

MAINE STATE LEGISLATURE

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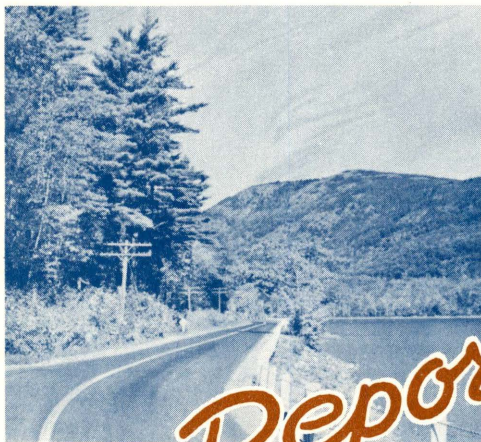
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Report

of the

MAINE STATE

HIGHWAY COMMISSION

19



48

STATE HIGHWAY



COMMISSION

Thirty-fifth
Annual Report

July 1, 1947 - June 30, 1948

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COMMISSIONERS
LLOYD B. MORTON
CHAIRMAN
CORNELIUS J. RUSSELL
HARLEY D. WELCH

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-fifth
report of the State Highway Commission, for the period
July 1, 1947, to June 30, 1948.

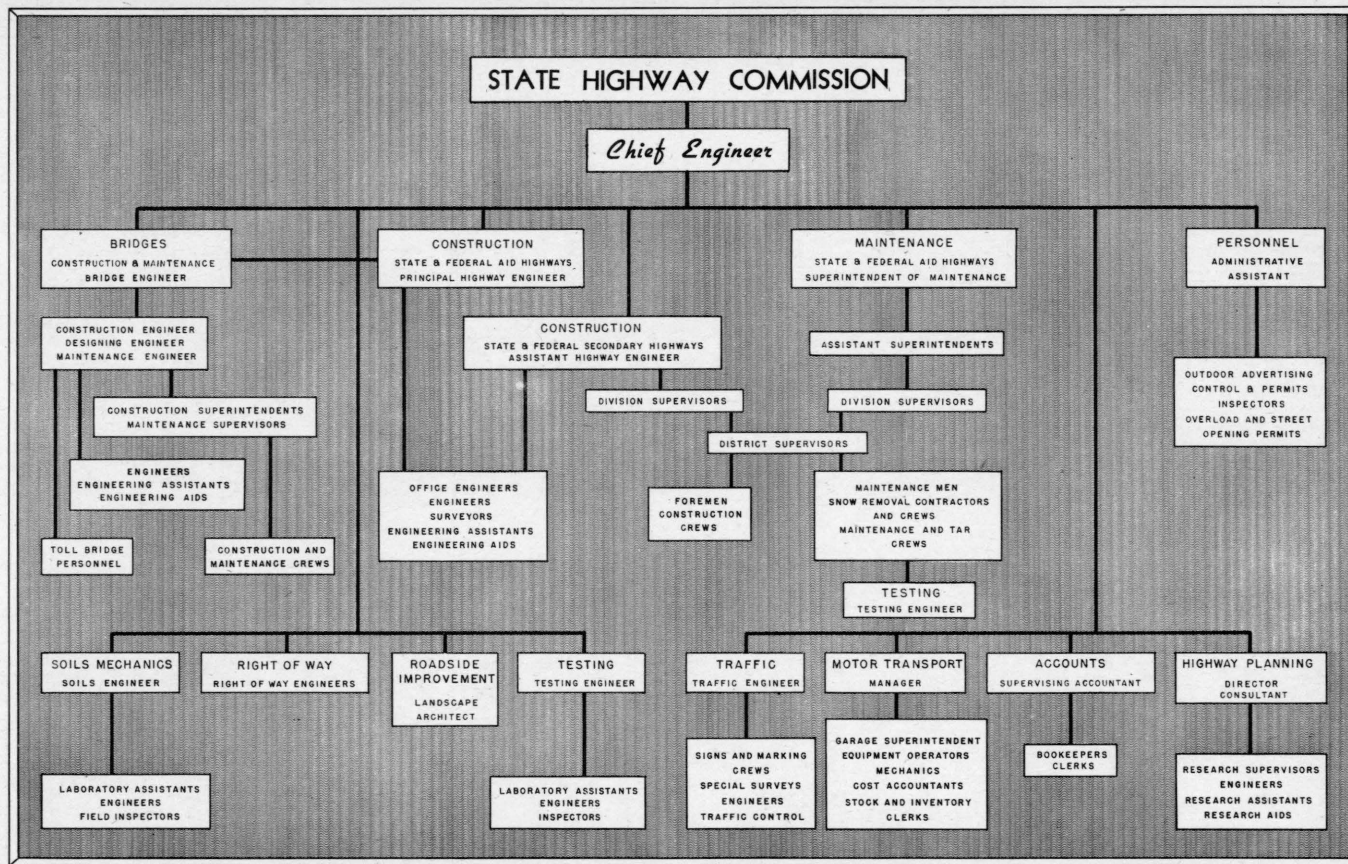
Respectfully yours,

Lloyd B. Morton
Chairman

C. J. Russell

Harley D. Welch

Augusta, Maine
December 31, 1948



ADMINISTRATIVE OFFICERS of the STATE HIGHWAY COMMISSION

As of June 30, 1948

STATE HIGHWAY COMMISSION

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

Machias
Bangor
Farmington

PERSONNEL

Lucius D. Barrows
Max L. Wilder
Charles A. Whitten
Clarence L. Partridge
Roy A. Wentzel
Ernest L. Merrill
H. Stanley Weymouth
R. Morrell Page
Edward W. Axtell
William H. Bradford
John B. Church
J. Wesley Dority

Ira B. Hagan

John C. Burnham
Ralph H. Sawyer
Hamilton Gray
Horace A. Pratt
Fred G. Eaton

Rae D. Graves
Alton W. Blaisdell

Russell W. Carter

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

Thirty-fifth Report of the
State Highway Commission

THE FEDERAL-AID HIGHWAY PROGRAM

FEDERAL FUNDS

FEDERAL-AID HIGHWAY ACT OF 1944

The provisions and conditions of the Federal-aid Highway Act of 1944 have been outlined and explained in previous reports of the State Highway Commission, the report for the calendar year 1944 (Thirty-second Report) and the reports for the fiscal years 1946 and 1947.

A correction has been made in the statement of apportionment of federal funds under the Federal-aid Highway Act of 1944, as shown on page 12 of the Commission's Report for the fiscal year 1947, due to the apportionment of additional funds by the Federal Works Administration on June 30, 1948. This is explained in the following statement of the Commissioner of Public Roads:

"In apportioning the 1948 Federal-aid funds on May 12, 1947, 5 per cent was retained to permit any adjustments that may be required by pending legislation. The Federal-aid Highway Act of 1948, approved June 29, 1948, increases the fund for administration and research to 3-3/4 per cent and makes the increased rate applicable to the 1948 funds. Accordingly, 1-1/4 per cent, or \$6,250,000.00 of the 1948 funds previously retained, was apportioned among the states on June 30, 1948."

The apportionment of additional 1948 federal funds to Maine under this action was \$50,179.00, of which \$24,990.00 was for the federal-aid primary system, \$18,002.00 was for the federal-aid secondary system and \$7,187.00 for urban highways.

The following is a corrected statement of apportionments of federal aid funds to Maine under the Federal-aid Highway Act of 1944:

Amounts Apportioned				
Fiscal Year	For Federal-aid Highway System	For Secondary Federal-aid Highways	For Urban Highways	Totals
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	1,924,224	1,386,183	553,352	3,863,759
Totals	\$5,822,022	\$4,194,142	\$1,674,428	\$11,690,592

The Federal-aid Highway Act of 1944 has been further amended by the Federal-aid Highway Act of 1948 to provide that apportionments for each of the fiscal years 1946, 1947 and 1948 shall be available for obligation to projects for a period of three years after the end of the fiscal year for which the apportionment was made.

STATE FUNDS FOR MATCHING FEDERAL AID APPORTIONED UNDER THE FEDERAL-AID HIGHWAY ACT OF 1944

In 1947, with the reissue of bonds eliminated as a source of revenue for state matching funds to obligate federal aid, the Legislature met the problem by increasing the tax on gasoline from four cents a gallon to six cents a gallon for a period from June 1, 1947, to September 1, 1950.

Based on liberal estimates of income from present sources and under laws now in force, it is believed that authorizations heretofore made by the Legislature with respect to matching federal aid will permit of matching federal funds apportioned under the Federal-aid Highway Act of 1944, but it will be necessary to carry the construction work, to be undertaken with these funds, through the fiscal year 1950 and probably 1951, since \$2,700,000.00 of state matching funds will not be collected through the gas tax until the fiscal year 1950.

The following statement has been prepared to show the apportionments of federal aid apportioned under the Federal-aid Highway Act of 1944 and the authorizations for state matching funds:

FEDERAL-AID APPORTIONMENTS

For fiscal year 1946	\$3,913,509	- Funds available until June 30, 1949
For fiscal year 1947	3,913,324	- Funds available until June 30, 1950
For fiscal year 1948	3,863,759	- Funds available until June 30, 1951
Total federal funds,	<u>\$11,690,592</u>	

AUTHORIZATIONS FOR STATE MATCHING FUNDS

Chapter 136, P. & S. 1945, Sec. 2, Article E	\$2,500,000	- For biennium ending June 30, 1947
Chapter 190, P. & S. 1947, Sec. 1, Article H	5,300,000	- For biennium ending June 30, 1949
Chapter 190, P. & S. 1947, Sec. 1, Article 1-2	1,000,000	- Estimated additional requirement for fiscal year ending June 30, 1949
Chapter 190, P. & S. 1947, Sec. 1, Article H	2,700,000	- For fiscal year ending June 30, 1950
Transfer of old balance of state matching funds	<u>348,000</u>	
Total, state matching funds	\$11,848,000	

FEDERAL-AID HIGHWAY ACT OF 1948

Under the terms of the Federal-aid Highway Act of 1948, approved June 29, 1948, an appropriation of \$450,000,000.00 was authorized for the fiscal year ending June 30, 1950, and an appropriation of \$450,000,000.00 for the fiscal year ending June 30, 1951.

Apportionments from the appropriation authorized for the fiscal year 1950 were made to the several states by the Federal Works Administration on September 1, 1948, the apportionment to the State of Maine being \$3,459,790.00. This apportionment will be available for obligation until June 30, 1952. Of this total amount, \$1,721,234.00 was allocated to the federal primary highway system, \$1,240,539.00 to the federal-aid secondary system, and

\$498,017.00 to urban highways.

It is expected that an apportionment of approximately the same amount will be made within 12 months for the fiscal year ending June 30, 1951.

No provision has been made for matching these federal funds. It is estimated that at least \$3,600,000.00 of state funds will be required to match the apportionment for each year, or a total of \$7,200,000.00.

While these matters may not pertain specifically to activities of the Commission covered by its report for the fiscal year 1948, it is believed that the Legislature should have knowledge of this federal highway legislation in order to give early consideration to the problem of providing state matching funds if federal aid authorized for the fiscal years 1950 and 1951 is to be accepted.

HIGHWAY FISCAL POLICIES WITH RESPECT TO FEDERAL FUNDS AND STATE MATCHING FUNDS.

The states, as a whole, have not made a very satisfactory record in absorbing the post war federal funds apportioned under the Federal-aid Highway Act of 1944. The time for obligating such funds to projects has twice been extended by the Congress, first from one to two years and later from two to three years.

Had the record been good, Congress might have given serious consideration to continuing federal aid on the basis of the 1944 Act, and stabilized the federal financial program over a term of years. As it was, the Federal-aid Highway Act of 1948 barely passed Congress and the appropriation authorized was for only two years at a reduction of \$50,000,000.00 for each year.

It seems likely that the progress made by the state highway departments during the next two or three years will go far to determine the future of the federal-aid program.

Difficulties in retaining adequate engineering personnel, shortages in equipment, labor and materials, and difficulties in providing state matching funds, are the principal reasons for delayed highway construction.

Nobody will deny the need of highway improvement in order to cope with the progress and development of motor transportation, including the needs of highway safety. On every hand state highway departments are being urged to undertake the development of long range plans and programs, and it is hoped that such plans will result in long-term, stabilized financial programs with respect to both state and federal funds, in order that work may be planned and carried out in an orderly, predetermined manner and on the basis of a predetermined financial program which will assure funds over a term of years.

The State Highway Commission, in cooperation with the Public Roads Administration, is making every effort to complete a report to the Legislature with respect to a long-range plan. A study of this report and determination of fiscal policies which its findings may justify will require time.

Apportionments of federal aid under the Federal-aid Highway Act of 1948 are for only two years, 1950 and 1951. If these funds are to be accepted and obligated, it is important that provisions be made for state matching funds. The Commission suggests that, in order to obligate these funds, the increase of 2 cents in the tax on gasoline which will otherwise expire on September 1, 1950, be extended.

It is believed that prompt action should be taken to provide state matching funds with which to obligate 1950 and 1951 federal apportionments, and that any extended delay in such authorizations, pending the determination and acceptance of a long-range fiscal policy, will jeopardize the obligation of these federal funds.

PROGRESS

POST WAR FEDERAL-AID HIGHWAY PROGRAM

FEDERAL-AID HIGHWAY ACT OF 1944

It is believed that projects included in this program of work to be undertaken with federal and state funds are being placed under construction at a rate which is actually in advance of the timing and collection of authorizations for state matching funds, taking into consideration the

fact that obligations are being made in anticipation of income, the major part of which comes from the tax on gasoline, registration of motor vehicles, and licensing of operators. In accordance with the Allocation Act of 1947 (Chapter 190, P. & S., 1947) state matching funds, in the amount of \$2,700,000.00, on which the Commission depends for obligating the last of the federal funds apportioned under the 1944 Federal Act, will not even begin to be available for expenditure until after July 1, 1949, and then only as they are collected during the fiscal year beginning July 1, 1949, and ending June 30, 1950.

It is evident, therefore, that unless some means of financing work in anticipation of income can be found, work having a value of approximately \$5,400,000.00 (\$2,700,000.00 of state funds and corresponding federal funds) must be held until after July 1, 1949, as far as actual expenditures are concerned.

While the time of obligating 1948 federal funds will not expire until June 30, 1951, the Commission is fully mindful that the road construction which these funds will assure is badly needed, and proposes to complete the obligation of all funds by actual contract as far in advance of the expiration date as conditions will permit, but the Commission should not be expected to advance this program any faster than funds can be made available with which to pay the obligations.

The total of the program of work with federal and state funds, under the Federal-aid Highway Act of 1944, in round numbers is \$23,500,000.00.

On June 30, 1948, projects costing \$3,441,434.00 had been completed.

On June 30, 1948, the estimated cost of federal-aid projects under actual construction, but not completed, was \$8,407,889.00.

It is estimated that \$4,000,000.00 of federal-aid construction work will be placed under contract between July 1, 1948, and December 31, 1948.

There remains only about \$7,650,000.00 to be placed under contract by June 30, 1950.

GENERAL COMMENTS

HIGHWAY SIGNS

The State Highway Department has received a great deal of criticism because of inadequate and incomplete signing of highways, particularly with respect to directional signs. This criticism has been made of poor signing through built-up or compact sections of towns and cities as well as in rural areas.

Previous to 1945 our laws with respect to directional signs, or so-called guide boards, apparently made such signing an obligation of the towns with certain direction from the State Highway Commission as to types of signs on state and state aid highways, and established fines for which towns were liable for failure to erect and maintain such signs. The State Highway Commission was authorized to enforce this provision with respect to state and state aid highways. This arrangement has never been satisfactory. The law, however, is still in force. (Chapter 84, R. S., Secs. 103-104.) A bill was introduced in the Legislature in 1937 designed to definitely place upon the State Highway Commission the responsibility for the erection and maintenance of all highway signs and markers on state and state aid highways, and to require that such signs conform with the specifications of the Manual on Uniform Traffic Control Devices for Streets and Highways, prepared by the American Association of State Highway Officials and the National Conference on Street and Highway Safety. This bill failed to pass.

Chapter 196, Public Laws of 1945, effective July 21, 1945, contains the following provisions:

"The commission shall have authority to install and maintain traffic control signals, warning, regulatory, directional and informational signs, and markings, on all state and state aid highways, and highways constructed under its direction with federal funds, when, in its opinion, such signs, signals and markings are necessary for public safety and convenience.

"On and after the effective date of this act on all designated state and state aid highways, the location, form, and character of informational, directional, regulatory and warning signs and traffic control signals and devices, erected by towns, shall be subject to approval of the commission.

"On any highway or street hereafter constructed with federal aid in any town, the location, form, and character of informational, directional, regulatory, and warning signs, curb and pavement or other markings, and traffic signals, installed or placed by any public authority, or other agency, shall be subject to the approval of the commission with the concurrence of the public roads administration.

"The commission is authorized and directed to establish a system of numbering all classes of highways which, in its opinion, is necessary for public convenience, and to publish maps from time to time showing the highways so numbered."

With this authority a start has been made on the erection of directional signs by the State. It is proposed to speed up the erection of these signs on all state and state aid roads.

While the numbering system has been extended to all classes of highways, new markers are badly needed. It is planned to expand this system and to provide new markers as soon as possible. It is believed that the public is entitled to the highway service which a complete and adequate system of highway signing and marking will provide, and if the comments of many of our out-of-state visitors are to be given weight, the cost and effort will be repaid many times over in appreciation and good will.

DITCHES AND DRAINS

There can be no doubt that whoever wrote our laws with respect to highway ditches and drains realized that highway drainage was and always has been the fundamental requirement of a good highway, but there is serious question as to whether the protection intended by these laws is effective. There seems to be a growing practice of filling highway ditches and drains by abutting owners,

and even of blocking culverts, both contrary to law. This practice can and often does result in serious damage to the highway and to other property owners. Wherever entrances to abutting property are needed, or difficulties with highway drainage are encountered, property owners are urged to confer with the Commission or its representatives. Every effort will be made to cooperate with owners as far as our laws permit.

Thousands of dollars have been invested in the drainage provisions of our highways, and the Commission proposes to use every means within its power to protect this investment.

DUMPS

It is believed that some positive and effective action must be taken to eliminate the roadside dumps which are accumulating along our roadsides. Letters received during the past year certainly indicate that the practice of using our roadsides for refuse and garbage dumps is being observed with a great deal of deserved unfavorable comment and disgust. They point out that dumps are not compatible with advertised "Vacationland", and the slogan "Keep Maine Highways Clean." The indications are that, from now on, Maine is going to have some keen competition in the tourist and recreation business. Roadside dumps are not good advertising. There are laws with respect to these matters but admittedly they are difficult to enforce unless there is a wholesale demand that the practice be stopped. It is urged that the people of Maine cooperate in eliminating these unsightly and objectionable roadside dumps.

BETTERMENTS

For some time the Commission has believed that there was a need of funds for highway betterments which would provide for highway improvements a little more extensive than could properly be called maintenance, and which would not involve the expenditures necessary for complete reconstruction. It is believed that there are many miles of highways which cannot be completely reconstructed for many years, but which can be made to render reasonable service by partial reconstruction.

The appropriation for maintenance and betterments

was increased from \$4,000,000.00 for the fiscal year 1947 to \$5,700,000.00 for the fiscal year 1948. Of this amount \$4,500,000.00 was earmarked by the Commission for routine maintenance and \$1,200,000.00 for betterments.

Part of these betterment funds have been apportioned for reconstruction of third class roads and for filling in gaps by construction work on both state and state aid highways. These funds, as a rule, have been expended in connection with state aid and other funds.

The major part of the betterment fund, however, has been expended for strictly betterment or reconstruction work on state highways. Examples of the work accomplished with these funds are the new surfaces constructed on Route 11 between Benton and Pittsfield, including Pittsfield Village; U. S. Route 1 in Freeport, North Kennebunkport, Frankfort, Winterport, Hampden and Calais; Route 7 between Newport and Corinna; a long section of the Military Road south of Houlton, and many other sections.

It is estimated that by the end of the calendar year 1948, approximately 120 miles will have been completed with these betterment funds in addition to work done with the funds transferred to other appropriations.

The Commission believes that the results obtained with expenditure of these betterment funds justify a continuation of this activity.

GENERAL HIGHWAY FUND INCOME and ALLOCATIONS

The balance in the unappropriated general highway fund surplus on July 1, 1947, was \$2,146,655.14. Adjustments made during the year on account of activities of the previous year amounted to \$4,374.50, making the total \$2,151,029.64; income to the general highway fund during the fiscal year ending June 30, 1948, amounted to \$17,159,945.44, making a total of \$19,310,975.08 available

for obligation to highway department and related activities.

Apportionments made from the general highway fund amounted to \$17,498,002.63. Unexpended balances of apportionments, returned to the general fund, amounted to \$84,172.95.

The balance in the unappropriated general highway fund surplus on June 30, 1948, was \$1,897,145.40.

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 appropriation or activity accounts.

ALLOCATIONS OF THE GENERAL HIGHWAY FUND

For the Fiscal Year Ending June 30, 1948

Apportionments from the general highway fund were set up for the fiscal year 1948 under the provisions of Chapter 190, Private and Special Laws of 1947.

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, July 1, 1947, to June 30, 1948.

ITEMS		AMOUNTS	
A	Bond Interest	\$	429,868.00
B	Bond Retirement		1,729,000.00
C	State Highway Commission		
1	General Administration	\$	208,500.00
2	Highway Planning		16,000.00
3	Maintenance of Bridges		440,000.00
4	Maintenance and Betterments, State and State Aid Highways		5,700,000.00
5	Removal of Snow		1,700,000.00
6	Construction of Bridges (Secs. 82-92, Chap. 20, R.S.)		812,500.00
7	Roads on North Haven, Vinalhaven, Swan's Island, Isle au Haut, and Cranberry Isle, in accordance with Chapter 99, Private & Special Laws of 1937, and Chapter 87, Private & Special Laws of 1939.		4,000.00
8	Compensation for injuries under terms of the Workmen's Compensation Act		50,000.00
9	Construction of state aid highways		800,000.00
10	For expenditures for unimproved roads, "Town Road Improvement Fund", Sections 42-A to 42-E inclusive of Chapter 20, Revised Statutes, as amended		520,000.00
11	Special Resolves of the Legislature for repair and construction of highways and bridges		175,000.00
D	State Police		
1	General Administration		541,426.00
E	Public Buildings		
1	State Police Headquarters, Maintenance		7,195.00
2	Motor Vehicle Registration Building, Maintenance		9,700.00
F	Secretary of State		
1	Motor Vehicle Division, for expenses of registering motor vehicles and licensing drivers thereof		264,390.00
G	Contributions and Transfers to Other Funds		
1	Bureau of Taxation for Administration of Gasoline and Use Fuel Tax		49,877.00
2	To the general fund for accounting, auditing, purchasing, and legal services rendered to the State Highway Commission		53,526.00
3	To special revenue funds for auditing services rendered to the State Highway Commission		3,500.00
4	To Trust and Agency Funds for Employees' Retirement System		105,524.00
	Sub-total		212,427.00
			\$13,620,006.00

H	For matching federal aid apportioned to Maine under the Federal-aid Highway Act of 1944 - \$5,300,000 during biennium ending June 30, 1949. Allocated to June 30, 1948		\$ 2,650,000.00
I	Apportioned at the discretion of the State Highway Commission		
1	For payment of such amount as may be necessary for bond interest and retirement in addition to the amount hereinbefore allocated	---	
2	For matching federal funds	---	
3	For maintenance and betterments of improved state and state aid highways		
	Additional allocation, maintenance	618,575.98	
	Additional allocation, snow removal	194,979.49	
	*Purchase of stone crusher	37,500.00	
	*Transferred to Motor Transport Division	50,000.00	
	*To be returned to general highway fund.		
4	For construction of bridges on state, state aid and third class highways	---	901,055.47
J	For extra administrative costs not antici- pated in the budget of any department or agency receiving allocations from the general highway fund		
1	State Highway Commission, Administration	20,000.00	
2	Planning Survey	42,699.00	
3	Motor Vehicle Division - Secretary of State	234,500.00	
4	Special Resolves	19,742.16	
5	Compensation for injuries	10,000.00	326,941.16
			<u>\$ 3,877,996.63</u>
	Grand Total		<u>\$17,498,002.63</u>



Stone Crusher

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, 1947, amounted to \$4,273,067.36; new apportionments from the general highway fund for direct Highway Department activities during the fiscal year 1948 amounted to \$16,140,864.63; revenue from other sources including town and county funds and federal funds, amounted to \$3,080,653.65 - making a total of \$23,494,585.64.

Expenditures during the fiscal year 1948 amounted to \$18,929,221.43; balances lapsed and transfers back to the general highway fund surplus amounted to \$56,610.96 - leaving carrying appropriation balances on June 30, 1948, amounting to \$4,508,753.25. With few exceptions these balances are obligated for reimbursement to towns and for payments on account of highway and bridge contracts which have already been undertaken, and are not available for any new program of work.

In addition to the above mentioned total apportionment of \$16,140,864.63 to State Highway Department activities, apportionments from the general highway fund, amounting to \$1,269,638.00, were made to other state departments which render services to the State Highway Department, or whose work is indirectly connected with it, such as enforcement of the motor vehicle laws by the State Police, registration of motor vehicles and licensing of operators by the Motor Vehicle Division of the State Department, and administration of the gas tax law by the Bureau of Taxation.

A temporary allocation of \$50,000.00 was made from the general highway fund to the Motor Transport Division of the State Highway Department, and an apportionment of \$37,500.00 was made for purchase of a rock crusher, both to be returned to the general highway fund.

