

# HOUSE . . . . No. 2218

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## The Commonwealth of Massachusetts

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EXECUTIVE DEPARTMENT,  
STATE HOUSE, BOSTON, August 9, 1938.

*To the Honorable Senate and House of Representatives:*

There are miles of state highways in Massachusetts which need reconstructing, repairing, and improving. The sum of five million dollars is totally inadequate as the amount needed to place the state highways in a presentable and usable condition. However, it is all the money that is left in the Highway Fund.

At present, Massachusetts has about 6 miles of state highways over 40 years old, about 31 miles of state highways over 35 years old; about 49 miles of state highways over 30 years old; about 109 miles of state highways over 25 years old; about 287 miles of state highways over 20 years old; about 548 miles of state highways over 15 years old; about 1,023 miles of state highways over 10 years old; and about 1,872 miles of state highways from 1 to 10 years old.

Recently, the Bureau of Public Roads in Washington informed Massachusetts that there were about 55 miles of state highways in connection with which Massachusetts had received Federal benefits, and it was demanded in this communication that these miles of state highways be placed in proper condition with some degree of reasonable promptness.

From the foregoing, it is self-evident that some definite action must be taken with regard to the highways of Massachusetts. As an evidence of the poor conditions which exist because of the failure on the part of the Legislature to appropriate sufficient sums for such purposes,

there is filed yearly numerous bills before the Committee of Highways and Motor Vehicles, calling for road improvements, reconstruction, and construction. These bills were given leave to withdraw or referred to the next annual session.

A most important result of appropriating this Highway Fund for the purposes outlined in the accompanying bill is that it will provide relief for the unemployed. This method would provide for a centralization of engineering which would result in a greater proportion of the money going to labor instead of overhead expenses.

The sum of five million dollars so appropriated is estimated to mean the employment of a large number of men immediately. This total would mean about 450,000 man working days, or in other words, 5,000 men could be employed nearly 5 months on a 5 day work week basis. These men could be put to work within a week after the passage of this bill.

While I have previously attempted unsuccessfully to have your Honorable Body pass more substantial measures for the relief of the unemployed, I am not presenting this bill as a complete relief program. The argument advanced that this five million dollars would not add much relief to unemployment in view of the great number of unemployed is certainly not a sound argument. At least this bill will provide some measure of relief and nobody can deny it is better to put 5,000 men to work rather than none. I would have preferred to have put more men to work if your Honorable Body had seen fit to pass my previous requests for bond issues but in view of your attitude on this subject on two different occasions, I have no alternative but to seek to use the funds now available to relieve unemployment to this extent.

Because of the foregoing, I recommend that the Legislature give immediate attention to provide employment for the unemployed, and in so doing, to bring about the necessary improvements, reconstruction, and construction of the highways of Massachusetts.

I recommend the enactment of the accompanying bill which contains specific recommendations designated as

necessary by the Department of Public Works. As a matter of fact this Department has informed me that they have enough projects on hand at present to justify expenditures of even thirteen million dollars on these projects.

CHARLES F. HURLEY,  
*Governor.*

## The Commonwealth of Massachusetts

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In the Year One Thousand Nine Hundred and Thirty-Eight.

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AN ACT MAKING ADDITIONAL APPROPRIATIONS TO CARRY OUT A PUBLIC WORKS PROGRAM FOR THE PURPOSE OF ALLEVIATING EXISTING CONDITIONS RESULTING FROM UNEMPLOYMENT.

1    *Whereas*, The deferred operation of this act would  
 2 tend to defeat its purpose, therefore it is hereby  
 3 declared to be an emergency law, necessary for the  
 4 immediate preservation of the public convenience.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

1    SECTION 1. To provide for the employment of  
 2 additional labor and for other personal services and  
 3 expenses as a measure of relief during the present  
 4 emergency caused by unemployment, the sums set  
 5 forth in section two, for the several purposes therein  
 6 specified, are hereby appropriated from the Highway  
 7 Fund, subject to the provisions of law regulating the  
 8 disbursement of public funds and the approval  
 9 thereof.

