

# MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS

OF THE

STATE OF MAINE

BEING THE

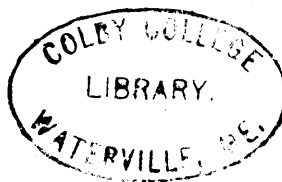
REPORTS

OF THE VARIOUS

PUBLIC OFFICERS, DEPARTMENTS  
AND INSTITUTIONS

FOR THE YEAR 1920

VOLUME 2



EIGHTH ANNUAL REPORT

OF THE

STATE HIGHWAY COMMISSION

OF THE

STATE OF MAINE

From January 1, 1920, to December 31, 1920

STATE OF MAINE

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OFFICE OF STATE HIGHWAY COMMISSION,

AUGUSTA, MAINE, January 1, 1921.

*To His Excellency, the Governor, and the Honorable Council:*

We have the honor to present the eighth annual report of the State Highway Commission from January 1, 1920, to December 31, 1920.

W. M. AYER, Chairman,  
P. J. DEERING,  
F. A. PEABODY,

*State Highway Commission.*

*To the Honorable Governor and Council:*

The year 1920 was the most difficult year for prosecuting construction work that has ever been experienced. In the judgment of this Commission no other like period will ever be encountered. Realizing that the citizens of Maine, by their votes in September, 1919, had endorsed the State highway program by the overwhelming majority of about five to one on the question of increasing the State bond issue for state highway construction, this Commission felt it incumbent upon them to carry on their program of state highway construction, notwithstanding the general difficulties.

In order to make sure of their judgment on the question of proceeding, it was felt wise to take advice from the best minds in the state and to that end the Commission prepared and sent out to persons representing various interests the following letter:

“You are undoubtedly aware from statements made by members of this Commission at public meetings and from press reports of the same, that we had planned to construct one hundred and fifty miles of state highway during the coming season. Surveys for more than that mileage have been made and every effort has been made to have plans completed for this whole mileage in time for letting contracts. A considerable percentage of the jobs are now ready to take bids on and several of them have already been advertised for bids.

“It is becoming increasingly apparent that the prices to be bid for highway work are to be high in comparison with anything we have ever known. In formulating our judgment as to what roads are worth to the tax payers of this state, we would appreciate an expression of your opinion on this matter.

"To this end may we ask you to give careful consideration to the following questions and answer them so they may be in our hands Monday, May 3.

"Question 1: The prices for highway construction during 1919 were from one hundred to one hundred and twenty-five per cent higher than the prices of similar construction in 1914, 1915 and 1916. Are we warranted in paying more for improved roads this year than we did last year? If your answer is yes, what percentage of increase over 1919 prices do you think the state ought to pay?

"Question 2: Wages for common labor on highways in 1919 ran from thirty-five cents to fifty cents per hour. What, in your judgment, should be the top price per hour for common labor this year?

"Question 3: The wages for teams in 1919 were generally from \$6.00 to \$7.50 per day, usually \$6.50 or \$7.00 for nine hours. What, in your judgment, should be a top price for teams for nine hours' work during 1920?

"This circular letter is being sent to a list of citizens who are known to be vitally interested in the highway program of the state, and we shall very much appreciate a prompt reply to these questions so that we may have the best judgment of the state in guiding us in formulating our policy for this season.

Yours very truly,

W. M. AYER, Chairman,  
P. J. DEERING,  
F. A. PEABODY,

*State Highway Commission.*

These letters were sent to the members of the legislature of 1919, to all candidates for the legislature which will meet in 1921, to a selected list of farmers furnished by the Department of Agriculture, to all county commissioners, to the members of the Republican State Committee, the Democratic State Committee, the directors of the Maine Automobile Association, to

the mayors of all cities and to a list of business men furnished by the chambers of commerce of Lewiston, Bangor, Waterville and Portland.

On June 24, 1920, a canvass of replies was made with the following results:

	Yes	No
Members of Legislature .....	55	30
Candidates for Legislature .....	88	71
Farmers .....	21	26
County Commissioners .....	17	9
Republican State Committee ....	2	5
Democratic State Committee ...	5	3
Mayors .....	10	2
Chambers of Commerce .....	66	22
Maine Automobile Association	11	4
	275	172

With the above information at hand, there seems to be no question about the desire on the part of the public that state highway work should be prosecuted.

