

MAINE STATE LEGISLATURE

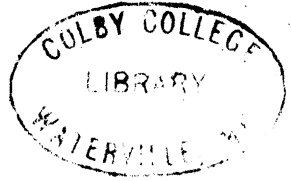
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PUBLIC DOCUMENTS OF MAINE

1911



BEING THE

ANNUAL REPORTS

OF THE VARIOUS

DEPARTMENTS AND INSTITUTIONS

For the Year 1910.

VOLUME II.

AUGUSTA
KENNEBEC JOURNAL PRINT
1911



Houlton. 1910 section of State Road. Macadam

SIXTH ANNUAL REPORT

OF THE

COMMISSIONER OF HIGHWAYS

FOR THE

STATE OF MAINE

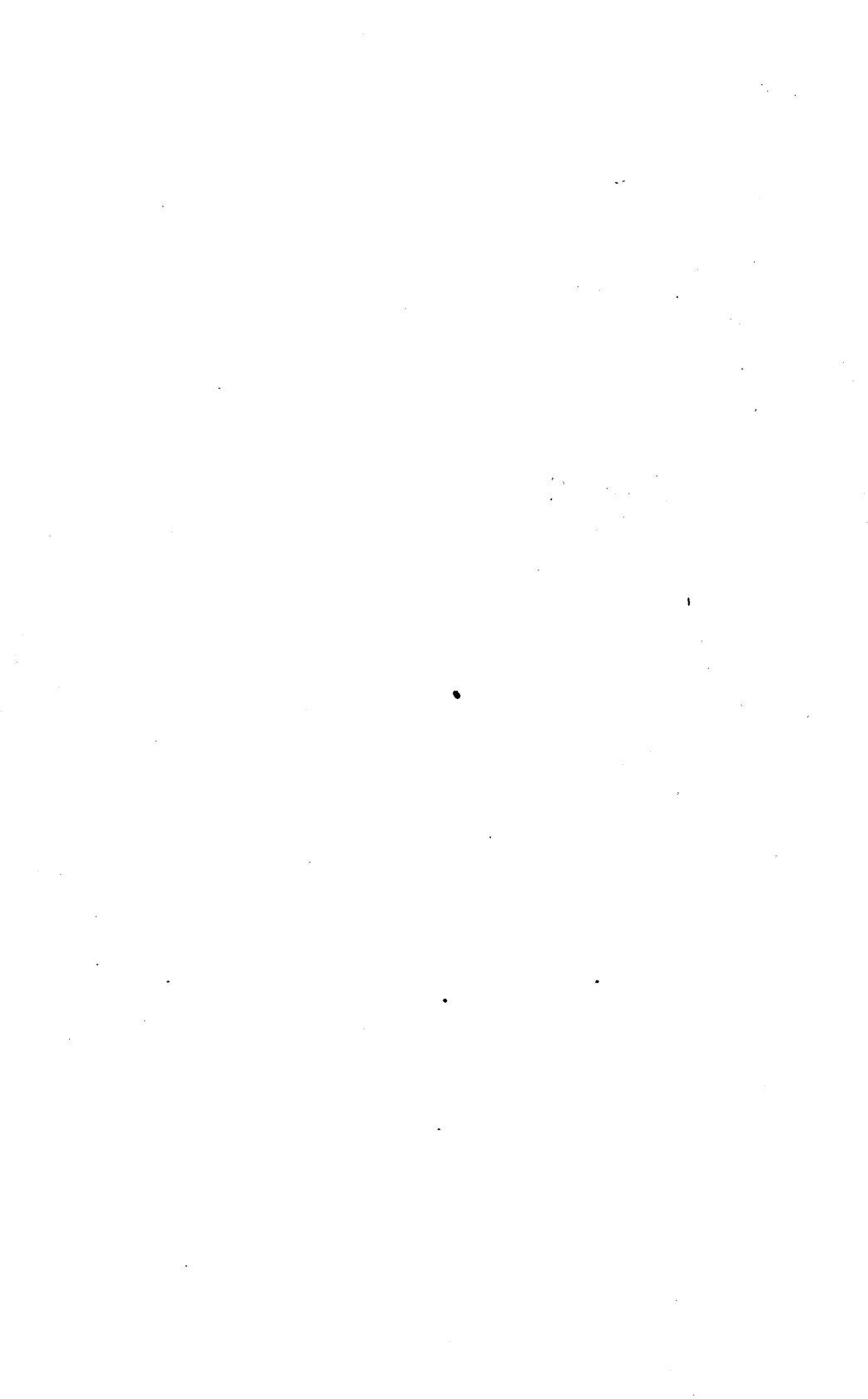
FOR THE YEAR

1910

AUGUSTA

KENNEBEC JOURNAL PRINT

1911



STATE OF MAINE.

OFFICE OF COMMISSIONER OF HIGHWAYS,

AUGUSTA, January 17, 1911.

*To His Excellency, Frederick W. Plaisted, Governor, and the
Honorable Council:*

I have the honor to present the sixth annual report of the
Commissioner of Highways.

Very respectfully,

PAUL D. SARGENT,
Commissioner.

ORGANIZATION OF STATE HIGHWAY
DEPARTMENT.

PAUL D. SARGENT, MachiasCommissioner
IRVIN W. BARBOUR, PortlandAsst. Commissioner
L. D. BARROWS, FoxcroftClerk
ANNIE P. BIBBER, Lisbon FallsStenographer
LILLIAN W. CHUTE, AugustaStenographer

REPORT

The year 1910 has been by far the most successful year in the history of state road building in Maine. A total expenditure of \$428,638.74 was made during the year on state aid and trunk line roads, of which the state furnished \$211,481.31.

112.33 miles of state aid road and 7.99 miles of trunk line road have been completed during the year. All this has been accomplished with very little friction between the state highway department and the municipal officers of the towns. This has been brought about by a better understanding by all parties interested of the requirements of the state highway law and the specifications under which the work is done.

The department has exercised closer supervision this year over all state road work and as has happened in the past where we have expended the most time and money for supervision we have secured the best roads.

A total of 505 applications for state aid were received as follows:

Cities	18
Towns	416
Organized plantations	35
County commissioners for unincorporated townships	36
	<hr/>
Total	505

Of the above number fifteen towns have applied to the department for permission to allow their joint funds to lay over until 1911 and be expended at that time. Permission has been granted.

In these fifteen towns a total joint fund of nine thousand three hundred five dollars and sixty-two cents (\$9,305.62)

is available in 1911. Upon satisfactory expenditure of this amount, state aid amounting to four thousand six hundred twenty-six dollars and twelve cents (\$4,626.12) already apportioned will be approved and paid.

In three towns the work has not been completed; in two towns the work done did not pass inspection; in one town work was satisfactorily completed but state aid has not been paid as a portion of the right of way over which the road has been built has not yet been settled by the town. From two towns final reports have not been received. To these eight towns state aid amounting to four thousand seventy-five dollars (\$4,075.00) was apportioned and will be paid on proper evidence of satisfactory work having been completed.

In four hundred and eighty-two places the joint funds have been expended in completing as many pieces of highway improvement. Collectively the results are as follows:

No. of Towns.	Nature of Improvement.	Square yards.	Length in feet.	Cost.	Aid.
2	Block paving.....	2,920	982	\$4,794 55	\$1,637 00
30	Macadam **.....	† 79,396	33,374	47,027 95	17,164 15
8	Bituminous Macadam.....	* 19,280	† 6,470	26,661 03	7,417 84
361	Gravel ††.....		\$469,354.5	234,394 14	116,024 14
71	Earth and drainage.....		77,921	36,944 05	19,098 21
9	Culverts.....			178 00	128 00
1	Bridges.....			775 12	250 00
7	Data not received.....			1,056 39	306 00
‡483	Totals.....	101,596	588,101.5	\$351,831 23	\$162,075 34

* Does not include Westbrook 1909 work completed in 1910.

† Does not include Brunswick (not completed.)

‡ Of this amount 222 feet is macadam, cost not separated.

§ Of this amount 35,829.5 feet earth and 1,285 feet macadam, cost not separated.

** Cost includes \$959.75, which was expended on Trunk Line work in Kittery; aid includes \$450.00, paid on Kittery Trunk Line.

†† Cost includes \$1,182.73, which was expended on Trunk Line work in York; aid includes \$31.93, paid on York Trunk Line.

‡ Of these towns Mars Hill applied to have 1910 joint fund laid over to 1911 but expended enough this year to receive 1909 unexpended balance of \$127.73, so that total number of jobs=483.

Total number of miles=111.38. Average cost per mile=\$3,121.56 (not including cost of trunk lines, 3 culvert jobs, 1 bridge job and 7 unincorporated township jobs on which data was not received; the last three items in above table.)

Block paving	0.186 miles.	Cost per mile,	\$25,777 01	Cost per sq. yd.	\$1.64
Macadam	6.320 "	" " "	7,239 27	" " "	0.53
Bituminous macadam	1.225 "	" " "	21,764 10	" " "	1.33
Gravel	83.892 "	" " "	2,623 59		
Earth and drainage	14.757 "	" " "	2,502 98		

In figuring cost per mile, etc., amounts expended on York and Kittery Trunk Lines, 3 culverts, 1 bridge and towns from which data has not been received, have not been included.

It is thus seen that a total expenditure of \$351,831.23 has been made under the impetus of the law. Of this amount the

state has furnished \$162,075.34 of 1910 aid and \$7,275.15 of 1909 and 1908 aid. Included in this expenditure are the joint funds for five towns which were brought forward from 1909 and expended with the 1910 joint funds in doing one piece of work. Four other jobs were completed independent of the 1910 work in the same towns at a total cost of \$12,117.70 and against this expense state aid amounting to \$2,351.08 was paid, so that the total expenditure during the year on state aid work was \$363,948.93 and the total payment of state aid was \$171,701.57.

In addition to the expenditure on state aid work there has also been expended on trunk line work \$66,822.39. Of this amount \$2,132.58 of joint funds expended on trunk line work is reported in the above table. This leaves an expenditure on trunk lines of \$64,689.81, which added to the cost of state aid work makes a gross expenditure for state aid and trunk line roads during 1910 of \$428,638.74. Of the cost of the trunk lines \$24,910.07 was appropriated by towns and subscribed by individuals, making the net expenditure by the state on account of trunk lines \$39,779.74, which added to the state aid above reported makes a total expenditure by the state on state aid and trunk line roads of \$211,481.31.

1909 WORK COMPLETED IN 1910.

Besides the work performed by the expenditure of the 1910 joint funds, eight jobs which were started last year have been completed this year. The joint funds of five of these towns were combined with the 1910 joint funds and the work completed as a whole. The total expenditure on account of the three remaining towns was ten thousand eight hundred four dollars and fifty-seven cents (\$10,804.57). One town which appropriated no money for its state road this year expended one thousand three hundred thirteen dollars and thirteen cents (\$1,313.13) against the 1909 joint fund which was laid over last year. This makes a total expenditure this year on account of 1909 work of twelve thousand one hundred seventeen dollars and seventy cents (\$12,117.70). Against this expenditure state aid amounting to two thousand two hundred ninety-seven dollars and ninety-nine cents (\$2,297.99) apportioned in 1909 and state aid apportioned in 1908 amounting to fifty-three dollars and nine cents (\$53.09), making a total of two thousand three hundred

fifty-one dollars and eight cents (\$2,351.08) has been paid to the towns. The work performed was as follows:

1909 WORK COMPLETED IN 1910.				
Kind	Sq. yds.	Length in ft.	Cost.	Aid.
Gravel	3,685	1,530	\$2,683 60	\$1,013 62
Earth	922	395	717 63	358 50
Bituminous Macadam	6,190	3,072	8,716 47	925 87
Totals	10,797	4,997	\$12,117 70	\$2,351 08*

A tabular statement of above work will be found elsewhere in this report.

STATEMENT OF 1908 APPROPRIATION.

CR.

Jan. 1910. By balance to Kittery and Portland Trunk Line	\$3,912 53
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DR.

To Engineers' services during year	623 87
To balance in above account	3,288 66

\$3,912 53

STATEMENT OF 1909 APPROPRIATION.

CR.

Jan. 1910. By state aid apportioned and unpaid	\$9,944 86
By apportionment to Rockland and Bangor trunk line	5,000 00
By balance to 1910	12,584 11

\$27,528 97

DR.

To 1909 state aid paid during 1910	\$9,297 78
To Rockland-Bangor trunk line apportionment paid	5,000 00
To paid inspectors' services and expenses	8,446 39
To 1909 unpaid apportionments	737 18
To balance to 1911	4,047 62

\$27,528 97

STATEMENT OF 1910 APPROPRIATION.

CR.

By appropriation 3-4 mill on state valuation	321,159 35
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* Includes \$53.09 unexpended balance of 1908 aid paid to Mt. Desert on completion of 1909 work.

DR.

To state aid apportioned and paid	\$162,075 34	
To state aid apportioned and not paid	16,728 30	
To trunk line apportionment expended	\$39,779 74	
To trunk line apportionment unexpended	49,220 26	89,000 00
		<hr/>
To balance to 1911		53,355 71
		<hr/>
		\$321,159 35

TRUNK LINE WORK.

Besides the regular state aid work outlined above, the department has undertaken the construction of nine sections of trunk line road under the provisions of section thirteen of the state road law.

The roads selected for improvement are located in the following towns: Poland, Casco, Rockland, Rockport, South Portland, Kennebunk, Kittery, York, Wells, Scarboro and Topsham.

Total apportionments of eighty-nine thousand dollars (\$89,000.00) have been made for these roads. Subscription funds and appropriations amounting to twenty-four thousand nine hundred ten dollars and seven cents (\$24,910.07) have also been used; and joint funds amounting to two thousand one hundred thirty-two dollars and fifty-eight cents (\$2,132.58) have been expended in the work.

Contracts have been let for 13.11 miles of road and 7.99 miles have been completed, the remaining mileage being now under contract and partly completed.

The total expenditure in connection with this work has been sixty-six thousand eight hundred twenty-two dollars and thirty-nine cents (\$66,822.39). Of this the state has furnished thirty nine thousand seven hundred seventy-nine dollars and seventy-four cents (\$39,779.74).

There has also been charged against trunk lines one thousand forty-two dollars and fifty cents (\$1,042.50), cost of surveys for work which will be taken up later.

We believe the time is ripe for the legislature to declare a definite system of main thoroughfares upon which the state shall undertake systematic and continuous improvement and maintenance.

We also believe the state is losing valuable transient tourist business and permanent summer home seekers every year this

work is delayed. The department is in constant receipt of inquiries from this class of people asking about our best routes of state highways, and also asking what we plan to do in a general way towards the improvement of our main thoroughfares. Nor is it uncommon to receive complaints both from residents and non-residents regarding the condition of some of our most traveled, though poorest roads. If the report could go abroad that Maine had established a definite progressive policy of improvement of main thoroughfares it would be the best single advertisement that could go out from the state.

A description of each of these sections with statement of improvements made, state funds apportioned, subscription funds, if any, and cost of work is given elsewhere in this report.

MEETINGS.

In January your commissioner attended a meeting of highway engineers held at the Society House of the American Society of Civil Engineers, New York City, where a day's time was given to a discussion of the construction of bituminous roads. This was a very profitable meeting.

The customary series of county road meetings was held in April, with about the usual attendance.

In December the commissioner attended the seventh annual convention of the American Road Builders' Association at Indianapolis, Indiana. Delegates were present from about forty states and several of the Canadian Provinces. Interesting sessions were held for four days.

WORK WITH STATE GRANGE COMMITTEE.

During the summer of 1910 your commissioner held several meetings with a special committee of the State Grange appointed by the state master for the purpose of investigating ordinary road conditions and expenditures. An honest attempt was made to get at the real facts and conditions surrounding ordinary road work.

The most noticeable fact disclosed by a careful study of figures collected by the state highway department during 1905 is the very great inequality in the highway burden as it lies upon the various cities and towns today. It is a fact that many poor

towns have a large road mileage and a very heavy tax rate for highway purposes. No attempt was made to study out any plan for equalizing their burden. There is only one way, in fact, in which it can be done, and that is to have the state assume entire control of all roads, levy a tax sufficient to properly take care of them, and apportion the same according to the needs of each particular locality.

The committee particularly addressed its attention to a possible means of securing better results from the expenditure of ordinary road funds as now handled, i. e., through the jurisdiction of each town.

Statistics show that the average length of term of office of road commissioners in Maine is two years and eight months—a period less than is required of apprentices in any trade. Yet this army of inexperienced, untrained men are annually expending one million three hundred seventy-seven thousand dollars (\$1,377,000.00) of road funds in this state. A few good commissioners are developed each year, but their official lives are generally short. A man with good ideas generally does not have an opportunity longer than one year to put them into practice. He is then either relieved by the voters of further control of road affairs or else he has become so disgusted that he is ready to drop the whole business.

It seems to us, and the committee agreed in this view, that if some provision could be made for putting road work under the supervision of trained men that practically all the complaints which we hear today would disappear. Work wisely planned, intelligently directed and economically executed would be the direct results of trained supervision.

It also seemed to us that the only way to start trained supervision would be for the state to take the initiative. This could be done by paying a small amount of state aid for each mile of road under the care of such towns as would accept state supervision and state instruction and do their road work accordingly.

The possibility of securing aid and the liability of losing it would cause towns to make careful selection of men to take charge of road work. After once getting supervision—or in other words, good road commissioners—started, it seems as though they would justify themselves with the people and before

we fully realized what was taking place the transition to good business methods would be complete.

New methods and new ideas are contagious, especially when they produce good results. No better proof of this statement is needed than a glance at the growth of the state road movement. It seems fair to assume that with a proper organization practically all the roads of the state could be brought under trained supervision in from five to ten years, simply through the medium of state aid.

In connection with the foregoing report of matters taken up with the State Grange committee it is interesting to refer to a resolution unanimously adopted at a meeting of the state highway commissioners of New England held in Boston on December eighth, 1908, which is as follows:

"On a motion of Mr. Gates, duly seconded it was unanimously

Resolved, That if good roads are to be built and maintained at any reasonable cost, it is essential that expenditures for such work be made only after proper study and upon plans and specifications made by experienced experts. Under the present system, or lack of system, of local control and supervision, a great amount of money is wasted. As a preliminary step in the right direction we recommend that all the main highways and thoroughfares outside of the thickly settled portions of the cities and towns be put as soon as possible under the supervision of a central control or authority and its engineers; that all money spent thereon be expended under the direction and supervision of such central authority; and that all money needed therefor be provided by the states, counties, cities or towns in whole or in part by each, as may be deemed expedient. The question of maintenance is at least as important as that of original construction. It is of no use to build roads at great expense and then allow them to go to pieces for lack of necessary repairs. We recommend that, whenever any money provided by the State has been spent on any highway, thereafter such highway shall be repaired and maintained under the direction and supervision of the central authority and its engineers; that provisions be made by law to provide yearly the necessary money, this being done by dividing the expense between the State, county, city or town in such way as seems best, either in the proportion which each paid for the original construction, or otherwise; and that a part of the money be also provided from the fees and fines collected under the laws of the State relating to the registration and operation of motor vehicles and the licensing of the operators thereof."

RECOMMENDATIONS.

In the past more or less difficulty has been experienced in securing competent foremen to take charge of state road work. In some towns road commissioners are elected; in some towns road work is left for the selectmen to supervise; in many towns where commissioners are elected there is constant friction between selectmen and the commissioner. When there is a lack of co-operation between these officials or the least bit of jealousy or friction, road work suffers and under such circumstances the department has found it most difficult to secure good results from the expenditure of state road funds. In some towns, too, incompetent officials are elected and doing work through such officials adds materially to the care of the highway department.

We have felt for some time that if a law could be passed authorizing the state highway commissioner and the selectmen to name the foreman to have charge of the state road work that it might prove very beneficial to the work. This need has been discovered elsewhere and some of the states have already made such provision as we recommend. For example: In the Vermont state road law in Section 4005 we find the following:

"All money appropriated or apportioned to towns by this chapter shall be laid out and expended by a commissioner appointed by the selectmen of each town with the consent and approval of the state highway commissioner, except that the selectmen of any town and the state highway commissioner may agree upon any plan of expending the state money in that town that may seem to them best under existing conditions. Whenever the selectmen fail or refuse to act, the state highway commissioner may act, and, in all cases, shall have full control of the expenditure of the money provided for in this chapter."

In the New Hampshire state road law in Section 7 we find the following:

"In case proposals have been invited and notice of such invitation shall have been advertised in accordance with the regulations heretofore mentioned and no proposals are submitted, or such proposals as are submitted are, in the opinion of the state engineer, unreasonable, and he shall so affirm to the governor and council, they may, with the approval of the selectmen of a town or the mayor of a city, authorize and employ an agent or agents to perform the contract upon such terms as shall be satisfactory to the governor and council and to the selectmen of a town or the city authorities having jurisdiction over highway expenditures."

Another matter which might well be considered is the provision for changing state road designations which is not entirely satisfactory.

As the law stands today state roads are designated by the county commissioners of each county. The designation may be changed by a petition of a majority of the voters of any town lodged with the highway department. The petition must state the thoroughfare which in the judgment of the petitioners should be designated. A hearing is held and a board consisting of the state commissioner of highways, a member of the board of municipal officers and a county commissioner from an adjoining county, as provided by law, must either approve the original designation or designate the road petitioned for.

The law might well be amended to provide that a majority of the voters, if dissatisfied with the road as designated might petition the state highway department for a review of the county commissioners' findings and at the same time confer authority upon the board, as above named, to designate the main thoroughfare or state road in such town. Under such an arrangement the board would be entitled to review the whole case and designate whatever road the testimony should indicate was the main thoroughfare.

Another matter which should be taken up at once is the question of maintenance of state roads already built. In the original bill presented to the legislature in 1907 was the following section:

"Section 10. Any highway within any city or town improved by the expenditure of said joint fund shall thereafter be maintained, as are other highways, within the city, town, plantation or township within which it is located, and to the satisfaction of the state commissioner of highways.

Any town which neglects or refuses to make repairs on its state road within sixty days after being notified by the state commissioner of highways what repairs are necessary to be made, shall be not eligible to state aid the succeeding year—nor shall said town again be eligible to state aid until all repairs required by the state commissioner have been made in a manner satisfactory to him."

The last paragraph of this section was stricken out by the committee and the bill was reported and passed in this form.

Under this provision it has been found very difficult to have state roads properly maintained; probably not over one-third of the towns in the state comply with the maintenance provision.

Other states have found the same trouble and in practically every state aid state it has been found necessary to put the maintenance of state roads absolutely under the control of the state highway department in order to have the work properly attended to.

Most of the states today, however, receive their maintenance money from the annual licensing of motor vehicles and the operators thereof. Such a bill was introduced at the session of the 1909 legislature, but failed of passage. It will be introduced again this winter and should by all means be given a passage.

It is estimated that the number of automobiles owned in the state today would probably produce in license fees from forty to fifty thousand dollars annually. This money should be used first for the maintenance of state roads already built and the residue, if any, after providing for maintenance, should be used in the construction of main thoroughfares.

In this connection see copy of a resolution passed by the highway commissioners of New England at their meeting in Boston on December eighth, 1908, which is found at the end of the report on work with the committee of the State Grange, printed elsewhere in this report.

Section thirteen of the state road law, which authorizes the expenditure of surplus funds, after the payment of state aid has been provided for, in the construction of trunk lines, should be so amended that contracts for this work can be executed between the contractor and the state commissioner of highways, representing the state.

The attorney general advised the commissioner that under this section, as it is now worded, these contracts must be between the contractor and the municipal officers of the town or city in which the work is located. This causes more or less delay in the signing of contracts and is purely a technical point, as the state goes ahead with the construction and supervision of the road and pays the bills independent of the local municipality.

CHANGES OF LOCATION.

During the year there have been received at the department eight petitions for change of location of state road. In addition to these eight petitions which were heard, a petition received from Lexington Plantation on July twenty-seventh, 1909, was heard, making in all nine petitions.

PETITIONS HEARD.

Bradford, Penobscot County. Original designation: "Road leading from Orneville to Hudson by the way of North Bradford and Bradford village."

Road petitioned for: "Road leading in an easterly direction from Charleston line near the residence of Frank Wellington, through Bradford Corner and Bradford Center to Bradford R. R. station."

Petition signed by 147 voters out of a total of 273, received at department April 11, 1910.

Hearing ordered for May 11, 1910, at Bradford. Hearing held as ordered.

Decision rendered May 26, 1910, ordering that the road as originally designated be designated as state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,

Newell Randall, Chairman, Selectmen,

George T. Tibbetts, County Commissioner, Somerset County.

Chapman Plantation, Aroostook County. Original designation: "Road beginning on the 'Center Line Road,' so called, at the south line of Mapleton, thence southerly on said road to the 'Grendell Road,' so called, to the 'Littlefield Road,' so called, thence southerly to the terminus of said 'Littlefield Road.'"

Road petitioned for: "Road beginning at the Mapleton town line between lots No. 3 and 4, leading south on lot line to south line of lots No. 27 and 28, then nearly southwest."

Petition, signed by 44 voters out of a total of 72, received at department April 26, 1910.

Hearing ordered for June 15, 1910, at Chapman Plantation. Hearing held as ordered.

Decision rendered June 27, 1910, ordering that the road as petitioned for be designated as the state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,

S. D. Grendell, Chairman, Selectmen,

F. V. Buzzell, County Commissioner, Penobscot County.

Corinth, Penobscot County. Original designation: "Road beginning at the Charleston town line on the Bangor and Moosehead Lake Road, so called, thence southerly by said road on the line of the Penobscot Central Railroad through the town of Corinth to the Kenduskeag town line."

Road petitioned for: "Road extending westerly from East Corinth village in said town of Corinth, to Exeter, a town adjoining said Corinth on the west."

Petition, signed by 190 voters out of a total of 319, received at department April 28, 1910.

Hearing ordered for June 17, 1910, at Corinth. Hearing held as ordered.

At the hearing it was brought out that the road as petitioned for did not describe a complete thoroughfare and at the request of all present the petition was amended to describe the complete thoroughfare as follows:

"Beginning at the line between Exeter and Corinth at the eastern terminus of the designated state road in said Exeter; thence easterly by the Exeter road, so called, to Megquier's Corner; thence northerly by Main street in East Corinth to the junction of Main street and road leading to East Ridge road; thence easterly by said road leading to the East Ridge road across East Ridge road to the Trim schoolhouse; thence northerly on the Charleston road, so called, about one-quarter of a mile to the Hudson road; thence easterly by the Hudson road, so called, to the Hudson town line."

Decision rendered June 27, 1910, ordering that the road petitioned for, as amended, be designated as the state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,

W. M. Oakman, Chairman, Selectmen,

Fred R. Page, County Commissioner, Hancock County.

Lagrange, Penobscot County. Original designation: "Road running southwesterly through the town of Lagrange from the Howland line by the way of Lagrange village to the Orneville town line."

Road petitioned for: "Road beginning at the south line of the town and running in a northerly direction, the same being the main road from Oldtown to Brownville, and terminating at the north line of said Lagrange, the same being the only north and south road in said town."

Petition, signed by 119 voters out of a total of 177, received at department April 26, 1910.

Hearing ordered for June 16, 1910, at Lagrange. Hearing held as ordered.

Decision rendered July 5, 1910, ordering that the road as originally designated be designated as state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,

Willard Snell, Chairman, Selectmen,

Fred R. Page, County Commissioner, Hancock County.

Lewiston, Androscoggin County. Original designation: "Road beginning at the Webster town line on Sabattus street and running to Davis Corner, thence continuing on Sabattus street to Main street and thence along Main street to the Androscoggin river and the city of Auburn."

Road petitioned for: "Main street in Lewiston from Sabattus street, to Greene, by the way of Fogg's Corner, so called."

Petition, signed by the mayor and four other municipal officers of the city of Lewiston, received at department April 4, 1910.

Hearing ordered for May 6, 1910, in city of Lewiston. Hearing held as ordered.

Decision rendered June 11, 1910, ordering that the road petitioned for be designated as state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,

Frank A. Morey, Mayor,

W. D. Haley, County Commissioner, Kennebec County.

Lexington Plantation, Somerset County. Original designation: "Road beginning at Highland town line and extending to Lexington town line, via East road."

Road petitioned for: "Road called the Center road, or the Flat road, located west of Sandy stream."

Petition, signed by 38 voters out of a total of 67, received at department July 27, 1909.

Hearing ordered for May 17, 1910, at Lexington. Hearing held as ordered. On agreement of counsel for petitioners and opponents that the original designation by county commissioners has now been invalidated by subsequent legislation this petition was dismissed and the state commissioner was to notify the county commissioners to make designation.

On July 5, 1910, the following was received at the office of the state commissioner of highways:

"Whereas, the County Commissioners of Somerset County, on the thirty-first day of May, A. D. 1910, designated the main traveled thoroughfare in the plantation of Lexington, in said County, to be known as the state road, as follows:

'Beginning at the north line of the town of New Portland, which is also the south line of the plantation of Lexington, and running northerly through the plantation of Lexington via the east stage road through said plantation to the south line of Highland Plantation. This road is approximately seven miles in length.' "

Road petitioned for: "Road beginning at the north line of the town of New Portland, on what is called the Dead River road, thence northerly through the plantation of Lexington across Lexington Flat, over the stage road west of Sandy stream, to the south line of Highland Plantation."

Petition, signed by 42 voters out of a total of 70, received at department July 5, 1910.

Hearing ordered for August 16, 1910, at Lexington. Hearing held as ordered.

Decision rendered September 6, 1910, ordering that road described in second petition be designated as the state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,

Alton J. Albee, Chairman, Selectmen,

Irving R. Holmes, County Commissioner. Piscataquis County.

Waterford, Oxford County. Original designation: "Road leading from Norway town line, on stage road, through North Waterford to Albany town line."

Road petitioned for: "Road beginning at the town house in the village of Waterford and running in a southerly direction to the bridge over Mill brook near the chair factory building in the village of South Waterford."

Petition, signed by 147 voters out of a total of 287, received at department May 23, 1910.

Hearing ordered for June 21, 1910. Hearing held as ordered.

Decision rendered June 28, 1910, ordering that the road as originally designated be designated as the state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,

Warren V. Kneeland, Chairman, Selectmen,

A. B. Nealey, County Commissioner. Androscoggin County.

West Bath, Sagadahoc County. Original designation: "The highway running through said town from the Bath line at Standish bridge, so called, to the Bull Rock bridge at New Meadows river, the same being known as the 'Bull Rock Bridge Road.'"

Road petitioned for: "Road beginning at the Witch Spring near the junction of the Bull Rock Bridge road and the Berry's Mills road, thence southerly to Prince's corner, then north-east to the Winnegance line."

Petition, signed by 67 voters out of a total of 95, received at department May 16, 1910.

Hearing ordered for June 10, 1910, at Court House, Bath. Hearing held as ordered.

Decision rendered June 23, 1910, ordering that the road as originally designated be designated as the state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,
Frank G. Coombs, Chairman, Selectmen,
W. D. Haley, County Commissioner, Kennebec County.

Vassalboro, Kennebec County. Original designation: "Road known as the 'Vassalboro Road' extending from the south line of the town of Winslow near the grist mill of C. A. Priest; south through the village of North Vassalboro and East Vassalboro and along the west shore of China Lake to the west line of the town of China, near the Brag place."

Road petitioned for: "Road beginning at the Four Corners near the center of East Vassalboro village; thence running westerly to the road known locally as the 'Quaker Lane' road; thence southerly along said last mentioned road to a point near the residence of George H. Pope; thence westerly through the new Pope road (so-called) to the corner near the residence of Albert P. Robinson; thence southerly and westerly along the only existing road to a point near the residence of J. P. Gardner; thence westerly and southwesterly to the River Road (so-called) near the residence of Mrs. Martha Getchell; thence southerly to the Augusta town line."

Petition, signed by 330 voters, out of a total of 585, received at department May 25, 1910.

Hearing ordered for June 20, 1910. Hearing held as ordered.

Decision rendered July 5, 1910, ordering that the road as petitioned for be designated as the state road.

Sitting at hearing,

Paul D. Sargent, State Commissioner of Highways,
O. J. Hussey, chairman, Selectmen,
George T. Tibbetts, County Commissioner, Somerset County.

CONTRACTS.

Contracts are handled the same as they have been since the organization of the department.

It has seemed to us that contract prices especially on our trunk line jobs have run a little high, but until the State is willing to provide for an increased engineering force to supervise contract work it will be necessary to continue our present system of letting on the lump sum price basis. A change to the unit price basis would, we believe, tend to lower prices on this work, but would call for an increased engineering force and increased expenses of supervision.

The following write-ups give the leading features in connection with each contract job performed during the year.

As formerly, these contracts have been under the immediate supervision of Mr. I. W. Barbour, Assistant Commissioner.

AUBURN.

Contract No. 49, Contractor, city of Auburn. F. F. Goss, street commissioner, R. A. Swift, city engineer. Nature of improvement, granite block paving; area, 1605 sq. yds. Cost per sq. yd., \$1.68.

Work begun September 28th; completed October 21st.

The section of state road improved begins at Court street and extends southerly along the westerly half of Minot avenue, between the electric car tracks and the curbing.

Quantities and unit prices estimated by the department:

722 lineal feet of road graded @ \$0.24.

1,444 sq. yds. of granite block pavement @ \$1.57.

1 catch basin, \$35.00

Lump sum amount of contract \$2,505 25

Details and cost items compiled from certificates of municipal officers.

Length, 722 feet; width, 20 feet.

Grading	173	28
Paving blocks	2,519	36
Catch basin	35	00
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Total cost of work	\$2,727	64
Amount appropriated by city, section 4,	1,400	00
Unexpended balance from 1909	55	25
State aid apportioned under section 6.....	1,050	00
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Joint fund	\$2,505	25
Additional amount furnished by city	222	39
Net cost of work	2,727	64
Cost to city	1,622	39
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State aid approved	\$1,105	25

AUGUSTA.

Contract No. 46. Contractor, city of Augusta; James F. Pierce, street commissioner; W. B. Getchell, city engineer; nature of improvement, grading, drainage, gravel surface, also macadam surface; area gravel surface, 8,166 sq. yds.; cost per sq. yd., \$0.188; area macadam surface, 1,365 sq. yds.; cost per sq. yd., \$0.60; work begun September 28th; completed November 18th.

The section of state road improved begins at the northerly end of the 1909 work and extends northerly along the Bond brook and Belgrade roads; also section on State street from Union street southerly.

Quantities and unit prices estimated by the department:

3,200 lineal feet of road graded @ \$0.075.	
7,466 sq. yds. gravel road complete @ \$0.25.	
57 lineal feet of 18 inch metal culvert @ \$1.40.	
950 lineal feet of underdrain @ \$0.24.	
Lump sum amount of contract.....	\$2,450 00
Details and cost items compiled from certificates of municipal officers:	

Length, gravel surface, 3,500 feet; width, 21 feet; depth, 9 inches; length macadam surface, 585 feet; width, 21 feet; depth, 8 inches.

Gravel section.

Grading	\$50 00
Underdrain, 1,012 feet x 2 feet x 3 feet.....	208 00
Gravel surface, 3,500 feet.....	1,276 62
Metal culvert, 18 inches x 56 feet.....	76 00
Engineering and advertising.....	34 90

Macadam section.

Grading	26 50
Macadam surface, 585 feet.....	794 62
Engineering	10 00

Total cost of work.....	\$2,476 64
Amount appropriated by city, section 4.....	1,400 00
State aid apportioned, section 6.....	1,050 00

Joint fund	\$2,450 00
Additional amount furnished by city.....	26 64

Net cost of work.....	\$2,476 64
Cost to city.....	1,426 64

State aid approved.....	\$1,050 00
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BATH.

Contract No. 35. Contractor, city of Bath; Oscar F. Williams, street commissioner; Stephen Litchfield, engineer; nature of improvement, grading, drainage and macadam surface; area, 3,360 sq. yds.; cost per sq. yd., \$0.754; work begun August 15th; completed November 19th.

The section of state road improved begins at the southerly end of the 1909 section of state road at Bath street and extends southerly along High street.

Quantities and unit prices estimated by the department:

1,700 lineal feet of road graded @ \$0.44.
3,244 sq. yds. of macadam surface @ \$0.465.
40 lineal feet of 8 inch vitrified pipe @ \$0.50.
36 lineal feet of 10 inch vitrified pipe @ \$0.60.

56 feet of wooden guardrail @ \$0.30.	
Concrete culvert 36 feet long 30 inches in diameter, \$72.00.	
2 catch basins @ \$30.00.	
Lump sum amount of contract.....	\$2,450 00
Details and cost items compiled from certificates of municipal officers:	
Length, 1,680 feet; width, 28 feet.	
Grading	\$663 90
Macadam surface, 1,680 feet x 18 feet x 9 in...	1,870 00
1 vitrified pipe culvert 40 feet x 8 inches diameter	20 00
1 vitrified pipe culvert 36 feet x 10 inches.....	21 60
1 vitrified pipe culvert 38 feet x 27 inches includ- ing one concrete end wall 10 feet long, aver- age thickness 1 foot 9 inches.....	95 00
2 catch basins.....	60 00
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Total cost of work.....	\$2,730 50
Amount appropriated by city.....	1,400 00
State aid apportioned under section 6.....	1,050 00
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Joint fund.....	\$2,450 00
Additional amount furnished by city.....	280 50
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Net cost of work.....	\$2,730 50
Cost to city.....	1,680 50
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State aid approved.....	\$1,050 00

BELFAST.

Contract No. 13. Contractor, city of Belfast; H. S. Cunningham, street commissioner; A. D. Hayes, city engineer; nature of improvement, grading, drainage, macadam surface and bituminous macadam surface; area, 1,354 sq. yds.; cost per sq. yd., \$0.83; work begun August 13th; completed September 30th.

The section of state road improved begins at High street and extends northerly along Bridge street.

Quantities and unit prices estimated by the department:

580 lineal feet of road graded @ \$0.25.

816 2-3 sq. yds. bituminous macadam surface @ \$0.85.

536 2-3 sq. yds. macadam surface @ \$0.55.	
20 lineal feet of 12 inch metal culvert @ \$1.15.	
30 lineal feet of 12 inch metal culvert relaid @ \$0.20.	
36 cu. yds. concrete masonry @ \$10.00.	
108 sq. yds. block paved gutters 3 feet wide @ \$1.06.	
125 lineal feet of underdrain @ \$0.40.	
Lump sum amount of contract.....	\$1,812 00
Details and cost items compiled from certificates of municipal officers:	
Length, 580 feet; width, 21 feet.	
Grading	\$163 50
Bituminous macadam surface 836 sq. yds., mac- adam surface 518 sq. yds.....	1,125 10
50 feet 10 inch metal culvert.....	50 00
40 cu. yds. concrete masonry, culvert and wall...	374 80
2 catch basins and blacksmith work.....	96 00
Engineering	57 50
Block paved gutters 103 feet x 3 feet.....	130 63
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Total cost of work.....	\$1,997 53
Amount appropriated by city.....	1,100 00
State aid apportioned under section 6.....	712 00
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Joint fund	\$1,812 00
Additional amount furnished by city.....	185 53
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Net cost of work.....	\$1,997 53
Cost to city.....	1,285 53
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State aid approved.....	\$712 00

BIDDEFORD.

Contract No. 43. Contractor, city of Biddeford; Clarence E. Richards, street commissioner; W. T. Allen, engineer; nature of improvement, grading, draining, macadam surface; area, 3,087 sq. yds.; cost per sq. yd., \$0.85; work begun October 14th; completed November 12th.

The section of state road improved begins at the southwest-erly end of the 1909 work and extends southwesterly along Elm street.

Quantities and unit prices estimated by the department:

1,324 lineal feet of road graded.	
3,087 sq. yds. of macadam road (including grading) @ \$.80.	
5 catch basins @ \$25.00.	
Lump sum amount of contract.....	\$2,625 00
Details and cost items compiled from certificates of municipal officers:	
Length, 1,324 feet; width, 21 feet; depth, 10 inches.	
Grading	\$327 50
Macadam surface.....	2,130 20
Catch basins.....	100 00
Engineering and advertising.....	68 00
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Total cost of work.....	\$2,625 70
Amount appropriated by city, section 4.....	1,500 00
State aid apportioned, section 6.....	1,125 00
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Joint fund	\$2,625 00
Additional amount furnished by city.....	70
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Net cost of work.....	\$2,625 70
Cost to city.....	1,500 70
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State aid approved.....	\$1,125 00

BREWER.