HIGHWAY SYSTEMS

The classification of public highways in Maine as of June 30, 1948, was as follows:

<u>Classification</u>	<u>Miles</u>
State highways	3,059
State aid highways	7,287
Third class highways	887
Fourth class highways (town ways)	10,599
Miscellaneous state reservation roads	28
Miscellaneous federal reservation roads	111
Total	21,971

REGULAR FEDERAL-AID SYSTEM

The designated regular federal-aid highway system includes 1,623.40 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.



IMPROVED AND UNIMPROVED MILEAGE

As of June 30, 1948, the mileage of improved and unimproved highways on the various state systems was as follows:

<u>Classification</u>	<u>Improved Miles</u>	<u>Unimproved Miles</u>
State highways	3,007	52
State aid highways	6,073	1,214
Third class highways	518	369
Totals	9,598	1,635

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.

EXPENDITURES

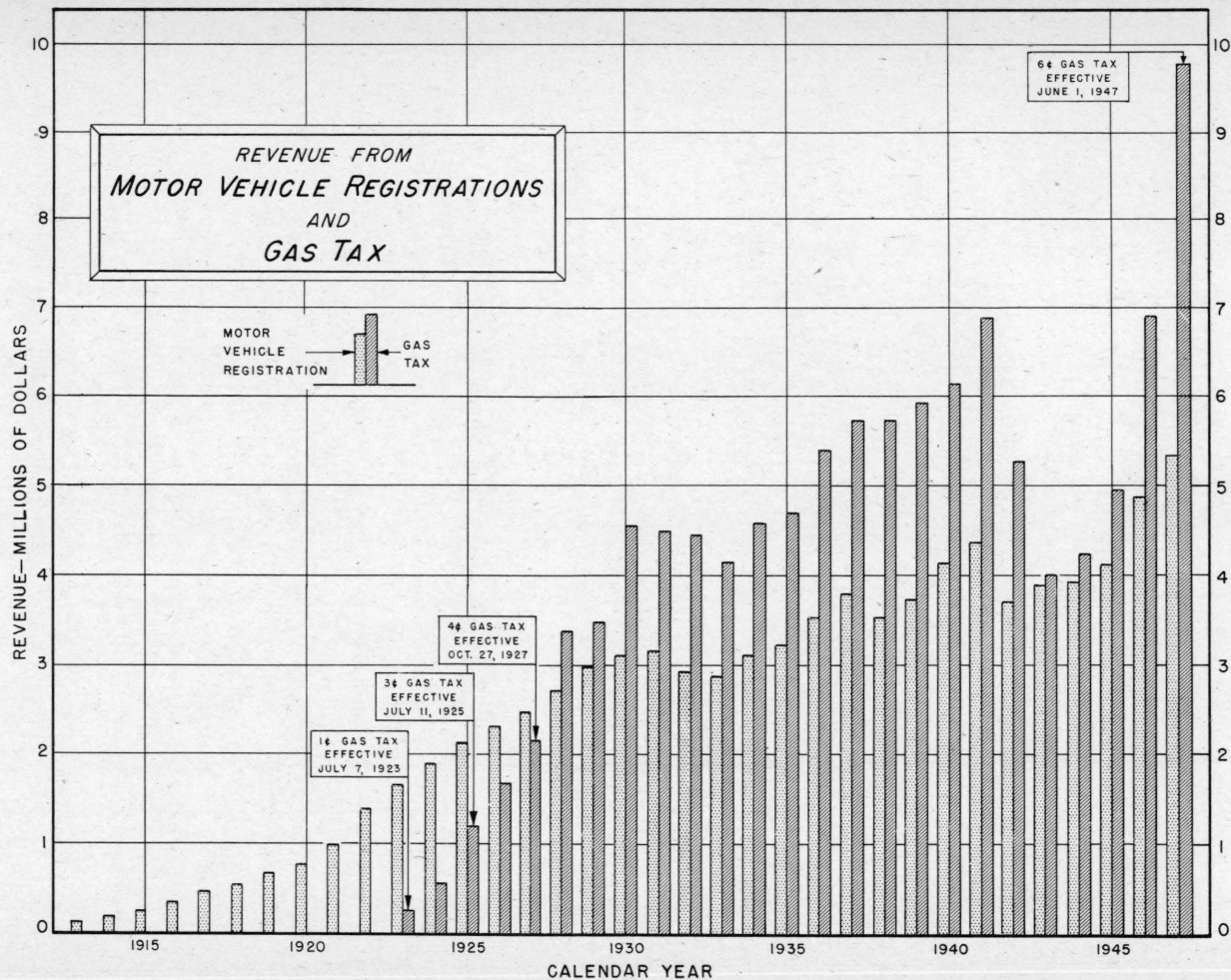
STATE HIGHWAY DEPARTMENT ACITIVITIES

ADMINISTRATION

STATE HIGHWAY COMMISSION

The apportionment from the general highway fund for administrative costs of the State Highway Commission was \$208,500.00 (Chapter 190, Private and Special Laws of 1947). During the year an additional apportionment of \$20,000.00 was made, and other income from the sale of specifications, maps, blueprinting, etc., amounted to \$4,646.25, making a total of \$233,146.25.

Expenditures amounted to \$227,105.15, and the balance of \$6,041.10 lapsed into the general highway fund unappropriated surplus.



STATE HIGHWAY DIVISION

STATE AND FEDERAL HIGHWAY CONSTRUCTION

The following are brief descriptions of state highway and federal-aid projects on which work has been carried on during the fiscal year 1948:

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 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 completed in 1947.

LEWISTON, Federal-aid Project No. F-386(5). This project begins at the rural-urban zone line, at the end of 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 completed in 1947.

AROOSTOOK COUNTY

STATE HIGHWAY "K"

HOULTON, Federal-aid Project No. F-24(2). This project begins at Smyrna Street, at the end of Project F-145(10) and extends to previously constructed Project No. 24. Length of project, 0.46 miles. Type of surface, 3" bituminous concrete on a 5" crushed stone base. Width

of surface, 40 feet. Contractor, Frank Rossi of West Gardiner, Maine. Work was started in 1947 and completed in 1948.

MONTICELLO AND BRIDGEWATER, Federal-aid Project No. F-298(8). This project begins at the northerly end of the bridge over the North Branch of the Meduxnekeag River and extends to Project SN-F-298-F(1). The work consists of surfacing previously constructed Federal-aid Projects Nos. WPH 298-A, 298-B, 298-C, 298-D, and 298-E. Length of project, 5.93 miles. Type of surface, 3" bituminous macadam on a variable crushed stone base having a minimum depth of 5 inches. Width of surface, 22 feet with 8 foot gravel shoulders. Contractor, Thomas DiCenzo of Calais, Maine. This work was started in 1947 and was 33% completed on June 30, 1948.

BRIDGEWATER, Federal-aid Project No. SN-F-298-F(1). This project begins at the end of Federal-aid Project No. 298-E (also F-298-B) and extends northerly 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 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 97% completed on June 30, 1948.

STATE HIGHWAY "K-6"

FORT FAIRFIELD, Federal-aid Project No. F-125(3). This project consists of resurfacing Main Street between Forest and Elm Streets. Length of project, 0.55 miles. Type of surface, bituminous concrete. Width of surface varies from 40 feet to 54 feet. Contractor, Lane Construction Corporation of Meriden, Conn. This project was begun and completed in 1947.

STATE HIGHWAY "K-7"

HOULTON, Federal-aid Project No. F-145(10). This project begins at the end of Federal-aid Project No. 145-G(2) and extends northerly to Smyrna Street, Project

No. F-24(2). Length of project, 0.11 miles. Type of surface, 3 inch bituminous concrete on 5 inch crushed stone base. Width of surface, 34 feet to 47 feet. Contractor, Frank Rossi of West Gardiner, Maine. Work was started in 1947 and completed in 1948.

CUMBERLAND COUNTY

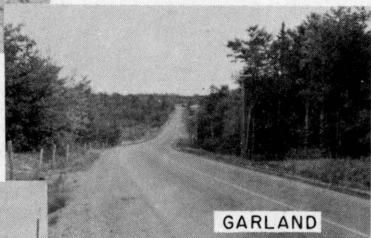
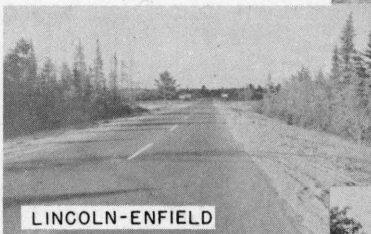
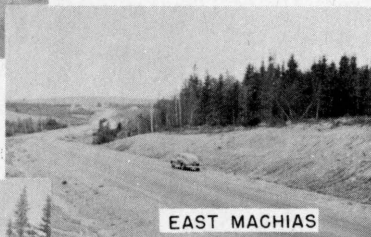
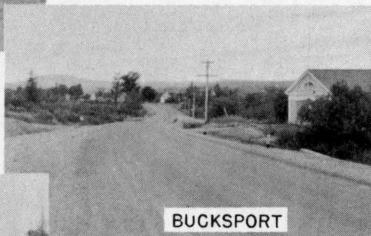
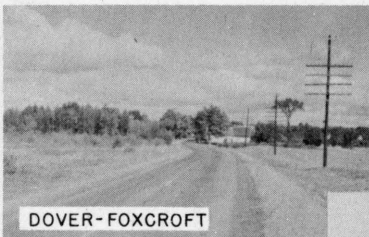
STATE HIGHWAY "C"

FALMOUTH, Federal-aid Project No. FI-121(13). Some grading on this location was done as Federal-aid Project No. SN-121-A(2) but work was suspended in 1942 due to war conditions and the contract for that project has been terminated. Project No. FI-121(13) begins at the easterly end of the approach to Martin Point bridge and extends easterly to Federal-aid Project No. FI-377(4). Length of project, 1.08 miles. Type of surface, 2 inch bituminous concrete on reinforced concrete base for 0.805 miles and 3 inch bituminous concrete on 6-1/2 inch crushed stone base for 0.275 miles. Width of surface, 46 feet with 8 foot shoulders. Contractor, M. DeMatteo Construction Co. of Quincy, Mass. This work was 61% completed on June 30, 1948.

STATE HIGHWAY "C-3"

FALMOUTH, CUMBERLAND AND YARMOUTH, Federal-aid Project No. FI-377(4). Some grading on this location was done as Federal-aid Project No. SN-377-A(2), but work was suspended in 1942 due to war conditions and the contract for that project has been terminated. Project No. FI-377(4) begins at the end of Federal-aid Project No. FI-121(13) and extends easterly over new location to the present highway about 0.8 miles east of the Yarmouth - Freeport line (exclusive of the bridges in Yarmouth over Main Street, Royal River and East Main Street, being constructed as Federal-aid Project No. FI-377(3)). Type of surface, 3 inch bituminous concrete on a 6-1/2 inch crushed stone base. Width of surface 24 feet with 10 foot shoulders except at the channelized connection at the beginning of the project and at the approaches to the Main Street and Royal River bridges where a divided highway consisting of two 24 foot lanes is constructed. Length of project, 7.93 miles of which 2.84 miles is in Falmouth, 2.63 miles is in Cumberland and 2.46 miles is in Yarmouth. Contractor, M. DeMatteo

Federal Aid Highways



Construction Co. of Quincy, Mass. This work was 38% completed on June 30, 1948.

FRANKLIN COUNTY

STATE HIGHWAY "F"

FARMINGTON, Federal-aid Project No. F-19(4). This project begins at the end of Federal-aid Project No. 19 (1938) at Briggs School and extends northerly to Federal-aid Project No. 19(1939). The work consists of reconstruction of part of the original Project No. 19. Length of Project 1.27 miles. Type of surface, 3 inch bituminous macadam. Width of surface, 22 feet with 8 foot shoulders. Contractor, Frank Rossi of West Gardiner, Maine. This work was started in 1947 and was 90% completed on June 30, 1948.

FARMINGTON, Federal-aid Project No. 96(4). This project begins at the north end of Temple Stream bridge and extends northerly to Federal-aid Project 96-C near the Sandy River bridge. Length of project, 0.32 miles. Type of surface, 3 inch bituminous macadam. Width of surface, 22 feet with 6 foot to 7 foot premixed gravel shoulders and 4 foot sidewalks except for 210 feet on the south end where the surface is 24 feet wide with 4 foot to 6 foot shoulders. Contractor, Frank Rossi of West Gardiner, Maine. This work was started in 1947 and was 90% completed on June 30, 1948.

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 - Rangeley Plantation line and extends northerly 0.97 miles. The total length of the project is 3.30 miles of which 3.03 miles is in Sandy River Plantation and 0.27 miles is in Rangeley Plantation. Width of base, 22 feet. Surface, 24 feet with 4 foot gravel shoulders. Type of surface, premixed bituminous gravel. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1946 and completed in 1947.

HANCOCK COUNTY

STATE HIGHWAY "M"

SOUTHWEST HARBOR. State Project. This project begins at the Tremont line and extends northeasterly. Type of surface, gravel. Width of surface, 20 feet with two foot shoulders. Length, 0.24 miles. This work was done in 1948 by force account under the supervision of Jay Hubbard.

STATE HIGHWAY "Y"

BUCKSPORT. Federal-aid Project No. F-91(12). This project begins at the south end of Federal-aid Project No. 91-B and extends southerly to Federal-aid Project No. 91-A(1938). The work consists of the reconstruction of part of the original Federal-aid Projects Nos. 91-A and 91-A(2). Length of project, 2.61 miles. Type of surface, 3 inch bituminous macadam on a 7 inch - 5 inch - 7 inch crushed stone base. Width of surface, 20 feet with 4 foot gravel shoulders. This work was started in 1947 and was 70% completed on June 30, 1948. Contractor, Bridge Construction Corporation of Augusta, Maine.

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 No. WPGH 257-C, about 1450 feet east of the Leeds-Monmouth town line and extends easterly over new location 6.61 miles 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 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 9-1/2 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 86% completed on June 30, 1948.

KNOX COUNTY

STATE HIGHWAY "D"

ROCKPORT AND CAMDEN, Federal-aid Project No. F-104(11). This project begins about 400 feet south of the junction of Camden Street and Pascals Avenue in Rockport and extends northerly via Camden Street, new location and Elm Street to School Street in Camden. Total length of the project is 2.31 miles of which 1.58 miles is in Rockport and 0.73 miles is in Camden. Type of surface, 3 inch bituminous macadam on a seven inch - 5 inch - 7 inch crushed stone base. Width of surface, 22 feet with 8 foot gravel shoulders, except on High Street which is paved for a width of 38 feet. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1947 and was 92% completed on June 30, 1948.

OXFORD COUNTY

STATE HIGHWAY "S"

PARIS, Federal-aid Project No. F-93(10). This project begins at the end of Federal-aid Project No. 93-F at the Norway - Paris townline and extends via Main Street to the westerly end of the bridge over the Little Androscoggin River, Federal-aid Project No. 93-A. The length of this project is 1.59 miles. The work consists of the reconstruction of a reinforced concrete road built as a state aid and town project in 1931. The existing 18 foot concrete road was widened to 24 feet with reinforced concrete base and a bituminous concrete surface constructed. Width of surface, 24 feet except in the square where all but a center island was paved. Shoulders of premixed bituminous gravel varying in width from one foot to fourteen feet were constructed. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1947 and completed in 1948.

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) and extends over Highways "I" and "K" to Federal-aid Project No. 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 forty foot width tapering to twenty-five feet at 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. This work was started in 1946 and completed in 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 completed in 1947.

GARLAND, Federal-aid Project No. F-134(8). The part of this project located in Penobscot County begins at the Piscataquis County line and extends southerly to Federal-aid Project No. F-134(7). The work consists of 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 in Garland, 1.17 miles. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1946 and completed in 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 & Company of Pittsfield, Maine. This project was completed in 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 9-1/2 foot gravel shoulders. Contractor, Herbert Sargent of Stillwater, Maine. The work was started in 1946 and completed in 1947.

STATE HIGHWAY "L"

HAMPDEN, Federal-aid Project No. F-84(16). This project consists of the reconstruction of the bridge and approaches at Souadabscook Stream to eliminate dangerous curvature. Length of project, 0.28 miles. Type of surface, 2 inch bituminous concrete on a 5 inch bituminous concrete base. Width of surface, 22 feet with 4 foot gravel shoulders. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This project was 33% completed on June 30, 1948.

STATE HIGHWAY "M"

BREWER, Federal-aid Projects 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 Corp. of Augusta, Maine. This work was started in 1946 and completed in 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" 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 completed in 1947.

DOVER-FOXCROFT, Federal-aid Project No. F-134(8). The part of this project located in Piscataquis County begins at the end of Federal-aid Project No. 134-D and extends southerly to the Penobscot County line. The work consists of strengthening and paving the existing gravel road built in 1937 and 1938 as Federal-aid Project No. 134-F and that part of Federal-aid Project No. 134-E located in Piscataquis County. Type of surface, 3" bituminous macadam. Width of surface, 20 feet with 4 foot gravel shoulders. Length, 3.08 miles. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1946 and completed in 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 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 feet 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 completed in 1948.

SOMERSET COUNTY

STATE HIGHWAY "H"

FAIRFIELD, Federal-aid Project No. U-150(13). This project begins at the end of Federal-aid Project No. SN-FAGM 150-B(2) on and extends easterly. The work consists of the reconstruction of part of Federal-aid Project No. 150-B. The original project consisted of two ten foot lanes of reinforced concrete separated by an eight foot strip occupied by street car tracks. These tracks have been abandoned. The present project includes replacing this area and widening with reinforced concrete base and constructing integral concrete curbs. Type of surface, bituminous concrete. Width of surface, 46 feet to 48 feet between curbs. Length of project 0.32 miles. Contractor, A. P. Wyman, Inc. of Waterville, Maine. This project was 4% completed on June 30 1948.

STATE HIGHWAY "V"

NORRIDGEWOCK, Federal-aid Project No. F-131(3). This project begins at the end of Federal-aid Project No. 131-A and extends easterly to Federal-aid Project No. 131-B. Length of project, 3.63 miles. Type of surface, 3 inch bituminous macadam. Width of surface, 22 feet with 8 foot gravel shoulders. Contractor, J. R. Cianchette of Pittsfield, Maine. This project was 10% completed on June 30, 1948.

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. Work on this project was started in 1946 and completed in 1947.

PRINCETON AND BAILEYVILLE, Federal-aid Project No. F-132(6). This project begins 3.302 miles north of the Princeton - Baileyville town line and extends southerly to Federal-aid Project No. 132-A (1st part). Total length of project, 3.32 miles of which 3.30 miles is in Princeton and 0.02 miles is in Baileyville. Type of surface, premixed bituminous gravel. Width of surface, 22 feet with 4 foot gravel shoulders. Contractor, Thomas DiCenzo, Calais, Maine. This project was 2% completed on June 30, 1948.

YORK COUNTY

STATE HIGHWAY "25 - 113"

CORNISH - State Project. This project begins at the Baldwin line and extends westerly. Type of surface, gravel. Width of surface, 20 feet with 2 foot shoulders. Length, 0.27 miles. This work was done in 1948 by force account under the supervision of Guy Wentworth.

COMPLETED WORK

Projects completed on the state highway system during the fiscal year 1948 included 39.78 miles classified as follows:

*Gravel	0.51 miles
Bituminous gravel	21.07 "
Bituminous macadam	6.98 "
Bituminous concrete	11.22 "
<hr/>	
Total	39.78 miles

*State projects without federal aid.

INCOMPLETE WORK

Projects under construction, but not completed on June 30, 1948, include 39.43 miles - all federal-aid projects.

The incomplete work is classified as follows:

Bituminous gravel	9.93 miles
Bituminous macadam	19.89 "
Bituminous concrete	9.61 "
<hr/>	
Total	39.43 miles

(Details of location, types of surface and mileage with respect to completed and incomplete work 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 regular federal-aid system was \$2,591,994.89. Of this amount \$33,383.13 was expended for surveys and plans, \$630.14 for advertising, \$161,633.24 for right of way and damage, \$133,878.65 for construction engineering and inspection and \$2,262,469.73 for labor and materials and other construction costs. Included in the costs for engineering is the sum of \$16,842.24 expended on account of advance engineering projects carried on under the Defense Highway Act of 1941.

EXPENDITURES

CONSTRUCTION AND RECONSTRUCTION

STATE HIGHWAYS - NON-FEDERAL

A total of \$13,488.81 of state highway construction funds was expended for construction work on state highways not included in the regular federal-aid highway system.

A gravel road, 0.27 miles in length, was constructed on state highway "25-113" in Cornish at a cost of \$5,200.28, and a section of gravel road, 0.24 miles in length, was constructed on state highway "M" in the Town of Southwest Harbor at a cost of \$4,215.98. Miscellaneous expenditures amounted to \$4,072.55.

Of the total expenditure, \$22.28 was expended for engineering, \$80.26 for right of way and damage and \$13,386.27 for construction cost items.

Details of expenditures will be found in the table of "Project Expenditures - Construction and Reconstruction of State Highways - Non Federal-aid Roads."

The balance in the appropriation for this work on June 30, 1948, was \$30,345.03.

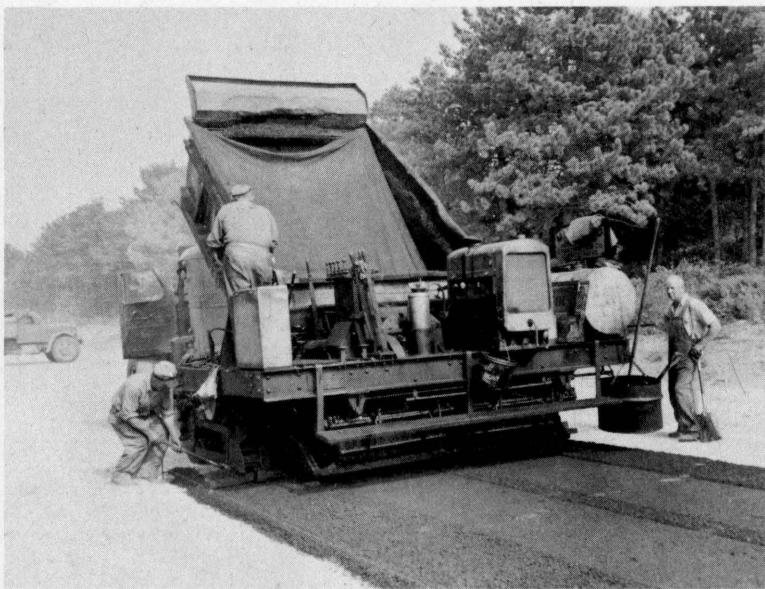
ADVANCE ENGINEERING

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	\$16,704.95
Project AE-142(C-1), Vassalboro-Winslow	7.25
Project AE-390(1), Lebanon-Alfred-Gray-Windham	130.03
	<hr/>
	\$16,842.23

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



POST-WAR SURVEYS

PUBLIC LAW NO. 146, APPROVED JULY 13, 1943

FEDERAL AND STATE FUNDS

An expenditure of \$16,921.37 was made under the above authorization during the fiscal year 1948 for surveys and plans for post-war projects:

Item	Location	Expended 1948 Fiscal Year
1	Rumford	\$ 663.22
2	Pittston	438.24
3	Thomaston-South Thomaston	291.92
4	Dresden	5.60
5	Newburg	236.08
6	Unity	233.74
7	Auburn-Poland-New Gloucester	1,170.92
8	Hamlin	344.64
9	Presque Isle-Washburn	617.87
10	Standish	46.69
11	Farmington	1,170.62
12	Bar Harbor	1,367.33
13	South Thomaston-St. George	521.86
14	Hiram	142.48
15	Rumford	340.54
16	North Waterford	2,179.50
17	Hampden	146.00
18	Bowdoin	1,898.65
19	Cherryfield	1,189.04
20	Sanford	19.32
21	Houlton	.65
22	Lincoln	3,605.58
23	Prospect-Frankfort	290.88
		<hr/> \$16,921.37 <hr/>

STATE AID HIGHWAY DIVISION

STATE AID ROAD CONSTRUCTION AND RECONSTRUCTION

Applications for apportionments of state aid for the construction of state aid roads were received from 495 towns which made appropriations for this work. Of this number 405 towns increased their appropriations for state aid road construction above the one unit limit, and applied for additional state aid under the provisions of Section 29, Chapter 20, R. S.

The total of new appropriations made by towns for state aid road work was \$446,109.21, of which \$315,053.00 was appropriated under the one unit limit, and \$131,056.21 under the provisions which allow for additional appropriations not to exceed one-half of one unit.

The sum of \$800,000.00 was allocated from the general highway fund for construction of state aid roads. From this amount the sum of \$784,790.54 was apportioned for state aid road work in towns against appropriations made by the towns for the same purpose. Of this total the sum of \$557,333.84 was apportioned under the one unit provision, \$225,956.70 under the provisions for additional state aid, and the sum of \$1,500.00 was apportioned for state aid road work in Indian Township under Section 28 of Chapter 20, R. S.

The balance of the amount allotted from the general highway fund, \$15,209.46, was set aside for supervision and engineering.

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

Balances of apportionments of state aid from previous years	\$ 667,105.88
Balances of town appropriations from previous years on deposit with the State	17,148.08
Apportioned from the general highway fund (authorization for the fiscal year 1948)	800,000.00
Transferred from maintenance betterment fund in reimbursement of temporary transfer of state aid funds in the fiscal year 1947	150,000.00
Transferred from other highway and bridge accounts	306,331.52
Town funds deposited with the State (1947-48 appropriations)	103,812.03
Town matching funds not deposited with the State, made available for 1947-48	474,119.51
Town funds furnished in addition to required matching funds	342,829.00
Received from leases of land	15.00
Total	<hr/> \$2,861,361.02

Work on state aid roads included construction of 53.68 miles of gravel road at a cost of \$610,265.55 or an average of \$11,368.58 a mile, not including surface treatment, and completion of 15.57 miles of gravel road started in previous years for which the expenditure made this year was \$23,628.23. A total of 69.25 miles of gravel road was added to mileage previously reported.