The Commission used what they considered to be reasonable endeavor to get a program of state highway work under way. A few contracts were let but several jobs were advertised twice and no bids received. It then became apparent to the Commission that it was useless to attempt to let any considerable sized jobs and thereafter the policy was followed of putting under construction sections of state highway where on account of shutting down of industrial plants labor and teams could be secured and competent superintendents and foremen could be found to direct the work.

In this way a limited mileage of state highway work was accomplished.

Due to the extreme shortage of labor which prevailed during 1918 and 1919, many towns were forced to lay over their joint funds for state aid road work, so that in 1920 there was available the accumulation of several years' funds in many towns. It was possible in most of the towns to secure labor for state aid work and during the year a large amount of work was done.

As has been true during the two preceding years, the amount of maintenance work has not been as much as this Commission believes ought to be done but lack of funds have necessitated holding work to a minimum. As will be seen by a study of the detailed report of maintenance operations, some \$300,000 was expended more than the year's available funds. We desire to call attention once more to the statement so often made by this Commission, that in our judgment it is absolutely necessary that provision should be made for the proper maintenance of all roads heretofore constructed. If such provision cannot be made, our construction program ought to be stopped at once.

Operations under the state and county aid for bridges act were restricted during the year like all other construction work but every bridge was built that it was possible to get under construction.

Early in the year it was found that it would be absolutely necessary to have some suitable place for housing and repairing the trucks and other road building equipment furnished to the state by the government free of charge. An inventory of the equipment so far received shows that it is valued at about one million dollars. This matter was gone into very thoroughly with the governor and council, several locations were looked over and the project having been approved by the governor and council, it was finally concluded to construct a garage and machine shop at the city gravel pit lot in Augusta, which is very handy to the State House. Contract was let for this work in May and it is expected that it will be completed in February, 1921. The estimated cost of the building is \$220,000.

By the end of the season it was apparent that material, prices and labor costs would be much lower in 1921 than they have been for several years. We believe it will be possible to carry out a good construction program during the coming season.

Respectfully submitted,

W. M. AYER, Chairman,  
P. J. DEERING,  
F. A. PEABODY,

*State Highway Commission.*



## MAINE STATE HIGHWAY COMMISSION

## Financial Statements, 1920

## MAINTENANCE AND ADMINISTRATION

## CREDITS

Permit to open highways.....	\$237 67	
Tarvia sold .....	4,462 75	
Tar barrels returned .....	232 13	
Allowance on freight .....	70 80	
Refund of 1919 patrol overpaid.....	195 54	
Rental portable camps .....	856 40	
Patrol maintenance for 1918 from towns.....	2,954 31	
Patrol maintenance for 1919 from towns.....	6,406 48	
Patrol maintenance for 1920 from towns.....	226,665 08	
Patrol maintenance for 1918 and 1919 (not deposited)	380 28	
Patrol maintenance for 1920 (not deposited).....	2,443 13	
Patrol maintenance overpaid .....	1,110 30	
Transferred from improvement state roads J. F.....	71 01	
Transferred from highway loan fund.....	22 89	
Transferred from improvement state roads J. F.		
Balance unapportioned 1919.....	\$1,733 04	
Balance unapportioned 1920.....	156 91	
	<hr/>	1,889 95
Transferred from registration of automobiles.....	100 40	
Transferred from mill tax highway fund.....	72,189 90	
Transferred from interest on bonds.....	65,264 29	
Transferred from automobile fees 1920-1921.....	402,060 96	
Transferred from contingent fund .....	161,902 25	
	<hr/>	\$940,516 52
Available funds .....		