Contract No. 34. Contractor, city of Brewer; S. D. Copeland, road commissioner; R. E. Mullaney, engineer; nature of improvement, grading, drainage and macadam surface; area, 3,333 sq. yds.; cost per sq. yd., \$.585; work begun August 30th; completed October 20th.

The section of state road improved begins at station 34 of the 1910 plan, opposite the cemetery, and extends southerly.

Quantities and unit prices estimated by the department:

1,500 lineal feet of road graded @ \$.10.	
3,333 sq. yds. macadam surface @ \$.35.	
2 cu. yds. concrete masonry end walls @ \$8.00.	
2 drop inlets @ \$15.00.	
Lump sum amount of contract.....	\$1,438 12

Details and cost items compiled from certificates
of municipal officers:

Length, 1,500 feet; width, 40 feet.	
Grading	\$750 00
Concrete end walls	16 00
Drop inlets.....	30 00
Macadam surface.....	1,200 84
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Total cost of work.....	\$1,996 84
Amount appropriated by city.....	838 12
State aid apportioned under section 6.....	600 00
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Joint fund	\$1,438 12
Additional amount furnished by city.....	558 72
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Net cost of work.....	\$1,996 84
Cost to city.....	1,396 84
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State aid approved.....	\$600 00

BRIDGTON.

Contract No. 42. Contractor, town of Bridgton; John S. Ames, road commissioner; D. Eugene Chaplin, engineer; nature of improvement, grading, drainage, gravel surface; area, 4,166 sq. yds.; cost per sq. yd., \$0.355; work begun August 29th; completed October 22nd.

The section of state road improved begins at the old Sandy Creek road and extends southerly along the Portland road toward Naples.

Quantities and unit prices estimated by the department:

2,500 feet of grading @ \$0.26.	
4,166 sq. yds. of gravel surface @ \$0.11.	
48 lineal feet of guardrail @ \$0.30.	
400 lineal feet of underdrain \$0.40.	
One cement stone culvert 18" x 24" x 26 feet, \$50.00.	
One cement stone culvert 36" x 36" x 30 feet, \$150.00.	
Lump sum amount of contract.....	\$1,471 00

Details and cost items compiled from certificates
of municipal officers:

Length, 2,500 feet; width, 21 feet; depth, 4 inches.	
Grading	300 00
Gravel surface 2,500 ft. x 15 ft. x 4 in.....	480 00
Guardrail (built by town).	
Underdrain, 1,000 feet.....	386 69
Clearing	233 13
Cement stone culvert 18" x 24" x 26 feet.....	60 00
Cement stone culvert 36" x 36" x 30 feet.....	120 00
Engineering and advertising.....	77 87
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Total cost of work.....	\$1,657 69
Amount appropriated by town, section 4.....	600 00
State aid apportioned under section 6.....	480 00
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Joint fund	\$1,080 00
Net cost of work.....	1,657 69
Cost to town.....	1,177 69
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State aid approved.....	\$480 00

CALAIS.

Contract No. 17. Contractor, city of Calais; Ansley P. Gardner, street commissioner; Charles F. Pray, engineer; nature of improvement, grading, drainage, macadam surface; area, 3,267 sq. yds.; cost per sq. yd., \$0.528; work begun August 26th; completed October 20th.

The section of state road improved begins at Union street and extends along North street to Chandler street.

Quantities and unit prices estimated by the department:

1,400 lineal feet of road graded @ \$0.5237.	
3,267 sq. yds. macadam surface @ \$0.25.	
Lump sum amount of contract.....	\$1,550 00
Details and cost items compiled from certificates of municipal officers:	
Length, 1,400 feet; width, 21 feet; depth, 8 inches.	
Grading	\$619 56
Macadam surface.....	975 97
Engineering	30 00
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Total cost of work.....	\$1,725 53

Amount appropriated by city, section 4.....	900 00
State aid apportioned, section 6.....	675 00
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Joint fund	\$1,575 00
Additional amount furnished by city.....	150 53
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Net cost of work.....	\$1,725 53
Cost to city.....	1,050 53
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State aid approved.....	\$675 00

CARIBOU.

Contract No. 4. Contractor, town of Caribou; E. F. Shaw, road commissioner; P. L. Hardison, engineer; nature of improvement, grading, drainage and macadam surface; area, 2,319 sq. yds.; cost per sq. yd., \$0.85; work begun June 13th; completed August 6th. .

The section of state road improved begins at the west end of the 1909 work and extends west 293 feet, also beginning 240 feet east of Farnham brook and extending west 480 feet.

Quantities and unit prices estimated by the department:

773 lineal feet of road graded @ \$0.33.

2,333 sq. yds. of macadam surface @ \$0.46.

40 feet of 30-inch metal culvert @ \$2.75.

40 feet of 12-inch metal culvert @ \$0.90.

8.3 cu. yds. concrete culvert ends @ \$6.00.

100 ft. "V" drain @ \$0.45.

1 catch basin \$30.00.

Lump sum amount of contract..... \$1,669 96

Details and cost items compiled from certificates
of municipal officers:

Length, 773 feet; width, 27 feet.

Grading 490 00

Underdrainage 100 00

Macadam surface..... 800 00

Clearing 100 00

Rolling 200 00

Guardrail 10 00

Metal culvert, 30 inches diameter, 40 feet long... 110 00

Metal culvert, 12 inches diameter, 40 feet long... 36 00

Concrete endwalls, 40 ft. long, 5 ft. high, 9 in. thick	97 50
Reinforcement for walls.....	10 00
Engineering and advertising.....	50 00
Other work.....	230 50
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Total cost of work.....	\$2,234 00
Amount appropriated by town, section 4.....	750 00
State aid apportioned under section 6.....	562 00
Unexpended balance from 1909.....	357 96
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Joint fund	\$1,669 96
Additional amount furnished by town.....	564 04
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Net cost of work.....	\$2,234 00
Cost to town.....	1,314 04
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State aid approved.....	\$919 96

CAMDEN.

Contract No. 52. Contractor, town of Camden; Fred B. Annis, street commissioner; F. H. Marshall, engineer; nature of improvement, grading, drainage, broken stone and gravel surface; area, 3,033 sq. yds.; cost per sq. yd., \$0.502; work begun October 1st; completed November 19th.

The section of state road improved begins at the easterly end of the 1908 section and extends easterly.

Quantities and unit prices estimated by the department:

1,050 lineal feet of road graded @ \$0.42.	
2,450 sq. yds. of stone and gravel surface @ \$0.36.	
44 lineal feet of 12-inch metal culvert @ \$1.20.	
2 cubic yards of concrete end walls @ \$8.00.	
Lump sum amount of contract.....	\$1,487 00
Details and cost items compiled from certificates of municipal officers:	
Length, 1,300 feet; width, 21 feet; depth, 9 inches.	
Grading	77 00
Gravel and lime rock surface.....	1,438 00
Vitrified pipe drain, 8 inches diameter, 417 feet long	187 65

Metal culvert 10-inch diameter, 38 feet long....	28 00
Metal culvert 12-inch diameter 44 feet long.....	35 20
Metal culvert 6-inch diameter 26 feet long.....	10 40
2 small concrete catch basins with covers.....	28 50
Rolling	40 00
Engineering and advertising.....	38 50
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Total cost of work.....	\$1,883 25
Appropriated by town, section 4.....	850 00
State aid apportioned, section 6.....	637 00
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Joint fund	\$1,487 00
Additional amount furnished by town.....	396 25
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Net cost of work.....	\$1,883 25
Cost to town.....	1,246 25
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State aid approved.....	\$637 00

DEXTER.

Contract No. 39. Contractor, town of Dexter; G. D. Chandler, road commissioner; Walter B. Gould, engineer; nature of improvement, underdrainage and macadam surface; area, 1,661 sq. yds.; cost per sq. yd., \$0.70; work begun August 17th; completed September 21st.

The section of state road improved begins at Center street and extends northerly along Spring street.

Quantities and unit prices estimated by the department:

700 lineal feet of road graded @ \$0.25.	
1,633 sq. yds. of macadam surface @ \$0.36.	
700 lineal feet of "V" drain @ \$0.60.	
Lump sum amount of contract.....	\$1,209 91
Details and cost items compiled from certificates of municipal officers:	
Length, 712 feet; width, 25 feet.	
Grading	169 15
Macadam surface, 712 ft. long, 21 ft. wide.....	640 20
Underdrainage	351 64

Engineering and advertising.....	4 50
Other work.....	74 18
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Total cost of work.....	\$1,239 67
Amount appropriated by town, section 4.....	550 00
Unexpended balance from 1909.....	192 91
State aid apportioned, section 6.....	467 00
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Joint fund	\$1,209 91
Additional amount furnished by town.....	29 76
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Net cost of work.....	\$1,239 67
Cost to town.....	579 76
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State aid approved.....	\$659 91

DOVER.

Contract No. 33. Contractor, town of Dover; W. S. Judkins, road commissioner; E. J. Smith, engineer; nature of improvement, grading and macadam surface; area, 1,820 sq. yds.; cost per sq. yd., \$0.66; work begun September 23d; completed October 24th.

The section of state road improved begins at the easterly end of the 1908 section of state road and extends easterly along Main street.

Quantities and unit prices estimated by the department:

450 lineal feet of road graded @ \$0.10.	
1,500 sq. yds. of macadam surface @ \$0.50.	
400 lineal feet of underdrainage @ \$0.60.	
Lump sum amount of contract.....	\$1,199 41
Details and cost items compiled from certificates of municipal officers:	
Length, 455 feet; width, 36 feet.	
Grading, 530 feet; width, 42 feet.....	64 25
Underdrainage	198 00
Macadam surface, 455 feet long, 36 feet wide, 9 inches deep.....	932 01
Metal culvert, 8 inches diameter, 14 feet long....	9 10
Brick and cement.....	3 70
Engineering and advertising.....	15 50
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Total cost of work.....	\$1,222 56

Amount appropriated by town.....	500 00
Unexpended balance from 1909.....	239 41
State aid apportioned under section 6.....	460 00
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Joint fund	\$1,199 41
Additional amount furnished by town.....	23 15
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Net cost of work.....	\$1,222 56
Cost to town.....	523 15
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State aid approved.....	\$699 41

EAST LIVERMORE.

Contract No. 22. Contractor, town of East Livermore; George W. Dyke, road commissioner; I. T. Monroe, engineer; nature of improvement, grading and macadam surface; area, 2,375 sq. yds.; cost per sq. yd., \$0.455; work begun August 15th; completed October 1st.

The section of state road improved begins at the Maine Central Railroad crossing of Main street and extends northerly.

Quantities and unit prices estimated by the department:

360 lineal feet of road graded.

1,633 sq. yds. of macadam surface @ \$0.50.

62 lineal feet of 12-inch metal culvert @ \$1.00.

3 cubic yards concrete end walls @ \$8.00.

132.5 sq. yds. cobble paved gutters @ \$1.00.

1 catch basin \$30.00.

Lump sum amount of contract..... \$1,080 00

Details and cost items compiled from certificates
of municipal officers:

Length, 475 feet; width, 45 feet.

Macadam surface 475 feet long, 45 feet wide;

cobble gutter 810 feet long, 4 feet wide; concrete

end walls 1,081 84

Iron culverts, 16 inches diameter, 75 feet long... 26 25

Engineering 4 00

Total cost of work..... \$1,112 09

Note: After the macadam surface had been completed the town at its own expense applied a surface treatment of Tarvia. Cost of Tarvia, \$360.08.

Amount appropriated by town, section 4.....	\$600 00
State aid apportioned under section 6	480 00
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Joint fund	\$1,080 00
Net cost of work	1,112 09
Cost to town	632 09
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State aid approved	\$480 00

EASTPORT.

Contract No. 47. Contractor, city of Eastport; T. H. Bucknam, street commissioner; C. F. Pray, engineer; nature of improvement, grading, drainage and gravel surface; area, 4,750 sq. yds.; cost per sq. yd., \$0.22; work begun September 1st; completed October 30th.

The section of state road improved begins at the northwesterly end of the 1909 section and extends northwesterly.

Quantities and unit prices estimated by the department:

1,800 lineal feet of road graded @ \$0.129.	
4,200 sq. yds. of gravel surface @ \$0.189.	
26 lineal feet of 18-inch metal culvert @ \$1.55.	
3 cu. yds. of concrete end walls @ \$8.00.	
Lump sum amount of contract	\$1,138 00
Details and cost items compiled from certificates of municipal officers:	
Grading, 260 feet x 40 feet x 3.5 feet	\$420 00
Gravel surface, 2,375 feet x 18 feet x 10 inches..	440 85
Clearing, 2,375 feet x 30 feet	113 25
Metal culvert, 34 feet x 18 inches	39 10
Concrete ends, 4 feet x 3 feet x 3 feet	46 79
Incidentals	48 75
Engineering	20 00
	<hr/>
Total cost of work.....	\$1,128 74
Amount appropriated by city.....	650 00
State aid apportioned under section 6.....	488 00
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Joint fund	\$1,138 00

Net cost of work	1,128 74
Cost to town	650 00
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State aid approved	\$478 74
Unexpended balance available for expenditure in 1911	\$9 26

EDEN.

Contract No. 3. Contractor, H. F. Emery; E. I. Lord, engineer; nature of improvement, grading, drainage, macadam surface; area, 2,936 sq. yds.; cost per sq. yd., \$0.806; work begun June 16th; completed June 29th.

The section of road improved begins 150 feet south of Duck brook and extends northerly.

Quantities and unit prices submitted by the contractor:

725 lineal feet of road graded @ \$0.14.

2,936 sq. yds. macadam surface @ \$0.75.

43 lineal feet 8-inch metal culvert @ \$1.10.

1 catch basin \$30.00.

Lump sum amount of contract	\$2,411 05
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Details and cost items compiled from certificates
of municipal officers:

Length, 725 feet; width, 34 feet; depth, 8 inches.

Amount of contract	\$2,411 05
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Engineering and advertising	33 91
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Total cost of work	\$2,444 96
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Amount appropriated by town, section 4.....	1,500 00
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State aid apportioned under section 6	975 00
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Joint fund	\$2,475 00
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Net cost of work	2,444 96
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Cost to town	1,500 00
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State aid approved	\$944 96
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Unexpended balance available for expenditure in 1911	\$30 04
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FAIRFIELD.

Contract No. 1. Contractor, town of Fairfield; Frederic H. E. Bragg, street commissioner; Greene & Wilson, engineers; nature of improvement, drainage, grading and gravel surface; area, 2,500 sq. yds.; cost per sq. yd. \$1.325; work begun June 11th; completed September 17th.

The section of state road improved begins at the road leading from Waterville to Fairfield Center and extends toward Fairfield.

Quantities and unit prices estimated by the department:

1,500 lineal feet of road graded @ \$0.14.	
2,500 sq. yds. of gravel surface @ \$0.15.	
960 lineal feet of "V" drain @ \$0.40.	
1 cement stone masonry culvert with concrete top	\$150 00
Lump sum amount of contract	\$1,138 00
Details and cost items compiled from certificates of municipal officers:	
Length, 1,500 feet; width, 22 feet.	
Grading, 960 feet, 12 feet wide.....	\$1,213 05
"V" drain, 960 feet, 12 feet wide.....	727 76
Gravel surface, 1,500 feet x 15 ft. x 8 inches....	1,373 08
Clearing	118 59
Concrete culvert, 18 in. x 36 in. x 30 ft.	205 36
Engineering and advertising	148 90
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Total cost of work	\$3,786 74
Amount appropriated by town	650 00
State aid apportioned under section 6.....	488 00
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Joint fund	\$1,138 00
Additional amount furnished by town	2,648 74
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Net cost of work	\$3,786 74
Cost to town	3,149 84
State aid approved	488 00
State aid, special engineering inspection	148 90

FARMINGTON.

Contract No. 27. Contractor, town of Farmington; W. L. Butler, in charge of work; W. G. Mallet, engineer; nature of improvement, underdrainage and gravel surface; area, 2,000 sq. yds.; cost per sq. yd. \$0.64; work begun August 8th; completed September 17th.

The section of state road improved begins at the cemetery gate on the Farmington Falls road and extends southerly.

Quantities and unit prices estimated by the department:

800 lineal feet of road graded @ \$0.12.	
1,333 sq. yds. gravel surface @ \$0.57.	
800 lineal feet of "V" drain @ \$0.50.	
Lump sum amount of contract	\$1,278 29
Details and cost items compiled from certificates of municipal officers:	
Underdrainage	\$747 56
Earth, stone and gravel surfacing, 1,200 feet long 15 feet wide, 9 inches deep.....	509 88
Metal culvert 8 inches diameter, 42 feet long....	23 10
Meadow hay, blacksmithing, oil, lights, etc.,	26 91
Total cost of work	\$1,307 45
Amount appropriated by town	700 00
Unexpended balance from 1909	53 29
State aid apportioned under section 6	525 00
Joint fund	\$1,278 29
Additional amount furnished by town	29 16
Net cost of work	\$1,307 45
Cost to town	729 16
State aid approved	\$578 29

FORT FAIRFIELD.

Contract No. 19. Contractor, town of Fort Fairfield; Chas. J. Knight, road commissioner; P. L. Hardison, engineer; nature of improvement, grading, drainage and macadam surface; area, 1,664 sq. yds.; cost per sq. yd. \$0.70; work begun July 23rd; completed August 27th.

The section of state road improved begins at the Bangor and Aroostook crossing on the Presque Isle road and extends north-easterly.

Quantities and unit prices estimated by department:

832 lineal feet of road graded @ \$0.20.	
1,664 sq. yds. of macadam surface @ \$0.45.	
400 lineal feet of "V" drain @ \$0.50.	
64 lineal feet of 16-inch metal culvert @ \$2.70.	
6 cu. yds. concrete masonry @ \$8.00.	
325 lineal feet of guard rail @ \$0.25.	
Lump sum amount of contract	\$1,487 00
Details and cost items compiled from certificates of municipal officers:	
Length, 832 feet; width, 32 feet.	
Grading, 832 feet	\$166 40
"V" drain, 500 feet	250 00
Macadam surface, 1,664 sq. yds. @ \$0.45	748 80
Metal culvert, 16 inches diameter, 64 feet long..	
Metal culvert, 30 inches diameter, 32 feet long..	192 60
Concrete end walls	48 00
Guard rail, 325 feet long	81 20
<hr/>	
Total cost of work	\$1,487 00
Amount appropriated by town	850 00
State aid apportioned under section 6.....	637 00
<hr/>	
Joint fund	\$1,487 00
Net cost of work	1,487 00
Cost to town	850 00
<hr/>	
State aid approved	\$637 00

FREEPORT.

Contract No. 45. Contractor, town of Freeport; S. H. Fitts, road commissioner; Stephen Litchfield, engineer; nature of improvement, grading, drainage and macadam surface; area, 1,633 sq. yds.; cost per sq. yd., \$0.526; work begun September 24th; completed October 20th.

The section of state road improved begins at the East end of the 1909 work on Main street near the residence of W. M. Bailey and extends easterly to the Baptist church.

Quantities and unit prices estimated by the department:	
700 lineal feet of road graded @ \$0.20.	
1,633 sq. yds of macadam surface @ \$0.42.	
130 lineal feet 10-inch vitrified pipe @ \$0.70.	
2 catch basins @ \$30.00.	
3 catch basins to be adjusted @ \$5.00.	
Lump sum amount of contract	\$1,017 00
Details and cost items compiled from certificates of municipal officers:	
Length, 700 feet; width, 21 feet, not including electric railroad track.	
Grading	\$260 10
130 feet vitrified pipe	48 60
Macadam surface, 700 feet long, 21 feet wide....	813 21
Engineering and advertising	50 00
Catch basins	58 83
	<hr/>
Total cost of work	\$1,230 74
Credit Portland-Brunswick Electric R. R.....	214 00
	<hr/>
Net cost of work.....	\$1,016 74
Amount appropriated by town.....	550 00
State aid apportioned under section 6.....	467 00
	<hr/>
Joint fund	\$1,017 00
Net cost of work.....	1,016 74
Cost to town.....	550 00
	<hr/>
State aid approved.....	\$466 74
Unexpended balance available for expenditure in 1911	26

GORHAM.

Contract No. 37. Contractor, town of Gorham; W. H. Duran, in charge of work; H. W. Grant, engineer; nature of improvement, grading, underdrainage and gravel surface; area, 2082 sq. yds.; cost per sq. yd., \$0.428; work begun August 29th; completed October 15th.

The section of state road improved begins at the west end of the 1909 section and extends westerly toward Gorham village.

Quantities and unit prices estimated by the department:

1,200 lineal feet of road graded @ \$0.18.	
2,000 sq. yds. of gravel surface @ \$0.30.	
650 lineal feet of stone base with side outlets @ \$0.37.	
Lump sum amount of contract.....	\$1,085 48
Details and cost items compiled from certificates of municipal officers:	
Length, 1,250 feet; width, 23 feet.	
Grading	\$144 27
Stone base, 800 ft. long, 9 inches deep.....	105 00
Gravel surface 1,250 feet long, 15 feet wide.....	641 75
Metal culvert, 10 inches in diameter, 20 ft. long..	25 20
Engineering and advertising.....	30 48
Other work	21 00
	<hr/>
Total cost of work.....	\$967 70
Amount appropriated by town	600 00
Unexpended balance from 1909.....	5 48
State aid apportioned under section 6.....	480 00
	<hr/>
Joint fund	\$1,085 48
Net cost of work	967 70
Cost to town.....	600 00
	<hr/>
State aid approved.....	\$367 70
Unexpended balance available for expenditure in 1911	\$117 78

HALLOWELL.

Contract No. 9. Contractor, city of Hallowell; John Burns, street commissioner; E. E. Greenwood & Co., engineers; nature of improvement, grading and macadam surface; area, 1,950 sq. yds.; cost per sq. yd., \$0.627; work begun July 28th; completed August 22nd.

The section of state road improved begins at the south end of the 1909 section and extends south; and at the north end of the 1909 section and extends north.

Quantities and unit prices estimated by the department:

1,941 sq. yds. of road graded @ \$0.10.	
1,941 sq. yds. of macadam surface @ \$0.45.	
Lump sum amount of contract.....	\$1,080 00
Details and cost items compiled from certificates of municipal officers:	
Length, 437 feet; width, 39 feet.	
Grading	\$195 00
Surfacing, 437 feet long, 39 feet wide, 6 inches deep	1,028 80
Engineering	17 10
	<hr/>
Total cost of work.....	\$1,240 90
Amount appropriated by city.....	600 00
State aid apportioned under section 6.....	480 00
	<hr/>
Joint fund	\$1,080 00
Additional amount furnished by city.....	160 90
	<hr/>
Net cost of work.....	\$1,240 90
Cost to city ... ..L.....	760 90
	<hr/>
State aid approved.....	\$480 00

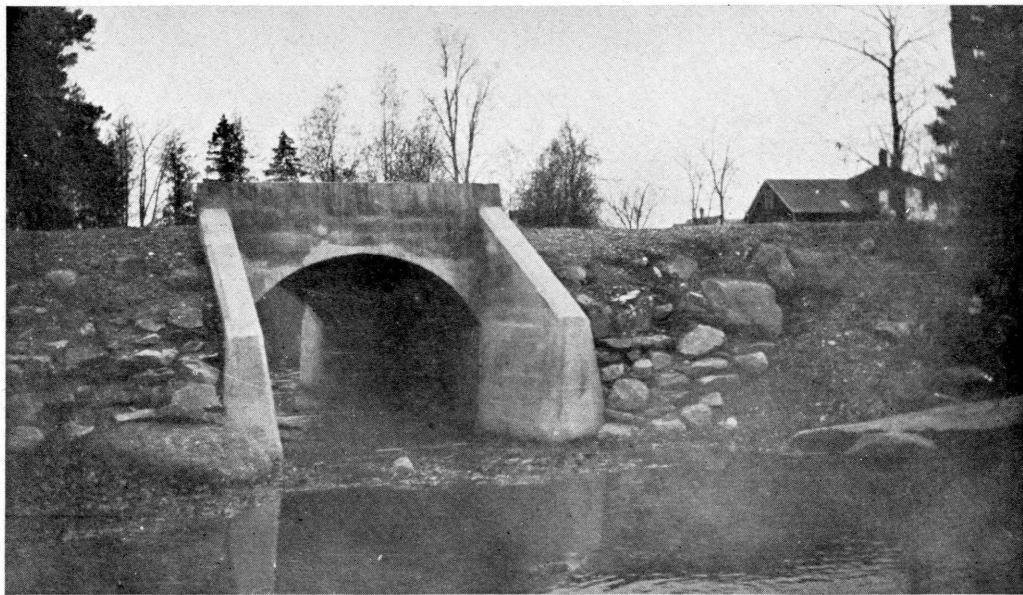
HOULTON.

Contract No. 20. Contractor, town of Houlton; A. H. Porter, road commissioner; P. N. Burleigh, engineer; nature of improvement, grading, drainage and macadam surface; area, 3,422 sq. yds.; cost per sq. yd., \$0.551; work begun July 6th; completed July 28th.

The section of road improved begins at the southerly end of the 1909 work and extends southerly.

Quantities and unit prices estimated by the department:

1,400 lineal feet of road graded @ \$0.07.	
2,800 sq. yds. of macadam surface @ \$0.36.	
56 lineal feet of 12-inch metal culvert @ \$1.00.	
28 lineal feet of 16-inch metal culvert @ \$1.30.	
7 cu. yds. concrete end walls @ \$8.00.	
300 lineal feet of "V" drain @ \$0.40.	
Concrete arch culvert, 6-ft. span, 30 feet long, \$350.00.	
Lump sum amount of contract.....	\$1,750 00



Houlton. Concrete culvert on 1910 State Road

Details and cost items compiled from certificates of municipal officers:

Length, 1,400 feet; width, 22 feet.	
300 feet "V" drain, 15 feet wide, 15 inches deep..	\$187 50
Gravel surface, 1,400 feet long, 22 feet wide, 3 inches deep	200 00
Macadam surface, 1,400 feet long, 21 feet wide, 8 inches deep	1,500 00
Metal culverts, 12-inch diameter, 84 feet long...	42 00
Concrete end walls, 20.5 feet x 12 inches x 3.5 feet	22 50
Concrete bridge, material, \$200.00, labor, \$100.00	300 00
<hr/>	
Total cost of work.....	\$2,252 00
Amount appropriated by town.....	1,000 00
State aid apportioned, section 6.....	750 00
<hr/>	
Joint fund	\$1,750 00
Additional amount furnished by town.....	502 00
Net cost of work	2,252 00
Cost to town.....	1,502 00
<hr/>	
State aid approved.....	\$750 00

JAY.

Contract No. 48. Town of Jay, contractor; E. P. Bryant, road commissioner; I. T. Monroe, engineer; nature of improvement, grading, drainage and macadam surface; area, 1,916 sq. yds.; cost per sq. yd., \$0.635; work begun October 1st; completed November 12th.

The section of state road improved begins at the first railroad crossing of the state road south of the Jay railroad station and extends northerly toward Jay station.

Quantities and unit prices estimated by the department:

1,100 feet of road graded @ \$0.10.	
1,833 sq. yds. macadam surface @ \$0.50.	
26 lineal feet of 12-inch metal culvert @ \$1.20.	
2 cu. yds. concrete masonry @ \$8.00.	
150 lineal feet of "V" drain @ \$0.70.	
Lump sum amount of contract.....	\$1,225 00

Details and cost items compiled from certificates
of municipal officers:

Length, 1,150; width, 21 feet.

Grading	\$68 68
150 lineal feet "V" drain.....	104 45
Metal culvert 10-inch diameter, 26 feet long.....	17 81
Macadam surface and concrete end walls.....	1,044 62

Total cost of work.....	\$1,235 56
Amount appropriated by town.....	700 00
State aid apportioned under section 6.....	525 00

Joint fund	\$1,225 00
Additional amount furnished by town.....	10 56

Net cost of work.....	\$1,235 56
Cost to town.....	710 56

State aid approved ..	\$525 00
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KENNEBUNK.

Contract No. 24. Contractor, town of Kennebunk; A. J. Wiggan, in charge of work; W. S. Marsh, engineer; nature of improvement, grading, drainage and gravel surface; area, 11,657 sq. yds.; cost per sq. yd., \$0.20; work begun September 30th; completed November 25th.

The section of state road improved begins at the Mousam river bridge and extends southwesterly.

Quantities and unit prices estimated by the department:

2,896 lineal feet of road graded @ \$0.267.	
4,826 sq. yds. of new gravel road @ \$0.412.	
1,833 sq. yds. of old gravel road re-shaped, trimmed and rolled @ \$0.15.	
21 lineal feet of 12-inch metal culvert with one concrete end and one drop inlet complete, \$57.05.	

Lump sum amount of contract.....	\$3,080 37
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Details and cost items compiled from certificates
of municipal officers:

Length, 4,996 feet; width, 21 ft. to 25 ft.

Grading	\$76 00
Stone base 1,000 feet x 13.5 feet x 8 inches.....	200 00
Gravel surface, 4,296 feet x 15 feet to 21 feet wide x 8 inches to 24 inches in depth.....	1,680 15
Macadam surface, 700 feet x 15 feet to 24 feet wide x 5 inches deep.....	331 32
Clearing and side ditch, 1,000 feet.....	25 00
Guardrails, 128 feet, wood	14 82
Metal culvert, 12 inches diameter, 22 feet long...	36 72
Metal culvert, 24 inches diameter, 21 feet long...	25 70
Cement stone masonry culvert, 24 inches x 30 inches x 26 feet.....	24 00
Advertising	6 00
Surveying, 1909	16 00
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Total cost of work.....	\$2,435 71
Amount appropriated by town in 1909.....	910 50
Amount appropriated by town in 1910.....	682 87
State aid apportioned under section 6, 1909.....	850 00
State aid apportioned under section 6, 1910.....	637 00
<hr/>	
Joint funds.....	\$3,080 37
Net cost of work	2,435 71
Cost to town.....	1,585 71
<hr/>	
State aid approved.....	\$850 00
Unexpended balance available for expenditure in 1911	644 29
Town's part of unexpended balance.....	7 29
<hr/>	
State aid carried over and available in 1911..	\$637 00

LEWISTON.

Contract No. 12. Contractor, city of Lewiston; John J. Ryan, superintendent of streets; R. A. Swift, engineer; nature of improvement, grading and bituminous macadam surface; area, 4,942 sq. yds.; cost per sq. yd., \$0.814; work begun July 28th; completed October 22nd.

The section of state road improved begins at Union street and extends northerly along Main street to the south side of Curtis street.

Quantities and unit prices estimated by the department :

1,200 lineal feet of road graded @ \$0.21.	
4,192 sq. yds. of bituminous macadam surface @ \$0.90.	
Lump sum amount of contract.....	\$4,025 00
Details and cost items compiled from certificates of municipal officers :	
Length, 1,400 feet ; width, 41.5 feet.	
Grading and 5-inch bottom course of macadam..	\$1,225 47
Bituminous macadam surface, 2 inches deep....	2,799 53
	<hr/>
Total cost of work.....	\$4,025 00
Amount appropriated by city.....	\$2,300 00
State aid apportioned under section 6.....	1,725 00
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Joint fund	\$4,025 00
Net cost of work.....	\$4,025 00
Cost to city.....	2,300 00
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State aid approved.....	\$1,725 00

LISBON.

Contract No. 50. Contractor, town of Lisbon; George H. McIntosh, road commissioner; Stephen Litchfield, engineer; nature of improvement, grading, drainage and gravel surface; area, 4,800 sq. yds.; cost per sq. yd., \$0.208; work begun September 19th; completed October 21st.

The section of state road improved begins at the northeasterly end of the 1909 work and extends northeasterly to a bridge near the old Cowan Tavern, but does not include bridge in this section.

Quantities and unit prices estimated by the department :

1,797 lineal feet of road graded @ \$0.1544.	
4,792 sq. yds. gravel surface @ \$0.135.	
35 lineal feet of 12-inch metal culvert @ \$1.20.	
2 cubic yards of concrete masonry end walls @ \$8.00.	
Lump sum amount of contract.....	\$1,400 00

Details and cost items compiled from certificates of municipal officers:

Length, 1,800 feet; width, 24 feet.	
Grading	\$167 50
Gravel surface, 1,800 feet long, 24 feet wide, 12 inches deep	656 56
Clearing	10 00
Metal culvert, 36 feet long, 12 inches diameter, with 2 concrete end walls, each 5 feet x 13.5 inches	15 00
Engineering	44 00
Other expenses.....	159 96
	<hr/>
Total cost of work.....	\$1,053 02
Amount appropriated by town.....	\$800 00
State aid apportioned under section 6... ..	600 00
	<hr/>
Joint fund	\$1,400 00
Net cost of work.....	\$1,053 02
Cost to town.....	800 00
	<hr/>
State aid approved... ..	\$253 02
Unexpended balance available for expenditure in 1911	346 98

MADISON.

Contract No. 44. Contractor, town of Madison; B. F. Burns, road commissioner; Snow & Humphreys, engineers; nature of improvement, grading and Tarvia macadam surface; area, 3,189 sq. yds.; cost per sq. yd., \$1.011; work begun August 15th, completed October 11th.

The section of state road improved begins at Madison street and extends easterly along Main street.

The work contracted for covered a distance of 250 feet, but the town of Madison made a special appropriation and extended the same construction to the westerly side of Weston avenue.

Quantities and unit prices estimated by the department:

250 lineal feet of road graded @ \$0.40.	
1,236 sq. yds. Tarvia macadam surface @ \$0.89.	
Lump sum amount of contract.....	\$1,225 00

Details and cost items compiled from certificates
of municipal officers:

Length, 645 feet; width, 44.5 feet.

Labor	\$1,158 68
Material	2,068 00
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Total cost of work	\$3,226 68
Amount appropriated by town.....	700 00
State aid appropriated under Section 6	525 00
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Joint fund	\$1,225 00
Additional amount furnished by town	2,001 68
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Net cost of work	\$3,226 68
Cost to town	2,701 68
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State aid approved	\$ 525 00

MILLINOCKET.

Contract No. 29. Contractor, town of Millinocket; F. M. Gates, Road Commissioner; H. S. Ferguson, Engineer; nature of improvement, grading and gravel surface; area, 5000 sq. yds.; cost per sq. yd., \$0.214; work begun August 9th, completed September 28th.

The section of state road improved begins at Highland avenue and extends along Central street and Katahdin avenue.

Quantities and unit prices estimated by the department:

1,500 lineal feet of road graded @ \$0.16.

5,000 sq. yds. of gravel surface @ \$0.15.

Lump sum amount of contract \$1,017 00

Details and cost items compiled from certificates
of municipal officers:

Length, 1,500 feet; width, 30 feet.

Grading \$260 10

Gravel surface, 1,500 feet, width, 30 feet, depth

4 inches 750 00

Engineering 44 97

Other work 16 25

Total cost of work \$1,071 32



Sebec. 1910 section of State Road. Gravel

Amount appropriated by town.....	\$550 00
State aid apportioned under section 6	467 00
<hr/>	
Joint fund	\$1,017 00
Additional amount furnished by town	54 32
<hr/>	
Net cost of work	\$1,071 32
Cost to town	604 32
<hr/>	
State aid approved	\$467 00

MILO

Contract No. 21. Contractor, town of Milo; Frank E. Gould, road commissioner; R. E. Mullaney, engineer; nature of improvement, grading and gravel surface; area, 3,500 sq. yds.; cost per sq. yd., \$0.26; work begun September 12th, completed October 29th.

The section of state road improved begins at station zero of the 1910 plan and extends easterly along Pleasant street.

Quantities and unit prices estimated by the department:

1,000 lineal feet of road graded @ \$0.14.	
2,000 sq. yds. of gravel surface @ \$0.35.	
300 feet of stone base, 12 feet wide, 12 inches deep, @ \$0.44.	
Lump sum amount of contract	\$1,014 25

Details and cost items compiled from certificates of municipal officers:

Length, 1,500 feet; width, 21 feet.	
Grading	\$55 74
Stone base, 335 feet long, 12 feet wide, 12 inches deep	112 26
Gravel surface, 1,500 feet long, 21 feet wide, 15 inches deep	641 63
Concrete culvert, 30 feet long, 20 inches wide, 18 inches high	81 82
Engineering and advertising	24 35
Other work	102 50
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Total cost of work	\$1,018 30
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Amount appropriated by town.....	\$500 00
State aid apportioned under section 6	460 00
Unexpended balance from 1909	54 25
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Joint fund	\$1,014 25
Additional amount furnished by town	4 05
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Net cost of work	\$1,018 30
Cost to town	504 05
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State aid approved	\$514 25

MT. DESERT (1909 contract).

Contract No. 48. (See 1909 report, page 63); work begun in 1909, not completed and accepted until 1910. Area, 2,518 sq. yds.; cost per sq. yd., \$0.506; work begun November 1st, 1909; completed December 23rd, 1909.

Lump sum amount of contract, \$1,256.71.

Details and cost items compiled from certificates of municipal officers:

Length, 1,030 feet, width, 22 feet	
Gravel surface 4 inches deep	\$202 40
Grading	1,072 17
Metal culvert. Length, 24 feet; diameter, 15 inches	24 70
Guardrail, 750 feet	71 20
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Total cost of work	\$1,370 47
Amount set aside and appropriated by town.....	\$733 50
Unexpended balance from 1908	53 09
State aid apportioned under section 6	550 12
<hr/>	
Joint fund	\$1,336 71
Additional amount furnished by town	33 76
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Net cost of work	\$1,370 47.
Cost to town	767 26
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State aid approved	\$603 21

MT. DESERT.

Contract No. 54. Contractor, town of Mt. Desert; Joseph W. Small, in charge of work; C. P. Simpson, engineer; nature of improvement, grading, drainage, gravel surface.

The section of State road improved begins at the west end of the 1908 section of road and extends northwesterly toward Northeast Harbor.

Quantities and unit prices estimated by the department:
900 lineal feet of road graded @ \$0.87.

1,500 sq. yds. of gravel surface @ \$0.15.

26 lineal feet of 18 inch metal culvert, \$31.00.

26 lineal feet of 16 inch metal culvert, \$27.00.

26 lineal feet of 16 inch metal culvert (relaid).

6 concrete masonry end walls, \$40.00.

585 lineal feet of wooden guardrail @ \$0.10.

Lump sum amount of contract	\$1,225 00
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Amount appropriated by town.....	\$700 00
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State aid apportioned under section 6	525 00
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Joint fund	\$1,225 00
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Work not completed.

NORWAY.

Contract No. 25. Contractor, town of Norway; E. D. Millett, road commissioner; J. H. Stuart, engineer; nature of improvement, grading, drainage, gravel surface; area, 2,602 square yards; cost per square yard, \$0.345; work begun August 15th, completed October 17th.

The section of State road improved begins at the west end of the 1909 section and extends westerly.

Quantities and unit prices estimated by the department:

1,000 lineal feet of road graded @ \$0.06.

1,666 square yards of gravel surface @ \$0.25.

1,000 lineal feet of "V" drain @ \$0.40.

2 cement stone culverts, each 2 feet x 2 feet x 25 feet long @ \$2.00.

Extend culvert at station 1, three feet @ \$2.00.

Extend and repair culvert at station 6, 5 feet @ \$2.00.

Lump sum amount of contract	\$1,018 16
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Details and cost items compiled from certificates
of municipal officers:

Length, 1,115 feet, width, 23 feet.