A total of 19.92 miles of unimproved road were graded and based at a cost of \$202,977.56.

Reconstruction work included 80.97 miles of old state aid gravel roads and former third class roads, 5.97 miles of bituminous concrete surfacing and 10.74 miles of gravel surfacing over bases previously reconstructed.

The cost of 97.68 miles of completed reconstruction was \$839,766.53.

In addition, 3.77 miles of old improved state aid road were regraded and based at a cost of \$40,844.01.

Tar surface treatment was applied to 214.13 miles of state aid gravel road at a cost of \$307,698.45, \$1,436.97 a mile.

A total of \$54,601.23 was expended on miscellaneous incompleated work.

The total cost of the above described work was \$2,142,462.39, of which \$62,680.83 was expended for engineering and supervision and \$2,079,781.56 for labor, materials and other construction costs. Of this total cost a total of \$902,979.91 was paid from town funds and \$1,239,482.48 from state funds.

State funds amounting to \$3,550.00 and \$900.00 from town funds were transferred to betterment accounts.

State funds amounting to \$21,722.20 and town funds amounting to \$7,276.22 were transferred to bridge construction accounts. State funds amounting to \$496.80 were transferred to third class highway reconstruction accounts.

Reimbursements to towns for work previously completed and reported amounted to \$37,591.27, of which \$21,305.45 were state funds and \$16,285.82 were town funds.

Unexpended balances of state aid accounts, on June 30, 1948, amounted to \$659,662.68, which included \$22,767.21 of town funds deposited with the State and \$636,895.47 of state funds.

RECONSTRUCTION OF THIRD CLASS ROADS

There was no authorization for an apportionment from the general highway fund for reconstruction of third class roads for the fiscal year 1948. Unexpended balances brought forward from previous years amounted to \$252,120.07.

The following transfers were made from other accounts:

From special resolves,	\$ 5,729.40
State aid road funds,	496.80
Town road improvement funds,	199.79
Maintenance betterment funds,	26,395.62
	<hr/>
	\$32,821.61

Other funds included \$226.97 deposited with the State by towns and a payment of \$389.00 by the Maine Central Railroad.

The total amount available, therefore, was \$285,557.65.

Expenditures for work amounted to \$124,264.98, of which \$77,219.72 was expended for reconstructing 65.01 miles of gravel road, and \$47,045.26 for surface treating 38.73 miles.

Of the total cost, \$90,379.86 was paid from state funds and \$33,885.12 from town funds.

The sum of \$71,483.47 was transferred to state aid road accounts, \$1,853.60 to bridge construction projects, and \$24.76 was transferred to maintenance funds.

The sum of \$1,358.34 was paid to towns in reimbursement for work done and reported in previous years.

The balance in this appropriation on June 30, 1948, was \$120,457.62.

TOWN ROAD IMPROVEMENT FUND

Chapter 371 of the Public Laws of 1945, An Act to

Create the Town Road Improvement Fund, was amended by Chapter 329 of the Public Laws of 1947. Under the act, as amended, the sum of \$200.00 is apportioned to each of the towns and townships having public or C.C.C. road mileage, plus an apportionment determined on the basis of the mileage of unimproved roads. Under the amended act towns may use this fund for work on any unimproved section of road regardless of its classification, except highways, streets and ways that have not been accepted by a city or a town, roads which have been abandoned and are not being maintained, and streets or ways within the compact sections of cities and towns.

The mileage of eligible town roads used as a basis for apportioning this fund for the fiscal year 1948, as in previous years, was determined by securing certificates from the municipal officers of all towns with respect to the total mileage of unimproved town roads within their limits. The mileage thus reported and accepted, after checking, was 10, 254.4.

Under Chapter 190, Private and Special Laws of 1947, the sum of \$520,000.00 was allocated from the general highway fund with which to carry out the work contemplated by the town road improvement fund act.

From the allotment of \$520,000.00, the sum of \$24,965.60 (approximately 5%) was temporarily reserved by order of the Governor and Council; the sum of \$126,200.00 was apportioned to 631 towns at the rate of \$200.00 for each town, and \$368,834.40 was apportioned to 549 towns on the basis of unimproved road mileage at the rate of \$36.00 a mile.

Unexpended balances from previous years amounted to \$81,887.57 which was made up of unexpended balances of apportionments to towns amounting to \$77,322.20 and a balance of \$4,565.37 in the supervision fund.

The total amount available for expenditure, not including the reserve of \$24,965.60, was \$576,921.97. The reserve of \$24,965.60 will be apportioned to towns with apportionments made for the fiscal year 1949.

In accordance with Council Order #207, dated June 3, 1948, the sum of \$12,149.85 was transferred from the state contingent fund to the town road improvement fund

for distribution by the State Highway Commission as an emergency town road subsidy. Apportionments were made from this fund to the following towns which suffered severe fire loss in the fall of 1947:

Alfred	\$ 305.40
Bar Harbor	1,105.75
Brownfield	1,675.00
Centerville	3.50
Dayton	570.00
Hiram	337.90
Jonesboro	45.80
Kennebunkport	334.60
Lyman	1,865.00
Newfield	1,902.00
Shapleigh	567.40
Waterboro	3,437.50
	<hr/>
	\$12,149.85

The above apportionments were made on the basis of 1947 unimproved road mileage and percentage loss of valuation, as follows: To each town such percentage of \$100.00 a mile of unimproved road as is equivalent to the estimated loss of valuation. The apportionments were made for highway purposes and were immediately made available to the towns.

While the above apportionments were cleared through the State Highway Department, the work done with these funds was not under its direction.

The total expenditure for work done on unimproved roads was \$517,746.09, of which \$4,597.39 was paid for supervision and \$513,148.70 for labor, materials, equipment rental and other items of cost.

Of this total expenditure, the sum of \$56,788.71 was paid from town funds and \$460,957.38 from state funds.

A total of \$2,400.00 was transferred to state aid road accounts, and \$199.79 was transferred to third class highway reconstruction accounts.

The sum of \$12,149.85, transferred from the state contingent fund, was paid to towns designated in Council Order #207 of June 3, 1948.

The total of carrying balances on June 30, 1948, was \$138,330.40.

SPECIAL LEGISLATIVE RESOLVES

AVAILABLE FUNDS

Unexpected balances of special legislative resolves carried forward to July 1, 1947, from previous years amounted to \$200,279.03.

The total of resolves included in Chapter 173, Resolves of 1947, for the fiscal year 1948, was \$175,000.00. This amount was subdivided into 343 items to aid 330 towns in the construction and repair of roads and bridges.

The following appropriations were made to island towns for road work under the provisions of Chapter 99, Private and Special Laws of 1937, and Chapter 87, Private and Special Laws of 1939:

Swan's Island	\$ 613.50
Cranberry Isles	600.75
Isle au Haut	337.50
North Haven	1,530.75
Vinalhaven	2,260.13
	<hr/>
	\$5,342.63

The following appropriations were made under the special resolves noted:

CLAIMS

Chapter 141, Resolves of 1947, to reimburse Washington County on account of snow removal,	\$1,094.53
Chapter 136, Resolves of 1947, claim of Roby Littlefield, Ogunquit,	200.00
Chapter 131, Resolves of 1947, claim of Fox & Ginn, Inc.	394.00
Chapter 133, Resolves of 1947, claim of Maine Distributors, Inc.	60.00

Chapter 129, Resolves of 1947, claim of W. E. & E. E. Andrews, Bingham,	1,200.00
Chapter 128, Resolves of 1947, claim of Lamont & Nellie Bean, Phillips,	125.00
	<hr/>
	\$3,073.53

MISCELLANEOUS

Chapter 80, Resolves of 1947, to correct error in apportionment, 1945-46,	\$ 500.00
Chapter 177, Resolves of 1947, Town of Boothbay, for repairing and rebuilding roads,	5,000.00
Chapter 178, Resolves of 1947, Town of Hebron, construction and repair of Sanatorium Road,	2,500.00
Chapter 176, Resolves of 1947, to complete Marsh River Dam at West Winterport for bridge protection,	1,500.00
	<hr/>
	\$9,500.00

Under authorization of Chapter 82 of the Private and Special Laws of 1943, the sum of \$5,826.00 was taken from the general highway fund for payment to Hancock County to meet interest and retirement obligations on account of Hancock-Sullivan Bridge District bonds.

The sum of \$19.80 was transferred to special resolve accounts from the appropriation for construction of non-federal state highways, and \$14.40 was transferred to the special resolve account from motor transport funds.

The total of available state funds, including transfers, was \$399,055.39.

EXPENDITURES

The total cost of work performed directly under special resolves was \$148,696.78, of which \$124,650.21 was paid from state funds and \$24,046.57 was paid from town

funds. The sum of \$668.36 was paid for supervision and \$148,028.42 was paid for labor and materials and other cost items.

Of the above expenditures, the sum of \$45,202.62 was paid for constructing 5.36 miles of gravel road, \$95,467.27 for repairs to 60.65 miles, \$3,207.73 for tar surface treatment of 2.18 miles of gravel surfaced roads, and \$4,819.16 for completing Marsh River Dam in West Winterport.

The sum of \$5,600.00 was paid to Hancock County on account of retirement of Hancock-Sullivan Bridge District bonds and \$352.00 for interest on the same.

The sum of \$3,073.53 was paid in settlement of the above mentioned claims.

A total of \$694.95 was paid to reimburse towns for work previously completed and reported.

The total of the above expenditures on account of special resolves is \$158,417.26.

In addition to the above payments, the following transfers, of which the total is \$91,003.81, were made to other accounts:

To state aid road accounts,	\$76,202.74
To state aid road reconstruction accounts,	1,440.94
To third class highway reconstruction accounts,	5,729.40
To bridge construction accounts,	7,630.73
	<hr/>
	\$91,003.81

Balances amounting to \$42.77 were returned to the general highway fund.

Unexpended balances, on June 30, 1948, amounted to \$173,638.12.

FEDERAL AID SECONDARY HIGHWAY PROJECTS

During the year 19.49 miles of surface-treated gravel road, 4.68 miles of bituminous gravel road and 3.52 miles

of bituminous macadam, a total of 27.69 miles, were completed.

At the end of the year 24.65 miles were incomplete. This mileage includes 15.74 miles of bituminous gravel surface and 8.91 miles of surface-treated gravel road.

Two bridge projects (Enfield-Howland and Unity) were incomplete at the end of the fiscal year.

The sum of \$1,435,826.48 was expended during the fiscal year 1948 on account of federal-aid secondary highway and bridge projects. Of this amount \$66,021.65 was expended for engineering and right of way, \$1,363,069.70 for labor, materials and equipment and the sum of \$6,735.13 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 townline 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 started in 1946 and was completed on Sept. 12, 1947. The project was built by the State, force account method.

STATE HIGHWAY "K-12"

PRESQUE ISLE - WASHBURN, Federal-aid Secondary Project No. S-73(1). The project begins at Route U. S. 1 in Presque Isle and extends northwesterly 4.3 miles. Construction consisted of a gravel base 20 feet wide, 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, The Bridge Construction Corporation of Augusta, Maine. Construction began May 10, 1948, and was 20% completed June 30, 1948.

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 Ouelette and Daigle. Width of base 18 feet, with 3 foot gravel shoulders. Surface type is bituminous treated gravel. Contractor, Thomas DiCenzo of Calais, Maine. Construction began September 4, 1946, and was completed October 25, 1947.

CARIBOU, Federal-aid Secondary Project No. S-81(1). The project was the reconstruction of Sweden Street from Main Street westerly 0.2 mile. Width varied from 26 feet to 34 feet. Surface was bituminous macadam. Contractor, The Bridge Construction Corporation of Augusta, Maine. Construction began July 24, 1947, and was completed October 3, 1947.

CUMBERLAND COUNTY

STATE HIGHWAY "PEQUAKET TRAIL"

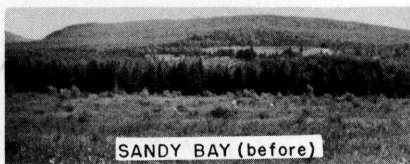
STANDISH, Federal-aid Secondary Project No. S-26(2). The project begins 0.7 mile from Route 25 and extends northwesterly 2.9 miles. (Two sections). Width of base 20 feet, 3-foot gravel shoulders. Surface is mixed-in-place bituminous gravel. Contractor, J. R. Cianchette of Pittsfield, Maine. Construction began November 17, 1947, and was 90% completed June 30, 1948.

HANCOCK COUNTY

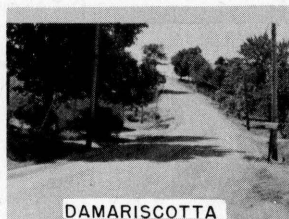
STATE HIGHWAY "M"

MT. DESERT, Federal-aid Secondary Project No. S-35(2). The project begins 0.4 mile north of the Southwest Harbor town line and extends northerly 1-1/4 miles. Width of base 20 feet, 3-foot gravel shoulders. Surface type is mixed-in-place bituminous gravel. Contractor, Thomas DiCenzo of Calais, Maine. Construction began November 10, 1947, and was 95% complete June 30, 1948.

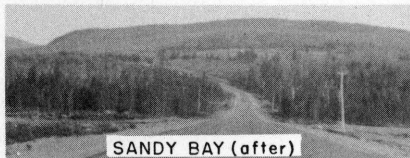
Federal Aid Secondary Highways



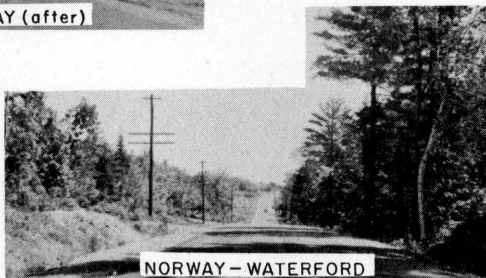
SANDY BAY (before)



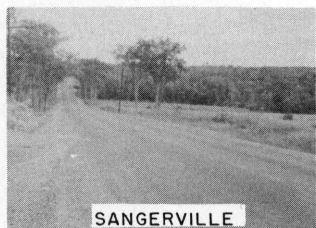
DAMARISCOTTA



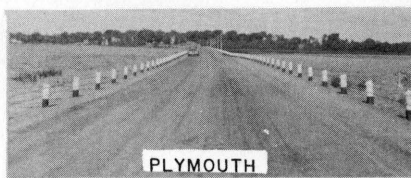
SANDY BAY (after)



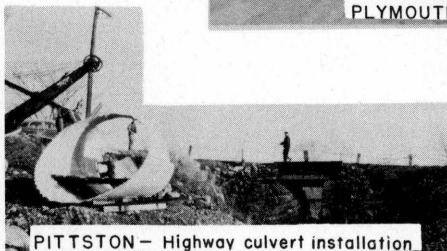
NORWAY - WATERFORD



SANGERVILLE



PLYMOUTH



PITTSTON - Highway culvert installation

PENOBSCOT COUNTY

STATE HIGHWAY "D"

PLYMOUTH, Federal-aid Secondary Project No. S-236(6). The work consisted of widening and strengthening the existing causeway and installing a new drainage structure. Width of base 18 feet with 3-foot gravel shoulders and a bituminous treated gravel surface. Length of project 1/2 mile. This project was built on a force account basis by the State. Work began April 21, 1947, and was completed June 18, 1948.

SOMERSET COUNTY

STATE HIGHWAY "H"

ANSON, Federal-aid Secondary Project No. S-152(5). The project begins 0.2 mile 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 and Co., of Pittsfield, Maine. Work began September 23, 1946, and was completed July 31, 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 gravel shoulders and premixed bituminous gravel surface course. Contractor, Herbert Sargent, Stillwater, Maine. Work began July 22, 1946, and was completed December 11, 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 3-1/2 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 project was built by the State on a force account basis. Work began July 20, 1946, and was 80% completed June 30, 1948.

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 the compact sections of towns having a population of over 2,000.

The apportionment from the general highway fund for maintenance of improved state and state aid roads and betterments, made under Chapter 190, Private and Special Laws of 1947, was \$5,700,000.00 for the fiscal year 1948. Of this amount \$4,500,000.00 was earmarked by the Commission for routine maintenance work and it was planned to use \$1,200,000.00 for betterments.

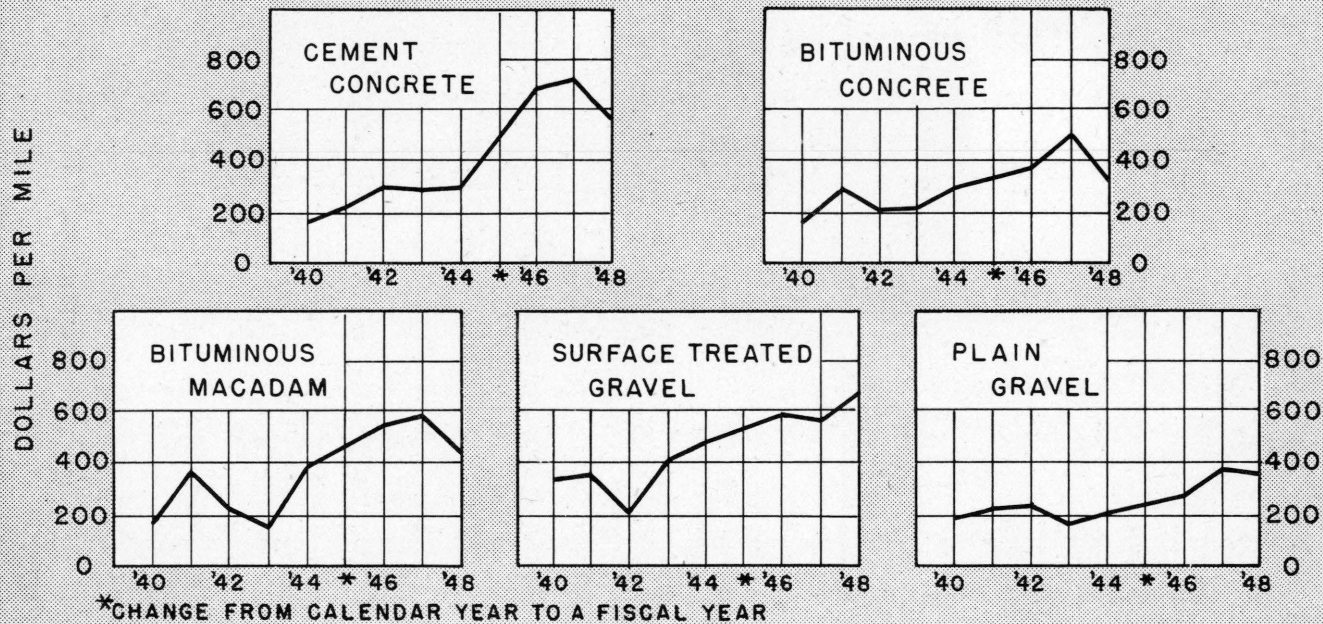
An additional apportionment of \$618,575.98 was made for routine maintenance work and \$440,414.30 was paid into this account from towns and cities and miscellaneous sources.

A total of \$5,558,990.28, therefore, was made available for maintenance work not including betterments.

The highway maintenance program for the fiscal year 1948 included 8,944.49 miles, classified as follows:

Improved state highways,	2,892.21 miles
Improved state aid highways	6,052.28 "
Total,	<hr/> 8,944.49 miles

MAINTENANCE COST OF IMPROVED STATE AND STATE AID HIGHWAYS



The following table shows the total mileage maintained according to highway classifications, types of surface, and maintenance cost a mile, not including supervision, charges to the general sign and paint accounts, and the emergency highway fire patrol expenditures in the fall of 1947:

Type	Miles State Highways	Miles State Aid Highways	Total Miles	Cost of Maintenance A Mile
Cement Concrete	197.27	9.07	206.34	\$566.05
Bituminous Concrete	81.79	1.89	83.68	328.60
Bituminous Macadam	422.23	31.94	454.17	447.93
Surface Treated Gravel	2,070.51	4,756.94	6,827.45	658.05
Plain Gravel Surface	120.41	1,252.44	1,372.85	361.98
	2,892.21	6,052.28	8,944.49	

Maintenance expenditures for work included in the above table amounted to \$5,337,511.02. Other expenditures include \$108,865.48 for supervision; \$46,964.31 for paint, \$17,014.87 for signs and \$48,506.60 for the cost of a highway fire patrol during the forest fire emergency in the fall of 1947, making a total expenditure of \$5,558,862.28 (not including expenditures for betterments).

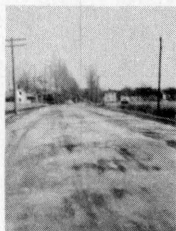
There was an unexpended balance of \$128.00 in the maintenance account on June 30, 1948.

BETTERMENTS

A temporary transfer of available state aid road funds in the amount of \$150,000.00 was made to the betterment account before the end of the fiscal year 1947, in order that work on betterment projects could be undertaken early in the season before the appropriations authorized for the fiscal year 1948 were actually set up. Expenditures during the fiscal year 1947 amounted to \$26,704.10. The balance in the betterment account on June 30, 1947, was \$123,295.90.

The sum of \$1,200,000.00 was set up by the Commission for betterments from the maintenance appropriation for the fiscal year 1948; transfers to this account from

BETTERMENT PROJECTS



Before



After

CORINNA



BURNHAM



TOPSHAM



SO. PORTLAND



HAYNESVILLE



CALAIS



FREEPORT

other appropriations amounted to \$6,458.63 which, with the balance brought forward from 1947, made a total of \$1,329,754.53.

The sum of \$150,000.00 was returned to the state aid road account, leaving a balance of \$1,179,754.53 available for expenditure.

Of the available amount, \$20,103.87 was expended for constructing 2.9 miles of state highway, and the sum of \$600.00 was expended for surface treating one section of state aid road as a part of the construction cost.

The sum of \$829,699.61 was expended for reconstruction work on old improved state and state aid roads. Of this total, \$411,435.02 was expended for reconstructing 40.01 miles which were completed (expenditures made in 1947 on these completed projects amounted to \$26,704.10); the sum of \$417,098.50 was expended for reconstruction on 82.55 miles on which work had not been completed by June 30, 1948; and the sum of \$1,166.09 was expended for improvement on one highway intersection in order to eliminate a traffic hazard.

Direct expenditures, therefore, amounted to \$850,403.48.

In addition to the direct expenditures, transfers amounting to \$75,575.00 were made for expenditure with other appropriations available for construction of state and state aid roads and the reconstruction of third class roads, and transfers amounting to \$94,424.84 were made to other appropriations available for the reconstruction of old improved state and state aid roads.

The balance in the betterment account on June 30, 1948, was \$159,351.21.

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, 1947, was \$54,760.67. During the fiscal year 1948 the sum of \$21,800.24 was expended for surface treatment of 16.90 miles. The work was done in the following towns:

Blaine	0.15 miles
Brownville-Millinocket Road	4.00 "
Bucksport	2.00 "
Columbia Falls	1.00 "
Littleton	1.40 "
Marion	1.30 "
Mars Hill	0.20 "
Marshfield	0.10 "
Otisfield	0.50 "
Oxford	0.35 "
Parsonsfield	1.90 "
Perry	1.45 "
Swanville	0.15 "
Thorndike	1.00 "
West Gardiner	0.60 "
Whitneyville	0.30 "
Winter Harbor	0.50 "

16.90 miles

The unexpended balance on June 30, 1948, was \$32,960.43.

SNOW REMOVAL

The snow removal program for the winter of 1947-48 included 14,764.47 miles of accepted snow removal routes. This mileage included 2,875.21 miles of designated state highways, 5,704.21 miles of designated state aid highways, and 6,185.05 miles of third and fourth class highways.

The apportionment from the general highway fund for the State's share of the cost of snow removal for the fiscal year 1948 (Chapter 190, Private and Special Laws of 1947) was \$1,700,000.00. The cost to the State exceeded the original apportionment and it was necessary to transfer an additional amount of \$194,979.49 from the unappropriated general highway fund, making a total of \$1,894,979.49.

The total expenditure for snow removal on all classes of highways was \$2,910,055.15, of which \$1,894,979.49 was paid from state funds and \$1,015,075.66 was paid from town funds.

The average cost a mile for all classes of road was \$197.10.

The cost of snow removal on state highways was \$1,298,103.74, of which \$1,183,095.34 was paid from state funds and \$115,008.40 from town funds. The average cost a mile for snow removal on state highways was \$451.48.

The cost of snow removal on state aid, third class and town roads was \$1,611,951.41, of which \$711,884.15 was paid from state funds and \$900,067.26 from town funds. The average cost a mile was \$135.58.

BRIDGE DIVISION

BRIDGE CONSTRUCTION

While the work was handicapped to quite a degree by lack of sufficient engineering personnel, bridge construction increased and in the fiscal year ending June 30, 1948, there were placed under construction forty-six state projects and three bridges were included in federal-aid projects.

Labor conditions showed improvement over the preceding year, but there was little change in the material situation. The Commission continued the practice of making contracts for delivery of structural steel in advance of the general contracts for bridges, whenever possible, to eliminate delays from that cause in prosecuting work.

Unit costs have continued to rise, and except for certain types of work in certain locations where competition is good and labor readily available, these costs are not far from double those prevailing in 1940 and 1941.