## EXPENDITURES.

## Administration.

Salaries of Commissioners .....	\$4,999 98	
Salary of Chief Engineer.....	6,990 39	
Salaries of Assistants .....	17,113 04	
Salaries of Clerks and Stenographers.....	11,650 10	
Salaries of Engineers .....	605 95	
Expenses of Commissioners .....	1,735 66	
Expenses of Chief Engineer .....	1,005 82	
Expenses of Assistants .....	4,121 54	
Expenses and wages of supervisors.....	2,890 06	
Office furnishings .....	1,888 57	
Office stationery and supplies .....	2,558 55	
Telephone and telegraph service.....	1,938 94	
Printing and binding annual report.....	297 99	
General printing account .....	2,556 60	
Drafting room supplies .....	1,915 47	
Incidental expenses .....	100 77	
Postage .....	1,467 65	
Commissioner's automobile .....	2,256 19	
State map .....	732 80	
Total administration charges .....		\$66,826 07

## MAINTENANCE.

Overdraft January 1, 1920.....	\$5,118 54	
* Auto bureau (Secretary of State's office) .....	40,741 41	
* Auto bureau (Attorney General's office) ..	15,125 28	
Portable camps .....	141 25	
Erecting signs .....	1,296 84	
Color bands .....	244 21	
Transfer to improvement state roads J. F ..	110 61	
Transfer to highway loan fund.....	14 00	
Transfer to mill tax highway fund.....	394 57	
Refund on 1919 patrol overpaid.....	1,368 16	
	<hr/>	\$64,554 87

\* This expense not under supervision of State Highway Department.

Section 17 .....	\$3,924 86	
State aid highway improved.....	180,407 58	
State aid highway unimproved.....	182,957 14	
State highway improved .....	380,580 58	
State highway unimproved .....	67,442 01	815,312 17
Town funds not deposited but expended under supervision of department .....		2,823 41
Total expenditures for maintenance and administration in 1920 .....		\$949,516 52
NOTE.—Funds expended for maintenance patrol in 1920 as follows:		
State funds .....	\$588,647 09	
Town funds .....	226,665 08	
Total amount expended for maintenance of roads in 1920 .....	\$815,312 17	
Amount of towns' patrol requisitions unpaid Dec. 31, 1920.....		\$2,823 41

## HIGHWAY LOAN FUND

## CREDITS

Receipts from sale of bonds.....	\$2,000,000 00
Receipts from premiums on bonds.....	18,600 00
Receipts from Federal Aid "H" Vassalboro.....	56,278 15
Receipts from Federal Aid "H" Winslow.....	17,759 26
Receipts from Federal Aid "Q" Richmond.....	11,425 03
Receipts from other sources for most part from cement and cement bags .....	20,971 16
Transfers, Memorial Bridge .....	1,162 13
Transfers, Paris State Aid .....	102 24
Transfers, cement charges to State Aid.....	1,054 91
Transfers from guard rail account.....	526 31
Transfers from maintenance .....	186 50
	\$2,128,065 69

## EXPENDITURES

Labor and material .....	\$1,269,665 15
Engineering and inspection .....	30,220 02
Advertising .....	655 22
General expense of right of way.....	1,360 01
Surveys .....	6,962 84
Plans and computations .....	10,330 94
Depreciation on road machine .....	100 00
Transfer from paint account .....	50 72
Transfer from State Aid (payrolls).....	525 79
Miscellaneous transfers .....	57 53
Motor transport deficit transferred.....	38,467 36
Cost of new state garage.....	157,043 36
Guard rails .....	269 05
Expense of issuing bonds .....	2,776 73
Balance to 1921 .....	609,580 97
	\$2,128,065 69

## IMPROVEMENT STATE ROADS J. F.

## CREDITS

Unexpended balance Jan. 1, 1920.....	\$135,345 40
Appropriation, 1920 .....	500,000 00
Additional appropriation, Council Order.....	29,380 00
Unapportioned balance 1919 .....	1,733 04
Cities and towns appropriation deposited.....	167,211 83
Cities and towns appropriation not deposited but expended under supervision of department .....	253,994 70
Transferred from third class highway fund.....	936 38
maintenance .....	110 61
highway loan fund .....	525 79
state aid construction of bridges.....	202 78
Lagrange special resolve .....	400 10
miscellaneous .....	108 07
	<hr/>
	\$1,089,948 68

## EXPENDITURES

Labor and material .....	\$908,772 39
Engineering .....	4,722 37
Inspection .....	11,048 90
Transfer of cement to highway loan fund.....	1,054 91
payrolls to highway loan fund.....	274 74
miscellaneous .....	195 81
Unapportioned balance 1919 to maintenance, Chap. 25, Sec. 34, R. S. 1916 .....	1,733 04
Unapportioned balance 1920 to maintenance.....	156 91
Balance to 1921 .....	161,989 61
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	\$1,089,948 68