Grading, 1,115 feet	\$303 97
"V" drain	467 50
Gravel surface, 1,115 feet x 21 feet x 3 inches ..	96 59
Clearing, 1, 065 feet x 8 feet	11 50
Stone culverts, 2 feet x 2 feet x 58 feet.....	130 85
Engineering	18 20
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Total cost of work	\$1,028 61
Amount appropriated by town.....	\$550 00
State aid apportioned under section 6	467 00
Unexpended balance from 1909	1 16
<hr/>	
Joint fund	\$1,018 16
Additional amount furnished by town	10 45
<hr/>	
Net cost of work	\$1,028 61
Cost to town	560 45
<hr/>	
State aid approved	\$468 16

OLDTOWN

Contract No. 36. Contractor, city of Oldtown; Eben T. Hartwell, road commissioner; J. W. Sewall, engineer; nature of improvement, grading, drainage and macadam surface; area, 2,345 square yards; cost per square yard, \$0.746; work begun August 16th; completed September 22d.

The section of State road improved begins at the south end of the 1908 section of road and extends southerly along Main street to Congress street.

Quantities and unit prices estimated by the department:

1,000 lineal feet of road graded @ \$0.22.	
2,333 square yards macadam surface, @ \$0.50.	
24 lineal feet of 16 inch metal culvert @ \$1.40.	
200 lineal feet of stone and cinder underdrain @ \$0.40.	
1 catch basin, \$25.00.	
Lump sum amount of contract	\$1,575 00

Details and cost items compiled from certificates
of municipal officers:

Length, 1,005 feet, width, 21 feet.	
Grading	\$210 00
Stone base, 1,005 feet x 15 feet x 12 inches	321 81
Macadam surface, 1,005 feet x 21 feet x 10 inches	1,227 99
Metal culvert, 5 feet x 12 inches	14 22
Metal culvert, 26 feet long, 16 inches diameter ..	26 00
Cement stone masonry culvert, 26 feet long x 20 inches x 18 inches high	21 91
<hr/>	
Total cost of work	\$1,821 93
Amount appropriated by city.....	\$900 00
State aid apportioned under section 6	675 00
<hr/>	
Joint fund	\$1,575 00
Additional amount furnished by town	246 93
<hr/>	
Net cost of work	\$1,821 93
Cost to town	1,146 93
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State aid approved	\$675 00

ORONO.

Contract No. 6. Contractor, town of Orono; Llewellyn Spencer, road commissioner; R. E. Mullaney, engineer; nature of improvement, grading, drainage and gravel surface; area, 5000 square yards; cost per square yard, \$0.209; work begun June 20th; completed July 15th.

The section of State road improved begins at the cross-walk opposite the hotel and near the town hall, and extends south-westerly.

Quantities and unit prices estimated by the department:

1,200 lineal feet of road graded @ \$0.10.	
3,333 square yards of gravel surface @ \$0.233.	
109 lineal feet of "V" drain @ \$0.40.	
1 catch basin, \$30.00.	
Grading 200 lineal feet of surface ditch @ \$0.05.	
Lump sum amount of contract	\$1,043 20

Details and cost items compiled from certificates
of municipal officers:

Length, 1,800 feet, width, 25 feet.	
Grading, 1,800 feet x 25 feet x 8 inches	\$540 00
"V" drain 100 feet x 12 feet x 14 inches	110 00
Gravel surface	331 75
Engineering	52 00
Incidental expenses	9 45
	<hr/>
Total cost of work	\$1,043 20
Amount appropriated by town.....	\$550 00
State aid apportioned under section 6	467 00
Unexpended balance from 1909	26 20
	<hr/>
Joint fund	\$1,043 20
Net cost of work.....	\$1,043 20
Cost to town	550 00
	<hr/>
State aid approved	\$493 20

PARIS.

Contract No. 7. Contractor, town of Paris; W. B. Russell, road commissioner; J. H. Stuart, engineer; nature of improvement, grading, drainage, gravel surface; area, 4028 square yards; cost per square yard, \$0.215; work begun August 3rd, completed September 20th.

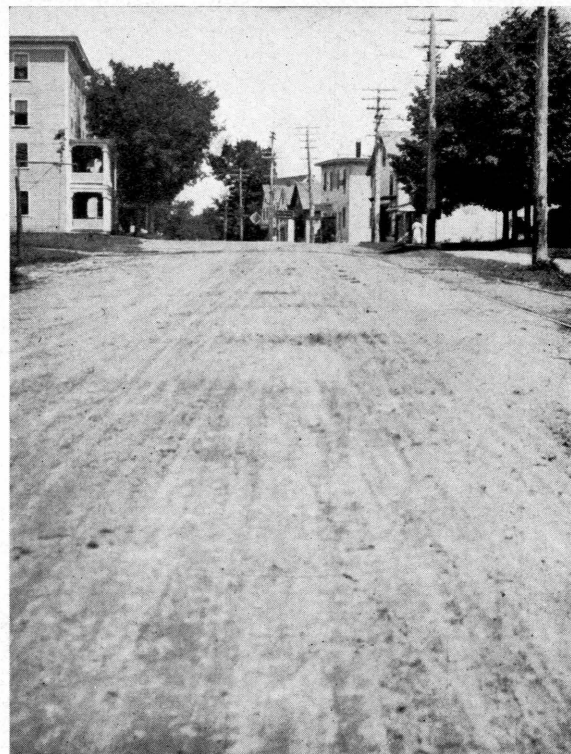
The section of State road improved begins 100 feet north of the Grand Trunk Railway between Paris and Norway and at the north end of the 1909 section of State road and extends northerly.

Quantities and unit prices estimated by the department:

1,300 lineal feet of road graded @ \$0.05.	
3,611 square yards of gravel surface @ \$0.21.	
54 lineal feet of 10 inch metal culvert @ \$0.80.	
4 catch basins @ \$30.00.	
204 lineal feet of 10 inch tile pipe @ \$0.30.	
Lump sum amount of contract.....	\$1,080 00



Houlton. 1909 section of State Road. Photo. taken
June, 1910. Macadam



Orono. 1910 section of State Road. Gravel

Details and cost items compiled from certificates
of municipal officers:

Length, 1,450 feet, width, 25 feet.

Grading	\$16 00
Gravel surface	819 98
Metal culvert 27 feet x 10 inches	31 06
Metal culvert 27 feet x 12 inches	33 76
Catch basins	46 21
Tile drain	99 89
Engineering	33 10

Total cost of work	\$1,080 00
Amount appropriated by town.....	\$600 00
State aid apportioned under section 6	480 00

Joint fund	\$1,080 00
Net cost of work.....	\$1,080 00
Cost to town	600 00

State aid approved	\$480 00
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PITTSFIELD.

Contract No. 14. Contractor, town of Pittsfield; E. F. Pennell, in charge of the work; O. E. Libby, engineer; nature of improvement, grading, drainage, earth surface; area, 3,878 square yards; cost per square yard \$0.24; work begun August 15th; completed September 30th.

The section of State road improved begins at the northerly end of the 1909 section and extends north; another section also improved begins at the southerly end of the 1908 section and extends southerly.

Quantities and unit prices estimated by the department:

1,625 lineal feet of road graded @ \$0.10.	
3,792 square yards of earth surface @ \$0.05.	
60 cubic yards of cement stone masonry @ \$2.00.	
1,625 lineal feet of "V" drain @ \$0.36.	
Lump sum amount of contract	\$1,085 13

Details and cost items compiled from certificates
of municipal officers:

Length, 1,662 feet, width, 21 feet.	
"V" drain, 1,662 feet x 12 feet x 2 feet	\$921 79
48 feet cement stone culvert 3 feet x 18 inches ..	145 42
Inspection	16 00
Engineering	10 00
<hr/>	
Total cost of work	\$1,093 21
Amount appropriated by town.....	\$600 00
State aid apportioned under section 6	480 00
Unexpended balance from 1909	5 13
<hr/>	
Joint fund	\$1,085 13
Additional amount furnished by town	8 08
<hr/>	
Net cost of work.....	\$1,093 21
Cost to town	608 08
<hr/>	
State aid approved	\$485 13

PORTLAND.

Contract No. 11. Contractor, Hassam Paving Company; Bion Bradbury, Jr., Commissioner of Public Works; nature of improvement, grading, drainage and bituminous macadam surface; area, 6,052 square yards; cost per square yard, \$1.43; work begun August 3rd; completed September 16th.

The section of State road contracted for begins at the easterly side of High street and extends along Cumberland avenue, to the westerly side of Chestnut street. The section of road built begins at the easterly side of High street and extends to the westerly side of Elm street.

Quantities and unit prices submitted by the contractor:

2,200 lineal feet of road graded @ \$0.90.	
7,820 square yards of bituminous macadam surface @ \$0.90.	
214 lineal feet of 8 inch vitrified pipe @ \$1.00.	
620 square yards of cobble paved gutters @ \$1.00.	
1,303 square yards cobble gutters relaid @ \$0.30.	
9 catch basins @ \$125.00.	
Lump sum amount of contract	\$11,367 90

Details and cost items compiled from certificates of municipal officers:

Length, 1,702 feet, width, 40 feet;	
Grading, 1,702 feet x 32 feet	\$1,531 80
Bituminous macadam surface, 1,702 feet x 32 feet x 10 inches	5,757 66
New cobble gutter, 1,088.73 feet long, 4 feet wide	483 88
Cobble gutter relaid, 2,205.38 feet long x 4 feet wide	294 05
9 catch basins, brick, 4 feet diameter	1,125 00
130 feet 8 inch vitrified pipe to catch basins	130 00
Handling tarite	75 97
Tarite asphalt, 214 bbls. plus freight and barrels	1,039 25
Incidentals	9 12
Engineering and advertising	255 83
<hr/>	
Total cost of work	\$10,702 56
Amount appropriated by city.....	\$6,700 00
State aid apportioned under section 6	5,025 00
Unexpended balance from 1909	1,509 42
Over-payment made in 1909	137 30
<hr/>	
Joint fund	\$13,371 72
Net cost of work.....	\$10,702 56
Cost to city	6,837 30
<hr/>	
State aid	\$3,865 26
Unexpended balance available for expenditure in 1911	\$2,669 16

PRESQUE ISLE.

Contract No. 32. Contractor, town of Presque Isle; J. E. Bishop, in charge of work; P. L. Hardison, engineer; nature of improvement, grading, drainage and gravel surface; area, 4,514 square yards; cost per square yard, \$0.30; work begun August 8th; completed September 3rd.

The section of State road improved begins at the northerly end of the 1908 work and extends northerly.

Quantities and unit prices estimated by the department:	
1,600 lineal feet of road graded @ \$0.27.	
4,514 square yards gravel surface @ \$0.18.	
75 lineal feet of 12 inch vitrified pipe @ \$0.60.	
1 catch basin \$30.	
1 concrete culvert 2 feet x 2 feet x 33 feet or 15.3 cubic yards @ \$10.00.	
Lump sum amount of contract	\$1,577 80
Details and cost items compiled from certificates of municipal officers:	
Length, 1,600 feet, width, 21 and 24 feet.	
Grading	\$255 00
75 feet of drainage	43 75
Underdrainage, 1,400 feet x 3 feet x 2.5 feet	100 94
1,600 feet of gravel surface, 21 and 24 feet wide, 10 inches deep	897 50
Guardrail, wood, 15 feet	8 18
Concrete culvert 33 feet x 2 feet x 2 feet, in- cluding one end wall 7 feet x 4 feet x 12 inches thick and another 16 feet x 6 feet x 12 inches thick	162 00
1 catch basin	52 45
Engineering	47 25
Superintendence	75 86
Incidentals	32 12
<hr/>	
Total cost of work	\$1,675 05
Amount appropriated by town.....	\$850 00
State aid apportioned under section 6	637 00
Unexpended balance from 1909	90 80
<hr/>	
Joint fund	\$1,577 80
Additional amount furnished by town	97 25
<hr/>	
Net cost of work	\$1,675 05
Cost to town	947 25
<hr/>	
State aid approved	\$727 80

ROCKLAND.

Contract No. 2. Contractor, city of Rockland; Dexter Simmons, road commissioner; L. O. Norwood, city engineer; nature of improvement, grading, drainage, gravel and ledge chip surface; area, 5333 square yards; cost per square yard, \$0.363; work begun June 24th; completed September 9th.

The section of State road improved begins at the northerly end of the 1908 section and extends northerly 1,000 feet to the 1909 section; also another section beginning at the south end of the 1908 section and extending southerly 1,000 feet.

Quantities and unit prices estimated by the department:

2,000 lineal feet of road graded @ \$0.139.	
4,888 square yards gravel surface @ \$0.25.	
28 lineal feet of 16 inch metal culvert, \$43.70.	
800 lineal feet of wood guardrail repaired @ \$0.05.	
400 lineal feet of "V" drain @ \$0.40.	
1 concrete culvert 2 feet x 2 feet x 28 feet, \$135.00.	
1,000 lineal feet or 888 square yards of side ditch 4 feet wide, 6 inches deep, built with stone chips @ \$0.25 per square yard.	
Lump sum amount of contract	\$2,100 00
Details and cost items compiled from certificates of municipal officers:	
Length, 2,000 feet, width, 24 feet.	
Grading	\$435 88
"V" drain 400 feet x 12 feet x 2 feet	273 47
Gravel surface, 2,000 feet x 24 feet x 6 inches..	144 75
Stone chips, 2,000 feet x 14 feet x 12 inches	867 39
Guardrails, wood, 490 feet	90 21
Concrete masonry culvert 2 feet x 2 feet x 28 feet	107 12
Concrete masonry culvert 15 inches diameter, 8 inches thick and 28 feet long	59 98
End-wall 6 feet x 5 feet 3 inches x 17 inches thick	
End-wall 6 feet x 5 feet 9 inches x 17 inches thick	
Engineering	100 08
Operating steam roller and incidentals	114 86
<hr/> Total cost of work	<hr/> \$2,193 74

Amount appropriated by city.....	\$1,200 00
State aid apportioned under section 6	900 00
	<hr/>
Joint fund	\$2,100 00
Additional amount furnished by city	93 74
	<hr/>
Net cost of work	\$2,193 74
Cost to city	1,293 74
	<hr/>
State aid approved January 3rd, 1911	\$900 00

RUMFORD.

Contract No. 23. Contractor, town of Rumford; Chas. H. Graham, road commissioner; Henry C. French, engineer; nature of improvement, grading, drainage and macadam surface; area, 7,200 square yards; cost per square yard, \$0.80; work begun July 20th; completed, October 8th.

The section of State road improved begins at the westerly end of the 1909 section of road and extends westerly.

Quantities and unit prices estimated by the department:

4,320 lineal feet of road graded at \$0.15.	
7,200 square yards of macadam surface @ \$0.50.	
Completion of bridge at station 4+75	\$100 00
300 lineal feet of "V" drain @ \$0.90.	
Placing two 12 inch metal culverts 26 feet long with concrete end-walls @ \$29.20.	
1 cement stone culvert 2 feet x 2 feet x 26 feet, \$125.00.	
4 new 12 inch metal culverts with concrete end- walls @ \$50.00.	
Lump sum amount of contract	\$5,001 40
Details and cost items compiled from certificates of municipal officers:	
Length, 4,320 feet; width, 23 feet.	
Grading, clearing and road machine work	\$670 00
320 lineal feet of "V" drain 12 feet wide, 2 feet deep	275 00
Macadam surface 4,320 feet x 15 feet x 10 inches	4,634 06
6 metal culverts 12 inches diameter, each 26 feet long, including concrete end-walls, 4.5 feet long, 4 feet high, 20 inches thick	250 00

1 cement stone masonry culvert, 26 feet x 2 feet x 2 feet, ends stepped	120 00
Completing bridge by placing I-beams and building concrete floor	75 00
Engineering and inspection	203 50
<hr/>	
Total cost of work	\$6,227 56
Amount appropriated by town.....	\$1,000 00
State aid apportioned under section 6	750 00
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Joint fund	\$1,750 00
Additional amount furnished by town	4,477 56
<hr/>	
Net cost of work	\$6,227 56
Cost to town	5,477 56
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State aid approved	\$750 00

SACO.

Contract No. 28. Contractor, city of Saco; R. W. Libby, street commissioner and engineer; nature of improvement, grading, drainage and macadam surface; area, 2,417 square yards; cost per square yard, \$0.71; work begun September 1st; completed September 30th.

The section of State road improved begins at the easterly end of the 1909 work and extends easterly along Main street.

Quantities and unit prices estimated by the department:

700 lineal feet of road graded @ \$0.40.

2,256 square yards of macadam surface @ \$0.62.

550 lineal feet of 8 inch vitrified pipe @ \$0.30.

3 catch basins @ \$25.00.

Lump sum amount of contract \$1,925 00

Quantities and cost items compiled from certificates of municipal officers:

Length, 750 feet; width, 35 feet.

Grading \$779 41

500 feet 8 inch vitrified pipe drain 157 25

Earth shoulders, 750 feet x 6 feet x 6 inches 20 00

Macadam surface 750 feet x 29 feet x 7 inches ..	917 18
3 catch basins	68 00
<hr/>	
Total cost of work	\$1,941 84
Amount appropriated by city.....	\$1,100 00
State aid apportioned under section 6	825 00
<hr/>	
Joint fund	\$1,925 00
Additional amount furnished by city	16 84
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Net cost of work	\$1,941 84
Cost to city	1,116 84
<hr/>	
State aid approved	\$825 00

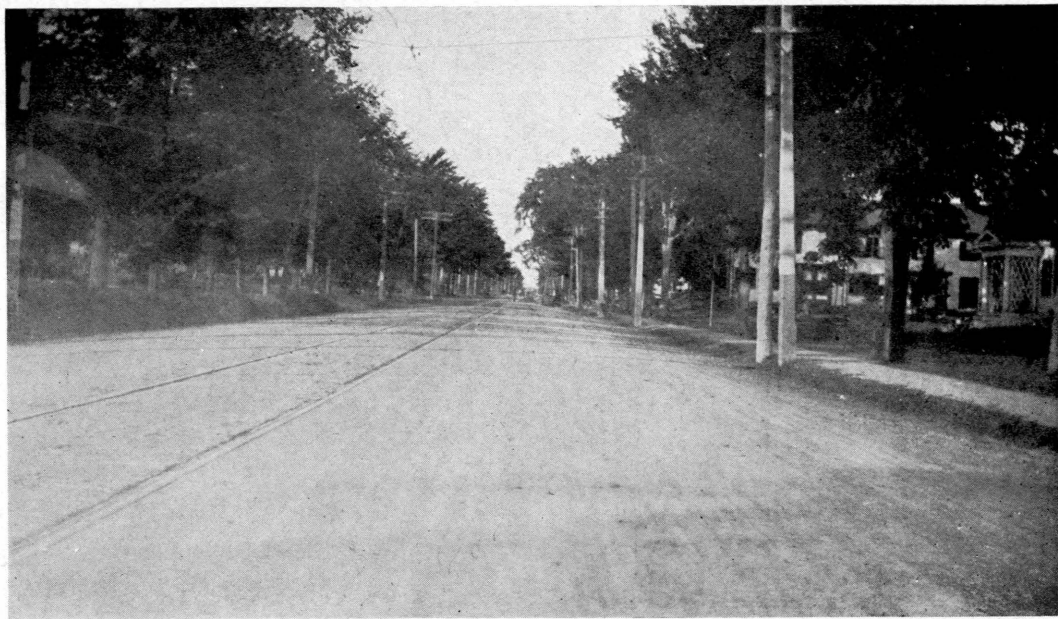
SANFORD.

Contract No. 10. Contractor, town of Sanford; J. G. Ridley, road commissioner and engineer; nature of improvement, grading and gravel surface; area, 4,222 square yards; cost per square yard, \$0.411; work begun August 8th, completed October 22d.

The section of State road improved begins at the south end of the 1909 work and extends southerly.

Quantities and unit prices estimated by the department:

1,900 lineal feet of road graded @ \$0.19.	
4,222 square yards of gravel surface @ \$0.30.	
500 feet of wood guard rail @ \$0.25.	
Lump sum amount of contract	\$1,750 00
Details and cost items compiled from certificates of municipal officers:	
Length, 1,900 feet; width, 26 feet.	
1,925 lineal feet of grading.....	\$458 06
Gravel surface, 1,900 feet x 20 feet x 12 inches ..	1,262 10
500 feet of wood guard rail	125 00
Engineering	15 13
<hr/>	
Total cost of work	\$1,860 29
Amount appropriated by town.....	\$1,000 00



Saco. 1909 and 1910 sections of State Road. Macadam

State aid apportioned under section 6	750 00
Joint fund	\$1,750 00
Additional amount furnished by town.....	110 29
Net cost of work	\$1,860 29
Cost to town	1,110 29
State aid approved	\$750 00

SCARBORO.

Contract No. 53. Contractor, town of Scarboro; E. S. Oliver, in charge of work; P. H. Richardson, engineer; nature of provement, grading, drainage and gravel surface; area, 4666 square yards; cost per square yard, \$0.225; work begun October 7th; completed November 1st.

The section of State road improved begins at the west end of the 1909 work and extends westerly.

Quantities and unit prices estimated by the department:

2,000 lineal feet of road graded @ \$0.119.	
4,666 2-3 square yards of gravel surface @ \$0.137	
200 feet of stone base @ \$0.40.	
Lump sum amount of contract	\$1,017 00
Details and cost items compiled from certificates of municipal officers:	
Length, 2,000 feet; width, 21 feet.	
Grading	\$152 85
Underdrainage, 200 feet x 15 feet x 8 inches	36 85
Gravel surface, 2,000 feet x 21 feet x 12 inches	847 85
Miscellaneous	10 58
Total cost of work	\$1,048 13
Amount appropriated by town.....	\$550 00
State aid apportioned under section 6	467 00
Joint fund	\$1,017 00
Net cost of work	\$1,017 00
Cost to town	550 00
State aid approved	\$467 00

SKOWHEGAN.

Contract No. 15. Contractor, town of Skowhegan; E. L. Ford, road commissioner; E. E. Greenwood, engineer; nature of improvement, grading, drainage and earth surface; area, 5,911 square yards; cost per square yard, \$0.27; work begun August 8th; completed October 19th.

The section of state road improved begins at Station 6 of the 1910 plan of the Canaan road and extends easterly.

Quantities and unit prices estimated by the department:

1,200 lineal feet of road graded @ \$0.50.

3,734 square yards of earth surface including clearing and excavating culvert outlet ditch @ \$0.06.

56 lineal feet of 18 inch metal culvert @ \$1.50.

6 cubic yards of concrete masonry end-walls @ \$8.00.

1,050 lineal feet of 4 inch land tile @ \$0.37.

1,050 lineal feet of 6 inch land tile @ \$0.37.

Lump sum amount of contract \$1,750 00

Details and cost items compiled from certificates of municipal officers:

Length, 1,900 feet; width, 28 feet.

Grading, 1,750 feet x 28 feet wide..... \$620 79

Side drains 1,100 feet on each side .. 626 68

Clearing 3,100 feet x 15 feet wide 40 23

18 inch metal culverts, 56 feet 130 43

Superintendence 136 25

Transportation of men and material 152 60

Repairs and tools 9 85

Engineering 34 00

Total cost of work \$1,750 83

Amount appropriated by town..... \$1,000 00

State aid apportioned under section 6 750 00

Joint fund \$1,750 00

Additional amount furnished by town 83

Net cost of work \$1,750 83

Cost to town \$1,000 83

State aid approved \$750 00

SOUTH BERWICK.

Contract No. 8. Contractor, Edward A. Warren; W. A. Grover, engineer; nature of improvement, grading, gravel and macadam surface; area, 1,866 square yards; cost per square yard, \$0.52; work begun August 1st; completed September 5th.

The section of state road improved begins at the southerly end of the 1909 work and extends southerly along Academy street.

Estimated quantities and contractors' prices submitted for the purpose of monthly estimates:

752 lineal feet of road graded @ \$0.25.	
1,253 square yards of macadam surface @ \$0.52.	
14 lineal feet of 12 inch vitrified pipe @ \$0.75.	
20 lineal feet of 8 inch vitrified pipe @ \$0.50.	
26 lineal feet of 14 inch metal culvert @ \$1.15.	
2 cubic yards concrete masonry end walls @ \$7.50.	
1 drop inlet, \$15.00.	
2 reinforced vitrified pipe ditch outlets \$15.00	
Lump sum amount of contract	\$949 96
Details and cost items compiled from certificates of municipal officers:	
Length, 800 feet; width, 21 feet.	
800 feet of grading	\$200 00
1,333 1-3 square yards macadam surface	709 08
2 drop inlets	30 00
26 feet of 18 inch metal culvert	6 50
Vitrified pipe and extra labor	12 20
Engineering	19 66
Inspection and telephone charges	33 25
Advertising	6 25

Total cost of work \$1,016 94

Amount appropriated by town \$550 00

State aid apportioned under section 6 467 00

Joint fund \$1,017 00

Net cost of work	\$1,016 94
Cost to town	550 00
	<hr/>
State aid approved	\$466 94
Unexpended balance available for expenditure in 1911	06

WATERVILLE.

Contract No. 16. Contractor, city of Waterville; H. C. Morse, street commissioner; J. H. Burleigh, engineer; nature of improvement, grading, drainage and gravel surface; area, 4,000 square yards; cost per square yard, \$0.45; work begun August 3d; completed November 3d.

The section of state road improved begins at Cool street and extends westerly along Oakland street toward Rangeway road.

Quantities and unit prices estimated by the department:

1,800 lineal feet of road graded @ \$0.11.

4,000 square yards of gravel surface @ \$0.375.

Lump sum amount of contract \$1,750 00

Details and cost items compiled from certificates
of municipal officers:

Length, 1,800 feet, width, 29 feet.

Grading, 1,350 feet x 20 feet x 5 inches \$291 16

Surface drainage 114 11

Gravel surface, 1,800 feet x 20 feet x 18 inches .. 1,357 78

Engineering 40 00

Total cost of work \$1,803 05

Amount appropriated by city..... \$1,000 00

State aid apportioned under section 6 750 00

Joint fund \$1,750 00

Additional amount furnished by city 53 05

Net cost of work \$1,803 05

Cost to city 1,053 05

State aid approved \$750 00

WESTBROOK 1909 CONTRACT.

Contract No. 17, 1909 (See page 78 of 1909 report for work done in 1909). Work begun May 9th; completed July 1st, 1910.

Details and cost items of work done in 1910 to complete 1909 contract; area, 1,900 square yards; cost per square yard, \$1.07. Length, 955 feet; width, 14.6 to 19.6 feet; depth, 7 inches.

Grading, stone, rolling, etc., to prepare 5-inch base for bituminous top, 1,900 square yards	\$1,436 37
Bituminous surface, 1,900 square yards 2 inches deep	595 95
<hr/>	
Cost of completing 1909 contract	\$2,032 32
Cost of work done in 1909	6,684 15
<hr/>	
Total cost of work done under 1909 contract	\$8,716 47
Amount appropriated by city	\$1,234 50
State aid apportioned under section 6	925 87
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Joint fund	\$2,160 37
Additional amount furnished by city	6,556 10
<hr/>	
Net cost of work	\$8,716 47
Cost to city	7,790 60
<hr/>	
State aid approved	\$925 87

The 1909 section of state road in Westbrook was completed July 1st, 1910, and the following statement of quantities, amount of work and cost of same as given below, apply to last year's uncompleted section only:

Amount of work as per state road contract No.	
17	5,993 sq. yds.
Amount of work done last year	4,290 sq. yds.
<hr/>	

Amount of work remaining to be done 1,703 sq. yds.

The amount actually done this year is 1,900 square yards; the additional 197 square yards is owing to the removal of trees and the consequent widening of the roadway.

Length of road improved 955 feet.

Width of finished road, 14.6 to 19.6 feet.

Width of crushed stone surface, 14.6 to 19.6 feet.

Amount, 1,900 square yards.

Cost of 1,900 square yards of road prepared to receive bituminous macadam surface, including grading, rolling and cost of stone

\$1,436 37

Cost of metal surfacing, including labor and material

595 95

Total cost of work

\$2,032 32

The following is a detailed statement of cost of extra work on account of construction of the Bituminous Macadam surface:

3,000 gals. Tarite from American Tar Co.

\$195 00

1,660 gals. Asphalt, Texaco, grade "J", from the Texas Co.

160 02

1 tar man 11 days @ \$4.00

44 00

1 tar man 11 days @ \$2.00

22 00

6 laborers 9 days mixing stone or

1 laborer 54 days @ \$1.75

94 50

6 laborers 15 days or 1 laborer 9 days @ \$1.75 ..

15 75

2 laborers 7 days drying stone or 1 laborer 14 days @ \$1.66 2-3

23 33

Wood, etc.

20 00

Inspection

55 00

Total

\$629 70

Credit

33 75

Net cost

\$595 95

Average No. of sq. yds. laid per day $1900 \div 9 = 211 +$ sq. yds.

Used 1.75 gal. of Bituminous binder material per square yard.

Used 0.55 gal. of Tar in painting.

Used 240 gal. of Tar in painting curb and paving.

Cost per square yard $\$595.95 \div 1900 = \0.313 .

Material Purchased.

737 tons crushed trap rock	\$593 75
3,000 gals. Tarite @ .065	195 00
1,660 gals. Asphaltum @ .096	160 02
<hr/>	
Total	\$948 77

Work on the above section of road was commenced May ninth and completed July first, 1910.

The section of road done last year that ravelled has been repaired by putting in new stone. This part of the road has been opened about three weeks and is in fine shape.

The remainder of last year's work looks well, the warm weather making the road better every day.

WESTBROOK.

Contract No. 5. Contractor, city of Westbrook; George Cobb, street commissioner; H. W. Grant, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 2,146 square yards; cost per square yard, \$1.061; work begun June 27th; completed August 12th.

The section of state road improved begins at the westerly end of the 1909 work and extends westerly 765 feet; also a section beginning at the Portland line and extending westerly.

Quantities and unit prices estimated by the department:

765 lineal feet of road graded @ \$0.483.	
1,479 square yards bituminous macadam surface @ \$0.87.	
195 square yards grading and bituminous macadam surface @ \$0.87.	
3 catch basins @ \$35.00.	
Lump sum amount of contract	\$1,925 00
Details and cost items compiled from certificates of municipal officers:	
Total length, 1,165 feet; width, 13.3 feet to 23 feet; depth, 7 inches.	
Section 1: length, 765 feet; width, 13.3 to 18.7 feet.	
1,479 square yards of macadam base, 5 inches deep, prepared for bituminous surface.....	\$1,003 39

1,479 square yards of bituminous surface	553 80
Catch basins complete	53 25
Engineering and inspection	98 25
Incidentals	8 13

Cost	\$1,716 82
Cost per square yard of macadam base..	\$0.786
Cost per square yard of bituminous surface	0.290
Cost per square yard of painting bituminous surface	0.084

Cost per square yard of finished road .. \$1.160

Average number of square yards of bituminous mixture per day 185.

Section 2: Length, 400 feet; width, 23 feet; depth, 7 inches. 667 square yards macadam base, 15 feet wide, 5 inches deep, having cinder bed of 6 inches below macadam surface...	\$284 30
667 square yards bituminous surface, 2 inches deep	230 52
Shoulders 4 feet wide on each side	64 32

Total cost of section 2	\$579 14
Cost per square yard of macadam base ..	\$0.425
Cost per square yard of bituminous surface	0.262 ..
Cost per square yard of painting bituminous surface	0.084
Cost per square yard of earth shoulders	0.097

Cost of finished road per square yard .. \$0.868

Average number square yards bituminous mixture per day 191.

Total number square yards built in 1910, 2,146.

Cost per square yard in 1910, \$1.061.

Amount appropriated by city

\$1,100 00

State aid apportioned under section 6	825 00
	<hr/>
Joint fund	\$1,925 00
Additional amount furnished by city	370 96
	<hr/>
Net cost of work	\$2,295 96
Cost to city	1,470 96
	<hr/>
State aid approved	\$825 00

WINSLOW.

Contract No. 40. Contractor, town of Winslow; F. E. Reynolds, road commissioner; J. H. Burleigh, engineer; nature of improvement, grading and granite block paving; area, 1,315 square yards; cost per square yard, \$1.54; work begun October 1st; completed October 28.

The section of state road improved begins at the easterly end of Ticonic bridge and extends easterly to connect with section of road built by town in 1909.

Quantities and unit prices estimated by the department:

800 square yards of road graded @ \$0.25.	
800 square yards granite block paving @ \$1.40.	
120 lineal feet of 8 inch vitrified pipe @ \$0.60.	
2 catch basins @ \$45.00.	
Lump sum amount of contract	\$1,487 00
Details and cost items compiled from certificates of municipal officers:	
Length, 260 feet; width, 45.5 feet.	
Grading, 1,315 square yards	\$217 35
Granite block paving, 1,315 square yards	1,769 19
2 catch basins and connections	99 51
Excavation for catch basins	37 36
Engineering	45 25
	<hr/>
Total cost of work	\$2,168 66
Amount appropriated by town.....	\$800 00
State aid apportioned under section 6	637 00
	<hr/>
Joint fund	\$1,487 00

Additional amount furnished by town	681 66
Net cost of work	\$2,168 66
Cost to town	1,531 66
State aid approved	\$637 00

WINTHROP.

Contract No. 18. Contractor, C. H. Gale; C. H. Gale, road commissioner; E. E. Greenwood & Co., engineers; nature of improvement, grading, drainage, earth and gravel surface; area, 2,116 square yards; cost per square yard, \$0.27; work begun October 1st; completed November 12th.

The section of state road improved begins at the east end of the 1909 work and extends east 500 feet, also begins at the west end of the 1909 work and extends west 450 feet.

Quantities and unit prices submitted by contractor:

500 lineal feet of road graded @ \$0.05.	
1,166 square yards of earth surface @ \$0.10.	
450 lineal feet of road graded @ \$0.10.	
1,050 square yards gravel surface @ \$0.20.	
500 lineal feet of "V" drain @ \$0.50.	
Cement rubble culvert, 30 inches x 4 feet x 22 feet @ \$5.00.	
Cement rubble culvert, 4.6 feet x 6 feet x 22 feet @ \$11.05.	
Lump sum amount of contract	\$1,000 00
Details and cost items compiled from certificates of municipal officers:	
Length, 950 feet; width, 21 feet.	
Earth surface, 500 feet.	
Gravel surface, 450 feet.	
"V" drain 500 feet x 12 feet x 2 feet.	
Cement rubble culvert 36 inches x 48 inches x 22 feet	
Cement rubble culvert 56 inches x 78 inches x 22 feet	\$450 00
Engineering and advertising	30 15
Total cost of work	\$1,030 15

Amount appropriated by town.....	\$600 00
State aid apportioned under section 6	480 00
<hr/>	
Joint fund	\$1,080 00
Net cost of work	\$1,030 15
Cost to town	600 00
<hr/>	
State aid approved	\$430 15
Unexpended balance available for expenditure in 1911	\$49 85

YARMOUTH.

Contract No. 38. Contractor, town of Yarmouth; John W. Gooch, road commissioner; F. B. Merrill, engineer; nature of improvement, grading and gravel surface; area, 3,626 square yards; cost per square yard, \$0.45; work begun September 27th; completed November 12th.

The section of state road improved begins at the west branch of Cousin's river, and extends westerly.

Quantities and unit prices estimated by the department:

1,363 lineal feet of road graded @ \$0.28.

2,272 square yards of gravel surface @ \$0.33.

Lump sum amount of contract \$1,138 00

Details and cost items compiled from certificates
of municipal officers:

Length, 1,360 feet; width, 24 feet.

Drainage, 175 feet x 4 feet x 2 feet..... \$75 00

Gravel surface, 1,360 feet x 24 feet x 8 inches .. 950 00

Grading 613 48

Guard rail, 850 lineal feet 100 00

Total cost of work \$1,738 48

Amount appropriated by town \$650 00

State aid apportioned under section 6 488 00

Joint fund \$1,138 00

Additional amount furnished by town 600 48

Net cost of work \$1,738 48

Cost to town 1,250 48

State aid approved \$488 00

TABLE OF COMPARATIVE COSTS.
1910 State Road Contracts.

TOWN OR CITY.	Length of road improved—feet.	Total width of road—feet.	Width of finished road—feet.	Depth of finished surface—Inches.	Number square yards of finished surface.	Macadam per square yard.	Gravel per square yard.	Block paving per square yard.	Bituminous macadam per square yard.	Earth surface per square yard.
Auburn	722	19.5	18	.....	1605	.....	.....	\$1.68	.....	.....
Augusta*	4085	25	21	6	9531	\$0.60	\$0.188	.....	.....	.....
Bath	1680	23	18	6	3369	0.754	.....	.....	.....	.....
Belfast†	580	21	21	6	1354	0.83	.....	.....	\$0.83	.....
Riddeford	1324	21	21	6	3807	0.85	.....	.....	.....	.....
Brewer	1500	28	20	7	3333	0.585	.....	.....	.....	.....
Bridgton	2500	21	15	4	4166	.....	0.355	.....	.....	.....
Calais	1400	21	21	6	3267	0.528	.....	.....	.....	.....
Camden	1300	21	21	8	3033	0.502	.....	.....	.....	.....
Caribou	773	27	27	6	2319	0.85	.....	.....	.....	.....
Dexter	712	25	21	5	1661	0.70	.....	.....	.....	.....
Dover	455	36	30	6	1820	0.66	.....	.....	.....	.....
East Livermore	475	45	45	6	2375	0.455	.....	.....	.....	.....
Eastport	2375	30	18	6	4750	.....	0.22	.....	.....	.....
Eden	725	34	34	7	2935	0.806	.....	.....	.....	.....
Fairfield	1500	22	15	7	2500	.....	1.325	.....	.....	.....
Farmington	1200	23	15	7	2000	.....	0.64	.....	.....	.....
Fort Fairfield	832	32	18	7	1664	0.70	.....	.....	.....	.....
Freeport	703	21	21	6	1633	0.526	.....	.....	.....	.....
Gorham	1250	23	15	7	2083	.....	0.428	.....	.....	.....
Hallowell	437	39	39	6	1950	0.627	.....	.....	.....	.....
Houlton	1400	22	21	8	3422	0.551	.....	.....	.....	.....
Jay	1150	21	15	7	1916	0.635	.....	.....	.....	.....
Kennebunk†	4996	23	21	8	11,657	.....	0.20	.....	.....	.....
Lewiston	1400	41.5	33.5	7	4942	.....	.....	.....	0.814	.....
Lisbon	1800	24	24	6	4800	.....	0.208	.....	.....	.....
Madison	645	44.5	44.5	9	3189	.....	.....	.....	1.011	.....
Millinocket	1500	30	30	4	5000	.....	0.214	.....	.....	.....
Milo	1500	21	18	7	3500	.....	0.26	.....	.....	.....
Mount Desert‡	1030	32	22	4	2518	.....	0.508	.....	.....	.....
Norway	1115	23	21	3	2302	.....	0.345	.....	.....	.....
Oldtown	1005	21	21	10	2345	0.746	.....	.....	.....	.....
Orono	1800	25	25	8	5000	.....	0.209	.....	.....	.....
Paris	1450	25	25	6	4028	.....	0.215	.....	.....	.....
Pittsfield	1662	21	21	8	3378	.....	.....	.....	.....	\$0.24
Portland	1702	40	32	7	6052	.....	.....	.....	1.43	.....
Presque Isle	1600	23	23	8	4514	.....	0.30	.....	.....	.....
Randolph§	128	53	53	7	649	.....	.....	.....	1.47	.....
Rockland¶	2000	24	24	6	5333	.....	0.368	.....	.....	.....
Richmond**	800	44	44	7	1466	.....	.....	.....	0.92	.....
Rumford	4320	23	15	7	7200	0.80	.....	.....	.....	.....
Saco	750	35	29	7	2417	0.71	.....	.....	.....	.....
Sanford	1900	26	20	6	4222	.....	0.411	.....	.....	.....
Scarboro	2000	21	21	6	4666	.....	0.225	.....	.....	.....
Skowhegan	1900	28	28	6	5911	.....	.....	.....	.....	0.27
South Berwick	800	21	21	6	1866	0.52	.....	.....	.....	.....
Waterville	1800	29	20	9	4000	.....	0.45	.....	.....	.....
Westbrook††	955	17	17	7	1900	.....	.....	.....	1.07	.....
Westbrook	1165	15	15	7	2143	.....	.....	.....	1.061	.....
Winslow	260	45.5	45.5	.....	1315	.....	.....	1.54	.....	.....
Winthrop‡‡	950	21	21	6	2116	.....	0.27	.....	.....	.....
Yarmouth	1860	24	24	6	3623	.....	0.45	.....	.....	.....
Averages	.....	.....	.....	.....	.....	\$0.646	\$0.37	\$1.61	\$1.07	\$0.255

Cost per square yard is figured with grading, underdrainage and engineering included; culverts, guard rails and other items are not included.

