

MAINE STATE LEGISLATURE

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116 PUBLIC DOCUMENTS

OF THE

STATE OF MAINE

BEING THE

REPORTS

OF THE VARIOUS

PUBLIC OFFICERS AND
DEPARTMENTS

FOR THE YEAR 1917

FIFTH ANNUAL REPORT

OF THE

STATE HIGHWAY COMMISSION

OF THE

STATE OF MAINE

FROM JANUARY 1, 1917, TO
DECEMBER 31, 1917



WATERVILLE
SENTINEL PUBLISHING COMPANY
1918

STATE OF MAINE.

OFFICE OF STATE HIGHWAY COMMISSION,
AUGUSTA, MAINE, OCTOBER 23, 1918.

To His Excellency, Carl E. Milliken, Governor, and the Honorable Council:

We have the honor to present the fifth annual report of the State Highway Commission from January 1, 1917, to December 31, 1917.

PHILIP J. DEERING,
WILLIAM M. AYER,
FRANK A. PEABODY.

REPORTS OF THE STATE HIGHWAY COMMISSION
FOR THE YEAR ENDING DECEMBER 31, 1917.

To the Honorable Governor and Council:

In accordance with section three, chapter twenty-five, Revised Statutes of 1916, the State Highway Commission herewith respectfully makes annual report to the Governor and Council of its doings and the expenditures of its office for the fiscal year ending December 31, 1917:

Federal Aid: The most important development in connection with the work of the Highway Commission during the year has been the completion of arrangements with the Federal Government for receiving federal aid.

The Federal Aid Law provides briefly as follows:

For co-operation between the Federal Government and the State for the construction of rural post roads.

That the Secretary of Agriculture and the State Highway Department shall agree on roads to be improved and the type of construction.

That Federal aid shall not exceed \$10,000.00 per mile.

That roads constructed under the Act shall be maintained by the State.

That the federal appropriation shall be apportioned as follows: One-third in the ratio which the area of each State bears to the total area of all the States; one-third in the ratio which the population of each State bears to the total population of all the States as shown by the latest available federal census; one-third in the ratio which the mileage of rural delivery routes and star routes in each State bears to the total mileage of rural delivery routes and star routes in all the States at the close of the next preceding fiscal year as shown by the certificate of the Postmaster General which he is directed to make and furnish annually to the Secretary of Agriculture.

The amounts due Maine for the five year period have been figured as follows:

| | |
|------------|-------------|
| 1917 | \$48,451 50 |
| 1918 | 96,903 00 |
| 1919 | 144,807 42 |
| 1920 | 193,806 00 |
| 1921 | 242,257 50 |

Making a total of \$726,225 42

The several steps preparatory to receiving federal aid are best set forth in correspondence passing between the Department of Agriculture and this Commission and it is believed that this correspondence is of enough general interest to warrant its reproduction here:

DEPARTMENT OF AGRICULTURE
 WASHINGTON
 September 1, 1916.

*P. J. Deering, Chr.,
 State Highway Commission,
 Augusta, Maine.*

Sir:

There are transmitted herewith rules and regulations made pursuant to the Act of Congress entitled, "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916.

Your attention is directed to Regulation 3, Section 1, which refers to information to be furnished to the Secretary. It is highly desirable that the road construction under the terms of the Federal Aid Road Act shall conform in each State to some definite scheme or program rather than that individual projects should be submitted in haphazard and aimless fashion. I feel sure that you will agree with me as to the necessity for such a scheme or program at the outset, and therefore ask that, prior to the submission of any individual project or coincident with the submission of your first project, you submit, in as complete detail as may be practicable, your scheme or program of work under the Federal Aid Road Act for the entire five-year period

covered by the Act, or for such portion of the five-year period as you may be in position to set forth at this time.

In addition to setting forth the scheme or program of work proposed for your State, please outline what action it is proposed to take to meet the requirements of the Act. This information should set forth the sources and method of making available the State's proportion of cost of each project, the authority of the State and local officials in reference to the construction and maintenance of roads proposed for construction under the Act, the facilities which the State possesses for carrying out the duties which participation in the benefits of the Act will involve, the maintenance funds to be provided, and the responsibility which will be assumed for maintenance.

If available, it is suggested that you submit with your program of work a map of the highway system in your State, and indicate thereon the highways you contemplate recommending for construction or improvement under the act. The accompanying text should set forth fully the reasons for your selections and the purposes which the proposed highways will serve.

In brief, such information is desired as will insure a complete understanding between the Federal officials and State officials as to the conduct of this important work.

Very truly yours,
(Signed) D. F. HOUSTON,

Secretary.
March 21, 1917.

*The Honorable,
The Secretary of Agriculture,
Washington, D. C.*

Sir:

In compliance with request contained in your communication of September 1, 1916, the State Highway Commission of Maine herewith presents for your approval a general program of work under the Act of Congress entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11 1916.

There is enclosed an attested copy of the Act of the Legislature providing for the acceptance by this State of the provisions of the Federal aid road act.

There are also enclosed three (3) copies of a map of the State of Maine showing in red the highway which this Commission has selected for designation as a Federal Aid highway, said highway being a part of the system of State highways as heretofore laid out by this Commission, under the provisions of section five of chapter twenty-five, of the Revised Statutes of Maine, 1916, the same being section six, of chapter one hundred thirty, of the Public Laws of 1913, pamphlet copy of which is transmitted herewith; the remainder of said system of State highway being shown on said map herewith in white. The designation of said Federal Aid road, as made by the State Highway Commission, at a meeting held on March 14, 1917, is as follows:

“Beginning at the Kittery-Portsmouth toll bridge, at the easterly approach of said bridge, and running over State Highway “A”, through Kittery, York, Wells, Kennebunk, North Kennebunkport, Biddeford, Saco, Scarborough, South Portland, Portland, Falmouth, Cumberland, Yarmouth, Freeport, Brunswick, Topsham, Bowdoin, Bowdoinham, Richmond, Gardiner, Farmingdale, Hallowell, Augusta, Vassalboro, Winslow, Waterville, Fairfield, Benton, Clinton, Burnham, Pittsfield, Detroit, Palmyra, Newport, Etna, Carmel, Hermon, Bangor, Veazie, Orono, Oldtown, Milford, Greenbush, Passadumkeag, Enfield, Lincoln, Winn, Mattawamkeag, Molunkus, Macwahoc, Twp. 1, R. 4, Twp. 1, R. 5, Silver Ridge, Sherman, Crystal, Island Falls, Dyer Brook, Oakfield, Smyrna, Ludlow, New Limerick, Houlton, Littleton, Monticello, Bridgewater, Blaine, Mars Hill, Easton, Presque Isle, Caribou, Connor, Cyr to Van Buren.”

The scheme of improvement suggested by this Commission for the five-year period may be briefly stated thus:

To reconstruct each year the most important sections of said designated Federal Aid highway remaining unimproved by the expenditure of State Highway funds. Referring to the map we may explain that the sections of the road under consideration shown by a wide red line are the sections already improved by the expenditure of State funds and it is the purpose of this Commission to carry on the work of the improvement of this

highway by the expenditure of both State and Federal funds as fast as the same become available.

We are not certain whether the letter to you from the Honorable Attorney General of this State, under date of December 18, 1916, conveys all of the information which you desire, as indicated in the third paragraph of your communication of September 1, 1916, and in consequence we will make the following statement:

For 1917 funds to meet the State's share of the cost of Federal Aid work will be provided by the issue of State Highway bonds, authorized by section thirty, of chapter twenty-five of the Revised Statutes of Maine, 1916, the same being section twenty-eight of chapter one hundred thirty, Public Laws of 1913, copy of which is furnished herewith.

It is expected that the funds for 1918 will be supplied by a mill tax on all property of the State, said proposition being now before the Legislature for the creation of a permanent State Highway fund to begin with the year 1918.

The authority of the Commission with respect to the construction and maintenance of State highways is set forth in section six, of chapter twenty-five, Revised Statutes, 1916, the same being section eight, of chapter one hundred thirty, Public Laws of 1913, as amended by chapter two hundred thirty-seven, Public Laws of 1915 herewith.

For carrying out the duties which participation in the benefits of the Act will involve this State has organized a highway commission, as provided in sections three and four, of chapter twenty-five, Revised Statutes, 1916, the same being sections three, four and five, of chapter one hundred thirty, of the Public Laws of 1913, herewith. (See organization chart of Commission enclosed).

The maintenance fund for the care of highways under the jurisdiction of this Commission is provided in section thirty-three, of chapter twenty-five, Revised Statutes of 1916, the same being section thirty-one, of chapter one hundred thirty, Public Laws of 1913 herewith.

This Commission will assume full responsibility for the maintenance of any and all Federal aid highways which may be built in this State, the authority for such maintenance being vested in the Commission by the provisions of section eight, of

chapter twenty-five, Revised Statutes of 1916, the same being section nine, of chapter one hundred thirty, Public Laws of 1913 herewith.

In closing we desire to state that the reason for the selection of the Federal aid highway herein recommended is that this highway forms the principal trunk line of the highway system of the State, as can be readily understood from an inspection of the map. It also traverses the State from its southern extremity, at the New Hampshire line, to its northern boundary at the Dominion of Canada. On it are found the principal cities of the State and its northern portion traverses the richest agricultural section of Maine.

A large portion of this route is used by rural free delivery and the improvement of the road as a whole will facilitate the transportation of mail, the transportation of farm products to market and will facilitate intercommunication between all cities and towns upon the route and it will facilitate interstate and international travel and lastly the improvement of this road will facilitate the movement of troops and munitions in time of war.

Respectfully submitted,

PHILIP J. DEERING,
WILLIAM M. AYER,
FRANK A. PEABODY,

State Highway Commission.

DEPARTMENT OF AGRICULTURE
WASHINGTON
April 5, 1917.

*Hon. P. J. Deering,
Chairman, State Highway Commission,
Augusta, Maine.*

Sir:

Receipt is acknowledged of a letter, signed by the three members of the State Highway Commission under date of March 21, submitting a general program of work under the Federal Aid Road Act, as requested in my letter of September 1, 1916, and enclosing attested copy of the Act of the Legislature assenting to the provisions of the Federal Aid Road Act, three copies of the Act establishing the Maine State Highway Commission,

three copies of the organization chart of the Highway Commission, and under separate cover three copies of a map of the State showing in red the highway which the Commission has selected for designation as a Federal aid highway.

The Department appreciates the care and thoroughness which have been exercised by your Commission in preparing and submitting this information. The State is now in a position to receive the benefits of the Federal Act.

Respectfully,

(Signed) D. F. HOUSTON,

Secretary.

The Act of the Legislature granting assent to the provisions of the Federal Aid Road Act is as follows :

FEDERAL AID. CHAPTER 32, P. L. 1917.

AN ACT to Grant Legislative Assent to the Provisions of the Federal Aid Road Act and to Authorize the State Highway Commission to Co-operate with the Federal Government According to the Provisions of said Act.

Section 1. The legislative assent required by section one of the act of congress approved July eleventh, nineteen hundred and sixteen, (public number 156) entitled "An Act to Provide That the United States shall Aid the States in the Construction of Rural Post Roads and for Other Purposes" is hereby given.

The state highway commission is authorized and empowered and it is hereby made their duty to make all contracts and to do all things necessary to co-operate with the United States Government in the construction and maintenance of rural post roads under the provisions of said act of congress and to submit such comprehensive plan or program of improvements as will meet the regulations and requirements of the secretary of agriculture under the provisions of the said act, and the faith of the state to meet the said act of congress throughout the entire five year period covered by said act is hereby pledged. So much of the moneys accruing to the state highway fund available for expenditure in the construction and maintenance of state highways as may be necessary to secure federal funds apportioned to this state under the said act of congress, together with said federal funds, shall be expended upon the state highways.

Section 2. In view of the emergency cited in the preamble this act shall take effect when approved.

(Approved March 8, 1917.)

In accordance with statements made in our letter to the Secretary of Agriculture under date of March 21, we submitted for approval two projects, the first beginning in Topsham and extending through the towns of Bowdoin, Bowdoinham and Richmond to the Gardiner line, and the second extending from the Burnham-Pittsfield line to Pittsfield village. On account of delays incident to the approval of these projects the Commission finally decided to build the section of State highway in Pittsfield which had been submitted as Project No. 2 from State funds and later withdrew that project. Work on Project No. 1, except in the town of Richmond was let to contract and operations were begun during the summer and fall. About two miles of road in the town of Bowdoinham was rebuilt. This work will be completed during the season of 1918.

State Highways: The Commission after making a complete inspection of the State highway system usually in October selects sections for construction during the succeeding year. By making selections at this season an opportunity is given for surveys to be made in the fall and plans and specifications to be prepared during the winter for the next season's work. The work for 1917 was laid out in this way but about the first of May we were requested by His Excellency, Governor Milliken, to submit our proposed program for the year to the War Department. This was done on May 4, together with a map showing sections of State highway then completed and the locations of all work proposed to be done during the year. On June 5 the Adjutant General of the War Department advised the Commission as follows:

WASHINGTON, D. C., June 5, 1917.

*Mr. Paul D. Sargent,
Chief Engineer,
State Highway Commission,
Augusta, Maine.*

Dear Sir:

With further reference to your letter of the 4th and 11th ultimo, with which you inclose a map of Maine, showing the

system of State Highways, and the sections it is proposed to improve during the present year, I am directed by the Secretary of War to advise you that the matter has been considered by the War College Division and the officer of the Engineer Corps designated to act in an advisory capacity with the Department of Agriculture in matters connected with the construction of State Highways, to the building of which United States appropriations may be applied, and that the Chief of Engineers reports under date of the 29th ultimo as follows:

It has been the uniform policy of the War Department not to request of Congress any special appropriation for construction of roads in excess of the funds appropriated for this purpose by the Federal Aid Post Road Act of July 11, 1916, which is disbursed under the supervision of the Secretary of Agriculture. The road mentioned by Senator Hale is not considered of sufficient military urgency to warrant a departure from this rule.

The project for road work by the State of Maine includes various items which may be arranged in their military importance as follows:

(a) Completion of a through line near the coast from Portsmouth, New Hampshire to Bangor, Maine.

(b) Completion of the coast route of the state highway system from Bangor eastward through Ellsworth and Machias, including short branches to points on the coast.

(c) Completion of the part of the state highway system, Brunswick-Rockland-Belfast-Bangor with branches connecting this route to Augusta.

(d) Completion of the branch lines into the interior of the state from main through highway mentioned in paragraph (a).

It will be noted that (b) includes the road to Bar Harbor. Strategic considerations require the completion of through routes, wherever this can be done in one season by finishing short stretches between sections of road already improved; rather than the beginning of new lines which would not be completed for several years or the construction of short branch lines to places on the coast.

Very respectfully,

(Signed) H. P. McCAIN,

The Adjutant General.

The Commission immediately changed their plans so as to conform to the wishes of the War Department in so far as it was possible to do so.

State Aid Work: The customary amount of State aid work was accomplished, although under considerable difficulty, especially with respect to labor. A larger number of towns than ever before took advantage of the five times clause and it was necessary to reduce apportionments to towns applying to only twenty-one per cent of the amount applied for.

Maintenance Work: Under this division of our work we are glad to report a considerable extension of the patrol system, which we are confident is the most beneficial piece of road law which has ever been passed by the Legislature. Through the patrolled roads—about 3,600 miles in total—we touch the people more intimately than in any other way. Many of the towns have profited by the object lesson which patrolled roads have furnished and have put out from one to three patrolmen to take care of the most travelled sections of the town roads. Some towns have requested the commission to furnish supervision for this work and have paid the entire bills themselves, claiming that patrolmen work better under the supervision of the Highway Commission than they do under the supervision of the selectmen or road commissioner of the town.

Early in the year in order to make the unimproved sections of road in better condition for receiving the care of the patrolman, the Commission offered to put up fifty dollars against fifty dollars to be furnished by the town for the purpose of smoothing these sections. Practically all of the towns took advantage of this offer.

About the first of September the Commission made an apportionment from maintenance funds of substantially three hundred dollars for each mile of improved State aid road located upon a designated State highway to be used in resurfacing these sections. This apportionment amounted in total to about \$66,000.00 and it was substantially all used for putting gravel surface on the old sections of State aid road. The Commission plans to keep these old sections of State aid road resurfaced in so far as possible from year to year.

The real standard which the Commissioners have set up with respect to maintenance work is to have all sections of improved road under maintenance in better condition at the close of a season than they are at the beginning of a season. Unless this can be accomplished we shall feel that these roads are not receiving their full measure of care.

State and County Aid for Bridges: This is the first year of operation of the State and County Bridge Act and from the number of applications which have been received and the bridges which have been built, we believe this to be a wise piece of legislation. With the exception of four structures, all bridges have been built of reinforced concrete. One bridge over tide water has been built of pile construction. One steel bridge has been arranged for on concrete abutments, and in two instances concrete abutments have been built and a wooden top has been supplied which will later on be replaced with a concrete top.

This bridge work has entailed a great deal of travel by the Commission. Whenever a petition is received a hearing is arranged for at the site of the bridge. It is no figure of speech to say that hearings have been held from Kittery to Fort Kent. We have had hearings in York and Shapleigh in York County and in Hamlin Plantation, Fort Kent and St. John Plantation at the northern extremity of the State. In many cases two hearings have been necessary before a bridge petition has been finally disposed of. We are glad to have a part in this work and as indicated above have attempted to guide the expenditure of these funds in the direction of permanent work only.

Interstate Bridge: Chapter 82 of the Resolves of 1917 directs the State Highway Commission to co-operate with a Commission appointed by the Legislature of New Hampshire for the purpose of looking into the question of an interstate bridge between Portsmouth, New Hampshire, and Kittery, Maine, across the Piscataqua River. The Resolve directs that surveys, plans and estimates be prepared for presentation to the Legislature of each State.

At the suggestion of His Excellency, Governor Keyes, of New Hampshire, we met the New Hampshire Commissioners at the Hotel Rockingham in Portsmouth on October 10 for the purpose of organizing the joint commission and determining

upon some procedure under the resolve. Senator Gallinger of New Hampshire was elected chairman of the joint commission and Paul D. Sargent, Chief Engineer of this Commission, was elected secretary.

It was learned from a representative of the Boston & Maine Railroad that considerable preliminary work had been done by the Engineering Department of that Railroad relative to the construction of a new bridge across the Piscataqua River.

The tentative design called for a double-deck bridge to accommodate both railroad and highway traffic. As the plans were not available at this meeting it seemed desirable before going ahead to look these plans over, and arrangements were made for a meeting to be held on October 25 at the Directors' room in the North Station, Boston, Massachusetts.

At this meeting on October 25 the Boston & Maine Railroad very kindly presented such plans as had been tentatively worked out, together with estimates of cost of construction. After looking these plans over carefully it was decided that it would be better to proceed independently from the Railroad and it was accordingly determined that the Engineering Department of the Highway Commission of Maine should proceed with investigation work and prepare a design for a crossing of the river, together with estimate of the cost of the same. On account of the activity at the present time at the Navy Yard in Kittery and the ship-building in the vicinity of Portsmouth, it is thought that it may be possible to interest the Federal Government in this bridge and that they will assist materially in the cost of constructing the same.