## STATE AID CONSTRUCTION OF BRIDGES

## CREDITS.

Unexpended balance Jan. 1, 1920.....	\$106,165 90
State's appropriation 1920 .....	100,000 00
Receipts from sale of bonds.....	500,000 00
premiums on bonds .....	4,650 00
Transfers from special resolves.....	18,163 18
Credit on cement, cement bags and lumber (Alna-Newcastle)..	535 82
Cement bags (Belfast) .....	2,054 50
Cement Shephards River Bridge (Brown- field) .....	357 27
Cement and lumber (Crystal).....	383 00
Cement (Frenchville) .....	827 40
Lumber sold (Mount Desert).....	1,761 45
Cement bags (Trescott) .....	254 33
Lumber sold (Whiting) .....	27 12
Engineering charges paid by Westbrook....	199 62
Miscellaneous credits .....	207 15
Counties appropriation .....	145,676 37
Towns appropriation .....	146,111 97
Transferred from Madawaska-Edmundston .....	125 30
State Aid .....	93 80
Miscellaneous accounts .....	16 16
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	\$1,027,610 34

## EXPENDITURES.

Labor and material .....	\$576,812 43
Engineering .....	15,787 22
Advertising .....	182 88
Refund to Cumberland county (Westbrook).....	11,829 34
Transfer from Porter State Aid.....	264 45
Expense of issuing bridge bonds.....	836 63
Appropriation 1920 lapsed .....	100,000 00
Balance to 1921 .....	321,897 39
	<hr/>
	\$1,027,610 34

## SPECIAL RESOLVES

## CREDITS

Unexpended balance from previous years.....	\$43,467 88
Appropriation, Chap. 170-171 (less claims).....	87,000 00
City of Eastport, claim.....	1,600 00
Town of Abbot, claim.....	2,413 18
Penobscot county, claim.....	794 57
Lincoln county, claim.....	2,087 43
Webster plantation, claim.....	2,000 00
North Yarmouth Academy Grant, Chap. 127.....	1,000 00
Towns appropriation deposited.....	3,785 39
Counties appropriation deposited.....	2,000 00
Towns appropriation not deposited but expended under direction of the department.....	13,078 71
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	\$159,227 16

## EXPENDITURES

Labor and material, Chap. 170-1919 (Roads).....	\$21,728 93
Chap. 170-1919 (Bridges).....	16,460 40
171-1919.....	37,832 12
127-1919.....	1,702 59
Engineering Chap., Chap. 170-1919 (Roads).....	259 58
Chap. 170-1919 (Bridges).....	89 80
Chap. 171-1919.....	778 57
Chap. 127-1919.....	2 87
Madawaska-Edmundston.....	2,032 48
Appropriations transferred to State Aid Construction Bridges, Lagrange resolve used with State Aid.....	15,656 85
Morrill resolve used with State Aid.....	2,000 00
800 00	
City of Eastport, claim.....	1,600 00
Town of Abbot, claim.....	2,413 18
Penobscot county, claim.....	794 57
Lincoln county, claim.....	2,087 43
Webster plantation, claim.....	2,000 00
Towns appropriation expended under direction of department, Balance to 1921, 1917 resolves.....	13,078 71
lapsed, 1917 resolves.....	2,582 95
to 1921, Chap. 170-1919.....	2,113 23
lapsed, Chap. 170-1919.....	12,159 12
to 1921, Chap. 171-1919.....	15,388 16
lapsed, Chap. 171-1919.....	2,360 52
to 1921, Chap. 171-1919.....	3,010 56
lapsed, Chap. 171-1919.....	294 54
to 1921, Chap. 127 (No. Yarmouth Academy grant)....	
	<hr/>
	\$159,227 16

### THIRD CLASS HIGHWAY FUND

#### CREDITS

Appropriation .....	\$192,480 84
Town's part transfer cancelled.....	160 54
Transfer inspection charges Blaine State Aid.....	2 00
Cities and towns appropriation, not deposited but expended under direction of State Highway Commission.....	7,896 83
	<hr/>
	\$200,540 21