State projects are financed from the Bridge Loan Fund, and the balance in that account on July 1, 1947 was \$871,419.04. There was a legislative apportionment of \$812,500.00 from the general highway fund, receipts from counties and towns, and transfers from other funds,

principally state aid, amounted to \$626,240.18, and sales of material were \$4,223.15. There was expended for engineering, advertising and inspection \$112,681.86, for labor and materials \$1,064,867.60, and for right of way and property damage \$481.32. Refunds to counties and towns, and transfers to other funds amounted to \$995.73, leaving a balance of \$1,135,355.86 on June 30, 1948. Of this balance, it is estimated that about \$830,000.00 will be needed to complete work under construction, leaving about \$305,000.00 with future apportionments available for the states share of work undertaken after this date.

FEDERAL AID PROJECTS

AUGUSTA, Kennebec County, Project FI,UI-389(2), Augusta Bridge. One steel beam span, 50 ft. c. to c. bearings, 5 deck cantilever truss spans, lengths 250 ft. 300 ft., 350 ft., 300 ft., 250 ft., c. to c. bearings, 5 deck plate girder spans, each 115 ft. c. to c. bearings, concrete slab, 28 ft. roadway, two 5 ft. sidewalks, concrete piers and abutments. Contracts for substructure and steel superstructure let in fiscal year. Contractors, W. H. Hinman, Inc. and American Bridge Company. Estimated cost, 2 contracts, \$1,804,228.00.

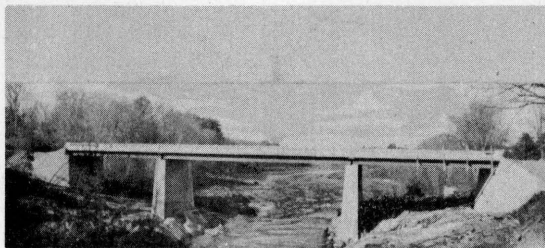
UNITY, Waldo County, Project S-58(1), Unity Bridge. Steel beam span, 78 ft. 9 in. c. to c. bearings, concrete slab, 24 ft. roadway, two 2 ft. 6 in. safety curbs, old substructure extended and capped with concrete. Length of project 1,000 ft. Contractor, C. H. Goodrich. Estimated cost \$50,700.00.

In addition to the above bridge projects, the following bridge was included in a highway project placed under construction during the fiscal year:

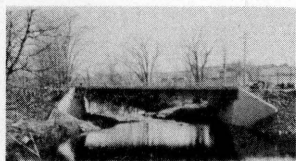
HAMPDEN, Penobscot County, Project F-84(16), Grist Mill Bridge. Concrete T-beam span extended to provide roadway width of 30 ft. Span length 58 ft., one abutment extended with concrete.

STATE PROJECTS

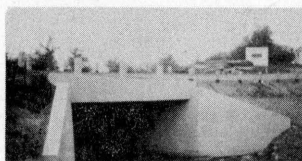
ADDISON, Washington County, Ada Batson Bridge. Sectional corrugated metal arch, 14 ft. span, on timber grillage, 24 ft. roadway on fill. Length of project 350 ft. Force account work. Estimated cost, \$7,700.00.



SALMON FALLS BRIDGE
HOLLIS-BUXTON



UNITY BRIDGE
UNITY



MOORES BRIDGE
NEW LIMERICK



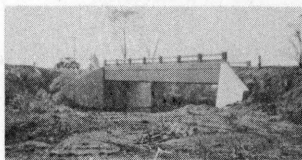
SOMERVILLE COR. BRIDGE
SOMERVILLE



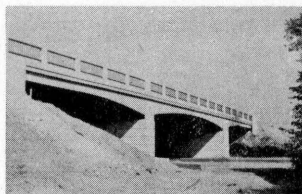
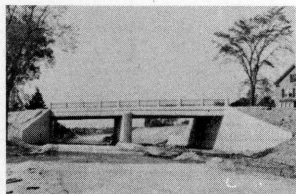
MILL STREAM BRIDGE
CENTERVILLE



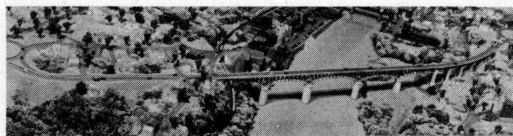
SO. MONTVILLE BRIDGE
MONTVILLE



BRALEY BRIDGE
MONROE



OVERPASSES - YARMOUTH



AUGUSTA BRIDGE
(UNDER CONSTRUCTION)

ALNA-NEWCASTLE, Lincoln County, Sheepscot Bridge. Two waterways, easterly opening, 2 steel beam spans, each 45 ft. c. to c. bearings; westerly opening, 9 steel stringer spans, each 28 ft. c. to c. bearings and 1 span of 50 ft. at channel; concrete slab, 24 ft. roadway. End abutments concrete and stone masonry, remainder of substructure creosoted pile bents. Length of project 950 ft. Contractor, W. Simpson Construction Company. Estimated cost, \$139,000.00.

AUBURN, Androscoggin County, Iron Bridge. Steel plate girder span, length 90 ft. c. to c. bearings, concrete slab, 45 ft. 4-1/2 in. roadway, two 7 ft. sidewalks, old substructure extended and faced with concrete. Length of project 307 ft. Contractors, Wyman & Simpson, Inc. and American Bridge Company. Estimated cost, \$130,000.00.

BLAINE, Aroostook County, Robinson Bridge. Steel beam span, 71 ft. 6 in. c. to c. bearings, concrete slab, 22 ft. roadway, old abutments extended and faced with concrete. Length of project 650 ft. Contractor, George W. Crane. Estimated cost, \$39,000.00.

BRIDGEWATER, Aroostook County, Whitney Brook Bridge. Extension of concrete T-beam superstructure and abutments to provide 28 ft. roadway and one 5 ft. sidewalk. Span length 30 ft. No approach work. Contractor, George W. Crane. Estimated cost, \$15,600.00.

BROWNFIELD, Oxford County, Durgin Mill Bridge. Sectional corrugated metal pipe, diameter 12 ft. 6 in., 26 ft. roadway on fill. No approach work. Force account work. Estimated cost, \$9,500.00.

BRUNSWICK, Cumberland County, Turkey Bridge. Two corrugated metal pipes, each 5 ft. diameter, 26 ft. roadway on fill. Length of project 532 ft. Force account work. Estimated cost, \$8,000.00.

CARMEL, Penobscot County, Ruggles Bridge. Three sectional corrugated metal pipes, each 10 ft. diameter, 26 ft. roadway on fill. Length of project 350 ft. Force account work. Estimated cost, \$16,200.00.

CENTERVILLE, Washington County, Mill Stream Bridge. Concrete slab span, length 22 ft., concrete abutments, 24 ft. roadway on fill. Length of project 250 ft. Contractor, C. H. Goodrich. Estimated cost, \$17,200.00.

CHARLESTON, Penobscot County, Richards Bridge. Sectional corrugated metal pipe, 10 ft. diameter, 26 ft. roadway on fill. Length of project 700 ft. Contractor, Norman Jackson. Estimated cost, \$11,900.00.

CHESTERVILLE, Franklin County, Center Bridge. Two concrete slab spans, length 20 ft. 6 in. each, concrete pier, old abutments capped and extended with concrete, 22 ft. roadway. Length of project 160 ft. Contractor, Joseph Frost & Company. Estimated cost, \$12,700.00.

COLUMBIA, Washington County, Carberry School Bridge. Sectional corrugated metal arch, 19 ft. span, on concrete abutments, 15 ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost, \$7,100.00.

CRYSTAL, Aroostook County, Fish Stream Bridge. Steel beam span, 63 ft. 6 in. c. to c. bearings, concrete slab, 24 ft. roadway, old abutments extended and faced with concrete. Length of project 900 ft. Contractor, Phil. A. Paquette. Estimated, \$325,200.00.

DOVER-FOXCROFT, Piscataquis County, East Dover Bridge. Two steel beam spans, each 75 ft. c. to c. bearings, concrete slab, 24 ft. roadway. Concrete abutments and pier. Length of project 800 ft. Contractor, Carl E. Cianchette. Estimated cost, \$75,300.00.

ELLSWORTH, Hancock County, Reeds Brook Bridge. Steel beam span, 41 ft. 3-3/4 in. c. to c. bearings, treated timber floor, 22 ft. roadway, old abutments extended with concrete. Length of project 600 ft. Contractor, Higgins and Stevens. Estimated cost, \$19,600.00.

FARMINGTON, Franklin County, Walton Mill Bridge. Three steel beam spans, 25 ft., 70 ft., 25 ft., c. to c. bearings, concrete piers and abutments, concrete slab, 22 ft. roadway. Length of project 800 ft. Contractor, Berry and Moser Construction Company. Estimated cost, \$43,000.00.

GRAND FALLS PL., Penobscot County, Madgascal Bridge. Steel beam span, 34 ft. c. to c. bearings, treated timber floor, 14 ft. roadway, old abutments capped with concrete. Length of project 375 ft. Force account work. Estimated cost, \$5,200.00.

HAYNESVILLE, Aroostook County, Ferry Bridge. Open steel grid floor on old steel truss span, length 210 ft. c. to c. bearings, 14 ft. 5 in. roadway. No approach work. Force account work. Estimated cost, \$9,000.00.

HIGHLAND PL., Somerset County, Britenell Bridge. Sectional corrugated metal pipe, 12 ft. 6 in. diameter, 26 ft. roadway on fill. Length of project 400 ft. Force account work. Estimated cost \$11,700.00.

HIRAM, Oxford County, Wadsworth Bridge. Concrete slab span, length 14 ft., concrete abutments, 24 ft. roadway. Length of project 300 ft. Contractor, Reed and Reed. Estimated cost \$9,200.00.

HOLLIS-BUXTON, York County, Salmon Falls Bridge. Three steel beam spans, 58 ft., 83 ft., 58 ft. c. to c. bearings, concrete piers and abutments, concrete slab, 26 ft. roadway. Length of project 1,350 ft. Contractor, C. H. Goodrich. Estimated cost \$92,000.00.

HUDSON, Penobscot County, Mohawk Bridge. Sectional corrugated metal pipe 15 ft. diameter, 26 ft. roadway on fill. Length of project 250 ft. Contractor, Norman E. Jackson. Estimated cost, \$15,500.00.

KNOX, Waldo County, Bailey Bridge. Corrugated metal pipe, 6 ft. diameter, 24 ft. roadway on fill. Length of project 150 ft. Force account work. Estimated cost, \$2,700.00.

KNOX, Waldo County, Yeaton Bridge. Sectional corrugated metal pipe 7 ft. 6 in. diameter, 24 ft. roadway on fill. Length of project 225 ft. Force account work. Estimated cost, \$3,900.00.

LINCOLN, Penobscot County, High Street Bridge. Steel beam span, 42 ft. c. to c. bearings, concrete slab, 24 ft. roadway, 5 ft. sidewalk, old abutments extended and capped with concrete. Length of project 115 ft. Contractor, A. P. Wyman, Inc. Estimated cost, \$21,400.00.

LINCOLNVILLE, Waldo County, Meeting House Bridge. Two sectional corrugated metal pipes, each 8 ft. 9 in. diameter, 26 ft. roadway on fill. Length of project 250 ft. Force account work. Estimated cost \$8,200.00.

LISBON, Androscoggin County, Durgin Bridge. Steel beam span, 57 ft. 6 in. c. to c. bearings, filled steel grid floor, 20 ft. roadway, old abutments capped with concrete. Length of project 300 ft. Force account work. Estimated cost, \$13,200.00.

LITCHFIELD, Kennebec County, Palmer Bridge. Sectional corrugated metal pipe, 13 ft. 9 in. diameter, 26 ft. roadway on fill. Length of project 50 ft. Force account work. Estimated cost, \$10,000.00.

MADISON, Somerset County, Lower Mills Bridge. Sectional corrugated metal arch, 16 ft. span, on concrete abutments, 24 ft. roadway on fill. Length of project 200 ft. Contractor, Norman E. Jackson. Estimated cost, \$6,600.00.

MARSHFIELD, Washington County, Stride Bridge. Sectional corrugated metal pipe, 12 ft. 6 in. diameter, 24 ft. roadway on fill. Length of project 950 ft. Part of approach from state aid highway funds. Force account work. Estimated cost, \$11,300.00.

MONROE, Waldo County, Braley Bridge. Concrete T-beam span, 60 ft. c. to c. bearings, 22 ft. roadway, concrete abutments. Length of project 700 ft. Contractor, Walter V. Mitton, Inc. Estimated cost, \$38,000.00.

MONTVILLE, Waldo County, South Montville Bridge. Concrete T-beam span, length 35 ft., 24 ft. roadway, concrete abutments. Length of project 300 ft. Contractor, Joseph Frost & Company. Estimated cost, \$27,000.00.

MOSCOW, Somerset County, Chase Stream Bridge. Concrete slab span, length 25 ft., 14 ft. roadway, concrete abutments. Length of project 50 ft. Contractor, Norman E. Jackson. Estimated cost \$9,300.00.

MOXIE GORE TWP., Somerset County, Mile and a Quarter Brook Bridge. Sectional corrugated metal arch, 15 ft. span, concrete abutments, 26 ft. roadway on fill. Length of project 400 ft. Contractor, Norman E. Jackson. Estimated cost, \$12,200.00.

NEW LIMERICK, Aroostook County, Mooers Bridge. Concrete slab span, length 25 ft., concrete abutments, 26 ft. roadway on fill. Length of project 200 ft. Contractor, Virgil E. Goodrich. Estimated cost, \$18,600.00.

NORTH HAVEN, Knox County, Beach Bridge. Two steel beam spans, each 56 ft. c. to c. bearing, concrete slab, 18 ft. roadway, stone and concrete pier, old abutments capped with concrete. Length of project 150 ft. Force account work. Estimated cost, \$23,000.00.

OAKLAND, Kennebec County, South Bridge. New steel cross beams and treated timber floor on old steel beam span bridge, length 61 ft., 22 ft. roadway, 4 ft. sidewalk. No approach work. Force account work. Estimated cost, \$6,200.00.

OLD ORCHARD BEACH-SACO, York County, Goosefare Bridge. Steel beam span, 60 ft., c. to c. bearings, concrete floor, 24 ft. roadway, 5 ft. sidewalk, stone faced concrete abutments. Length of project 500 ft. Contractor, Forest Frederick. Estimated cost \$50,000.00.

PRESQUE ISLE, Aroostook County, Gouldville Bridge. Steel plate girder span, 99 ft. 2 in. c. to c. bearings, concrete slab, 26 ft. roadway, 5 ft. sidewalk, old abutments extended and faced with concrete. Length of project 200 ft. Contractor, C. W. McEachern. Estimated cost, \$61,400.00.

ROCKPORT, Knox County, Simontons Corner Bridge. Sectional corrugated metal pipe 11 ft. 6 in. diameter, 24 ft. roadway on fill. Length of project 100 ft. Force account work. Estimated cost, \$7,300.00.

SACO, York County, Cataract Bridge. Concrete floor on steel beam bridge. For description of bridge see 1943 report. Force account work. Estimated cost \$9,500.00.

ST. FRANCIS, Aroostook County, St. Francis Bridge. Sectional corrugated metal arch, span 18 ft. on concrete abutments, 26 ft. roadway on fill. Length of project 800 ft. Force account work. Estimated cost, \$22,300.00.

SOMERVILLE, Lincoln County, Somerville Corner Bridge. Concrete T-beam span, length 40 ft., 22 ft. road-

way, concrete abutments. Length of project 350 ft. Contractor, C. H. Goodrich. Estimated cost, \$21,000.00.

TEMPLE, Franklin County, Blodgett Bridge. Steel beam span, 54 ft. c. to c. bearings, concrete floor, 14 ft. roadway, concrete abutments. Length of project 350 ft. Contractor, Berry & Moser Construction Co. Estimated cost, \$10,000.00.

TWP. 3, INDIAN PURCHASE, Penobscot County, West Branch Bridge. Two steel beam spans, and one steel truss span, lengths 60 ft., 240 ft., 60 ft. c. to c. bearings, concrete floor, 24 ft. roadway, concrete column piers and abutments. Length of project 2,000 ft. Contractors, A. P. Wyman, Inc. and American Bridge Company. Estimated cost, \$140,000.00.

YARMOUTH, Cumberland County, Cotton Mill Bridge. One concrete slab span, length 18 ft., 3 steel beam spans, 58 ft. 11 in., 49 ft. 3 in., 49 ft. 3 in. c. to c. bearings, concrete slab, 22 ft. roadway. Two concrete piers, one old pier and abutments faced with concrete. Length of project 300 ft. Contractor, Reed and Reed. Estimated cost, \$48,500.00.

The following table of closed bridge accounts gives the final cost and distribution of this cost.

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Bar Harbor	Han.	Main Street	\$ 11,968.31	\$ 2,992.08	\$ 3,590.49	\$5,385.74
Brunswick	Cum.	Simpson's Brook	4,864.87	1,216.22	1,459.46	2,189.19
Brunswick	Cum.	Turkey	7,274.88	1,818.72	2,182.46	3,273.70
Coplin Pl.	Fra.	So.Br.Dead River	5,037.49	2,720.24	1,511.25	806.00
Eustis	Fra.	North Branch	3,028.22	820.65	908.47	1,299.10
Fayette	Ken.	Fayette Mills	22,644.93	13,496.38	6,793.48	2,355.07
Gorham	Cum.	Galoup Mill	17,954.05	4,614.19	5,386.22	7,953.64
Lamoine	Han.	Mud Creek	10,885.24	5,551.47	3,265.57	2,068.20
Newport	Pen.	Corinna Stream	14,428.81	4,588.36	4,328.64	5,511.81
No.Kennebunkport	York	Hutchins	10,459.47	4,455.74	3,137.84	2,865.89
Oakland	Ken.	South	6,782.34	1,695.59	2,034.70	3,052.05
Oxford	Oxf.	Wardwell	19,340.99	8,684.10	5,802.30	4,854.59
Portland-Falmouth	Cum.	Martin Point	820,270.12*	427,903.89		
Scarboro	Cum.	Libby	17,059.35	4,264.84	5,117.81	7,676.70
Searsmont	Wal.	Slab City	8,888.52	4,008.72	2,666.56	2,213.24
Strong	Fra.	Valley Brook	42,001.67	23,520.94	12,600.50	5,880.23
Warren	Knox	Fuller	25,215.10	11,548.52	7,564.53	6,102.05
Washington	Knox	Farrar	13,737.44	7,239.63	4,121.23	2,376.58
Washington	Knox	Little Medomak	9,248.30	4,355.95	2,774.49	2,117.86
Whitefield	Lin.	Albee	31,408.25	17,525.80	9,422.48	4,459.97

* Portland-Falmouth, Martin Point Bridge, Federal Aid Project 121-G(1). Federal funds \$392,366.23

ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

Five of the six signal installation projects approved during the previous fiscal year were completed. These are:

EAST MACHIAS, Washington County, Cooper Road Crossing, Federal Aid Secondary Project SG 6(4), Maine Central Railroad and Route 191. Automatic flashing light signals. Estimated cost, \$2,200.00.

HOLDEN, Penobscot County, Ellsworth Road Crossing, Federal Aid Project FG 103(14), Maine Central Railroad and U. S. Route 1. Automatic flashing light signals. Estimated cost, \$3,900.00.

MACHIAS, Washington County, Court Street Crossing, Federal Aid Project FG 376(4), Maine Central Railroad and U. S. Route 1. Automatic flashing light signals. Estimated cost, \$2,400.00.

MATTAWAMKEAG, Penobscot County, Military Road Crossing, Federal Aid Project FGI 297(6), Maine Central Railroad and Canadian Pacific Railway and U. S. Route 2. Manually controlled flashing light signals and gates. Estimated cost, \$10,600.00.

NORTH KENNEBUNKPORT, York County, Townes Crossing, Federal Aid Grade Crossing Project FAGS 251(2), Boston and Maine Railroad and State Aid Highway 5. Automatic flashing light signals and gates. Estimated cost, \$5,400.00.

The grade crossing elimination project in Fairfield, described in previous reports, was completed during the fiscal year. No other construction was undertaken.

The balance in the federal aid grade crossing fund on July 1, 1947, was \$114,454.04. Federal-aid of \$96,252.00 was received. Expenditures amounted to \$6,894.47 for engineering, advertising and inspection, \$64.15 for right of way and property damage, and \$127,021.94 for labor and material, leaving \$76,725.48 as the balance June 30, 1948.

Railway-highway projects from post-war funds are not financed from separate appropriations, but are projects in general federal aid and federal aid secondary programs.

BRIDGE MAINTENANCE

Bridge maintenance work was continued during the fiscal year 1947-48 with 742 bridges being maintained at the beginning of the year, nearly all of which were located on designated state highways. However, legislation enacted during 1947 and becoming effective August 13, 1947, placed under State Maintenance all bridges previously built under the Bridge Act, regardless of span length or designation of highway, increasing the number under maintenance by 805 and bringing the total number maintained up to 1547. This number will gradually increase as additional bridges built under the Bridge Act become eligible for maintenance as soon as completed.

Some of the major projects completed are as follows: renewal of substructure and approach spans at north end of Arrowsic-Woolwich Bridge; reflooring two spans of the Bangor-Brewer Bridge (1 @ 217'-0" and 1 @ 222'-10"), requiring 650 sq. ft. of 5" open grid flooring and 12,010 sq. ft. of 3" concrete-filled grid flooring covered with a bituminous concrete wearing surface; resurfacing Seven Mile Brook Bridge, Vassalboro, requiring renewal of concrete in top of floor slab and paving of bituminous concrete; renewal of crib abutments of Michael Stream Bridge, Solon.

Painting of steel structures was continued with three crews working part time on maintenance when available from construction projects.

Bailey type bridge material was purchased from the War Assets Administration, sufficient to provide four 150'-0" span bridges of the double truss, double story type. This has been stored ready for emergency use.

The apportionment from the General Highway Fund for the fiscal year ending June 30, 1948, was \$440,000.00. The increase of \$240,000.00 over the amount of the previous year being considered necessary to provide for the

maintenance of additional bridges under the newly enacted law as well as for increasing costs of labor and materials. Income from other sources amounted to \$3,280.93. There was a carry over from the previous year of \$50,416.17. The expenditure for the fiscal year 1947-48 amounted to \$455,620.59 with a carrying balance June 30, 1948 of \$38,076.51.

TOLL BRIDGES

As compared with the previous fiscal year the traffic over the toll bridges operated by the State was as follows:

Waldo-Hancock Bridge	11 per cent more
Deer Isle-Sedgwick Bridge	6 per cent more
Maine Kennebec Bridge	3 per cent less

The decrease on the bridge between Richmond and Dresden was caused by poor ice fishing conditions on the Eastern River which reduced traffic during the winter months.

WALDO-HANCOCK BRIDGE

During the fiscal year a new toll collection system was installed, replacing the equipment which had been used since the bridge was opened in 1931 and which was becoming difficult to maintain in operating condition. The new system handles collections faster and will reduce delays to traffic during the summer months.

The balance on July 1, 1947, was \$95,534.41. The receipts from tolls were \$101,111.95 and refunds \$122.95, making net income from tolls \$100,988.50. Sale of old equipment amounted to \$600.00. Interest charges amounted to \$3,780.00, bonds amounting to \$30,000.00 were retired, and the cost of maintenance and operation was \$22,360.08. On June 30, 1948 the balance was \$140,983.33 and the outstanding bonds amounted to \$510,000.00.

DEER ISLE-SEDGWICK BRIDGE

All structural steel was painted during the fiscal year,

part of the work being done in the fall of 1947 and the remainder in the spring of 1948.

To the balance of \$40,967.40, July 1, 1947, there was added \$60,324.10, the net receipts from tolls, which amounted to \$60,376.10 with refunds of \$52.00 and there was an overage of \$0.45. There was paid to the Bridge District \$16,760.00 for interest on bonds and \$14,000.00 for bond retirement. The cost of maintenance, operation and bond service was \$26,668.77. On June 30, 1948 the balance was \$43,863.18 and the outstanding Bridge District bonds amounted to \$406,000.00.

WALDO-HANCOCK BRIDGE

Prospect-Verona

Toll Collection July 1, 1947 - June 30, 1948

Automobile, or 9,000 lb. truck	225,851	\$.35	\$79,047.85
Truck, over 9,000 to 14,000 lbs.	4,169	.50	2,084.50
Truck, over 14,000 to 26,000 lbs.	4,545	.75	3,408.75
Truck, over 26,000 lbs.	1,479	1.25	1,848.75
Vehicle, one or two horses	7	.15	1.05
Vehicle, more than two horses	2	.25	.50
Bus, 16 passenger or less	9	.50	4.50
Bus, over 16 passenger	169	.75	126.75
Motorcycle	563	.15	84.45
Roller or well drill	4	1.50*	6.00
Roller or well drill	1	1.25*	1.25
Horse on hoof	22	.05	1.10

Commutation Tickets

Auto or 9,000 lb. truck	20 trips	587	3.50	2,054.50
Auto or 9,000 lb. truck	50 trips	899	5.00	4,495.00
Truck, over 9,000 to 14,000 lbs.	20 trips	65	6.00	390.00
Truck, over 9,000 to 14,000 lbs.	100 trips	19	15.00**	285.00
Truck, over 9,000 to 14,000 lbs.	100 trips	3	12.50**	37.50
Truck, over 14,000 to 26,000 lbs., or bus ..	20 trips	68	9.00	612.00
Truck, over 14,000 to 26,000 lbs., or bus ..	100 trips	117	20.00**	2,340.00
Truck, over 14,000 to 26,000 lbs., or bus ..	100 trips	51	17.50**	892.50
Truck, over 26,000 lbs.	20 trips	11	15.00	165.00
Truck, over 26,000 lbs.	100 trips	75	30.00**	2,250.00
Truck, over 26,000 lbs.	100 trips	39	25.00**	975.00

\$101,111.95

* Reduction in rate, March 1, 1948

** Reduction in rate, April 1, 1948

Classifications are those in effect after January 1, 1948, when gross vehicle weight replaced capacity for truck registrations.