* Augusta, 3166 square yards gravel; 1365 square yards macadam.

† Belfast, 518 square yards macadam; 836 square yards bituminous macadam.

‡ Kennebunk, 10,491 square yards gravel; 1166 square yards macadam.

§ Mount Desert, 1909 work completed in 1910; 1910 work not completed.

¶ Rockland; special contract.

** Rockland; Certificate of completion not received until January 3rd, 1911.

*** Richmond; work not done by contract.

†† Westbrook; 1909 contract completed in 1910.

‡‡ Winthrop; earth and gravel surface.

CONTRACTS.

CITY OR TOWN.	Survey and plan made by.	Work in charge of.	Inspector.
Auburn.....	R. A. Swift.....	F. F. Goss.....	Department.
Augusta.....	W. B. Getchell.....	J. F. Pierce.....	Department.
Bath.....	Stephen Litchfield.....	Oscar F. Williams.....	Stephen Litchfield.
Belfast.....	A. D. Hayes.....	H. S. Cunningham.....	Department.
Biddeford.....	W. T. Allen.....	C. E. Richards.....	Department.
Brewer.....	R. E. Mullaney.....	S. D. Copeland.....	Department.
Bridgton.....	D. F. Chaplin.....	John S. Ames.....	Department.
Calais.....	C. F. Pray.....	A. P. Gardiner.....	C. F. Pray.
Caribou.....	P. L. Hardison.....	E. F. Shaw.....	P. L. Hardison.
Camden.....	F. H. Marshall.....	Fred B. Annis.....	F. H. Marshall.
Dexter.....	W. B. Gould.....	G. D. Chandler.....	H. S. Towne.
Dover.....	E. J. Smith.....	W. S. Judkins.....	H. S. Towne.
East Livermore.....	I. T. Monroe.....	George W. Dyke.....	George W. Dyke.
Eastport.....	C. F. Pray.....	T. H. Bucknam.....	C. F. Pray.
Eden.....	E. I. Lord.....	H. F. Emery.....	C. M. Willey.
Fairfield.....	Greene & Wilson.....	F. H. E. Bragg.....	Greene & Wilson.
Fort Fairfield.....	P. L. Hardison.....	Charles J. Knight.....	P. L. Hardison.
Freeport.....	Stephen Litchfield.....	S. H. Fitts.....	Stephen Litchfield.
Gorham.....	H. W. Grant.....	W. H. Duran.....	H. W. Grant.
Hallowell.....	E. E. Greenwood & Co.....	John Burns.....	Department.
Houlton.....	P. N. Burleigh.....	A. H. Porter.....	E. E. Burleigh.
Jay.....	I. T. Monroe.....	E. P. Bryant.....	H. W. Gilman.
Kennebunk.....	W. S. Marsh.....	A. J. Wigginn.....	A. J. Wigginn.
Lewiston.....	R. A. Swift.....	J. J. Ryan.....	Department.
Lisbon.....	Stephen Litchfield.....	George H. McIntosh.....	Department.
Madison.....	Snow & Humphreys.....	B. F. Burns.....	Department.
Millinocket.....	H. S. Ferguson.....	F. M. Gates.....	H. S. Ferguson.
Milo.....	R. E. Mullaney.....	F. E. Gould.....	H. S. Towne.
Mount Desert.....	C. P. Simpson.....	Joseph W. Small.....	Department.
Norway.....	J. H. Stuart.....	E. D. Millett.....	Department.
Oldtown.....	J. W. Sewall.....	E. T. Hartwell.....	Department.
Orono.....	R. E. Mullaney.....	Llewellyn Spencer.....	Department.
Paris.....	J. H. Stuart.....	W. B. Russell.....	Department.
Pittsfield.....	O. E. Libby.....	E. F. Fennell.....	Department.
Portland.....	Bion Bradbury, Jr.....	Hassam Paving Co.....	Bion Bradbury, Jr.
Presque Isle.....	P. L. Hardison.....	J. E. Bishop.....	Department.
Rumford.....	H. C. French.....	C. H. Graham.....	H. C. French.
Saco.....	R. W. Libby.....	R. W. Libby.....	Department.
Sanford.....	J. G. Ridley.....	J. G. Ridley.....	Department.
Scarboro.....	P. H. Richardson.....	E. S. Oliver.....	A. J. Wigginn.
Skowhegan.....	E. E. Greenwood & Co.....	E. L. Ford.....	Department.
South Berwick.....	W. A. Grover.....	Edward A. Warren.....	A. J. Wigginn.
Waterville.....	J. H. Burleigh.....	H. C. Morse.....	Department.
Westbrook.....	H. W. Grant.....	George Cobb.....	H. W. Grant.
Winslow.....	J. H. Burleigh.....	F. E. Reynolds.....	J. H. Burleigh.
Winthrop.....	E. E. Greenwood & Co.....	C. H. Gale.....	Department.
Yarmouth.....	F. B. Merrill.....	John W. Gooch.....	C. H. Mitchell.

TABULAR STATEMENT OF

NOTE:—In column showing material with which road is surfaced macadam, || indicates granite block paving.

Town.	County.	Total length—feet.	Finished width—feet.	“V” drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Abbot.....	Piscataquis.....	1250	21	125	1250
Acton.....	York.....	502	22	-	502
Addison.....	Washington.....	§	-	-	-
Albany.....	Oxford.....	830	23	-	†830
Albion.....	Kennebec.....	2350	22	-	2350
Alexander.....	Washington.....	1500	20	-	1500
Alfred.....	York.....	580	21	280	580
Alna.....	Lincoln.....	800	23	-	800
Alton.....	Penobscot.....	610	21	610	610
Amherst.....	Hancock.....	838	21	561	838
Amity.....	Aroostook.....	400	22	-	400
Andover.....	Oxford.....	1600	21	-	1600
Anson.....	Somerset.....	800	26	-	800
Appleton.....	Knox.....	1375	24	1100	1375
Argyle.....	Penobscot.....	325	21	325	325
Arrowsic 1.....	Sagadahoc.....	1390	18 to 21	-	1390
Ashland.....	Aroostook.....	4507	24	507	4507
Athens.....	Somerset.....	1111	21	1111	†1111
Atkinson.....	Piscataquis.....	800	21	800	†800
Auburn.....	Androscoggin.....	722	20	-	†722
Augusta 2.....	Kennebec.....	4085	21	-	4085
Aurora.....	Hancock.....	655	21	150	655
Avon.....	Franklin.....	1200	25	-	1200
Baileyville.....	Washington.....	750	23	-	750
Bald Mt. Twp. 4 R. 3.....	Somerset.....	300	18	-	300
Baldwin 3.....	Cumberland.....	490	21	-	†490
Bancroft.....	Aroostook.....	375	21	375	†375
Baring.....	Washington.....	2580	21	-	2580
Bath.....	Sagadahoc.....	1680	28	-	*1680
Beddington.....	Washington.....	800	21	-	800

1 Arrowsic: Expended joint fund for 1909 and 1910 together.

2 Augusta: 1012 feet of tile under drain. 585 feet of macadam.

3 Baldwin: Surfaced with sand clay mixture.

§ Laid over. ¶ Appleton length of culvert not given.

STATE ROAD WORK IN 1910.

* indicates macadam, † indicates carth, ‡ indicates bituminous
 Figures with no index show gravel surface.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
{ Stone.....	36x18	32	\$30 00						
{ Stone.....	24x15	36	30 00	\$588 00	\$600 00	\$385 74	\$14 26	-	\$0 47
{ Stone.....	24x15	39	30 00						
Metal.....	5	24	2 00	300 00	300 00	150 00	-	-	0 60
.....	-	-	-	-	-	-	-	-	-
.....	-	-	-	128 25	126 00	84 00	-	\$2 25	0 15
Metal.....	20	22	55 87	336 03	400 00	186 03	13 97	-	0 16
.....	-	-	-	327 00	300 00	200 00	-	27 00	0 22
.....	-	-	-	402 70	400 00	200 00	-	2 70	0 69
.....	-	-	-	434 58	600 00	284 58	-	-	0 54
Metal.....	20	26	67 54	611 52	600 00	400 00	165 42	11 52	1 00
.....	-	-	-	584 53	558 78	372 52	-	25 75	0 70
Stone.....	18x18	26	44 30	661 70	600 00	400 00	-	61 70	1 65
Concrete.....	36x36	24	142 59						
Metal.....	12	24	23 50						
{ Stone.....	18x18	24	90 00	799 92	800 00	399 92	0 08	-	0 50
{ Stone.....	18x18	24							
{ Stone.....	18x18	24							
{ Metal....	8	36							
{ Metal....	8	36	61 25	844 71	800 00	400 00	-	44 71	1 06
{ Metal....	12	24							
{ Metal....	12	24	101 62	800 02	800 00	399 52	0 48	0 02	0 58
{ Metal....	10	-	-	306 00	300 00	200 00	-	6 00	0 94
.....	-	-	-						
Concrete.....	8x8	30	29 11	817 81	766 50	400 00	-	51 31	0 59
Metal.....	12	66	76 08	803 83	800 00	400 00	-	3 83	0 18
Metal.....	12	21	21 98						
Metal.....	12	21	21 98	392 08	400 00	192 08	7 92	-	0 35
Metal.....	12	21	21 98						
.....	-	-	-	606 32	600 00	400 00	-	6 32	0 76
Metal.....	16	24	60 01	2727 64	2450 00	1050 00	-	277 64	3 78
.....	-	-	-	2476 64	2450 00	1050 00	-	26 64	0 61
Metal.....	18	56	76 00						
.....	-	-	-	301 85	300 00	199 00	1 00	1 85	0 46
Metal.....	10	32	36 99	275 54	300 00	167 71	32 29	-	0 23
.....	-	-	-	900 94	900 00	450 00	-	0 94	1 20
Metal.....	18	23	42 20						
.....	-	-	-	88 00	88 00	44 00	-	-	0 29
.....	-	-	-	201 45	200 00	96 40	3 60	1 45	0 41
.....	-	-	-	328 85	300 00	200 00	-	28 85	0 88
.....	-	-	-						
{ Metal....	12	24							
{ Metal....	14	24							
{ Metal....	10	24	168 04	609 93	600 00	400 00	-	9 93	0 24
{ Metal....	18	24							
{ Metal....	18	24							
Tile.....	8	40	20 00						
Tile.....	10	36	21 60	2730 50	2450 00	1050 00	-	280 50	1 62
Tile.....	27	38	95 00						
Metal.....	10	22	43 28	271 43	300 00	171 43	28 57	-	0 34

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Belfast 1.....	Waldo.....	580	21	-	1580
Belgrade.....	Kennebec.....	1080	21	750	1080
Belmont.....	Waldo.....	1237½	21	1237½	†1237½
Benedicta 2.....	Aroostook.....	1750	20	105	1750
Benton.....	Kennebec.....	3000	24	-	3000
Berwick.....	York.....	1381	23	-	*1381
Bethel.....	Oxford.....	2100	28	-	2100
Biddeford.....	York.....	1324	28	-	*1324
Bigelow Pl 3.....	Somerset.....	-	-	-	-
Bingham.....	Somerset.....	§	-	-	-
Blanchard.....	Piscataquis.....	310	21	260	310
Bluehill 4.....	Hancock.....	1900	21	-	1900
Boothbay.....	Lincoln.....	1450	24	210	†1450
Boothbay Harbor.....	Lincoln.....	875	22	-	875
Bowdoin.....	Sagadahoc.....	1250	21	-	1250
Bowdoinham.....	Sagadahoc.....	¶	-	-	-
Bowerbank 5.....	Piscataquis.....	770	21	-	770
Bradford.....	Penobscot.....	1850	21	1610	1850
Bradley.....	Penobscot.....	1262	24	-	1262
Bremen.....	Lincoln.....	1510	21	210	1510
Brewer.....	Penobscot.....	1500	40	-	*1500
Bridgewater.....	Aroostook.....	1168	21	947	1168
Bridgton.....	Cumberland.....	2500	21	1000	2500
Brighton Pl 6.....	Somerset.....	750	21	-	750
Bristol.....	Lincoln.....	1800	21	180	1800
Brooklin.....	Hancock.....	400	21	-	400
Brooks.....	Waldo.....	2494	21	1126	2494

1 Belfast: 222 feet of macadam.

2 Benedicta: Joint fund for 1909 and 1910 expended together.

3 Bigelow Pl.: Money expended in building culvert.

4 Bluehill: Joint fund for 1909 and 1910 expended together.

5 Bowerbank: Reinforced concrete cover.

6 Brighton Pl.: Joint funds of 1909 and 1910 expended together.

§ Laid over. ¶ Not satisfactory.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	10	30	\$50 00	\$1997 53	\$1812 00	\$712 00	-	\$185 53	\$3 44
Metal.....	20	22	36 13	914 47	800 00	400 00	-	114 47	85
Stone.....	24x18	25	33 10						
Metal.....	18	24	25 85	604 49	600 00	400 00	-	4 49	49
{ Metal....	18	22	-	771 81	766 50	400 00	-	171 81	44
{ Metal....	16	22	79 78						
{ Metal....	14	24	-						
{ Metal....	14	24	152 02						
{ Metal....	14	24	-	663 79	600 00	300 00	-	63 79	22
Concrete....	36	24	157 40						
Metal.....	10	32	22 40	1627 98	960 00	460 00	-	667 98	1 18
{ Metal....	24	24	-	978 53	900 00	450 00	-	78 53	47
{ Metal....	24	24	93 45	2625 70	2625 00	1125 00	-	70	1 98
Metal.....	20	24	84 00	84 00	78 00	39 00	-	6 00	-
Metal.....	16	26	50 98	299 78	300 00	199 78	\$ 22	-	97
Metal.....	16	22	26 15						
{ Metal....	12	22	-	1441 78	1424 90	400 00	-	641 78	76
{ Metal....	12	22	49 20						
Stone.....	48x36	29	139 50						
Metal.....	14	24	28 10						
Metal.....	10	24	22 80	805 02	800 00	400 00	-	5 02	56
Stone.....	60x84	24	286 37	900 00	900 00	450 00	-	-	1 03
{ Metal....	10	24	-	908 41	800 00	400 00	-	108 41	73
{ Metal....	10	24	31 92						
Stone.....	60x36	21	107 21						
Stone.....	24x15	23	15 00	300 00	300 00	200 00	-	-	39
Metal.....	16	26	50 63	829 23	800 00	398 07	1 93	29 23	45
{ Metal....	20	28	-	443 79	441 00	294 00	-	2 79	35
{ Metal....	18	28	67 20						
Metal.....	10	36	47 60						
Stone.....	12x12	24	12 00	581 07	600 00	381 07	18 93	-	38
Stone.....	24x12	24	15 00						
Metal.....	12	24	34 00	800 00	800 00	400 00	-	-	68
Stone.....	24x18	26	60 00						
Stone.....	36x36	30	120 00	1657 69	1080 00	480 00	-	577 69	66
Stone.....	72x48	26	202 23	853 89	784 50	400 00	-	253 89	1 00
Stone.....	20x60	5	21 50						
Metal.....	10	26	18 20	935 53	900 00	450 00	-	35 53	52
Stone.....	24x18	32	30 00	339 21	300 00	150 00	-	39 21	85
{ Concrete.	15x15	24	-						
{ Concrete.	12x12	24	41 20	805 68	800 00	400 00	-	5 68	32

TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Brooksville	Hancock	1150	21	-	1150
Brookton	Washington	1200	22 to 25	625	1200
Brownfield	Oxford	2000	23	-	2000
Brownville	Piscataquis	560	21	300	560
Brunswick	Cumberland	**			
Buckfield 1	Oxford	717	21	300	717
Burlington	Penobscot	490	18	400	490
Burnham	Waldo	2240	22	-	2240
Buxton	York	388	21	388	388
Byron 2	Oxford	1450	21	-	1450
Calais	Washington	1400	23	-	*1400
Cambridge	Somerset	1060	21	720	1060
Camden	Knox	1300	24	-	*1300
Canaan 3	Somerset	-	-	-	-
Canton	Oxford	2200	21	-	2200
Cape Elizabeth	Cumberland	705	30	-	705
Caribou	Aroostook	773	27	200	*773
Carmel	Penobscot	1500	22	264	1500
Carroll	Penobscot	1122	25	1122	†1122
Carrying Place Township 4 ..	Somerset	-	-	-	-
Carthage	Franklin	1500	21	-	1500
Cary Pl.	Aroostook	825	21	825	825
Casco	Cumberland	3530	25	-	3530
Castine 5	Hancock	150	22	-	150
Castle Hill	Aroostook	420	21	420	420
Caswell Pl.	Aroostook	2250	21	400	2250
Centerville	Washington	600	21	-	600

1 Buckfield, cost of culverts not given.

2 Byron, length of culverts not given.

3 Canaan: bridge span 23 feet, width 27 feet, stone abutments. Steel I beams with concrete floor.

4 Carrying Place Township: 1910 and 1909 joint funds expended together. Complete data not received.

5 Castine: cost of culvert not included in cost per foot.

** Not complete.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Stone.....	14x14	23	\$17 00						
Stone.....	14x14	22	14 00	\$329 79	\$302 00	\$151 00	-	\$27 79	\$ 29
.....	-	-	-	6 36 33	600 00	400 00	-	6 33	51
.....	-	-	-	804 50	800 00	400 00	-	4 50	40
{ Stone.....	26x20	27	-	601 44	500 00	250 00	-	101 44	1 07
{ Stone.....	27x20	34	101 65						
Stone.....	8x8	18	-	429 41	500 00	179 41	\$70 59	-	60
Stone.....	8x8	20	-						
.....	-	-	-	615 45	600 00	400 00	-	15 45	1 26
{ Metal.....	18	24	43 83						
{ Metal.....	12	22	31 60						
{ Metal.....	12	22	31 60						
{ Metal.....	12	22	31 60	595 05	600 00	395 05	4 95	-	27
Stone.....	24x24	26	60 35						
Metal.....	12	26	19 50	405 00	370 00	170 00	-	35 00	1 04
{ Stone.....	72x36	-	-	623 23	600 00	400 00	-	26 23	43
{ Stone.....	72x36	-	198 04	1825 53	1575 00	675 00	-	50 53	1 16
.....	-	-	-	572 37	600 00	372 22	27 78	-	64
Metal.....	10	88	23 00						
Metal.....	12	44	35 20	1833 25	1437 00	637 00	-	396 25	1 44
Metal.....	6	26	10 40	775 12	500 00	250 00	-	275 12	
.....	-	-	-	400 00	400 00	200 00	-	-	18
.....	-	-	-	1104 42	960 00	460 00	-	144 42	1 56
{ Metal.....	30	40	-	2234 00	1312 00	562 00	-	922 00	2 90
{ Metal.....	12	40	253 50						
{ Metal.....	36	24	-	600 00	600 00	300 00	-	-	40
{ Metal.....	24	24	150 18						
Metal.....	16	24	38 35	613 74	600 00	400 00	-	13 74	55
{ Metal.....	24	18	-	270 15	245 00	55 00	-	160 15	
{ Metal.....	24	18	93 40						
{ Metal.....	12	24	-	596 65	600 00	396 65	3 35	-	39
{ Metal.....	12	24	46 07						
Metal.....	10	22	51 30	493 55	600 00	293 55	106 45	-	60
Stone.....	36x24	26	40 00						
Stone.....	36x24	26	35 00						
Stone.....	20x15	26	30 00	800 52	800 00	400 00	-	52	23
Stone.....	15x12	40	34 73						
Stone.....	60x78	25	45 50	499 09	500 00	232 92	17 08	-	89
.....	-	-	-	248 08	300 00	148 08	51 92	-	59
Stone.....	18x18	22	56 39	461 39	600 00	260 52	139 48	-	21
Metal.....	12	22	36 50	196 89	150 00	100 00	-	46 89	33

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Chapman Pl.....	Aroostook	1950	22	450	1950
Charleston	Penobscot	600	21	490	600
Charlotte	Washington	1512	22	-	1512
Chelsea	Kennebec	150	24	-	150
Cherryfield.....	Washington	1250	21	-	1250
Chester.....	Penobscot	1575	20	375	1575
Chesterville.....	Franklin	650	28	650	650
China.....	Kennebec	3900	21	-	3900
Clifton	Penobscot	775.5	24	775.5	775.5
Clinton	Kennebec	2450	16	-	2450
Columbia.....	Washington	2175	21	-	2175
Columbia Falls.....	Washington	1685	21	-	1685
Concord	Somerset	1065	22	-	1065
Connor Pl.....	Aroostook	900	24	125	900
Cooper	Washington	1130	21	650	1130
Coplin Pl.....	Franklin	700	22	-	700
Corinna.....	Penobscot	1402	32	1402	†1402
Corinth	Penobscot	560	23	500	560
Cornish.....	York	1600	23	-	1600
Cornville.....	Somerset	775.5	28	577.5	†775.5
Crawford.....	Washington	800	21	200	800
Crockettown Township 4, R 2	Franklin 4.....	185	-	-	†185
Crystal	Aroostook	¶	-	-	-
Cumberland.....	Cumberland	1750	23	700	1750
Cushing.....	Knox	750	22	475	750
Cutler	Washington	§	-	-	-
Cyr Pl.1.....	Aroostook	2650	21	600	2650
Dallas Pl.....	Franklin	900	18	-	900
Damariscotta	Lincoln	§	-	-	-
Danforth	Washington	680	28	288	680
Dayton	York	1270	28	-	1270
Dead River Pl.....	Somerset	1350	24	-	1350
Dedham.....	Hancock	800	25	-	800

1 Cyr Pl. : expended 1910 and 1909 joint funds together. Brush mattress. Bridge stone abutments, wooden floor, span 12'.

4 Width not given.

§ Laid over.

¶ Papers not received.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Stone.....	12x12	22	\$ 142 13	\$610 73	\$600 00	\$400 00	-	\$10 93	\$ 31
Concrete...	20x72	5.5	54 40						
Metal.....	16	26	24 70	421 72	400 00	200 00	-	21 72	70
Metal.....	12	22	29 50						
Concrete...	18x18	22	43 85	606 11	600 00	309 99	\$ 01	611	40
.....	-	-	-	99 75	100 00	49 75	25	-	67
Metal.....	16	24	22 80	393 71	400 00	193 71	6 29	-	81
.....	-	-	-	417 75	300 00	200 00	-	117 75	27
Stone.....	12x20	90	71 00	450 52	400 00	199 72	28	50 52	69
{ Metal.....	12	22							
{ Metal.....	12	22							
{ Metal.....	10	4							
{ Metal.....	6	17							
{ Metal.....	6	12							
{ Metal.....	6	12	101 06	796 31	800 00	396 31	3 69	-	20
.....	-	-	-	411 56	600 00	211 56	188 44	-	53
{ Metal.....	18	22							
{ Metal.....	12	22	65 10	594 00	594 00	297 00	-	-	24
Stone.....	54x48	24	224 45						
Stone.....	16x12	24	52 25	588 77	600 00	388 77	11 23	-	27
Stone.....	42x48	24	164 22	591 34	600 00	390 61	9 39	-	35
Metal.....	8	28	32 84	613 69	600 00	398 00	2 00	13 69	58
.....	-	-	-	146 87	144 00	96 00	-	2 87	16
Stone.....	18x18	22	19 08	593 91	600 00	393 91	6 09	-	52
Metal.....	8	28	18 83	303 29	300 00	200 00	-	3 29	43
Metal.....	10	90	65 50	801 33	800 00	400 00	-	1 33	57
Stone.....	30x15	26	47 42	560 45	400 00	200 00	-	160 45	1 00
Stone.....	24x18	32	23 50	800 10	800 00	400 00	-	0 10	0 50
{ Metal.....	12	22	51 25	463 75	400 00	200 00	-	63 75	0 60
{ Metal.....	12	22	-	160 74	150 00	100 00	-	10 74	0 20
.....	-	-	-	110 50	110 00	55 00	-	0 50	0 67
{ Stone.....	20x18	28							
{ Stone.....	20x18	24	76 19	968 87	960 00	460 00	-	8 87	0 55
{ Stone.....	20x18	28							
Metal.....	24	32	61 20	606 38	600 00	400 00	-	6 38	0 81
.....	-	-	-						
Bridge.....	-	-	171 72	734 58	735 00	399 58	0 42	134 58	0 28
Stone.....	18x20	22	46 05	345 60	300 00	200 00	-	45 60	0 38
Concrete	24x30	46	221 47	847 64	800 00	400 00	-	47 64	1 25
{ Metal.....	16	26							
{ Metal.....	12	26	65 00	594 60	600 00	294 60	5 40	-	0 47
{ Metal.....	10	20							
Stone.....	24x36	30	84 50	617 76	600 00	384 26	15 74	17 76	0 86
Stone.....	18x18	25	60 39	456 57	450 00	300 00	-	6 57	0 57

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Deer Isle	Hancock	1200	21	810	1200
Denmark	Oxford	1460	21	-	1460
Dennistown Pl	Somerset	600	20	-	600
Dennysville.....	Washington	930	28	-	930
Detroit	Somerset	755	35	755	†755
Dexter	Penobscot	712	25	712	*712
Dixfield	Oxford	§			
Dixmont 1	Penobscot	1598	26	1584	1598
Dover	Piscataquis.....	455	36	400	*455
Dresden.....	Lincoln.....	2350	21	555	2350
Drew Pl 2	Penobscot	200	21	200	†200
Durham	Androscoggin	1400	24	-	†1400
Dyer Brook.....	Aroostook	400	21	400	400
Eagle Lake Pl.....	Aroostook	1500	21	590	1500
Eastbrook.....	Hancock	540	21	100	540
East Livermore	Androscoggin	475	45	-	*475
East Machias	Washington	1650	21	-	1650
East Millinocket	Penobscot	2450	22	-	2450
Easton	Aroostook	2500	22 to 24	922	2500
Eastport.....	Washington	2375	30	-	2375
Eddington	Penobscot.....	2112	3½	-	*2112
Eden 3.....	Hancock	725	34	-	*725
Edgecomb.....	Lincoln.....	800	21	250	800
Edinburg	Penobscot.....	2700	20	-	†2700
Edmunds	Washington	600	21	-	600
Eliot	York	1950	22	400	1950
Ellsworth	Hancock	¶			
Emden.....	Somerset	300	21	225	300
Enfield.....	Penobscot	350	28	750	*350
Etna	Penobscot	900	21	378	900
Eustis	Franklin	750	22	370	750
Exeter	Penobscot	1300	30	1200	†1300
Fairfield	Somerset	1500	22	960	1500

1 Dixmont: two wooden bridges.

2 Drew Pl.: Bridge, stone abutments, span 25 feet, width 25 feet, height 6 feet, steel 1 beams, plank floor.

3 Eden: cost of culvert not given.

§ Laid over.

¶ Not completed.

ROAD WORK IN 1910—Continued.

Kind.	CULVERTS.			Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
	Size—inches.	Length—feet.	Cost.						
Stone	24x24	27	\$30 00	\$808 55	\$800 00	\$400 00	-	\$8 55	\$0 67
Metal	-	-	-	802 08	800 00	400 00	-	2 08	0 55
Metal	10	18	12 60	148 50	121 00	60 50	-	27 50	0 25
Metal	10	22	15 40	-	-	-	-	-	-
.....	-	-	-	578 75	600 00	\$78 75	\$21 25	-	0 62
.....	-	-	-	569 41	600 00	869 41	\$0 59	-	0 75
.....	-	-	-	1239 67	1017 00	467 00	-	222 67	1 74
.....	-	-	-	-	-	-	-	-	-
Bridge	60x84	22	82 66	595 32	800 00	198 80	206 20	-	0 37
Bridge	60x84	22	88 16	-	-	-	-	-	-
Metal	8	14	9 10	1222 56	960 00	460 00	-	262 56	2 69
.....	-	-	-	820 70	800 00	400 00	-	20 70	0 35
Bridge	-	-	754 94	1270 05	600 00	400 00	-	670 05	2 58
.....	-	-	-	417 30	400 00	200 00	-	17 30	0 30
.....	-	-	-	-	-	-	-	-	-
Concrete ..	24x20	27	81 48	746 38	600 00	400 00	-	146 38	1 12
{ Metal....	16	21	-	-	-	-	-	-	-
{ Metal....	16	21	120 50	800 15	800 00	400 00	-	0 15	0 53
{ Metal....	16	21	-	137 49	150 00	87 49	12 51	-	0 25
.....	-	-	-	-	-	-	-	-	-
Metal	16	75	26 25	1112 09	1080 00	480 00	-	32 09	2 34
Metal	16	24	40 92	427 44	400 00	200 00	-	27 44	0 26
{ Metal....	12	25	-	-	-	-	-	-	-
{ Metal....	18	26	114 60	799 18	800 00	399 18	0 82	-	0 33
.....	-	-	-	-	-	-	-	-	-
{ Metal....	16	28	56 20	808 22	800 00	400 00	-	8 22	0 32
{ Metal....	10	26	-	-	-	-	-	-	-
Metal	18	34	85 89	1128 74	1138 00	478 74	9 26	-	0 48
{ Stone....	18x16	28	-	-	-	-	-	-	-
{ Stone....	18x16	28	49 75	676 33	600 00	400 00	-	76 33	0 32
{ Stone....	18x16	28	-	-	-	-	-	-	-
.....	-	-	-	-	-	-	-	-	-
Metal	10	38	-	2444 96	2475 00	944 96	30 04	-	3 37
Stone	24x24	28	30 00	430 05	418 50	278 97	0 03	11 55	0 54
{ Metal....	10	22	-	-	-	-	-	-	-
{ Metal....	16	26	-	-	-	-	-	-	-
{ Metal....	16	26	97 90	313 07	450 00	163 07	136 93	-	0 12
{ Metal....	16	26	-	-	-	-	-	-	-
{ Metal....	16	26	-	-	-	-	-	-	-
.....	-	-	-	726 54	600 00	400 00	-	126 54	1 22
{ Metal....	12	22	-	-	-	-	-	-	-
{ Metal....	12	26	53 00	800 76	800 00	400 00	-	0 76	0 41
.....	-	-	-	-	-	-	-	-	-
Concrete ..	48x48	6	42 51	335 37	300 00	150 00	-	35 37	1 12
Metal	16	28	40 50	831 27	800 00	400 00	-	81 27	0 98
Metal	18	24	46 25	600 00	600 00	400 00	-	-	0 66
.....	-	-	-	-	-	-	-	-	-
Metal	8	25	13 44	418 00	400 00	200 00	-	18 00	0 56
Stone	38x28	24	52 70	414 44	400 00	200 00	-	14 44	0 32
Concrete ..	36x18	30	205 36	3786 74	1138 00	488 00	-	2648 74	2 52

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Falmouth	Cumberland	1400	30	270	1400
Farmingdale.....	Kennebec	§			
Farmington.....	Franklin	1200	23	1200	1200
Fayette.....	Kennebec	1200	21	1100	1200
Flagstaff Pl 1.....	Somerset	-	-	-	-
Forest City.....	Washington.....	580	22	-	580
Fort Fairfield.....	Aroostook	832	32	400	*832
Fort Kent.....	Aroostook	2030	21 to 24	-	2030
Foxcroft	Piscataquis.....	725	22	275	*725
Frankfort	Waldo	980	30	-	*980
Franklin	Hancock	445	21 to 23	-	445
Freedom	Waldo	1116	22	682	†1116
Freeman.....	Franklin	600	16	-	600
Freeport 2.....	Cumberland	700	29	-	*700
Friendship.....	Knox	700	28	550	700
Fryeburg.....	Oxford	1000	21	-	1000
Gardiner.....	Kennebec	§			
Georgetown.....	Sagadahoc	300	23	130	†300
Gilead.....	Oxford	700	22	-	†700
Glenburn.....	Penobscot	1200	22	-	1200
Gorham	Cumberland	1250	23	800	1250
Gouldsboro	Hancock	175	21	-	175
Grafton.....	Oxford	2145	21	231	2145
Grand Falls Pl 3.....	Penobscot	240	21	-	240
Grand Isle 4.....	Aroostook	760	22	760	760
Gray	Cumberland	2085	23	-	2085
Greenbush	Penobscot	2000	24	-	†2000
Greene	Androscoggin.....	700	28	350	700
Greenfield.....	Penobscot	2145	29	1072½	2145
Greenville.....	Piscataquis.....	686	22	-	686
Greenwood.....	Oxford	1400	22	-	1400
Gullford 5.....	Piscataquis.....	860	21	663	860
Hallowell.....	Kennebec	437	39	-	*437

1 Flagstaff Pl.: expended money in building culvert and retaining walls.

2 Freeport: \$214 paid by street railroad company.

3 Grand Falls: expended 1909 and 1910 joint funds together.

4 Grand Isle: brush mattress.

5 Gullford: bridge: span 7 feet, height 4' 9" width 30 feet, reinforced concrete floor, stone abutments.

§ Laid over.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
Metal.....	16	32	\$32 30	\$899 31	\$900 00	\$399 31	\$0 69	-	\$0 64
Metal.....	8	42	23 10	1307 45	1225 00	525 00	-	82 45	1 09
Metal.....	16	24	35 00	602 13	600 00	300 00	-	2 13	0 50
Stone.....	30x24	26	269 84	269 84	90 00	45 00	-	179 84	-
Metal.....	8	16	10 10	119 95	120 00	79 58	0 42	-	0 21
Metal.....	16	64	111 50	1487 00	1487 00	637 00	-	-	1 79
Concrete ..	10	178	55 60	808 47	800 00	400 00	-	8 47	0 40
{ Metal.....	16	26	-	-	-	-	-	-	-
{ Metal.....	16	26	127 61	1076 59	900 00	450 00	-	176 59	1 48
.....	-	-	-	800 00	800 00	400 00	-	-	0 86
Stone.....	24x24	26	50 00	400 00	400 00	199 14	0 86	-	0 90
Metal.....	16	24	67 07	602 19	600 00	400 00	-	2 19	0 54
.....	-	-	-	-	-	-	-	-	-
Stone.....	96x72	24	322 25	604 97	600 00	400 00	-	4 97	0 48
Stone.....	14x24	24	80 46	1016 74	1017 00	466 74	0 26	-	1 45
.....	-	-	-	506 92	500 00	250 00	-	5 92	0 72
.....	-	-	-	89 82	900 00	447 82	2 18	-	0 90
Concrete ..	12x12	24	65 78	400 00	400 00	200 00	-	-	1 3
Metal.....	10	10	4 56	296 76	300 00	196 76	8 24	-	0 42
.....	-	-	-	600 27	600 00	400 00	-	0 27	0 50
Metal.....	10	20	25 20	967 70	1080 00	362 22	117 78	-	0 77
.....	-	-	-	407 13	400 00	200 00	-	7 13	2 33
{ Metal.....	24	32	80 85	602 85	600 00	400 00	-	2 85	0 28
{ Metal.....	15	25	-	-	-	-	-	-	-
Stone.....	36x48	32	12 00	227 85	218 50	44 00	-	139 85	0 95
.....	-	-	-	662 10	600 00	400 00	-	62 10	0 87
{ Metal.....	16	26	-	-	-	-	-	-	-
{ Metal.....	12	26	118 70	738 25	800 00	335 10	64 90	-	0 35
{ Metal.....	12	26	-	-	-	-	-	-	-
{ Metal.....	12	26	-	-	-	-	-	-	-
.....	-	-	-	644 51	600 00	400 00	-	44 51	0 32
Metal.....	20	26	46 50	435 20	400 00	200 00	-	35 20	0 62
Stone.....	66"	5	14 20	-	-	-	-	-	-
Iron.....	8	24	15 31	626 79	600 00	400 00	-	26 79	0 29
Metal.....	16	30	60 00	886 89	800 00	400 00	-	86 89	1 29
Metal.....	10	22	17 30	-	-	-	-	-	-
{ Stone.....	13x13	22	-	594 58	600 00	394 58	5 42	-	0 42
{ Stone.....	13x13	22	18 00	-	-	-	-	-	-
Bridge	84x57	30	326 75	804 39	800 00	400 00	-	4 39	0 94
.....	-	-	-	1240 90	1080 00	480 00	-	160 90	2 34

TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Hamlin Pl	Aroostook	1880	24	280	1380
Hammond Pl ¹	Aroostook	300	19	-	300
Hampden	Penobscot	3040	24	760	3040
Hancock	Hancock	850	21	850	850
Hanover	Oxford	550	21	-	550
Harmony	Somerset	800	21 to 26	20	800
Harpswell.....	Cumberland	1750	21	-	1750
Harrington.....	Washington	300	24	300	300
Harrison ²	Cumberland	2314	30	425	2314
Hartford	Oxford	1960	21 to 24	555	1960
Hartland	Somerset	891	22	891	†891
Haynesville.....	Aroostook	950	21	-	950
Hebron.....	Oxford	250	28	175	250
Hermon.....	Penobscot	3150	22	-	3150
Hersey	Aroostook	3225	24	-	3225
Highland Pl ³	Somerset	-	-	-	-
Hiram.....	Oxford	350	21	-	350
Hodgdon.....	Aroostook	1080	21	1080	1080
Holden.....	Penobscot.....	1200	21	800	1200
Hollis	York	500	21	500	500
Hope	Knox	630	21	530	630
Houlton ⁴	Aroostook	1400	22	300	*1400
Howland	Penobscot.....	2194½	26	-	2194½
Hudson.....	Penobscot.....	382	21	382	382

¹ Hammond Pl.: expended 1909 and 1910 joint funds together.

² Harrison: 600 feet of sand clay mixture.

³ Highland Pl.: expended money in building culvert.