Following this report there are presented in detail statements covering each division of our work—financial, State highway, State aid, maintenance and bridges.

Respectfully submitted,

P. J. DEERING,

W. M. AYER,

F. A. PEABODY,

State Highway Commission.

MAINE STATE HIGHWAY COMMISSION.

FINANCIAL STATEMENT DEC. 30, 1916, TO DEC. 31, 1917.

MAINTENANCE AND ADMINISTRATION.

CREDITS.

| | |
|---|--------------|
| Unexpended balance Dec. 30, 1916 | \$148,067 00 |
| Appropriation for 1917 | 260,000 00 |
| Interest received from towns on over-due maintenance shares | 11 43 |
| Amount 1916 construction charges "M" Dedham and "M" Ellsworth sections, made temporarily to Main & Admin reimbursed from Loan Funds | 15,999 63 |
| Unex. Balances of accts. under Regis. of Autos transferred to Main | 52 26 |
| Auto Truck acct. credited, (use State Trucks, 1917) | 4,632 00 |
| Private subscriptions for gravel surfacing (Harpwell) | 58 00 |
| Private subscriptions for gravel surfacing (Thomaston) | 500 00 |
| Cities and Towns' shares 1916 patrolled highways (deposited) | 10,678 95 |
| Cities and Towns' shares 1917 patrolled highways (deposited) | 162,938 79 |
| Cities and Towns funds 1917 not deposited but exp. under supervision of highway department | 32,079 10 |
| | <hr/> |
| | \$635,017 10 |
| Available Funds | \$635,017 16 |

MAINE STATE HIGHWAY COMMISSION.

FINANCIAL STATEMENT 1917.

MAINTENANCE AND ADMINISTRATION.

EXPENDITURES.

| ADMINISTRATION. | | |
|--|--------------|---------------------|
| Salaries of Commissioners..... | | \$3,000 00 |
| Salary of Chief Engineer..... | | 5,000 00 |
| Salaries of Assistants..... | | 8,461 12 |
| Salaries of Stenographers and Clerks..... | | 6,202 04 |
| Expenses of Commissioners..... | | 1,061 71 |
| Expenses of Chief Engineer..... | | 410 95 |
| Expenses of Assistants..... | | 1,617 81 |
| Office Furnishings..... | | 406 49 |
| Office Stationery & Supplies..... | | 769 59 |
| Tel. & Tel. Service..... | | 711 61 |
| Printing & Binding Annual Report..... | | 686 05 |
| General Printing Account..... | | 820 87 |
| Drafting Room Supplies..... | | 455 32 |
| Incidental Expenses..... | | 189 18 |
| Postage..... | | 1,030 05 |
| Commissioners Auto..... | | 4,081 39 |
| Salaries of Engineers..... | | 1,168 65 |
| Expenses & Wages of Inspectors..... | | 1,721 25 |
| Total Administration charges..... | | \$37,734 08 |
| MAINTENANCE. | | |
| Auto Bureau..... | \$11,784 07 | |
| Auto Trucks (Cost)..... | 15,606 75 | |
| Auto Trucks (Main)..... | 471 62 | |
| Auto Trucks (Insurance)..... | 184 60 | |
| Railroad Crossing signs..... | 1,056 00 | |
| Store house..... | 1,752 25 | |
| Miscellaneous..... | 1,548 62 | |
| | | \$32,403 91 |
| Section 17..... | | 2,301 42 |
| State Aid Improved Highways..... | | 54,459 71 |
| State Aid Unimproved Highways..... | | 122,473 44 |
| State Highways (Improved)..... | | 200,900 83 |
| State Highways (Unimproved)..... | | 49,730 99 |
| Town funds not deposited but expended under supervision of Dept..... | | 32,079 10 |
| | | \$494,349 40 |
| Amount Expended for Main. & Admin. in 1917..... | \$532,083 48 | |
| Unex. balance Main. & Admin. lapsed Dec. 31, 1917..... | 102,933 68 | |
| | | \$635 017 16 |
| NOTE: Funds expended for maintenance work in 1917 as follows: | | |
| State Funds..... | \$266,369 60 | |
| Town Funds..... | 195,575 89 | |
| Total amt. expended for maintenance of roads in 1917..... | | \$461,945 49 |
| Amt. of towns' 1917 patrol appropriations unpaid Dec. 31, 1917..... | | \$8,330 52 |

STATE HIGHWAY LOAN FUNDS.

(STATE HIGHWAY CONSTRUCTION)

| CREDITS. | |
|--|---------------------|
| Unexpended balance Jan 1, 1917..... | \$55,154 42 |
| Bond issue of May 1, 1917..... | 200,000 00 |
| Premium..... | 2,940 00 |
| Amt. transferred from Auto Fees..... | 162,876 58 |
| Unex. S. A. funds trans. from Imp. State Roads, J. F. | 3,373 97 |
| Deposited by towns..... | 5,929 05 |
| Private subscriptions..... | 3,000 00 |
| Miscellaneous credits..... | 1,002 17 |
| Mach. & Equipment (depreciation)..... | 40,537 50 |
| Mach. & Equipment (rental)..... | 3,051 48 |
| | \$477,865 17 |
| EXPENDITURES. | |
| Transfer to Lewiston State Aid Acct..... | \$1,301 30 |
| Labor and Material..... | 441,418 54 |
| Expense of issuing Highway Bonds..... | 374 29 |
| Engineering..... | 17,304 15 |
| Advertising..... | 282 80 |
| General Expense and Right of Way..... | 582 23 |
| | \$461,263 31 |
| Unexpended balance credited to Mill Tax Highway Fund.. | \$16,601 86 |

IMPROVEMENT STATE ROADS J. F.

(CONSTRUCTION STATE AID HIGHWAYS)

| CREDITS. | |
|--|---------------------|
| Unexpended Balance from previous years..... | \$76,831 97 |
| State's Apportionments, Section 20..... | 284,883 18 |
| State's Apportionments, Section 21..... | 15,114 82 |
| Transfer from Loan Funds (Lewiston State Aid)..... | 1,301 30 |
| Cities and Towns' appropriations deposited..... | 13,788 61 |
| Cities and Towns' appropriations not deposited but expended undersupervision of Department..... | 244,970 69 |
| | \$636,890 57 |
| EXPENDITURES. | |
| Unexpended S. A. funds transferrd to Loan Funds..... | \$3,373 97 |
| Labor and Material..... | 519,275 41 |
| Engineering..... | 1,212 14 |
| Inspection..... | 7,591 99 |
| Advertising..... | 40 00 |
| | \$531,493 51 |
| Unex. balance carried to 1918..... | \$105,397 06 |

STATE AID CONSTRUCTION BRIDGES.

| CREDITS. | |
|---|--------------|
| State's appropriation..... | \$100,000 00 |
| Counties' appropriation..... | 68,270 00 |
| Towns' appropriation..... | 112,572 50 |
| | \$280,842 50 |
| DEBITS. | |
| Labor and Material..... | \$115,021 41 |
| Eng. and Inspection..... | 6,418 50 |
| Advertising..... | 207 90 |
| Counties' shares unex. balances refunded..... | 2,188 92 |
| Towns' share unex. balances refunded..... | 148 19 |
| | \$123,984 92 |
| Unexpended balances carried to 1918..... | \$156,857 58 |

REGISTRATION OF AUTOMOBILES.

| CREDITS. | |
|---|------------|
| Unexpended balance from previous years..... | \$1,854 21 |
| DEBITS. | |
| Labor and Material..... | \$261 43 |
| Amt. of unexpended balances detail acots., (Registration of Autos) transferred to Main..... | 52 26 |
| | \$313 69 |
| Unexpended balance carried to 1918..... | \$1,540 52 |

SPECIAL APPROPRIATIONS.

| CREDITS. | |
|--|--------------|
| Unexpended balances from previous years..... | \$36,035 69 |
| State's appropriations for 1917..... | 161,949 91 |
| Towns' appropriations for 1917, (deposited)..... | 15,257 46 |
| Towns' appropriations for 1917 (not deposited) but expended under supervision of Dept..... | 22,806 45 |
| | \$236,049 51 |
| DEBITS. | |
| Labor and Material..... | \$111,085 03 |
| Eng. and Inspection..... | 2,032 56 |
| Miscellaneous..... | 12,130 35 |
| Balances lapsed..... | 4,699 05 |
| | \$129,946 99 |
| Unexpended balances carried to 1918..... | \$106,102 52 |

RECAPITULATION.

| Appro. | Admin. | Eng. | Insp. | Adv. | Gen. Exp. & Right Way. | Exp. of of Issuing Bonds. | Labor & Material. | Spec. Appros' (Miscellan- eous.) | Total Expen- diture under supervision of Department. |
|-------------------------------------|-------------|-------------|-------------|----------|------------------------------|---------------------------------|----------------------|--|---|
| Administration..... | \$37,734 08 | | | | | | | | \$37,734 08 |
| Main Appropriation..... | | | | | | | \$32,403 91 | | 32,403 91 |
| Main. Sec. 17..... | | | | | | | 2,301 42 | | 2,301 42 |
| Main. State Aid Highways..... | | | \$8,858 79 | | | | 192,950 72 | | 201,809 51 |
| Main. State Highways..... | | | 7,865 11 | | | | 249,969 45 | | 257,834 56 |
| State Highway Construction..... | \$17,304 15 | | | \$282 80 | \$582 23 | \$374 29 | 441,418 54 | | 459,962 01 |
| State Aid Highway Construction..... | 1,212 14 | | 7,591 99 | 40 00 | | | 519,275 41 | | 528,119 54 |
| State Aid Construction Bridges..... | 6,418 50 | | | 207 90 | | | 115,021 41 | | 121,647 81 |
| Registration of Automobiles..... | | | | | | | 261 43 | | 261 43 |
| Special Appropriations..... | | | 2,032 56 | | | | 111,085 03 | \$12,130 35 | 125,247 94 |
| Totals..... | \$37,734 08 | \$24,934 79 | \$26,348 45 | \$530 70 | \$582 23 | \$374 29 | \$1,664,687 32 | \$12,130 35 | \$1,767,322 21 |

Supervision Charges:

| | |
|-------------------------------|-------------|
| Administration..... | \$37,734 08 |
| Engineering..... | 24,934 79 |
| Inspection..... | 26,348 45 |
| Advertising..... | 530 70 |
| Gen. Exp. & Right of Way..... | 582 23 |
| Exp. of Issuing Bonds..... | 374 29 |
| | \$90,504 54 |

Labor and Material:

| | |
|-------------------------------------|----------------|
| Maintenance..... | \$477,625 50 |
| State Aid Highway Construction..... | 441,418 54 |
| State Aid Highway Construction..... | 519,275 41 |
| State Aid Construction Bridges..... | 115,021 41 |
| Registration of Automobiles..... | 261 43 |
| Special Appropriations..... | 111,085 03 |
| | \$1,664,687 32 |

| | | | |
|--------------------------|------|----------------------------|----------------|
| Supervision charges..... | .054 | of Net Construction..... | \$1,664,687 32 |
| Supervision charges..... | .051 | of Gross Expenditures..... | \$1,767,322 21 |

CONDENSED TABULAR STATEMENT

OF

State Highways Built

1914, 1915, 1916, 1917

STATE HIGHWAYS 1914-1915-1916-1917.

| County. | Highway. | Work Done. | Town | Type of Construction. | Length Miles. |
|------------------|----------|------------|------------------|-----------------------|---------------|
| Androscoggin.... | E | 1914 | Greene* | Gravel | 2.27 |
| | E | 1914 | Leeds* | Gravel | 1.45 |
| | S | 1915 | Poland No. 1. | Gravel | 3.65 |
| | S | 1915-1916 | Poland No. 2. | Macadam | 2.10 |
| | E | 1916 | Greene, No. 2. | Gravel & Mac. | 1.80 |
| | E | 1916 | Lewiston† | Gravel & Mac. | 2.80 |
| | S | 1916 | Mechanic Falls. | Gravel & Mac. | 2.80 |
| | Z | 1917 | Greene* | Gravel & Mac. | 1.69 |
| | Z | 1917 | Lisbon* | Gravel & Mac. | 0.50 |
| | | | | | 18.66 |
| Aroostook..... | K | 1914-1915 | New Limerick* | Gravel & Mac. | 6.69 |
| | K | 1914-1915 | Houlton* | Gravel & Mac. | 2.72 |
| | K | 1915 | Presque Isle* | Gravel & Mac. | 6.02 |
| | K | 1915 | Caribou* | Gravel & Mac. | 5.48 |
| | K | 1916 | Ludlow* | Gravel & Mac. | 0.24 |
| | K | 1916 | Smyrna† | Gravel & Mac. | 0.64 |
| | K | 1916 | Bridgewater* | Gravel & Mac. | 6.55 |
| | K | 1917 | Blaine* | Gravel & Mac. | 3.41 |
| | | | | | 31.75 |
| Cumberland.... | A | 1915 | Scarboro, No. 1. | Concrete. | 5.47 |
| | A | 1915 | So. Portland. | Concrete. | 2.09 |
| | B | 1915 | Raymond* | Sand-Clay | 0.98 |
| | B | 1915 | Windham* | Sand-Clay | 2.00 |
| | C | 1914-1915 | Falmouth. | Bit. Mac. | 4.05 |
| | C | 1914-1915 | Cumberland. | Bit. Mac. | 3.16 |
| | C | 1914-1915 | Yarmouth. | Bit. Mac. | 3.18 |
| | C | 1914-1915 | Freeport. | Bit. Mac. | 7.56 |
| | C | 1914-1915 | Brunswick. | Bit. Mac. | 2.98 |
| | B | 1915 | Bridgton. | Gravel | 1.08 |
| | B | 1916 | Bridgton* | Gravel | 0.50 |
| | A | 1916 | Scarboro, No. 2. | Concrete. | 0.64 |
| | C | 1916 | Brunswick* | Bit. Mac. | 4.59 |
| | | | | | 38.22 |
| Franklin..... | F | 1914-1915 | Farmington. | Gravel | 3.62 |
| | F | 1914-1915 | Strong. | Gravel | 3.44 |
| | F | 1915 | Sandy River* | Gravel | 4.66 |
| | F | 1916 | Sandy River* | Gravel | 1.40 |
| | F | 1917 | Letter E* | Gravel | 0.41 |
| | F | 1917 | Sandy River* | Gravel | 0.78 |
| | | | | | |
| Hancock..... | M | 1915 | Dedham* | Gravel | 2.23 |
| | M | 1915 | Ellsworth* | Gravel | 0.91 |
| | M | 1915 | Ellsworth | Gravel | 0.77 |
| | M | 1914-1915 | Trenton. | Gravel | 6.02 |
| | M | 1916 | Dedham* | Gravel | 1.35 |
| | M | 1916 | Ellsworth* | Gravel | 1.23 |
| | M | 1916 | Sullivan. | Gravel | 0.66 |
| | M | 1917 | Trenton. | Gravel | 0.57 |
| | M | 1917 | Ellsworth* | Gravel | 3.75 |
| | | | | | 17.40 |
| Kennebec..... | E | 1914-1915 | Monmouth. | Grav. & Mac. | 4.88 |
| | E | 1914-1915 | Winthrop* | Grav. & Mac. | 1.86 |
| | I | 1915 | Manchester. | Macadam. | 2.68 |
| | I | 1916 | Clinton. | Gravel | 4.89 |
| | Q | 1916 | Gardiner. | Gravel | 4.55 |
| | G | 1917 | Waterville. | Gravel | 1.84 |
| | I | 1917 | Oakland. | Bit. M. | 1.38 |
| | I | 1917 | Benton* | Gravel | 0.35 |
| | | | | | 22.43 |
| Knox..... | D | 1914-1915 | Warren. | Gravel | 5.86 |
| | D | 1915 | Thomaston* | Gravel | 1.28 |
| | D | 1915 | Thomaston* | Gravel | 0.36 |
| | D | 1916 | Thomaston. | Concrete. | 0.12 |
| | D | 1917 | Thomaston Spur*. | Gravel | 0.59 |
| | D | 1917 | So. Thomaston*. | Gravel | 1.80 |
| | | | | | 10.01 |
| Lincoln..... | D | 1914-1915 | Wiscasset. | Gravel | 3.94 |
| | D | 1914 | Wadoboro. | Gravel | 7.09 |
| | D | 1916 | Damariscotta. | Gravel | 3.22 |
| | D | 1917 | Edgecomb. | Gravel | 1.06 |
| | D | 1917 | Newcastle. | Gravel | 2.85 |
| | D | 1917 | Noboboro. | Gravel | 2.67 |
| | | | | | 20.83 |

STATE HIGHWAYS 1914-1915-1916-1917—Concluded..

| County. | Highway. | Work Done. | Town. | Type of Construction. | Length Miles. |
|------------------|----------|------------|------------------------|-----------------------|--------------------------|
| Oxford..... | B | 1914 | Fryeburg..... | Gravel..... | 7.41 |
| | S | 1915 | Oxford..... | Sand-Clay..... | 3.77 |
| | S | 1915 | Woodstock*..... | Gravel..... | 0.52 |
| | S | 1916 | Bethel..... | Gravel..... | 4.38 |
| | S | 1916 | Woodstock*..... | Gravel..... | 0.44 |
| | S | 1917 | Greenwood*..... | Gravel..... | 0.58 |
| Penobscot..... | I | 1914 | Newport..... | Gravel..... | 1.59 |
| | I | 1914-1915 | Etna..... | Gravel..... | 3.08 |
| | I | 1914-1915 | Carmel..... | Gravel..... | 4.93 |
| | M | 1915 | Hermon, No. 1..... | Gravel..... | 1.09 |
| | M | 1915 | Brewer..... | Gravel..... | 0.44 |
| | I | 1916 | Holden, No. 1*..... | Gravel..... | 2.67 |
| | J | 1916 | Hermon, No. 2..... | Gravel..... | 3.08 |
| | J | 1916 | Garland..... | Gravel..... | 1.22 |
| | M | 1916 | Dexter..... | Gravel..... | 0.11 |
| | I | 1916 | Holden No. 2*..... | Gravel..... | 1.00 |
| | J | 1917 | Newport..... | Gravel..... | 0.17 |
| Piscataquis..... | J | 1914-1915 | Dover..... | Gravel..... | 6.72 |
| | J | 1915-1916 | Monson..... | Gravel..... | 2.27 |
| | J | 1916 | Guilford..... | Gravel..... | 3.20 |
| Sagadahoc..... | D | 1914 | Woolwich..... | Gravel..... | 5.65 |
| | C | 1917 | Bath* Bit..... | Gravel..... | 1.04 |
| | Q | 1916 | Richmond..... | Gravel..... | 0.56 |
| | Q | 1917 | Bowdoinham..... | Bit. M..... | 6.05 |
| | Q | 1917 | Bowdoin..... | Bit. M..... | 4.28 |
| | C | 1917 | Bath*..... | Bit. M..... | 1.34 |
| | Q | 1917 | Richmond*..... | Bit. M..... | 5.24 |
| | Z | 1917 | Topsham*..... | Gravel..... | 2.15 |
| Somerset..... | H | 1915 | Fairfield, No. 1..... | Gravel..... | 2.29 |
| | H | 1914-1915 | Norridgewock..... | Gravel..... | 5.61 |
| | H | 1914 | Madison..... | Gravel..... | 1.08 |
| | H | 1916 | Fairfield, No. 2..... | Gravel..... | 1.88 |
| | I | 1916 | Palmyra..... | Gravel..... | 2.56 |
| | I | 1916 | Detroit..... | Gravel..... | 2.85 |
| | I | 1917 | Pittsfield, No. 1..... | Gravel..... | 6.16 |
| | I | 1917 | Pittsfield, No. 2..... | Gravel..... | 0.82 |
| | H | 1917 | Embden*..... | Gravel..... | 0.32 |
| | | | 1916 | Jackman-Rockwood..... | Clearing & Grubbing..... |
| | | 1916 | Jackman I, Long Pond | Grading..... | 8.93 |
| Waldo..... | I | 1914 | Burnham..... | Bridge | |
| | D | 1914-1915 | Northport*..... | Gravel..... | 7.63 |
| | L | 1915-1916 | Searsport..... | Gravel..... | 2.53 |
| | L | 1915 | Prospect..... | Gravel..... | 0.34 |
| | D | 1916 | Lincolnton..... | Gravel..... | 3.50 |
| | I | 1916 | Burnham..... | Gravel..... | 2.53 |
| Washington..... | N | 1914 | Whiting..... | Gravel..... | 9.22 |
| | N | 1915 | Edmunds, No. 1..... | Gravel..... | 1.95 |
| | N | 1916 | Edmunds, No. 2..... | Gravel..... | 2.00 |
| | N | 1916 | Cherryfield*..... | Gravel..... | 3.01 |
| | N | 1917 | Edmunds..... | Gravel..... | 1.46 |
| York..... | A | 1914 | York*..... | Bit. Mac..... | 4.15 |
| | A | 1914 | Wells*..... | Bit. Mac..... | 2.08 |
| | A | 1914 | Kennebunkport..... | Gravel..... | 0.83 |
| | A | 1914 | Biddeford*..... | Gravel..... | 1.20 |
| | A | 1916 | Saco, No. 1..... | Concrete..... | 2.44 |
| | A | 1916 | Saco, No. 2..... | Concrete..... | 1.04 |
| | | | | | 11.74 |
| | | | | | 359.71 |

* Force Account.

