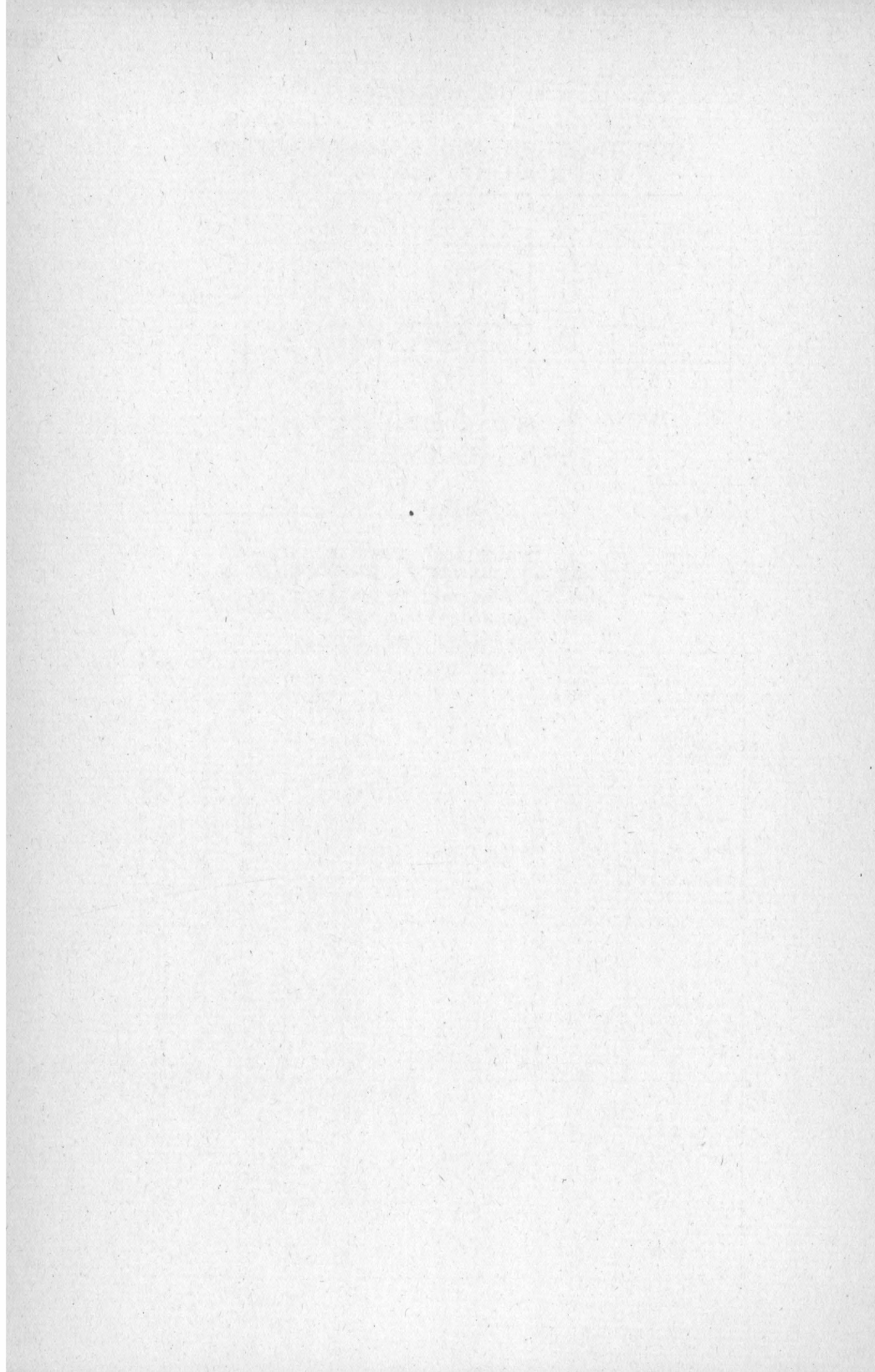
**CARLTON (KENNEBEC) BRIDGE SINKING FUND**

Interest	\$ 58,900.00
Bonds called in advance of maturity, paid	769,000.00
Purchase of War Bonds and premium	20,653.13
	<hr/>
	\$848,553.13



STATISTICAL  
TABLES  
and  
STATEMENTS

July 1, 1946 - June 30, 1947



**STATE HIGHWAYS  
FEDERAL AID AND STATE HIGHWAYS  
CONSTRUCTION AND RECONSTRUCTION  
WORK COMPLETED JUNE 30, 1947**

County	Highway	Town	Type	Length Miles
Somerset	H-5	Concord	Gravel	0.24
York	H-5	Bingham	Gravel	0.14
	A	York	Bit. Mac.	0.47
	A-2	Parsonfield	Gravel	0.55
	A-12	Parsonfield	Gravel	0.25
				1.65
SUMMARY Bituminous Macadam - Federal Aid Project				0.47
Gravel - State Projects				1.18
Total				1.65

**STATE HIGHWAYS  
FEDERAL AID AND STATE HIGHWAY PROJECTS  
CONSTRUCTION AND RECONSTRUCTION  
WORK UNDER CONSTRUCTION BUT NOT  
COMPLETED JUNE 30, 1947**

County	Highway	Town	Type	Per Cent Complete	Length Miles	
Androscoggin	E	Auburn	Bit. Concrete	99	0.85	
	E	Lewiston	Bit. Concrete	99	3.72	
Aroostook	K	Bridgewater	Bit. Macadam	50	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	75	3.03	
	F	Rangeley Plt.	Bit. Gravel	75	0.27	
Kennebec	E	Monmouth	Bit. Gravel	48	4.92	
	E	Winthrop	Bit. Gravel	48	1.69	
Penobscot	I	Bangor	Bit. Concrete	90	1.42	
	J	Garland	Bit. Macadam	86	1.21	
	J	Dexter	Bit. Macadam	86	1.84	
	K	Bangor	Bit. Concrete	90	1.39	
	K	Enfield	Bit. Gravel	96	7.66	
	K	Lincoln	Bit. Gravel	96	4.46	
	K	Mattawankeag	Bit. Gravel	90	2.08	
	M	Brewer	Bit. Concrete	54	1.13	
	Piscataquis	J	Dover-Foxcroft	Bit. Macadam	86	3.93
	Sagadahoc	C-1	Bath	Bit. Gravel	46	0.64
*Waldo	D	Brooks	Gravel	70	1.00	
Washington	N	Machias	Bit. Gravel	96	1.24	
	N	East Machias	Bit. Gravel	96	1.69	
				Federal Aid Projects	55.15	
				*State Project	1.00	
Total					56.15	
SUMMARY			Bituminous Concrete		8.51	
			Bituminous Macadam		10.80	
			Bituminous Gravel		27.68	
			Gravel		1.00	
			Grading		8.16	
Total					56.15	

**MILEAGE PREVIOUSLY REPORTED  
REPLACED BY CONSTRUCTION  
JUNE 30, 1947**

STATE HIGHWAY REPLACEMENT TABLE

County	Highway	Town	Original Work		Replacement Type	Length Replaced
			Type	Date		
York	A	York	Concrete	1926	Bituminous Macadam	0.47

FEDERAL AID SECONDARY REPLACEMENT TABLE

County	Highway	Town	Original Work		Replacement Type	Length Replaced
			Type	Date		
York	A-1	York	Bit. Mac.	1912-14	Bituminous Macadam	1.35

STATE HIGHWAYS

IMPROVED MILEAGE BY COUNTIES

STATE HIGHWAY CONSTRUCTION AND RECONSTRUCTION

1914 to June 30, 1947

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	156.15	25.55	27.16	154.54
Waldo	80.45	17.88	18.70	79.63
Washington	118.55	13.16	15.27	116.44
York	132.81	35.77	18.46	150.12
	1,738.16	511.93	490.59	1,759.50

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

June 30, 1947

County	State Highway	Miles	Total by Counties
Aroostook	K-5	2.95	
	K-14	2.31	
	K-16	4.18	
	K-19	1.23	
	K-20	4.83	
	K-21	0.04	
	K-22	0.80	16.34
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	4.53	4.53
Waldo	D	6.62	6.62
Washington	N-7	0.25	0.25
York	A-2	3.75	
	A-3	0.08	3.83
<b>Total by Counties</b>			<b>54.04</b>