MAINE KENNEBEC BRIDGE

The steel superstructure of this bridge is being painted during the summer of 1948. Work was started in May and will be completed in July.

The balance on July 1, 1947, was \$7,952.06. Rental of buildings amounted to \$20.00, and land and buildings were sold for \$1,000.00. Toll receipts were \$11,925.70 and refunds \$14.00, making net toll income \$11,911.70. The cost of maintenance and operation was \$17,053.66 and the balance on June 30, 1948, \$3,830.10.

DEER ISLE-SEDGWICK BRIDGE

Deer Isle-Sedgwick

Toll Collections July 1, 1947 - June 30, 1948

Passenger	66,722	\$.05	\$ 3,336.10
Automobile or 9,000 lb. truck	22,204	1.00	22,204.00
Truck, over 9,000 to 14,000 lbs.	944	1.50	1,416.00
Truck, over 14,000 to 26,000 lbs.	1,006	2.00	2,012.00
Truck, over 26,000 lbs.	531	2.50	1,327.50
Horse vehicle	3	.25	.75
Bus, over 16 passenger	77	2.00	154.00
Motorcycle	91	.25	22.75

Commutation Tickets

Passenger	25 trips	454	1.00	454.00
Auto or 9,000 lb. truck	20 trips	630	15.00	9,450.00
Auto or 9,000 lb. truck	round trip	9,661	1.50	14,491.50
Truck, over 9,000 to 14,000 lbs. or small bus ...	20 trips	63	22.50	1,417.50
Truck, over 9,000 to 14,000 lbs. or small bus ...	100 trips	13	100.00	1,300.00
Truck, over 14,000 to 26,000 lbs. or large bus ..	20 trips	43	30.00	1,290.00
Truck, over 14,000 to 26,000 lbs. or large bus ..	100 trips	6	125.00	750.00
Truck, over 26,000 lbs.	20 trips	20	37.50	750.00

\$60,376.10

Classifications are those in effect after January 1, 1948, when gross vehicle weight replaced capacity for truck registrations.

CARLTON (KENNEBEC) BRIDGE - SINKING FUND

CASH AND IMPOUNDED FUND

The balance in the sinking fund cash account 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.

Income to this fund for the fiscal year 1948 included \$76,569.90 from the Maine Central Railroad Company and interest on investments of \$724.72; making a total of \$77,294.62, or a total of \$364,530.42 including the balance brought forward from 1947.

Expenditures included \$227,000.00 on account of bonds called, and \$35,122.50 paid for interest on bonds; making a total of \$262,122.50.

The balance, therefore, in the cash sinking fund on June 30, 1948, was \$102,407.92, of which \$67,162.96 was in the checking account, \$7,244.96 in savings accounts, and \$28,000.00 invested in war bonds.

The impounded fund balance of \$31,468.60 was charged off as authorized by Chapter 116 of the Resolves of 1947.

The present bonded indebtedness is \$1,400,000.00 in addition to \$4,000.00 of called bonds not yet presented for payment.

MAINE KENNEBEC BRIDGE

Richmond-Dresden

Toll Collections July 1, 1947 - June 30, 1948

Pedestrian	1,518	\$.05	\$ 75.90
Automobile or 9,000 lb. truck	26,696	.25	6,674.00
Truck, over 9,000 to 14,000 lbs.	305	.35	106.75
Truck, over 14,000 to 26,000 lbs.	130	.50	65.00
Truck, over 26,000 lbs.	31	1.00	31.00
One or two horse vehicle	34	.15	5.10
Bus, over 16 passenger	23	.75	17.25
Live stock	33	.05	1.65
Motorcycle	43	.15	6.45
Extra passengers	35,352	.05	1,767.60

Commutation Tickets

Pedestrian or passenger	25 trips	936	.50	468.00
Auto or 9,000 lb. truck	20 trips	301	3.00	903.00
Auto or 9,000 lb. truck	50 trips	116	5.00	580.00
Auto or 9,000 lb. truck	100 trips	140	7.00	980.00
Truck, over 9,000 to 14,000 lbs.	20 trips	11	4.00	44.00
Truck, over 9,000 to 14,000 lbs.	100 trips	12	10.00	120.00
Truck, over 14,000 to 26,000 lbs.	20 trips	16	5.00	80.00

\$11,925.70

Classifications are those in effect after January 1, 1948, when gross vehicle weight replaced capacity for truck registrations.

PLANNING SURVEY DIVISION

Under the terms of the Federal-aid Highway Act of 1944, 1-1/2% of available federal funds were earmarked for surveys, plans, engineering and economic investigations, and highway research. There were available in federal funds for such purposes for the fiscal year of 1948 \$58,699.00. An equal amount of state funds was assigned to match these federal funds making a total of \$117,398.00. The source of the state funds for this purpose was \$16,000.00 from Chapter 190, Section 1, Private and Special Laws of 1947, Item C-2, with the remainder from Item H.

A proposed accomplishment program was set up with the estimated expenditure to be \$80,500.00. 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-recurring nature.

Continuing activities consist of keeping statistical facts and highway usage data current. All requests for statistical facts were complied with, with most of these requests originating with the Public Roads Administration. Highway usage data consist of obtaining relative use of highways by motor vehicles, the weighing of trucks at certain locations, the obtaining of speed of vehicles at other locations, and classification as to type of vehicles that use the highways of Maine. In furtherance of this work, two additional fixed type recorders were installed, one on U.S. Route 1 between Portland and Kittery and the other on U. S. 201 at the Hallowell-Augusta city line. This last location is to be used as a basis to expand traffic counts made in urban areas.

Activities of a non-recurring nature consist of work whereby a specific problem may be solved. Special traffic studies were made to aid in the location of the Augusta bridge and its approaches; the location of a route through the Portland area; the selection of a route through the Rockport-Camden area, the Rockland area, the Phillips-Weld area, and many other areas.

Two new activities strictly in the research category were included in this accomplishment program, one a study to determine the durability of concrete and the other to determine by an exploratory project the feasibility of conducting a soils survey by the use of aerial photographs. Both of these research activities were being carried on at the end of the fiscal year with no definite conclusions determined.

The 93rd Legislature requested the State Highway Commission to furnish for the consideration of the 94th Legislature a comprehensive highway program. A large amount of work was done on obtaining information for this report. Some of the work consisted of making a complete appraisal of the entire highway mileage of the State. This work was done by a group of construction engineers during the winter months. This report is still in process.

One of the activities that received much favorable comment was the exhibit prepared and operated, by personnel of this division for the most part, at the Springfield, Massachusetts, Exposition. This activity may become continuing inasmuch as before the fiscal year closed we were busily developing plans for a scale model of the new Augusta bridge.

The expenditure for planning survey purposes and related activities for the year ending June 30, 1948, was \$92,496.78 which includes \$10,000.00 repaid to private agencies at the completion of the economic survey.

WORKMENS 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, 1948, was \$50,000.00. An additional apportionment of \$10,000.00 was made during the year, making a total of \$60,000.00 available.

During the fiscal year 1948, there were 256 accidents on account of work which was carried on under direction of the State Highway Department.

Payments for compensation, including amounts paid on cases occurring previous to July 1, 1947, amounted to \$37,295.67. Payments on account of medical bills, including amounts paid on cases occurring previous to July 1, 1947, amounted to \$15,339.74. The total of all payments was \$52,635.41.

The balance of \$7,364.59 was returned to the general highway fund.

ADMINISTRATION of LAWS to CONTROL ADVERTISING SIGNS and PERMITS for OVERLOADS and HIGHWAY SURFACE OPENINGS

OUTDOOR ADVERTISING

The fiscal year 1947-48 showed an increase of highway advertising signs over the preceding fiscal year. There has been a steady increase since the war, but the increase has been principally in smaller signs rather than in billboards.

An inspection is made of the location where each new sign is to be erected and a second inspection is made when the permit number plate is attached. During the past year a considerable amount of each inspector's time was required in effecting the removal of illegal signs. Quite an amount of time is used in acquainting new sign owners with the provisions of the law.

Signs exempt from certain provisions of the law, such as political and agricultural fair posters, require considerable attention in removing those illegally erected as well as the removal of those that have no further advertising value.

During the 1947-48 fiscal year 2,050 signs were removed for which reports were filed. In addition a considerable number were removed by owners, of which no reports were filed.

The cost of administrating the law is charged to the general administration account of the State Highway Commission. All income from licenses and permits is credited to the general highway fund. As personnel employed in the administration of the law devotes part time to other activities of the Commission, no attempt is made to show the cost of administration.

Effective January 1, 1948, the schedule of permit fees, as established by law, is as follows:

Area not exceeding 100 sq. ft., permit fee	\$2.50
" over 100 but not over 300 sq. ft., permit fee	\$4.50
" over 300 but not over 700 sq. ft., permit fee	\$5.00
" over 700 but not over 900 sq. ft., permit fee	\$7.00

Licenses and permits, in accordance with the law, are issued upon a calendar rather than a fiscal year basis; therefore the following statistical report gives the income for the calendar year 1947:

Permits issued in 1947:

Area not exceeding 100 sq. ft. -	1526 at \$1.00 --	\$1,526.00
" " " 300 " " -	1068 at \$2.00 --	\$2,136.00
" " " 400 " " -	12 at \$3.00 --	\$ 36.00
" " " 600 " " -	145 at \$4.00 --	\$ 580.00
" " " 900 " " -	5 at \$5.00 --	\$ 25.00
Total		\$4,303.00

Plus 1947 overpayments	\$ 24.00
" " balance carried to 1948	\$ 27.50
Total	\$4,354.50

Less refund overpayment 1947 permits	\$ 24.00
" balance forwarded from 1946	\$ 9.00
" amount received in 1948 for 1947	\$ 4.00
Total receipts for 1947 permits.	\$4,317.50

Licenses issued in 1947:

15 licenses at \$100.00 --	\$1,500.00
108 " " \$ 25.00 --	\$2,700.00
64 " " \$ 5.00 --	\$ 320.00
Total	\$4,520.00

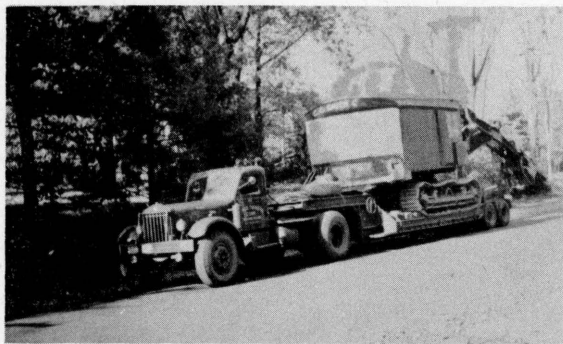
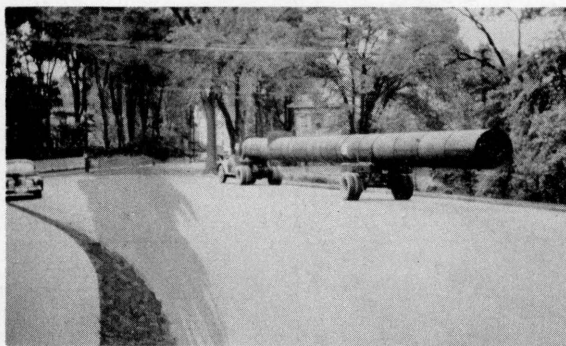
Plus 1947 overpayment	\$ 10.00
Total	\$4,530.00

Less refund overpayment 1947 license	\$ 10.00
Total receipts for 1947 licenses	\$4,520.00
Total receipts for permits and licenses for 1947	\$8,837.50

PERMITS FOR LOADS EXCEEDING LEGAL LIMITS

During the fiscal year July 1, 1947, to June 30, 1948, a total of 5,978 permits were issued for transporting loads that were in excess of the legal limits established by law. Included in the total number of permits issued were monthly permits issued for 215 vehicles which allowed the transportation of 1,524 loads under such permits.

A classification of the permits were as follows: 797 for buildings; 130 for pulpwood and logs; 1,040 for power shovels and cranes; 707 for tractors and bulldozers; 46 for rollers; 1,734 for farm machines, boats, pipe, tanks, smoke stacks, etc.



Effective August 13, 1947, a change in the law specified that the fee for permits should be not less than \$2, nor more than \$10, to be determined on the basis of weight, height and width, by the State Highway Commission.

Fees paid to the State Highway Commission and credited to the general highway fund for the period August 13, 1947, to June 30, 1948, amounted to \$17,734.00.

PERMITS TO OPEN HIGHWAY SURFACES

850 permits were issued during the fiscal year July 1, 1947, to June 30, 1948, for making openings in state and state aid highway surfaces maintained by the State Highway Commission. These permits were issued for repairs or for laying new water, gas, and sewer pipes and for telephone and electrical power conduits. Some 49 crossings of state or state aid highways were made by the Standard Oil Company of New York in laying its pipe line from Portland to Bangor. Permits issued for this fiscal year exceeded the number issued in the preceding year by 412.

The yardage disturbed by permittees and repaired by the State Highway Commission amounted to 9,648 square yards of shoulder, 7,473 square yards of tar surface, 2,112 square yards of bituminous surface and 160 square yards of Portland cement concrete surface. The total area of the openings made under the 850 permits issued totaled 19,393 square yards which would be equivalent to about 1.5 miles of 22-foot roadway.

HIGHWAY AND BRIDGE BONDS

During the fiscal year ending June 30, 1948, the sum of \$1,729,000.00 was paid to retire highway and highway and bridge bonds, and the sum of \$386,705.50 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, 1948, amounted to \$9,880,500.00.

BONDED DEBT AND INTEREST REQUIREMENTS
June 30, 1948

Fiscal Year Ending June 30	Bond Maturities	Interest	Total
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
	\$9,880,500	\$1,476,029	\$11,356,529

MOTOR TRANSPORT STATE HIGHWAY GARAGE

The cash balance in the motor transport fund on June 30, 1947, was \$60,985.07.

Income from equipment rental amounted to \$1,091,316.59; the sum of \$3,217.84 was received from the sale of capital assets; and miscellaneous income amounted to \$373.35, making a total of \$1,094,907.78 from operating revenue. In addition a temporary transfer of \$50,000.00 was made from the general highway fund, and a profit from the Departmental Garage of \$472.27. the grand total was \$1,206,365.12.

Operating expenses including depreciation of \$162,071.11 amounted to \$935,461.44; increases in assets amounted to \$226,832.39; decreases in liabilities amounted to \$15,196.74; making a total of \$1,177,490.57.

The cash balance on June 30, 1948, was \$28,874.55.

SUMMARY OF EXPENDITURES

(INCLUDES STATE, FEDERAL 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	\$ 227,105.15
State Highway Construction - Federal-aid Highways	2,591,994.89
State Highway Construction - Non Federal-aid	13,488.81
Federal Defense Access Roads	80.36
Post War Surveys	16,921.37
State Aid Road Construction and Reconstruction	2,142,462.39
Reconstruction of Third Class Roads	124,264.98
Town Road Improvement	517,746.09
Special Legislative Resolves	151,770.31
Federal-aid Secondary Highway Construction	1,435,826.48
Maintenance of Improved State and State Aid Highways	5,558,862.28
Maintenance-Betterments	850,403.48
Maintenance - Special Surface Treatment	21,800.24
Snow Removal	2,910,055.15
Bridge Construction	1,178,030.78
Elimination of Hazards at Railroad Grade Crossings	133,980.56
Bridge Maintenance	455,620.59
Waldo-Hancock Bridge - Operating and Maintenance	22,360.08
Deer Isle-Sedgwick Bridge - Operating and Maintenance	26,668.77
Maine-Kennebec Bridge (Richmond-Dresden) - Operating and Maintenance	17,053.66
Highway Planning	92,496.78
Workmen's Compensation - Injuries	52,635.41
Sub-Total	<u>\$18,541,628.61</u>

BONDS - INTEREST AND RETIREMENT

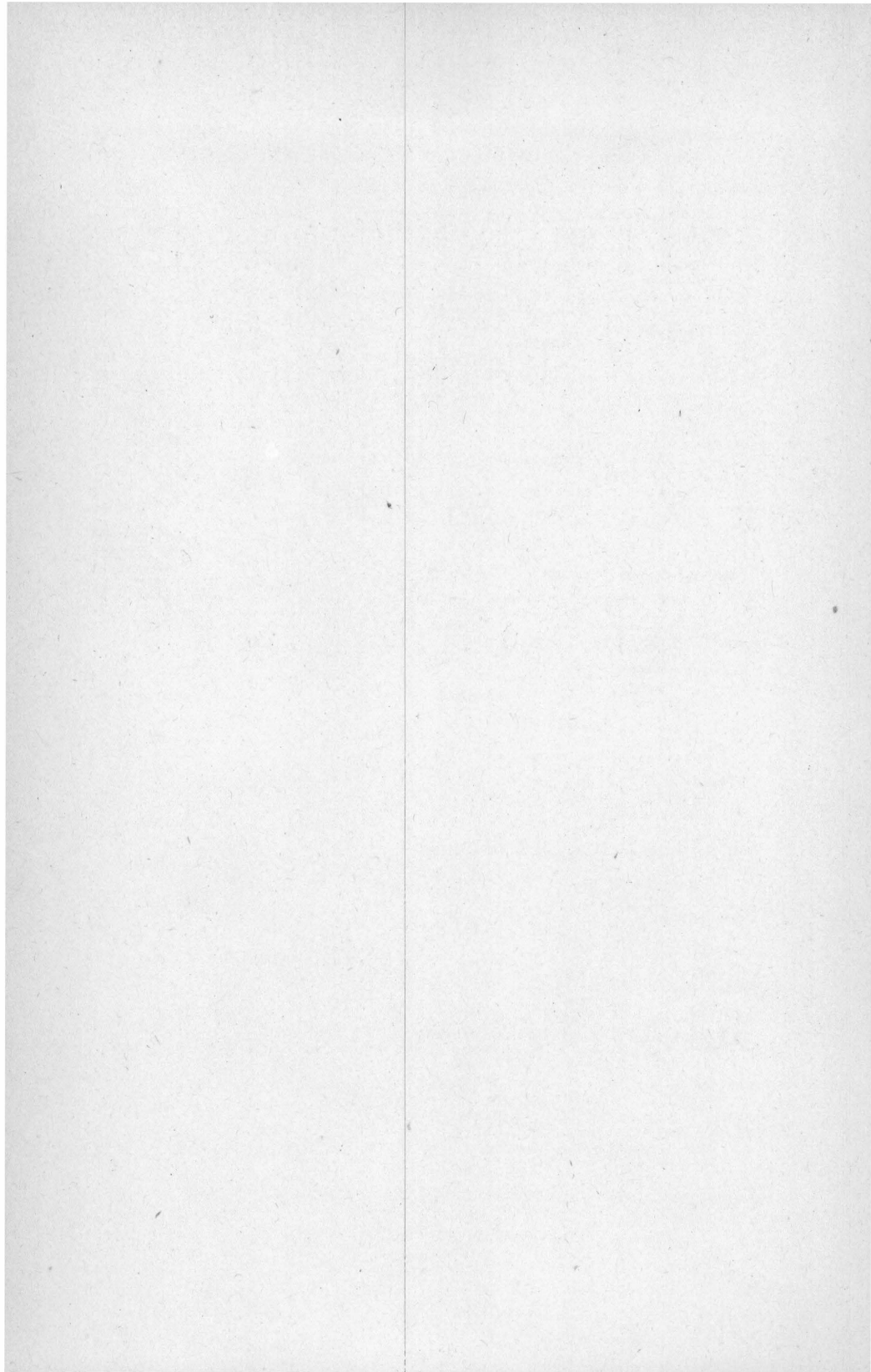
Waldo-Hancock Bridge	
Interest	\$ 3,780.00
Retirement	30,000.00
Deer Isle-Sedgwick Bridge	
Interest	16,760.00
Retirement	14,000.00
Hancock-Sullivan Bridge	
Paid to Hancock County	
Interest	352.00
Retirement	5,600.00
Highway and Highway and Bridge Bonds	
Interest	386,705.50
Retirement	1,729,000.00
Sub-Total	<u>\$ 2,186,197.50</u>
Grand Total	<u>\$20,727,826.11</u>

MISCELLANEOUS EXPENDITURES

Reimbursements to Towns on Account of Work Previously Completed and Reported	
Reconstruction of Third Class Roads	\$ 1,358.34
Special Resolves	694.95
	<u>\$ 2,053.29</u>
Bridge Construction	
Refunds and Transfers to Other Funds	\$ 995.73

CARLTON (KENNEBEC) BRIDGE SINKING FUND

Interest	\$ 35,122.50
Bonds Called in Advance of Maturity, Paid	<u>\$227,000.00</u>
	<u>\$262,122.50</u>



STATISTICAL
TABLES

and

STATEMENTS

July 1, 1947-June 30, 1948

STATE HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION
WORK COMPLETED JUNE 30, 1948

County	Highway	Town	Type	Length Miles
Androscoggin	E	Auburn	Bituminous Concrete	0.88
	E	Lewiston	Bituminous Concrete	3.72
Aroostook	K	Houlton	Bituminous Concrete	0.46
	K-7	Houlton	Bituminous Concrete	0.11
	K-6	Fort Fairfield	Bituminous Concrete	0.55
Franklin	F	Sandy River Plt.	Bituminous Gravel	3.03
	F	Rangeley Plt.	Bituminous Gravel	0.27
Hancock	M	Southwest Harbor	Gravel	0.24
Oxford	S	Paris	Bituminous Concrete	1.59
Penobscot	I	Bangor	Bituminous Concrete	1.42
	J	Garland	Bituminous Macadam	1.21
	J	Dexter	Bituminous Macadam	1.84
	K	Bangor	Bituminous Concrete	1.39
	K	Enfield	Bituminous Gravel	7.66
	K	Lincoln	Bituminous Gravel	4.46
	K	Mattawamkeag	Bituminous Gravel	2.08
Piscataquis	M	Brewer	Bituminous Concrete	1.13
	J	Dover-Foxcroft	Bituminous Macadam	3.93
Sagadahoc	C-1	Bath	Bituminous Gravel	0.64
Washington	N	Machias	Bituminous Gravel	1.24
	N	East Machias	Bituminous Gravel	1.69
York	25-113	Cornish	Gravel	0.27
				39.78

SUMMARY

Gravel	0.51 Miles
Bituminous Concrete	11.22 "
Bituminous Macadam	6.98 "
Bituminous Gravel	21.07 "
	39.78 "

STATE HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION
WORK UNDER CONSTRUCTION BUT NOT COMPLETED
JUNE 30, 1948

County	Highway	Town	Type	Percent Complete	Total length Miles
Aroostook	K	Monticello	Bit. Macadam	5	4.18
	K	Bridgewater	Bit. Macadam	97	5.57
Cumberland	C	Falmouth	Bit. Concrete	61	1.08
	C-3	Falmouth	Bit. Concrete	38	2.84
	C-3	Cumberland	Bit. Concrete	38	2.63
	C-3	Yarmouth	Bit. Concrete	38	2.46
Franklin	F	Farmington	Bit. Macadam	90	1.59
Hancock	Y	Bucksport	Bit. Macadam	70	2.61
Kennebec	E	Monmouth	Bit. Gravel	86	4.92
	E	Winthrop	Bit. Gravel	86	1.69
Knox	D	Kockport	Bit. Macadam	92	1.58
	D	Camden	Bit. Macadam	92	0.73
Penobscot	L	Hampden	Bit. Concrete	33	0.28
Somerset	H	Fairfield	Bit. Concrete	4	0.32
	V	Norridgewock	Bit. Macadam	10	3.63
Washington	N	Princeton	Bit. Gravel	2	3.30
	N	Baileyville	Bit. Gravel	2	0.02
					39.43

SUMMARY

Bituminous Concrete	9.61 Miles
Bituminous Macadam	19.89 "
Bituminous Gravel	9.93 "
	39.43 Miles

MILEAGE PREVIOUSLY REPORTED

REPLACED BY CONSTRUCTION

JUNE 30, 1948

STATE HIGHWAY REPLACEMENT TABLE

County	Highway	Town	Original Work		Replacement Type	Length Replaced
			Type	Date		
Androscoggin	E	Lewiston	Bit. Mac.	1924	Bit. Concrete	0.89
Aroostook	K-6	Fort Fairfield	Bit. Mac.	1931	Bit. Concrete	0.13
Franklin	F	Sandy River Plt.	Gravel	1915-17	Bit. Gravel	0.35
Penobscot	J	Garland	Gravel	1937	Bit. Macadam	1.22
	J	Dexter	Gravel	1916-18	Bit. Macadam	1.84
	K	Enfield	Gravel	1920-21	Bit. Gravel	7.73
	K	Lincoln	Gravel	1918	Bit. Gravel	4.62
	J	Mattawamkeag	Gravel	1918-19-24	Bit. Gravel	2.05
	M	Brewer	Concrete	1933	Bit. Concrete	1.13
Piscataquis	J	Dover-Foxcroft	Gravel	1920	Bit. Macadam	3.94
Washington	N	East Machias	Gravel	1931	Bit. Gravel	0.30
						24.20