† State Aid.

I Special Resolve

SUMMARY

| | |
|---------------------|--------|
| Gravel..... | 239.59 |
| Macadam..... | 4.78 |
| Concrete..... | 11.80 |
| Sand-Clay..... | 6.75 |
| Bit. Mac..... | 49.98 |
| Gravel and Mac..... | 6.74 |
| Clear. & Grub..... | 31.14 |
| Grading..... | 8.93 |

359.71 Miles

STATE HIGHWAYS.

A brief description of construction work begun in 1917, and the unfinished work not reported previously, are herewith submitted showing expenditures for engineering, also for labor and materials. The description is supplemented by a table of "Expenditures on State Highways from State Highway Loan Fund, January 1, 1917 to January 1, 1918."

STATE HIGHWAY "A".

Saco—Expenditures for engineering and advertising amount to \$7.41. Expenditures for labor and materials amount to \$1,696.14. Total \$1,703.55.

STATE HIGHWAY "C".

Brunswick—Expenditures for engineering and advertising amount to \$316.56. Expenditures for labor and materials amount to \$45,169.61. Total \$45,486.17.

Bath—The section begins at New Meadows River on the Ham's Hill Road and extends to the State Aid improved road near Blind Crossing. The work consists of resurfacing an improved gravel road with a bituminous macadam top, including a section of new road built in connection with the elimination of Blind Crossing. The length is 1.34 miles. Type of surface is bituminous macadam having a width of 16 feet and a depth of 6 inches. Expenditures for engineering and advertising amount to \$6.25. Expenditures for labor and materials amount to \$15,746.20. Total \$15,752.45.

STATE HIGHWAY "D".

Edgcomb—This work was done by a contract with H. A. Day, and begins at the junction of an abandoned road across Davis' Island with the state highway and extends easterly along

state highway 1.06 miles to the Newcastle line. Type of surface is gravel having a width of 22 feet and a depth of 6 inches. Expenditures for engineering and advertising amount to \$434.80. Expenditures for labor and materials amount to \$8,116.73. Total \$8,551.53. The contract is 95% completed.

Newcastle—This section begins at the Edgecomb town line and extends 2.85 miles to the road leading from the state highway towards Alna. The contract was let to John Arborio. Type of surface is gravel having a width of 21 feet and a depth of 6 inches. Expenditures for engineering and advertising amount to \$876.70. Expenditures for labor and materials amount to \$11,904.95. Total \$12,781.65. The contract is 53% completed.

Nobleboro—The work begins at the town line of Damariscotta and extends easterly 2.67 miles to connect with the improved State Aid road near the town line of Waldoboro. The contractors are A. Williams & Co. Type of surface is gravel having a width of 21 feet and a depth of 6 inches. The contract is 59.6 completed. Expenditures for engineering and advertising amount to \$1,373.05. Expenditures for labor and materials amount to \$13,237.58. Total \$14,610.63.

Thomaston Spur—The section in Thomaston begins at the state highway near Mill Creek at the east end of Thomaston village and extends southerly 0.59 miles to the South Thomaston line. The work was done by John Gardiner, superintendent. Type of surface is gravel having a width of 16 feet and a depth of 8 inches. Expenditures for engineering and advertising amount to \$5.77. Expenditures for labor and materials amount to \$1,485.50. Total \$1,491.27.

South Thomaston Spur—This section begins at the Thomaston town line and extends southerly 1.8 miles and is a continuation of the Thomaston work with the same forces and the same type of surface and dimensions. Expenditures for engineering and advertising amount to \$23.37. Expenditures for labor and materials amount to \$12,063.87. Total \$12,087.24.

Lincolnton—This work consists of the completion of a contract with H. L. Baker. Expenditures for engineering and advertising amount to \$121.01. Expenditures for labor and materials amount to \$971.75. Total \$1,092.76.

STATE HIGHWAY "E".

Auburn—This work is being done by a contract with Amos D. Bridges' Sons and comprises 4.47 miles of bituminous macadam surface beginning at the end of the compact portion of state highway in Auburn and extending to Danville Junction, having a width of 16 feet and a depth of 6 inches. The contract is 8% completed. Expenditures for engineering and advertising amount to \$622.48. Expenditures for labor and materials amount to \$5,749.06. Total \$6,371.54.

Lewiston—The work consists of completing a contract with James McGregor & Company begun in 1916. Expenditures for engineering and advertising amount to \$146.54. Expenditures for labor and materials amount to \$3,023.47. Total \$3,170.01.

Greene—The section improved begins at the cemetery about two miles west of Greene Station and extends easterly to Greene Station. The work was performed by forces under the direction of E. L. Ford, superintendent. The length is 1.69 miles. Type of surface is gravel having a width of 21 feet and a depth of 5 inches. Expenditures for engineering and advertising amount to \$15.98. Expenditures for labor and materials amount to \$8,926.11. Total \$8,942.09.

STATE HIGHWAY "F".

Sandy River—The work of previous years was continued under the supervision of B. W. Rackliff and consists of 0.78 miles of gravel surface having a width of 21 feet and a depth of 6 inches. Expenditures for labor and materials amount to \$3,553.66.

Letter E—This is a continuation of the work in Sandy River with the same forces. The length is 0.41 miles. Expenditures for labor and materials amount to \$1,790.38.

STATE HIGHWAY "G".

Oakland—This section was begun by Small & Ingalls, Contractors, beginning at the bridge across Messalonskee Stream and extending easterly to the Waterville line. The length is 1.38 miles. Type of surface is bituminous macadam having a width of 16 feet and a depth of 6 inches. The contract is 74% completed. Expenditures for engineering and advertising amount to \$702.01. Expenditures for labor and materials amount to \$20,494.90. Total \$21,196.91.

Waterville—This section was built by James H. Kerr, Contractor, and extends from the Oakland line easterly to the Mesalonskee Bridge in Waterville. The length is 1.84 miles. Type of surface is gravel having a width of 16 feet and a depth of 7 inches. The contract is 91% completed. Expenditures for engineering and advertising amount to \$686.84. Expenditures for labor and materials amount to \$14,953.31. Total \$15,640.15.

STATE HIGHWAY "H".

Embden—The work consists of graveling a section of road, south of the bridge across the Kennebec River between Embden and Solon, under the direction of B. J. Libby. The length is 0.32 miles having a width of 21 feet and a depth of 8 inches. Expenditures for engineering and advertising amount to \$47.91. Expenditures for labor and materials amount to \$1,363.06. Total \$1,410.97.

STATE HIGHWAY "I".

Benton—The work begins at the bridge across the Kennebec River and extends easterly 0.35 miles and consists of gravel surface having a width of 21 feet and a depth of 8 inches. The work was performed under the direction of J. E. Brown, superintendent. Expenditures for engineering amount to \$120.24. Expenditures for labor and materials amount to \$5,456.31. Total \$5,576.55.

Clinton—This work consists of the completion of a contract with Doran & Fellows made in 1916. Type of surface is gravel having a width of 16 feet and a depth of 8 inches. Expenditures for engineering and advertising amount to \$236.32. Expenditures for labor and materials amount to \$4,047.24. Total \$4,283.56.

Burnham—This work consists of the completion of a contract made with John G. Fleming in 1916. Type of surface is gravel having a width of 16 feet and a depth of 8 inches. Expenditures for engineering and advertising amount to \$114.24. Expenditures for labor and materials amount to \$2,109.85. Total, \$2,224.09.

Pittsfield—The work is composed of two sections. Section No. 1 begins at the Burnham town line and extends 6.16 miles

towards Pittsfield village. The contract was made with Dominic Susi and was 74% completed. Section No. 2 begins at the east end of Pittsfield village and extends northerly to the Detroit town line. The length is 0.82 miles. This contract was made with Taylor & Mavor. The type of surface on both sections is gravel having a width of 16 feet and a depth of 8 inches. Expenditures for engineering and advertising amount to \$1,935.56. Expenditures for labor and materials amount to \$42,390.25. Total \$44,325.81.

Detroit—This work is a completion of the contract with H. A. & S. G. Day made in 1916. Expenditures for engineering and advertising amount to \$106.68. Expenditures for labor and materials amount to \$3,111.14. Total \$3,217.82.

Palmyra—This work is a completion of the contract made in 1916 with A. Williams & Company. Expenditures for engineering and advertising amount to \$54.58. Expenditures for labor and materials amount to \$2,527.90. Total \$2,582.48.

Newport—This work was performed by A. Williams & Company under an extension of the Palmyra contract and consists of gravel surface having a width of 16 feet and a depth of 8 inches. Expenditures for engineering and advertising amount to \$74.27. Expenditures for labor and materials amount to \$1,287.46. Total \$1,361.73.

Hermon—This work consists of the completion of contract No. 2 made with Doran & Fellows in 1916. Type of surface is gravel having a width of 16 feet and a depth of 8 inches. Expenditures for engineering and advertising amount to \$213.20. Expenditures for labor and materials amount to \$2,923.54. Total \$3,136.74.

STATE HIGHWAY "J".

Dexter—This section of road is an extension of the work done in 1916 by contract, but continued southerly a distance of 1.46 miles with State forces under the superintendence of George D. Chandler. Type of surface is gravel having a width of 16 feet and an average depth of 7 inches. The work was not completed during the year. Expenditures for engineering and advertising amount to \$465.04. Expenditures for labor and materials amount to \$14,406.34. Total \$14,871.38.

Garland—The work begun in 1916 by Noyes & Campbell was completed during the year. The length is 1.22 miles. Type of surface is gravel having a width of 16 feet and an average depth of 7 inches. Expenditures for engineering and advertising amount to \$131.72. Expenditures for labor and materials amount to \$1,154.17. Total \$1,285.89.

Monson—The work consists of 2.27 miles of gravel road begun in 1915. Expenditures for engineering and advertising amount to \$129.70. Expenditures for labor and materials amount to \$484.20. Total \$613.90.

STATE HIGHWAY "K".

Mattawamkeag—A section beginning about one-half mile east of Mattawamkeag village, at the top of Webb Hill, was begun under the superintendence of Arthur H. Hill and extends northerly along the military road 4.5 miles to the town line of Molunkus. The work consists of grading and drainage. A drainage ditch was necessary to lower the water in a bog which crosses the road, and considerable progress was made on this ditch during the year, although it was not completed. The nature of the work necessitated a clam shell dredge. The length of this ditch is about 1,400 feet, having a maximum depth of 10 feet, and varying in width from 10 to 25 feet with sloping sides. The work was discontinued on account of cold weather. Expenditures for engineering and advertising amount to \$917.55. Expenditures for labor and materials amount to \$2,466.03. Total \$3,383.58.

Blaine—A section of road was built in the town of Blaine beginning at the Bridgewater town line and extending northerly to the Mars Hill town line. Total distance 3.41 miles. The road bed was graded 28 feet wide with a 21 foot gravel surface averaging 8 inches in depth at the center. The work was done by force account under the superintendence of S. D. Rice. In connection with the road work, the Three Rivers bridge was charged to the State Highway Loan Fund and this fund was reimbursed by the town for the cost of the bridge. Expenditures for engineering and advertising amount to \$780.11. Expenditures for labor and materials amount to \$27,550.51. Total \$28,330.62.

Mars Hill—A section of road was built beginning at the Blaine town line and extending northerly to Station Street a

distance of 1,400 feet. The work was grading, 28 feet wide, and surfacing with gravel, 21 feet wide, with an average thickness of 8 inches in the center of the road. Expenditures for engineering and advertising amount to \$62.86. Expenditures for labor and materials amount to \$971.52. Total \$1,034.38.

STATE HIGHWAY "M".

Ellsworth—The work of grading and surfacing with gravel a section of road in Ellsworth 3.75 miles long beginning at the top of McGown Hill and extending 3.7 miles to the Ahern contract, was done by forces under the superintendence of H. C. Schoppe. Expenditures for engineering and advertising amount to \$10.78. Expenditures for labor and materials amount to \$3,283.30. Total \$3,294.08. Other expenditures were carried over to be paid from the 1918 funds and will appear in the report for 1918.

Dedham—Expenditures for labor and materials during the year were \$12,716.33.

Trenton—Contract No. 4 was made with J. H. Stalford for building 0.57 miles of gravel surface road between the Toll bridge and the Eden town line. Width 16 feet and depth 7 inches. The work was discontinued late in the fall having completed about 95%. Expenditures for engineering and advertising amount to \$179.97. Expenditures for labor and materials amount to \$7,155.57. Total \$7,335.54.

STATE HIGHWAY "N".

Edmunds—Contract No. 3 for building 1.46 miles of gravel surface road was made with A. Williams & Company beginning at the end of contract No. 2 and extending northerly towards the Dennysville line. Width 18 feet and depth 3 inches. The work was about 90% completed at the end of the season. Expenditures for engineering and advertising amount to \$827.34. Expenditures for labor and materials amount to \$13,622.20. Total \$14,449.54.

STATE HIGHWAY "Q".

Gardiner—The contract with Smith & Havey, reported in 1916, was completed during the year. Expenditures for engineering and advertising amount to \$1,037.60. Expenditures

for labor and materials amount to \$20,962.27. Total \$21,999.87.

Richmond—The work in Richmond, also described in the 1916 report and done by Smith & Havey, was completed during the year. Expenditures for engineering and advertising amount to \$374.32. Expenditures for labor and materials amount to \$1,792.51. Total \$2,166.83.

Bowdoinham—The contract was made with Amos D. Bridges' Sons Company, Inc., late in the season, for building 6.05 miles of Federal Aid road having a width of 16 feet of bituminous macadam and a depth of 6 inches. The contract was about 46% completed at the end of the season. Expenditures for engineering and advertising amount to \$1,724.14. Expenditures for labor and materials amount to \$43,908.05. Total \$45,632.19.

STATE HIGHWAY "S".

Greenwood—About 0.58 miles of gravel surface road was begun by force account under the superintendence of H. M. Swift, but was not completed at the end of the season. Expenditures for engineering and advertising amount to \$10.63. Expenditures for labor and materials amount to \$2,055.37. Total \$2,066.00.

Bethel—The contract with Marco Lavorgna made in 1916 was completed during the year. Expenditures for engineering and advertising amount to \$649.81. Expenditures for labor and materials amount to \$7,741.40. Total \$8,391.21.

STATE HIGHWAY "Z".

Lisbon—The work in Lisbon begins at Lisbon Falls village and extends southerly 0.5 miles to the Topsham town line. The work was done by force account under the superintendence of W. D. Smith and was about 66% completed at the end of the season. Expenditures for engineering and advertising amount to \$340.98. Expenditures for labor and materials amount to \$3,279.37. Total \$3,620.35.

Topsham—The work in Topsham was a continuation of the Lisbon work and extends from the Lisbon town line southeasterly towards Topsham village a distance of 2.15 miles of which about 66% is completed. Expenditures for engineering and advertising amount to \$269.38. Expenditures for labor and materials amount to \$13,627.38. Total \$13,896.76.

"D" EDGECOMB—1.06 MILES.

CONTRACTOR—H. A. DAY, BANGOR, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|------------------------------------|------------|------------|--------------------|------------|
| 1 | 1733 C.Y. Excavation | \$0 90 | \$1559 70 | 1980 C.Y. | \$1782 00 |
| 2 | 20 C.Y. Rock Excavation | 3 50 | 70 00 | 5 C.Y. | 17 50 |
| 3 | 200 C.Y. Borrow | 1 15 | 230 00 | - | - |
| 4 | - C.Y. St. V-drain | 1 25 | - | - | - |
| 5 | - C.Y. Gravel V-drain | - | - | - | - |
| 6 | 148 C.Y. St. Base | 1 15 | 170 20 | - | - |
| 7 | - C.Y. Gr. Base | - | - | - | - |
| 8 | 33.67 C.Y. "A" Concrete | 20 00 | 673 40 | 33.4 C.Y. | 668 00 |
| 9 | 48.21 C.Y. "B" Concrete | 18 00 | 867 78 | 43.9 C.Y. | 790 20 |
| 10 | - C.Y. "C" Concrete | - | - | - | - |
| 11 | - C.Y. St. Masry | 8 00 | - | - | - |
| 12 | 30 L.F. 12" Pipe | 90 | 27 00 | 66 L.F. | 59 40 |
| 13 | - L.F. 14" Pipe | 90 | - | - | - |
| 14 | 26 L.F. 16" Pipe | 90 | 23 40 | 26 L.F. | 23 40 |
| 15 | - L.F. 18" Pipe | 90 | - | - | - |
| 16 | 30 L.F. 24" Pipe | 90 | 27 00 | 30 L.F. | 27 00 |
| 17 | 155.5 C.Y. Underdrains | 1 40 | 217 70 | - | - |
| 18 | 600 L.F. Wd. Gd. Rail | 1 10 | 660 00 | 864 L.F. | 950 40 |
| 21 | 1913 C.Y. Gravel Surface | 1 95 | 3730 35 | 1895 C.Y. | 3695 25 |
| 25 | - S.Y. Cobble Paving | 1 25 | - | - | - |
| | Maintenance | 1 95 | - | 52 C.Y. | 101 40 |
| | | | \$8,256 53 | | \$8,114 55 |

"D" NEWCASTLE—2.85 MILES.