**STATE HIGHWAY MILEAGE SUMMARY  
1914 TO JUNE 30, 1947 INCLUSIVE  
WITH CORRECTIONS DUE TO RECONSTRUCTION  
1925 TO JUNE 30, 1947 INCLUSIVE**

Type	Original Construction	Reconstruction		Net Mileage
		Add	Deduct	
Gravel	1,203.33	109.98	327.18	986.13
Bituminous Gravel	30.71	49.18		79.89
Macadam	2.10		2.10	
Sand-Clay	6.75		6.75	
Gravel & Macadam	6.68		6.68	
Bituminous Macadam	345.05	143.73	90.22	398.56
Bituminous Concrete	10.73	67.71		78.44
Concrete	132.81	141.33	57.66	216.48
<b>Totals</b>	<b>1,738.16</b>	<b>511.93</b>	<b>490.59</b>	<b>1,759.50</b>

**DESIGNATED STATE HIGHWAY SYSTEM  
MILEAGE BY COUNTIES**

June 30, 1947

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	152.61	618.86	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	23.61	249.95	
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	26.55	263.82	
F. A. not on S. H. System	1,614.92	1,015.00	414.00	3,043.92	7.94
	<u>7.94</u>				
	1,622.86				

**PROJECT EXPENDITURES**  
**Construction and Reconstruction of State Highways**  
**Highway Loan Fund - July 1, 1946 to June 30, 1947**

Federal Aid Project No.	Class of Highway	Towns	Surveys	Plans and Computations	Construction Engineering and Inspection	Advertising	Right of Way and Property Damage	Sub-Total	Labor and Materials	Totals	Federal-Aid Credits	Miscellaneous Credits
<b>ANDROSCOGGIN COUNTY</b>												
U-386(4) F-386(5)	E E 12I-11 B-S	Auburn Auburn-Lewiston Lewiston Mechanic Falls Poland		\$106.08	\$ 27.10 10,872.13 2,541.65	\$39.08 3.15	\$ 713.07 4,652.47 67.62	\$ 27.10 11,730.36 7,197.27 67.62 43.50	\$362,706.18 60,314.41	\$ 27.10 374,436.54 67,511.68 67.62 43.50	\$166,427.00 20,249.00	
Total for Androscoggin County			\$43.50	\$106.08	\$13,440.88	\$42.23	\$5,433.16	\$19,065.85	\$423,020.59	\$442,086.44	\$186,676.00	
<b>AROOSTOOK COUNTY</b>												
SN-F-298F(1)  F-298-(8)	K K K-6 K K K K-10 K-16	Bridgewater Bridgewater Ft. Fairfield Houlton Monticello Monticello-Bridgewater Presque Isle Presque Isle	\$ 75.44 327.98	\$ 19.20 551.64 60.00 11.84	\$ 953.05 2,911.13	\$13.10		\$ 953.05 3,018.87 879.62 60.00 11.84 94.03 (73.60) 201.20	\$11,772.03	\$ 953.05 14,790.90 879.62 60.00 11.84 94.03 (73.60) 201.20	\$11,071.95  (2.34)	
Total for Aroostook County			\$403.42	\$642.68	\$3,953.38	\$17.93	\$127.60	\$5,145.01	\$11,772.03	\$16,917.04	\$11,069.61	
<b>CUMBERLAND COUNTY</b>												
SN-377-A-(2)  SN-121-A-(2)  FI-377-(3)	C-3 C-3 C C-3 E C-3 C-3	Cumberland-Falmouth & Yarmouth Cumberland Falmouth Falmouth New Gloucester Yarmouth Yarmouth	\$ 242.60 496.99 234.81	\$ 440.94 1,068.79	\$4,628.29 69.48 25.92		\$ 1.06 59.20	\$4,870.89 1,007.41 1,329.52 1.06 3,226.51 972.89	\$12,078.34 15.20	\$16,949.23 1,007.41 15.20 1,329.52 1.06 3,226.51 972.89		\$50.00
Total for Cumberland County			\$1,885.31	\$4,654.53	\$4,801.81	\$6.37	\$60.26	\$11,408.28	\$12,093.54	\$23,501.82		\$50.00
<b>FRANKLIN COUNTY</b>												
F-146-(7)	F F F F	Farmington Jay New Sharon Sandy River	\$ .96	\$700.28	\$5,811.08	\$2.30	\$1.00 2,683.37	\$ 700.28 1.00 .96 8,496.75	\$116,434.32	\$ 700.28 1.00 .96 \$124,931.07	\$72,435.50	
Total for Franklin County			\$ .96	\$700.28	\$5,811.08	\$2.30	\$2,684.37	\$9,198.99	\$116,434.32	\$125,633.31	\$72,435.50	

HANCOCK COUNTY											
F-91-(12)	Y Y M	Bucksport Bucksport Mt. Desert		\$ 24.48 185.60		\$ 5.45	\$ 5.26	\$131.03	\$ 24.48 141.74 185.60	\$ 24.48 141.74 185.60	\$40.00
Total for Hancock County				\$210.08		\$ 5.45	\$ 5.26	\$131.03	\$351.82	\$351.82	\$40.00
KENNEBEC COUNTY											
FI-151-(3) AE-389-(1) F-386-(3)	H Q E H H	Augusta Augusta-Gardiner Monmouth-Winthrop Vassalboro Waterville	\$6,692.27 27.55 .56	\$ 12.00 414.64 23.20 1,007.52		\$ 49.20 13,019.85 13.84 17.66	\$134.46	\$ 440.31 17,102.98	\$ 452.31 7,156.11 30,308.04 1,021.92 17.66	\$ 452.31 7,156.11 212,259.80 1,021.92 17.66	\$107,900.00
Total for Kennebec County			\$6,720.38	\$1,457.36	\$13,100.55	\$134.46	\$17,543.29	\$38,956.04	\$181,951.76	\$220,907.80	\$107,900.00
KNOX COUNTY											
	D D D	Camden Rockland Rockport	\$ 557.59 1,256.83 626.15	\$1,029.68 616.54 1,652.28	\$51.60			\$1,638.87 1,873.37 2,298.11		\$1,638.87 1,873.37 2,298.11	
Total for Knox County			\$2,440.57	\$3,298.50	\$71.28			\$5,810.35		\$5,810.35	
OXFORD COUNTY											
FG-149-(2) F-93-(10) FG-93-(11) F-148-(8)	O S Rail Signal S O-I O O	Bethel Paris Paris Paris Peru Rumford Rumford	\$33.48	\$500.64 5.60 24.48	\$17.76	\$6.36 5.60	\$198.06	\$ 749.94 6.36 5.60 24.48 219.72 36.82	\$ 749.94 6.36 5.60 24.48 219.72 179.00 221.20	\$ 749.94 6.36 5.60 24.48 219.72 179.00 221.20	
Total for Oxford County			\$33.48	\$720.96	\$17.76	\$179.50	\$454.60	\$1,406.30	\$1,406.30		
PENOBSCOT COUNTY											
U-110-(11) U-103-(12) F-103-(13) SN-4-(2) F-134-(7) FGI-103-(14) FI-297-(5) FGI-297-(6)	I-K M M M K J K L Rail Signal K Rail Signal	Bangor Brewer Brewer Brewer Enfield-Lincoln Garland-Dexter Greenbush Hamden Holden Mattawamkeag Mattawamkeag	\$ 85.50 52.00	\$ 125.92 9.60 4.80 972.80 55.20	\$ 9,113.44 2,793.69 2,576.10 5,610.01 3,496.39	\$ 5.90 3.11 2.80 .51	\$2,849.95 150.42 (13.97)	\$ 9,330.76 2,806.40 2,578.90 4.80 8,510.96 3,647.32 (13.97) 1,262.58 55.20 3,444.15 75.96	\$145,705.37 28,727.34 23,717.32 4.80 97,053.25 88,961.69	\$155,036.13 31,533.74 26,296.22 4.80 105,564.21 92,609.01 (13.97) 1,262.58 55.20 82,606.89 75.96	\$ 83,362.00 5,720.00 11,730.40 63,924.00 43,899.80 61,319.00
Total for Penobscot County			\$427.28	\$1,244.28	\$27,033.01	\$13.09	\$2,985.40	\$31,703.06	\$463,327.71	\$495,030.77	\$269,955.20