⁴ Houlton: size of concrete culvert not given.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
Metal.....	20	30	40 50	484 94	450 00	300 00	-	34 94	0 35
.....	-	-	-	286 97	270 00	60 00	-	166 97	0 96
Metal.....	14	28	29 24	867 95	900 00	393 64	56 36	-	0 29
Stone.....	18x18	26	30 98	811 80	800 00	400 00	-	11 80	0 96
Stone.....	18x18	26	36 50	-	-	-	-	-	-
Stone.....	24x24	18	7 00	300 00	300 00	200 00	-	-	0 55
Metal.....	12	49	36 00	-	-	-	-	-	-
Stone.....	18x18	34	70 50	873 03	800 00	400 00	-	73 03	1 09
Stone.....	18x18	158	168 50	-	-	-	-	-	-
{ Metal.....	12	23	25 00	902 57	900 00	424 86	25 14	2 57	0 52
{ Metal.....	10	23	-	-	-	-	-	-	-
.....	-	-	-	361 99	400 00	161 99	38 01	-	1 21
Stone.....	36x36	30	12 50	810 59	800 00	400 00	-	10 59	0 35
Stone.....	24x24	24	12 90	-	-	-	-	-	-
Metal.....	12	28	20 80	-	-	-	-	-	-
{ Metal.....	12	28	54 25	902 44	800 00	400 00	-	102 44	0 46
{ Metal.....	12	28	-	-	-	-	-	-	-
Stone.....	36x48	21	63 37	547 91	564 00	264 08	17 92	-	0 61
.....	-	-	-	-	-	-	-	-	-
{ Metal.....	12	22	-	265 00	264 00	176 00	-	1 00	0 28
{ Metal.....	12	22	91 81	-	-	-	-	-	-
{ Metal.....	12	22	-	-	-	-	-	-	-
.....	-	-	-	204 09	200 00	99 95	0 05	4 09	0 82
Metal.....	30	28	73 55	800 90	800 00	400 00	-	0 90	0 25
{ Stone.....	-	-	-	-	-	-	-	-	-
{ Stone.....	24x24	24	-	-	-	-	-	-	-
{ Stone.....	-	-	-	-	-	-	-	-	-
{ Stone.....	to	to	120 00	596 75	600 00	396 75	3 25	-	0 19
{ Stone.....	-	-	-	-	-	-	-	-	-
{ Stone.....	36x36	28	-	-	-	-	-	-	-
{ Stone.....	-	-	-	-	-	-	-	-	-
{ Metal.....	20	20	94 00	94 00	88 00	44 00	-	6 00	-
{ Metal.....	12	20	-	-	-	-	-	-	-
Metal.....	12	32	30 40	-	-	-	-	-	-
Metal.....	8	20	13 00	429 80	420 00	210 00	-	9 80	1 23
Metal.....	8	18	11 70	-	-	-	-	-	-
Metal.....	10	24	35 55	818 50	800 00	400 00	-	18 50	0 80
.....	-	-	-	-	-	-	-	-	-
{ Metal.....	24	22	-	604 85	600 00	400 00	-	4 85	0 50
{ Metal.....	16	22	96 50	-	-	-	-	-	-
{ Metal.....	12	22	-	-	-	-	-	-	-
.....	-	-	-	430 83	400 00	200 00	-	30 83	0 86
.....	-	-	-	398 46	400 00	198 46	1 54	-	0 63
.....	-	-	-	-	-	-	-	-	-
Concrete.....	-	-	100 00	-	-	-	-	-	-
Metal.....	12	8	54 50	2250 00	1750 00	750 00	-	500 00	1 60
{ Stone.....	18x20	22	-	-	-	-	-	-	-
{ Stone.....	18x20	2	149 36	798 55	800 00	398 55	1 45	-	32
{ Stone.....	24x27	2	-	-	-	-	-	-	-
Metal.....	16	2	43 03	354 78	300 00	200 00	-	54 78	98

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Industry.....	Franklin	1600	21	900	1600
Island Falls.....	Aroostook	2325	21	1250	2325
Isle au Haut.....	Hancock	700	16	-	700
Islesboro.....	Waldo.....	515	22	365	515
Jackman Pl.....	Somerset	200	21	-	200
Jackson.....	Waldo.....	915	23	405	915
Jay.....	Franklin	1150	21	150	*1150
Jefferson.....	Lincoln.....	2650	21	-	2650
Jerusalem Township.....	Franklin	25	16	-	†25
Johnson Mt. Township 1.....	Somerset				
Jonesboro.....	Washington.....	1700	22	-	1700
Jonesport.....	Washington.....	900	21	-	900
Kenduskeag.....	Penobscot.....	880	28	830	880
Kennebunk 2.....	York.....	4996	21-25	1000	4996
Kennebunkport.....	York.....	§			
Kingfield 3.....	Franklin	1040	23	-	1040
Kingman.....	Penobscot.....	§			
Kittery 4.....	York.....	-	-	-	-
Knox.....	Waldo.....	1260	23	1083	1260
Lagrange.....	Penobscot.....	1500	21	-	1500
Lakeville Pl 5.....	Penobscot.....	330	23	-	330
Lamoine.....	Hancock	1578	21	142	1578
Lang Pl.....	Franklin	732	22	-	732
Lebanon.....	York.....	1200	23	1200	1200
Lee.....	Penobscot.....	1930‡	24	-	1930‡
Leeds.....	Androscoggin.....	2040	21	-	2040
Levant.....	Penobscot.....	1200	28	165	1200

§ Laid over.

1 Johnson Mt. Township: data not received.

2 Kennebunk: did not expend enough to receive any 1910 State aid. 1909 and 1910 joint funds combined, 700 feet of macadam.

3 Kingfield: stone abutments with reinforced concrete cover.

4 Kittery: expended 1910 joint fund on trunk line work.

5 Lakeville Pl.: bridge span 6 feet, width 28 feet, cement stone abutments, wooden floor.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid appropriated.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
{ Stone....	18x24	24	\$64 50	\$600 23	\$600 00	\$400 00	-	\$ 23	\$ 38
{ Stone....	18x24	24	-	814 32	800 00	395 03	\$4 97	14 32	35
{ Metal....	6	20	-	-	-	-	-	-	-
{ Metal....	10	18	160 27	656 53	600 00	400 00	-	56 53	94
{ Metal....	10	18	-	-	-	-	-	-	-
Stone.....	18x18	24	14 05	657 51	600 00	800 00	-	57 51	1 28
Metal.....	20	32	51 20	-	-	-	-	-	-
{ Metal....	10	22	-	-	-	-	-	-	-
{ Metal....	10	22	52 20	-	-	-	-	-	-
{ Metal....	10	22	-	197 80	176 00	88 00	-	21 80	99
{ Metal....	10	18	-	-	-	-	-	-	-
{ Metal....	10	18	58 40	-	-	-	-	-	-
{ Metal....	10	18	-	-	-	-	-	-	-
{ Metal....	10	18	-	-	-	-	-	-	-
{ Metal....	15	24	80 75	599 83	600 00	399 83	17	-	66
{ Metal....	15	24	-	-	-	-	-	-	-
Metal.....	10	26	17 81	1235 56	1225 00	525 00	-	10 56	1 07
Metal.....	10	26	32 02	783 52	800 00	383 52	16 48	-	30
.....	-	-	-	101 48	102 00	50 48	52	-	4 06
.....	-	-	-	70 00	70 00	85 00	-	-	-
{ Metal....	12	40	-	70 00	70 00	85 00	-	-	-
{ Metal....	12	40	118 80	594 26	600 00	394 26	5 74	-	35
Metal.....	12	22	51 36	792 58	800 00	392 58	7 42	-	88
Metal.....	18	24	23 82	622 46	600 00	400 00	-	22 46	75
Metal.....	12	22	36 72	-	-	-	-	-	-
Metal.....	24	21	25 70	2435 71	3169 87	-	637 00	948 71	49
Stone.....	24x30	26	24 00	-	-	-	-	-	-
Stone.....	72x96	24	209 02	800 00	800 00	400 00	-	-	77
.....	-	-	-	959 75	900 00	450 00	-	59 75	-
{ Stone....	12x18	24	65 67	823 79	600 00	400 00	-	223 79	65
{ Stone....	18x18	24	27 60	800 00	800 00	400 00	-	-	58
{ Metal....	18	24	69 25	600 00	600 00	400 00	-	-	1 82
Bridge....	72x48	28	-	-	-	-	-	-	-
Metal.....	10	24	32 90	601 99	600 00	399 11	89	1 99	38
Stone.....	24x24	24	88 25	302 50	300 00	200 00	-	2 50	41
Stone.....	24x24	26	40 00	847 16	800 00	400 00	-	47 16	71
Metal.....	10	24	39 60	282 10	192 00	128 00	-	90 10	15
Stone.....	24x24	24	15 00	109 55	110 00	54 55	45	-	05
Metal.....	24	26	41 60	799 56	800 00	399 56	44	-	67
Metal.....	18	24	29 90	-	-	-	-	-	-

TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Lewiston	Androscoggin	1400	41.5	-	1400
Lexington Pl.	Somerset	588	27	-	588
Liberty	Waldo	730	23	730	730
Limerick	York	1500	23	500	1500
Limestone	Aroostook	815	24	500	815
Limington	York	800	21	-	800
Lincoln	Penobscot	2300	24	2100	2300
Lincoln Pl.	Oxford	1700	21	300	1700
Lincolntonville ..	Waldo	§			
Linneus	Aroostook	¶			
Lisbon 1	Androscoggin	1800	24	-	1800
Litchfield	Kennebec	1000	28	900	†1000
Littleton	Aroostook	884	25	884	884
Livermore	Androscoggin	1350	21	-	1350
Lovell	Oxford	1025	21	1025	1025
Lowell	Penobscot	400	23	400	400
Lubec	Washington	1730	22	1000	1730
Ludlow	Aroostook	1026	22	636	1026
Lyman	York	598	20	400	598
Machias	Washington	2228	22	-	2228
Machiasport	Washington	1500	21	-	1500
Macwahoc Pl.	Aroostook	2600	21	-	2600
Madawaska	Aroostook	700	21	-	700
Madison	Somerset	645	52½	-	†645
Madrid	Franklin	1000	22	-	1000
Magalloway Pl.	Oxford	1000	21	900	1000
Manchester	Kennebec	1250	21	1000	†1250
Mapleton	Aroostook	762	24	762	762
Marlville	Hancock	200	21	200	200
Marion	Washington	510	21	510	510
Marshfield	Washington	400	21	-	400
Mars Hill 2	Aroostook	650	22	-	650
Masardis	Aroostook	850	25	-	850
Mason	Oxford	700	21	85	†700
Mattamiscottis Township	Penobscot	100	21	-	100
Mattawamkeag	Penobscot	1600	21	264	1600

1 Lisbon: cost of laying culverts and end walls, \$15.00.

2 Mars Hill: expended 1909 unexpended balance of \$127.73, 1910 joint fund laid over.

§ Laid over.

¶ Not completed.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
.....	-	-	-	\$4025 00	\$4025 00	\$1725 00	-	-	\$2 88
Stone.....	36x36	25	\$45 00	300 00	300 00	200 00	-	-	0 52
{ Concrete	15x15	24	87 50	478 12	400 00	200 00	-	\$78 12	0 65
{ Concrete	15x15								
Metal.....	10	26	34 65	800 00	800 00	400 00	-	-	0 53
Metal.....	18	24	47 10	409 35	400 00	200 00	-	9 35	0 50
Metal.....	8	26	14 30	400 00	400 00	200 00	-	-	0 50
Metal.....	10	26	16 90	400 00	400 00	200 00	-	-	0 50
{ Metal.....	20	30	67 60	857 02	800 00	400 00	-	57 02	0 37
{ Metal.....	20	30	80						
Metal.....	12	26	19 80	674 85	600 00	400 00	-	74 85	0 40
Metal.....	12	36	15 00	1053 02	1400 00	253 02	\$346 98	-	0 59
Metal.....	20	52	70 20						
Metal.....	14	32	28 80						
Metal.....	12	32	25 60	803 80	800 00	400 00	-	3 80	0 80
Metal.....	12	32	25 60						
Metal.....	12	32	25 60						
Metal.....	12	32	25 60						
Metal.....	42	24	82 82	805 34	800 00	400 00	-	5 34	0 91
Metal.....	10	24	50 40	609 53	600 00	300 00	-	9 53	0 45
.....	-	-	-	800 00	800 00	400 00	-	-	0 78
Stone.....	24x24	30	46 00	599 40	600 00	399 40	0 60	-	1 50
Concrete....	30x42	25	130 29	905 37	900 00	450 00	-	5 37	0 52
{ Metal.....	36	24	75 99	601 51	600 00	400 00	-	1 51	0 59
{ Metal.....	20	24							
Metal.....	14	26	34 55	410 50	400 00	200 00	-	10 50	0 69
{ Metal.....	14	38	89 35	913 40	900 00	450 00	-	13 40	0 41
{ Metal.....	8	26							
{ Metal.....	16	22							
{ Metal.....	16	22	124 47	597 90	600 00	397 90	2 10	-	0 40
{ Metal.....	12	22							
Metal.....	18	21	16 00	301 50	800 00	200 00	-	1 50	0 11
Concrete..	36x42	26	140 41	462 16	600 00	262 16	137 84	-	0 66
.....	-	-	-	3224 68	1225 00	525 00	-	1999 68	5 00
Stone.....	24x48	24	65 00						
Stone.....	12x18	24	17 00	626 54	600 00	400 00	-	26 54	0 63
Metal.....	10	26	22 49	841 19	800 00	400 00	-	41 19	0 84
{ Metal.....	12	26	70 61	795 10	800 00	395 10	4 90	-	0 64
{ Metal.....	12	26							
Stone.....	24x24	24	45 72	930 01	800 00	400 00	-	130 01	1 22
.....	-	-	-	280 25	225 00	75 00	-	117 75	1 15
Metal.....	12	24	51 40	309 42	300 00	200 00	-	9 42	0 61
Stone.....	24x18	23	50 15	198 15	150 00	100 00	-	48 15	0 50
Concrete..	24x36	24	92 04	316 46	300 00	127 78	-	316 46	0 49
.....	-	-	-	299 61	300 00	199 61	0 39	-	0 86
.....	-	-	-	150 68	150 00	100 00	-	0 68	0 22
.....	-	-	-	27 50	25 00	12 50	-	2 50	0 28
.....	-	-	-	340 00	328 50	219 00	-	11 50	0 21

TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Maxfield	Penobscot	4200	22	-	4200
Mayfield Pl 1	Somerset	-	-	-	-
Mechanic Falls 2	Androscoggin	1750	22	440	1750
Meddybemps 3	Washington	1250	21	-	1250
Medford	Piscataquis	800	21	675	800
Medway 4	Penobscot	1100	21 to 23	-	1100
Mercer	Somerset	825	28	825	825
Merrill Pl	Aroostook	800	21	300	800
Mexico 5	Oxford	625	24	-	625
Milbridge	Washington	1450	21	-	1450
Milford	Penobscot	990	33	-	990
Millinocket	Penobscot	1500	30	-	1500
Milo	Piscataquis	1500	21	385	1500
Milton Pl	Oxford	863	23	-	863
Minot	Androscoggin	§			
Monmouth 1'	Kennebec	1790	22	1790	†1790
Monroe	Waldo	1080	21	-	†1080
Monson	Piscataquis	2800	21	-	†2800
Monticello	Aroostook	720	21	700	720
Montville	Waldo	1485	23	500	†1485
Moose River Pl 6	Somerset	2145	23	429	2145
Moro Pl	Aroostook	1425	21	300	1425
Morrill	Waldo	1447	23	600	†1447
Moscow 7	Somerset	350	21	-	†350

1 Mayfield Pl.: complete data not received.

2 Mechanic Falls: culverts used under driveways.

3 Meddybemps: expended 1909 and 1910 joint funds together.

4 Medway: expended 1909 and 1910 joint funds together.

5 Mexico: concrete retaining wall built at cost \$415.17.

6 Moose River: Tile underdrain.

7 Moscow: bridge: span 19' 3" width 21 feet, cement stone masonry abutments, wooden floor. Cost of bridge not included in cost per foot.

§ Laid over.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
{ Metal.....	24	16	-	\$301 56	\$300 00	\$200 00	-	\$1 56	\$0 07
{ Metal.....	12	16	\$54 60	108 60	105 00	52 50	-	3 60	-
{ Metal.....	12	16	-	-	-	-	-	-	-
Metal.....	8	96	57 60	895 08	900 00	445 08	\$4 92	-	0 51
Metal.....	12	16	14 40	-	-	-	-	-	-
{ Metal.....	20	26	-	-	-	-	-	-	-
{ Metal.....	16	28	122 25	694 87	667 50	400 00	-	94 87	0 55
{ Metal.....	12	22	-	-	-	-	-	-	-
Stone.....	28x14	25	67 34	606 20	600 00	400 00	-	6 20	0 76
.....	-	-	-	811 68	787 50	400 00	-	211 68	0 74
Stone.....	30x24	32	42 73	607 97	600 00	400 00	-	7 97	0 74
Stone.....	12	22	30 60	616 77	600 00	400 00	-	16 77	0 77
.....	-	-	-	945 98	800 00	400 00	-	145 98	0 85
{ Metal.....	12	22	-	-	-	-	-	-	-
{ Metal.....	16	22	70 47	506 89	500 00	250 00	-	6 89	0 85
{ Metal.....	24	22	-	-	-	-	-	-	-
Stone.....	24x36	30	14 42	801 19	800 00	400 00	-	1 19	0 81
.....	-	-	-	1071 32	1017 00	467 00	-	54 32	0 71
.....	-	-	-	-	-	-	-	-	-
Concrete ..	20x18	30	81 82	1018 30	960 00	460 00	-	58 30	0 68
Stone.....	18x18	24	20 25	225 82	225 00	150 00	-	0 88	0 62
.....	-	-	-	-	-	-	-	-	-
Metal.....	14	36	27 00	800 00	800 00	400 00	-	-	0 45
Metal.....	16	44	40 18	-	-	-	-	-	-
{ Metal.....	36	24	-	-	-	-	-	-	-
{ Metal.....	12	26	37 15	885 41	800 00	400 00	-	85 41	0 86
{ Stone.....	30x15	24	-	-	-	-	-	-	-
{ Stone.....	30x16	24	-	-	-	-	-	-	-
{ Stone.....	27x15	25	129 27	596 60	800 00	196 60	203 40	-	0 21
{ Stone.....	28x15	24	-	-	-	-	-	-	-
{ Metal.....	24	24	129 40	781 82	800 00	381 82	18 18	-	1 09
{ Metal.....	20	24	-	-	-	-	-	-	-
{ Metal.....	12	45	-	-	-	-	-	-	-
{ Metal.....	12	28	83 54	501 92	400 00	200 00	-	101 92	0 34
{ Metal.....	10	30	-	-	-	-	-	-	-
Metal.....	20	32	43 20	-	-	-	-	-	-
Metal.....	18	32	36 80	603 61	600 00	400 00	-	3 61	0 28
Metal.....	12	56	44 80	-	-	-	-	-	-
Stone.....	14x14	23	5 89	641 10	600 00	400 00	-	41 10	0 45
Metal.....	12	25	40 00	606 39	600 00	400 00	-	6 39	0 42
Stone.....	24x18	23	50 00	-	-	-	-	-	-
Bridge.....	-	-	511 00	733 46	600 00	400 00	-	183 46	0 78

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Moxie Gore	Somerset	500	21	-	500
Mt. Chase.....	Penobscot.....	1250	21	1200	1250
Mt. Desert.....	Hancock.....	¶			
Mt. Vernon.....	Kennebec.....	2300	23	1250	2300
Naples 1.....	Cumberland.....	315	26	-	315
Newburg.....	Penobscot.....	2458	21	1419	2458
Newcastle.....	Lincoln.....	1100	21	550	1100
Newfield.....	York.....	1000	23	1000	†1000
New Gloucester.....	Cumberland.....	2760	25	750	2760
New Limerick.....	Aroostook.....	850	22	850	850
Newport.....	Penobscot.....	1980	30	1485	†1980
New Portland.....	Somerset.....	3960	22	-	3960
Newry.....	Oxford.....	718	21	-	718
New Sharon.....	Franklin.....	1000	23	750	1000
New Sweden.....	Aroostook.....	764	21	764	764
New Vineyard.....	Franklin.....	1300	21 to 24	-	1300
Nobleboro 2.....	Lincoln.....	2000	21	-	2000
Norridgewock.....	Somerset.....	1086	21½	1086	*1086
North Berwick.....	York.....	763	28	380	*763
Northfield.....	Washington.....	800	21	-	800
North Haven.....	Knox.....	450	24	450	450
Northport.....	Waldo.....	450	23	-	†450
North Yarmouth.....	Cumberland.....	2075	22	-	2075
Norway 3.....	Oxford.....	1115	23	1115	1115
No. 6, North of Weld.....	Franklin.....	100	25	-	†100
No. 7, South Division.....	Hancock.....	175	21	-	175
No. 9, South Division.....	Hancock.....	75	21	-	75
No. 10, South Division 4.....	Hancock.....	75	21	-	75
No. 21, Pl.....	Hancock.....	608	21	608	608
No. 22, M. Division.....	Hancock.....	75	21	75	†75
No. 23, M. Division.....	Hancock.....	120	21	120	†120
No. 33, Pl.....	Hancock.....	300	21	300	†300
No. 14, Pl.....	Washington.....	312	21	-	312

1 Naples: dry stone retaining wall.

2 Nobleboro: outside dimensions given for concrete culvert.

3 Norway: old culverts lengthened.

4 No. 10, South Division, Hancock County: no state aid received.

¶ Not completed.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
.....	-	-	-	158 00	158 00	79 00	-	-	0 32
.....	-	-	-	700 39	766 50	333 89	66 11	100 39	0 56
.....	-	-	-	600 34	800 00	300 00	-	0 33	0 26
.....	-	-	-	865 70	800 00	400 00	-	65 70	0 27
{ Metal.....	36	22	-	-	-	-	-	-	-
{ Metal.....	16	24	112 78	450 65	400 00	200 00	-	50 65	0 18
Metal.....	16	26	44 50	-	800 00	398 23	1 77	-	0 73
Stone.....	36x18	26	51 00	798 23	-	-	-	-	-
{ Stone.....	18x24	26	-	-	800 00	400 00	-	6 01	0 81
{ Stone.....	18x24	26	77 50	806 01	800 00	400 00	-	-	-
{ Stone.....	18x24	26	-	-	-	-	-	-	-
Metal.....	8	24	15 60	-	-	-	-	-	-
{ Stone.....	12x18	30	-	-	960 00	458 49	1 51	-	0 35
{ Stone.....	12x18	30	105 16	958 49	-	-	-	-	-
{ Stone.....	10x18	30	-	-	-	-	-	-	-
Metal.....	10	24	16 80	622 30	600 00	400 00	-	22 30	0 73
Stone.....	18x24	30	30 00	900 13	900 00	450 00	-	0 13	0 45
Metal.....	8	100	65 00	800 00	800 00	400 00	-	-	0 20
Metal.....	12	22	17 60	424 74	400 00	200 00	-	24 74	0 59
.....	-	-	-	492 05	400 00	200 00	-	92 05	0 49
.....	-	-	-	601 82	600 00	400 00	-	1 82	0 79
{ Metal.....	8	40	-	-	-	-	-	-	-
{ Tile.....	8	14	89 96	643 60	600 00	400 00	-	43 60	0 50
{ Tile.....	10	4	-	-	-	-	-	-	-
Concrete...	26x18	30	16 72	802 06	800 00	400 00	-	2 06	0 40
Iron.....	8	44	10 00	800 00	800 00	400 00	-	-	0 74
.....	-	-	-	-	-	-	-	-	-
{ Metal.....	10	22	-	1240 49	800 00	400 00	-	440 49	1 63
{ Metal.....	10	22	19 57	295 31	300 00	195 31	4 69	-	0 37
Stone.....	30x30	42	76 40	800 00	800 00	400 00	-	-	1 76
Metal.....	12	32	31 60	218 91	200 00	100 00	-	18 91	0 48
{ Stone.....	24x24	28	-	337 35	300 00	150 00	-	37 35	0 16
{ Stone.....	24x24	25	-	-	-	-	-	-	-
{ Stone.....	24x24	26	110 85	1028 61	1017 00	467 00	-	11 61	0 92
{ Stone.....	24x24	25	-	-	-	-	-	-	-
.....	-	-	-	123 98	94 00	47 00	-	29 98	1 24
.....	-	-	-	53 50	53 50	26 50	-	-	0 30
.....	-	-	-	12 00	12 00	6 00	-	-	0 16
.....	-	-	-	29 00	58 00	-	29 00	-	0 39
Stone.....	24x24	24	49 58	300 00	300 00	200 00	-	-	0 49
.....	-	-	-	45 00	45 00	22 50	-	-	0 60
.....	-	-	-	66 00	66 00	33 00	-	-	0 55
.....	-	-	-	144 65	147 00	95 50	2 50	-	0 48
.....	-	-	-	78 37	60 00	30 00	-	18 37	0 25

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
No. 18, East Division	Washington	212	21	-	212
No. 19, East Division	Washington	250	21	-	†250
No. 24, Middle Division	Washington	225	21	-	†225
No. 29, Middle Division 1	Washington	-	-	-	-
No. 30, Middle Division	Washington	315	21	-	†315
No. 31, Middle Division	Washington	§			
Oakfield 2	Aroostook	3168	21	-	3168
Oakland	Kennebec	990	25	125	990
Old Orchard 3	York	1500	25	1500	1500
Old Town	Penobscot	1005	21	1005	*1005
Orient	Aroostook	1048	23	548	†1048
Orland	Hancock	3813	21	-	3813
Orneville	Piscataquis	510	21	500	†510
Orono	Penobscot	1800	25	100	1800
Orrington	Penobscot	1025	30	865	1025
Otis	Hancock	858	21	385	858
Otisfield	Cumberland	3547½	23	430	3547½
Oxford 4	Oxford	2900	23	-	†2900
Palermo	Waldo	625	21	-	†625
Palmyra	Somerset	959	30	534	†959
Paris	Oxford	1450	25	-	1450
Parkman	Piscataquis	§			
Parlin Pond, T'p No. 3, R. 7	Somerset	100	21	-	100
Parsonsfield	York	550	22	-	550
Passadumkeag	Penobscot	325	24	325	325
Patten	Penobscot	1924	18	210	*1924
Pembroke	Washington	300	21	-	300
Penobscot	Hancock	3150	21	-	3150
Perham 5	Aroostook	2400	22	2350	2400
Perkins Township	Franklin	40	25	-	†40

1 No. 29, Mid. Div., Wash.: no road built. Money expended in building culvert.

2 Oakfield: diameter of concrete culvert not given.

3 Old Orchard: surfaced with ledge rock.

4 Oxford: surfaced with sand-clay mixture.

5 Perham: expended joint fund for 1909 and 1910 together.

§ Laid over.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
.....	-	-	-	\$50 62	\$39 00	\$19 50	-	\$11 62	\$0 24
.....	-	-	-	65 82	57 00	23 50	-	8 82	0 26
.....	-	-	-	52 50	51 00	25 50	-	1 50	0 23
.....	-	-	-	68 00	68 00	34 00	-	-	-
.....	-	-	-	72 00	68 00	34 00	-	4 00	0 23
{ Metal....	36	24	-	-	-	-	-	-	-
{ Concrete.	-	26	253 40	591 38	600 00	391 38	\$8 62	-	0 19
{ Metal....	10	26	18 20	-	-	-	-	-	-
{ Tile	-	34	34 65	832 19	864 00	414 00	-	18 19	0 89
{ Stone.....	20x18	26	21 91	957 85	960 00	457 85	2 15	-	0 31
{ Metal....	16	26	26 00	-	-	-	-	-	-
{ Metal....	16	24	64 50	662 02	600 00	400 00	-	62 02	0 63
{ Metal....	8	50	-	-	-	-	-	-	-
{ Stone.....	24x18	30	52 35	839 11	800 00	400 00	-	39 11	0 22
.....	-	-	-	302 31	300 00	200 00	-	2 31	0 59
.....	-	-	-	1043 20	1017 00	467 00	-	26 20	0 58
.....	-	-	-	614 73	600 00	300 00	-	14 73	0 60
.....	-	-	-	605 02	600 00	400 00	-	5 02	0 71
{ Stone.....	24x24	27	52 38	798 43	800 00	398 43	1 57	-	0 23
{ Stone.....	24x24	28	-	-	-	-	-	-	-
{ Stone.....	24x24	28	100 00	-	-	-	-	-	-
{ Stone.....	24x24	28	-	800 00	800 00	400 00	-	-	0 28
{ Stone.....	18x18	30	24 35	-	-	-	-	-	-
{ Metal....	16	28	59 69	543 94	500 00	250 00	-	43 94	0 87
{ Metal....	18	24	-	-	-	-	-	-	-
{ Metal....	12	14	79 00	590 99	800 00	190 99	209 01	-	0 62
{ Metal....	12	14	-	-	-	-	-	-	-
{ Metal....	10	27	79 57	1109 31	1080 00	480 00	-	29 31	0 77
{ Metal....	12	27	-	-	-	-	-	-	-
.....	-	-	-	107 00	107 00	53 50	-	-	1 07
{ Stone.....	72x60	24.5	52 00	495 24	500 00	237 98	12 02	-	0 90
{ Metal....	24	26	59 17	560 90	600 00	360 90	39 10	-	1 70
{ Metal....	20	22	85 95	807 09	800 00	400 00	-	7 09	0 42
{ Metal....	16	22	-	420 28	342 00	171 00	-	78 28	1 40
.....	-	-	-	-	-	-	-	-	-
{ Metal....	12	22	-	-	-	-	-	-	-
{ Metal....	12	22	75 95	798 57	800 00	398 57	1 43	-	0 25
{ Metal....	15	24	-	-	-	-	-	-	-
{ Metal....	18	24	-	-	-	-	-	-	-
{ Metal....	16	16	63 20	964 21	959 00	400 00	-	364 21	0 40
.....	-	-	-	24 50	21 00	16 50	-	3 50	0 60

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel, or earth surface—feet.
Perry.....	Washington.....	2100	21	-	2100
Peru.....	Oxford.....	700	21	-	700
Phillips.....	Franklin.....	3150	21	-	3150
Phippsburg.....	Sagadahoc.....	900	21	250	900
Pittsfield.....	Somerset.....	1662	21	1662	†1662
Pittston.....	Kennebec.....	1240	23	-	1240
Pleasant Ridge Pl 1.....	Somerset.....	-	-	-	-
Plymouth.....	Penobscot.....	1050	20	1050	1050
Poland.....	Androscoggin.....	1400	22	1250	1400
Porter ²	Oxford.....	850	32	-	850
Portland.....	Cumberland.....	1702	40	-	†1702
Pownal.....	Cumberland.....	1100	23	-	1100
Prentiss.....	Penobscot.....	841	24	841	841
Presque Isle.....	Aroostook.....	1800	21 to 24	1400	1800
Princeton.....	Washington.....	1200	21	900	1200
Prospect.....	Waldo.....	2000	21	248	2000
Randolph.....	Kennebec.....	128	53	-	†128
Rangeley.....	Franklin.....	450	30	-	450
Rangeley Pl.....	Franklin.....	1241	23	-	†1241
Raymond ³	Cumberland.....	2000	26	-	†2000
Readfield.....	Kennebec.....	1746	23	1746	1746
Reed Pl.....	Aroostook.....	475	22	475	†475
Richmond.....	Sagadahoc.....	300	44	-	†300
Ripley.....	Somerset.....	760	21	640	†760

¹ Pleasant Ridge Pl.: complete data not received.

² Porter: 315 foot, 6" tile drain—3 catch basins.

³ Raymond: cost of culverts not given.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal	12	22							
Metal	12	22	\$89 46	\$601 84	\$600 00	\$400 00	-	\$1 84	\$0 29
Metal	12	22							
Metal	12	22							
Concrete	24x24	22	55 00						
Metal	12	26	65 65	400 58	400 00	200 00	-	0 58	0 57
Metal	12	26							
Metal	12	46	96 90	805 27	800 00	400 00	-	5 27	0 26
Metal	10	70							
Concrete	8	28	29 95	800 00	800 00	400 00	-	-	0 89
Stone	36x18	24	145 42	1093 21	1080 00	480 00	-	13 21	0 66
Stone	36x18	23							
Iron	12	23							
Iron	12	23	165 82	571 88	500 00	250 00	-	71 88	0 46
Iron	12	23							
Iron	12	23							
Metal	12	-	50 95	75 95	67 00	33 50	-	8 95	-
Metal	12	-							
Metal	12	-							
Metal	20	28							
Metal	12	22	85 05	620 19	600 00	397 19	\$2 81	20 19	0 59
Metal	10	22							
Stone	15x18	27	35 00						
Stone	15x18	27	35 00	922 38	900 00	450 00	-	22 38	0 66
Stone	36x36	14	33 87						
Tile	6	315	70 87	448 43	400 00	200 00	-	48 43	0 53
	-	-	-	10702 56	11725 00	2355 84	2669 16	-	6 29
Metal	12	20	18 50	400 00	400 00	200 00	-	-	0 36
Stone	12x12	25	32 75						
Concrete	44x42	33	162 00	601 05	600 00	400 00	-	1 05	0 71
	-	-	-	1675 05	1487 00	637 00	-	188 05	1 05
	-	-	-	505 38	8 00	105 38	294 62	-	0 42
Metal	16	28	82 74						
Metal	12	24							
Metal	12	24	124 11	684 35	600 00	400 00	-	84 35	0 34
Metal	12	24							
Stone	24x24	97	197 00	1054 25	800 00	400 00	-	254 25	8 24
	-	-	-	969 63	900 00	450 00	-	69 63	2 15
Stone	12x12	48	84 00	427 50	400 00	200 00	-	27 50	0 34
Stone	12x15	26	-	500 00	500 00	250 00	-	-	0 25
Stone	12x15	26	-						
Metal	16	43							
Metal	14	24							
Metal	12	18	77 60	806 92	800 00	400 00	-	6 92	0 46
Metal	8	22							
Metal	12	24	19 16	300 04	300 00	200 00	-	0 04	0 63
Stone	24x15	24	38 07	1345 69	900 00	450 00	-	445 69	4 49
	-	-	-	633 24	600 00	398 19	1 81	33 24	0 83

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Robbinston.....	Washington	3300	24	-	3800
Rockland.....	Knox.....	¶			
Rome.....	Kennebec	1100	21	-	1100
Roque Bluffs	Washington	859	21	-	850
Roxbury	Oxford	1823	22	-	1823
Rumford	Oxford.....	4320	23	320	*4320
Saco	York	750	17.5	-	*750
St. Albans	Somerset	990	30	990	1990
St. Francis Pl 1.....	Aroostook	3212	20	-	3212
St. George 2.....	Knox.....	800	21	150	*800
St. John Pl.....	Aroostook.....	2960	20	-	2960
Salem 3.....	Franklin	600	21	-	600
Sandy River Pl.....	Franklin	200	21	-	200
Sandy Bay Township 5, R. 3.	Somerset	800	18	-	800
Sanford.....	York	1900	26	-	1900
Sangerville.....	Piscataquis.....	1000	21	1000	1000
Scarborough	Cumberland	2000	24	200	2000
Searsmont.....	Waldo	975	23	950	1975
Searsport.....	Waldo.....	§			
Sebago	Cumberland	435	21	-	435
Sebec.....	Piscataquis.....	775	21	750	775
Seboeis Pl.....	Penobscot.....	2013	25	-	†2013
Sedgwick.....	Hancock	2900	21	60	2900
Shapleigh.....	York	1400	21	-	1400

1 St. Francis Pl. : cost of culverts included in 1909 work ; \$13.50 expended for concrete end walls.

2 St. George : length of stone culvert not given.

3 Salem : bridge : span 14 , height 7' , width 24' . Cement stone masonry abutments and wing walls. Cost per foot does not include cost of bridge.

¶ Papers not received.

§ Not satisfactory.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Stone.....	24x24	26	\$61 70	\$501 67	\$600 00	\$301 67	\$98 33	-	\$0 15
Stone.....	36x48	26	73 40						
{ Metal....	12	26	58 68	647 56	600 00	400 00	-	\$47 56	0 59
{ Metal....	12	26	-	149 75	150 00	99 75	0 25	-	0 18
{ Metal....	10	22	50 40	723 25	600 00	400 00	-	123 25	0 55
{ Metal....	16	22	-	-	-	-	-	-	-
{ Metal....	12	26	-	-	-	-	-	-	-
{ Metal....	12	26	-	-	-	-	-	-	-
{ Metal....	12	26	-	-	-	-	-	-	-
{ Metal....	12	26	250 00	6227 56	1750 00	750 00	-	4477 56	1 44
{ Metal....	12	26	-	-	-	-	-	-	-
{ Metal....	12	26	-	-	-	-	-	-	-
Stone.....	24x24	26	120 00	-	-	-	-	-	-
.....	-	-	-	1941 84	1925 00	825 00	-	16 84	2 59
.....	-	-	-	517 18	500 00	250 00	-	17 18	0 52
{ Metal....	48	24	13 50	630 54	600 00	400 00	-	30 54	0 20
{ Metal....	12	22	-	-	-	-	-	-	-
Metal.....	12	160	145 74	867 51	900 00	367 51	32 49	-	1 08
Stone.....	24x24	-	53 18	-	-	-	-	-	-
{ Metal....	12	22	-	-	-	-	-	-	-
{ Metal....	12	22	-	-	-	-	-	-	-
{ Metal....	15	20	161 60	574 10	600 00	374 10	25 90	-	0 19
{ Metal....	10	22	-	-	-	-	-	-	-
{ Metal....	10	22	-	-	-	-	-	-	-
Concrete	8	26	634 06	886 52	600 00	400 00	-	286 52	0 88
Bridge.....	-	-	-	-	-	-	-	-	-
Stone.....	12x24	25	83 00	657 29	600 00	400 00	-	57 29	3 29
Metal.....	12	18	14 40	98 40	98 00	49 00	-	0 40	0 12
.....	-	-	-	1860 29	1750 00	750 00	-	110 29	0 98
Stone.....	33x20	26	77 23	-	-	-	-	-	-
Stone.....	24x12	27	30 00	790 18	800 00	333 33	66 67	-	0 79
Concrete	72x 6	26	29 74	1048 13	1017 00	467 00	-	31 13	0 52
.....	-	-	-	800 75	800 00	400 00	-	0 75	0 82
.....	-	-	-	-	-	-	-	-	-
Stone.....	18x18	38	45 90	262 78	230 00	115 00	-	32 78	0 60
Metal.....	16	26	60 90	598 32	600 00	398 32	1 68	-	0 77
.....	-	-	-	204 54	99 00	49 50	-	105 54	0 10
{ Metal....	14	22	-	-	-	-	-	-	-
{ Metal....	12	22	-	-	-	-	-	-	-
{ Metal....	12	22	84 01	782 42	800 00	382 42	17 58	-	0 27
{ Metal....	12	22	-	-	-	-	-	-	-
Stone.....	84x42	24	200 00	-	-	-	-	-	-
Metal.....	16	26	24 70	1096 43	400 00	200 00	-	696 43	0 78

TABULAR STATEMENT OF STATE

TOWNS.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Sherman	Aroostook.....	1095	26	1075	*1095
Shirley	Piscataquis.....	2000	24 to 30	-	†2000
Sidney.....	Kennebec.....	1350	23	-	1350
Silver Ridge Pl.	Aroostook.....	1523	24	600	1523
Skowhegan ¹	Somerset.....	1900	28	1100	†1900
Smithfield.....	Somerset.....	2640	23	2640	†2640
Smyrna.....	Aroostook.....	1100	24	-	1100
Solon.....	Somerset.....	270	21	-	†270
Somerville.....	Lincoln.....	1630	22	-	1630
Sorrento.....	Hancock.....	275	22	235	275
South Berwick.....	York.....	800	21	-	*800
Southport ²	Lincoln.....	1500	21	-	1500
South Thomaston.....	Knox.....	666	26	-	666
Southwest Harbor.....	Hancock.....	850	21	390	†850
Springfield.....	Penobscot.....	1180	23	705	1180
Stacyville Pl. ³	Penobscot.....	800	24	800	800
Standish.....	Cumberland.....	2250	26	-	2250
Starks.....	Somerset.....	740	22	740	†740
Stetson.....	Penobscot.....	1963.5	22	1336.5	1963.5
Steuben.....	Washington.....	1825	21 to 23	-	1825
Stockton Springs.....	Waldo.....	1265	23	961	1265
Stoneham.....	Oxford.....	839	24	-	839
Stonington.....	Hancock.....	850	21	-	850
Stow.....	Oxford.....	1400	25	500	1400
Strong.....	Franklin.....	1000	21	-	1000
Sullivan.....	Hancock.....	725	21	725	725
Summer ⁴	Oxford.....	990	21	-	990
Surry.....	Hancock.....	2225	21	-	2225
Swan's Island.....	Hancock.....	600	16	130	600
Swanville.....	Waldo.....	2400	21	180	2400

¹ Skowhegan: tile side drains.

² Southport: 270 feet of sea wall built at cost of \$192.09.

³ Stacyville Pl.: size of culvert not given.