SUMMARY

Concrete	1.13 Miles
Bit. Macadam	1.02 "
Gravel	22.05 "
	<u>24.20 Miles</u>

MILEAGE PREVIOUSLY REPORTED REPLACED

BY STATE HIGHWAY CONSTRUCTION

JUNE 30, 1948

STATE AID REPLACEMENT TABLE

County	Highway	Town	Original Type	Replacement Type	Length Replaced
Androscoggin	E	Auburn	Granite Block	Bit. Concrete	0.72
	E	Lewiston	Concrete	Bit. Concrete	0.61
	E	Lewiston	Bit. Macadam	Bit. Concrete	0.68
Aroostook	K	Houlton	Bit. Macadam	Bit. Concrete	0.18
	K-7	Houlton	Bit. Macadam	Bit. Concrete	0.16
	K-6	Fort Fairfield	Concrete	Bit. Concrete	0.34
Franklin	F	Sandy River Plt.	Gravel	Bit. Gravel	2.68
Hancock	M	Southwest Harbor	Gravel	Gravel	0.24
Oxford	S	Paris	Concrete	Bit. Concrete	1.57
Penobscot	I	Bangor	Concrete	Bit. Concrete	1.42
	K	Bangor	Concrete	Bit. Concrete	1.08
	K	Bangor	Bit. Concrete	Bit. Concrete	0.18
Sagadahoc	C-1	Bath	Gravel	Bit. Gravel	0.28
Washington	N	Machias	Gravel	Bit. Gravel	1.22
	N	East Machias	Gravel	Bit. Gravel	1.49
York	25-113	Cornish	Gravel	Gravel	0.27
					13.12

SUMMARY

Granite Block	0.72 Miles
Bit. Concrete	0.18 "
Concrete	5.02 "
Bit. Macadam	1.02 "
Gravel	6.18 "
	<u>13.12 Miles</u>

MILEAGE PREVIOUSLY REPORTED

REPLACED BY BETTERMENTS

JUNE 30, 1948

County	Highway	Town	Original Work		Betterment Type	Miles
			Type	Date		
Androscoggin	E	Auburn	Concrete	1934	Bit. Conc.	0.30
Hancock	M	Dedham	Concrete	1926-8	Bit. Mac.	2.50
Kennebec	H	Winslow	Concrete	1929	Bit. Conc.	0.15
	I	Clinton	Concrete	1932	Bit. Conc.	1.20
Oxford	B	Fryeburg	Gravel	1912-13	Bit. Mac.	1.00
Penobscot	I	Carmel	Concrete	1932	Bit. Mac.	2.50
Sagadahoc	C-1	Bath	Gravel	1938	Bit. Mac.	0.27
	C-1	West Bath	Gravel	1938	Bit. Mac.	2.04
	Q	Topsham	Concrete	1932-38	Bit. Mac.	1.20
Somerset	I	Pittsfield	Concrete	1933	Bit. Conc.	2.10
Waldo	I	Burnham	Concrete	1933	Bit. Conc.	2.47
Total -						19.23

Bituminous Concrete 6.22 miles
 Bituminous Macadam 13.01 miles
 Total 19.23 miles

STATE HIGHWAY MILEAGE SUMMARY

1914 TO JUNE 30, 1948, INCLUSIVE

WITH CORRECTIONS DUE TO RECONSTRUCTION

AND BETTERMENTS - 1925 TO JUNE 30, 1948

Type	Original Construction	Reconstruction and Betterments		Net Mileage
		Add	Deduct	
Gravel	1,203.84	109.98	352.54	961.28
Bituminous Gravel	36.93	64.03		100.96
Macadam	2.10		2.10	
Sand-Clay	6.75		6.75	
Gravel & Macadam	6.68		6.68	
Bituminous Macadam	345.05	163.72	91.24	417.53
Bituminous Concrete	19.80	76.08		95.88
Concrete	132.81	141.33	74.71	199.43
	1,753.96	555.14	534.02	1,775.08

STATE HIGHWAYS
IMPROVED MILEAGE BY COUNTIES
STATE HIGHWAY CONSTRUCTION,
RECONSTRUCTION AND BETTERMENTS
1914 TO JUNE 30, 1948

	Original	Reconstruction and Betterments		Net
County	Construction	Add	Deduct	Mileage
Androscoggin	91.36	34.84	36.18	90.02
Aroostook	202.17	49.64	51.11	200.70
Cumberland	148.17	76.30	78.50	145.97
Franklin	80.33	15.44	16.35	79.42
Hancock	90.25	39.36	36.85	92.76
Kennebec	132.70	45.86	45.19	133.37
Knox	43.54	21.66	13.28	51.92
Lincoln	71.00	29.63	29.59	71.04
Oxford	105.45	19.91	20.04	105.32
Penobscot	175.13	78.92	74.53	179.52
Piscataquis	74.84	17.46	17.49	74.81
Sagadahoc	48.16	28.89	30.45	46.60
Somerset	156.15	27.65	29.26	154.54
Waldo	80.45	20.35	21.17	79.63
Washington	121.18	13.46	15.57	119.07
York	133.08	35.77	18.46	150.39
	1,753.96	555.14	534.02	1,775.08

MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY
ON THE STATE HIGHWAY SYSTEM
JUNE 30, 1948

County	State Highway	Miles	Total by Counties
Aroostook	K-5	2.85	14.25
	K-16	5.62	
	K-19	0.95	
	K-20	4.83	
Cumberland	C-3	8.00	8.00
Hancock	Y	4.51	4.64
	M-N	0.13	
Kennebec	H-2	0.17	0.94
	Q	0.77	
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	3.83
	A-3	0.08	
Total by Counties			52.60

DESIGNATED STATE HIGHWAY SYSTEM

MILEAGE BY COUNTIES

JUNE 30, 1948

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	156.91	623.16	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	108.56	90.80	5.03	204.39	
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	171.39	54.72	27.51	253.62	
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	33.41	270.68	
	1,615.46	1,015.00	429.06	3,059.52	7.94
F. A. not on S. H. System	7.94				
	1,623.40				

PROJECT EXPENDITURES

Construction and Reconstruction of State Highways
Highway Loan Fund - Fiscal Year - Ending June 30, 1948

Federal Aid Project No.	Class of Highways	Towns	Surveys	Plans & Computations	Construction Engineering & Inspection	Advertising	Right of Way and Property Damage	Sub-Total	Labor & Materials	Totals	Federal-Aid Credits & Misc.
ANDROSCOGGIN COUNTY											
U386-(4) F386-(5)	E 121-11	Auburn Auburn-Lewiston Lewiston Mechanic Falls			\$ 1,199.32 1,511.10		\$ 2.00 4,996.55 1.60 20.44	\$ 1,201.32 6,507.65 1.60 20.44	\$ 37,588.59 21,115.41	\$ 38,789.91 27,623.06 1.60 20.44	\$ 39,587.10 25,422.52
Total for Androscoggin County					\$ 2,710.42		\$ 5,020.59	\$ 7,731.01	\$ 58,704.00	\$ 66,435.01	\$ 65,009.62
AROOSTOOK COUNTY											
SNF298-F(1)	E K K	Blaine Bridgewater Bridgewater		\$ 1,482.07 540.64	\$ 5,368.90		\$ 404.22	\$ 1,482.07 540.64 5,773.12	\$ 110,508.75	\$ 1,482.07 540.64 116,281.87	\$ 72,411.25
F833	K K K-6	Bridgewater Caribou Fort Fairfield		46.20 39.52		126.54	172.74 39.52	3,933.30	172.74 3,933.30 39.52	(21.81)	
F125-(3)	E-6 K E-7	Fort Fairfield Frenchville Houlton	\$ 13.44		2,493.26	\$ 26.93	9.84	2,520.19 9.84 13.44	59,353.07	61,873.26 9.84 13.44	30,893.21
F145-(10) F24-(2)	K K-7 K	Houlton Houlton Houlton	26.88	66.40	779.40 3,880.71	3.66 3.66		93.28 783.06 3,884.37	16,649.67 71,325.97	17,432.73 75,210.34	6,552.00 28,220.00
F298-(8)	K K	Mars Hill Monticello- Bridgewater	4.60 51.55	166.24 7.70	6,055.93	3.24		170.84 6,118.42	68,422.42	170.84 74,540.84	10,237.00
Total for Aroostook County			\$ 96.47	\$ 2,348.77	\$ 18,578.20	\$ 37.49	\$ 540.60	\$ 21,601.53	\$330,193.18	\$351,794.71	\$148,291.65
CUMBERLAND COUNTY											
SN377-A(2)	C-3 C-3	Cumberland Cumb. Falmouth & Yarmouth	\$ 18.04			\$125.82		\$ 18.04 125.82		\$ 18.04 125.82	\$ 9,711.20
SN-121-A-(2)	C C-3 C	Falmouth Falmouth Falmouth	.85 (71.69)	\$ 286.05 26.88	\$ 366.26	(125.82)		286.90 195.63		286.90 195.63	32.79
FI-121-(13) FI-377-(4)	C C-3	Falmouth Falmouth- Yarmouth	9.70	233.92 1,172.15	3,139.59 11,470.29	5.11 115.32	\$ 6,559.77 10,457.27	9,938.39 23,224.73	\$ 67,580.49 217,661.90	77,518.88 240,886.63	20,920.00 96,969.00
FI-377-4 FI-377-3	A C C-3 C-3	Portland Portland Yarmouth Yarmouth	458.16 347.05 1.33 25.85	86.28 40.32	8,370.98	45.59	(59.20) (48.97)	458.16 347.05 8,444.98 17.20	213,259.18	458.16 347.05 221,704.16 17.20	68,970.00
Total for Cumberland County			\$ 789.29	\$ 1,845.60	\$ 23,347.12	\$166.02	\$16,908.87	\$ 43,056.90	\$498,501.57	\$541,558.47	\$196,602.99

FRANKLIN COUNTY											
F-19-(4)	F	Farmington		\$ 47.36	\$ 2,346.01	\$ 5.11	\$ 1,474.25	\$ 3,872.73	\$ 58,905.43	\$ 62,778.16	
F96-(4)	F	Farmington		11.85	1,125.45	5.12	317.69	1,460.11	13,775.68	15,235.79	
	F	Farmington		49.60				49.60		49.60	
F-146-(7)	F	Jay					1.00	1.00		1.00	
	D	New Sharon		171.52				171.52		171.52	
	F	Sandy River			2,523.32		25.54	25.54		25.54	
	F	Sandy River					623.84	3,147.16	53,627.79	56,774.95	\$ 28,439.50
Total for Franklin County				\$ 280.33	\$ 5,994.78	\$ 10.23	\$ 2,442.32	\$ 8,727.66	\$ 126,308.90	\$ 135,036.56	\$ 28,439.50
HANCOCK COUNTY											
F91-(12)	Y	Lucksport	\$ 37.99	\$ 7.70	\$ 5,535.06	\$ 3.24	\$ 1,372.91	\$ 6,956.90	\$ 106,854.85	\$ 112,811.75	\$ 35,820.00
	9-N	Hancock	744.80	924.15				1,668.95		1,668.95	
	M	Mount Desert	797.78	1,020.40	3.00			1,821.18		1,821.18	
Total for Hancock County			\$1,580.57	\$ 1,952.25	\$ 5,538.06	\$ 3.24	\$ 1,372.91	\$ 10,447.03	\$ 106,854.85	\$ 116,301.88	\$ 35,820.00
KENNEBEC COUNTY											
FIUI-389-(2)	Q	Augusta		\$ 195.00	\$ 7,402.32	\$ 333.29	\$ 76,989.41	\$ 84,920.02	\$ 11,090.20	\$ 96,010.22	
AE389-(1)	Q	Augusta-Gardiner	\$3,241.73	13,311.06	134.40		17.76	16,704.95		16,704.95	\$ 4,200.00
	Q	Gardiner	8.51					8.51		8.51	
F386-(3)	E	Monmouth-			8,233.98		333.05	8,567.03	147,703.21	156,270.24	68,347.00
	G	Winthrop									
		Sidney					8.22	8.22		8.22	
AE142-(C1)	H	Vassalboro-	7.25					7.25		7.25	600.00
	H-2	Winslow									
Total for Kennebec County			\$3,257.49	\$13,506.06	\$ 15,770.70	\$ 333.29	\$ 77,348.44	\$ 110,215.98	\$ 158,793.41	\$ 269,009.39	\$ 73,147.00
KNOX COUNTY											
F104-(11)	D	Camden	\$ 26.88					\$ 26.88		\$ 26.88	
	D	Rockland	68.16	\$ 314.84	\$ 46.20			429.20		429.20	
	D	Rockport			6.00			6.00		6.00	
	D	Rockport-Camden			8,583.02	\$ 10.22	\$ 14,844.87	\$ 23,438.11	\$ 188,259.84	\$ 211,697.95	\$ 23,473.00
Total for Knox County			\$ 95.04	\$ 314.84	\$ 8,635.22	\$ 10.22	\$ 14,844.87	\$ 23,900.19	\$ 188,259.84	\$ 212,160.03	\$ 23,473.00
LINCOLN COUNTY											
	D	Wiscasset		\$ 556.48			\$ 24.66	\$ 581.14		\$ 581.14	
Total for Lincoln County				\$ 556.48			\$ 24.66	\$ 581.14		\$ 581.14	

OXFORD COUNTY											
FG149-(2) F93-(10)	O S S O S	Bethel Paris Paris Rumford Woodstock	\$ 22.08	\$ 7.70	\$ 9,273.29	\$ 3.23	\$ 7.72	\$ 7.72 9,284.22 22.08	\$160,402.85	\$ 7.72 169,687.07 22.08	\$ 77,502.00
			5.67	107.65				107.65 5.67		107.65 5.67	
Total for Oxford County			\$ 27.75	\$ 115.35	\$ 9,273.29	\$ 3.23	\$ 7.72	\$ 9,427.34	\$160,402.85	\$169,830.19	\$ 77,476.00
PENOBSCOT COUNTY											
U110-(11) U103-(13)	I I & K M	Bangor Bangor Brewer			\$ 1.08 1,836.30 3,404.06			\$ 1.08 1,836.30 3,404.06	\$ 58,975.05 56,870.70	\$ 1.08 60,811.35 60,274.76	\$ 23,885.70 39,641.86
F103-(13)	M M K	Brewer Brewer Enfield-Lincoln			1,882.09 28.94 4,056.68			1,882.09 28.94 4,352.53	43,376.16 28.94 27,632.59	45,258.25 28.94 31,985.12	23,825.75 (8.18)
SN-4-(2)			\$ 75.20				\$ 220.65				
F134-(7) F84-(16)	J L L	Garland-Dexter Hampden Hampden	\$ 339.53	23.36 372.95	1,492.28 753.15 1.15	\$ 20.22	77.33 21,556.38 60.24	1,569.61 22,353.11 773.87	11,518.98 10,165.64	13,088.59 32,518.75 773.87	8,668.85 225.00
FGI103-(14) FI297-(5) FGI297-(6)	R.K. Signal K R.R. Signal	Holden Mattawamkeag Mattawamkeag Milford			78.56 2,594.73 172.50			78.56 2,594.73 172.50	3,394.18 22,985.23	3,472.74 25,579.96 172.50 2.64	4,666.00
Total for Penobscot County			\$ 339.53	\$ 471.51	\$ 16,301.52	\$ 20.22	\$21,917.24	\$ 39,050.02	\$234,918.53	\$273,968.55	\$100,904.98
PISCATAQUIS COUNTY											
F111-(8) F134-(8)	J J	Dover-Foxcroft Dover-Foxcroft- Garland			\$ 871.52 1,137.33		\$ 309.26	\$ 1,180.78 1,137.33	\$ 15,692.09 19,935.18	\$ 16,872.87 21,072.51	\$ 8,725.95 17,213.42
Total for Piscataquis County					\$ 2,008.85		\$ 309.26	\$ 2,318.11	\$ 35,627.27	\$ 37,945.38	\$ 25,939.37
SAGADAHOC COUNTY											
SN116-(9) FGI116-(10)	C-1 C-1 Q	Bath Bath Richmond	\$ 8.51	\$ 172.64 77.44	\$ 15,678.23 32.88		\$15,549.99	\$ 31,400.86 110.32 8.51	\$322,509.62	\$353,910.48 110.32 8.51	\$193,595.00
Total for Sagadahoc County			\$ 8.51	\$ 250.08	\$ 15,711.11		\$15,549.99	\$ 31,519.69	\$322,509.62	\$354,029.31	\$193,595.00

SOMERSET COUNTY										
U150-(13)	H	Fairfield	\$ 12.50	\$ 125.12	\$ 204.70	\$ 9.11		\$ 137.62		\$ 137.62
SN(PE)-378-A(1)	H	Fairfield Jackman	28.09	8.22 1,025.83				222.03 1,053.92		222.03 1,053.92
F131-(3)	V	Mercer	1.60	121.60	2,350.37	16.57	\$ 684.74	121.60	\$ 5,187.09	121.60
	V	Norridgewock		876.24				877.84		887.84
	V	Norridgewock						3,051.68		8,238.77
	I	Pittsfield					17.02	17.02		17.02
Total for Somerset County			\$ 42.19	\$ 2,157.01	\$ 2,555.07	\$ 25.68	\$ 701.76	\$ 5,481.71	\$ 5,187.09	\$ 10,668.80
WALDO COUNTY										
	R	Belfast	\$ 512.03					\$ 512.03		\$ 512.03
Total for Waldo County			\$ 512.03					\$ 512.03		\$ 512.03
WASHINGTON COUNTY										
FGI376-(4)	R. R. Signal	Machias			\$ 33.20		\$ 2,915.76	\$ 33.20	\$ 1,883.92	\$ 1,917.12
SN376-(3)	N	Machias-			5,287.44			8,203.20		43,527.90
F132-(6)	N	East Machias			1,205.73			1,328.69		1,328.69
	N	Princeton	\$ 50.16	\$ 845.24		\$ 9.12	113.84	895.40		895.40
Total for Washington County			\$ 50.16	\$ 845.24	\$ 6,526.37	\$ 9.12	\$ 3,029.60	\$ 10,460.49	\$ 37,208.62	\$ 47,669.11
YORK COUNTY										
F360-(4)	U	Alfred-Lyman	\$ 223.75	\$ 163.96	\$ 46.20		\$ 12.64	\$ 12.64		\$ 12.64
	U	Alfred		851.36				163.96		163.96
	U	Biddeford						1,121.31		1,121.31
F360-(1)	U	Biddeford	52.96	45.12	881.74	\$ 5.70	657.24	1,544.68		1,544.68
U360-(3)	U	Biddeford						5.70		5.70
	A	Kittery						98.08		98.08
AE390-(1)		Lebanon-Alfred-		130.03				130.03		130.03
		Gray-Windham								
	U	Lyman		345.50				345.50		345.50
	U	No. Kennebunkport		127.90			429.53	127.90		127.90
	A	York						429.53		429.53
		York						515.00		515.00
Total for York County			\$ 276.71	\$ 1,663.87	\$ 927.94	\$ 11.40	\$ 1,614.41	\$ 4,494.33		\$ 4,494.33

PROJECT EXPENDITURES
Construction and Reconstruction of State Highways

Non Federal Aid Roads

July 1, 1947 to June 30, 1948

Highway	Towns	Surveys	Plans & Computations	Construction Engineering & Inspection	Advertising	Right of Way & Property Damage	Sub-Total	Labor & Materials	Totals
CUMBERLAND COUNTY									
Pequaket Trail 113	Standish							\$ 223.34	\$ 223.34
Total for Cumberland County								\$ 223.34	\$ 223.34
FRANKLIN COUNTY									
4	Chain of Ponds							\$ 60.00	\$ 60.00
Total for Franklin County								\$ 60.00	\$ 60.00
HANCOCK COUNTY									
102	Southwest Harbor			\$8.20			\$ 8.20	\$ 3,370.42	\$ 3,378.62
102	Southwest Harbor							837.36	837.36
Total for Hancock County				\$8.20			\$ 8.20	\$ 4,207.78	\$ 4,215.98
PISCATAQUIS COUNTY									
	Brownville							\$ 1,453.82	\$ 1,453.82
	5 Range 9							1,453.83	1,453.83
	Greenville Jct.							19.80	19.80
Total for Piscataquis County								\$ 2,927.45	\$ 2,927.45
SOMERSET COUNTY									
16	Bingham							\$ 100.00	\$ 100.00
Total for Somerset County								\$ 100.00	\$ 100.00
YORK COUNTY									
25-113	Cornish					\$75.00	\$ 75.00	\$ 5,125.28	\$ 5,200.28
	Parsonfield							742.42	742.42
	Sanford		\$14.08			5.26	19.34	19.34	19.34
Total for York County			\$14.08			\$80.26	\$ 94.34	\$ 5,867.70	\$ 5,962.04
TOTAL FOR ALL COUNTIES			\$14.08	\$8.20		\$80.26	\$102.54	\$13,386.27	\$13,488.81

MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

MILEAGE AS OF JUNE 30, 1948

[illegible]

EXPENDITURES AND MILEAGE

CONSTRUCTION AND RECONSTRUCTION OF STATE AID ROADS

JULY 1, 1947 TO JUNE 30, 1948

Type of Work	Miles	Cost per Mile	Total Cost
Gravel - Construction	53.68	\$ 11,368.58	\$ 610,265.55
Surfacing - Work previously based	15.57	1,517.55	23,628.23
Work graded and based	19.92	10,189.64	202,977.56
Reconstruction - Gravel road	80.97	6,158.51	498,654.64
" Surface	10.74	2,050.37	22,020.95
" Grading and Base	3.77	10,833.95	40,844.01
" Bit. Concrete	5.97	53,449.07	319,090.94
Tar Surface treatment	214.13	1,436.97	307,698.45
Uncompleted work	--	--	54,601.23
Cost - Labor, Materials, Equipment			\$2,079,781.56
Engineering and Supervision			62,680.83
Total Cost			\$2,142,462.39

COUNTY TABLE

MILEAGE AND COST OF STATE AID ROAD CONSTRUCTION AND RECONSTRUCTION

JULY 1, 1947 TO JUNE 30, 1948.

County	Miles Con- structed Gravel	Miles Surfaced Prev. Based	Miles Graded and Based	Miles Tar Surface Treatment	Reconstruction				Total Cost
					Miles Gravel	Miles Sur- faced	Miles Grading & Base	Miles Bit. Conc.	
Andros.	0.83	1.53	0.52	8.93	4.16	0.58	--	1.08	117,066.44
Aroo.	6.79	1.49	1.02	14.69	5.00	1.06	0.92	--	215,301.21
Cum.	4.37	2.36	0.63	12.68	3.35	--	--	2.56	278,017.88
Frank.	0.91	0.65	0.72	6.35	3.97	1.10	0.28	--	72,654.92
Hanc.	2.88	0.11	0.49	16.49	9.05	0.65	--	--	104,588.00
Kenn.	2.44	2.19	1.98	12.48	6.01	1.20	0.97	0.88	190,026.36
Knox	3.14	0.14	2.14	9.37	1.23	--	--	--	86,962.68
Lincoln	2.61	0.51	1.35	14.50	4.01	--	0.17	--	79,285.21
Oxford	5.50	0.50	0.64	7.90	3.93	--	--	--	111,379.00
Penob.	2.50	2.06	2.59	31.52	11.58	4.36	0.71	1.28	229,123.67
Pisc.	1.04	0.88	1.10	4.23	2.68	0.68	0.36	--	66,893.27
Sagad.	0.42	1.20	0.35	8.13	2.52	--	--	--	46,960.96
Somer.	3.98	0.19	1.60	6.70	6.79	0.92	0.11	--	84,223.28
Waldo	7.01	1.25	1.59	11.56	3.78	--	--	--	108,911.29
Wash.	1.70	--	1.74	34.07	10.77	0.19	0.25	--	143,528.71
York	7.56	0.51	1.46	14.53	2.14	--	--	0.17	144,858.68
Totals	53.68	15.57	19.92	214.13	80.97	10.74	3.77	5.97	\$2,079,781.56

RECONSTRUCTION OF THIRD CLASS HIGHWAYS

SUMMARY

JULY 1, 1947, TO JUNE 30, 1948

Type of road	Length Miles	Total cost of Labor and Materials	Cost per Mile
Gravel reconstruction	65.01	\$ 77,219.72	\$1,187.81
Tar Surface Treatment	38.73	47,045.26	1,214.72
Totals	103.74	\$124,264.98	
Cost of Labor and Materials			
Paid by State		\$90,379.86	
Paid by Town		33,885.12	
		<u>\$124,264.98</u>	

COUNTY TABLE

RECONSTRUCTION OF THIRD CLASS HIGHWAYS

EXPENDITURES & MILEAGE

JULY 1, 1947 TO JUNE 30, 1948

(Not including supervision)

County	Miles		Paid by State	Paid by Town	Total
	Gravel Reconstruction	Tar Surface Treatment			
Androscoggin	.426	3.82	\$ 4,670.61	\$ 1,433.32	\$ 6,103.93
Aroostook	35.117	9.58	13,630.78	8,321.95	21,952.73
Cumberland	.369	.37	750.00	1,587.44	2,337.44
Franklin	1.758	.65	6,428.38	571.82	7,000.20
Hancock	1.091	--	653.24	558.48	1,211.72
Kennebec	7.517	2.00	11,020.92	4,176.65	15,197.57
Knox	.983	.90	3,745.17	723.64	4,468.81
Lincoln	1.127	2.65	3,193.97	1,694.60	4,888.57
Oxford	.921	4.70	6,324.50	5,558.03	11,882.53
Penobscot	5.294	2.75	6,751.73	2,600.02	9,351.75
Piscataquis	--	1.14	309.05	512.89	821.94
Sagadahoc	1.146	1.15	11,695.97	38.08	11,734.05
Somerset	1.610	1.57	1,856.80	877.70	2,734.50
Waldo	7.221	3.15	9,968.78	2,738.13	12,706.91
Washington	.199	3.98	3,828.26	1,104.50	4,932.76
York	.350	.32	5,551.70	1,387.87	6,939.57
	65.129	38.73	\$90,379.86	\$33,885.12	\$124,264.98

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

CONSTRUCTION AND REPAIRS

(Expenditures from July 1, 1947 to June 30, 1948.)