**PROJECT EXPENDITURES  
(Continued)**

Federal Aid Project No.	Class of Highway	Towns	Surveys	Plans and Computations	Construction Engineering and Inspection	Advertising	Right of Way and Property Damage	Sub-Total	Labor and Materials	Totals	Federal-Aid Credits	Miscellaneous Credits
<b>PISCATAQUIS COUNTY</b>												
F-111-(8)	J	Dover-Foxcroft		43.20	\$1,371.83	\$ .51		\$1,372.34	\$ 29,684.53	\$31,056.87	\$27,687.20	
F-134-(8)	J	Dover-Foxcroft Garland			4,049.83	.50		4,093.53	52,848.46	56,941.99	14,439.00	
Total for Piscataquis County				\$43.20	\$5,421.66	1.01		\$5,465.87	\$82,532.99	\$87,998.86	\$42,126.20	
<b>SAGADAHOC COUNTY</b>												
SN-116-(9)	C-I	Beth		\$ 890.64	\$ 9,655.72	\$148.01	\$70,133.25	\$80,827.62	\$148,267.81	\$229,095.43	\$182,967.00	
Bath Property Act	C-I	Bath		24.00			(831.46)	(831.46)		(831.46)		(\$120.25)
	C	Bath			21.44			24.00		24.00		
	Q-1	Bowdoinham		1,417.44	285.15			21.44		21.44		
	Q	Richmond			60.00			1,702.59		1,702.59		
	Q-1	Richmond			60.00			60.00		60.00		
	C-1	West Bath			6.00		217.31	223.31		223.31		
	D	Woolwich					62.78	62.78		62.78		
Total for Sagadahoc County				\$2,332.08	\$10,028.31	\$148.01	\$69,581.88	\$82,090.28	\$148,267.81	\$230,358.09	\$182,967.00	(\$120.25)
<b>SOMERSET COUNTY</b>												
F-131-(3)	H	Anson		\$ 33.60				\$ 33.60		\$ 33.60		
	H	Bingham			802.32		\$162.20	162.20		162.20		
	V	Mercier			434.88			802.32		802.32		
	V	Norridgewock						434.88		434.88		
	V	Norridgewock			13.60		6.40	6.40		6.40		
	H	Sandy Bay		\$122.01			6.40	13.60		13.60		
	H-I	Slowhogan						122.01		122.01		
Total for Somerset County				\$122.01	\$1,284.40		\$168.60	\$1,575.01		\$1,575.01		
<b>WALDO COUNTY</b>												
SN-68-(3)	D	Northport-Belfast		\$11.84	\$490.40			\$502.24		\$502.24		(\$216.18)
	L	Searsport										
Total for Waldo County				\$11.84	\$490.40			\$502.24		\$502.24		(\$216.18)
<b>WASHINGTON COUNTY</b>												
AE-376-B-(1)	N	Machias-East Machias		\$55.20				\$ 55.20		\$ 55.20		\$ 405.00
FEI-376-(4)	Rail Signal	Machias			\$14,854.71	\$1.52	\$8,756.28	23,612.51	\$198,534.44	222,146.95	187,312.50	
SN-376-(3)	N	Machias-East Machias		\$19.52				19.52		19.52		
AE-123-G-(1)	N	Pembroke			(20.70)			(20.70)		(20.70)		
AE-5-(2)	N	Perry-Pembroke					(198.97)	(198.97)		(198.97)		
	N	Whiting										
Total for Washington County				\$19.52	\$55.20	\$14,834.01	\$1.52	\$8,557.31	\$23,467.56	\$198,534.44	\$222,002.00	\$187,717.50
<b>YORK COUNTY</b>												
SN-A-FAP-393A(1)	U	Alfred		\$ 31.68			\$ 15.04	\$ 15.04		\$ 15.04		
	U	Biddeford						31.68		31.68		
	A	Etterry			\$3,284.96				\$ 514.27	\$ 514.27		
	U	Lebanon						3,284.96	\$ 5,731.43	9,016.39	\$ 9,609.78	
AE-390-(1)	---	Lebanon-Alfred-Gray-			179.04			179.04		179.04		
	U	Windham			47.52			47.52		47.52		
	A-9	Lynon		\$150.03	222.84	120.96		493.83		493.83		
	A-2	Old Orchard Beach							94.83	94.83		
FI-87-(8)	A	Sanford			1,793.97	\$2.30		914.02	2,710.29	39,622.93	42,333.22	30,400.00
	A	York						1.03	1.03	1.03		
	A	York										
Total for York County				\$150.03	\$481.08	\$5,199.89	\$2.30	\$930.09	\$6,763.39	\$45,963.46	\$52,726.85	\$40,009.78

**PROJECT EXPENDITURES**  
**Construction and Reconstruction of State Highways**  
**Non Federal Aid Roads**  
**July 1, 1946 to June 30, 1947**

Highway	Towns	Surveys	Plans & Computations	Construction Engineering & Inspection	Advertising	Right of Way & Property Damage	Sub-Total	Labor & Materials	Totals
<b>CUMBERLAND COUNTY</b>									
Pequaket Trail 113	Standish							\$340.85	\$340.85
Total for Cumberland County								\$340.85	\$340.85
<b>PENOBSCOT COUNTY</b>									
JK-157	Brownville	\$5.35					\$5.35	\$2,798.07	\$2,803.42
Total for Penobscot County							\$5.35	\$2,798.07	\$2,803.42
<b>SOMERSET COUNTY</b>									
H-5	Bingham & Concord			\$64.55			\$64.55	\$8,468.55	\$8,533.10
Total for Somerset County				\$64.55			\$64.55	\$8,468.55	\$8,553.10
<b>YORK COUNTY</b>									
A-2 - A-12 214 214 A-2	Parsonfield Sanford Sanford Shepleigh				\$40.88	\$1,463.08 37.12	\$1,503.96 37.12	\$8,956.22 953.42	\$ 8,956.22 1,503.96 37.12 953.42
Total for York County					\$40.88	\$1,500.20	\$1,541.08	\$9,909.64	\$11,450.72
Total for All Counties		\$5.35		\$64.55	\$40.88	\$1,500.20	\$1,610.98	\$21,517.11	\$23,128.09

**COUNTY ROAD TABLE**  
**MILEAGE AND COST OF STATE AID ROAD CONSTRUCTION AND RECONSTRUCTION**  
**July 1, 1946 to June 30, 1947**

County	Miles Constructed Gravel	Miles of Base Surfaced	Total Miles Constructed	Miles				Total Cost
				Grading and Base	Reconstruction Gravel	Reconstruction Bit. Concrete Surface	Tar Surface Treated	
Androscoggin	2.05	0.99	3.04	1.24	0.58B 0.17	0.24	4.51	82,214.84
Aroostook	3.09	---	3.09	1.36	0.96B 2.19BS 1.34		17.53	106,252.76
Cumberland	5.06	1.94	7.00	1.24	0.08B 0.43BS 2.32		7.97	129,305.08
Franklin	1.91	0.23	2.14	0.64	0.42B 1.65		0.80	53,134.93
Hancock	2.49	3.24	5.91	0.15	0.75B 0.68		22.37	83,462.58
Kennebec	2.93	1.00	3.93	2.49	1.38B 1.97		3.20	100,306.79
Knox	2.59	1.33	3.92	0.72	---		4.37	44,446.87
Lincoln	3.08	0.12	3.20	1.18	1.50BS 1.15		5.54	74,341.83
Oxford	6.61	0.23	6.84	0.66	0.53B 1.80		6.70	138,143.08
Penobscot	4.17	1.22	5.39	1.47	7.32B 2.58BS 1.91	1.46	23.07	146,027.95
Piscataquis	0.83	0.59	1.42	0.41	0.30B 1.02BS 2.40		3.04	56,046.94
Sagadahoc	0.76	0.83	1.59	1.20	2.80BS 1.19		4.31	48,237.81
Somerset	1.61	0.63	2.24	0.57	0.93B 4.22		10.87	59,088.97
Waldo	2.15	---	2.15	0.46	0.08		7.20	31,131.58
Washington	1.79	---	1.79	2.70	1.03B 1.18		1.93	59,715.16
York	8.22	0.79	9.01	1.80	0.85		8.65	139,383.97
Totals	49.34	13.32	62.66	18.29	22.91 7.68B 10.52BS	1.70	132.06	\$1,351,241.14