CONTRACTOR—JOHN ARBORIO, 36 WARD ST., NEW HAVEN, CONN.

53% Completed.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|------------------------------------|------------|-------------|--------------------|-------------|
| 1 | 4443 C.Y. Excavation | \$1 00 | \$4443 00 | 3400 C.Y. | \$3400 00 |
| 2 | 616 C.Y. Rock Excavation | 3 00 | 1848 00 | 76.7 C.Y. | 230 10 |
| 3 | 1388 C.Y. Borrow | 1 15 | 1596 20 | - | - |
| 4 | 148.1 C.Y. St. V-drain | 2 50 | 370 25 | 44 C.Y. | 110 00 |
| 5 | - C.Y. Gr. V-drain | 2 75 | - | - | - |
| 6 | 347.6 C.Y. Stone base | 3 00 | 1042 80 | 144 C.Y. | 432 00 |
| 7 | - C.Y. Gravel base | 2 75 | - | - | - |
| 8 | 7.93 C.Y. "A" Concrete | 20 00 | 158 60 | 7.93 C.Y. | 158 60 |
| 9 | 39.53 C.Y. "B" Concrete | 10 00 | 395 30 | 19.65 C.Y. | 196 50 |
| 10 | - C.Y. "C" Concrete | 9 00 | - | - | - |
| 11 | - C.Y. Stone Masonry | 9 00 | - | - | - |
| 12 | 104 L.F. 12" Pipe | 75 | 78 00 | 152 L.F. | 114 00 |
| 13 | - L.F. 14" Pipe | 80 | - | - | - |
| 14 | 140 L.F. 16" Pipe | 85 | 119 00 | 188 L.F. | 159 80 |
| 15 | - L.F. 18" Pipe | 90 | - | - | - |
| 16 | 52 L.F. 24" Pipe | 1 00 | 52 00 | 52 L.F. | 52 00 |
| 17 | - C.Y. Side underdrain | 2 50 | - | 70 C.Y. | 175 00 |
| 18 | 192 L.F. Wd. Gd. Rail | 35 | 67 20 | - | - |
| 19 | - L.F. Ir. Gd. Rail | 3 00 | - | - | - |
| 20 | - C.Y. Sand-Clay Surface | 2 50 | - | - | - |
| 21 | 5144 C.Y. Gravel Surface | 3 00 | 15432 00 | 2575 C.Y. | 7725 00 |
| 25 | - S.Y. Cobble Paving | 1 00 | - | - | - |
| | | | \$25,602 35 | | \$12,753 00 |

"D" NOBLEBORO—2.67 MILES.

CONTRACTOR—A. WILLIAMS CO., REVERE, MASS.

59.6% Completed.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|--------------------------------------|------------|-------------|--------------------|-------------|
| 1 | 4237 C.Y. Earth Excavation | \$1 00 | \$4237 00 | 6050 C.Y. | \$6050 00 |
| 2 | 750 C.Y. Rock Excavation | 3 00 | 2250 00 | 850 C.Y. | 2550 00 |
| 3 | 850 C.Y. Borrow | 1 00 | 850 00 | 704 C.Y. | 704 00 |
| 4 | - C.Y. St. V-Drain | 1 75 | - | 323.5 C.Y. | 566 12 |
| 5 | - C.Y. Gr. V-Drain | 1 40 | - | - | - |
| 6 | 175 C.Y. St. Base | 2 00 | 350 00 | - | - |
| 7 | - C.Y. Gr. Base | 1 40 | - | 378.5 C.Y. | 529 90 |
| 8 | 49.4 C.Y. "A" Conc. | 18 00 | 889 20 | - | - |
| 9 | 91.6 C.Y. "B" Conc. | 16 00 | 1465 60 | - | - |
| 10 | - C.Y. "C" Conc. | 16 00 | - | - | - |
| 11 | - C.Y. Cem. St. Mas. | 7 00 | - | - | - |
| 12 | 142 L.F. 12" M. C. | 75 | 106 50 | 52 L.F. | 39 00 |
| 13 | - L.F. 14" M. C. | 80 | - | - | - |
| 14 | 52 L.F. 16" M. C. | 90 | 46 80 | 52 L.F. | 46 80 |
| 15 | 78 L.F. 18" M. C. | 90 | 70 20 | 52 L.F. | 46 80 |
| 16 | 106 L.F. 24" M. C. | 1 00 | 106 00 | 68 L.F. | 68 00 |
| 17 | - C.Y. Side Un'dis. | 1 25 | - | - | - |
| 18 | 80 L.F. Wd. Gd. Rl. | 50 | 40 00 | - | - |
| 19 | - L.F. Jr. Gd. Rl. | - | - | - | - |
| 21 | 5727 C.Y. Gravel Surface | 1 50 | 8590 50 | 957.3 C.Y. | 1480 95 |
| 22 | - S.Y. Mac. Surface | - | - | - | - |
| 23 | - Gals. Bit. Material | - | - | - | - |
| 24 | - S.Y. Cem. Conc. Surf. | - | - | - | - |
| 25 | 375 S.Y. Cobble Paving | 1 25 | 468 75 | - | - |
| | | | \$19,470 55 | | \$12,081 57 |

"E" AUBURN—4.47 MILES.

CONTRACTOR—A. D. BRIDGES' SONS, HAZARDVILLE, CONN.

8% Completed.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|--------------------------------------|------------|-------------|--------------------|------------|
| 1 | 2500 C.Y. Earth Excavation | \$1 25 | \$3125 00 | 1078.4 C.Y. | \$1348 00 |
| 2 | 40 C.Y. Rock Excavation | 4 00 | 160 00 | 33 53 C.Y. | 134 12 |
| 3 | 3600 C.Y. Borrow | 1 25 | 4500 00 | - | - |
| 4 | 20 C.Y. St. V-dr. | 3 00 | 60 00 | - | - |
| 5 | 10 C.Y. Gr V-dr. | 3 00 | 30 00 | - | - |
| 6 | 150 C.Y. Stone Base | 3 00 | 450 00 | - | - |
| 7 | 200 C.Y. Gravel Base | 3 00 | 600 00 | - | - |
| 8 | 16 C.Y. "A" Conc. | 20 00 | 320 00 | - | - |
| 9 | 27 C.Y. "B" Conc. | 18 00 | 486 00 | - | - |
| 10 | 6 C.Y. "C" Conc. | 16 00 | 96 00 | - | - |
| 11 | 12 C.Y. St. Masry | 12 00 | 144 00 | - | - |
| 12 | 28 L.F. 12" Pipe | 1 00 | 28 00 | - | - |
| 13 | 26 L.F. 14" Pipe | 1 00 | 26 00 | - | - |
| 14 | 26 L.F. 16" Pipe | 1 00 | 26 00 | - | - |
| 15 | 30 L.F. 18" Pipe | 1 10 | 33 00 | - | - |
| 16 | 44 L.F. 24" Pipe | 1 25 | 55 00 | - | - |
| 17 | 2850 C.Y. Side Under | 3 65 | 10402 50 | 1019.3 C.Y. | 3720 45 |
| 18 | 800 L.F. Wd. Gd. Rail. | 40 | 320 00 | - | - |
| 21 | 80 C.Y. Gravel Surface | 3 00 | 240 00 | - | - |
| 22 | 41956 S.Y. 6" Mac. Surface | 1 00 | 41956 00 | - | - |
| 23 | 83912 Gals. Bit. Mat. | 06 | 5034 72 | - | - |
| 25 | 50 S.Y. Clb. Paving | 1 00 | 50 00 | - | - |
| 26 | 4800 S.Y. 6" Tile | 08 | 384 00 | 2703 L.F. | 216 24 |
| 27 | 6620 S.Y. 4" Tile | 06 | 397 20 | 2021 L.F. | 121 26 |
| | | | \$68,923 42 | | \$5,540 07 |

"G" OAKLAND—1.38 MILES.
CONTRACTOR—SMALL & INGALLS, BAR HARBOR, MAINE.
74% Completed.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|--|------------|-------------|--------------------|-------------|
| 1 | 2800 C.Y. Earth Excavation..... | \$1 00 | \$2800 00 | 3228.3 C.Y. | \$3228 30 |
| 2 | 325 C.Y. Rock Excavation..... | 6 00 | 1950 00 | 60.2 C.Y. | 361 20 |
| 3 | 200 C.Y. Borrow..... | 1 50 | 300 00 | - | - |
| 4 | 430 C.Y. St. V-Drain..... | 2 00 | 860 00 | - | - |
| 5 | - C.Y. Gr. V-Drain..... | 3 50 | - | - | - |
| 6 | 460 C.Y. St. Base..... | 2 00 | 920 00 | 880 C.Y. | 1760 00 |
| 7 | - C.Y. Gravel Base..... | 3 50 | - | 3771 C.Y. | 1319 85 |
| 8 | 16 C.Y. "A" Conc..... | 20 00 | 320 00 | 19.92 C.Y. | 398 40 |
| 9 | 41 C.Y. "B" Conc..... | 18 00 | 738 00 | 33.15 C.Y. | 596 70 |
| 10 | - C.Y. "C" Conc..... | 15 00 | - | - | - |
| 11 | - C.Y. Cem. St. Mas..... | - | - | - | - |
| 12 | 160 L.F. 12" M. C..... | 1 00 | 160 00 | 142 L.F. | 142 00 |
| 13 | - L.F. 14" M. C..... | 1 00 | - | - | - |
| 14 | 82 L.F. 16" M. C..... | 1 10 | 90 20 | 40 L.F. | 44 00 |
| 15 | 106 L.F. 18" M. C..... | 1 20 | 127 20 | 126 L.F. | 151 20 |
| 16 | - L.F. 24" M. C..... | 1 30 | - | - | - |
| 17 | 100 C.Y. Side Underdr..... | 2 50 | 250 00 | 9 C.Y. | 22 50 |
| 18 | 96 L.F. Wd. Gd. Rail..... | 1 00 | 96 00 | - | - |
| 19 | - L.F. Ir. Gd. Rail..... | 2 50 | - | - | - |
| 20 | - C.Y. Sand-Clay Sur..... | - | - | - | - |
| 21 | 300 C.Y. Gravel Surface..... | 3 50 | 1050 00 | 56 C.Y. | 196 00 |
| 22 | 12747 S.Y. Mac. Surface..... | 80 | 10197 60 | 9310 S.Y. | 7448 00 |
| 23 | 28651 gals. Bit. Mat..... | 05 | 1434.05 | 19676 gals. | 983 80 |
| 24 | - S.Y. Cem. Con. Sur..... | - | - | - | - |
| 25 | 200 S.Y. Cobble..... | 1 50 | 300 00 | - | - |
| 26 | 140 S.Y. Gran. Blk..... | 3 50 | 490 00 | - | - |
| | Overhaul $\frac{1}{2}$ c per c. y. per 100 ft. .02 | - | - | - | 2 80 |
| | 140 c. y. 400 ft..... | - | - | - | - |
| | | | \$22,083 05 | | \$16,654 75 |

"G" WATERVILLE—1.84 MILES.
CONTRACTOR—JAS. H. KERR, RUMFORD FALLS, MAINE.
91% Completed.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|---------------------------------|------------|-------------|--------------------|-------------|
| 1 | 2215 C.Y. Earth Excavation..... | \$0 91 | \$2015 65 | 4328 C.Y. | \$3938 48 |
| 2 | 200 C.Y. Rock Excavation..... | 5 95 | 1190 00 | 64.8 C.Y. | 385 56 |
| 3 | 2427 C.Y. Borrow..... | 0 95 | 2305 65 | - | - |
| 4 | - C.Y. St. V-Drain..... | 1 75 | - | 659 C.Y. | 1153 25 |
| 5 | - C.Y. Gr. V-Drain..... | 2 00 | - | - | - |
| 6 | 1500 C.Y. St. Base..... | 1 75 | 2625 00 | 1269 C.Y. | 2220 75 |
| 7 | - C.Y. Gr. Base..... | 2 00 | - | 827 C.Y. | 1654 00 |
| 8 | 14 C.Y. "A" Conc..... | 20 00 | 280 00 | - | - |
| 9 | 50 C.Y. "B" Conc..... | 15 00 | 750 00 | 17.5 C.Y. | 262 50 |
| 10 | - C.Y. "C" Conc..... | 12 00 | - | - | - |
| 11 | - C.Y. Cem. St. Mas..... | 8 00 | - | - | - |
| 12 | 68 L.F. 12" M. C..... | 50 | 34 00 | 62 L.F. | 31 00 |
| 13 | - L.F. 14" M. C..... | 80 | - | - | - |
| 14 | 138 L.F. 16" M. C..... | 80 | 110 40 | 116 L.F. | 92 80 |
| 15 | - L.F. 18" M. C..... | 80 | - | - | - |
| 16 | 28 L.F. 24" M. C..... | 1 00 | 28 00 | 28 L.F. | 28 00 |
| 17 | 150 C.Y. Side Undrs..... | 3 00 | 450 00 | 93 C.Y. | 279 00 |
| 18 | 104 L.F. Wd. Gd. Rl..... | 50 | 52 00 | - | - |
| 19 | - L.F. Ir. Gd. Rl..... | 2 00 | - | - | - |
| 20 | - C.Y. Sand Clay Sur..... | - | - | - | - |
| 21 | 3467 L.F. Gravel Surf..... | 1 91 | 6621 97 | 3267 C.Y. | 6239 97 |
| 22 | 17309 S.Y. Mac. Sur..... | 81 | 14020 29 | - | - |
| 23 | 38945 gals. Bit. Mater..... | 0 13 | 5062 85 | - | - |
| 24 | - S.Y. Cem. Con. Sr..... | - | - | - | - |
| 25 | 280 S.Y. Cobble Pav..... | 1 50 | 420 00 | - | - |
| | | | \$16,882 67 | | \$16,285 31 |
| | | | 29,343 84 | | |

"I" BURNHAM—2.526 MILES.

CONTRACTOR—JOHN G. FLEMING, LINCOLN, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|---------------------------------|------------|-------------|--------------------|-------------|
| 1 | 3276 C.Y. Earth Excavation..... | \$0 65 | \$2129 40 | 4917 C.Y. | \$3196 05 |
| 2 | 15 C.Y. Rock Excavation..... | 3 00 | 45 00 | 64 C.Y. | 192 00 |
| 3 | 351 C.Y. Borrow..... | 0 65 | 228 15 | 1915 C.Y. | 1244 75 |
| 4 | 100 C.Y. St. V-Drain..... | 1 25 | 125 00 | - | - |
| 5 | - C.Y. Grav. V-Drain..... | 1 25 | - | - | - |
| 6 | 140 C.Y. St. Base..... | 1 25 | 175 00 | 724.4 C.Y. | 905 50 |
| 7 | 300 C.Y. Gr. Base..... | 1 25 | 375 00 | 118.4 C.Y. | 148 00 |
| 8 | 13.5 C.Y. "A" Conc..... | 15 00 | 202 50 | 13.11 C.Y. | 196 65 |
| 9 | 17.5 C.Y. "B" Conc..... | 14 00 | 245 00 | 38.07 C.Y. | 532 98 |
| 10 | - C.Y. "C" Conc..... | 12 00 | - | - | - |
| 11 | - C.Y. Cem. St. Mary..... | 10 00 | - | - | - |
| 12 | 32 L.F. 12" Pipe..... | 1 00 | 32 00 | 80 L.F. | 80 00 |
| 13 | 26 L.F. 14" Pipe..... | 1 10 | 28 60 | 26 L.F. | 28 60 |
| 14 | - L.F. 16" Pipe..... | 1 20 | - | 26 L.F. | 31 20 |
| 15 | 28 L.F. 18" Pipe..... | 1 30 | 36 40 | 28 L.F. | 36 40 |
| 16 | - L.F. 24" Pipe..... | 1 40 | - | - | - |
| 17 | - C.Y. Side Drs..... | 2 00 | - | 31.6 C.Y. | 63 20 |
| 18 | 1524 L.F. Wd. Gd. Rail..... | 0 40 | 609 60 | 3253 L.F. | 1300 80 |
| 19 | - L.F. Ir. Gd. Rail..... | 1 00 | - | - | - |
| 21 | 5271 C.Y. Grav. Surf..... | 1 25 | 6588 75 | 4949 C.Y. | 6186 25 |
| 25 | - S.Y. Cobble Pav..... | 2 00 | - | - | - |
| | - Riprap..... | 1 00 | - | 162 C.Y. | 162 00 |
| | - Overhaul 100 ft. 0.005 | - | - | 1468 C.Y. | 7 34 |
| | - Extra work on the | - | - | - | - |
| | - Misses Goodwin | - | - | - | - |
| | - Lawn..... | - | - | - | 3 60 |
| | | | \$10,820 40 | | \$14,315 32 |

"I" CLINTON—4.89 MILES.

CONTRACTOR—DORAN & FELLOWS, MERCER, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|---------------------------------|------------|-------------|--------------------|-------------|
| 1 | 5250 C.Y. Earth Excavation..... | \$0 65 | \$3412 50 | 8432 C.Y. | \$5480 80 |
| 2 | 260 C.Y. Rock Excavation..... | 3 50 | 910 00 | 413 C.Y. | 1445 50 |
| 3 | 2160 C.Y. Borrow..... | 0 65 | 1404 00 | 2685 C.Y. | 1745 25 |
| 4 | 10 C.Y. St. V-Dr..... | 1 30 | 13 00 | 18 C.Y. | 23 40 |
| 5 | - C.Y. Gravel..... | 1 30 | - | - | - |
| 6 | 1007 C.Y. St. Base..... | 1 30 | 1309 10 | 768.2 C.Y. | 998 66 |
| 7 | - C.Y. Gr. Base..... | 1 30 | - | 438 C.Y. | 569 40 |
| 8 | 53.58 C.Y. "A" Concrete..... | 15 00 | 803 70 | 36.54 C.Y. | 548 10 |
| 9 | 108.36 C.Y. "B" Concrete..... | 13 00 | 1408 68 | 92.46 C.Y. | 1201 98 |
| 10 | - C.Y. "C" Concrete..... | 13 00 | - | - | - |
| 11 | - C.Y. St. Masry..... | 8 00 | - | - | - |
| 12 | 454 L.F. 12" Pipe..... | 0 60 | 272 40 | 248 L.F. | 148 80 |
| 13 | 104 L.F. 14" Pipe..... | 0 70 | 72 80 | 130 L.F. | 91 00 |
| 14 | 26 L.F. 16" Pipe..... | 0 80 | 20 80 | 132 L.F. | 105 60 |
| 15 | 62 L.F. 18" Pipe..... | 0 85 | 52 70 | 116 L.F. | 98 60 |
| 16 | 26 L.F. 24" Pipe..... | 1 00 | 26 00 | 78 L.F. | 78 00 |
| 17 | - L.F. Side Drs..... | 1 10 | - | - | - |
| 18 | 1982 L.F. Wd. Gd. Rail..... | 0 30 | 594 60 | 2472 L.F. | 741 60 |
| 19 | - L.F. Ir. Gd. Rail..... | 0 75 | - | - | - |
| 21 | 10212 C.Y. Gr. Surf..... | 1 80 | 18381 60 | 10540 C.Y. | 18972 00 |
| 25 | - S.Y. Cob. Pav..... | 0 75 | - | 14 S.Y. | 10 50 |
| | - Overhaul..... | - | - | 14 S.Y. | 16 20 |
| | - Removing 16" x 26" | - | - | - | - |
| | - M. C. Sta. 407.... | - | - | - | 7 00 |
| | - 72 Steel..... | - | - | 72 Steel..... | 7 20 |
| | | | \$28,681 88 | | \$32,289 59 |

"I" DETROIT—2.85 MILES.