	Cost of Supervision and Engineering	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State
Repairs	\$365.63	\$ 95,101.64	\$ 95,467.27	\$14,282.26	\$ 81,185.01
Road Construction (gravel)	141.39	45,061.23	45,202.62	7,793.06	37,409.56
Tar Surface Treatment		3,207.73	3,207.73	972.07	2,235.66
Marsh River Dam	161.34	4,657.82	4,819.16	999.18	3,819.98
	\$668.36	\$148,028.42	\$148,696.78	\$24,046.57	\$124,650.21
Special Resolves transferred to State Aid					76,202.74
" " " " State Aid Reconstruction					1,440.94
" " " " Bridge Division					5,679.53
" " " " Third Class Reconstruction					5,729.40
Reimbursements for work done prior to 1947					694.95
					<u>\$214,397.77</u>
Rumford-Mexico Bridge--Paint a/c (Bridge-9090)					151.20
Patten (Memo from Bridge)(20012)					800.00
Windham (Memo from Bridge) (20012)					1,000.00
Hancock-Sullivan Bridge District - Bond Retirement			Paid to Hancock County		5,700.00
" " " " - Interest			" " " "		252.00
Washington County					1,094.53
Roby Littlefield					200.00
Fox & Ginn, Inc.					394.00
Maine Distributors					60.00
W.E. & E.E. Andrews					1,200.00
Lamont & Nellie Bean					125.00
					<u>\$225,374.50</u>
Lapsed Balances					42.77
Total Paid from State Funds					<u>\$225,417.27</u>

COUNTY TABLE
MILEAGE AND EXPENDITURES
SPECIAL LEGISLATIVE RESOLVES
JULY 1, 1947 TO JUNE 30, 1948

	ROAD CONSTRUCTION		REPAIRS		TAR SURFACE TREATMENT				
County	Length in Miles	Cost	Length in Miles	Cost	Length in Miles	Cost	Total Cost	Paid by Town	Paid by State
Androscoggin	.27	\$ 2,163.74	2.00	\$ 5,683.96	--	--	\$ 7,847.70	\$ 1,253.59	\$ 6,594.11
Aroostook	.26	2,470.26	8.03	12,161.52	.88	\$1,514.87	16,146.65	3,877.07	12,269.58
Cumberland	1.40	10,208.50	1.57	2,735.42	.28	340.70	13,284.62	3,514.07	9,770.55
Franklin	.25	1,688.12	2.10	2,944.83	--	--	4,632.95	163.98	4,468.97
Hancock	.05	885.40	1.50	7,217.56	--	--	8,102.96	1,400.12	6,702.84
Kennebec	--	--	8.31	9,867.07	--	--	9,867.07	1,829.59	8,037.48
Knox	--	--	.62	3,371.73	--	--	3,371.73	351.28	3,020.45
Lincoln	.07	587.51	1.38	4,303.23	--	--	4,890.74	724.28	4,166.46
Oxford	1.12	6,753.71	1.00	6,958.47	--	--	13,712.18	253.97	13,458.21
Penobscot	.20	2,208.64	7.98	8,082.56	.85	1,197.74	11,488.94	1,448.16	10,040.78
Piscataquis	.25	2,089.50	2.40	3,880.64	--	--	5,970.14	1,083.96	4,886.18
Sagadahoc	--	--	--	1,081.89	--	--	1,081.89	79.05	1,002.84
Somerset	.39	3,757.39	11.39	7,989.75	--	--	11,747.14	2,018.07	9,729.07
Waldo	.19	746.80	4.65	10,737.48	--	--	11,484.28	1,849.76	9,634.52
Marsh River Dam (Waldo County)							4,819.16	999.18	3,819.98
Washington	.20	2,274.60	5.95	4,554.11	--	--	6,828.71	248.96	6,579.75
York	.71	9,368.45	1.77	3,897.05	.17	154.42	13,419.92	2,951.48	10,468.44
	5.36	\$45,202.62	60.65	\$95,467.27	2.18	\$3,207.73	\$148,696.78	\$24,046.57	\$124,650.21

COUNTY TABLE SHOWING EXPENDITURES

FROM

THE TOWN ROAD IMPROVEMENT FUND

JULY 1, 1947 TO JUNE 30, 1948

	Paid by State	Paid by Town	Total Cost
Androscoggin	\$ 23,109.86	\$ 2,682.37	\$ 25,792.23
Aroostook	57,510.17	11,001.12	68,511.29
Cumberland	32,787.24	4,074.70	36,861.94
Franklin	21,548.52	3,125.35	24,673.87
Hancock	19,791.43	1,351.68	21,143.11
Kennebec	29,838.29	3,383.28	33,221.57
Knox	15,339.71	1,433.67	16,773.38
Lincoln	18,690.73	1,985.14	20,675.87
Oxford	41,203.56	3,871.91	45,075.47
Penobscot	41,708.20	4,884.42	46,592.62
Piscataquis	15,853.39	2,023.44	17,876.83
Sagadahoc	9,061.66	1,096.23	10,157.89
Somerset	29,218.55	5,533.93	34,752.48
Waldo	37,414.26	5,084.98	42,499.24
Washington	18,226.98	1,653.56	19,880.54
York	45,057.44	3,602.93	48,660.37
	\$ 456,359.99	\$ 56,788.71	\$513,148.70
Above amounts do not include Supervision Costs of \$4,597.39			

Federal Aid Secondary Highways

Expenditures - July 1, 1947 to June 30, 1948 (Fiscal Year 1948).

F.A.S. Project No.	County	Location	Class of Highway	Route	Expenditures for 1948	Total Expenditures to June 30, 1948	Per Cent Complete	Length of Project in Miles	Contractor
S-25(3)	Androscoggin	Durham	State Aid	136	\$ 2,193.81	\$ 28,360.01	100	0.81	P. E. Susi & Co., Pittsfield, Maine
S-25(4)	Androscoggin	Durham	State Aid	136	1,539.25	20,735.37	100	0.21	P. E. Susi & Co., Pittsfield, Maine
S-153(3)	Androscoggin	Turner	State Aid	219	58,897.86	60,137.18	100	1.47	H. E. Sargent, Stillwater, Maine
S-81(1)	Aroostook	Caribou	S.H. "K-14"	161	64,179.79	64,865.72	100	0.22	The Bridge Constrn. Corp., Augusta, Maine
S-308(2)	Aroostook	T17-R5 & New Canada	S.H. "K-14"	161	90,287.09	173,512.64	100	5.43	Thomas DiCenzo, Calais, Maine
S-174(4)	Aroostook	Caribou-Fort Fairfield	S.H. "K-3"	U.S. 1 alt.	219.45	459.83			Survey by State (Bridge)
S-73(1)	Aroostook	Presque Isle-Washburn	S.H. "K-12"	164	24,020.34	24,020.34	20	4.32	The Bridge Constrn. Corp., Augusta, Maine
S-107(5)	Aroostook	Silver Ridge-Sherman	S.H. "K"	U.S. 2	2,285.58	30,248.01	100	1.20	Force Account by State
S-23(3)	Cumberland	Gray-Windham	State Aid	S. 202	50,487.19	241,413.97	100	3.52	The Bridge Constrn. Corp., Augusta, Maine
S-26(2)	Cumberland	Standish	S.H. Pequaket Trail	113	51,548.64	51,623.04	90	2.92	J. R. Cianchette, Pittsfield, Maine
S.G.-22(3)	Cumberland	Standish-Sebago Lake	State Aid	35	21.36	1,456.39			Overhead Crossing - Engineering
S-51(1)	Franklin	Chesterville	State Aid	134	49,543.50	49,549.02	100	2.10	Force Account by State
S-169(2)	Franklin	Farmington	State Aid	890.37	890.37	10	2.66		The Bridge Constrn. Corp., Augusta, Maine
S-8(4)	Franklin	Jerusalem	State Aid	27	28,432.68	29,088.01	80	0.64	Force Account by State
S-82(1)	Franklin	Rangely-Oquossoc	S.H. "F"	144	230.24	230.24			Survey by State (Bridge)
S-20(2)	Hancock	Deer Isle	State Aid	172	11,122.44	48,612.99	100	0.64	Frank Rossi, Gardiner, Maine
S-35(2)	Hancock	Mt. Desert	S.H. "H"	102	39,949.87	40,588.95	95	1.25	Thomas DiCenzo, Calais, Maine
S-53(1)	Kennebec	Manchester-Readfield	State Aid	17	102,654.07	102,956.60	85	2.63	J. R. Cianchette, Pittsfield, Maine
S-329(6)	Kennebec	Sidney-Waterville	State Aid	104	11,445.29	59,506.66	100	1.43	Force Account by State
S-329(5)	Kennebec	Sidney	State Aid	104	308.42	459.12			Preliminary Engineering by State
S-371(5)	Knox	Thomaston-So. Thomaston	S.H. "D-4"	131	587.56	764.52			A. P. Wyman, Inc., Waterville, Maine
S-371(6)	Knox	So. Thomaston-St. George	S.H. "D-4"	131	266.01	266.01			A. P. Wyman, Inc., Waterville, Maine
S-16(3)	Lincoln	Damariscotta	State Aid	129	27,296.64	27,685.64	70	0.79	Force Account by State
S-229(5)	Lincoln	Dresden	State Aid	197	18,691.95	18,691.95	65	1.26	Force Account by State
S-55(1)	Oxford	Fryeburg	State Aid	5	39,514.16	39,732.27	90	1.29	Force Account by State
S-49(1)	Oxford	Norway - Waterford	State Aid	118	8,085.20	56,664.03	100	2.18	W. E. Rogers, Gardiner, Maine
S-66(1)	Penobscot	Clifton	State Aid	9	10,198.12	38,369.47	100	1.06	Frank Rossi, Gardiner, Maine
S-14(2)	Penobscot	Corinna - Exeter	State Aid	43	471.08	471.08		2.16	Preliminary Engineering by State
S-33(3)	Penobscot	Corinna - Exeter	State Aid	43	9,130.61	41,036.32	100	1.67	Force Account by State
S-335(4)	Penobscot	Dexter	State Aid	24	705.44	902.88		0.33	Preliminary Engineering by State
S-274(4)	Penobscot	Enfield-Howland (Bridge)	S.H. "K"	16	239,766.57	376,793.18	90	0.27	A.P. Wyman, Waterville Maine-W.H. Hinman, No. Anson, Maine and
S-236(6)	Penobscot	Plymouth	S.H. "D"	7	35,597.80	47,463.97	100	0.48	Force Account by State (American Bridge Co., Boston, Mass.)
S-56(1)	Penobscot	Newburg	U.S. 2	17	171.44	171.44			Preliminary Engineering by State
S-335(3)	Piscataquis	Sanguerville	State Aid	24	76,358.83	77,945.65	100	2.20	P. E. Susi & Co., Pittsfield, Maine
S-154(2)	Sagadahoc	Arowaic	State Aid	127	1,417.03	3,813.24			Preliminary Engineering by State (Bridge)
S-67(1)	Sagadahoc	Bowdoin	State Aid	125	50.06	50.06		1.58	Preliminary Engineering by State
S-152(5)	Somerset	Anson	S.H. "H"	U.S. 201	19,212.38	82,321.47	100	2.37	P.E. Susi & Co., Pittsfield, Maine
S-378(2)	Somerset	Johnson Mt'n.Twp.	S.H. "H"	U.S. 201	62,668.04	123,469.95	100	2.09	Herbert Sargent, Stillwater, Maine
S-378(3)	Somerset	Johnson Mt'n.Twp.	S.H. "H"	U.S. 201	144.58	144.58		2.47	Thomas DiCenzo, Calais, Maine
S.N.-F.A.S.	Somerset	Sandy Bay Twp.	S.H. "H"	U.S. 201	122,782.01	222,973.84	80	3.33	Force Account by State
S-379(3)	Somerset	St. Albans	State Aid	43	61,485.22	61,485.22	90	3.09	Force Account by State
S-32(3)	Somerset	St. Albans	State Aid	43	61,485.22	61,485.22	90	3.09	Force Account by State
S-58(1)	Waldo	Unity (Bridge)	State Aid	U.S. 202	241.15	241.15	5	0.19	C. H. Goodrich, Columbia, Maine
S-58(2)	Waldo	Unity - Troy	State Aid	U.S. 202	127.76	127.76		2.30	H. E. Sargent, Inc., Stillwater, Maine
S-114(3)	Washington	Addison-Jonesport	S.H. "N-Spur"	187	932.97	932.97			Preliminary Engineering by State
S-24(4)	Washington	Codyville	State Aid	19	19,109.75	29,720.76	100	0.73	Force Account by State
S-6(3)	Washington	East Machias	State Aid	191	12,462.59	32,962.69	100	1.63	Force Account by State
S.G.-6(4)	Washington	East Machias	State Aid	191	1,691.37	1,750.57	100		Force Account by M.C.R.K.
S-59(1)	Washington	No. 14 Pltn.	State Aid	191	34,013.92	34,357.04	100	1.12	Force Account by State
S-288(3)	York	Alfred-Waterboro	State Aid	U.S. 202	15.84	15.84			Preliminary Engineering by State
S-79(1)	York	Sanford	U.S. 4-A	4-A	14.08	14.08			Preliminary Engineering by State
S-71(1)	York	Sanford	S.H. "A-Alt."	U.S. 1-A	42,357.38	179,072.20	100	1.35	W. H. Hinman, Inc., No. Anson, Maine
Totals					\$1,435,826.48	\$2,529,135.29		58.56	

*To check with Controllers expenditure, add \$43.82 (Disallowance of Federal Funds).

MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS

July 1, 1947 to June 30, 1948

Item	Bituminous Concrete 83.68 Miles	Cement Concrete 206.34 Miles	Bituminous Macadam 454.17 Miles	Surface Treated Gravel 6827.45 Miles	Plain Gravel 1372.85 Miles	Total	%
Surface Treatment, Asphalt	\$ 655.56	\$ 1,757.59	\$ 19,135.99	\$ 396,073.26	*\$ 759.56	\$ 416,862.84	7.80
Surface Treatment, Tar	532.25	4,595.57	28,632.08	1,688,122.85	*3,040.77	1,718,841.98	32.25
Hauling Cover for Surface Treatment	1,754.18	2,919.28	11,636.45	655,793.52	317.46	672,420.89	12.60
Retread Surfaces	907.82	530.86				1,438.68	.03
Painting and Patching	4,442.47	23,363.02	35,019.58	613,076.32		675,901.39	12.66
Filling Joints, Concrete Surfaces	251.44	5,526.96	1,076.47			6,854.87	.13
Mud Jacking		783.04				783.04	.02
Gravel Surfacing					156,210.53	156,210.53	2.93
Machining and Dragging	3.20		26.76	31,556.51	178,638.23	210,224.70	3.94
Hauling and Applying Calcium					46,540.03	46,540.03	.87
Hauling Materials on Surface Treated							
Gravel, Macadam & Concrete	29.84	*159.51	6,025.39	156,833.33		162,729.05	3.05
Ditch & Shoulder Maintenance	7,197.33	24,055.72	49,419.45	416,685.40	43,993.56	541,351.46	10.14
Surface Treatment of Shoulders	1,731.58	10,555.50	118.25			12,405.33	.23
Installing & Maintaining Culverts	1,733.94	13,445.91	13,854.69	126,017.89	16,434.48	171,486.91	3.21
Draining Water from Surface	504.25	2,385.85	4,528.08	47,511.04	8,534.10	63,463.32	1.20
Erecting & Repairing Guard Rails							
Including Winter Warnings	1,897.25	12,510.98	10,201.43	56,186.37	1,861.17	82,657.20	1.50
Painting Guard Rail		421.81	325.88	3,184.60	48.68	3,980.97	.07
Cutting Bushes and Grass	4,657.49	12,194.07	22,283.80	294,305.26	48,047.33	381,487.95	7.15
Beautification	1,022.82	1,245.93	700.11	3,142.45		6,111.31	.11
Traffic Lines	11.92	11.92	150.66	124.84		299.34	.01
Signs	163.81	654.99	303.14	4,220.56	116.73	5,459.23	.10
	\$27,497.15	\$116,799.49	\$203,438.21	\$4,492,834.20	\$496,941.97	\$5,337,511.02	100.00%
					Supervision	108,865.48	
					Fire Patrol	48,506.60	
					Paint Account	46,964.31	
					Sign Account	17,014.87	
					Grand Total	\$5,558,862.28	
Average Cost per Mile	\$ 328.60	\$ 566.05	\$ 447.93	\$ 658.05	\$ 361.98		

Expenditure on State Highways of \$2,169,044.23, on 2892.21 miles averages **\$749.96 per mile.

Expenditure on State Aid Roads \$3,168,466.79, " 6052.28 " " **\$523.52 " "

Total Expenditure of \$5,337,511.02 " 8944.49 " " **\$596.74

* Credit

** Not including supervision.

MAINTENANCE
MILEAGE BY CLASSIFICATION AND SURFACE TYPES
IN EACH COUNTY
July 1, 1947 to June 30, 1948

	SURFACE TREATED MILEAGE	PLAIN GRAVEL MILEAGE	BIT. MACADAM MILEAGE	CEMENT CONCRETE MILEAGE	BIT. CONCRETE MILEAGE	
ANDROSCOGGIN						
State Highway	34.72		53.17	2.50	3.40	93.79
State Aid	191.03	14.20	2.70			207.93
ARROSTOOK						
State Highway	504.57	40.22	52.09	1.87		598.75
State Aid	339.74	151.51				491.25
CUMBERLAND						
State Highway	34.02		54.50	40.37	30.41	159.30
State Aid	461.38	14.23	7.18			482.79
FRANKLIN						
State Highway	126.03	33.27	.54			159.84
State Aid	187.04	57.60				244.64
HANCOCK						
State Highway	112.40		27.01	16.87		156.28
State Aid	407.85	31.16	2.30			441.31
KENNEBEC						
State Highway	121.69	5.49	43.01	18.22	3.33	191.74
State Aid	289.91	103.63	11.14	.60		405.28
KNOX						
State Highway	40.15		12.01	6.67	2.73	61.56
State Aid	205.51	20.02		1.73	.09	227.35
LINCOLN						
State Highway	68.62	2.05	8.62		6.79	86.08
State Aid	219.77	39.39	.60			259.76
OXFORD						
State Highway	153.87	12.70	19.51	10.13	4.60	200.81
State Aid	369.53	45.53		2.60		417.66
PENOBSCOT						
State Highway	141.64	2.10	34.10	42.06	7.08	226.98
State Aid	513.68	248.95	1.02	1.44		765.09
PISCATAQUIS						
State Highway	94.80	3.52	10.15	2.75		111.22
State Aid	143.70	85.27	.05			229.02
SAGadahoc						
State Highway	19.42		11.34	8.14	6.83	45.73
State Aid	117.92	12.08	.65			130.65
SOMESET						
State Highway	176.31	10.60	30.62	10.91	2.03	230.47
State Aid	307.36	164.40				471.76
WALDO						
State Highway	88.31	1.98	20.11		2.47	112.87
State Aid	226.73	121.69				348.42
WASHINGTON						
State Highway	183.94	7.64	9.87		.33	201.78
State Aid	325.12	139.48				464.60
YORK						
State Highway	170.02	.84	35.58	36.78	11.79	255.01
State Aid	450.67	3.30	6.30	2.70	1.80	464.77
TOTALS ST. HWY.	2070.51	120.41	422.23	197.27	81.79	2,892.21
" STATE AID	4756.94	1252.44	31.94	9.07	1.89	6,052.28
TOTAL MILEAGE						8,944.49 Mi.

MAINTENANCE - IMPROVEMENTS

RECONSTRUCTION

July 1, 1947, to June 30, 1948

LOCATION	ROUTE	TYPE	MILES		EXPENDITURES	
			UNDER CONSTRUCTION	COMPLETED	FISCAL YEAR 1947	FISCAL YEAR 1948
Arnold Trail-Eustis-Woburn Road	4	F	1.5			\$ 17,452.34
Auburn	100	A		0.30		4,752.77
Auburn-Turner	4	A	10.00			58,146.56
Augusta	U.S. 201	D		0.25		1,367.07
Bath-West Bath	U.S. 1	C		2.30		25,693.14
Benton		F		0.50		6,491.92
Clinton-Burnham-Pittsfield	100	A		5.75		102,926.46
Bridgewater-Blaine-Wars Hill	U.S. 1	F		5.00	\$ 12,037.88	29,803.12
Brownville-Millinocket		F	12.63			23,460.66
Calaix	U.S. 1	D	6.00			37,536.56
Crystal-Island Falls	159	F		0.20	2,545.04	6,388.90
Edgecomb	U.S. 1	F		0.40		8,006.00
Farmington-Temple	43	F		1.50		7,533.75
Frankfort	U.S. 1	D	3.15			5,381.58
Freeman-Strong-Kingfield-Stratton	145	F	2.50			23,570.36
Freeport-Brunswick	U.S. 1	A	4.00			47,640.16
Fryeburg	U.S. 302	C	1.00			16,244.60
Greenville-Rockwood	15	F	5.00			25,214.31
Hallowell	U.S. 201	D	0.50			4,083.29
Hampden	U.S. 1	D		2.70		25,686.85
Houghton-Oquossoc	17	F		5.00		22,818.18
Kittery	U.S. 1	A		0.16		29,203.73
Limestone (Bog Road)		F		2.65	10,629.64	14,113.45
Livermore	4	E	4.25			3,901.40
Madison	148	F		1.20		8,660.02
Nilbridge	U.S. 1	F		0.10		1,030.56
Forktown Twp-AK2-Linneus (Military Road)	U.S. 2A	D	14.25			76,026.83
Monson-Shirley-Greenville	15	F		1.00		15,461.20
Newport-Dexter-Corinna	15	D	6.57			28,883.28
North Kennebunkport	U.S. 1	A	4.00			35.98
Old Orchard Beach	98	C	0.55			18,233.30
Penobscot	175	F	2.50			23,152.81
Presque Isle *	167-163	C		1.20		1,166.09
Topsham	U.S. 201	F		0.30		13,331.67
Westfield	U.S. 1	F		0.30		11,301.63
Winslow	U.S. 201	A		0.15		3,338.55
Whitefield	126	F	4.15			8,134.48
Winterport	U.S. 1	D		6.35		60,411.68
Winthrop	100	D		2.30	1,491.54	13,114.37
Totals			82.55	40.01	\$ 26,704.10	\$829,699.61

Type of Surface: A-Bituminous Concrete-Plantmix-Stone
 B-Bituminous Concrete-Plantmix-Gravel
 C-Bituminous Road Mix-Crushed Stone
 D-Bituminous Road Mix-Crushed Gravel
 E-Bituminous Road Mix-Crusher Run Aggregate
 F-Plain Gravel with Tar Surface Treatment

* Presque Isle-Improvement of Intersection

COUNTY TABLE

Expenditures for Maintenance

July 1, 1947 to June 30, 1948

County	State Highways	State Aid Highways	Total
Androscoggin	\$ 59,745.66	\$ 96,239.24	\$ 155,984.90
Arundel	593,340.45	303,628.62	896,969.07
Cumberland	94,724.92	197,431.48	292,156.40
Franklin	105,433.51	130,844.00	236,277.51
Hancock	105,554.73	233,133.32	338,688.05
Kennebec	172,093.66	231,783.49	403,877.15
Knox	39,524.74	115,829.25	155,353.99
Lincoln	62,517.10	137,901.67	200,418.77
Oxford	92,467.07	211,049.04	303,516.11
Penobscot	159,211.27	423,175.59	582,386.86
Piscataquis	91,399.36	121,429.59	212,828.95
Sagadahoc	32,509.71	66,639.56	99,149.27
Somerset	162,297.03	260,540.95	422,837.98
Waldo	101,852.83	176,714.04	278,566.87
Washington	132,077.33	252,111.14	384,188.47
York	164,294.86	210,015.81	374,310.67
TOTAL	\$2,169,044.23	\$3,168,466.79	\$5,337,511.02
Supervision	\$ 60,537.40	\$ 48,328.08	\$ 108,865.48
Fire Patrol	16,785.10	31,721.50	48,506.60
General Paint Account	46,964.31		46,964.31
General Sign Account	17,014.87		17,014.87
TOTAL	\$2,310,345.91	\$3,248,516.37	\$5,558,862.28

HIGHWAY DEPARTMENT

REMOVAL OF SNOW

EXPENDITURES and MILEAGE

July 1, 1947 to June 30, 1948

ALL CLASSES OF HIGHWAYS - 14,764.47 Miles

Total Cost		\$2,910,055.15
Paid from state funds	\$1,894,979.49	
Paid from town funds	1,015,075.66	\$2,910,055.15
Average cost per mile		\$197.10

STATE HIGHWAYS - 2,875.21 Miles

Total Cost		\$1,298,103.74
Paid from state funds	\$1,183,095.34	
Paid from town funds	115,008.40	\$1,298,103.74
Average cost per mile		\$451.48

STATE AID AND TOWN ROADS

State Aid Roads	5704.21
Town Roads	6185.05
	<u>11889.26</u>

Total Cost		\$1,611,951.41
Paid from state funds	\$ 711,884.15	
Paid from town funds	900,067.26	\$1,611,951.41
Average cost per mile		\$135.58

STATE HIGHWAY GARAGE

OPERATING STATEMENT, JULY 1, 1947 TO JUNE 30, 1948

Revenue:

Rentals--

Highway Department	\$ 831,681.75
Other State Departments	2,049.05
Within Department	37,866.90
Others	219,718.89

Total Rental 1,091,316.59

Profit on Sale of Capital Assets 3,217.84

Miscellaneous Income 373.35

Total Revenue \$1,094,907.78

Expenses:

Auto and Working Equipment Expense	703,030.62
Depreciation	162,071.11
General Overhead (net)	<u>70,359.71</u>