B Base reconstruction

BS Surfacing over completed base - reconstruction

**EXPENDITURES AND MILEAGE**  
**CONSTRUCTION AND RECONSTRUCTION OF STATE AID ROADS**  
**July 1, 1946 to June 30, 1947**

Type of Work	Miles	Cost per Mile	Total Cost
Gravel - Construction	49.34	\$11,632.94	\$ 573,969.12
Surfacing - Base Previously Constructed	13.32	1,865.30	24,845.73
Grading and Base	18.29	10,221.33	186,948.11
Gravel - Reconstruction	22.91	8,112.94	185,867.56
Bituminous Concrete - Reconstruction	1.70	28,687.71	48,769.10
Gravel Surfacing - Reconstructed Base	10.52	1,534.90	16,147.12
Grading and Base Reconstruction	7.68	11,521.47	86,411.31
Tar Surface Treatment	132.06	1,240.00	163,753.82
Work Not Completed			64,529.27
Total, labor, materials and equipment			\$1,351,241.14
Engineering and supervision			65,353.66
Total Cost			\$1,416,594.80
Paid from town funds	\$575,334.18		
Paid from State funds	841,260.62		\$1,416,594.80

**RECONSTRUCTION OF THIRD CLASS HIGHWAYS  
EXPENDITURES  
July 1, 1946 to June 30, 1947**

Type of Road	Length Miles	Total cost of Labor and Materials	Cost per mile
Gravel reconstruction	127.14	\$169,285.88	\$1,331.49
Tar Surface Treatment	122.10	107,535.94	880.72
<b>Totals</b>	<b>127.14</b>	<b>276,821.82</b>	
Cost of labor and materials		276,821.82	
Paid by state	191,898.06		
Paid by town	<u>84,923.76</u>		
		<u>276,821.82</u>	

**RECONSTRUCTION OF THIRD CLASS HIGHWAYS  
COUNTY TABLE  
MILEAGE AND EXPENDITURES  
July 1, 1946 to June 30, 1947  
(Not including supervision)**

County	Miles		Expenditures		
	Gravel Reconstruction	Tar Surface Treatment	Paid by Town	Paid by State	Total
Androscoggin	3.86	6.51	\$ 2,848.17	\$ 18,330.05	\$ 21,178.22
Aroostook	18.77	15.36	18,574.08	18,241.80	36,815.88
Cumberland	2.84	13.67	3,499.43	13,654.29	17,153.72
Franklin	5.85	7.50	2,516.32	13,274.75	15,791.07
Hancock	.70	5.96	706.33	4,523.30	5,229.63
Kennebec	15.39	10.88	7,398.34	15,977.71	23,376.05
Knox	1.10	1.96	1,573.06	3,014.01	4,587.07
Lincoln	1.55	--	687.39	4,123.56	4,810.95
Oxford	1.64	8.82	7,551.97	14,487.50	22,039.47
Penobscot	29.99	6.35	2,643.99	20,391.33	23,035.32
Piscataquis	3.94	5.18	1,872.03	8,229.59	10,101.62
Sagadahoc	3.62	4.02	6,003.29	10,276.55	16,279.84
Somerset	11.98	6.45	5,259.97	8,053.61	13,313.58
Waldo	21.28	8.45	18,507.06	18,952.85	37,459.91
Washington	2.86	1.60	1,189.29	6,244.32	7,433.61
York	1.77	19.39	4,093.04	14,122.84	18,215.88
<b>Totals</b>	<b>127.14</b>	<b>122.10</b>	<b>\$84,923.76</b>	<b>\$191,898.06</b>	<b>\$276,821.82</b>

**SPECIAL LEGISLATIVE RESOLVES  
EXPENDITURES  
July 1, 1946 to JUNE 30, 1947**

	Cost of Supervision and Engineering	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State
Road Construction (gravel)	\$295.65	\$54,766.27	\$55,061.92	\$5,543.85	\$49,518.07
Repairs	523.29	110,594.55	111,117.84	15,040.06	96,077.78
Tar Surface Treatment		4,266.24	4,266.24	618.46	3,647.78
Marsh River Dam	112.06		112.06		112.06
<b>Totals</b>	<b>\$931.00</b>	<b>\$169,627.06</b>	<b>\$170,558.06</b>	<b>\$21,202.37</b>	<b>\$149,355.69</b>
Special Resolves transferred to State Aid Accounts					\$ 62,082.83
" " " " State Aid Reconstruction Accounts					1,000.00
" " " " Third Class Reconstruction Accounts					17,308.36
" " " " Bridge Division Accounts					3,083.76
" " " " Maintenance Division Accounts					56.00
Reimbursements (work complete in previous years)					4,799.58
					<b>\$237,686.22</b>
Hancock County					
Hancock-Sullivan Bridge - Bond retirement and interest					6,104.00
Kennebec Towing Co.					5,517.43
					<b>\$249,307.65</b>
Balances lapsed to general highway fund surplus					91.75
					<b>\$249,399.40</b>



**COUNTY TABLE  
MILEAGE AND EXPENDITURES  
SPECIAL LEGISLATIVE RESOLVES  
July 1, 1946 to June 30, 1947**

County	Road Construction		Repairs		Tar Surface Treatment		Total Cost	Paid by Town	Paid by State
	Length in Miles	Cost	Length in Miles	Cost	Length in Miles	Cost			
Androscoggin	0.89	\$ 5,727.67	1.08	\$ 3,789.42	0.17	\$ 282.09	\$ 9,799.18	\$ 378.52	\$ 9,420.66
Aroostook	0.96	8,032.09	17.18	13,686.79	---	---	21,718.88	2,865.60	18,853.28
Cumberland	1.97	11,756.21	2.20	2,434.94	2.00	1,327.62	15,518.77	2,583.72	12,935.05
Franklin	0.38	3,007.65	3.72	5,245.11	---	---	8,252.76	444.98	7,807.78
Hancock	0.05	1,001.00	3.20	8,672.66	0.98	971.66	10,645.32	1,465.90	9,172.42
Kennebec	0.57	2,595.74	1.52	8,367.02	---	---	10,962.76	1,597.12	9,365.64
Knox	0.32	2,067.10	1.46	5,832.20	---	---	7,899.30	632.50	7,266.80
Lincoln	0.03	599.65	1.35	12,811.47	0.70	747.62	14,158.74	2,642.54	11,516.20
Oxford	0.15	1,437.12	0.30	5,223.60	---	---	6,660.72	2,304.84	4,355.88
Penobscot	0.10	963.85	12.34	7,306.32	1.70	937.25	9,207.42	1,183.41	8,024.01
Piscataquis	0.30	9,446.15	6.72	6,206.27	---	---	15,652.42	600.45	15,051.97
Sagadahoc	0.40	247.08	0.08	1,770.85	---	---	2,017.93	123.72	1,894.21
Somerset	0.51	2,985.69	4.03	9,857.13	---	---	12,842.82	684.15	12,158.67
Waldo	---	---	8.41	7,361.27	---	---	7,473.33	492.50	6,980.83
Washington	0.19	1,426.76	8.32	6,181.05	---	---	7,607.81	1,383.77	6,224.04
York	0.33	3,768.16	0.80	6,371.74	---	---	10,139.90	1,818.65	8,321.25
<b>Totals</b>	<b>7.15</b>	<b>\$55,061.92</b>	<b>72.71</b>	<b>\$111,117.84</b>	<b>5.55</b>	<b>\$4,266.24</b>	<b>\$170,558.06</b>	<b>\$21,202.37</b>	<b>\$149,355.69</b>