CONTRACTOR—H. A. & S. G. DAY, BANGOR, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|-----------------------------|------------|-------------|--------------------|-------------|
| 1 | 2265 C.Y. Earth Ex. | \$0 60 | \$1359 00 | 4068 C.Y. | \$2440 80 |
| 2 | 10 C.Y. Rock Ex. | 3 50 | 35 00 | 21 C.Y. | 73 50 |
| 3 | 3367 C.Y. Borrow. | 0 65 | 2188 55 | 1437 C.Y. | 934 05 |
| 4 | 100 C.Y. St. V-dr. | 0 90 | 90 00 | - | - |
| 5 | - C.Y. Gr. V-dr. | - | - | - | - |
| 6 | 1256 C.Y. St. Base. | 0 90 | 1130 40 | 1345 C.Y. | 1210 50 |
| 7 | - C.Y. Gr. Base. | - | - | - | - |
| 8 | 29.6 C.Y. "A" Conc. | 14 00 | 414 40 | 35.48 C.Y. | 496 72 |
| 9 | 61 C.Y. "B" Conc. | 12 00 | 732 00 | 58.7 C.Y. | 704 40 |
| 10 | - C.Y. "C" Conc. | 10 00 | - | - | - |
| 11 | - C.Y. St. Msry. | 7 00 | - | - | - |
| 12 | 26 L.F. 12" Pipe. | 0 50 | 13 00 | 26 L.F. | 13 00 |
| 13 | 54 L.F. 14" Pipe. | 0 50 | 27 00 | 28 L.F. | 14 00 |
| 14 | 26 L.F. 16" Pipe. | 0 60 | 15 60 | 52 L.F. | 31 20 |
| 15 | 52 L.F. 18" Pipe. | 0 60 | 31 20 | - | - |
| 16 | 104 L.F. 24" Pipe. | 0 70 | 72 80 | 130 L.F. | 91 00 |
| 17 | - C.Y. Side Drs. | 1 00 | - | 10 C.Y. | 10 00 |
| 18 | 352 L.F. Wd. Gd. Rail. | 0 75 | 264 00 | 368 L.F. | 276 00 |
| 19 | - L.F. Jr. Gd. Rail. | - | - | - | - |
| 20 | 6115 C.Y. Gravel Surf. | 1 55 | 9478 25 | 50 C.Y. | 35 00 |
| 26 | 26 L.F. 20" Pipe. | 0 70 | 18 20 | - | - |
| 21 | - Gravel Surface. | 1 55 | - | 6105 C.Y. | 9462 75 |
| | | | \$15,869 40 | | \$15,792 92 |

"I" HERMON—3.076 MILES.

CONTRACTOR—W. H. DORAN, MERCER, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|--------------------------------------|------------|-------------|--------------------|-------------|
| 1 | 2568 C.Y. Earth Ex. | \$0 60 | \$1540 80 | 5711 C.Y. | \$3426 60 |
| 2 | 300 C.Y. Rock Ex. | 3 00 | 900 00 | 530.5 C.Y. | 1591 50 |
| 3 | 4055 C.Y. Borrow. | 0 60 | 2433 00 | 3353 C.Y. | 2011 80 |
| 4 | - C.Y. St. V-dr. | 1 25 | - | 1888 C.Y. | 2360 00 |
| 5 | - C.Y. Gr. V-dr. | 1 30 | - | - | - |
| 6 | 158 C.Y. St. Base. | 1 10 | 173 80 | 316 C.Y. | 347 60 |
| 7 | 544 C.Y. Gr. Base. | 1 30 | 707 20 | 817 C.Y. | 1062 10 |
| 8 | - C.Y. "A" Conc. | 15 00 | - | 30.84 C.Y. | 439 47 |
| 9 | 36 C.Y. "B" Conc. | 12 00 | 432 00 | 108.32 C.Y. | 1259 77 |
| 10 | - C.Y. "C" Conc. | 12 00 | - | - | - |
| 11 | - C.Y. Cem. St. Msry. | 7 00 | - | - | - |
| 12 | 52 L.F. 12" Met. Cul. | 0 65 | 33 80 | 78 L.F. | 50 70 |
| 13 | - L.F. 14" Met. Cul. | 0 70 | - | - | - |
| 14 | 156 L.F. 16" Met. Cul. | 0 75 | 117 00 | 208 L.F. | 156 00 |
| 15 | 148 L.F. 18" Met. Cul. | 0 80 | 118 40 | 444 L.F. | 355 20 |
| 16 | - L.F. 24" Met. Cul. | 1 00 | - | - | - |
| 17 | 110 C.Y. Sd. Underdr. | 1 20 | 132 00 | 115 C.Y. | 138 00 |
| 18 | 1648 L.F. Wd. Gd. Rl. | 0 30 | 494 40 | 2704 L.F. | 676 00 |
| 19 | - L.F. Jr. Gd. Rl. | 0 75 | - | - | - |
| 20 | - C.Y. Sand-Clay Sur. | 1 35 | - | - | - |
| 21 | 6582 C.Y. Gravel Sur. | 1 60 | 10531 20 | 6555 C.Y. | 10488 00 |
| 25 | - S.Y. Cobble Pav. | 0 75 | - | - | - |
| | Extra work on Bridge Abutments. | | | | 154 79 |
| | Extra work on floor. | | | | 240 00 |
| | Extra work on Excavation. | | | | 75 00 |
| | | | \$17,613 60 | | \$24,832 53 |

"I" PALMYRA—2.56 MILES.

CONTRACTOR—A. WILLIAMS Co., 27 LOWELL ST., BOSTON, MASS.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|-----------------------------------|------------|-------------|--------------------|-------------|
| 1 | 1840 C.Y. Earth Ex. | \$0 65 | \$1196 00 | 2557 C.Y. | \$1662 05 |
| 2 | 10 C.Y. Rock Ex. | 2 00 | 20 00 | 24 C.Y. | 48 00 |
| 3 | 1865 C.Y. Borrow. | 0 65 | 1212 25 | 3984.4 C.Y. | 2589 86 |
| 4 | - C.Y. St. V-dr. | 1 35 | - | - | - |
| 5 | - C.Y. Gr. V-dr. | 2 00 | - | - | - |
| 6 | 971 C.Y. St. Base. | 1 50 | 1456 50 | 1714 C.Y. | 2571 00 |
| 7 | - C.Y. Gr. Base. | 2 00 | - | 124 C.Y. | 248 00 |
| 8 | - C.Y. "A" Conc. | 14 00 | - | - | - |
| 9 | 35.5 C.Y. "B" Conc. | 15 00 | 532 50 | 36 C.Y. | 540 00 |
| 10 | - C.Y. "C" Conc. | 14 00 | - | - | - |
| 11 | 42.5 C.Y. St. Masry. | 6 00 | 255 00 | 34.5 C.Y. | 207 00 |
| 12 | 28 L.F. 12" Pipe. | 0 50 | 14 00 | 28 L.F. | 14 00 |
| 13 | - L.F. 14" Pipe. | 0 50 | - | - | - |
| 14 | 48 L.F. 16" Pipe. | 0 65 | 31 20 | 30 L.F. | 19 50 |
| 15 | 6 L.F. 18" Pipe. | 0 65 | 3 90 | - | - |
| 16 | 132 L.F. 24" Pipe. | 1 00 | 132 00 | 132 L.F. | 132 00 |
| 17 | - C.Y. Side Dts. | 1 25 | - | - | - |
| 18 | 112 L.F. Wd. Gd. Rail. | 0 35 | 39 20 | - | - |
| 19 | - L.F. Ir. Gd. Rail. | 1 00 | - | - | - |
| 20 | 5485 C.Y. Gr. Surf. | 1 90 | 10421 50 | - | - |
| 26 | 52 L.F. 20" Pipe. | 0 75 | 39 00 | 52 L.F. | 39 00 |
| 25 | - S.Y. Cob. Pav. | 0 75 | - | - | - |
| 21 | - Gravel Surf. | 1 90 | - | 5575 C.Y. | 10592 50 |
| | Extra Work on Drive- way. | | | | 5 29 |
| | | | \$15,353 05 | | \$18,668 20 |

"I" PITTSFIELD—6.16 MILES. CONTRACT NO. I.

CONTRACTOR—DOMINIC SUSI, PITTSFIELD, MAINE.

74% Completed.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|------------------------------|------------|-------------|--------------------|-------------|
| 1 | 6650 C.Y. Excav. | \$1 00 | \$6650 00 | 5851 C.Y. | \$5851 00 |
| 2 | 80 C.Y. Rock Ex. | 5 00 | 400 00 | 31 C.Y. | 155 00 |
| 3 | 4300 C.Y. Borrow. | 1 25 | 5375 00 | 3917 C.Y. | 4896 25 |
| 4 | - C.Y. St. V-Dr. | 2 00 | - | 293 C.Y. | 586 00 |
| 5 | - C.Y. Gr. V-Dr. | 2 00 | - | - | - |
| 6 | 1720 C.Y. St. Base. | 2 00 | 3440 00 | 1215 C.Y. | 2430 00 |
| 7 | - C.Y. Gr. Base. | 2 60 | - | 59 C.Y. | 153 40 |
| 8 | 136 C.Y. "A" Conc. | 25 00 | 3400 00 | 72 C.Y. | 1800 00 |
| 9 | 158 C.Y. "B" Conc. | 20 00 | 3160 00 | 196 C.Y. | 3920 00 |
| 10 | - C.Y. "C" Conc. | - | - | - | - |
| 11 | 64 C.Y. St. Masry. | 6 00 | 384 00 | 30 C.Y. | 180 00 |
| 12 | 137 L.F. 12" Pipe. | 0 50 | 68 50 | 130 L.F. | 65 00 |
| 13 | 26 L.F. 14" Pipe. | 0 50 | 13 00 | 26 L.F. | 13 00 |
| 14 | 322 L.F. 16" Pipe. | 0 60 | 193 20 | 310 L.F. | 186 00 |
| 15 | - L.F. 18" Pipe. | - | - | - | - |
| 16 | 52 L.F. 24" Pipe. | 0 70 | 36 40 | 52 L.F. | 36 40 |
| 17 | 200 C.Y. Underdrains. | 1 75 | 350 00 | - | - |
| 18 | 3920 L.F. Wd. Gd. Rail. | 0 25 | 980 00 | - | - |
| 19 | - L.F. Ir. Gd. Rail. | 2 00 | - | - | - |
| 20 | - C.Y. Sand-Clay Sur. | 1 50 | - | - | - |
| 21 | 13176 C.Y. Gravel Sur. | 1 90 | 25034 40 | 8400 C.Y. | 15960 00 |
| | Extra work on Culverts | | | | 71 24 |
| | Extra work on culverts | | | | 534 74 |
| | | | \$49,484 50 | | \$36,838 03 |

"I" PITTSFIELD—0.82 MILES. CONTRACT NO. 2.

CONTRACTOR—TAYLOR & MAVOR, PITTSFIELD, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|---------------------------|------------|-----------|--------------------|-----------|
| 1 | 1000 C.Y.Excav..... | \$1 10 | \$1100 00 | 957 C.Y. | \$1052 70 |
| 2 | 211 C.Y.Rock Ex..... | 4 00 | 844 00 | 198 C.Y. | 792 00 |
| 3 | 740 C.Y.Borrow..... | 1 00 | 740 00 | 888 C.Y. | 888 00 |
| 4 | - C.Y.St. V-Dr..... | 2 00 | - | - | - |
| 5 | - C.Y.Gr. V-Dr..... | 2 00 | - | - | - |
| 6 | 514 C.Y.St. Base..... | 2 00 | 1028 00 | 579 C.Y. | 1158 00 |
| 7 | - C.Y.Gr. Base..... | 2 00 | - | - | - |
| 8 | 6.72 C.Y."A" Conc..... | 20 00 | 134 40 | 12.24 C.Y. | 244 80 |
| 9 | 6.30 C.Y."B" Conc..... | 17 00 | 107 10 | 18.57 C.Y. | 315 69 |
| 10 | - C.Y."C" Conc..... | - | - | - | - |
| 11 | - C.Y.St. Masry..... | - | - | - | - |
| 12 | 54 L.F.12" Pipe..... | 0 50 | 27 00 | - | - |
| 14 | - L.F.16" Pipe..... | 0 60 | - | 100 L.F. | 60 00 |
| 18 | 224 L.F.Wd. Gd. Rail..... | 0 50 | 112 00 | 432 L.F. | 216 00 |
| 21 | 1765 C.Y.Gravel Sur..... | 2 00 | 3530 00 | 1761 C.Y. | 3522 00 |
| | | | \$7622 50 | | \$8249 19 |

"J" DEXER—0.11 MILES. CONTRACT NO. 2.

CONTRACTOR—NOYES-CAMPBELL Co., AUGUSTA, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|----------------------------|------------|---------|--------------------|------------|
| 1 | - C.Y.Earth Excavation.... | \$0 65 | - | 5 C.Y. | \$3 25 |
| 2 | - C.Y.Rock Excav..... | 2 50 | - | 4 C.Y. | 10 00 |
| 3 | - C.Y.Borrow..... | 1 00 | - | 663 C.Y. | 663 00 |
| 9 | - C.Y."B" Concrete..... | 16 00 | - | 2 C.Y. | 32 00 |
| 15 | - L.F. 18"Met. Cul..... | 0 75 | - | 28 L.F. | 21 00 |
| 21 | - C.Y. Gravel..... | 2 33 | - | 203 C.Y. | 472 99 |
| | | | | | \$1,202 24 |

"J" GARLAND—1.22 MILES.

CONTRACTOR—NOYES-CAMPBELL Co., AUGUSTA, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|------------------------------|------------|-------------|--------------------|-------------|
| 1 | 2078 C.Y. Earth Ex. | \$0 65 | \$1350 70 | 2177 C.Y. | \$1415 05 |
| 2 | 772 C.Y. Rock Ex. | 2 50 | 1930 00 | 683 C.Y. | 1707 50 |
| 3 | 1956 C.Y. Borrow. | 0 75 | 1467 00 | 1976 C.Y. | 1482 00 |
| 4 | 10 C.Y. St. V-Dr. | 1 60 | 16 00 | - | - |
| 5 | - C.Y. Gr. V-Dr. | 1 70 | - | - | - |
| 6 | 50 C.Y. St. Base. | 1 60 | 80 00 | 47.4 C.Y. | 75 84 |
| 7 | - C.Y. Gr. Base. | 2 50 | - | - | - |
| 8 | 35.3 C.Y. "A" Cem. C. | 20 00 | 706 00 | 35.3 C.Y. | 706 00 |
| 9 | 69.7 C.Y. "B" Cem. C. | 16 00 | 1115 20 | 66.7 C.Y. | 1067 20 |
| 10 | - C.Y. "C" Cem. C. | - | - | - | - |
| 11 | - C.Y. Cem. St. Masry. | - | - | - | - |
| 12 | 78 L.F. 12" Pipe. | 0 50 | 39 00 | 104 L.F. | 52 00 |
| 13 | - L.F. 14" Pipe. | 0 50 | - | - | - |
| 14 | 26 L.F. 16" Pipe. | 0 50 | 13 00 | 26 L.F. | 13 00 |
| 15 | - L.F. 18" Pipe. | 6 75 | - | 30 L.F. | 22 50 |
| 16 | - L.F. 24" Pipe. | - | - | - | - |
| 17 | - L.F. Side Drs. | 2 00 | - | - | - |
| 18 | 1200 L.F. Wd. Gd. Rail. | 0 40 | 480 00 | 872 L.F. | 348 80 |
| 19 | 84 L.F. Ir. Gd. Rail. | 1 25 | 105 00 | 84 L.F. | 105 00 |
| 21 | 2453 C.Y. Gr. Surf. | 2 33 | 5715 49 | 2471 C.Y. | 5757 43 |
| | | | \$13,017 39 | | \$12,752 32 |

"J" MONSON—2.27 MILES.

CONTRACTOR—JAMES H. KERR, RUMFORD, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|---------------------------------|------------|-------------|--------------------|-------------|
| 1 | 9538 C.Y. Excavation. | \$0 65 | \$6199 70 | 15745.6 C.Y. | \$10234 64 |
| 2 | 1808 C.Y. Rock Excavation. | 1 91 | 3453 28 | 787.25 C.Y. | 1503 65 |
| 3 | 130 C.Y. Borrow. | 6 55 | 71 50 | - | - |
| 4 | - C.Y. Stone V-dr. | 1 31 | - | - | - |
| 5 | - C.Y. Gravel V-dr. | 1 31 | - | - | - |
| 6 | - C.Y. Stone Base. | 1 31 | - | 120.7 C.Y. | 158 12 |
| 7 | 129 C.Y. "A" Conc. | 12 00 | 1548 00 | 110.41 C.Y. | 1324 92 |
| 8 | 170 C.Y. "B" Conc. | 10 00 | 1700 00 | 202.52 C.Y. | 2025 20 |
| 9 | - C.Y. "C" Conc. | 10 00 | - | - | - |
| 10 | - C.Y. Cem. St. Mas. | 6 00 | - | - | - |
| 11 | 142 C.Y. 12" Pipe. | 0 25 | 35 50 | 272.0 ft. | 68 00 |
| 12 | 104 C.Y. 16" Pipe. | 0 30 | 31 20 | 104.0 ft. | 31 20 |
| 13 | - C.Y. 18" Pipe. | 0 50 | - | - | - |
| 14 | 78 C.Y. 24" Pipe. | 0 50 | 39 00 | 78.0 ft. | 39 00 |
| 15 | - L.F. Side Drains. | 2 30 | - | - | - |
| 16 | 1184 L.F. Gd. Rail. | 0 33 | 390 72 | 416.0 ft. | 137 28 |
| | 8" Met. Cul. | 0 25 | - | 128.0 ft. | 32 00 |
| | Overhaul 0.00½. | - | - | 699.0 yd sta. | 3 50 |
| | | | \$13,468 90 | | \$15,557 51 |

"M" TRENTON—0.57 MILES.

CONTRACTOR—JOHN H. STALFORD, BAR HARBOR, MAINE.