⁴ Summer: bridge—wooden floor—stone abutments. Span 8'—width 24'.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
	-	-	-	\$805 00	\$800 00	\$400 00	-	\$5 00	\$0 74
{ Stone.....	20x15	28	\$70 00	681 34	600 00	400 00	-	31 34	0 32
{ Stone.....	20x14	28							
{ Metal.....	24	24	75 30	887 78	800 00	400 00	-	87 78	0 62
{ Metal.....	20	24							
Metal.....	16	22	27 40	609 49	600 00	400 00	-	9 49	0 40
{ Metal.....	18	24							
{ Metal.....	18	32	130 43	1750 83	1750 00	750 00	-	0 83	0 92
{ Metal.....	20	32							
{ Metal.....	20	32	76 40	580 42	600 00	380 42	\$19 58	-	0 22
{ Metal.....	10	28							
Stone.....	72x72	26	300 00	615 28	600 00	400 00	-	15 28	0 56
Stone.....	72x60	21	176 15	507 45	500 00	250 00	-	7 45	1 88
.....	-	-	-	577 20	600 00	377 20	22 80	-	0 35
Metal.....	14	24	37 05	297 51	300 00	147 51	2 49	-	1 08
Metal.....	18	26	6 50	1016 94	1017 00	466 94	0 06	-	1 27
{ Metal.....	8								
{ Metal.....	8	90	32 26	710 78	800 00	310 78	89 22	-	0 47
{ Metal.....	8								
{ Metal.....	10								
Stone.....	27x30	36	165 40	874 37	800 00	400 00	-	74 37	1 31
Metal.....	10	24	89 30	800 38	800 00	400 00	-	0 38	0 94
.....	-	-	-	587 37	600 00	387 37	12 63	-	0 50
Stone.....	-	-	32 00	673 78	600 00	400 00	-	73 78	0 82
{ Metal.....	12	28							
{ Metal.....	8	120	136 39	931 32	900 00	450 00	-	31 32	0 41
Stone.....	12x12	24	19 40	258 90	250 00	125 00	-	8 90	0 35
Metal.....	16	22	74 12	805 48	800 00	400 00	-	5 48	0 41
Metal.....	18	24	60 96	559 20	600 00	351 31	48 69	-	0 31
Stone.....	24x30	24	116 95						
{ Metal.....	12	24	50 00						
{ Metal.....	12	24	-	633 12	600 00	300 00	-	33 12	0 50
Stone.....	24x30	24	50 00						
Metal.....	10	28	18 20	455 43	600 00	255 43	144 57	-	0 54
Stone.....	34x18	24	32 00						
Stone.....	48x36	35	50 00	848 37	800 00	400 00	-	48 37	1 00
Stone.....	36x20	30	35 00						
{ Stone.....	20x18	31	69 77	300 29	300 00	199 87	13	29	21
{ Stone.....	20x18	23							
.....	-	-	-	350 00	350 00	175 00	-	-	35
Stone.....	14x18	24	34 75	679 78	800 00	279 78	120 22	-	94
Stone.....	14x13	24	30 00						
Bridge.....	-	-	65 80	807 96	800 00	400 00	-	7 96	82
Metal.....	20	22	45 40	600 45	600 00	400 00	-	45	27
Stone.....	48x43	19	168 51	606 06	600 00	400 00	-	6 06	1 01
Metal.....	14	18	42 20						
Stone.....	18x19	24	35 00						
Stone.....	24x24	24	40 00	601 53	600 00	400 00	-	1 53	25
Stone.....	24x18	24	40 00						
Stone.....	18x12	24	35 00						

TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Sweden 1.....	Oxford.....	3875	24	-	3375
Talmadge.....	Washington.....	420	21	420	420
Temple.....	Franklin.....	1150	21	600	1150
The Forks Pl. 2.....	Somerset.....	-	-	-	-
Thomaston.....	Knox.....	630	26	630	630
Thorndike.....	Waldo.....	870	23	550	870
Topsfield.....	Washington.....	867	24	425	867
Topsham.....	Sagadahoc.....	550	37.5	-	1550
Tremont.....	Hancock.....	550	21	525	550
Trenton.....	Hancock.....	500	21	500	500
Trescott.....	Washington.....	700	21	100	700
Troy.....	Waldo.....	1510	22	1260	†1510
Turner.....	Androscoggin.....	2241	23-28	1909	2241
Union.....	Knox.....	1150	21	350	1150
Unity.....	Waldo.....	900	22	780	†900
Unity Pl.....	Kennebec.....	200	23	-	†200
Upton.....	Oxford.....	600	21	600	600
Van Buren.....	Aroostook.....	1375	40	900	1375
Vanceboro.....	Washington.....	2215	21	-	†2215
Vassalboro.....	Kennebec.....	2800	21-23	-	2800
Verona.....	Hancock.....	1400	21	195	1400
Vlenna.....	Kennebec.....	6000	21	-	†6000
Vinalhaven.....	Knox.....	400	22	400	400
Wade Pl.....	Aroostook.....	300	21	-	300
Waite.....	Washington.....	975	24	580	975
Waldo.....	Waldo.....	1500	23	400	1500
Waldoboro.....	Lincoln.....	820	23	-	*820
Wales.....	Androscoggin.....	455	23	-	455
Wallgrass Pl.....	Aroostook.....	§			
Waltham 3.....	Hancock.....	800	21	-	800

1 Sweden: Size of culvert not given.

2 The Forks Plantation: Data not received.

3 Waltham: Expended 1909 and 1910 joint funds together.

§ Laid over.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
Stone.....	-	25	\$10 00	\$317 60	\$300 00	\$200 00	-	\$17 60	\$ 09
.....	-	-	-	803 25	300 00	200 00	-	3 25	72
{ Metal....	10	24	85 41	571 51	600 00	371 51	\$28 49	-	50
{ Metal....	10	16	-	-	-	-	-	-	-
{ Metal....	10	16	41 60	89 85	88 00	44 00	-	1 85	-
{ Metal....	10	16	-	840 00	740 00	840 00	-	100 00	1 33
Concrete....	15	26	45 85	472 47	400 00	200 00	-	72 47	54
Concrete....	12	24	15 00	-	-	-	-	-	-
Concrete....	36x36	24	267 45	708 55	600 00	400 00	-	108 55	82
Metal.....	12	24	58 50	2015 86	800 00	425 00	-	1090 86	3 66
Metal.....	12	24	28 83	870 82	800 00	400 00	-	70 82	16
Metal.....	12	24	28 83	601 33	600 00	400 00	-	1 33	1 20
Metal.....	16	28	38 00	300 00	300 00	200 00	-	-	43
Stone.....	36x36	24	160 50	912 22	800 00	400 00	-	112 22	60
{ Metal....	16	-	-	-	-	-	-	-	-
{ Metal....	16	60	-	-	-	-	-	-	-
{ Metal....	12	30	-	-	-	-	-	-	-
{ Metal....	12	30	216 93	919 40	900 00	450 00	-	19 40	41
{ Metal....	12	30	-	-	-	-	-	-	-
{ Metal....	12	28	-	-	-	-	-	-	-
{ Metal....	12	28	-	-	-	-	-	-	-
Concrete....	48x36	27.3	139 18	730 40	800 00	330 40	69 60	-	64
Concrete....	15	24	42 00	805 34	800 00	400 00	-	5 34	89
Concrete....	24x24	25	75 00	-	-	-	-	-	-
.....	-	-	-	122 25	75 00	50 00	-	47 25	61
.....	-	-	-	604 20	600 00	384 39	15 61	4 20	1 01
.....	-	-	-	843 62	800 00	400 00	-	43 62	61
.....	-	-	-	600 00	600 00	400 00	-	-	27
{ Metal....	12	26	60 60	1175 80	960 00	460 00	-	215 80	42
{ Metal....	16	24	60 60	600 25	600 00	400 00	-	25	43
{ Metal....	14	48	69 25	-	-	-	-	-	-
{ Stone....	27x20	30	-	-	-	-	-	-	-
{ Stone....	27x20	30	233 21	466 83	600 00	266 83	133 17	-	08
{ Stone....	27x20	30	-	-	-	-	-	-	-
{ Stone....	27x20	30	-	-	-	-	-	-	-
Stone.....	30x24	10	22 00	797 58	800 00	397 58	2 42	-	1 99
Concrete....	36x42	21	87 00	541 06	538 00	200 00	-	241 06	1 80
{ Metal....	24	24	70 95	596 59	600 00	396 59	3 41	-	61
{ Metal....	12	22	-	-	-	-	-	-	-
Stone.....	60x48	4	13 65	619 46	600 00	400 00	-	19 46	41
Stone.....	18x12	26	16 50	973 39	960 00	460 00	-	13 39	1 19
Metal.....	10	64	51 20	-	-	-	-	-	-
Metal.....	16	22	33 90	304 95	300 00	150 00	-	4 95	67
Stone.....	12x12	21	87 22	400 51	400 50	150 00	-	175 51	50

TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Warren	Knox	1580	22	1580	1580
Washburn	Aroostook	1165	32	865	1165
Washington	Knox	1595	21	-	1595
Waterboro	York	1400	24	-	1400
Waterford	Oxford	1825	24	-	1825
Waterville	Kennebec	1800	29	-	1800
Wayne	Kennebec	450	23	400	450
Webster	Androscoggin	1500	21	1500	1500
Webster Pl.	Penobscot	596	22	215	596
Weld	Franklin	2700	22	-	2700
Wellington	Piscataquis	720	21	-	†720
Wells	York	1600	21	-	1600
Wesley	Washington	820	21	-	820
West Bath	Sagadahoc	1285	21	-	1285
Westbrook	Cumberland	1165	13.3-23	-	†1165
Westfield Pl.	Aroostook	930	22	295	930
West Forks Pl. ² ..	Somerset	-	-	-	-
West Gardiner ..	Kennebec	1200	22	-	1200
Weston	Aroostook	610	21	-	610
Westport	Lincoln	650	18	-	650
Whitefield	Lincoln	1298	21	250	†1298
Whiting	Washington	1550	22	-	1550
Whitneyville ..	Washington	500	26	-	500
Williamsburg ..	Piscataquis	700	21	-	†700
Willimantic	Piscataquis	430	21	230	430
Wilton	Franklin	1630	30	1130	1630
Windham 1	Cumberland	3400	24	-	3400
Windsor	Kennebec	3800	21	-	3800
Winn	Penobscot	608	24	503	†608
Winslow	Kennebec	260	45.5	-	†260
Winter Harbor ..	Hancock	800	20	100	800
Winterport	Waldo	2800	21	-	2800
Winthrop	Kennebec	950	21	500	950

1 Windham: Cost of culverts not given.

2 Complete data not received.

ROAD WORK IN 1910—Continued.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	14	28	\$30 50	\$920 09	\$900 00	\$431 05	\$18 95	\$20 09	\$ 58
Metal.....	24	24	98 99	825 37	800 00	400 00	-	25 37	71
Metal.....	22	16	-	-	-	-	-	-	-
Iron.....	12	48	43 40	406 77	400 00	200 00	-	6 77	26
Metal.....	12	34	27 20	842 19	800 00	400 00	-	42 19	60
Metal.....	10	24	16 80	-	-	-	-	-	-
Stone.....	24x24	27	81 63	809 33	800 00	400 00	-	9 33	44
Stone.....	36x12	24	-	1803 05	1750 00	750 00	-	53 05	1 00
Metal.....	12	28	21 00	374 91	350 00	175 00	-	24 91	83
Metal.....	16	28	26 60	-	-	-	-	-	-
Metal.....	-	-	-	401 00	400 00	200 00	-	1 00	27
Metal.....	18	24	41 90	299 68	300 00	199 68	32	-	50
Stone.....	-	-	-	586 56	600 00	284 82	15 18	-	22
Stone.....	12x24	20	10 50	597 80	600 00	397 80	2 20	-	83
Stone.....	-	-	-	1184 17	960 00	460 00	-	224 17	74
Stone.....	-	-	-	299 87	300 00	199 87	13	-	87
Stone.....	24x24	46	44 62	600 89	600 00	400 00	-	89	47
Metal.....	10	24	21 20	2295 96	1925 00	825 00	-	370 96	1 97
Stone.....	-	-	-	612 39	600 00	400 00	-	12 39	66
Metal.....	-	-	-	104 00	104 00	52 00	-	-	-
Metal.....	16	22	34 70	399 06	400 00	199 06	0 94	-	33
Metal.....	24	22	83 97	611 96	600 00	400 00	-	11 96	1 00
Metal.....	16	22	63 80	303 54	300 00	200 00	-	3 54	47
Metal.....	10	24	40 35	980 36	800 00	400 00	-	180 36	72
Metal.....	10	24	-	-	-	-	-	-	-
Metal.....	10	142	-	600 65	600 00	400 00	-	65	39
Metal.....	12	24	175 74	-	-	-	-	-	-
Metal.....	8	12	-	302 02	300 00	200 00	-	2 02	60
Stone.....	24x14	29	30 91	317 51	300 00	200 00	-	17 51	45
Stone.....	24x13	27	54 18	246 33	225 00	150 00	-	21 33	57
Stone.....	-	-	-	919 44	960 00	419 44	40 56	-	56
Stone.....	30x18	2	-	-	-	-	-	-	-
Stone.....	15x15	28.5	-	981 11	960 00	460 00	-	21 11	29
Stone.....	36x24	3	-	-	-	-	-	-	-
Stone.....	27x15	28	-	-	-	-	-	-	-
Stone.....	30x36	22	55 95	795 76	800 00	395 76	4 24	-	21
Stone.....	-	-	-	608 87	600 00	400 00	-	3 87	.99
Stone.....	-	-	-	2066 91	1487 00	637 00	-	579 91	7 94
Metal.....	12	36	31 20	742 07	800 00	342 07	57 93	-	93
Concrete.....	12x12	26.5	30 00	809 59	800 00	400 00	-	9 59	29
Stone.....	36x48	22	450 00	1030 15	1080 00	430 15	49 85	-	1 08
Stone.....	56x78	22	-	-	-	-	-	-	-

TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Wiscasset.....	Lincoln	1000	26	1000	1000
Woodland 1.....	Aroostook	3080	22	1580	3080
Woodstock	Oxford	1855	21	-	1855
Woodville	Penobscot	1360	21	1360	†1360
Wyman Township, No. 4, R. 3	Franklin	380	22	-	380
Yarmouth.....	Cumberland	1360	24	175	1360
York 2.....	York.....	-	-	-	-

1 Woodland : expended joint fund for 1909 and 1910 together.

2 York : joint fund expended on trunk line work.

TABLE II.

Tabular Statement of 1909 State

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Bucksport.....	Hancock	500	25	-	500
Mt. Desert.....	Hancock	1080	22	-	1080
Vinalhaven.....	Knox.....	395	21	395	†395
Westbrook.....	Cumberland	3072	13 to 23	1872	†3072

ROAD WORK IN 1910—*Concluded.*

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
Stone.....	36x48	48	227 24	\$1068 63	\$900 00	\$400 00	-	\$268 63	\$1 07
Metal.....	12	24	34 05	1154 38	1108 22	400 00	-	354 38	0 37
Stone.....	48x12	22	60 60						
Stone.....	72x46	22	163 98	803 52	800 00	400 00	-	3 52	0 59
Stone.....	16x12	22	11 74						
Stone.....	20x12	22	16 00						
.....	-	-	-	607 07	600 00	400 00	-	7 07	0 45
.....	-	-	-	64 00	64 00	32 00	-	-	0 19
.....	-	-	-	1738 48	1138 00	488 00	-	600 48	1 28
.....	-	-	-	1182 73	1575 00	281 98	398 02	-	-

TABLE II.

Road Work Completed in 1910.

CULVERTS.				Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1910 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
.....	.....	-	-	\$1318 13	\$927 00	\$468 50	-	\$386 13	\$2 68
Iron.....	15	24	\$24 70	1370 47	1288 62	550 12	-	86 85	1 33
Stone.....	36x24	24	113 13	717 68	717 00	358 50	-	0 63	1 82
.....	.....	-	-	8716 47	6925 87	925 87	-	1790 60	2 84

TABLE III.

Statement Showing Amounts of Unexpended Balances of 1908 and 1909
Aid Paid in 1910.

Abbot.....	\$2 26	Machias.....	\$12 87
Albany.....	2 25	Magalloway Pl.....	38 80
Amherst.....	13 74	Mapleton.....	95 81
Appleton.....	0 50	Mariaville.....	75 00
Arrowsic.....	111 00	Marion.....	8 88
Auburn.....	55 25	Mars Hill.....	127 78
Aurora.....	2 85	Meddybemps.....	46 00
Avon.....	7 83	Medway.....	112 50
Baldwin.....	5 05	Milo.....	54 25
Belgrade.....	66 09	Montville.....	101 88
Benedicta.....	111 00	Moose River Pl.....	0 50
Bluehill.....	315 90	Mt. Chase.....	111 00
Bradford.....	31 16	Mt. Desert.....	603 21
Brighton Pl.....	123 00	Newburg.....	50 00
Brooklin.....	37 37	Newfield.....	3 57
Brooksville.....	4 17	Norway.....	1 16
Brownville.....	13 55	No. 8, North of Weld.....	10 00
Bucksport.....	463 50	No. 8 Plantation.....	42 00
Byron.....	28 28	No. 33 Plantation.....	0 15
Cambridge.....	0 15	No. 24 Plantation.....	0 50
Canaan.....	10 59	Orono.....	25 20
Caribou.....	357 96	Parsonsfield.....	7 26
Carrying Place Twp.....	81 00	Perham.....	219 50
Castine.....	16 17	Peru.....	0 11
Caswell Plantation.....	0 87	Pittsfield.....	5 13
Chapman Plantation.....	7 12	Pleasant Ridge Plantation.....	6 90
Charlotte.....	6 12	Plymouth.....	29 00
Chester.....	0 13	Poland.....	10 79
Chesterville.....	50 80	Portland.....	1,509 42
Columbia Falls.....	0 73	Presque Isle.....	90 80
Concord.....	15 69	Rangeley.....	69 63
Cyr Plantation.....	90 00	Ripley.....	35 05
Dead River Plantation.....	33 50	Roxbury.....	123 75
Dexter.....	192 91	Sandy River Plantation.....	23 93
Dixmont.....	1 52	Sangerville.....	56 85
Dover.....	239 41	Sebago.....	4 00
Durham.....	11 00	Shirley.....	1 87
Edgecomb.....	11 58	Sidney.....	37 78
Enfield.....	2 13	Silver Ridge.....	1 00
Exeter.....	3 78	Solon.....	5 39
Farmington.....	53 29	Starks.....	0 45
Forest City.....	0 37	Steuben.....	7 89
Franklin.....	0 86	Stow.....	0 42
Gorham.....	5 48	The Forks Pl.....	0 38
Grand Falls Pl.....	87 00	Upton.....	19 81
Grand Isle.....	26 75	Van Buren.....	19 68
Gray.....	3 15	Verona.....	0 25
Greenfield.....	0 15	Vinalhaven.....	358 50
Greenville.....	60 74	Wade Plantation.....	169 00
Hammond Pl.....	90 00	Wales.....	0 43
Hampden.....	24 31	Waltham.....	117 00
Harmony.....	55 32	Warren.....	39 04
Harpswell.....	27 71	Wayne.....	1 76
Hartland.....	1 83	Weld.....	1 74
Hebron.....	4 14	Westbrook.....	925 87
Highland Pl.....	4 93	Westport.....	0 58
Island Falls.....	19 29	Whitefield.....	3 09
Kittery.....	59 75	Willimantic.....	1 15
Kennebunk.....	682 87	Wiscasset.....	233 75
Lamoine.....	2 88	Woodland.....	173 22
Lincoln Pl.....	67 30	York.....	0 75
Lubec.....	5 37		

TABLE IV.

Statement Showing Towns Having an Unexpended Balance of State Aid Standing to Their Credit, and Amounts of Same.

(1908-1909-1910.)

Abbot.....	\$14 26	Hampden.....	\$56 36
Addison (laid over).....	200 00	Harpswell.....	25 14
Albion.....	13 97	Harrington.....	38 01
Alna.....	165 42	Hartland.....	17 92
Andover.....	08	Hebron.....	05
Appleton.....	48	Hersey.....	3 25
Athens.....	7 92	Hope.....	1 54
Aurora.....	1 00	Howland.....	1 45
Avon.....	32 29	Island Falls.....	4 97
Baldwin.....	3 60	Jackson.....	17
Beddington.....	28 57	Jefferson.....	16 48
Bingham (laid over).....	400 00	Jerusalem Township.....	52
Blanchard.....	22	Jonesboro.....	5 74
Bowdoinham.....	400 00	Jonesport.....	7 42
Bradford.....	1 93	Kennebunk.....	637 00
Bremen.....	18 93	Kennebunkport (laid over).....	480 00
Brunswick.....	750 00	Kingman (laid over).....	591 25
Buckfield.....	70 59	Lamoine.....	89
Burnham.....	4 95	Leeds.....	45
Cambridge.....	27 78	Levant.....	44
Carthage.....	3 35	Lexington Pl.....	87 00
Cary Pl.....	106 45	Lincolnville (laid over).....	200 00
Castine.....	17 08	Linneus.....	400 00
Castle Hill.....	51 92	Lisbon.....	346 98
Caswell Pl.....	139 48	Lowell.....	60
Charlotte.....	01	Machiasport.....	2 10
Chelsea.....	25	Madawaska.....	137 84
Cherryfield.....	6 29	Manchester.....	4 90
Chesterville.....	28	Mapleton.....	168 75
China.....	3 69	Mars Hill (laid over).....	400 00
Clifton.....	188 44	Masardis.....	39
Columbia.....	11 23	Mechanic Falls.....	4 92
Columbia Falls.....	9 39	Minot (laid over).....	1 00
Concord.....	2 00	Monson.....	203 40
Cooper.....	6 09	Monticello.....	18 18
Crystal.....	400 00	Mt. Chase.....	66 11
Cutler (laid over).....	300 00	Mt. Desert.....	525 00
Cyr Pl.....	42	Newcastle.....	1 77
Damariscotta (laid over).....	400 00	New Gloucester.....	1 51
Dayton.....	5 40	Northfield.....	4 69
Dead River Pl.....	15 74	No. 10 South Division.....	29 00
Dennysville.....	21 25	No. 33 Pl.....	2 50
Detroit.....	30 59	No. 31 Pl (laid over).....	43 25
Dixfield (laid over).....	202 40	Oakfield.....	8 62
Dixmont.....	206 20	Old Orchard.....	2 15
Eastbrook.....	12 51	Otisfield.....	1 57
East Millinocket.....	82	Palmyra.....	209 01
Eastport.....	9 26	Parkman (laid over).....	400 00
Eden.....	30 04	Parsonsfield.....	12 02
Edgecomb.....	03	Passadumkeag.....	39 10
Edinburg.....	136 93	Penobscot.....	1 43
Ellsworth.....	300 00	Plymouth.....	2 81
Falmouth.....	69	Portland.....	2,669 16
Farmingdale (laid over).....	674 50	Portage Lake.....	83 78
Forest City.....	42	Princeton.....	294 62
Franklin.....	86	Ripley.....	1 81
Freeport.....	26	Rockport.....	6 13
Frenchville.....	141 75	Robbinston.....	98 33
Fryeburg.....	2 18	Rockland.....	900 00
Gardiner (laid over).....	703 12	Roque Bluffs.....	25
Gilead.....	3 24	St. George.....	32 49
Gorham.....	117 78	St. John Pl.....	25 90
Gray.....	64 90	Sangerville.....	66 67
Greenwood.....	5 42	Searsport.....	402 86

TABLE IV—Concluded.

Sebec.....	\$1 68	Vienna.....	\$188 17
Sedgwick.....	17 58	Vinalhaven.....	2 42
Smithfield.....	19 58	Waite.....	8 41
Somerville.....	22 80	Wallagrass Pl (laid over).....	102 00
Sorrento.....	2 49	Warren.....	18 56
South Berwick.....	06	Webster Pl.....	82
Southport.....	89 22	Weld.....	15 18
Springfield.....	12 63	Wellington.....	2 20
Steuben.....	48 69	Wesley.....	13
Stoneham.....	144 57	West Gardiner.....	94
Stow.....	13	Wilton.....	40 56
Sullivan.....	120 22	Windsor.....	4 24
Temple.....	28 49	Winter Harbor.....	57 93
Union.....	69 60	Winthrop.....	49 86
Upton.....	15 61	York.....	393 02

NAMES OF INSPECTORS OF STATE ROAD WORK.

Work Performed by Towns and Cost of Same.

H. H. ADAMS, Belgrade, Maine, 17 towns.

Belgrade	\$914 47	Rome	\$647 66
Fayette	602 13	Sidney	837 78
Greene	435 20	Smithfield	580 42
Leeds	109 55	Turner	919 40
Litchfield	803 80	Vienna	466 83
Monmouth	800 00	Wales	304 81
Mt. Vernon	600 33	Wayne	374 91
Oakland	882 19	West Gardiner	399 06
Readfield	806 92		

D. A. BALLARD, Fryeburg, Maine, 22 towns.

Andover	\$799 92	Lincoln Pl	\$674 85
Bethel	978 53	Magalloway Pl	841 19
Buckfield	429 41	Mexico	945 93
Byron	626 28	Milton Plantation	225 88
Canton	400 00	Newry	424 74
Glead	296 76	Oxford	800 00
Grafton	602 85	Peru	400 58
Greenwood	594 58	Roxbury	723 25
Hanover	300 00	Summer	807 96
Hartford	952 44	Upton	604 20
Hebron	204 09	Woodstock	808 52

G. S. P. BRANNEN, Danforth, Maine, 35 towns.

Alexander	\$327 00	Lubec	\$905 87
Amly	661 70	Marion	309 42
Baileyville	900 94	Meddybemps	694 87
Bancroft	328 85	Orient	662 02
Baring	609 93	Pembroke	420 28
Brookton	606 33	Perry	601 84
Carrol	613 74	Prentiss	601 05
Charlotte	606 11	Princeton	505 38
Cooper	593 91	Reed Plantation	300 04
Crawford	160 74	Robbinston	501 67
Danforth	847 64	Springfield	587 37
Dennysville	578 75	Talmadge	303 25
Drew Plantation	1,270 05	Topsfield	708 55
East Machias	427 44	Trescott	300 00
Edmunds	725 54	Webster	401 00
Forest City	119 95	Weston	611 96
Haynesville	265 00	Whiting	600 65
Lakeville Plantation	600 00		

E. C. BUZZELL, Fryeburg Center, Maine, 15 towns.

Albany	\$128 25	Otisfield	\$798 43
Brownfield	804 50	Paris	1,109 31
Denmark	802 03	Porter	448 43
Fryeburg	897 82	Sweden	317 60
Harrison	810 57	Stoneham	455 43
Hiram	429 80	Stow	306 29
Lovell	840 00	Waterford	809 33
Norway	1,028 61		

NAMES OF INSPECTORS—Continued.

F. V. BUZZELL, Lincoln, Maine, 27 towns.

Bradley	\$443 79	Lincoln	\$857 02
Burlington	615 45	Lowell	599 40
Chester	417 75	Mattamiscontis	27 50
Clifton	411 56	Mattawamkeag	340 00
East Millinocket	799 18	Maxfield	301 56
Edinburg	313 07	Medway	811 63
Eddington	676 33	Millford	801 19
Enfield	831 27	Millinocket	1,071 32
Grand Falls Plantation	227 85	Orrington	614 73
Greenbush	644 51	Passadumkeag	560 90
Greenfield	626 79	Seboeis	204 54
Holden	604 85	Winn	603 87
Howland	798 55	Woodville	607 07
Lee	282 10		

J. W. DAVIDSON, Houlton, Maine, 27 towns.

Bridgewater	\$800 00	Ludlow	\$601 51
Cary Plantation	493 55	Madawaska	462 16
Caswell Plantation	461 39	Mars Hill	316 46
Castle Hill	248 08	Mapleton	930 01
Chapman Plantation	610 93	Monticello	781 82
Connor Plantation	146 87	New Limerick	622 30
Cyr Plantation	734 58	New Sweden	601 82
Easton	808 22	Perham	964 21
Grand Isle	662 10	Van Buren	843 62
Hamlin Plantation	484 94	Wade Plantation	541 06
Hammond Plantation	286 97	Washburn	406 77
Hodgdon	818 50	Westfield	612 39
Limestone	409 35	Woodland	1,154 38
Littleton	805 34		

H. W. GILMAN, West Farmington, Maine, 27 towns.

Avon	\$275 54	Madrid	\$626 50
Carthage	596 75	New Portland	800 06
Chesterville	450 52	New Sharon	492 06
Coplin Plantation	303 29	New Vineyard	643 37
Dallas Plantation	345 60	Phillips	805 23
Deaf River Plantation	617 76	Rangeley	969 56
Eustis	418 00	Rangeley Plantation	427 52
Farmington	1,307 45	Salem	886 56
Freeman	604 97	Sandy River Plantation	657 2
Industry	600 23	Strong	350 00
Jay	1,235 56	Temple	571 51
Kingfield	800 00	Weld	586 56
Lang Plantation	302 50	Wilton	919 44
Livermore	609 53		

IRA B. HAGAN, JR., Ellsworth, Maine, 18 towns.

Amherst	\$584 53	No. 33 Plantation	\$144 65
Aurora	301 85	No. 21 Plantation	300 00
Dedham	456 57	Otis	605 02
Eastbrook	137 49	Sorrento	297 51
Franklin	400 00	Sullivan	679 78
Gouldsboro	407 13	Tremont	870 82
Hancock	811 80	Trenton	601 33
Lamoine	601 99	Waltham	400 51
Mariaville	230 25	Winter Harbor	742 07

L. E. JACKMAN, Sherman Mills, Maine, 20 towns.

Ashland	\$803 83	Moro Plantation	\$641 10
Benedicta	771 81	Mt. Chase	700 39
Dyer Brook	746 38	Oakfield	591 38
Eagle Lake Plantation	800 15	Patten	867 09
Fort Kent	808 47	St. Francis Plantation	630 54
Hersey	596 75	St. John Plantation	574 10
Island Falls	814 32	Sherman	805 00
Macwahoc Plantation	301 50	Silver Ridge Plantation	609 49
Masardis	299 61	Smyrna	615 28
Merrill Plantation	616 77	Stacyville Plantation	673 78

NAMES OF INSPECTORS—Continued.

B. J. LIBBY, Oakland, Maine, 13 towns.

Athens	\$392 08	Lexington Plantation	\$300 00
Anson	844 71	Moscow	783 46
Brighton Plantation	853 89	Mercer	607 97
Concord	613 69	Norridgewock	800 00
Cornville	463 75	Solon	507 45
Embden	335 37	Starks	258 90
Harmony	873 03		

F. H. MARSHALL, Camden, Maine, 15 towns.

Appleton	\$800 02	South Thomaston	\$874 37
Camden	1,883 25	Swans Island	606 06
Cushing	606 38	Thomaston	840 00
Friendship	505 92	Union	730 40
Hope	398 46	Winalhaven	797 58
Isle au Haut	656 53	Warren	920 09
North Haven	800 00	Washington	406 77
St. George	867 51		

GEORGE MAWHINNEY, Jonesboro, Maine, 17 towns.

Beddington	\$271 43	Machiasport	\$597 90
Centerville	196 89	Marshfield	198 15
Cherryfield	393 71	Milbridge	506 89
Columbia	588 77	Roque Bluffs	149 75
Columbia Falls	591 34	Northfield	295 31
Harrington	361 99	Steuben	559 20
Jonesboro	594 23	Wesley	299 87
Jonesport	792 58	Whitneyville	302 02
Machias	913 40		

CHAS. MITCHELL, North Yarmouth, Maine, 17 towns.

Baldwin	\$201 45	North Yarmouth	\$337 35
Cape Elizabeth	1,104 42	Poland	922 38
Casco	800 52	Pownal	400 00
Cumberland	968 87	Raymond	500 00
Falmouth	899 31	Sebago	262 78
Freeport	1,016 74	Standish	931 32
Gray	738 25	Windham	981 11
Mechanic Falls	895 08	Yarmouth	1738 48
New Gloucester	958 49		

A. T. RANLETT, Pittsfield, Maine, 17 towns.

Carmel	\$600 00	Kenduskeag	\$622 46
Corinna	801 33	Levant	799 56
Dixmont	595 32	Newburg	450 65
Etna	600 00	Newport	900 13
Exeter	414 44	Palmyra	590 99
Glenburn	600 27	Plymouth	620 19
Hampden	867 95	St. Albans	517 18
Hartland	547 91	Stetson	805 48
Hermion	800 90		

C. W. SHOREY, Belfast, Maine, 22 towns.

Belmont	\$604 49	Northport	\$218 91
Brooks	805 68	Prospect	684 35
Frankfort	800 00	Searsmont	800 75
Freedom	602 19	Stockton Springs	633 12
Islesboro	657 51	Swanville	601 53
Jackson	599 83	Thorndike	472 47
Knox	823 79	Troy	912 22
Liberty	478 12	Unity	805 84
Monroe	885 41	Unity Plantation	122 25
Montville	501 92	Waldo	619 46
Morrill	641 10	Winterport	809 59

NAMES OF INSPECTORS—Concluded.

E. E. SMITH, Winslow, Maine, 12 towns.

Albion.....	\$386 03	Clinton.....	\$594 00
Benton.....	663 79	Detroit.....	569 41
Burnham.....	595 05	Palermo.....	543 94
Canaan.....	775 12	Pittston.....	571 83
China.....	796 31	Vassalboro.....	1,175 80
Chelsea.....	99 75	Windsor.....	795 76

J. J. SPINNEY, Bath, Maine, 25 towns.

Alna.....	\$434 58	Newcastle.....	\$798 23
Arrowsic.....	817 81	Nobleboro.....	802 06
Boothbay.....	805 02	Phippsburg.....	800 00
Boothbay Harbor.....	900 00	Somerville.....	577 20
Bowdoin.....	908 41	Southport.....	710 78
Bremen.....	581 07	Topsham.....	2,015 36
Bristol.....	935 53	Waldoboro.....	973 39
Dresden.....	820 00	Webster Plantation.....	299 63
Durham.....	417 30	West Bath.....	600 89
Edgecomb.....	430 05	Westport.....	308 54
Georgetown.....	400 00	Whitefield.....	930 36
Harpwell.....	902 57	Wiscasset.....	1,068 66
Jefferson.....	783 52		

AUSTIN T. STEVENS, Surry, Maine, 11 towns.

Bluehill.....	\$1,441 78	Penobscot.....	\$798 57
Brooklin.....	339 21	Sedgwick.....	782 42
Brooksville.....	329 79	Stonington.....	848 37
Castine.....	499 09	Surry.....	600 45
Deer Isle.....	808 55	Verona.....	600 25
Orland.....	839 11		

HENRY S. TOWNE, East Dover, Maine, 29 towns.

Abbot.....	\$588 00	Guilford.....	\$804 89
Alton.....	611 52	Hudson.....	354 78
Argyle.....	306 00	Lagrange.....	800 00
Atkinson.....	606 32	Medford.....	606 20
Blanchard.....	299 78	Milo.....	1,018 30
Bowerbank.....	300 00	Monson.....	596 60
Bradford.....	829 23	Orneville.....	302 31
Brownville.....	601 44	Ripley.....	633 24
Cambridge.....	572 37	Sangerville.....	790 18
Charleston.....	421 72	Sebec.....	598 32
Corinth.....	560 45	Shirley.....	631 34
Dexter.....	1,239 67	Wellington.....	597 80
Dover.....	1,222 56	Williamsburg.....	317 51
Foxcroft.....	1,076 59	Willimantic.....	246 33
Greenville.....	886 89		

A. J. WIGGIN, Kennebunk, Maine, 22 towns.

Acton.....	\$300 00	Limington.....	\$400 00
Alfred.....	402 70	Lyman.....	410 50
Berwick.....	1,627 98	Newfield.....	806 01
Buxton.....	405 00	North Berwick.....	1,240 49
Cornish.....	800 10	Old Orchard.....	957 85
Dayton.....	594 60	Parsonsfield.....	495 24
Eliot.....	800 76	Scarboro.....	1,048 18
Hollis.....	430 83	Shapleigh.....	1,096 43
Kennebunk.....	2,435 71	South Berwick.....	1,016 94
Lebanon.....	847 16	Waterboro.....	842 19
Limerick.....	800 00	Wells.....	1,184 17

Statement Showing Names of Inspectors, Number of Days Worked, Salaries and Expenses Paid, Cost of Work Inspected, and Percentage Cost of Inspection.

	Time in days.	Beginning.	Ending.	Expenses.	Salary.	Amount.	Total cost of work.	Cost of inspection—per cent.	Number of towns.
H. H. Adams.....	64	May 18	Oct. 13	\$159 09	\$192 00	\$351 09	\$10,484 86	3.3	17
D. A. Ballard.....	47	April 27	Oct. 23	177 92	141 00	318 92	13,386 96	2.4	22
G. S. P. Brannen..	88½	May 7	Nov. 4	301 47	265 50	566 97	19,259 34	2.9	35
E. C. Buzzell.....	34½	Mar. 1	Nov. 15	133 02	103 50	236 52	9,940 42	2.4	15
F. V. Buzzell.....	66	May 1	Oct. 31	176 43	198 00	374 43	15,093 78	2.5	27
J. W. Davidson....	100½	April 25	Oct. 31	336 20	301 50	637 70	16,609 33	3.8	27
H. W. Gilman.....	104	April 21	Nov. 26	294 04	312 00	606 04	17,203 61	3.5	27
Ira B. Hagan, Jr..	96	April 19	Nov. 15	252 00	288 00	540 00	8,573 30	6.3	18
L. E. Jackman....	41½	May 1	Oct. 5	169 67	124 50	294 17	13,207 74	2.2	20
B. J. Libby.....	32½	May 13	Nov. 12	132 68	97 50	230 18	7,634 30	3.0	13
F. H. Marshall....	37	April 1	Nov. 11	146 35	111 00	257 35	11,693 34	2.2	15
Geo. Mawhinney..	74	April 26	Oct. 29	225 79	222 00	447 79	7,613 46	5.9	17
G. H. Mitchell....	69½	April 20	Dec. 10	236 40	208 50	444 90	13,656 55	3.3	17
A. T. Randlett....	48½	May 3	Oct. 31	141 66	145 50	287 16	11,134 76	2.6	17
C. W. Shorey.....	90½	May 1	Nov. 15	275 48	271 50	546 98	14,080 03	3.9	22
E. E. Smith.....	46	May 16	Oct. 20	129 59	138 00	267 59	7,566 84	3.5	12
J. J. Spinney.....	113½	April 1	Nov. 25	210 06	340 50	550 56	19,015 98	2.9	25
A. T. Stevens.....	44	April 26	Nov. 16	121 29	132 00	253 29	7,887 59	3.2	11
H. S. Towne.....	100½	May 1	Oct. 15	311 99	301 50	613 49	18,419 84	3.3	29
A. J. Wiggin.....	100	Mar. 30	Nov. 1	243 48	297 00	540 48	18,942 79	2.8	22
Totals.....	1898			\$4174 61	\$4191 00	\$8365 61	\$261,404 82	3.2	408

EXPENDITURES OF OFFICE, 1910.

	Cr.	Dr.	Balances.
Salary of Commissioner.....	\$2,500 00	\$2,500 00	
Salary of Assistant Commissioner.....	1,500 00	1,500 00	
Salary of Clerk and Book-keeper.....	1,300 00	1,191 65	\$108 35
Salary of Stenographer and extra clerk hire.....	2,700 00	1,654 54	1,045 46
Traveling expenses of Commissioner and Assistant..	2,000 00	1,519 14	480 86
Office furnishings and equipment.....	1,572 89	973 83	599 06
Printing reports, blank forms, stationery, supplies, express, telephone, postage, etc.....	3,550 00	2,743 98	806 02

TRUNK LINE CONTRACTS.

We herewith present short descriptions of each of the trunk line jobs undertaken this year. As noted elsewhere contracts for 13.11 miles of this work were let during the year and 7.99 miles were completed. As this was the first attempt at this kind of work only a few jobs were started. Surveys and plans, however, for some 20 miles of this construction have been completed and we hope to find time to prepare specifications for this work before the road building season opens, so that contracts may be let and the work started early in 1911.

CASCO.

Section of road on trunk line leading from White Mountains to Poland Springs via Fryeburg, Bridgton, Naples, Casco and Poland; contractor, F. E. Tenney.

Nature of improvement, clearing, grading and drainage.

Work begun, April 28th; completed, August 20th.

Estimated quantities and prices for same submitted by contractor:

5,300 lineal feet of grading and surfacing @ \$0.18.	
12 dry stone culverts	\$219 00
500 lineal feet wood guardrail @ \$0.10.	
Lump sum amount of contract	\$1,219 00
Advertising	40 06

Total cost of work	\$1,259 06
State apportionment	\$750 00
Subscribed by A. B. Ricker	150 00
Appropriated by town of Casco	359 06

	\$1,259 06

POLAND.