**COUNTY TABLE  
EXPENDITURES  
FROM TOWN ROAD IMPROVEMENT FUND  
July 1, 1946 to June 30, 1947**

	Total Cost*	Paid From Town Funds	Paid From State Funds
Androscoggin	\$ 14,211.79	\$ 1,558.43	\$ 12,653.36
Aroostook	25,617.06	1,844.56	23,772.50
Cumberland	27,099.95	6,753.63	20,346.32
Franklin	12,431.42	1,204.65	11,226.77
Hancock	8,237.12	890.95	7,346.17
Kennebec	21,178.35	2,247.47	18,930.88
Knox	9,139.51	842.11	8,297.40
Lincoln	9,936.94	957.89	8,979.05
Oxford	33,782.74	2,121.77	31,660.97
Penobscot	21,517.97	1,862.52	19,655.45
Piscataquis	7,284.79	711.85	6,572.94
Sagadahoc	5,681.21	536.21	5,145.00
Somerset	14,469.26	1,089.87	13,379.39
Waldo	13,004.54	1,302.44	11,702.10
Washington	7,591.31	1,178.60	6,412.71
York	26,192.26	1,518.18	24,674.08
	\$257,376.22	\$26,621.13	\$230,755.09

\*Not including supervision

FEDERAL AID SECONDARY HIGHWAYS  
Expenditures - July 1, 1946 to June 30, 1947 (Fiscal Year 1947)

F. A. S. Project No.	County	Town	Class of Highway	Route	Expenditures for 1947	Total Expenditures to June 30, 1947	Per cent Complete	Length of Project in Miles	Contractor
S-25(3)	Androscoggin	Durham	State Aid	136	\$ 25,748.23	\$ 26,166.50	100	0.81	P. E. Susi & Co. Pittsfield, Me.
S-25(4)	Androscoggin	Durham	State Aid	136	19,196.12	19,196.12	100	0.21	P. E. Susi & Co. Pittsfield, Me.
S-153(3)	Androscoggin	Turner	State Aid	219	124.80	1,239.32		1.47	Survey and Plans (Work done by State)
S-81(1)	Aroostook	Caribou	S.H. "K-14"	161	685.93	685.93		0.22	Survey and Plans (Work done by State)
S-174(4)	Aroostook	Caribou	S.H. "K-3"	U.S. 1 Alt.	224.38	240.38			Survey by State (Bridge)
S-308(2)	Aroostook	TI7-R5 & New Canada	S.H. "K-14"	161	83,191.55	83,225.55	65	5.43	Thomas DiCenzo, Calais, Maine
S-74(2)	Aroostook	New Limerick-Smyrna	S.H. "K"	U.S. 2	403.75	403.75			Preliminary Engineering by State
S-107(5)	Aroostook	Silver Ridge-Sherman	S.H. "K"	U.S. 2	27,962.43	27,962.43	95	1.20	Force Account By State
S-40(1)	Cumberland	Gorham	State Aid	114	11.20	1,816.57			Preliminary Engineering by State
S-23(3)	Cumberland	Gray-Windham	State Aid	U.S. 202	184,595.86	190,926.78	80	3.52	The Bridge Constr. Corp., Augusta, Maine
SG-22(3)	Cumberland	Standish	State Aid	35	1,435.03	1,435.03		0.40	Overhead Crossing Engineering
S-26(2)	Cumberland	Standish	S.H. Pequaket Trail	113	74.40	74.40		2.92	Preliminary Engineering by State
S-51(1)	Franklin	Chesterville	State Aid	134	5.52	5.52		2.10	Preliminary Engineering by State
S-8(4)	Franklin	Jerusalem	State Aid	27	19.20	655.33		0.64	Preliminary Engineering by State
S-20(2)	Hancock	Deer Isle	State Aid	172	37,490.55	37,490.55	70	0.64	Frank Rossi, Gardiner, Maine
S-35(2)	Hancock	Mt. Desert	S.H. "M"	102	37.12	639.08		1.25	Preliminary Engineering by State
S-53(1)	Kennebec	Manchester-Readfield	State Aid	17	77.72	302.53		2.63	Preliminary Engineering by State
S-329(6)	Kennebec	Sidney-Waterville	State Aid	104	44,943.20	48,061.37	80	1.43	Force Account by State
S-329(5)	Kennebec	Sidney-Waterville	State Aid	104	150.70	150.70		1.10	Preliminary Engineering by State
S-371(5)	Knox	Thomaston-So. Thomaston	S.H. "D-4"	131	176.96	176.96		2.41	Preliminary Engineering by State
S-55(1)	Oxford	Fryeburg	State Aid	5	218.11	218.11		1.29	Preliminary Engineering by State
S-49(1)	Oxford	Norway-Waterford	State Aid	118	47,141.50	48,578.83	100	2.18	W. E. Rogers, Gardiner, Maine
S-66(1)	Penobscot	Clifton	State Aid	9	28,069.15	28,171.35	75	1.06	Frank Rossi, Gardiner, Maine
S-33(3)	Penobscot	Corinth-Exeter	State Aid	11 & 43	30,266.56	31,905.71	100	1.67	Force Account by State
S-335(4)	Penobscot	Dexter	State Aid	24	197.44	197.44			Survey by State (Bridge)
S-274(4)	Penobscot	Enfield-Howland	S.H. "J-K"	16	136,524.19	137,024.61	35	0.27	A. P. Wyman, Waterville, Me. (Bridge)
S-236(6)	Penobscot	Plymouth	S.H. "D"	7	11,866.17	11,866.17	20	0.48	Force Account by State
S-154(2)	Sagadahoc	Arrowsic	State Aid	127	1,815.54	2,396.21			Survey by State (Bridge)
S-362(3)	Sagadahoc	Bowdoinham	State Aid	24	21,129.56	21,749.41	100	0.53	Force Account by State
S-152(5)	Somerset	Anson	S.H. "H"	U.S. 201	63,109.09	63,109.09	90	2.37	P. E. Susi & Co., Pittsfield, Me.
S-378(2)	Somerset	Johnson Mt'n. Twp.	S.H. "H"	U.S. 201	60,483.34	60,801.91	65	2.09	Herbert Sargent, Stillwater, Me.
SN-FAS									
S-379(2)	Somerset	Sandy Bay Twp.	S.H. "H"	U.S. 201	99,130.28	100,191.83	60	3.53	Force Account by State
S-46(1)	Somerset	Smithfield	State Aid	137	23,013.28	23,793.00	100	1.36	Force Account by State
S-24(4)	Washington	Codyville	State Aid	16	10,312.80	10,620.01	60	0.73	Force Account by State
S-6(3)	Washington	East Machias	State Aid	191	19,714.13	20,500.10	80	1.63	Force Account by State
SG-6(4)	Washington	East Machias	State Aid	191	59.20	59.20			Automatic Flashing Lights
S-59(1)	Washington	Pt'n. No. 14	State Aid	191	343.12	343.12		1.12	Force Account by State Engineering
S-71(1)	York	York	S.H. "A-Alt."	U.S. 1-A	136,714.82	136,714.82	100	1.35	W.H. Hinman, Inc., No. Anson, Me.
					\$1,116,662.93	\$1,139,095.72		49.84	