95% Completed.

| Item. | ESTIMATED QUANTITIES. | | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|-----------------------|------------------|------------|------------|--------------------|-------------|
| 1 | 411 | C.Y. Earth Ex. | \$1 00 | \$411 00 | 45 C.Y. | \$45 00 |
| 2 | 200 | C.Y. Rock Ex. | 4 00 | 800 00 | 284.2 C.Y. | 1136 80 |
| 3 | 2575 | C.Y. Borrow. | 1 00 | 2575 00 | 1134 C.Y. | 1134 00 |
| 4 | - | C.Y. St. V-dr. | 1 50 | - | - | - |
| 5 | - | C.Y. Gr. V-dr. | - | - | - | - |
| 6 | 367 | C.Y. St. Base. | 1 50 | 550 50 | - | - |
| 7 | - | C.Y. Gr. Base. | - | - | - | - |
| 8 | - | C.Y. "A" Conc. | - | - | - | - |
| 9 | 5.61 | C.Y. "B" Conc. | 18 00 | 100 98 | - | - |
| 10 | - | C.Y. "C" Conc. | - | - | - | - |
| 11 | - | C.Y. St. Masry. | - | - | - | - |
| 12 | 82 | L.F. 12" Pipe. | 0 80 | 65 60 | - | - |
| 18 | 710 | L.F. Wd. Gd. Rl. | 1 00 | 710 00 | 1545 L.F. | 1514 10 |
| 21 | 1045 | C.Y. Surf. | 1 80 | 1881 00 | 833.3 C.Y. | 1499 94 |
| 26 | 368 | C.Y. Stone Fill. | 2 00 | 736 00 | 3175 C.Y. | 6350 00 |
| | | | | \$7,830 08 | | \$11,679 84 |

"N" EDMUNDS NO. 3—1.46 MILES.

CONTRACTOR—A. WILLIAMS & CO., ELLSWORTH, MAINE.

| Item. | ESTIMATED QUANTITIES. | | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|-----------------------|----------------------|------------|-------------|--------------------|-------------|
| 1 | 1952 | C.Y. Earth Ex. | \$1 00 | \$1952 00 | 2949 C.Y. | \$2949 00 |
| 2 | 1744 | C.Y. Rock Ex. | 3 00 | 5232 00 | 902.8 C.Y. | 2708 40 |
| 3 | 2313 | C.Y. Borrow. | 1 25 | 2891 25 | 3882.2 C.Y. | 4852 75 |
| 4 | - | C.Y. St. V-dr. | 1 75 | - | - | - |
| 5 | - | C.Y. Gr. V-dr. | 1 50 | - | - | - |
| 6 | - | C.Y. St. Base. | 1 75 | - | 1.7 C.Y. | 2 98 |
| 7 | - | C.Y. Gr. Base. | 1 50 | - | - | - |
| 8 | - | C.Y. "A" Conc. | 15 00 | - | - | - |
| 9 | 25.7 | C.Y. "B" Conc. | 18 00 | 462 60 | 26.1 C.Y. | 469 80 |
| 10 | - | C.Y. "C" Conc. | 16 00 | - | - | - |
| 11 | - | C.Y. Cem. St. Mas. | 7 00 | - | - | - |
| 12 | 296 | L.F. 12" M. C. | 0 75 | 222 00 | 292 L.F. | 219 00 |
| 13 | - | L.F. 14" M. C. | 0 75 | - | - | - |
| 14 | 52 | L.F. 16" M. C. | 1 00 | 52 00 | 52 L.F. | 52 00 |
| 15 | - | L.F. 18" M. C. | 1 00 | - | - | - |
| 16 | - | L.F. 24" M. C. | 1 25 | - | - | - |
| 17 | - | C.Y. Side Underdrs. | 1 25 | - | - | - |
| 18 | 656 | L.F. Wd. Gd. Rail. | 0 40 | 262 40 | 488 L.F. | 195 20 |
| 19 | - | L.F. Ir. Gd. Rail. | - | - | - | - |
| 21 | 3050 | C.Y. Gravel Sur. | 1 50 | 4575 00 | 2246 C.Y. | 3369 00 |
| 22 | - | S.Y. Mac. Surface. | - | - | - | - |
| 23 | - | gals. Bit. Mater. | - | - | - | - |
| 24 | - | S.Y. Cem. Conc. Sur. | - | - | - | - |
| 26 | - | Overhaul 0.005 | - | - | 33081 C.Y. | 165 40 |
| | | | | \$15,649 25 | | \$14,983 53 |

"Q" BOWDOINHAM—6.05 MILES.

CONTRACTOR—A. D. BRIDGES' SONS, HAZARDVILLE, CONN.

46% Completed.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|-------------------------------|------------|-------------|--------------------|-------------|
| 1 | 8400 C.Y. Excav. | \$1 30 | \$10920 00 | 3500 C.Y. | \$4550 00 |
| 2 | 1885 C.Y. Rock Ex. | 3 50 | 6597 50 | 515 C.Y. | 1802 50 |
| 3 | 2611 C.Y. Borrow. | 1 30 | 3394 30 | 3831 C.Y. | 4980 30 |
| 4 | 470 C.Y. St. V-dr. | 2 25 | 1057 50 | 707 C.Y. | 1590 75 |
| 5 | - C.Y. Gr. V-dr. | 2 25 | - | - | - |
| 6 | 1320 C.Y. Stone Base. | 2 25 | 2970 00 | 1438 C.Y. | 3235 50 |
| 7 | 512 C.Y. Gravel Base. | 2 25 | 1152 00 | 170 C.Y. | 382 50 |
| 8 | 65 C.Y. "A" Conc. | 18 00 | 1170 00 | 29.70 C.Y. | 534 60 |
| 9 | 325 C.Y. "B" Conc. | 16 00 | 5200 00 | 147 96 C.Y. | 2367 36 |
| 10 | 10 C.Y. "C" Conc. | 15 00 | 150 00 | 26.20 C.Y. | 393 00 |
| 11 | - C.Y. St. Masry. | - | - | - | - |
| 12 | 186 L.F. 12" Pipe. | 0 90 | 167 40 | 160 L.F. | 144 00 |
| 13 | - L.F. 14" Pipe. | 1 00 | - | - | - |
| 14 | 614 L.F. 16" Pipe. | 1 00 | 614 00 | 552 L.F. | 552 00 |
| 15 | 164 L.F. 18" Pipe. | 1 10 | 180 40 | 164 L.F. | 180 40 |
| 16 | 110 L.F. 24" Pipe. | 1 25 | 137 50 | 110 L.F. | 137 50 |
| 17 | 220 C.Y. Underdrains. | 2 50 | 550 00 | 266 C.Y. | 665 00 |
| 18 | 2100 L.F. Wood Gd. Rail. | 0 40 | 840 00 | - | - |
| 21 | 425 C.Y. Gravel Surface. | 2 50 | 1062 50 | 55 C.Y. | 137 50 |
| 22 | 56770 S.Y. 6" Macadam. | 0 80 | 45416 00 | 21735 S.Y. | 17388 00 |
| 23 | 127732 gals. Bit. Mater. | 0 06 | 7663 92 | 48357 gals. | 2901 42 |
| 25 | 1443 S.Y. Cobble Paving. | 1 00 | 1443 00 | - | - |
| | | | \$90,686 02 | | \$41,942 33 |

"Q" GARDINER—4.55 MILES.

CONTRACTOR—SMITH & HAVEY, WEST SULLIVAN, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|-----------------------------|------------|-------------|--------------------|-------------|
| 1 | 4575 C.Y. Earth Ex. | \$0 55 | \$2516 25 | 7260 C.Y. | \$3993 00 |
| 2 | 1709 C.Y. Rock EX. | 2 25 | 3845 25 | 1165 C.Y. | 2621 25 |
| 3 | 2378 C.Y. Borrow. | 0 55 | 1307 90 | 3522 C.Y. | 1937 10 |
| 4 | 225.3 C.Y. St. V-dr. | 1 15 | 259 10 | 750 C.Y. | 862 50 |
| 5 | - C.Y. Gr. V-dr. | - | - | - | - |
| 6 | 468.1 C.Y. St. Base. | 1 00 | 468 10 | 1147 C.Y. | 1147 00 |
| 7 | - C.Y. Gr. Base. | - | - | - | - |
| 8 | 40.33 C.Y. "A" Conc. | 13 00 | 524 29 | 43.54 C.Y. | 566 02 |
| 9 | 109.68 C.Y. "B" Conc. | 11 00 | 1206 48 | 111.03 C.Y. | 1221 33 |
| 10 | - C.Y. "C" Conc. | - | - | - | - |
| 11 | - C.Y. Cem. St. Masry. | - | - | - | - |
| 12 | 250 L.F. 12" Pipe. | 0 30 | 75 00 | 288 L.F. | 86 40 |
| 13 | - L.F. 14" Pipe. | - | - | - | - |
| 14 | 156 L.F. 16" Pipe. | 0 35 | 54 60 | 156 L.F. | 54 60 |
| 15 | 108 L.F. 18" Pipe. | 0 40 | 43 20 | 112 L.F. | 44 80 |
| 16 | 106 L.F. 24" Pipe. | 0 60 | 63 60 | 78 L.F. | 46 80 |
| 17 | - C.Y. Side drain. | - | - | - | - |
| 18 | - L.F. Wd. Gd. Rl. | 0 50 | - | 48 L.F. | 24 00 |
| 19 | - L.F. Ir. Gd. Rl. | - | - | - | - |
| 21 | 9500 C.Y. Gr. Surf. | 1 39 | 13205 00 | 9501 C.Y. | 13206 39 |
| 25 | - S.Y. Cob. Paving. | - | - | - | - |
| | Extra Work Plus 15% | - | - | - | 62 04 |
| | | | \$23,568 77 | | \$25,873 23 |

"Q" RICHMOND—0.56 MILES.

CONTRACTOR—SMITH & HAVEY, WEST SULLIVAN, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|---------------------------|------------|------------|--------------------|------------|
| 1 | 886 C.Y. Earth Ex. | \$0 55 | \$487 30 | 1071 C.Y. | \$589 05 |
| 2 | 137 C.Y. Rock Ex. | 2 25 | 308 25 | 108 5 C.Y. | 244 13 |
| 3 | 491 C.Y. Borrow. | 0 55 | 270 05 | 666 C.Y. | 366 30 |
| 4 | - C.Y. St. V-dr. | 1 15 | - | - | - |
| 5 | - C.Y. Gr. V-dr. | - | - | - | - |
| 6 | 464.2 C.Y. St. Base. | 1 00 | 464 20 | 374 C.Y. | 374 00 |
| 7 | - C.Y. Gr. Base. | - | - | - | - |
| 8 | 5.24 C.Y. "A" Conc. | 13 00 | 68 12 | - | - |
| 9 | 18 74 C.Y. "B" Conc. | 11 00 | 206 14 | 17.80 C.Y. | 195 80 |
| 10 | - C.Y. "C" Conc. | - | - | - | - |
| 11 | - C.Y. Cem. St. Mas. | - | - | - | - |
| 12 | 26 L.F. 12" Pipe. | 0 30 | 7 80 | 26 L.F. | 7 80 |
| 13 | - L.F. 14" Pipe. | - | - | - | - |
| 14 | 26 L.F. 16" Pipe. | 0 35 | 9 10 | 78 L.F. | 27 30 |
| 15 | 26 L.F. 18" Pipe. | 0 40 | 10 40 | 26 L.F. | 10 40 |
| 16 | 26 L.F. 24" Pipe. | 0 60 | 15 60 | 52 L.F. | 31 20 |
| 17 | - C.Y. Side dr. | - | - | - | - |
| 18 | - L.F. Wd. Gd. Rail. | 0 50 | - | - | - |
| 19 | - L.F. Ir. Gd. Rail. | - | - | - | - |
| 21 | 1176 C.Y. Gr. Surf. | 1 39 | 1634 64 | 1152 C.Y. | 1601 23 |
| 25 | - S.Y. Cob. Pav. | - | - | - | - |
| | | | \$3,481 60 | | \$3,447 26 |

"S" BETHEL—4.382 MILES.

CONTRACTOR—MARCO LAVORGNA, CANTON, MAINE.

| Item. | ESTIMATED QUANTITIES. | Price Bid. | Amount. | Actual Quantities. | Amount. |
|-------|-------------------------------|------------|-------------|--------------------|-------------|
| 1 | 10250 C.Y. Earth Ex. | \$0 64 | \$6560 00 | 12312 C.Y. | \$7879 68 |
| 2 | 25 C.Y. Rock Ex. | 2 50 | 62 50 | 131½ C.Y. | 328 75 |
| 3 | 1250 C.Y. Borrow. | 0 64 | 800 00 | 2297 C.Y. | 1470 08 |
| 4 | 50 C.Y. St. V-dr. | 1 25 | 62 50 | 343 C.Y. | 428 75 |
| 5 | 50 C.Y. Gr. V-dr. | 1 15 | 57 50 | - | - |
| 6 | 553.3 C.Y. St. Base. | 1 25 | 691 63 | 156.1 C.Y. | 195 13 |
| 7 | 100 C.Y. Gr. Base. | 1 15 | 115 00 | 393.8 C.Y. | 452 87 |
| 8 | 49.2 C.Y. "A" Concrete. | 11 25 | 553 50 | 95.3 C.Y. | 1072 12 |
| 9 | 148 7 C.Y. "B" Concrete. | 10 25 | 1524 18 | 162 88 C.Y. | 1669 52 |
| 10 | - C.Y. "C" Concrete. | 11 25 | - | - | - |
| 11 | 24.5 C.Y. St. Masi y. | 5 75 | 140 88 | - | - |
| 12 | 146 L.F. 12" Pipe. | 0 35 | 51 10 | 281 L.F. | 98 35 |
| 13 | - L.F. 14" Pipe. | 0 37 | - | - | - |
| 14 | 94 L.F. 16" Pipe. | 0 38 | 35 72 | 152 L.F. | 57 76 |
| 15 | 194 L.F. 18" Pipe. | 0 40 | 77 60 | 90 L.F. | 36 00 |
| 16 | 30 L.F. 24" Pipe. | 0 50 | 15 00 | 176 L.F. | 88 00 |
| 17 | - C.Y. Side Drains. | 1 15 | - | 156.8 C.Y. | 180 32 |
| 18 | 2252 L.F. Wd. Gd. Rail. | 0 34 | 765 68 | 3144 L.F. | 1068 96 |
| 19 | - L.F. Ir. Gd. Rail. | 1 00 | - | - | - |
| 21 | 9139.7 C.Y. Gr. Surf. | 1 32 | 12064 40 | 9623 C.Y. | 12702 36 |
| 25 | - S.Y. Cob. Paving. | 1 25 | - | - | - |
| | Extra Work | | | | 288 87 |
| | Overhaul. | | | | 90 00 |
| | | | \$23,577 19 | | \$28,107 60 |

TABLE I.
EXPENDITURES ON STATE HIGHWAYS FROM STATE HIGHWAY

| Highway. | Town. | ENGINEERING AND ADVERTISING. | | | | | LABOR AND MATERIALS. | | |
|----------------|---------------------------|------------------------------|-------------------------|--------------|-----------------------------|-----------------------------------|----------------------|----------|-----------|
| | | Surveys. | Plans and computations. | Advertising. | Engineering and inspection. | General expense and right of way. | Total. | Grading. | Drainage. |
| A | Kittery..... | - | - | - | \$27 13 | \$112 84 | \$ 139 97 | - | - |
| | York..... | - | \$7 41 | - | - | - | 7 41 | - | - |
| | Wells..... | - | - | - | - | - | - | - | - |
| | Kennebunkport..... | - | - | - | - | - | - | - | - |
| | Biddeford..... | - | 7 41 | - | - | - | 7 41 | 174 70 | 71 24 |
| B | Windham..... | - | - | - | - | - | - | 105 00 | - |
| C | Falmouth..... | - | - | 8 35 | - | - | 8 35 | - | - |
| | Brunswick..... | - | 34 30 | - | 282 26 | - | 316 56 | 5,319 79 | 114 46 |
| | Bath..... | - | - | - | 6 25 | - | 6 25 | 1,982 84 | 85 89 |
| D | Wiscasset..... | - | - | - | - | - | - | 34 49 | 21 64 |
| | Edgecomb..... | 64 10 | 36 37 | 14 11 | 320 22 | - | 434 80 | 1,710 80 | - |
| | Newcastle..... | - | 148 63 | 14 17 | 713 90 | - | 876 70 | 3,267 09 | 645 30 |
| | Damariscotta..... | - | - | - | 15 00 | - | 15 00 | - | - |
| | Nobleboro..... | 24 09 | 11 53 | 8 33 | 1,329 10 | - | 1,373 05 | 8,406 75 | 982 01 |
| | Waldoboro..... | - | - | - | - | - | - | - | - |
| | Thomaston..... | - | - | - | 5 77 | - | 5 77 | - | - |
| | Thomaston Spur..... | - | - | - | 6 70 | - | 6 70 | 457 10 | - |
| | South Thomaston Spur..... | - | - | - | 23 37 | - | 23 37 | 3,237 21 | 116 90 |
| | Rockport..... | 3 69 | - | - | - | - | 3 69 | - | - |
| | Camden..... | 200 75 | 120 91 | 16 67 | 1 54 | - | 339 87 | - | - |
| | Lincolnville..... | - | - | - | 81 33 | 39 68 | 121 01 | 272 08 | 28 89 |
| Northport..... | - | - | - | - | - | - | - | - | |
| E | Falmouth..... | - | 61 96 | - | - | - | 61 96 | - | - |
| | Auburn..... | 203 79 | 147 86 | 16 68 | 254 15 | - | 622 48 | 1,333 91 | 4,415 15 |
| | Lewiston..... | - | - | - | 146 54 | - | 146 54 | 523 42 | 297 11 |
| | Greene..... | - | - | - | 15 98 | - | 15 98 | 2,507 62 | 511 47 |
| | Leeds..... | - | - | - | - | - | - | - | - |
| | Monmouth..... | - | - | - | - | - | - | - | - |
| Winthrop..... | - | - | - | - | - | - | - | - | |
| F | Letter E..... | - | - | - | - | - | - | 1,001 90 | - |
| | Sandy River..... | - | - | - | - | - | - | 1,928 46 | - |
| | Rangleley..... | - | - | - | - | - | - | - | - |
| G | Oakland..... | 4 94 | 86 35 | 15 83 | 590 68 | 4 21 | 702 01 | 5,114 51 | 2,799 61 |
| | Waterville..... | 20 34 | 61 59 | 8 33 | 596 58 | - | 686 84 | 3,891 64 | 4,776 30 |
| H | Vassalboro..... | 87 01 | 292 26 | - | - | - | 379 27 | - | - |
| | Winslow..... | 84 08 | 112 07 | - | - | - | 196 15 | - | - |
| | Norridgewock..... | - | - | - | - | - | - | - | - |
| | Embsen..... | 23 63 | - | - | 24 28 | - | 47 91 | 1,042 47 | - |

TABLE I.