Section of road on trunk line leading from White Mountains to Poland Springs, via Fryeburg, Bridgton, Naples, Casco and Poland. Contractor, David McLellan.

Nature of improvement: clearing, grading and drainage.

Work begun April 28th; completed, August 20th.

Estimated quantities and prices for same submitted by contractor:

5,362 lineal feet of road surfaced @ \$0.235.

5 dry stone culverts, \$125.00.

1 culvert to be lengthened 6 ft., \$10.00.

Brush mattress 12 inches deep, \$47.50.

Clearing, \$10.00.

300 feet of side ditch, \$20.00.

Lump sum amount of contract \$1,472 57

Advertising 40 06

Total cost of work \$1,512 63

State apportionment \$750 00

Subscribed by A. B. Ricker 250 00

Appropriated by town of Poland 512 63

\$1,512 63

KITTERY, SECTION NO. 1.

Contract "E." Contractors, Tyrrell & Gill. W. A. Grover, engineer; A. J. Wiggin and Walter H. Hawkes, inspectors.

Nature of improvement, grading, drainage and macadam surface; area, 13,474 sq. yds.; cost per sq. yd., including grading, \$1.22.

Work begun August 1st; completed, December 3rd.

The section of road improved begins at the bridge between Portsmouth and Kittery and extends easterly to the state road work done by the town in 1909. On July 15th bids were received, ranging from \$16,800.00 to \$23,000.00.

The contract was awarded to Tyrrell & Gill, the lowest bidders, and consists of the following items:

Grading, lineal feet, 8,084 @ \$0.66.

Macadam surface, square yards, 13,474 @ \$0.74.

Placing 12 inch metal culverts, feet, 112 @ \$0.30.

" 18 " " " " 60 @ \$0.30.

Concrete masonry, cubic yards, 53.9 @ \$12.00.

Wood guard rail, lineal feet, 220 @ \$0.50.

Steel bars, lbs., 2,392 @ \$0.04.

Stone base, lineal feet, 1,150 @ \$0.59.



Kittery-Portland. Trunk Line. Reinforced concrete culvert. 1910



Lump sum amount of contract	\$16,800 00
Extra work:	
12 inch metal culvert, 32 feet	\$9 60
Concrete end walls, 2 cubic yards	24 00
Guard rail, 132 lineal feet	66 00
<hr/>	
Total payments on contract	\$16,899 60
Engineering and inspection	418 52
Advertising	18 68
Metal culverts	174 99
<hr/>	
Total cost of work	\$17,511 79
Amount appropriated by town of Kittery.....	\$450 00
State aid apportioned for improvement of state roads	509 75
State aid apportioned for improvement of trunk lines	17,000 00
<hr/>	
Amount available for expenditure	\$17,959 75
Cost of work	17,511 79
<hr/>	
Unexpended balance	\$447 96

KITTERY, SECTION NO. 2.

Contract "F." Contractor, American Truck Co.; W. A. Grover, engineer; A. J. Wiggin, inspector.

Nature of improvement, drainage, grading and gravel surface. Work begun, September 10th.

This section begins at the Brixham road and extends to the York town line.

Bids were received September 3rd ranging from \$7,338.50 to \$11,840.00. The contract was awarded to the lowest bidder and consists of the following items:

- Grading, lineal feet, 7,144 @ \$0.58.
- Gravel surface, square yards, 11,907 @ \$0.23.
- 12 inch metal culvert, feet, 104 @ \$0.25.
- 18 " " " " " 26 @ \$0.30.
- Concrete masonry, cubic yards, 11 @ \$8.00.
- Stone base, lineal feet, 870 @ \$0.35.
- Side ditch, lineal feet, 300 @ \$0.10.

Lump sum amount of contract	\$7,338 50
Payments on contract to Jan. 1st, 1911.	
85% of work done	\$4,907 52
Advertising	23 84
Engineering and inspection	200 90
	<hr/>
Total cost to January 1st, 1911	\$5,132 26
State apportionment	\$10,000 00
Cost of work to January 1st, 1911	5,132 26
	<hr/>
Unexpended balance	\$4,867 74
Work not completed.	

YORK.

Contract "G," Contractor, American Truck Company; W. A. Grover, engineer; A. J. Wiggin, inspector.

Nature of improvement, drainage, grading and gravel surface.

Work begun, September 30th; not completed in 1910.

The section of road improved begins at the Kittery town line and extends easterly.

On September 3rd, bids ranging from \$6,756.62 to \$7,980.00 were received and the contract was awarded to the American Truck Company, the lowest bidder.

Estimated quantities and the prices submitted by the contractor are as follows:

Grading, lineal feet, 5,356 @ \$0.67.	
Gravel surface, square yards, 8,927 @ \$0.30.	
12 inch metal culvert, lineal feet, 130 @ \$0.25.	
Wood guard rail, lineal feet, 260 @ \$0.25.	
"V" drain, lineal feet, 200 @ \$0.70.	
Stone base, lineal feet, 650 @ \$0.35.	
Retaining wall repairs, \$25.00.	
Lump sum amount of contract	\$6,756 62
Advertising	\$23 84
Engineering and inspection	195 74
Metal culverts	98 80
Payment on contracts	3,135 73
	<hr/>
Total payments by State of Maine	\$3,454 11

Payments on contract by town of York.....	1,172 83
<hr/>	
Total cost of work	\$4,626 94
Apportionment for trunk line.....	\$8,000 00
Payments by State of Maine	3,454 11
<hr/>	
Unexpended apportioned balance	\$4,545 89
Statement of state road account:	
Joint fund	\$1,575 75
Amount paid by town of York.....	\$1,172 83
Town's part of joint fund	900 00
<hr/>	
Aid due town of York.....	\$272 83
Aid paid town of York	282 73
<hr/>	
Overpayment of aid	\$9 90
Actual unexpended balance forward to 1911 ..	\$393 02
Aid due on completion of contract.....	383 12

WELLS.

Section of road built by day labor under the supervision of A. J. Wiggin, located on the Kittery and Portland Trunk Line, beginning at the westerly end of the section built by the town of Wells in 1910 and extending westerly to 140 feet west of the Boston & Maine Railway crossing.

The work was begun November 1st and continued until November 27th.

Work consists of grading and graveling.

Length, 1,800 feet.	
State apportionment	\$1,800 00
Payments for labor and material.....	\$899 71
Engineering and inspection	54 83
<hr/>	
Total payments in 1910	\$954 54
Unexpended balance	\$845 46

KENNEBUNK.

The joint funds for 1909 and 1910 were available for expenditure in Kennebunk. The municipal officers and the state commissioner together decided that these funds could best be expended, together with an apportionment of trunk line funds,

in reconstructing so much of the designated state road as lies between Mousam bridge in the village of Kennebunk and the Wells line, a distance of about two miles. This is a section of the trunk line leading from Portland, Maine to Portsmouth, N. H., which was in very bad shape.

Specifications were prepared for the reconstruction of this road with the following estimated quantities:

Grading, lineal feet, 7,996.

Gravel surface, square yards, 3,666.

Macadam surface, square yards. 13,327.

or gravel, " " " 13,327.

12 inch metal culvert, feet, 21

16 " " " " 25

18 " " " " 25.

24 " " " " 71.

Concrete masonry, cubic yards, 17.22.

Wooden fencing, lineal feet, 24.

Drop inlets, complete, 2.

Rebuilding culvert.

Outlet ditch, feet, 1,100.

Twenty-two hundred feet (2200 ft.) or 3,666 square yards of this road had been previously graveled, and the work called for on this section consisted of a three-inch (3-inch) surfacing only, to conform to the new grade and crown of the road.

All material and labor to be furnished by the contractor except metal culverts.

On June twenty-ninth the following lump sum bids were received:

For macadam surface:

Angelo Lorello, Portland, Maine \$20,408 71

Fred E. Ellis, Melrose, Mass 21,255 09

For gravel surface:

Angelo Lorello 17,476 77

Fred E. Ellis, Melrose, Mass. 13,925 24

These bids were rejected as being too high.

The highway commissioner reported these conditions to the governor and council and asked for permission to construct a portion of this section by day-labor in charge of one of the inspectors of the department. On the assurance that the work could be done at a much less price than had been bid, the gov-

ernor and council authorized the state commissioner to proceed and a crew was organized and put upon the work under the supervision of A. J. Wiggin, state road inspector.

5,200 feet of road, beginning at the Wells line and extending towards Kennebunk was rebuilt in a much more substantial manner than had been specified for the contract work. The cost of rebuilding this section, including 1,100 feet of old gravel surface which was really reconstructed, was \$3,399.25.

Work done by State of Maine:

Labor and material	\$3,074 60
Advertising	25 60
Culverts, gravel, tools, etc.	206 29
Engineering and inspection	92 76
	<hr/>
Cost	\$3,399 25

A contract was let to the town of Kennebunk for the reconstruction of 3,996 lineal feet, beginning on the road at the Mousam bridge and running westerly, including, as stated above, 1,100 feet which had already been graveled. The lump sum price for doing this work, including grading, draining and incidental work was three thousand eighty dollars and thirty-seven cents (\$3,080.37.) After the contract was executed permission was given to substitute macadam for gravel on the first 700 feet of the work. This work was under the general charge of Mr. Wiggin and was completed according to specifications, including the 700 feet of macadam and an extra 1,000 feet of grading and graveling at a cost of two thousand four hundred thirty-five dollars and seventy-one cents (\$2,435.71). For details of this work see Kennebunk contract No. 24.

It is thus seen that the complete cost of reconstructing this two-mile section of trunk line was \$5,834.96.

Available for this work:

State apportionment	\$6,500 00
Joint funds for 1909-10	3,080 37
	<hr/>
Total	\$9,580 37
Cost of work	\$5,834 96

Total length of road, 10,196 feet; width, 21 feet.

Macadam surface, 700 feet x 20 feet.

Gravel surface, 9,496 feet x 18 feet.

Total number square yards, 21,525.

Cost per square yard, \$0.27.

Unexpended balance of Trunk Line apportionment \$3,100 75

SOUTH PORTLAND.

Contract "D". John W. Gulliver, contractor; H. W. Grant, engineer; Walter H. Hawkes, inspector.

Section of road on the trunk line between Kittery and Portland, beginning at the Standard Oil Company's plant near Vaughan's Bridge and extending westerly to Cash's Corner.

This work was advertised for the construction of 2,825 lineal feet of grading and 5,650 square yards of bituminous macadam surface, the contractor to perform all labor and furnish all material, except bituminous binder, and the following lump sum bids were received June 28th:

R. D. Shanahan, Portland	\$7,755 75
John W. Gulliver, Portland	7,784 00
Forgione & Romano Co., Portland	8,800 00

As only six thousand one hundred dollars (\$6,100.00) was available for this improvement these bids were all rejected and the specifications were changed, substituting a gravel surface 24 feet wide in place of the bituminous macadam surface and the work was advertised as follows:

Grading, lineal feet, 2,825.

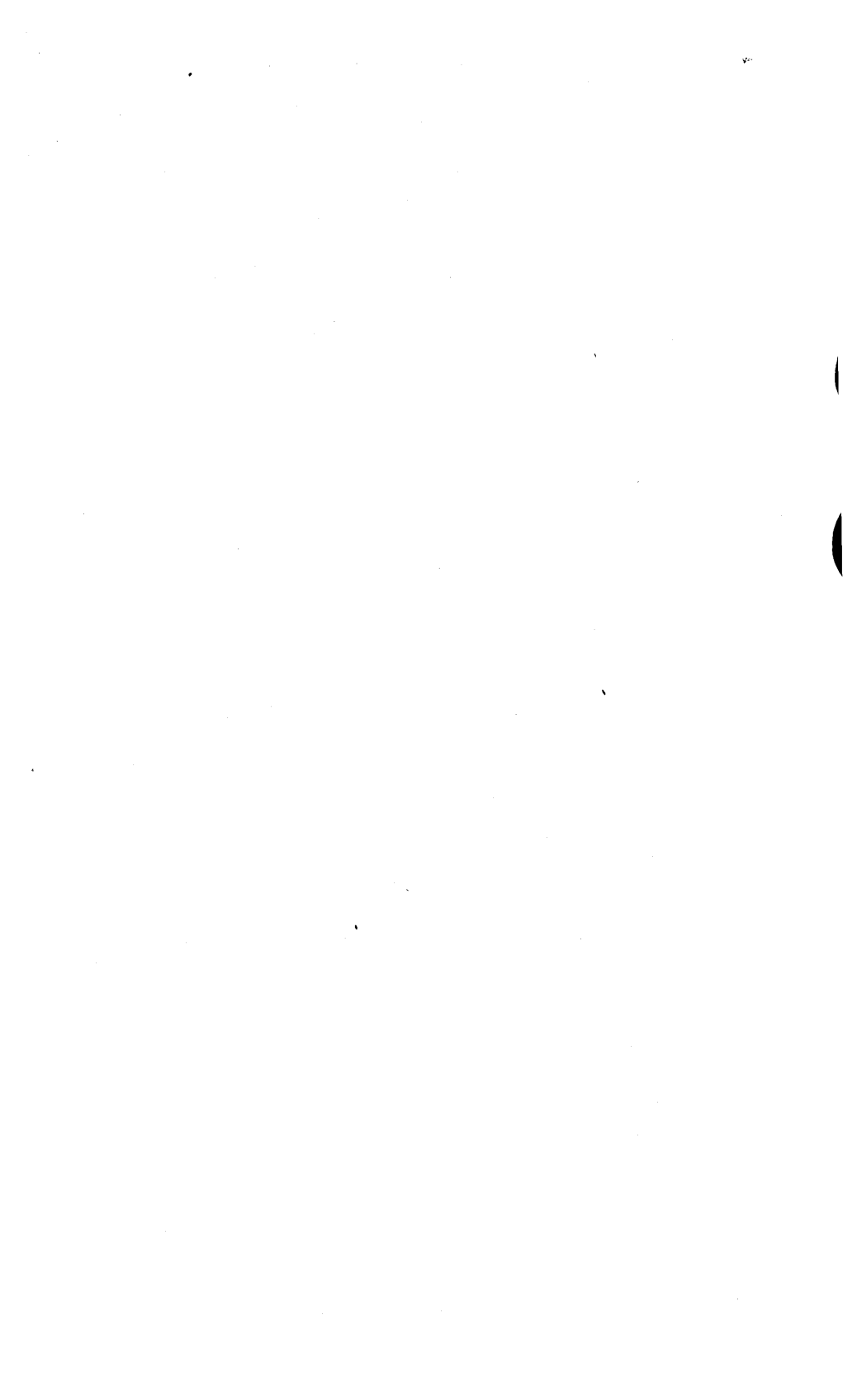
Gravel surface, square yards, 7,534.

On July 18th the following lump sum bids were received:

John W. Gulliver, Portland	\$4,449 00
Forgione & Romano Co., Portland.....	5,622 15
Angelo Lorello, Portland	5,650 00
R. D. Shanahan, Portland	5,797 00

The contract was awarded to John W. Gulliver, the lowest bidder, at the above price.

For the construction of this section of road, the sum of three thousand one hundred dollars (\$3,100.00) was contributed by citizens of Portland through the efforts of Philip J. Deering,

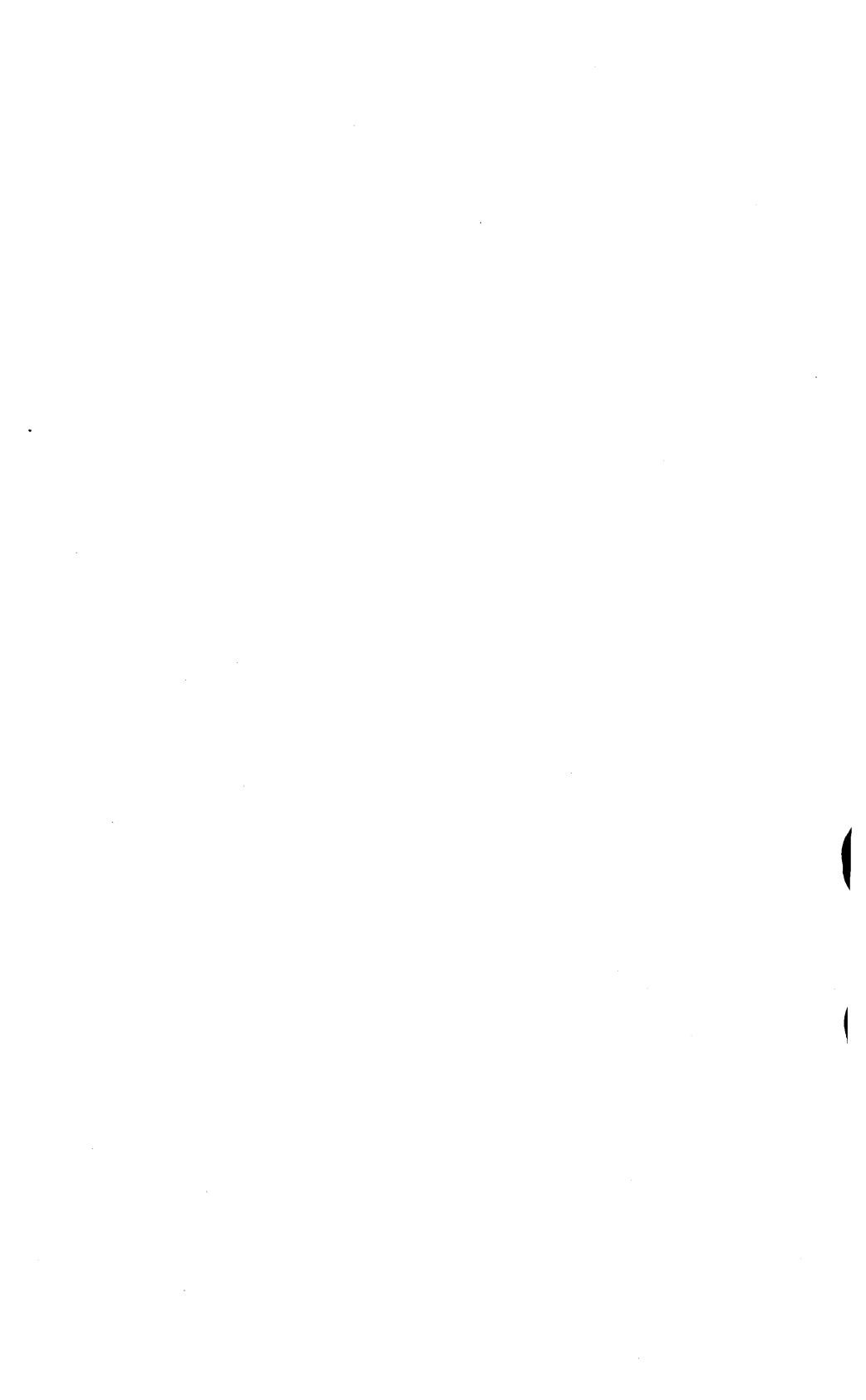




South Portland. Section of Trunk Line, showing road before improvement



South Portland. Section of Trunk Line, showing road after improvement Gravel surface



representing the Portland Board of Trade, and three thousand dollars (\$3,000.00) was apportioned by the Governor and Council from the trunk line fund.

A complete statement of expenditures is as follows:

Advertising	\$36 01
Payments on contract and extra work	4,824 00
Road oil	109 82
Engineering and inspection	262 25
	<hr/>
Total expenditure	\$5,232 08

The above statement of expenditures when separated into the subscription account and the State of Maine apportionment account is as follows:

SUBSCRIPTION ACCOUNT.

Advertising	\$36 01
Inspection	155 05
Payments on contract	2,908 94
Unexpended balance	15 20
	<hr/>
Amt. of subscriptions with interest	\$3,115 20

STATE OF MAINE ACCOUNT.

Engineering and inspection	\$107 20
Payments on contract	1,915 06
Road oil	109 82
Unexpended balance	867 92
	<hr/>
State apportionment	\$3,000 00

ROCKLAND-ROCKPORT.

Five and one-half miles of road on the trunk line leading from Rockland to Bangor along Penobscot Bay and River. This section begins at Maverick Square, Rockland, and extends to the iron bridge in Rockport.

Specifications call for completely regrading this section of road, providing thorough surface and underdrainage and a bituminous macadam wearing surface fourteen feet wide sup-

ported by earth, gravel or stone shoulders three feet wide on each side, giving a twenty foot roadway.

Contractor furnishes all labor, tools and machinery of every kind; all stone for macadam; all cement and stone for masonry; receives metal culverts furnished by state at Rockland, delivers and places them; receives bituminous binder furnished by state, at Rockland, delivers, heats and applies same.

Specifications for bituminous surface are as follows:

"The materials used in building the Bituminous Macadam surface, shall be the hardest local limestone and refined tar.

The broken limestone of sizes called for by the following specifications shall be furnished by the party of the second part; refined tar shall be furnished by the party of the first part.

The road shall be built in two courses. The *first course* to consist of broken stone ranging in size from $2\frac{1}{2}$ inches in diameter to $1\frac{1}{4}$ inches in diameter placed and rolled to a finished depth of 4 inches on the sub-grade prepared as called for by Section 4, page 5; this first course shall be well filled with screenings and rolled until solid, care being taken that no surplus fine material remains on the surface, after the voids have been filled.

The *second course* to consist of broken stone ranging in size from $1\frac{1}{4}$ inches in diameter to $\frac{3}{4}$ inches in diameter placed on the first course and lightly rolled to grade and crown, having a finished depth of $2\frac{1}{2}$ inches. This second course shall be thoroughly dry before applying the tar binder.

The tar binder shall be distributed upon the second course at the rate of approximately $1\frac{1}{2}$ gallons per square yard.

The tar should be heated in iron kettles holding not less than nine barrels, to a temperature of between 250° F. and 325° F. and may either be poured from coal scuttles, watering pots with fan shaped nozzle, or run upon the road through a hose connected with the kettle, or applied from a mechanical distributor approved by the engineer. The tar should completely penetrate the second course of stone.

Clean $\frac{1}{2}$ inch stone, free from dust, shall be immediately spread upon the binder of sufficient quantity to fill the voids, and the road then rolled until firm.

A paint coat of hot tar should then be applied at the rate of approximately $\frac{1}{2}$ gallon per square yard and covered with $\frac{1}{2}$ inch screenings which may contain some dust.

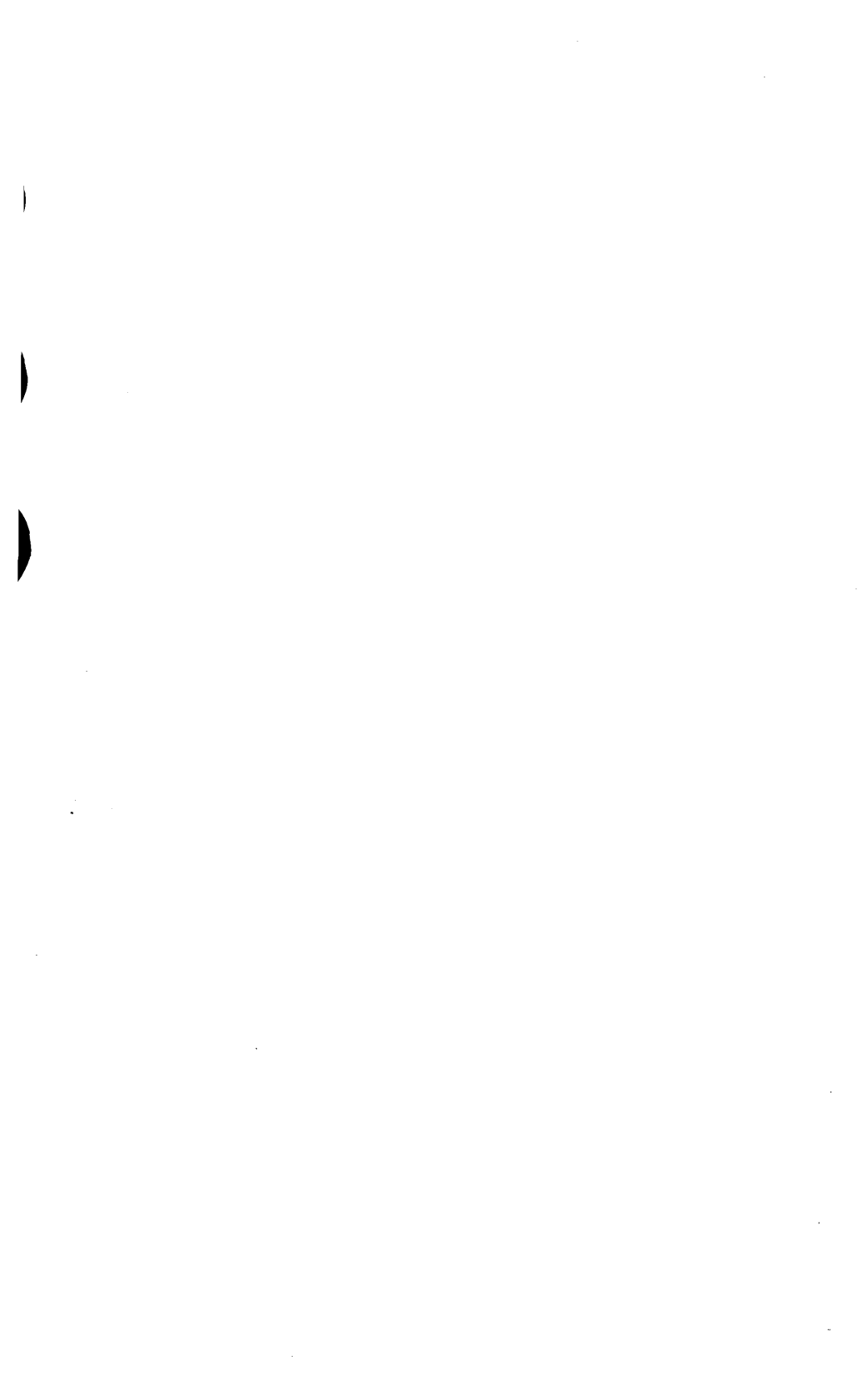




Rockland-Rockport. Trunk Line, showing method of applying bituminous material



Rockland-Rockport. Trunk Line, showing courses of material and bituminous binder



The road should then be rolled and fresh screenings added where called for by the engineer.

The party of the first part reserves the right to change the bituminous binder at any time, but the general method of treatment shall be the same as specified herein.

As this work is located in two municipalities it was decided to let it in two separate contracts.

The following work is located in Rockland :

Grading, lineal feet	4,624
Bituminous Macadam, square yards	7859 1-3
10" metal culvert, lineal feet	92
12" metal culvert, lineal feet	214
16" metal culvert, lineal feet	46
20" metal culvert, lineal feet	34
Cement stone masonry, cubic yards	6
Concrete masonry, cubic yards	60
Wood fence, lineal feet	100
Catch basin	1
Side ditch, lineal feet	300
Stone drain, lineal feet	447
Drop Inlet	2

The specifications for the Rockport section include the following work :

Grading, lineal feet	23,733
Bituminous macadam, square yards	37,584 2-3
10" metal culvert, lineal feet	164
12" metal culvert, lineal feet	338
14" metal culvert, lineal feet	22
16" metal culvert, lineal feet	24
18" metal culvert, lineal feet	54
20" metal culvert, lineal feet	48
Concrete masonry, cubic yards	85
Wood fence, lineal feet	740
Catch basin	1
Steel, lbs.	1,035
"V" drain, lineal feet	3,660
Stone base, lineal feet	300
Drop inlets	2

This work was advertised for letting on May 24th, but no bids were received.

On June 9th the following lump sum bids were received:

	Rockland	Rockport	Total
Hassam Paving Co.,			
Worcester, Mass.	\$9,454 31	\$41,526 73	\$50,976 04
D. M. Susi,			
Pittsfield, Me.,	11,980 00	55,437 00	67,417 00
Bearce & Clifford,			
Lewiston, Me.	15,771 00	57,371 00	73,142 00

All these bids were rejected as being too high.

On June 22nd the following bid was received and contract was awarded:

	Rockland	Rockport	Total
Coleman Bros.,			
Chelsea, Mass	\$7,700 00	\$35,200 00	\$42,900 00

On October 31st work was suspended for the season on account of cold weather, two and three-fourths miles of road having been completed. Work will be resumed as soon as weather will permit.

Expenditures to date on these two contracts are as follows:

Paid account of contracts to Coleman Bros.	\$19,676 06
Paid for metal culverts and Bituminous Binders..	6,199 56
Paid for engineering, salary and expenses	1,214 24
Paid for advertising and general expenses	162 52

Total	\$27,252 38
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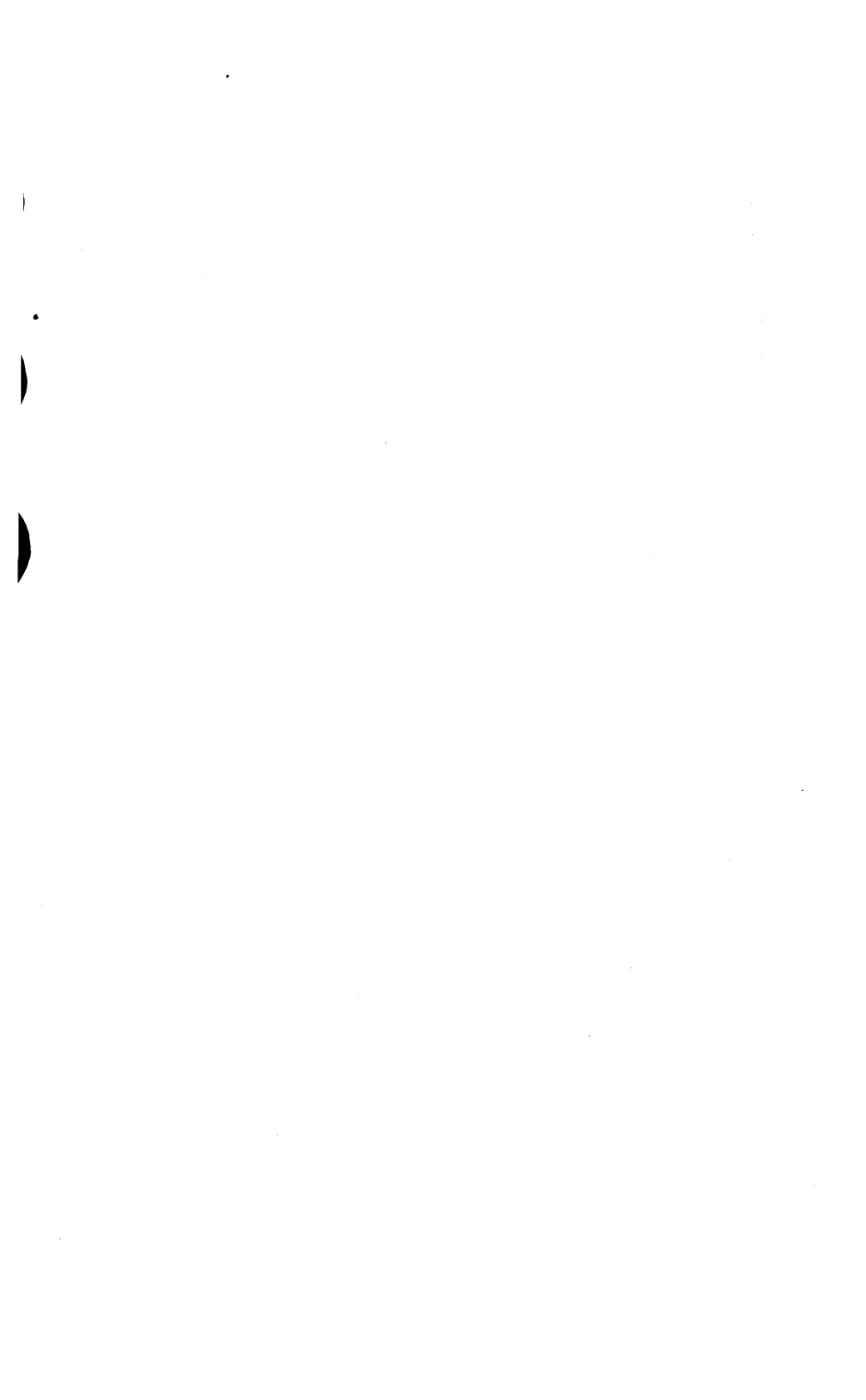
Available for this work:

State apportionments	\$33,000 00
Subscriptions from individuals	12,100 00
Appropriated by city of Rockland	4,000 00
Appropriated by town of Rockport	4,000 00
Interest on deposits	438 38

Total	\$53,538 38
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Rockland-Rockport. Trunk Line. Finished section built in 1910. Bituminous Macadam



SPECIAL CONTRACTS, (NOT REQUIRED UNDER THE STATE ROAD LAW) MADE AT REQUEST OF MUNICIPAL OFFICERS BY THE DEPARTMENT.

NAPLES.

Lewis P. Knight, Contractor.
 G. A. Glover, Selectman, In charge of the work.

Nature of improvement, dry rubble rip-rap filling, split stone coping, iron guard rail.

Roadway 21 feet wide with gravel surface 15 feet wide; length, 195 feet.

Amount of contract, \$599.00.

Additional work of a similar kind was done by the town, making total length 315 feet; width, 26 feet.

Details of work done by town are as follows:

Grading	\$117 00
Earth surface	45 00
Guard rails (iron) 120 feet	51 30
Stone coping, sharpening drills, etc.	53 40
<hr/>	
Cost of additional work	\$266 70
Total cost of work	\$865 70
Amount appropriated by town	\$400 00
State aid apportioned under Section 6	400 00
<hr/>	
Joint fund	\$800 00
Additional amount furnished by town	65 70
<hr/>	
Net cost of work	\$865 70
Cost to town	465 70
<hr/>	
State aid approved	\$400 00

RANDOLPH.

P. J. Nelligan,	Contractor.
Chas. E. Clarke, Selectman,	In charge of the work.
Nature of improvement, grading and bituminous macadam surface; area, 649 sq. yds.	
Length, 128 feet; width, 53 feet.	
Grading	\$66 43
Paved gutter	101 57
Engineering	75 00
Bituminous macadam surface @ \$1.25 per sq. yd...	811 25
<hr/>	
Total cost of work	\$1,054 25
Amount appropriated by town	\$400 00
State aid apportioned under Section 6	400 00
<hr/>	
Joint fund	\$800 00
Additional amount furnished by town	254 25
<hr/>	
Net cost of work	\$1,054 25
Cost to town	654 25
State aid approved	\$400 00

WINDHAM.

David W. McLellan,	Contractor.
W. H. Cram, Selectman,	In charge of the work.
Nature of improvement, grading, gravel surface, 15 feet wide; side ditch and cement stone culverts lengthened and rebuilt.	
Length, 3,400 feet; width, 24 feet.	
1 cement stone culvert, lengthened 2 feet.	
1 cement stone culvert, lengthened 3 feet.	
1 cement stone culvert, rebuilt 28.5 feet.	
1 cement stone culvert, rebuilt 28 feet.	
Amount of contract	\$952 00
Engineering and advertising	29 11
<hr/>	
Total cost of work	\$981 11

Amount appropriated by town	\$500 00
State aid apportioned under Section 6	460 00
	<hr/>
Joint fund	\$960 00
Additional amount furnished by town	21 11
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Net cost of work	\$981 11
Cost to town	521 00
	<hr/>
State aid approved	\$460 00

RAYMOND.

Chas. H. Berry,	Contractor.
G. H. Hall, Selectman,	In charge of the work.
Nature of improvement, grading, drainage, earth surface.	
Length, 2,000 feet; width, 26 feet.	
Grading, 2 stone culverts, each 12 inches x 15 inches x 26 feet.	
Amount of contract	\$500 00
Amount appropriated by town	\$250 00
State aid apportioned under Section 6	250 00
	<hr/>
Joint fund	\$500 00
Cost of work	\$500 00
Cost to town	250 00
	<hr/>
State aid approved	\$250 00

WORK UNDER SPECIAL LEGISLATIVE RESOLVES.

Following are reports of the estimates of the principal highway and bridge jobs referred to the state highway department for supervision under resolves of the Legislature of 1909.

RESOLVE IN FAVOR OF AID IN REPAIRING HIGHWAY IN THE TOWN OF GREENBUSH.

In the report for 1909 was included a report of the progress under this resolve stating that the work had been advertised and no bids had been received also that we were unable to close a contract with the selectmen of the town to take the work for the state appropriation.

On June eleventh, 1910, the selectmen notified the department that the town had appropriated six hundred dollars (\$600.00) to be expended with the state appropriation. Bids were advertised to be opened on August sixteenth, 1910, but none were received.

On August twenty-sixth another attempt was made to get the selectmen to take the contract for the work for the amount of the state appropriation; in this way leaving for the town to pay only the exact cost of the work over and above the amount of the state appropriation. On September fifth the selectmen notified the department that they could not arrange to do this and that in their opinion the appropriation had better be allowed to lapse. At the solicitation of some of the citizens of Oldtown the state commissioner arranged with Mr. E. T. Hartwell, street commissioner of Oldtown, to go to Greenbush early in October and see if any arrangement could be made for starting this work.

Mr. Hartwell reported that it was inadvisable to try to do the work so late in the season, which report confirmed the judg-

ment of the state highway commissioner. Consequently, nothing has been done under the special resolve, but the state road appropriations for 1909 and for 1910 have been expended on this section of road.

RESOLVE IN FAVOR OF ROADS IN INDIAN TOWNSHIP.

Resolved, that the sum of three thousand five hundred dollars be and hereby is appropriated for the construction and repair of roads and bridges in the Indian Township, Washington county, for the year nineteen hundred and nine, and three thousand five hundred dollars for the year nineteen hundred and ten. Each of the above appropriations shall be expended in each year as follows:

One thousand dollars for ordinary maintenance and repairs of the roads in said township, and two thousand five hundred dollars for the permanent improvement of said roads; said appropriation to be expended under the direction of the state commissioner of highways.

After a careful survey and examination of the road in Indian Township, it was decided that the most practical improvement which could be made would be to rebuild the culverts all of which were constructed of cedar or fir piles and covered with dirt, and make proper outlets for these culverts and proper side ditches, in other words to provide for drainage as far as possible, which was in very bad shape. As the work covered a length of six miles and was in small amounts consisting of the placing of twenty-eight or twenty-nine culverts, with concrete end walls and outlets to each culvert varying from 75 feet to 300 feet in length, it was decided to do the work on the day labor basis. A contract for furnishing labor was entered into with Chas. Murray of Woodland at the following rates:

Foreman per day of ten hours	\$4 00
Laborers per day of ten hours	2 00
Teams per day of ten hours	5 00

We kept an engineer to get grades for the ditches and to inspect the work, and he also kept time of the crew.

The following work was done:

- One 12" culvert 26' long.
- Seven 14" culverts 26' long.
- Sixteen 16" culverts 26' long.
- Two 18" culverts 26' long.

Two 24" culverts 26' long, all with standard concrete ends.

One 14" driveway culvert with ends.

4600 lineal feet of outlet ditches.

9100 lineal feet of side ditches.

Practically all of the outlet ditches had to be built through dense woods, which necessitated clearing and grubbing, before any excavation could be made. The country is so flat that many of the outlets had to be 300 feet long to get a two foot drop from the culvert.