**EXPENDITURES**  
**MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS**  
 July 1, 1946 to June 30, 1947

Item	Bituminous Concrete	Cement Concrete	Bituminous Macadam	Surface Treated Gravel	Plain Gravel	Totals	%
Surface Treatment, Tar, Asphalt & Cover Material	\$ 9,260.72	\$ 32,844.29	\$120,236.02	\$2,125,972.05		\$2,288,313.08	48.74
Retread Surfaces			771.80	2,404.05		3,175.85	00.07
Painting & Patching	11,452.13	33,742.14	36,907.63	509,730.75		591,832.65	12.60
Filling Joints, Concrete Surfaces		6,852.86				6,852.86	00.15
Mud Jacking		1,715.11		8.92		1,724.03	00.04
Gravel Surfacing					\$198,699.97	198,699.97	04.23
Machining & Dragging				*71.53	156,206.93	156,135.40	03.32
Hauling & Applying Calcium					15,956.89	15,956.89	00.34
Hauling Materials on Surface Treated Gravel, Macadam & Concrete	173.24	949.24	8,959.62	226,065.11		236,147.21	05.03
Ditch & Shoulder Maintenance	11,066.86	38,454.89	43,713.14	397,703.62	43,696.42	534,634.93	11.39
Surface Treatment of Shoulders	*150.20	2,161.63	1,294.94	335.70		3,642.07	00.08
Installing & Maintaining Culverts	1,916.62	9,802.97	15,190.73	116,147.25	17,415.37	160,472.94	03.42
Draining Water From Surface	393.52	2,446.64	3,706.82	44,263.97	8,741.77	59,552.72	01.27
Erecting & Repairing Guard Rails Including Winter Warnings	1,122.33	12,872.79	8,304.33	47,758.89	1,569.49	71,627.83	01.53
Painting Guard rail	46.22	326.19	4,553.06	6,440.02	202.89	11,568.38	00.24
Cutting Bushes & Grass	2,688.10	12,702.64	16,367.46	262,066.31	48,104.47	341,928.98	07.28
Beautification	768.36	1,436.00	1,502.75	3,919.39	90.50	7,717.00	00.16
Traffic lines	148.00	471.00	152.57	123.90		895.47	00.02
Signs	103.20	314.68	306.20	3,481.14	141.32	4,346.54	00.09
<b>Totals</b>	<b>\$38,989.10</b>	<b>\$157,093.07</b>	<b>\$261,967.07</b>	<b>\$3,746,349.54</b>	<b>\$490,826.02</b>	<b>\$4,695,224.80</b>	<b>100.00</b>
			Supervision			\$ 101,358.36	
			General Paint account			47,442.76	
			General Sign account			23,235.26	
			<b>Grand Total</b>			<b>\$4,867,261.18</b>	

\*Credit

**COUNTY TABLE**  
**\* EXPENDITURES FOR MAINTENANCE**  
**July 1, 1946 to June 30, 1947**

County	State Highways	State Aid Highways	Total
Androscoggin	\$ 71,958.96	\$ 75,174.83	\$147,133.79
Aroostook	487,848.03	213,105.58	700,953.61
Cumberland	125,243.56	204,622.89	329,866.45
Franklin	98,736.84	81,248.44	179,985.28
Hancock	106,990.35	221,373.94	328,364.29
Kennebec	166,615.93	216,401.75	383,017.68
Knox	40,912.89	113,517.31	154,430.20
Lincoln	48,042.96	105,216.56	153,259.52
Oxford	116,006.98	175,444.18	291,451.16
Penobscot	177,774.61	314,636.26	492,410.87
Piscataquis	63,263.76	81,436.84	144,700.60
Sagadahoc	62,450.74	68,976.06	131,426.80
Somerset	161,862.29	212,780.75	374,643.04
Waldo	73,955.36	126,234.48	200,189.84
Washington	135,169.01	193,266.04	328,435.05
York	181,806.29	173,150.33	354,956.62
County Total	\$2,118,638.56	\$2,576,586.24	\$4,695,224.80
Supervision	\$ 56,969.01	\$ 44,389.35	\$ 101,358.36
General Paint Acct.	47,442.76		47,442.76
General Sign Acct.	23,235.26		23,235.26
Grand Total	\$2,246,285.59	\$2,620,975.59	\$4,867,261.18

\*Betterments not included

REMOVAL OF SNOW  
EXPENDITURES AND MILEAGE  
July 1, 1946 to June 30, 1947

ALL CLASSES OF HIGHWAYS, 14,481.09 MILES

Total Cost		\$2,625,156.64
Paid from state funds	\$1,710,534.78	
Paid from town funds	914,621.86	\$2,625,156.64
Average cost per mile		\$181.28

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STATE HIGHWAYS, 2,874.65 MILES

Total Cost		\$1,192,447.16
Paid from state funds	\$1,077,519.16	
Paid from town funds	114,928.00	\$1,192,447.16
Average cost per mile		\$414.83

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STATE AID AND TOWN ROADS

State Aid Roads	5,406.97 miles
Town Roads	6,199.47
	<hr/>
	11,606.44 miles

Total Cost		\$1,432,709.48
Paid from state funds	\$633,015.62	
Paid from town funds	799,693.86	\$1,432,709.48
Average cost per mile		\$123.44

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**STATE HIGHWAY GARAGE**  
**OPERATING STATEMENT, JULY 1, 1946, TO JUNE 30, 1947**

Revenue:		
Rentals--		
Highway Department	\$585,885.50	
Other State Departments	1,520.13	
Within Department	40,172.47	
Others	221,437.36	
Total Rental	\$849,015.46	
Profit on Sale of Capital Assets	9,902.61	
Miscellaneous Income	<u>1,552.97</u>	
Total Revenue		\$860,471.04
Expenses:		
Auto and Working Equipment Expense	\$568,214.60	
Depreciation	142,464.68	
General Overhead (net)	<u>107,358.62</u>	
Total Expense		<u>818,037.90</u>
Net Profit		\$42,433.14
Proof of Cash Balance, June 30, 1947		
Cash Balance, July 1, 1946		\$149,909.25
Add:		
Working Capital Advance from Highway Fund	\$175,000.00	
Net Profit from Operations (above)	<u>42,433.14</u>	
		<u>217,433.14</u>
		\$367,342.39
Deduct:		
Increase in Assets		<u>361,730.69</u>
		\$ 5,611.70
Add:		
Increase in Liabilities	\$16,010.71	
Surplus Adjustment	<u>39,362.66</u>	
		<u>55,373.37</u>
Cash Balance, June 30, 1947		\$ 60,985.07

STATE HIGHWAY COMMISSION  
MOTOR TRANSPORT DIVISION  
EQUIPMENT INVENTORY JUNE 30, 1947

Equipment	No. Units	Cost	Depreciated Value
01-000 Trucks	161	\$ 669,553.05	\$342,061.45
02-000 (Pick-up trucks, Station Wagons)	38	43,899.22	35,210.44
03-000 Boilers	8	800.00	
04-000 Compressors	15	24,837.67	351.44
05-000 Tar Distributors	37	71,457.70	33,231.86
06-000 Derricks	12	2,840.32	
07-000 Drills	6	601.16	
08-000 Chain Saws	2	411.00	359.00
11-000 Drawn Graders	33	22,538.99	5,254.15
12-000 Hammers	14	2,744.39	193.51
13-000 Hoists	6	6,652.94	338.36
14-000 Loaders	35	62,126.45	38,375.85
15-000 Mixers	5	5,976.42	190.59
16-000 Pumps	27	9,894.39	1,265.40
17-000 Rollers	4	8,141.91	2,596.91
18-000 Shovels	64	456,081.88	135,614.27
19-000 Power Graders	13	94,844.27	78,370.71
21-000 Tractors	9	26,204.21	10,370.94
22-000 Trailers	65	54,166.37	25,766.28
23-000 Orange Peel Buckets	1	100.00	
24-000 Clam Shell Buckets	1	100.00	
25-000 Maintainers	5	5,907.24	3,090.20
31-000 Supply tanks	1	266.00	182.00
33-000 Paint outfits	5	3,760.76	375.00
34-000 Mud Jacks	1	2,779.20	
35-000 Generators	8	2,036.07	1,008.57
36-000 Sandspreaders	320	36,869.85	7,487.09
37-000 Welding Machines	9	3,250.63	833.22
39-000 Snowplows	203	183,773.64	100,375.64
40-000 Sno-Go	2	13,825.00	4,073.00
41-000 Washboring outfit	1	4,354.18	1,878.94
42-000 Dragline Outfits	3	2,490.35	1,516.35
43-000 Snow scoop	1	529.68	402.08
44-000 Paint Mixer	1	543.58	498.28
45-000 Seaman Mixers	2	7,578.75	7,083.75
47-000 Tar Kettles	33	9,362.47	1,309.76
48-000 Battery chargers	3	474.24	109.24
50-000 Loadometers	36	1,564.69	703.34
	<u>1190</u>	<u>\$1,843,338.67</u>	<u>\$840,477.62</u>
Shop Equipment		43,302.81	
Stock, Materials & Parts		221,774.66	