MILL TAX, FROM JANUARY 1, 1917 TO JANUARY 1, 1918.

| LABOR AND MATERIALS. | | | | | | Amount approved for payment. | CREDIT. | |
|----------------------|------------|-------------|----------|----------------------|------------|------------------------------|--|----------|
| Culverts. | Surfacing. | Guard rail. | Bridges. | Camp and provisions. | Total. | | EXPLANATION. | Amount. |
| - | - | - | - | - | - | \$139 97 | | - |
| - | \$5,548 00 | - | - | - | \$5,548 00 | 5,555 41 | | - |
| - | 2,406 00 | - | - | - | 2,406 00 | 2,406 00 | | - |
| - | 286 00 | - | - | - | 286 00 | 286 00 | | - |
| - | 835 50 | - | - | - | 835 50 | 835 50 | | - |
| \$62 76 | 1,375 57 | 11 87 | - | - | 1,696 14 | 1,703 55 | | - |
| - | - | - | - | \$4 60 | 109 60 | 109 60 | Board of prisoners, 1915 | \$285 62 |
| - | - | - | - | - | - | - | Sale of State Camp.... | 125 00 |
| 664 66 | 38,766 41 | 304 29 | - | - | 45,169 61 | 45,486 17 | | - |
| 109 50 | 13,539 02 | 28 95 | - | - | 15,746 20 | 15,752 45 | City's State aid appro. 1917..... | 1,400 00 |
| - | - | - | - | - | - | - | State's appor. State Aid 1917..... | 1,050 00 |
| 6 06 | 224 13 | 0 21 | - | - | 286 53 | 286 53 | | - |
| 1,774 63 | 3,774 94 | 856 36 | - | - | 8,116 73 | 8,551 53 | Town-Detour..... | 100 00 |
| 1,040 06 | 6,952 50 | - | - | - | 11,904 95 | 12,781 65 | | - |
| - | - | - | - | - | - | 15 00 | | - |
| 2,366 39 | 1,482 43 | - | - | - | 13,237 58 | 14,610 63 | Town culvert..... | 50 00 |
| - | - | - | - | - | - | - | Transfer culverts to "C" section, Brunswick... | 47 44 |
| - | 1,485 50 | - | - | - | 1,485 50 | 1,491 27 | | - |
| 297 31 | 2,034 91 | - | - | - | 2,789 32 | 2,796 02 | | - |
| 572 13 | 8,137 63 | - | - | - | 12,063 87 | 12,087 24 | | - |
| - | - | - | - | - | - | 3 69 | | - |
| - | - | - | - | - | - | 339 00 | | - |
| 84 86 | 562 84 | 23 08 | - | - | 971 75 | 1,092 78 | | - |
| - | 567 00 | - | - | - | 567 00 | 567 00 | | - |
| - | - | - | - | - | - | 61 96 | | - |
| 40 86 | 2,107 60 | 54 48 | - | - | 5,749 06 | 6,371 54 | | - |
| 353 76 | 5,458 66 | 294 60 | - | - | 3,023 47 | 3,170 01 | | - |
| - | 492 00 | - | - | - | 8,926 11 | 8,942 09 | | - |
| - | 41 11 | - | - | - | 492 00 | 492 00 | | - |
| - | 1,080 00 | - | - | - | 41 11 | 41 11 | | - |
| - | - | - | - | - | 1,080 00 | 1,080 00 | | - |
| 261 42 | 516 44 | 10 62 | - | - | 1,790 38 | 1,790 38 | | - |
| 646 54 | 918 61 | 60 05 | - | - | 3,553 66 | 3,553 66 | | - |
| 76 37 | - | - | - | - | 76 37 | 76 37 | | - |
| 1,854 71 | 10,726 07 | - | - | - | 20,494 90 | 21,196 91 | | - |
| 689 40 | 5,615 97 | - | - | - | 14,953 31 | 15,640 15 | | - |
| - | - | - | - | - | - | 379 27 | | - |
| 72 78 | 1,812 05 | 311 60 | - | - | 2,196 43 | 2,196 43 | | - |
| 108 00 | 212 59 | - | - | - | 1,363 06 | 1,410 97 | | - |

TABLE I

| Highway. | Town. | ENGINEERING AND ADVERTISING. | | | | | LABOR AND MATERIALS. | | |
|----------------|-------------------|------------------------------|-------------------------|--------------|-----------------------------|-----------------------------------|----------------------|-----------|-----------|
| | | Surveys. | Plans and computations. | Advertising. | Engineering and inspection. | General expense and right of way. | Total. | Grading. | Drainage. |
| I | Benton..... | - | - | 0 32 | 119 92 | - | 120 24 | 1,018 03 | 1,559 53 |
| | Clinton..... | - | - | 0 32 | 236 00 | - | 236 32 | 602 91 | 65 02 |
| | Burnham..... | - | - | 0 32 | 113 92 | - | 114 24 | 868 78 | 72 66 |
| | Pittsfield..... | - | 65 18 | 14 11 | 1,856 27 | - | 1,935 56 | 12,649 79 | 4,010 47 |
| | Detroit..... | - | - | - | 81 68 | 25 00 | 106 68 | 961 20 | 139 15 |
| | Palmyra..... | - | - | - | 54 58 | - | 54 58 | 467 00 | 316 16 |
| | Newport..... | - | - | 0 32 | 73 95 | - | 74 27 | 618 67 | 67 50 |
| | Carmel..... | - | - | - | - | - | - | - | - |
| Hermon..... | - | - | - | 213 20 | - | 213 20 | 1,034 91 | - | |
| J | Dexter..... | 49 38 | 28 84 | - | 386 82 | - | 465 04 | 9,644 64 | 1,699 00 |
| | Garland..... | - | - | 0 32 | 131 40 | - | 131 72 | 219 60 | 3 60 |
| | Foxcroft..... | - | - | 0 32 | - | - | 0 32 | - | - |
| | Guilford..... | - | - | 0 32 | 19 10 | - | 19 42 | - | - |
| | Monson..... | - | - | - | 129 70 | - | 129 70 | 403 00 | - |
| K | Orono..... | 0 35 | - | - | - | - | 0 35 | - | - |
| | Enfield..... | - | 105 62 | - | - | - | 105 62 | - | - |
| | Lincoln..... | - | 107 73 | - | - | - | 107 73 | - | - |
| | Mattawamkeag..... | 649 66 | 62 17 | - | 105 22 | 100 50 | 917 55 | 593 82 | 1,824 21 |
| | Molunkus..... | - | 27 78 | - | - | - | 27 78 | - | - |
| | Macwahoc..... | - | 44 44 | - | - | - | 44 44 | - | - |
| | Smyna..... | - | - | - | - | - | - | - | - |
| | Ludlow..... | - | - | 0 32 | - | - | 0 32 | - | - |
| | New Limerick..... | - | - | - | - | - | - | - | - |
| | Houlton..... | - | - | - | - | - | - | - | - |
| | Monticello..... | 6 40 | 14 82 | 0 32 | - | - | 21 54 | - | - |
| | Bridgewater..... | - | 63 11 | 0 32 | 18 30 | - | 81 73 | 18 00 | - |
| | Blaine..... | 25 50 | 14 82 | 0 32 | 739 47 | - | 780 11 | 6,253 53 | 1,044 74 |
| | Mars Hill..... | - | - | - | 62 86 | - | 62 86 | 211 45 | - |
| Van Buren..... | - | 203 70 | - | - | - | 203 70 | - | - | |
| L | Belfast..... | - | - | - | 3 15 | - | 3 15 | 465 41 | 50 25 |
| | Searsport..... | - | - | - | - | - | - | - | - |
| M | Dedham..... | - | - | - | - | - | - | 8,933 50 | 644 25 |
| | Ellsworth..... | - | - | - | 10 78 | - | 10 78 | - | - |
| | Trenton..... | 61 81 | 10 20 | - | 107 96 | - | 179 97 | 5,033 61 | - |

—Continued.

| LABOR AND MATERIALS. | | | | | | Amount approved for payment. | CREDIT. | |
|----------------------|------------|-------------|----------|----------------------|-----------|------------------------------|--|----------|
| Culverts. | Surfacing. | Guard rail. | Bridges. | Camp and provisions. | Total. | | EXPLANATION. | Amount. |
| 510 48 | 2,368 27 | - | - | - | 5,456 31 | 5,576 55 | Town's State Aid appor. 1915 | 533 00 |
| 541 07 | 2,170 80 | 667 44 | - | - | 4,047 24 | 4,283 56 | Unexpended State Aid appor., 1915 | 483 25 |
| 104 00 | 402 42 | 721 99 | - | - | 2,109 85 | 2,224 09 | - | - |
| 7,627 99 | 17,886 00 | 216 00 | - | - | 42,390 25 | 44,325 81 | - | - |
| 138 53 | 1,844 66 | 27 60 | - | - | 3,111 14 | 3,217 82 | - | - |
| 288 20 | 1,456 54 | - | - | - | 2,527 90 | 2,582 48 | - | - |
| 90 65 | 510 64 | - | - | - | 1,287 46 | 1,361 73 | - | - |
| 1,080 79 | - | 315 90 | 491 94 | - | 2,923 54 | 3,136 74 | Sale of culverts to town Bal. town's apportionment, Bl'k Brook Bdg | 106 65 |
| 669 60 | 2,393 10 | - | - | - | 14,406 34 | 14,871 38 | Unexpended bal. State Aid 1917 | 634 28 |
| 118 35 | 541 47 | 271 15 | - | - | 1,154 17 | 1,285 89 | - | - |
| - | - | - | - | - | - | 0 32 | - | - |
| - | - | 83 69 | - | - | 83 69 | 103 11 | - | - |
| - | 81 20 | - | - | - | 484 20 | 613 90 | - | - |
| - | - | - | - | - | - | 0 35 | - | - |
| - | - | - | - | - | - | 105 62 | - | - |
| - | - | - | - | - | - | 107 73 | - | - |
| - | 48 00 | - | - | - | 2,466 03 | 3,383 58 | - | - |
| - | - | - | - | - | - | 27 78 | - | - |
| - | - | - | - | - | - | 44 44 | - | - |
| - | 168 00 | - | - | - | 168 00 | 168 00 | - | - |
| - | 168 00 | - | - | - | 168 00 | 168 32 | - | - |
| - | 2,539 00 | - | - | - | 2,539 00 | 2,539 00 | - | - |
| - | 1,107 00 | - | - | - | 1,107 00 | 1,107 00 | - | - |
| - | - | - | - | - | - | - | Transfer coal to "K" Blaine | 227 36 |
| - | - | - | - | - | - | 21 54 | Transfer culverts to "K" Blaine | 189 00 |
| - | 2,242 00 | 10 50 | - | - | 2,270 50 | 2,352 23 | Town's appor. Three Brook Bridge | 2,213 05 |
| - | - | - | - | - | - | - | Town's State Aid apportionment, 1917 | 533 00 |
| 026 33 | 13,902 46 | 307 32 | 3,327 51 | 1,688 59 | 27,550 51 | 28,330 62 | Unexpended State Aid apportionment, 1917 | 580 75 |
| - | - | - | - | - | - | - | Town's State Aid apportionment, 1917 | 600 00 |
| 6 80 | 753 27 | - | - | - | 971 52 | 1,034 38 | Unexp. State Funds | 625 69 |
| - | - | - | - | - | - | 203 70 | - | - |
| 7 19 | 252 47 | 23 20 | - | - | 1,028 52 | 1,031 67 | - | - |
| - | 62 95 | - | - | - | 62 95 | 62 95 | - | - |
| - | 3,138 58 | - | - | - | 12,716 33 | 12,716 33 | - | - |
| - | 3,283 30 | - | - | - | 3,283 30 | 3,294 08 | - | - |
| 96 10 | 1,071 00 | 952 56 | - | - | 7,155 57 | 7,335 54 | Private subscription | 3,000 00 |

TABLE I

| Highway. | Town. | ENGINEERING AND ADVERTISING. | | | | | | LABOR AND MATERIALS. | |
|----------|--|------------------------------|-------------------------|--------------|-----------------------------|-----------------------------------|-------------|----------------------|-------------|
| | | Surveys. | Plans and computations. | Advertising. | Engineering and inspection. | General expense and right of way. | Total. | Grading. | Drainage. |
| N | Sullivan..... | - | - | 0 32 | - | - | 0 32 | 59 20 | 4 50 |
| | Cherryfield..... | - | - | - | - | - | - | - | - |
| | Jonesboro..... | - | 72 22 | - | - | - | 72 22 | - | - |
| | Whiting..... | - | 76 18 | 8 41 | 742 75 | - | 827 34 | 9,608 00 | 2 68 |
| Q | Topsham..... | - | 20 36 | 19 51 | 7 38 | - | 47 25 | - | - |
| | Bowdoin..... | - | 57 02 | 19 46 | 3 93 | - | 80 41 | - | - |
| | Bowdoinham..... | 38 36 | 277 67 | 30 20 | 1,377 91 | - | 1,724 14 | 10,199 52 | 5,286 38 |
| | Richmond..... | 64 96 | 215 41 | 14 14 | 79 81 | - | 374 32 | 493 49 | 32 07 |
| | Gardiner..... | 17 15 | - | - | 1,020 45 | - | 1,037 60 | 5,832 17 | 1,545 01 |
| S | Poland..... | - | - | - | - | - | - | - | - |
| | Mechanic Falls..... | - | 20 00 | - | - | - | 20 00 | - | - |
| | Oxford..... | - | 8 32 | - | - | - | 8 32 | - | - |
| | Greenwood..... | - | 1 93 | 8 70 | - | - | 10 63 | 1,627 53 | - |
| | Bethel..... | - | - | 0 32 | 349 49 | 300 00 | 649 81 | 2,561 21 | 201 18 |
| Z | Topsham..... | 3 76 | - | 22 59 | 243 03 | - | 269 38 | 5,300 81 | 1,481 92 |
| | Lisbon..... | 171 80 | 21 00 | 26 56 | 121 62 | - | 340 98 | 1,304 25 | 98 82 |
| | Lewiston..... | - | - | 12 49 | - | - | 12 49 | - | - |
| | Exp. Highway Bond..... | - | - | - | - | - | - | - | - |
| | Machinery & equipment. | - | - | - | - | - | - | - | - |
| | Maintenance and rent of machinery & equipm't | - | - | - | - | - | - | - | - |
| | Total..... | \$1,805 55 | \$2,647 17 | \$282 80 | \$12,851 43 | \$582 23 | \$18,169 18 | \$129,035 81 | \$35,015 07 |

NOTE:—Total amount charged to loan fund, 1917..... \$459,962 01

Following amounts deducted to show construction cost, 1917.

| | | |
|--|-------------|-----------|
| Charges for use of machinery & equipment 1914 const. | \$14,030 50 | - |
| " " " " " 1915 " | 6,303 00 | - |
| " " " " " 1916 " | 7,386 00 | - |
| " " " " " 1917 " | 8,417 00 | - |
| " expense for issuing bonds..... | 374 29 | - |
| " cost of machinery and equipment..... | 811 91 | - |
| " maintenance and rental..... | 3,567 42 | 40,890 12 |

Amount expended for construction, 1917..... - \$419,071 89

—Concluded.

| LABOR AND MATERIALS. | | | | | | Amount approved for payment. | CREDIT. | |
|----------------------|--------------|-------------|------------|----------------------|--------------|------------------------------|---|-------------|
| Culverts | Surfacing. | Guard rail. | Bridges. | Camp and provisions. | Total. | | EXPLANATION. | Amount. |
| - | - | - | - | - | 63 70 | 64 02 | | - |
| - | 637 00 | - | - | - | 637 00 | 637 00 | Sale of culverts to Mil- bridge..... | 10 00 |
| - | - | - | - | - | - | 72 22 | M.C.R.R. check to pay claims for lost wheel- barrows..... | 11 10 |
| - | 484 00 | - | - | - | 484 00 | 484 00 | | - |
| 1,043 74 | 2,832 10 | 135 68 | - | - | 13,622 20 | 14,449 54 | | - |
| - | - | - | - | - | - | 47 25 | | - |
| - | - | - | - | - | - | 80 41 | | - |
| 5,449 54 | 22,972 61 | - | - | - | 43,608 05 | 45,632 19 | | - |
| 70 88 | 1,196 07 | - | - | - | 1,792 51 | 2,166 83 | | - |
| 967 87 | 12,593 22 | 24 00 | - | - | 20,962 27 | 21,999 87 | | - |
| - | 436 50 | - | - | - | 436 50 | 436 50 | | - |
| - | - | - | - | - | - | 20 00 | | - |
| - | - | - | - | - | - | 8 32 | | - |
| - | 258 62 | - | 169 22 | - | 2,055 37 | 2,066 00 | | - |
| 538 44 | 3,379 36 | 1,061 21 | - | - | 7,741 40 | 8,391 21 | | - |
| - | - | - | - | - | - | - | | - |
| 755 09 | 6,043 42 | - | 46 14 | - | 13,627 38 | 13,896 76 | | - |
| 270 15 | 1,606 15 | - | - | - | 3,279 37 | 3,620 35 | | - |
| - | - | - | - | - | - | 12 49 | | - |
| - | - | - | - | - | - | 374 29 | | - |
| - | - | - | - | - | - | - | Depreciation State Com. auto, 1914 to 1917.. | 1,000 00 |
| - | - | - | - | - | - | - | Mc'y-Equi. maint. wk. 1915 to 1917..... | 3,401 00 |
| - | - | - | - | - | - | 811 91 | Mc'y-Equi. Highway Con't. 1914 to 1917. | 36,136 50 |
| - | - | - | - | - | - | 3,567 42 | Rental Mc'y & Equipt. etc..... | 3,051 48 |
| \$32,696 29 | \$227,789 69 | \$6,774 35 | \$4,034 81 | \$1,693 19 | \$437,039 21 | \$459,962 01 | | \$56,894 17 |

STATE AID, AUTOMOBILE FUND AND SPECIAL RESOLVES.

STATE AID ROAD WORK.

EXPENDITURES TO FEBRUARY 1, 1918.

During 1917 the total expenditure on account of state aid road work amounted to \$566,623.46; against this cost \$267,137.36 was paid by the state; of this amount \$227,517.69 was paid from the 1917 appropriation and \$39,619.67 was paid by the state from the balances of state aid apportionments brought forward from previous years. Of the total amount paid by the state, \$8,265.22 was paid for inspection and engineering and \$258,872.14 was paid as state aid to towns and cities.

In five towns the 1917 state aid apportionments, amounting to \$2,817.28, were transferred to the state highway loan fund; in three towns balances from previous years amounting to \$556.69 were transferred to the state highway loan fund and in one town a balance of \$23.58 from 1916 was transferred to the maintenance fund. The above amounts are not included in the total expenditures shown above.

Of the work laid out for 1917, 106.567 miles were completed; 7.569 miles of 1916 state aid highway and 0.17 miles of 1915 state aid highway were also completed, making a total of 114.306 miles completed in 1917.

Applications for state aid in 1917 were received from 498 towns including cities and townships. Of the above 498 towns, 24 towns did not complete the 1917 work, 2 towns in which the work was completed failed to file completion papers before February 1, 1918, 69 towns have laid the 1917 joint funds over for expenditure in 1918, and in 4 towns the state aid apportionments were transferred to the state highway loan fund, leaving 399 towns which completed the 1917 work. Twenty-three towns completed 1916 work and 1 town completed 1915 work in 1917.