1    SECTION 2.

*Service of the Department of Public Works.*

Item

1    For the construction in the towns of Billerica and Chelmsford of a section of a new state highway from Boston to Lowell . . . . .	\$1,000,000 00
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## Item

For the reconstruction and improvement of state high-ways as follows:

2	Adams, Orchard Street . . . . .	\$50,000 00
3	Chicopee, Chicopee Street . . . . .	380,000 00
4	Ware, West Brookfield, New Braintree and Hardwick, Route 32 . . . . .	170,000 00
5	Uxbridge, Route 122 . . . . .	56,000 00
6	Northbridge, Route 122 . . . . .	13,000 00
7	Grafton, Routes 122 and 140 . . . . .	16,000 00
8	Leicester, Route 12 . . . . .	63,000 00
9	Millbury, Route 122-A . . . . .	35,000 00
10	Millbury, Sutton Road . . . . .	23,000 00
11	Sutton, Douglas Road and Singletary Road . . . . .	18,000 00
12	Holden, Route 122-A . . . . .	120,000 00
13	Rutland, Route 122-A . . . . .	85,000 00
14	Oxford, Route 12 . . . . .	42,000 00
15	Athol, Route 2 . . . . .	36,000 00
16	Palmer, Route 20 . . . . .	40,000 00
17	Webster, Route 193 . . . . .	70,000 00
18	Ashland, Cordaville Road . . . . .	10,000 00
19	Dracut, Route 113 . . . . .	24,000 00
20	Lowell, Princeton Street . . . . .	36,000 00
21	Somerville, Mystic Avenue . . . . .	62,000 00
22	Medford, Mystic Avenue . . . . .	85,000 00
23	Watertown, Route 12 . . . . .	53,000 00
24	Lexington, Route 2-A . . . . .	135,000 00
25	Lincoln, Route 2-A . . . . .	115,000 00
26	Concord, Route 2-A . . . . .	70,000 00
27	Concord, Route 2 . . . . .	20,000 00
28	Littleton, Route 2 . . . . .	120,000 00

Item	
29	Acton-Boxborough-Harvard, Route 111 . . . . . \$225,000 00
30	Acton, Route 2 . . . . . 115,000 00
31	Ashby, Route 119 . . . . . 250,000 00
32	Shirley, Route 2 . . . . . 64,000 00
33	Salisbury, Route 1-A . . . . . 40,000 00
34	Groveland, Route 125 . . . . . 16,000 00
35	Lawrence, Water Street . . . . . 23,000 00
36	Revere, North Shore Road . . . . . 32,000 00
37	Middleton-Danvers-Peabody, Route 114 . . . . . 200,000 00
38	Hamilton-Ipswich, Route 1-A . . . . . 135,000 00
39	Dedham-Needham, Route 128 . . . . . 6,000 00
40	Freetown, Route 140 . . . . . 20,000 00
41	Canton, Route 138 . . . . . 28,000 00
42	Easton, Route 123 . . . . . 68,000 00
43	Norton, Route 123 . . . . . 23,000 00
44	Dedham, Washington Street . . . . . 10,000 00
45	Milton, Route 138 . . . . . 280,000 00
46	Wrentham-Foxborough-Mansfield, Route 33 . . . . . 185,000 00
47	Fairhaven, Route 6 . . . . . 88,000 00
48	Holbrook, Route 37 . . . . . 85,000 00
49	Barnstable, Route 6 . . . . . 50,000 00
50	Mattapoisett, Route 6 . . . . . 15,000 00
51	Provincetown, Race Point Road . . . . . 15,000 00
52	Sandwich, Route 130 . . . . . 50,000 00
53	Agawam, Route 5-A . . . . . 5,000 00
54	Westport-Dartmouth, Route 6 . . . . . 20,000 00
55	Swansea-Somerset, Route 103 . . . . . 5,000 00
	<u>\$5,000,000 00</u>