FINANCIAL  
STATEMENTS

July 1, 1946 - June 30, 1947

FINANCIAL  
STATEMENTS

July 1, 1946    June 30, 1947

**APPROPRIATION REVENUES FROM ALL SOURCES**  
July 1, 1946 to June 30, 1947

Gasoline Tax	\$7,371,169.42	
Gas Tax Fines & Penalties	90.00	
Use Fuel Tax	12,594.83	
Use Fuel Tax Penalties	79.27	
Use Fuel License Fees	7.00	
Motor Vehicle Registration	5,014,434.93	
Inspection Fees	26,072.10	
Commission on Telephone Booth Information	120.93	
	119.50	
Outdoor Advertising	8,451.00	
Permits to Open Highways	8,140.80	
State Police Court Costs	23,616.21	
Miscellaneous Income	297.99	
Int. on War Bond Investment	<u>31,093.95</u>	\$12,496,287.93
Bridge Tolls	160,824.20	
Rentals	2,899.25	
Miscellaneous Sales	3,894.35	
Federal	1,748,193.21	
Counties	163,728.59	
Cities & Towns	701,575.90	
Miscellaneous Income	<u>925.46</u>	2,782,040.96
M.C.R.R. Co. Debt service payment		<u>76,569.90</u>
Total Revenue		<u>\$15,354,898.79</u>

**SUMMARY OF APPROPRIATIONS  
INCOME AND EXPENDITURES**  
July 1, 1946 to June 30, 1947

Total Appropriation Balances July 1, 1946		\$ 3,019,223.41
Funds Allotted from General Highway Fund	\$13,320,346.46	
Revenue from Other Sources	<u>2,782,040.96</u>	16,102,387.42
		19,121,610.83
Total Expenditures		14,798,749.11
		4,322,861.72
Balances Lapsed	49,702.61	
Transferred to General Highway Fund Surplus	<u>91.75</u>	<u>49,794.36</u>
		<u>4,273,067.36</u>



STATE HIGHWAY COMMISSION  
APPROPRIATION SUMMARY  
AVAILABLE FUNDS - EXPENDITURES - BALANCES  
July 1, 1946 to June 30, 1947

Title of Appropriations	Balances Beginning 7/1/46	Allotments	Transfers	Other Net Revenue	Total Available	Expenditures	Transfers	Balances Lapsed	Carrying Balances 6/30/47
Bond Retirement		\$ 1,729,000.00			\$ 1,729,000.00	\$ 1,729,000.00			
Bond Interest		441,428.00			441,428.00	441,428.00			
Highway Administration		208,740.00		\$ 2,234.65	210,974.65	199,737.83		\$11,236.82	
Highway Planning Survey	\$ 43,090.18	16,000.00		26,976.30	86,066.48	62,545.64			23,520.84
State Aid Construction	670,015.29	870,000.00	\$123,116.08	58,470.95	1,721,602.32	845,631.64	\$186,664.40	25,000.00	664,306.28
State Aid Reconstruction	1,222.50		132,977.59	2,020.16	136,220.25	55,592.69	60,679.88		19,947.68
Third Class Reconstruction	220,390.57	350,000.00	17,934.91	549.19	588,874.67	204,777.01	131,977.59		252,120.07
Special Resolves	280,564.07	166,165.68	2,635.54		449,565.29	165,184.26	84,102.00		200,279.03
Const. and Reconst. of State Highways	69,797.47				69,797.47	23,128.09	2,835.54		43,833.84
Maintenance of Bridges	127,822.51	200,000.00		4,172.20	331,994.71	281,578.54			50,416.17
Maintenance of State & State Aid Highways		4,450,000.00	4,726.85	423,906.00	4,878,632.85	4,867,261.18		11,371.67	
Betterment of State & State Aid Highways			150,000.00		150,000.00	26,704.10			123,295.90
Town Road Improvement	115,543.50	200,000.00			315,543.50	233,655.93			81,887.57
Federal Defense Access Roads	(569.33)				(569.33)	(649.69)			80.36
Compensation for Injuries		53,000.00			53,000.00	50,905.88		2,094.12	
First Surface Treatment	65,851.27				65,851.27	11,090.60			54,760.67
Removal of Snow From Highways		1,710,534.78		126,289.66	1,836,824.44	1,836,824.44			
Post War Surveys	(46,105.33)		102,500.00	7,645.00	64,039.67	21,914.27			42,125.40
Federal Secondary Highways	134,876.17	1,000,000.00		480,575.11	1,615,451.28	1,116,662.93	52,000.00		446,788.35
Federal Grade Crossings	98,582.58			110,279.00	208,861.58	94,407.54			114,454.04
Bridge Loan Fund	545,350.91	450,000.00	70,453.77	277,303.68	1,343,108.36	471,544.70	144.62		871,419.04
Highway Loan Fund	579,436.55	1,472,298.00		1,100,684.86	3,152,419.41	1,926,808.70	86,232.46		1,139,378.25
Waldo-Hancock Toll Bridge	85,968.95			91,459.65	177,428.60	81,894.19			95,534.41
Richmond-Dresden Toll Bridge	3,619.50	3,180.00		12,409.70	19,209.20	11,257.14			7,952.06
Deer Isle-Sedgwick Toll Bridge	23,766.05				80,830.90	39,863.50			40,967.40
General Highway Fund Surplus (Island Towns)			91.75	57,064.85					
Sub Total Highway Appropriations	\$3,019,223.41	\$13,320,346.46	\$604,636.49	\$2,782,040.96	\$19,726,155.57	\$14,798,749.11	\$604,636.49	\$49,702.61	\$4,273,067.36
Transfer of Funds from General Highway Fund to other Funds		1,112,919.21			1,112,919.21	1,094,057.45		18,861.76	
Grand Total	\$3,019,223.41	\$14,433,265.67	\$604,636.49	\$2,782,040.96	\$20,839,074.78	\$15,892,806.56	\$604,636.49	\$68,564.37	\$4,273,067.36