Total Expense 935,461.44

Net Profit \$ 159,446.34

Proof of Cash Balance, June 30, 1948

Cash Balance, July 1, 1947 \$ 60,985.07

Add:

Working Capital Advance from Highway Fund	\$ 50,000.00
Net Profit from Operations (above)	159,446.34
Profit from Departmental Garage	<u>472.27</u>

209,918.61

\$ 270,903.68

Deduct:

Increase in Assets	\$ 226,832.39
Decrease in Liabilities	<u>15,196.74</u>

242,029.13

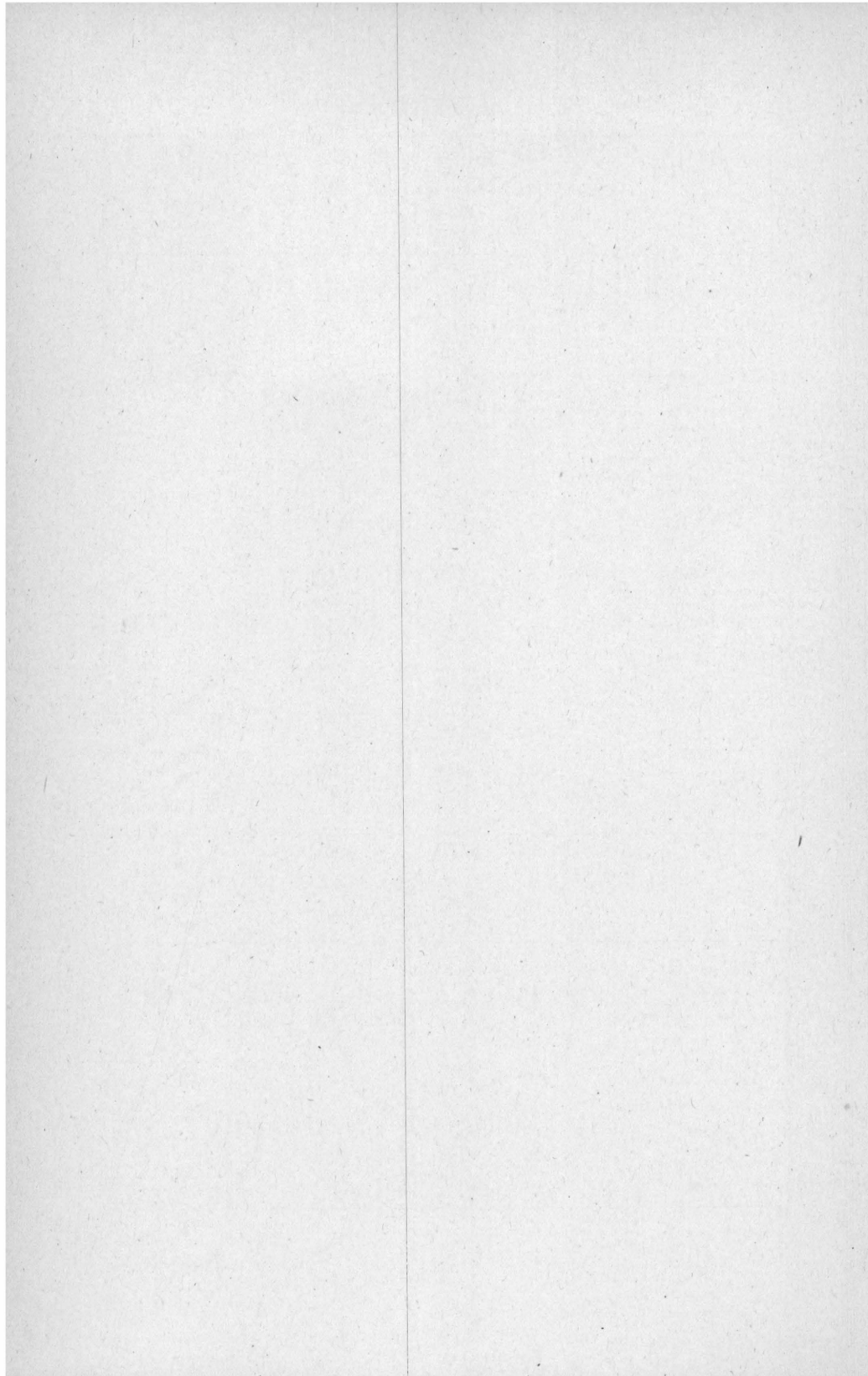
Cash Balance June 30, 1948 \$ 28,874.55

STATE HIGHWAY COMMISSION
MOTOR TRANSPORT DIVISION
Equipment Inventory June 30, 1948

<u>Equipment</u>	<u>No. Units</u>	<u>Cost</u>	<u>Depreciated Value</u>
Trucks	163	733,607.24	366,706.50
Pick-up Trucks,			
Station Wagons	45	51,749.55	34,138.13
Boilers	8	800.00	
Compressors	15	31,592.42	15,178.50
Tar Distributor	37	71,457.70	28,482.50
Derricks	12	2,840.32	
Drills	6	601.16	
Chain Saws	1	205.50	155.50
Drawn Graders	33	22,538.99	4,363.22
Hammers	16	3,228.89	622.01
Hoists	6	6,652.94	241.64
Loaders	27	57,106.35	32,423.85
Mixers	5	5,976.42	49.62
Pumps	27	9,894.39	810.98
Rollers	7	17,964.72	11,483.72
Shovels	65	473,991.48	183,286.16
Power Graders	14	110,096.27	88,448.21
Tractors	9	26,204.21	7,263.42
Trailers	64	54,066.37	21,797.56
(Orange Peel Bucket	1	200.00	
Clam Shell Bucket)	1		
Maintainers	5	5,907.24	2,499.32
Supply Tanks	1	266.00	158.00
Paint Outfits	5	3,760.76	225.00
Mud Jack	1	2,779.20	
Generators	8	2,036.07	678.57
Sandspreaders	329	37,600.11	5,704.43
Welding Machines	13	5,092.39	2,435.47
Snow Plows	200	196,895.61	109,577.40
Snow-Go	2	13,825.00	3,641.00
Washboring Outfits	2	4,354.18	1,428.94
Dragline Outfits	3	2,924.01	1,638.01
Snow Scoop	1	529.68	349.28
Paint Mixer	1	543.58	443.92
Seaman Mixers	2	7,578.75	6,153.75
Tar Kettles	33	9,362.47	932.72
Battery Chargers	2	429.24	61.24
Loadometers	36	1,564.69	546.74
	<u>1,206</u>	<u>1,976,223.90</u>	<u>931,925.31</u>
Shop Equipment		55,919.75	46,205.13
Stock, Materials and Parts		250,808.36	

FINANCIAL STATEMENTS

July 1, 1947 - June 30, 1948



STATE HIGHWAY COMMISSION		
APPROPRIATION REVENUES FROM ALL SOURCES		
July 1, 1947 to June 30, 1948		
Gasoline Tax	11,342,849.64	
Gas Tax Fines & Penalties	95.00	
Use Fuel Tax	20,386.67	
Use Fuel Penalties & Interest	139.69	
Use Fuel License Fees	17.00	
Inspection Fees	28,471.60	
Outdoor Advertising	14,624.50	
Permits to Open Highways	9,496.25	
Commission on Telephone Booths	149.00	
Information	348.00	
Auto Court Fines	25,328.07	
Motor Vehicle Registration	5,652,111.95	
Miscellaneous Income	792.98	
Overload Permits	17,734.00	
Motor Carrier Tax	19,193.32	17,131,737.67
Bridge Tolls	173,825.25	
Rentals	2,280.00	
Miscellaneous Sales	11,579.71	
Federal	1,626,844.05	
Counties	352,804.05	
Cities & Towns	893,787.37	
Private Contributions	2,500.00	
Miscellaneous Income	17,033.22	3,080,653.65
M.C.R.R. Co. Debt Service Payment	76,569.90	
Interest on War Bond Investment	28,563.67	105,133.57
Total Revenues from all Sources		20,317,524.89

STATE HIGHWAY COMMISSION		
SUMMARY OF APPROPRIATIONS		
INCOME AND EXPENDITURES		
Total Appropriation Balances July 1, 1947		\$ 4,273,067.36
Funds Allotted from General Highway Fund	\$16,140,864.63	
Revenue from Other Sources	3,080,653.65	
		19,221,518.28
Total Available		\$23,494,585.64
Total Expenditures		18,929,221.43
		4,565,364.21
Balances Lapsed		56,610.96
Appropriation Balances June 30, 1948		\$ 4,508,753.25

STATE HIGHWAY COMMISSION
APPROPRIATION SUMMARY
AVAILABLE FUNDS-EXPENDITURES-BALANCES
July 1, 1947 to June 30, 1948

Title of Appropriations	Balances Beginning 7/1/47	Allotments	Transfers	Other Net Revenue	Total Available	Expenditures	Transfers	Balances Lapsed	Carrying Balances 6/30/48
Highway Administration		228,500.00		4,646.25	233,146.25	227,105.15		6,041.10	
Highway Planning & Survey	23,520.84	58,699.00		49,338.68	131,558.52	92,496.78			39,061.74
Improvement State & State Aid Roads	664,306.28	800,000.00	430,164.31	104,419.33	1,998,889.92	1,298,845.59	54,901.32		645,143.01
State Aid Reconstruction	19,947.68		89,845.13	780.20	110,573.01	43,198.80	52,654.54		14,519.67
Third Class Reconstruction	252,120.07		33,421.61	226.97	285,768.65	91,349.20	73,961.83		120,457.62
Special Resolves	200,279.03	198,742.16			399,021.19	136,287.69	89,052.61	42.77	173,638.12
Const. & Reconst. of State Highways	43,833.84				43,833.84	13,488.81			30,345.03
Maintenance of Bridges	50,416.17	440,000.00		3,280.93	493,697.10	455,620.59			38,076.51
Maintenance of State & State Aid Highways		5,118,575.98		440,414.30	5,558,990.28	5,558,862.28			128.00
Betterments of State & State Aid Highways	123,295.90	1,200,000.00	8,958.63		1,332,254.53	850,403.48	322,499.84		159,351.21
Town Road Improvement	81,887.57	520,000.00		12,149.85	614,037.42	473,107.23	2,599.79		138,330.40
Federal Defense Access Roads	80.36				80.36	80.36			
Compensation for Injuries		60,000.00			60,000.00	52,635.41		7,364.59	
First Surface Treatment	54,760.67				54,760.67	21,800.24			32,960.43
Snow Removal from Highways		1,894,979.49		115,008.40	2,009,987.89	2,009,987.89			
Post War Surveys	42,125.40			9,035.00	51,160.40	16,921.37			34,239.03
Federal Secondary Roads	446,788.35	1,000,000.00		458,807.57	1,905,595.92	1,435,870.30			469,725.62
Federal Grade Crossings	114,454.04			96,252.00	210,706.04	133,980.56			76,725.48
Bridge Loan Fund	871,419.04	812,500.00	33,649.96	596,813.37	2,314,382.37	1,178,856.80	169.71		1,135,355.86
Highway Loan Fund	1,139,378.25	1,650,000.00		1,014,635.55	3,804,013.80	2,591,994.89			1,212,018.91
Retirement of Bonds		1,729,000.00			1,729,000.00	1,729,000.00			
Interest on Bonded Debt		429,868.00			429,868.00	386,705.50		43,162.50	
Waldo-Hancock Bridge	95,534.41			101,589.00	197,123.41	56,140.08			140,983.33
Richmond-Dresden Bridge	7,952.06			12,931.70	20,883.76	17,053.66			3,830.10
Deer Isle-Sedgwick Bridge	40,967.40			60,324.55	101,291.95	57,428.77			43,863.18
Sub Total Highway Appropriations	\$4,273,067.36	\$16,140,864.63	\$596,039.64	\$3,080,653.65	\$24,090,625.28	\$18,929,221.43	\$596,039.64	\$56,610.96	\$4,508,753.25
Transfer of Funds from General									
Highway Fund to other Funds		\$ 1,357,138.00			\$ 1,357,138.00	\$ 1,068,304.63		\$27,561.99	\$ 261,271.38
Grand Total	\$4,273,067.36	\$17,498,002.63	\$596,039.64	\$3,080,653.65	\$25,447,763.28	\$19,997,526.06	\$596,039.64	\$84,172.95	\$4,770,024.63

STATE HIGHWAY COMMISSION
GENERAL HIGHWAY FUND
STATEMENT OF APPROPRIATIONS
Fiscal Year 1947-48

Chapter # 190 P. & S. Laws 1947

General Administration	\$ 208,500.00	\$ 20,000.00	\$ 228,500.00
Highway Planning Survey	16,000.00	42,699.00	58,699.00
State Aid Construction	800,000.00	-	800,000.00
Special Resolves	179,000.00	19,742.16	198,742.16
Maintenance of Bridges	440,000.00	-	440,000.00
Maint. of State & State Aid Highways	5,700,000.00	618,575.98	6,318,575.98
Town Road Improvement	520,000.00	-	520,000.00
Compensation for Injuries	50,000.00	10,000.00	60,000.00
Removal of Snow from Highways	1,700,000.00	194,979.49	1,894,979.49
Federal Secondary Roads	-	1,000,000.00	1,000,000.00
Bridge Loan Fund	812,500.00	-	812,500.00
Highway Loan Fund	-	1,650,000.00	1,650,000.00
Retirement of Bonds	1,729,000.00	-	1,729,000.00
Interest on Bonded Debt	429,868.00	-	429,868.00
Sub Total	12,584,868.00	3,555,996.63	16,140,864.63
Employees Retirement	105,524.00	-	105,524.00
Bureau of Accts. & Control, State Auditor, and Atty. Gen.	57,026.00	-	57,026.00
State Police	541,426.00	-	541,426.00
State Police Buildings	7,195.00	-	7,195.00
Motor Vehicle Registration	264,390.00	234,500.00	498,890.00
Motor Vehicle Registration Buildings	9,700.00	-	9,700.00
Gasoline Tax Administration	49,877.00	-	49,877.00
Motor Transport Division	-	50,000.00	50,000.00
Rock Crusher	-	37,500.00	37,500.00
Sub Total Other Funds	1,035,138.00	322,000.00	1,357,138.00
Grand Total	\$13,620,006.00	\$3,877,996.63	\$17,498,002.63

GENERAL HIGHWAY FUND
LEGISLATIVE ALLOCATIONS and DEBIT ADJUSTMENTS
Comparison 1946-47 & 1947-48 Years

	1946-47	1947-48	Increase or Decrease
General Administration	208,740.00	228,500.00	19,760.00
Highway Planning-Survey	16,000.00	58,699.00	42,699.00
State Aid Construction	870,000.00	800,000.00	(70,000.00)
Third Class Reconstruction	350,000.00	-	(350,000.00)
Special Resolves	166,165.68	198,742.16	32,576.48
Maintenance of Bridges	200,000.00	440,000.00	240,000.00
Maintenance of St. & St. Aid Highways	4,450,000.00	5,118,575.98	668,575.98
Town Road Improvement	200,000.00	520,000.00	320,000.00
Compensation for Injuries	53,000.00	60,000.00	7,000.00
Removal of Snow from Highways	1,710,534.78	1,894,979.49	184,444.71
Federal Secondary Roads	1,000,000.00	1,000,000.00	-
Bridge Loan Fund	450,000.00	812,500.00	362,500.00
Highway Loan Fund	1,472,298.00	1,650,000.00	177,702.00
Retirement of Bonds	1,729,000.00	1,729,000.00	-
Interest on Bonded Debt	441,428.00	429,868.00	(11,560.00)
Richmond-Dresden Toll Bridge	3,180.00	-	(3,180.00)
Betterment of St. & St. Aid Highways	-	1,200,000.00	1,200,000.00
Employees Retirement	96,500.00	105,524.00	9,024.00
Bureau of Accts. & Control, State Auditor, and Attorney General	57,191.21	57,026.00	(165.21)
State Police	462,568.00	541,426.00	78,858.00
State Police Buildings	6,610.00	7,195.00	585.00
Motor Vehicle Registration	283,500.00	498,890.00	215,390.00
Motor Vehicle Registration Building	10,000.00	9,700.00	(300.00)
Gas Tax Administration	21,550.00	49,877.00	28,327.00
Motor Transport Division	175,000.00	50,000.00	(125,000.00)
Rock Crusher	-	37,500.00	37,500.00
	14,433,265.67	17,498,002.63	3,064,736.96

GENERAL HIGHWAY FUND
LEGISLATIVE ALLOCATIONS
and
OTHER DEBIT ADJUSTMENTS
SCHEDULE NO. 2

LEGISLATIVE ALLOCATIONS

Bond Interest	429,868.00	
Bond Retirement	1,729,000.00	
General Administration	208,500.00	
Highway Planning	16,000.00	
Maintenance of Bridges	440,000.00	
Maintenance and Betterments	5,700,000.00	
Snow Removal	1,700,000.00	
Construction of Bridges	812,500.00	
Special Roads	4,000.00	
Compensation for Injuries	50,000.00	
Construction of State Aid	800,000.00	
Town Road Improvement	520,000.00	
Special Resolves	175,000.00	
State Police, Administration	541,426.00	
State Police, Buildings	7,195.00	
Motor Vehicle, Building	9,700.00	
Motor Vehicle, General Expense	264,390.00	
Bureau of Taxation	49,877.00	
General Fund	53,526.00	
Special Revenue Fund	3,500.00	
To Trust and Agency Fund	<u>105,524.00</u>	
		13,620,006.00

OTHER DEBIT ADJUSTMENTS

Administration	20,000.00	
Planning-Survey	42,699.00	
Motor Vehicle Division	234,500.00	
Special Resolves	19,742.16	
Compensations for Injuries	10,000.00	
Federal Secondary Roads	1,000,000.00	
Rock Crusher	37,500.00	
Highway Loan Fund	1,650,000.00	
Motor Transport	50,000.00	
Maintenance of St. & St. Aid	618,575.98	
Snow Removal	<u>194,979.49</u>	
		<u>3,877,996.63</u>
		17,498,002.63

GENERAL HIGHWAY FUND
ANALYSIS OF SURPLUS ACCOUNT
Fiscal year ending June 30, 1948

Balance July 1, 1947	2,146,655.14
Previous year adjustments	<u>4,374.50</u>
	2,151,029.64

Revenue-----	Schedule #1	17,159,945.44	
Lapsed Balances-----	Schedule #1	<u>84,172.95</u>	
			17,244,118.39

Legislative Allocations -	Schedule #2	13,620,006.00	
Other Debit Adjustments -	Schedule #2	<u>3,877,996.63</u>	
			17,498,002.63

Allocations in excess of Revenues	<u>(253,884.24)</u>
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	1,897,145.40
	<u>262,500.00</u>
Due Surplus from Other Funds	2,159,645.40

GENERAL HIGHWAY FUND
REVENUE and LAPSED BALANCES
SCHEDULE NO. 1

REVENUE

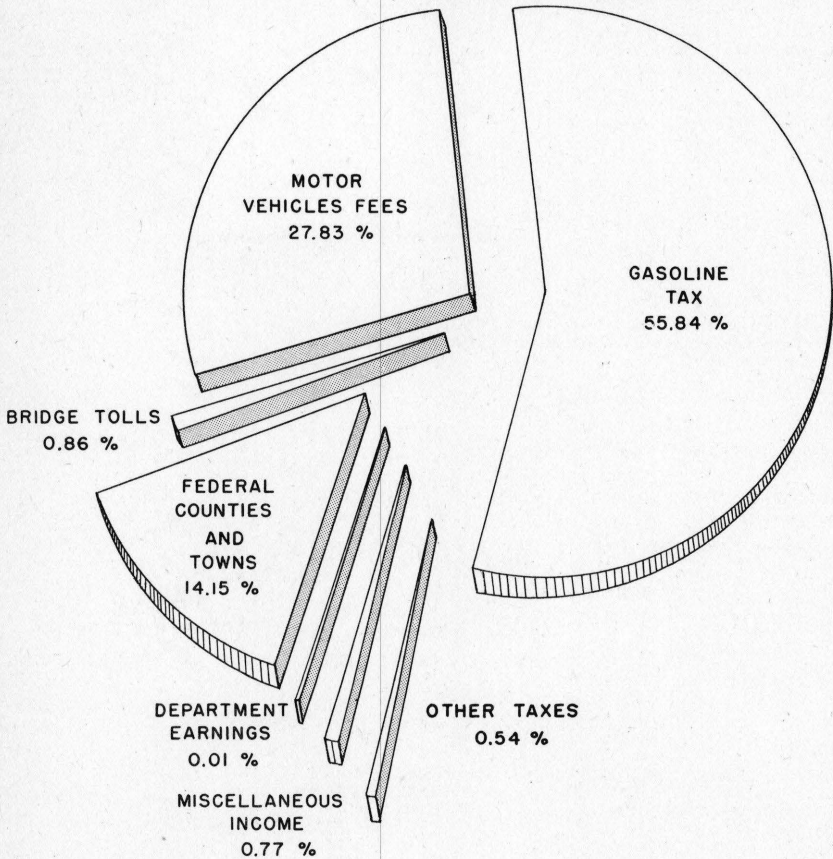
Gasoline Tax	11,342,849.64	
Use Fuel Tax	20,386.67	
Registration Fees	5,652,111.95	
Outdoor Advertising	14,624.50	
Permits to Open Highways	9,496.25	
State Police Court Costs	25,328.07	
Inspections	28,471.60	
War Bond Investments	28,563.67	
Motor Carrier Tax	19,193.32	
Overload Permit Fees	17,734.00	
Miscellaneous	<u>1,541.67</u>	
		17,160,301.34

Less: Controller's Accounts Receivable	<u>355.90</u>	
		17,159,945.44

LAPSED BALANCES

Administration	6,041.10	
Special Resolves	42.77	
Compensation for Injuries	7,364.59	
Interest on Bonded Debt	43,162.50	
Motor Vehicle Division	1,097.61	
State Police	19,264.59	
Contribution and Transfers	<u>7,199.79</u>	
		84,172.95
		<u>17,244,118.39</u>

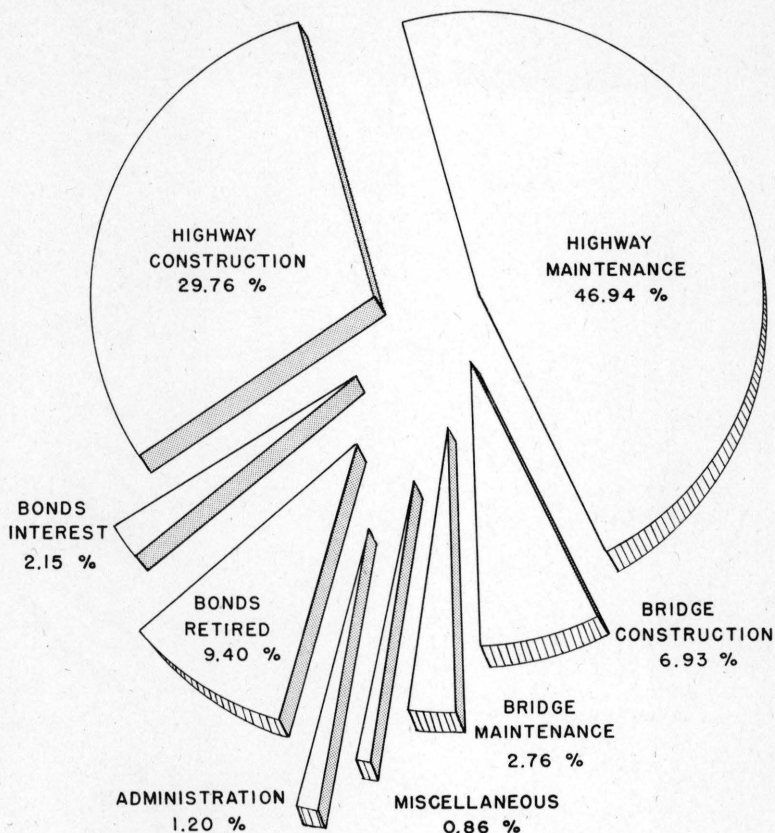
STATE HIGHWAY DEPARTMENT INCOME
JULY 1, 1947 TO JUNE 30, 1948



SOURCE	AMOUNT	PERCENT
Gasoline Tax	11,342,944.64	55.84
Motor Vehicle Fees	5,652,111.95	27.83
Bridge Tolls	173,825.25	.86
Federal, Counties, Towns	2,873,450.47	14.15
Department Earnings	13,911.66	.01
Miscellaneous Income*	154,361.42	.77
Other Taxes	106,919.50	.54
	<u>\$20,317,524.89</u>	<u>100.00</u>

*Interest on War Bond Investment	28,563.67
*M.C.R.R. Co. Debt Service	76,569.90

STATE HIGHWAY DEPARTMENT EXPENDITURES
JULY 1, 1947 TO JUNE 30, 1948



PURPOSE	AMOUNT	PERCENT
Highway Construction	5,632,667.88	29.76
Highway Maintenance	8,886,408.88	46.94
Bridge Construction	1,312,837.36	6.93
Bridge Maintenance	521,703.10	2.76
Miscellaneous	162,053.56	.86
Administration	227,353.15	1.20
Bonds Retired*	1,778,600.00	9.40
Bonds Interest**	407,597.50	2.15
	\$18,929,221.43	100.00

**Waldo-Hancock Bonds Retired	30,000.00
*Hancock-Sullivan Bonds Retired	5,600.00
*Deer Isle-Sedgwick Bonds Retired	14,000.00
**Waldo-Hancock Bond Interest Paid	3,780.00
**Hancock-Sullivan Bond Interest Paid	352.00
**Deer Isle-Sedgwick Bond Interest Paid	16,760.00