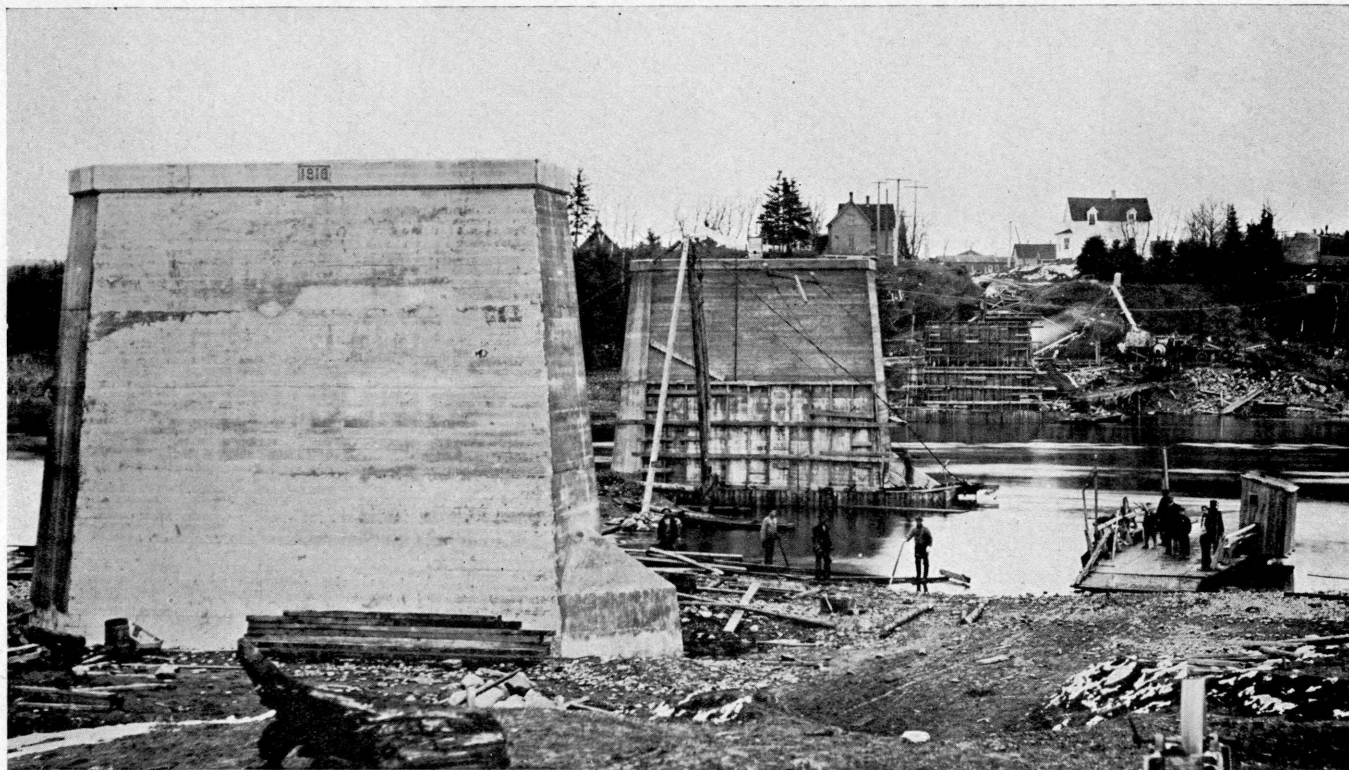
AVAILABLE FUNDS AND COST OF WORK.

Balance from 1909 appropriation	\$ 692 80
For maintenance	1,000 00
Appropriation for 1910	2,500 00
	<hr/>
Total	\$4,192 80
Paid to Chas. Murray, for labor, cement, etc.....	\$2,691 92
Paid to Chas. F. Pray of Calais, Engineering.....	254 34
Paid to L. McKechnie & Son	14 89
Paid to C. F. Eaton, use of scow, etc.....	60 00
Paid to John Breen	1,000 00
	<hr/>
Total expenditure	\$4,021 15
Unexpended balance	171 65

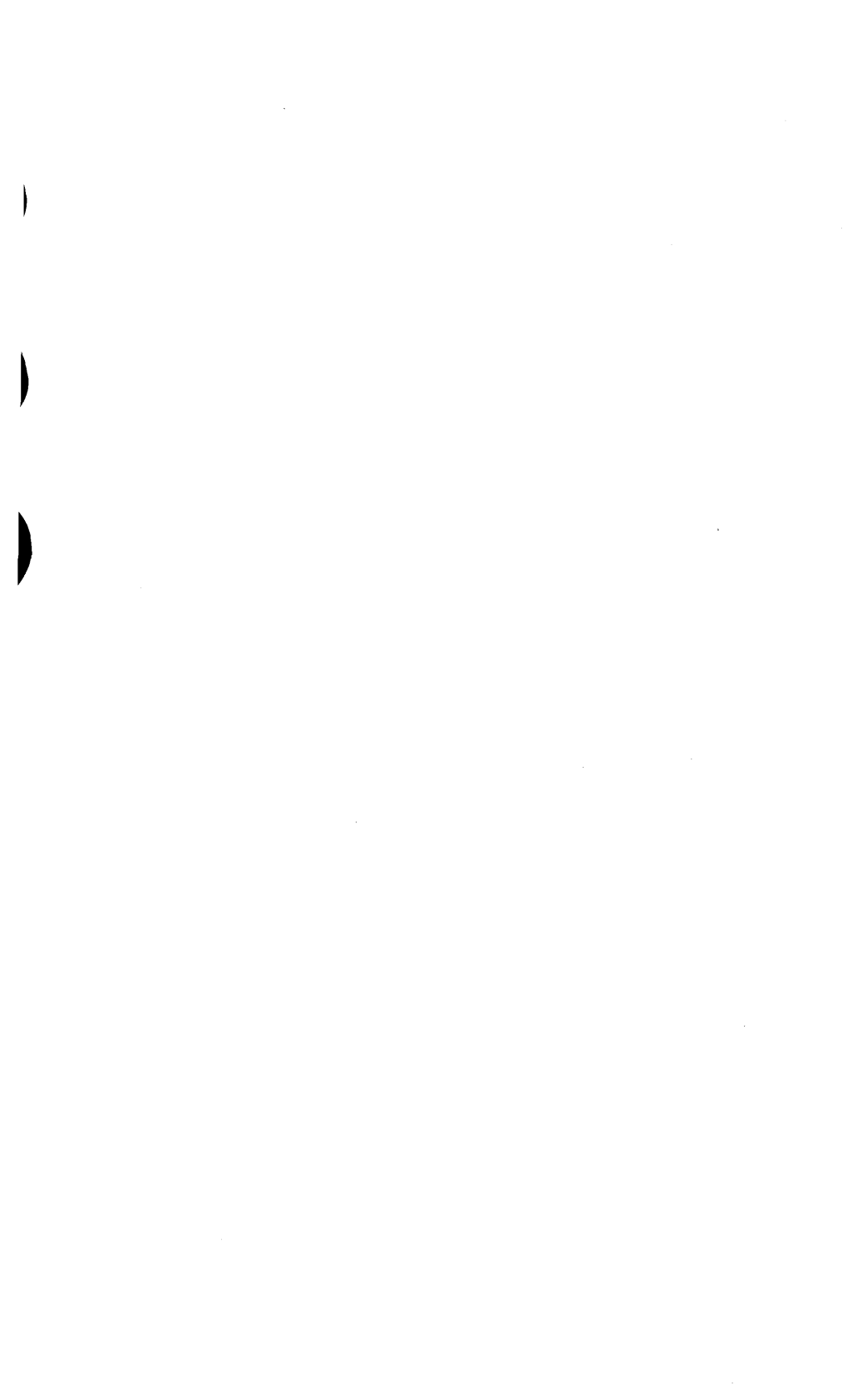
Note—These culverts were purchased in 1909. Gravel for the concrete ends had to be scowed across a lake and hauled from one to six miles with teams.

RESOLVE IN FAVOR OF A HIGHWAY BRIDGE OVER ST. JOHN RIVER
BETWEEN VAN BUREN, MAINE, AND ST. LEONARDS, NEW
BRUNSWICK.

Under a resolve of the last legislature the sum of thirty-seven thousand five hundred dollars, one-half in the year nineteen hundred nine and one-half in the year nineteen hundred ten was appropriated to meet one-half the cost of constructing a highway bridge over the St. John river, between the towns of Van Buren, Maine, and St. Leonards, New Brunswick, provided the Province of New Brunswick or the Dominion of Canada



International Bridge Masonry between Van Buren, Maine and St. Leonards, New Brunswick. 1910



furnish and expend an amount sufficient to meet one-half the cost of construction of said bridge.

The Dominion Parliament did not make appropriation for this purpose until 1910.

S. J. Chapleau, District Engineer, Department Public Works, representing the Dominion and the State Commissioner of Highways entered into and completed preliminary arrangements for starting the work in June and July. Tenders were called for on the construction of both the substructure and superstructure on September ninth.

The general form of super-structure decided on was a through truss bridge of about 762 feet between back-walls, consisting of three 143 foot spans and one 322 foot span, c. to c. of end bearings.

Roadway to be 22 feet wide with one foot walk six feet wide. Headway to be 15 feet in the clear. Bridge is designed for a moving load of a ten-ton wagon on two axles ten feet apart having a six-foot gauge, and a twenty-four-ton street car on two axles seven feet apart; moving abreast of each other; or for a uniformly distributed load of one hundred pounds per square foot of road way and sidewalk.

Specifications for masonry called for prices on both cement stone masonry and concrete.

The following bids were received:

SUPERSTRUCTURE.

Canton Bridge Co., Canton, Ohio	\$51,082 00
Boston Bridge Co., Boston, Mass.	47,452 00
Penn Steel Co., Boston Office	54,400 00
American Bridge Co., New York City	50,000 00
Penn Bridge Co., Beaver Falls, Penn.	40,991 00

SUBSTRUCTURE.

	1st class masonry.	2nd class masonry.	Concrete 1-3-6 under water.	Concrete 1-2-4 under water.	Concrete 1-3-6 above water.	Concrete 1-2-4 above water.	Rip rap under water.	Rip rap above water.	Excavation under water.	Sheet piling, per M.	Piles driven, per lin. ft.
J. L. Parkin & Son, Fairfield, Me.....	\$26 50	\$19 50	\$13 55	\$15 60	\$10 50	\$12 50	\$8 00	\$8 00	\$3 25	\$38 00	\$.50
Elie Roy, Lewiston, Me.....	15 30	11 80	9 10	10 15	8 80	9 50	3 50	3 40	1 00	40 00	.45
Powers & Brewer, Grand Falls, N. B.....	14 50	12 50	12 00	13 00	8 75	10 25	2 50	1 75	2 50	40 00	.32
E. G. O'Kelly, Toronto, Ont.....	20 00	12 00	12 00	12 50	8 50	11 50	2 50	1 75	2 00	65 00	.90

1. Elie Roy, \$22,254 00
2. Powers & Brewer, 23,895 50

3. E. G. O'Kelly, \$25,145 00
4. Parkin & Son, 30,598 50

The bid of Elie Roy was thrown out on account of check not being certified and two of the items submitted by him not being as called for in the specification.

A few days before bids were opened, September ninth, the U. S. War Department notified the state commissioner that on account of the international character of the bridge it would be necessary to obtain the consent of Congress before proceeding with the construction. On this account award of contract was delayed ten days while a waiver of objection to the construction was obtained from the Secretary of War on the understanding that authority of Congress would be obtained during its present session. This matter has been attended to by Senator Hale.

Upon receipt of this information award of the contract for substructure was made to Powers & Brewer and in three days their outfit was on the ground and construction operations had begun. They proved to be first-class contractors and on the night of Thursday, November twenty-fourth, they completed the contract for the masonry having in the meantime done about eight thousand dollars worth of work on foundations for the piers, which had not been planned on when the contract was let but which it was found necessary to do as the work proceeded.

On account of the ten days' delay in the awarding of contract some difficulty was experienced in closing the contract for the superstructure.

The Penn Bridge Company claimed that they had made an error in figuring their bid and asked the Bridge Commission to allow them some two or three thousand dollars extra to compensate for their error. They also claimed that their proposal was in accordance with our specification and their plan submitted, which was found upon careful examination not to correspond with the specification in some particulars.

The matter was finally adjusted by agreement of all parties that the contract should be written for the amount of the Penn Bridge Company's proposal and that the bridge should be constructed according to our specifications and a revised plan which should meet those specifications and that the whole matter should then be submitted to a qualified bridge engineer, acceptable to all parties to the contract, who shall say how much additional material, if any, we have a right to exact from the

said Penn Bridge Company, that they should furnish; and as in the meantime the bridge is to be built according to our interpretation shall determine for how much extra material, if any, the Bridge Company shall be compensated. This referee will also decide the price per pound that we shall pay for such material, if any shall be found to be required by us. The expense of this reference shall be borne equally by the Penn Bridge Company and the Bridge Commission.

Accordingly, a contract with above stipulations attached was entered into with the Penn Bridge Company under date of September twenty-ninth and under the terms of the contract the State of Maine and the Dominion of Canada may be called upon to pay two thousand or three thousand dollars over and above the price submitted in the Bridge Company's proposal.

Owing to the uncertainty which always attaches to foundation work no contract was let for the approach fills to this bridge when the other work was contracted for. As the work progressed and it became apparent that the expense of building the piers and abutments would be considerably in excess of the first estimate we saw that our appropriation would be insufficient to provide for making the approach fills. Local parties interested in the construction of the bridge were called together at Van Buren and the matter was laid before them and about a dozen of the leading business men of Van Buren, Maine, and St. Leonards, New Brunswick, offered to raise the money necessary to build the approach fills and then ask each Government to reimburse them for half their outlay. The approach fills were accordingly made under this arrangement, the Bridge Commission allowing their resident engineer to lay out the work and supervise it and keep account of the expense in connection with this work.

We find that there has been expended to date on account of these approach fills five thousand eight hundred seventeen dollars and eighty-seven cents (\$5,817.87) and it is estimated that the cost of completing the work, which was shut down on account of freezing weather, will be eight hundred dollars.

Under date of January seventh our chief engineer, Mr. E. E. Greenwood, gives us the following statement of expenditures

to date, and an estimate of the expenditures required to complete the structure, including approaches:

Advertising Bills certified	\$229 60
Masonry Bills certified	31,150 13
Approaches Bills certified	5,817 87
Approaches estimated to complete	800 00
Engineering Bills certified	2,460 54
Engineering estimated to complete	1,300 00
Superstructure contract	40,991 00
Superstructure contingent bill	2,000 00

Estimated total cost	<u>\$84,749 14</u>
Appropriations	<u>75,000 00</u>

Deficiency \$9,749 14

Based on these figures it is seen that there will be a deficiency practically of ten thousand dollars above the original appropriations made by the two Governments. The Dominion Government has already made appropriation to take care of their part of the additional expense and the State of Maine in addition to reviving the appropriations for this work, which lapsed on the first day of January, should make an appropriation of five thousand dollars more.

RESOLVE IN FAVOR OF AID IN BUILDING A HIGHWAY BRIDGE
ACROSS THE EAST BRANCH OF THE PENOBSCOT RIVER, IN THE
TOWN OF MEDWAY.

This work, which was started in 1909 and on which a progress report was made in the report for that year, was completed early in 1910. The following statement shows cost of the work and how it was borne:

ADVERTISING.

Bangor Daily News	\$5 25	
Portland Publishing Co.	5 00	
Burleigh & Flynt	4 00	\$14 25

ENGINEERING.

H. S. Ferguson	\$45 00	
E. E. Greenwood	274 19	
Pittsburgh Testing Laboratory	76 79	
F. R. Patten	722 84	\$1,118 82

MASONRY.

Reed, Steward & Blunt	\$7,866 65	\$7,866 65
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PLACING RIP-RAP AND INCIDENTAL WORK.

Pay rolls	\$330 09	\$330 09
Filling behind abutment, town of Medway	\$265 00	\$265 00

SUPERSTRUCTURE.

American Bridge Co.	\$13,352 00	\$13,352 00
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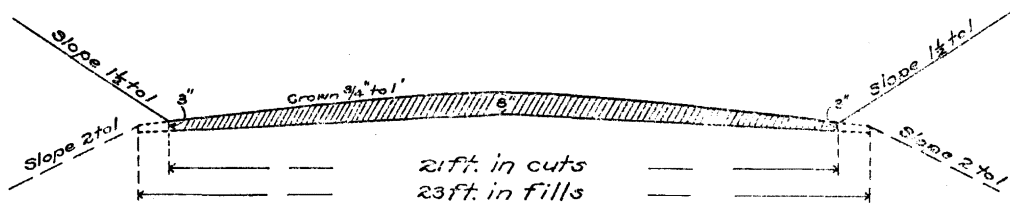
Total cost	\$22,946 81	
State appropriation	20,000 00	

Leaving balance to be paid by towns and county..	\$2,946 81	
Town of Medway pays under contract of October 2nd, 1909	600 00	

Leaving	\$2,346 81	
Penobscot county to pay under contract 1-3 of above balance	782 27	

Leaving	\$1,564 54	
Millinocket and East Millinocket each to pay ½ of this balance, or \$782.27 each.		

ROAD SECTION A

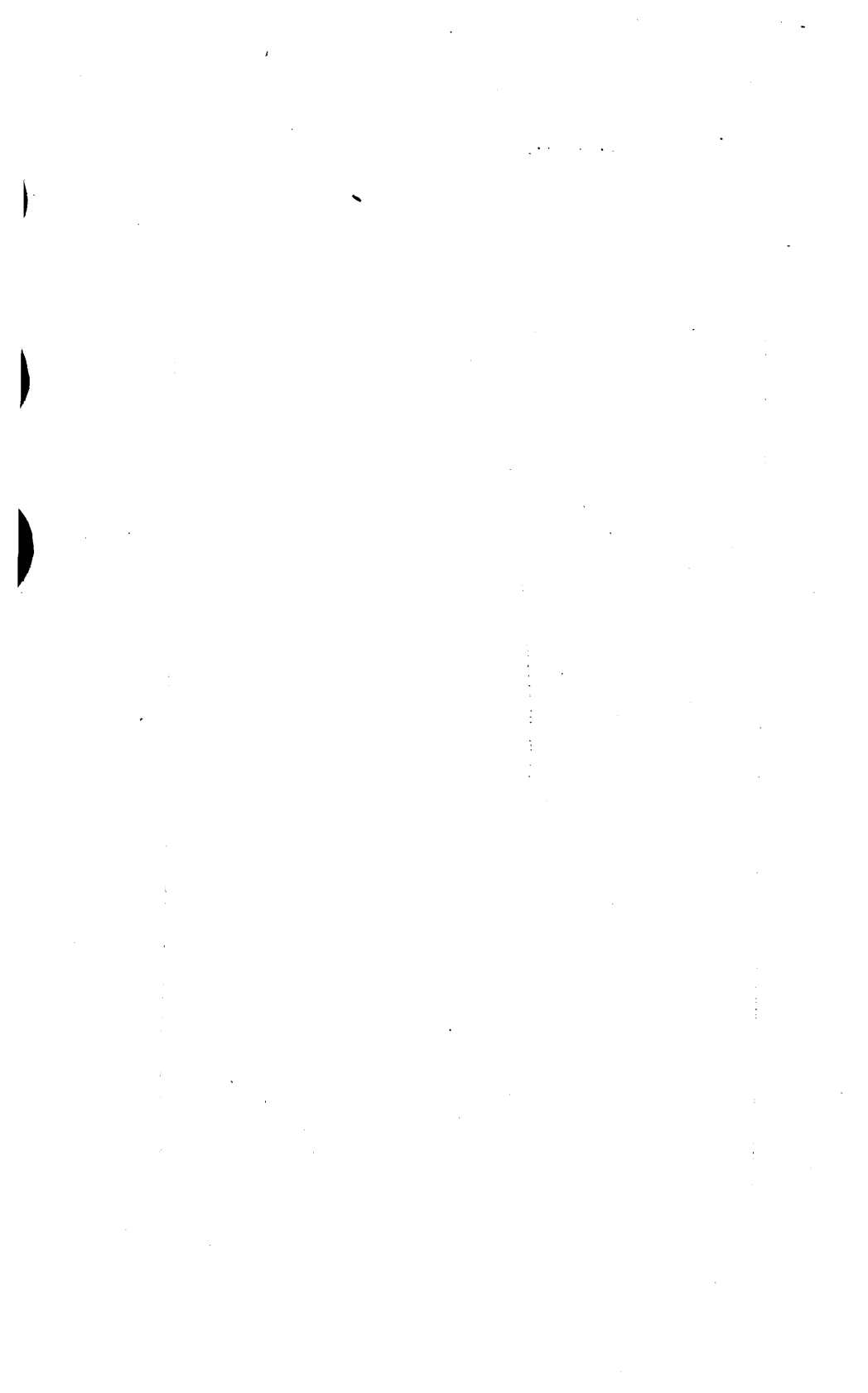


Specification:-

Thickness of courses after rolling is completed.

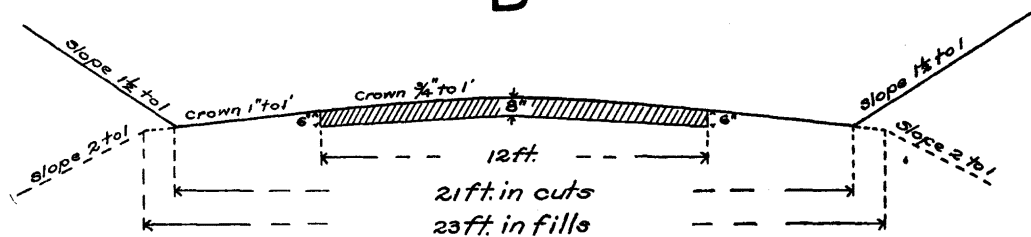
For macadam surface placed in two courses, bottom course 5 inches at center gradually diminishing in thickness to the sides, top course 3 inches, screenings or binder as called for.

For gravel surface placed in two courses, same as for macadam.



ROAD SECTION

B



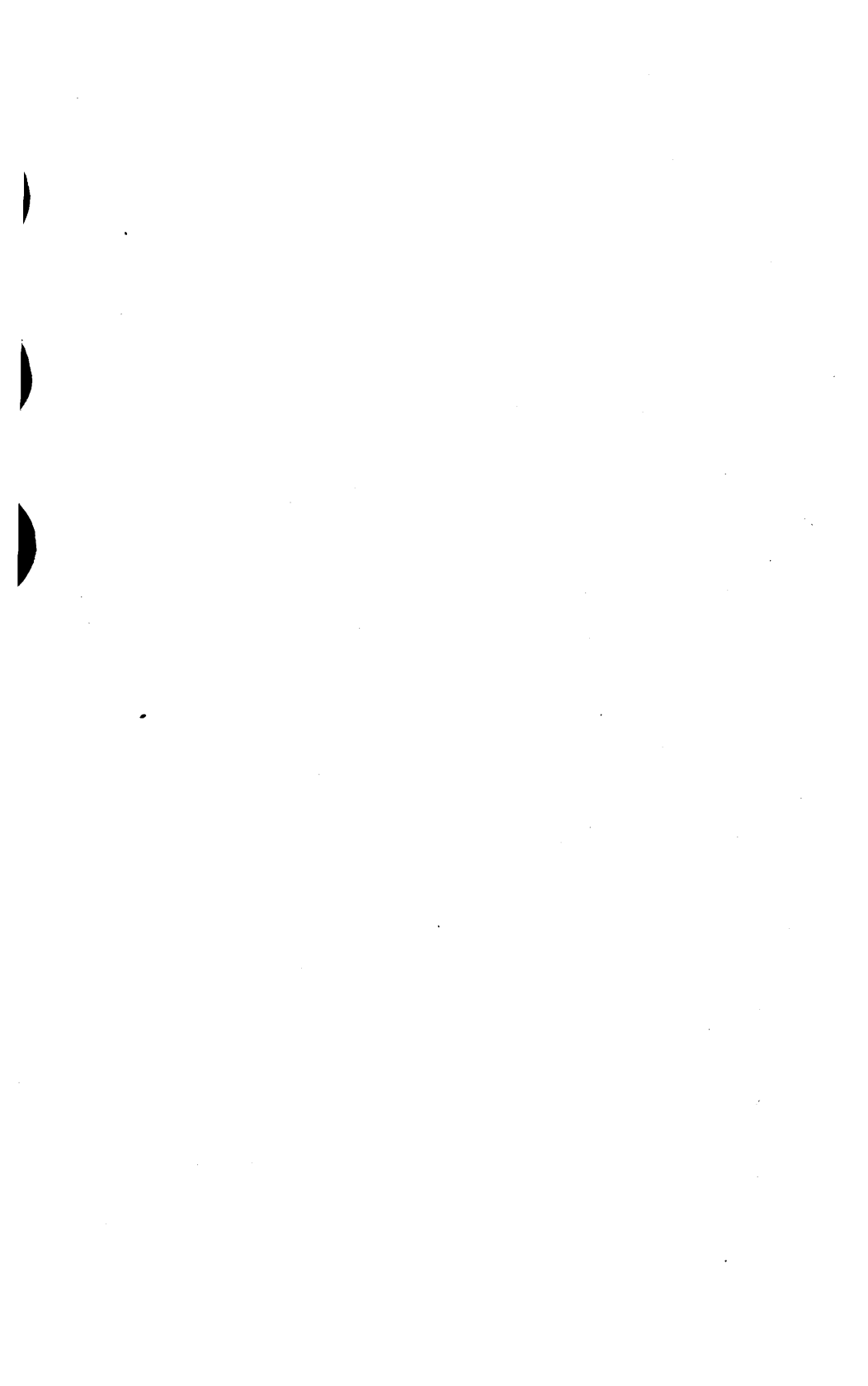
Specifications:-

Thickness of courses after rolling is completed.

For macadam surface placed in two courses, bottom course 5 inches at center, 4 inches at sides, top course 3 inches at center, 2 inches at sides, screenings or binder as called for.

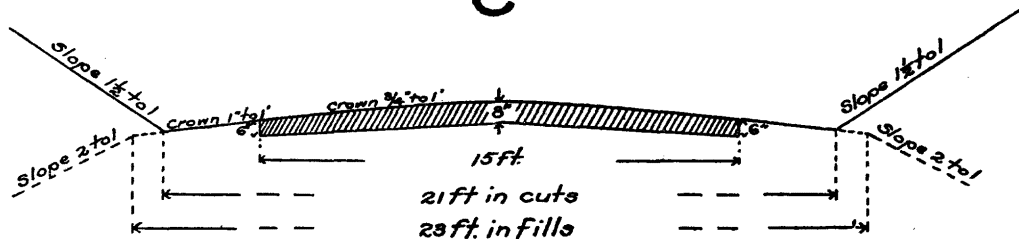
For macadam surface placed in three courses, bottom course 5 inches at center, 3 inches at sides, middle course 2 inches, top course 1 inch, screenings or binder as called for.

For gravel surface placed in two courses, bottom course 5 inches at center, 3 inches at sides, top course 3 inches, binder as called for.



ROAD SECTION

C



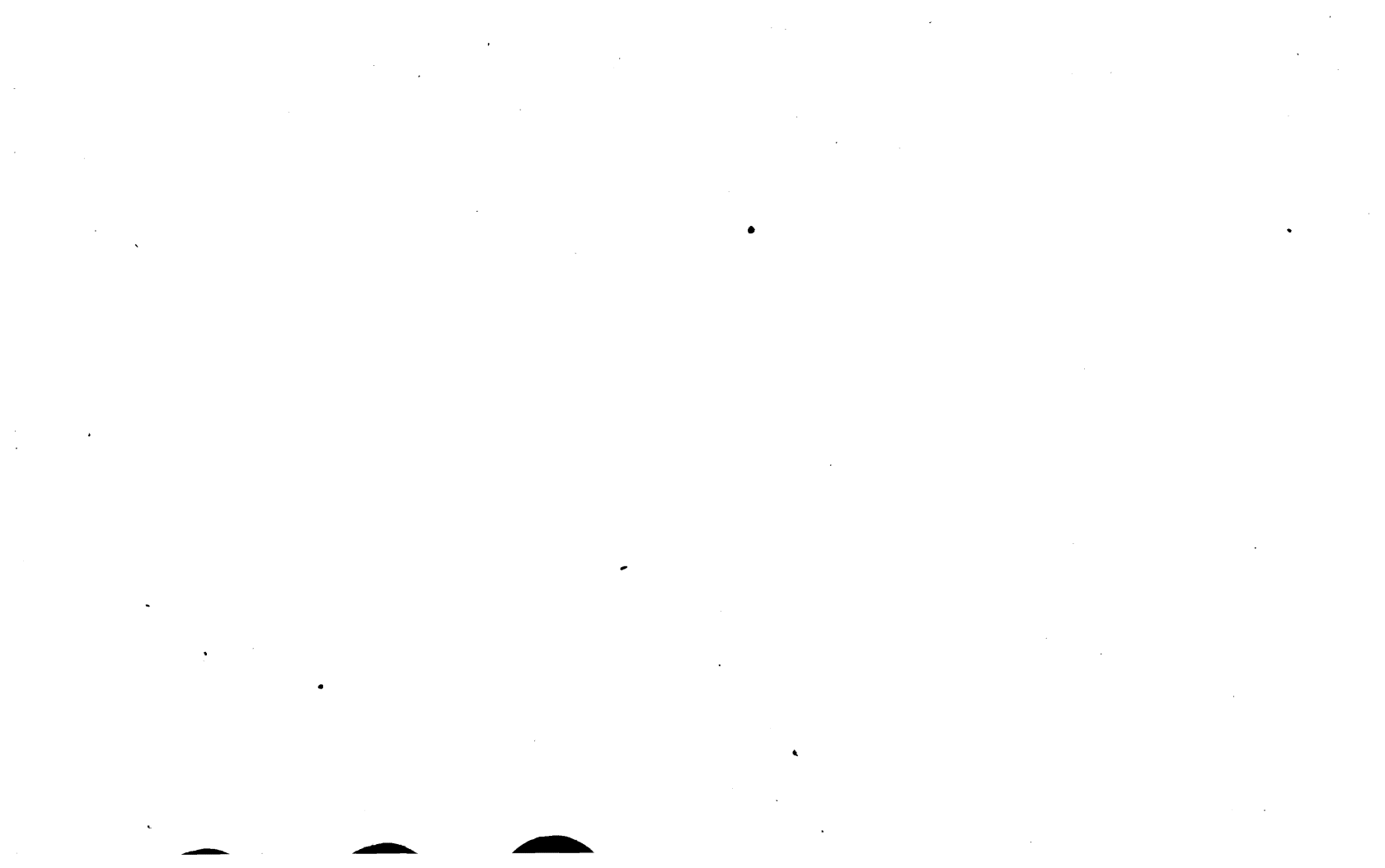
Specifications:-

Thickness of courses after rolling is completed

For macadam surface placed in two courses, bottom course 5 inches at center, 4 inches at sides, top course 3 inches at center, 2 inches at sides, screenings or binder as called for.

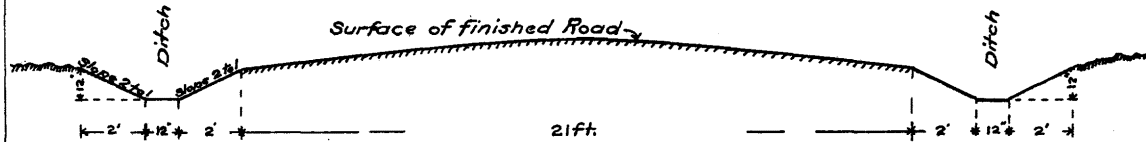
For macadam surface placed in three courses, bottom course 5 inches at center, 3 inches at sides, middle course 2 inches, top course 1 inch, screenings or binder as called for.

For gravel surface placed in two courses, bottom course 5 inches at center, 3 inches at sides, top course 3 inches, binder as called for.



ROAD SECTION

D

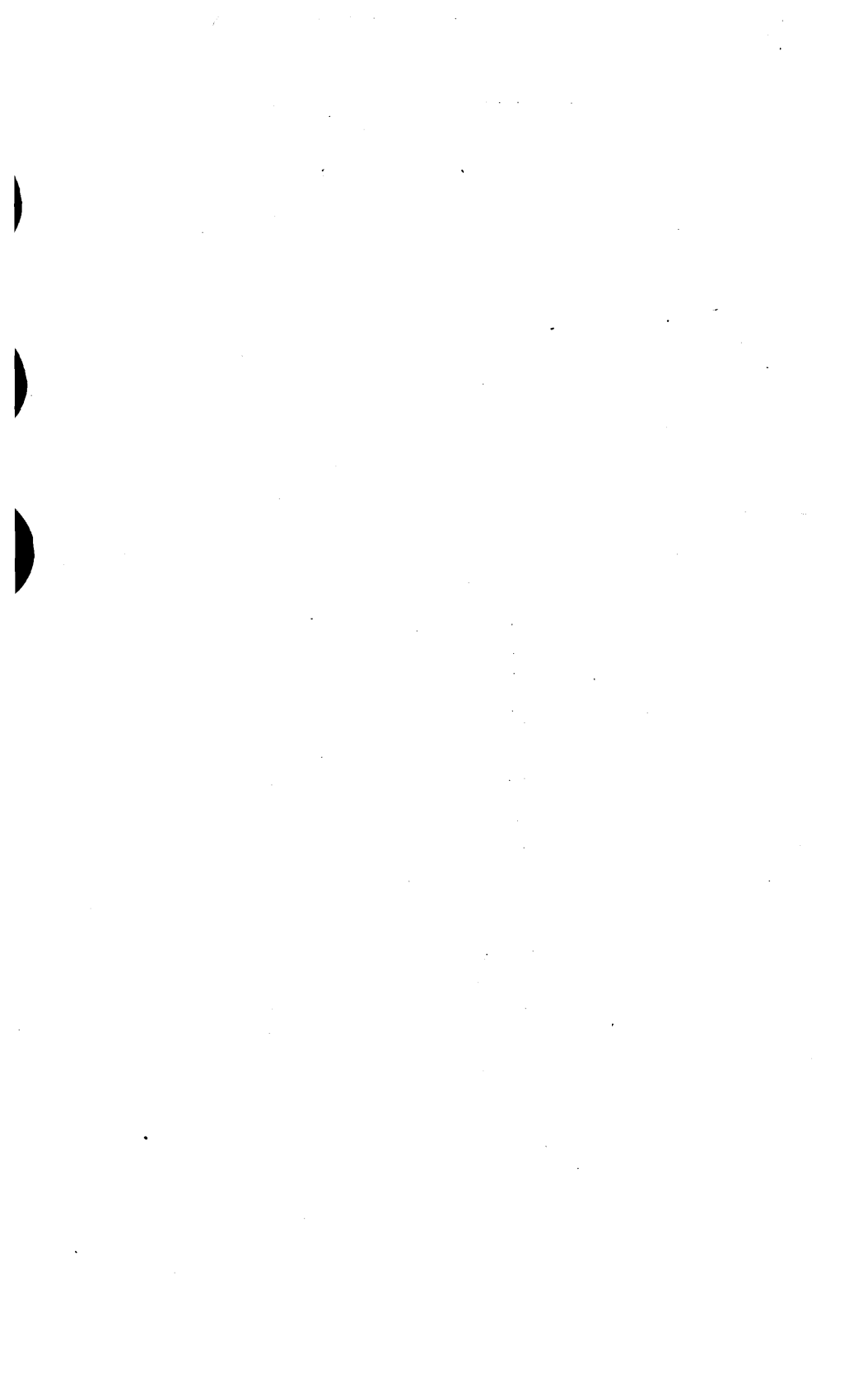


Note:-

Where side ditches are needed the above cross-section may be taken as a standard, but should be varied to meet local conditions

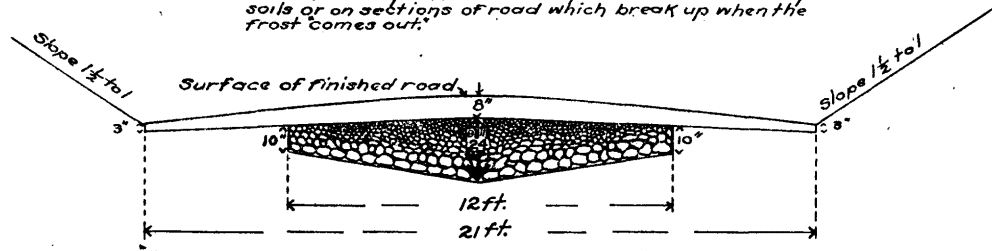
In wet, soggy soil, or where the drainage area of the ditches is large, the ditches should be made larger.

In sandy soil or on steep grades little ditching is necessary.



"V" DRAIN FOUNDATION

To be used only where road lays over wet and heavy soils or on sections of road which break up when the frost comes out.

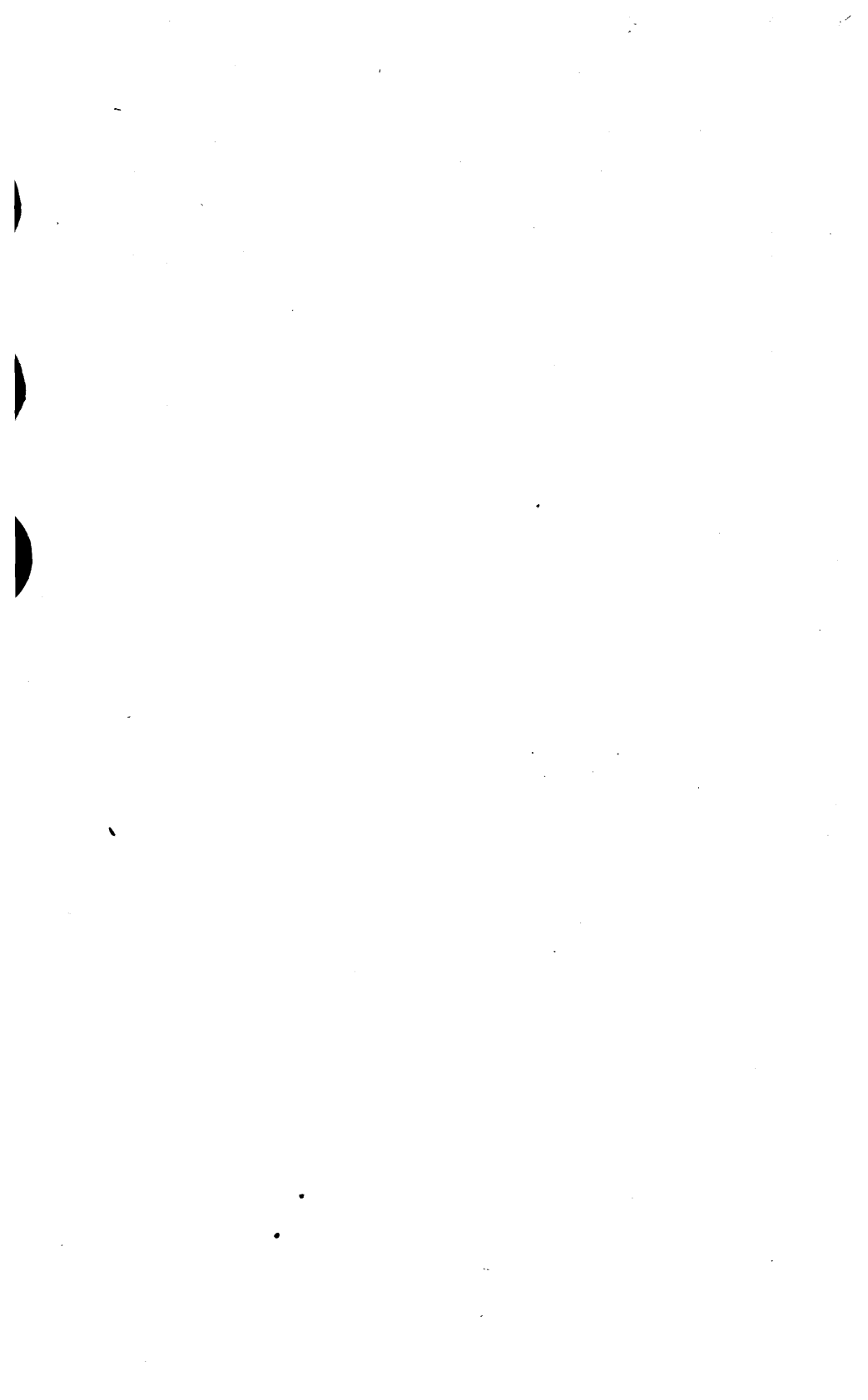


Specification:-

Excavate center of road to the depth, width and form shown above. Stones not exceeding eight inches in diameter shall be placed in the bottom of the trench, over these shall be placed stones gradually diminishing in size until at the top small pebbles and gravel shall be used

The surface of this foundation shall be finished with a crown and thoroughly compacted

Side outlets shall be provided about every 200 feet.



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