**GENERAL HIGHWAY FUND  
STATEMENT OF APPROPRIATIONS  
FISCAL YEAR 1946-1947**

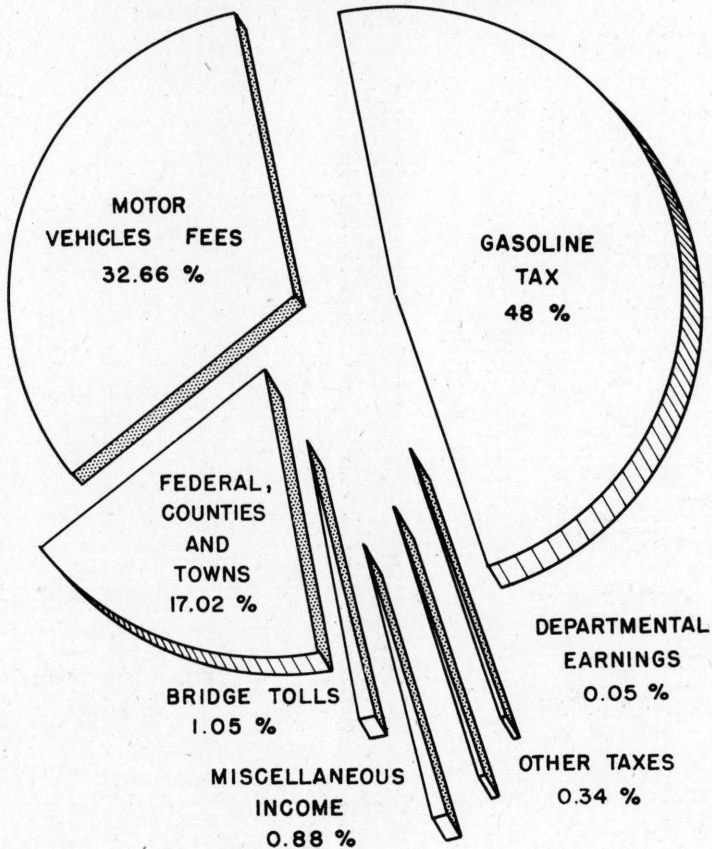
Chapter #136 P.L. 1945

	Section #1	Section #2	Total
General Administration	\$ 178,740.00	\$ 30,000.00	\$ 208,740.00
Highway Planning Survey	16,000.00	--	16,000.00
State Aid Construction	--	870,000.00	870,000.00
Third Class Reconstruction	--	350,000.00	350,000.00
Special Resolves	9,978.00	156,187.68	166,165.68
Maintenance of Bridges	200,000.00	--	200,000.00
Maint. State & State Aid Highways	4,000,000.00	450,000.00	4,450,000.00
Town Road Improvement	--	200,000.00	200,000.00
Compensation for Injuries	50,000.00	3,000.00	53,000.00
Removal of Snow from Highways	1,200,000.00	510,534.78	1,710,534.78
Federal Secondary Roads	--	1,000,000.00	1,000,000.00
Bridge Loan Fund	450,000.00	--	450,000.00
Highway Loan Fund	--	1,472,298.00	1,472,298.00
Retirement of Bonds	1,729,000.00	--	1,729,000.00
Interest on Bonded Debt	441,428.00	--	441,428.00
Sub Total	<u>8,275,146.00</u>	<u>5,042,020.46</u>	<u>13,317,166.46</u>
Deer Isle-Sedgwick Toll Bridge	3,180.00	--	3,180.00
Sub Total	<u>8,278,326.00</u>	<u>5,042,020.46</u>	<u>13,320,346.46</u>
Employees Retirement	96,500.00	--	96,500.00
Bureau of Accts. & Control, State Auditor, and Atty. Gen.	48,755.00	8,436.21	57,191.21
State Police	422,123.00	40,445.00	462,568.00
State Police Buildings	6,110.00	500.00	6,610.00
Motor Vehicle Registration	217,000.00	66,500.00	283,500.00
Motor Vehicle Registration Buildings	9,250.00	750.00	10,000.00
Gasoline Tax Admin.	21,550.00	--	21,550.00
Motor Transport Division	--	175,000.00	175,000.00
Sub Total Other Funds	<u>821,288.00</u>	<u>291,631.21</u>	<u>1,112,919.21</u>
Grand Total	<u>\$9,099,614.00</u>	<u>\$5,333,651.67</u>	<u>\$14,433,265.67</u>

**GENERAL HIGHWAY FUND**  
**ANALYSIS OF SURPLUS**  
**JULY 1, 1946 TO JUNE 30, 1947**

Balance July 1, 1946	\$ 4,011,123.08	
Previous year Adjustment	3,522.37	
	<u>4,014,645.45</u>	
Debit Adjustments to Surplus		
Chapter 136 - 1945, Sec. #2		
State Aid Construction	\$1,220,000.00	
Special Resolves	150,000.00	
Town Road Improvement	200,000.00	
Highway Administration	30,000.00	
Special Resolves	6,187.68	
Maint. State & State Aid Highways	450,000.00	
Snow Removal	510,534.78	
Compensation for Injuries	3,000.00	
Federal Aid Secondary	1,000,000.00	
Federal Aid (Highway Loan )	1,472,298.00	
State Police	40,445.00	
Sec. of State - Motor Vehicles	66,500.00	
Supt. of Buildings	1,250.00	
Contributions to Other	8,436.21	
Motor Transport Div.	<u>175,000.00</u>	
	<u>5,333,651.67</u>	(1,319,006.22)
Income		
Gasoline tax	7,371,259.42	
Use Fuel Tax	12,681.10	
Registration Fees	5,014,434.93	
Outdoor Advertising	8,451.00	
Permits to Open Highways	8,140.80	
State Police Court Costs	23,616.21	
War Bond Investment	31,367.94	
Miscellaneous	<u>26,336.53</u>	12,496,287.93
Legislative Allocations		
Highway Appropriations	8,275,146.00	
State Police	422,123.00	
State Police Buildings	6,110.00	
Motor Vehicle Registration	217,000.00	
Motor Vehicle Registration Bldgs.	9,250.00	
Gasoline Tax Administration	21,550.00	
Contributions to Other	<u>148,435.00</u>	
	<u>9,099,614.00</u>	<u>3,396,673.93</u>
		2,077,667.71
Lapsed Balances		
Highway	49,702.61	
State Police	18,012.41	
Motor Vehicle	313.45	
Supt. of Buildings	12.27	
Gasoline Tax Administration	<u>523.63</u>	
		<u>68,564.37</u>
		2,146,232.08
Plus Controller's Accts. Receivable		423.06
		<u>2,146,655.14</u>

STATE HIGHWAY DEPARTMENT INCOME  
JULY 1, 1946 TO JUNE 30, 1947



SOURCE	AMOUNT	PERCENT
Gasoline Tax	7,371,259.42	48.00
Motor Vehicles Fees	5,014,434.93	32.66
Bridge Tolls	160,824.20	1.05
Departmental Earnings	7,394.60	.05
Federal, Counties, Towns	2,613,497.70	17.02
Miscellaneous Income*	134,598.83	.88
Other Taxes	52,889.11	.34
	<u>\$15,354,898.79</u>	<u>100.00</u>

\*Interest on War Bond Investment

31,093.95

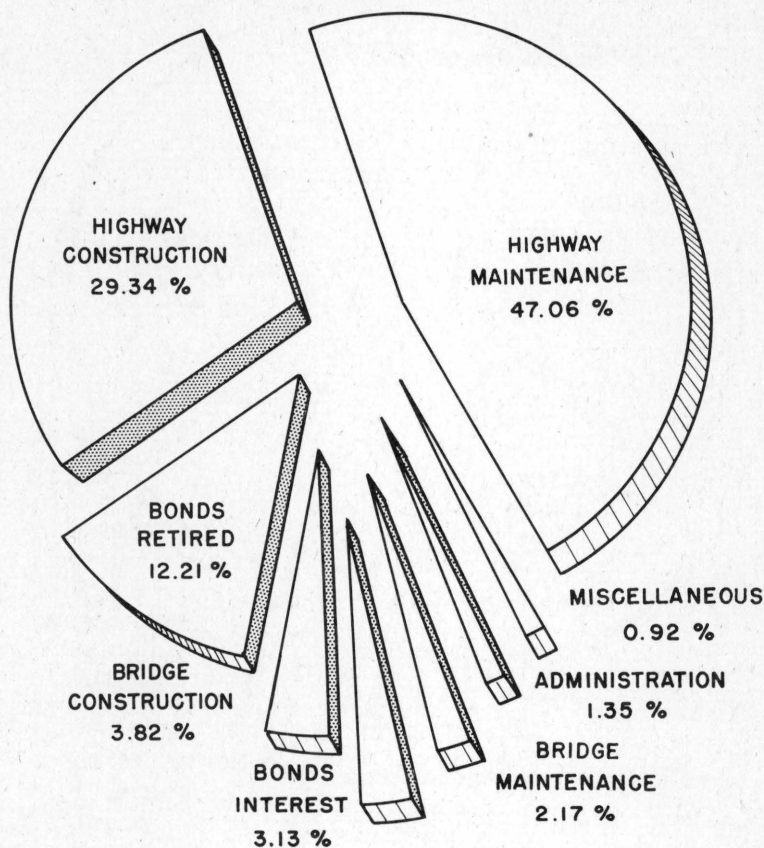
\*Profit on Sale of War Bonds

273.99

\*M.C.R.R. Co. Debt. Service

76,569.90

STATE HIGHWAY DEPARTMENT EXPENDITURES  
JULY 1, 1946 TO JUNE 30, 1947



PURPOSE	AMOUNT	PERCENT
Highway Construction	\$ 4,342,122.23	29.34
Highway Maintenance	6,964,445.65	47.06
Bridge Construction	565,952.24	3.82
Bridge Maintenance	321,593.37	2.17
Miscellaneous	135,365.79	.92
Administration	199,737.83	1.35
Bonds Retired*	1,806,600.00	12.21
Bonds Interest**	462,932.00	3.13
	<u>\$14,798,749.11</u>	<u>100.00</u>

*Hancock-Sullivan Bond Retired	5,600.00
*Waldo-Hancock Bonds Retired	60,000.00
*Deer Isle-Sedgwick Bond Retired	12,000.00
**Hancock-Sullivan Bond Interest Paid	504.00
**Waldo-Hancock Bond Interest Paid	4,200.00
**Deer Isle-Sedgwick Bond Interest Paid	16,800.00