Eighteen of the above 498 towns increased their appropriations and applied for additional state aid under the provisions of section 21 of chapter 25, Revised Statutes of 1916. The additional State aid applied for amounted to \$71,975.35. This amount, in addition to the regular apportionments of state aid under section 20, was enough to more than exhaust the state's appropriation and it was necessary to scale down the additional apportionments to 21 per cent.

Unexpended balances of state aid apportionments from 1917 and previous years, amounting to \$83,778.32 have been carried over to 1918 and stand to the credit of various towns and cities which did not expend the full amount of the available apportionments in 1917.

STATEMENT OF 1917 APPROPRIATION.

| | | |
|--|--------------|--------------|
| Appropriation for state aid roads..... | | \$300,000 00 |
| Apportioned to 498 towns | | 299,975 34 |
| | | <hr/> |
| Unapportioned balance | \$ | 24 66 |
| | | <hr/> |
| Total amount apportioned | \$299,975 34 | |
| State aid paid on 1917 construction work (completed)..... | \$226,452 32 | |
| State aid paid on 1917 construction work (uncompleted)..... | 637 80 | |
| Misc. payments for inspection ... | 380 77 | |
| Misc. payments (culverts) | 46 80 | |
| State aid apportionments trans- ferred to state highway loan fund | 2,817 28 | |
| Unexpended balances from 1917 apportionment | 69,640 37 | |
| | <hr/> | |
| | | \$299,975 34 |

AUTOMOBILE FUND.

APPORTIONMENTS FROM PREVIOUS YEARS. EXPENDITURES TO FEB. 1, 1918.

The total expenditure in 1917 from balances of the apportionments from the automobile fund amounted to \$261.43. Of this amount \$220.16 was expended on repair work and \$41.27 was expended on construction work.

Unexpended balances from previous years amounting to \$52.26 were transferred to the maintenance account and unexpended balances amounting to \$1,540.52 stand to the credit of various towns to which the apportionments were made.

SPECIAL RESOLVES.

The total expenditure on account of work under special resolves amounted to \$125,247.94; against this cost the state paid \$89,171.26. Of the total amount paid by the state \$2,032.56 was paid for inspection and engineering and \$87,138.70 was paid as state aid.

The work under special resolves included the construction of 10.77 miles of gravel road, 2.16 miles of earth road, repairs to roads, construction and repair of bridges and miscellaneous expenditures as provided for by the resolves.

A tabular statement of all work and expenditures under special resolves will be found in another part of this report.

TABLE No. I.
Summary of 1917 State Aid Work—Expenditures to Feb. 1, 1918.

| No. of Towns. | NATURE OF IMPROVEMENT. | Square Yards. | Length -Feet. | Cost of Work | Total State Aid Approved | Length Miles. | Cost per Mile. | Cost per sq. yd. |
|---------------|-------------------------|---------------|---------------|--------------|--------------------------|---------------|----------------|------------------|
| *371 | Gravel..... | | 518,013 | \$402,715 88 | \$201,692 01 | 98.109 | 4,104 77 | |
| 16 | Earth..... | | 27,518 | 17,728 32 | 9,317 30 | 5.212 | 3,401 44 | |
| *4 | Macadam..... | 11,433 | 6,080 | 6,735 21 | 2,747 38 | 1.151 | 5,851 61 | \$0.588 |
| 4 | Bituminous Macadam..... | 17,103 | 8,355 | 27,854 80 | 11,061 66 | 1.582 | 17,607 33 | 1.628 |
| *1 | Concrete..... | 5,564 | 2,598 | 21,052 34 | 9,694 72 | 0.492 | | 2.26 |
| | Granite Block..... | 916 | 111 | 2,239 86 | 1,057 60 | 0.021 | | 2.44 |
| 2 | Bridges & Culverts..... | | | 4,655 10 | 1,701 57 | | | |
| 1 | Resurfacing..... | | | 2,574 36 | 975 36 | | | |
| 399 | Totals..... | | 562,675 | \$485,555 87 | \$238,247 60 | 106.567 | | |

24 Towns—work not completed.
 2 Towns—completion papers not received
 69 Towns—1917 joint fund laid over to 1918
 4 Towns—1917 apportionments of state aid transferred to state highway loan fund.
 498 Towns received 1917 apportionments.

*Note.—Of 371 towns which reported gravel construction, 1 town also constructed 2200 lineal feet of earth road, 1 town reported 380 lineal feet of macadam road. Of 3 towns which reported macadam construction, 1 town also constructed 300 lineal feet of gravel road. One city which reported concrete road construction also constructed 3039 lineal feet of bituminous macadam road and 111 lineal feet of granite block pavement. The above lengths with the costs and state aid approved have been included in the above table under the proper classification. Cost per square yard of concrete roads does not include cost of catch basins, concrete culverts and surface drains.

TABLE No. 2.
Summary of 1916 State Aid Road Work Not Reported in 1916.

| No. of Towns | NATURE OF IMPROVEMENT. | Square Yards. | Length -feet | Cost of Work | Total State Aid Approved | Length Miles. | Cost per Mile. | Cost per sq. yard. |
|--------------|-------------------------|---------------|--------------|--------------|--------------------------|---------------|--------------------------------|--------------------|
| 20 | Gravel..... | | 22,679 | \$24,848 80 | \$13,100 18 | 4.296 | \$5,784 17 | |
| 1 | Macadam..... | 20,135 | 12,081 | 17,743 72 | 2,108 36 | 2.288 | 7,755 12 | \$0.88 |
| *1 | Bituminous macadam..... | 5,933 | 1,780 | 8,050 34 | 2,597 67 | 0.337 | 23,888 02 | 1.36 |
| 1 | Concrete..... | 6,843 | 3,422 | 16,626 48 | 6,515 48 | 0.648 | 25,658 15 | 2.43 |
| ** | Bridge..... | | | 930 41 | 588 68 | | | |
| 23 | Totals..... | | 39,962 | \$68,199 75 | \$24,910 37 | 7.569 | Average per mile \$9,010.40 | |

** One town which constructed gravel road also constructed bridge.
 * Bituminous surface 30 feet wide.

TABLE No. 3.
Summary of 1915 State Aid Road Work Not Reported in 1915.

| No. of Towns. | NATURE OF IMPROVEMENTS. | Square Yards. | Length -Feet | Cost of Work. | Total State Aid Approved | Length Miles. | Cost per Mile. | Cost per sq. yard. |
|---------------|-------------------------|---------------|--------------|---------------|--------------------------|---------------|----------------|--------------------|
| 1 | Gravel..... | | 906 | \$616 00 | \$313 94 | 0.17 | \$3,623 52 | |

Summary of Miscellaneous Expenditures.

| No. of Towns. | EXPLANATION. | Total cost. | Amount of State Aid approved. |
|---------------|---|-------------|-------------------------------|
| 4 | Miscellaneous payments on construction work. | \$605 95 | \$600 74 |
| 73 | Miscellaneous payments by state for inspection. | 756 59 | 756 59 |
| 3 | Towns depositing appropriations with state, work not completed. | \$10,889 30 | 2,308 12 |
| 80 | Totals. | \$12,251 84 | \$3,665 45 |

TABLE No. 5.**Summary of Expenditures, Apportionments from Automobile Fund, 1913 and 1914.**

| No. of Towns | Explanations. | Amount Paid |
|--------------|---|-------------|
| 1 | Paid on 1916 construction work. | \$41 27 |
| 3 | Paid on maintenance work. | 220 16 |
| 4 | Totals. | \$261 43 |

TABLE No. 6—Summary.**Expenditures on State Aid Roads, Special Resolves and Expenditures from Apportionments from the Automobile Fund.**

| ITEM. | Cost of Work. | State Aid. |
|---|---------------|--------------|
| 1917 State aid highways. | \$485,555 87 | \$238,247 60 |
| 1916 State aid highways not reported in 1916. | 68,199 75 | 24,910 37 |
| 1915 State aid highways completed in 1917. | 616 00 | 313 94 |
| Miscellaneous expenditures. | 12,251 84 | 3,665 45 |
| Expenditures from Automobile fund. | 261 43 | 261 43 |
| 1917 Special Resolves. | 94,895 77 | 68,593 30 |
| 1915 Special Resolves. | 30,352 17 | 20,577 96 |
| Totals. | \$692,132 83 | \$356,570 05 |

Total number of miles constructed 127.236

1917 MAINTENANCE WORK.

Maintenance work during 1917 was performed generally by the patrol method. Four hundred and thirty-seven patrolmen were employed in caring for 3,705.28 miles of road in 417 towns. Of this mileage 336.15 miles was State highway improved by expenditure of bond issue funds; 201.73 miles was improved State aid taken over by the commission as State highway; 620.93 miles was improved State aid, and balance of 2,546.47 miles was unimproved road. There was also maintained by special arrangement with towns 72.21 miles of improved State aid road.

A total expenditure for labor and material of \$426,141.40 was made on this work. The State also furnished supervision and inspection for the work amounting to \$16,575.44 making a total gross expenditure chargeable to maintenance of \$442,716.84. Of this amount the State furnished \$244,757.78 and the cities and towns furnished \$195,901.32. The average expenditure per mile was thus, \$117.19. On the 336.15 miles of State Highway the expenditure was, for supervision \$2,777.69, for labor and material \$113,276.44, making a total expenditure of \$116,054.13 or an average expenditure per mile of \$345.24. The expenditure on the 3,369.13 miles of other road under patrol was for supervision, \$13,797.75, and for labor and material, \$306,203.30 making a total of \$320,001.05 or an average expenditure per mile of \$94.98.

STATE AND COUNTY AID FOR BRIDGES.

Under the provisions of Chapter 319 Public Laws of 1915, extending State and County aid to cities and towns in the building or rebuilding of bridges, the State Highway Commission were directed to take charge of all construction and authorize all payments made under the provisions of this act.

During the year 1917, there have been eighty-nine petitions received for aid in the construction of bridges under the terms

of this law. An amendment passed by the last Legislature, authorizing the Highway Commission to institute proceedings in case a bridge has become dangerous and the municipal officers have neglected to repair or rebuild, was proceeded under, in three cases. Plans have also been gotten out for two bridges, the construction of which has been paid for, from other funds than those authorized by Chapter 319, Laws of 1915.

Twenty of the petitions have been approved by the Joint Boards, and contracts let for the bridges named in these petitions. Seven of these bridges have been completed and accepted, five are completed, but await removal of forms and rubbing before final acceptance. The other eight are under construction and were in various stages of completion when the work had to be suspended, owing to cold weather.

Fifteen more petitions have been approved by the Joint Boards, and the plans for the work are now in the course of preparation. Eleven petitions have had preliminary favorable action. Of the balance remaining, forty-three in all, thirty-two were postponed for various reasons by request of municipal officers, and eleven were rejected as not coming within the scope of the law.

Of the fifteen petitions which have been approved by the Joint Board, some by requests from the towns, have been postponed until the coming Spring. The municipal officers in some of these cases were not directed by the Town Meetings to secure the necessary funds for construction, and the work had to be postponed until too late in the year to make it advantageous to start construction. It is expected that sufficient authority will be secured for all of these fifteen cases at the Town Meetings held in the Spring. The same condition exists in the case of the eleven petitions which have had preliminary favorable action, though there are various local reasons why the work could not have been started, due mostly to change in locations, coöperation of electric lines and settlement of questions involving changes of grades in the approaches.

Of the thirty-two petitions, action on which has been postponed at the request of the municipal officers, it is expected that the Spring Town Meetings will clear up the situations in at least half of these localities.

Owing to the scarcity of labor it has been impossible in some cases to secure contractors to submit bids for some of the work. This has caused great delay in starting many of the bridges and postponed their completion until next year.

There will be, no doubt, the usual number of washouts caused by the opening of Spring, that will demand immediate replacing of some bridges. Owing to the fact that the funds available are nearly all set aside for work under way, probably the construction of some of these structures, in less dangerous condition, will have to be postponed until additional funds from the next annual appropriation are available.

Owing to the petitions being received from all sections of the State, it has been extremely difficult to group them and hold the hearings in a central location convenient of access to all members. It has been possible at the second and third meeting to group some of them at the county seat, but this has often necessitated the Highway Commission being absent on these trips a week at a time. Considering the number of petitions received and the diversified localities from which they emanate, some change in the law should be made to allow the Highway Commission to have more time at their disposal for their various other duties.

As alluded to above, there are many meetings and hearings to be held to comply with the provisions of this act, and in order to make clear the vast amount of details necessary in connection with one of these petitions, a statement is hereby given of the routine prescribed by this law.

When the municipal officers are satisfied that in their judgment, the cost of the proposed bridge construction, together with all other moneys raised by them for the construction and repair of ways, highways, and bridges make a tax rate in excess of five mills on the last valuation of the town as determined by the State Board of Assessors, they are entitled to petition the State Highway Commission and County Commissioners for State and County aid in the contemplated bridge work. It is also provided by this law, that a survey of the site of the proposed bridge shall accompany the petition. The Highway Commission furnishes standard forms of petition and instructions for making surveys in order to secure complete

data of the project, and to enable the Highway Commission to prepare an approximate estimate.

Upon receipt of the petition and survey, provided the above mentioned tax rate is over five mills, a call is issued for a meeting of the Joint Board consisting of the State Highway Commission, the County Commissioners and the Municipal Officers. To make an intelligent decision in each case, it is necessary that the first meeting be called at the locus or site of the proposed improvement. At the first meeting, the questions of whether conditions are such that the bridge should be built or rebuilt, and whether or not it is on a main thoroughfare are disposed of. If these matters are decided favorably, the Joint Board adopts the type of construction best suited to the locality and adjourns until such time as the Highway Commission can present for approval plans and specifications conforming to the resolution. After the plans have been approved by the Joint Board, the Highway Commission under the law requisitions the towns for fifty per cent of the estimated cost of the improvement, the counties for thirty per cent and supplies the other twenty per cent from the annual appropriation of one hundred thousand dollars made for this purpose. Upon receipt of these funds the Highway Commission proceeds to advertise for bids, to award contracts and construct the work. After completion of the work, the unexpended balance is returned to the towns and counties proportionally or in case the funds are not sufficient, they are requisitioned for their shares of the extra amount needed.

In addition to the work incidental to the above Chapter 319, of the Public Laws of 1915, the Highway Commission were directed by Chapter 82, Resolves of 1917, to represent the State of Maine and cooperate with the Commission, created by the Legislature of the State of New Hampshire in the matter of an interstate bridge between the city of Portsmouth, New Hampshire and Kittery, Maine. This joint commission has organized, held hearings and much preliminary work incidental to the selection of the most advantageous site has been accomplished.

The Following is a List of the Projects now Under Construction, Estimated Cost and Extent of Work.

| Town. | County. | Contractor. | Estimated Cost. | Remarks. |
|------------------|----------------------|--------------------------------|-----------------|---|
| Caribou | Aroostook | Cyr Bros. Co. | \$7,000 00 | New concrete abutments. |
| Caribou | Aroostook | Binghamton Bridge Co. | 8,000 00 | Span 100 Feet, Roadway 20 Feet, New steel superstructure |
| Caribou | Aroostook | Contract Not Let. | 2,000 00 | Concrete floor on superstructure, fill on approaches. |
| Stockholm | Aroostook | Cyr Bros. Co. | 10,600 00 | Span 49 Feet, Roadway 20 Feet, New concrete abutments, concrete superstructure. |
| Bath & Brunswick | Cumberland-Sagadahoc | Sanders Engineering Co. | 13,000 00 | Span 51 Feet, Roadway, 20 Feet, New stone abutments, concrete superstructure, and fill on approaches. |
| Canton | Oxford | J. H. Kerr | 4,000 00 | Span 20 Feet, Roadway 26 Feet new concrete abutments, concrete superstructure. |
| Ft. Kent | Aroostook | Board of Seletemen of Ft. Kent | 4,000 00 | Span 16 Feet, Roadway 20 Feet, new concrete abutments, concrete superstructure. |
| Gardiner | Kennebec | T. Stuart & Son | 60,000 00 | Span 223 Feet, Roadway 47 Feet, New concrete piers and abutments, Concrete superstructure. |
| Hamlin Pl. | Aroostook | Cyr Bros. Co. | 8,000 00 | Span 30 Feet, Roadway 20 Feet, New concrete abutments, concrete superstructure. |
| Mt. Desert | Hancock | Otto Nelson and J. F Spellman | 88,000 00 | Span 625 Feet, Roadway 20 Feet, New concrete piers and abutments. |
| Mt. Desert | Hancock | Boston Bridge Works | 16,000 00 | Superstructure steel swing bridge with plank floor, Span 113 Feet Roadway 20 Feet, |
| Mt. Desert | Hancock | Contract Not Let. | 16,000 00 | Fill on approaches, removing old span, guard rails etc. |
| Newcastle | Lincoln | F. W. Carleton | 6,000 00 | Span 77 Feet, Roadway 20 Feet, Pile Pier and abutments, Timber Span. |
| Perry | Washington | L. C. Wilbur | 16,000 00 | Span 39 Feet, Roadway 20 Feet, New stone abutments, concrete superstructure fill on approaches. |
| Rumford | Oxford | J. H. Kerr | 24,000 00 | Span 100 Feet, Roadway 20 Feet, New concrete pier and abutments, concrete superstructure, fill on approaches. |
| Tremont | Hancock | L. J. Norwood, J. K. Crockett | 3,300 00 | Span 10 Feet, Roadway 20 Feet, New stone abutments, concrete superstructure, fill on approaches. |
| York | York | Cyr Bros. Co. | 35,000 00 | Span 365 Feet, Roadway 26 Feet, Timber trestle and lift, one new stone abutment. Fill on approaches. |

| Town. | County. | Contractor. | Total Cost. | Remarks. |
|-----------------------|-----------------|------------------------------------|-------------|--|
| Cary Pl..... | Aroostook..... | Board of Assessors of Cary Pl..... | \$1,493 20 | Span 18 Feet, Roadway 20 Feet. New concrete abutments, Timber superstructure, Fill on approaches. |
| Merrill..... | Aroostook..... | R. L. Hackett..... | 1,766 49 | Span 18 Feet, Roadway 16 Feet, New concrete abutments, Concrete superstructure, Fill on approaches. |
| Pittsfield..... | Somerset..... | Fleming & Roberts..... | 2,703 61 | Span 18 Feet, Roadway 20 Feet, Concrete jacket on abutments, Concrete superstructures, Fill on the approaches. |
| Sidney..... | Kennebec..... | Cyr Bros Co..... | 7,000 00 | Span 39 Feet, Roadway 20 Feet, New concrete abutments, Concrete superstructure, Fill on the approaches. |
| Wilton..... | Franklin..... | Sanders Engineering Company..... | 13,199 87 | Span 38 Feet, Roadway 38 Feet at one end, and 72 Feet at other end. New concrete pier and abutments and concrete superstructure. |
| Union..... | Knox..... | Board of Selectmen of Union..... | 2,457 49 | Span 14 Feet, Roadway 22 Feet and 4 Foot Sidewalk, New concrete abutments, Concrete superstructure, and fill on the approaches. |
| Grand Lake Stream.... | Washington..... | J. L. Bates..... | 607 02 | New abutments for 35 foot span and 18 Foot Roadway. |