#### EXPENDITURES

Labor and material .....	\$190,220 07
Inspection .....	2,300 99
Transferred to State Aid.....	936 38
Balance to equalization fund .....	7,082 77
	<hr/>
	\$200,540 21

### MEMORIAL BRIDGE LOAN

#### CREDITS

Receipts from sale of bonds.....	\$500,000 00
Receipts from premiums on bonds.....	4,650 00
Total .....	<hr/>
	\$504,650 00

#### EXPENDITURES

Engineering .....	\$6,692 12
Advertising .....	261 52
Material for certificates .....	570 00
	<hr/>
	\$7,523 64
Balance to 1921 .....	497,126 36
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	\$504,650 00

### MOTOR TRANSPORT & EQUIPMENT

#### CREDITS

Treasurer's advices as received for truck rentals, stock issued, etc. ....	\$180,412 18
Journal transfer, depreciation charge on road machine.....	100 00
Deficit transferred to highway loan fund.....	38,467 36
	<hr/>
	\$218,979 54

#### EXPENDITURES

Audited vouchers .....	\$218,642 69
Journals—express bills from maintenance and administration transferred .....	324 15
Journals—miscellaneous .....	12 70
	<hr/>
	\$218,979 54

## BATH STATE FERRY

Total expenditures (including property charges).....	\$205,164 07
Total receipts .....	41,622 99
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Appropriated by legislature .....	\$163,541 08
	10,000 00
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Appropriated by council order .....	\$153,541 08
	60,000 00
	<hr/>
Less refund on water bill.....	\$93,541 08
	23 66
	<hr/>
Transferred from State Contingent Fund.....	\$93,517 42

Jan. 1—Oct. 1, 1920. (Old rates)

	Opening No.	Closing No.	No. Sold.	Rate	Amount.
Single fare .....	225,244	370,681	145,437	.05	\$7,271.85
1 Horse team (round trip) .....	15,332	17,787	2,455	.25	613.75
2 Horse team (round trip) .....	4,371	4,937	566	.35	198.10
1 Horse team (hay) (round trip) .....	1,334	1,609	175	.35	61.25
2 Horse team (hay) (round trip) .....	1,025	1,101	76	.50	38.00
Hacx.....	158	167	9	.35	3.15
Oil team .....	369	435	66	.60	39.60
Auto, including driver .....	97,585	133,929	36,344	.50	18,172.00
Oxen & driver .....	140	141	1	.35	.35
Extra Yoke Oxen .....	251	260	9	1.15	1.35
Team tickets (5 round trips) .....	2,838	3,415	577	1.00	577.00
Foot tickets (6 single trips) .....	18,397	23,713	5,316	.25	1,329.00
Auto tickets (5 round trips) .....	2,397	2,972	657	2.00	1,314.00
Workmen's tickets .....	17,736	22,155	4,419	.36	1,590.84
High school (per term) .....	175	177	2	2.50	5.00
Special trips .....	4,201	6,450	2,249	.10	224.90
Miscellaneous .....					55.70
Freight .....					.65
Oil barrels .....					6.00
					<hr/>
					\$31,502.49

## DAILY REPORT OF TICKET SALES.

Oct. 1, Dec. 31, 1920.

	Opening No.	Closing No.	No. Sold.	Rate	Amount
Single passenger .....	1	57,175	57,174	.05	\$2,858.70
Passenger tickets, 12 trips .....	1	562	561	.60	336.60
One horse team .....	1	2,913	2,912	.25	728.00
Two horse team .....	1	558	557	.35	194.95
Automobile .....	1	11,306	11,305	.50	5,652.50
Auto truck .....	1	205	204	.75	153.00
Oil truck .....	1	40	39	.60	23.40
Cow .....	1	133	132	1.15	19.80
Automobile, 10 trips .....	1	3	2	7.00	14.00
Single Horse team, 30 trips .....	1	6	5	7.50	37.50
Single horse team, 20 trips .....	1	2	1	6.00	6.00
Single horse team, 10 trips .....	1	13	12	3.50	42.00
Two horse team .....	1	4	3	4.50	13.50
School tickets .....	1	32	31	.25	7.75
Special trip, Sunday P. M. ....	1	489	488	.10	48.80
Special trip .....				9 1.00	9.00
					<hr/>
					\$10,145.50

## PROPERTY CHARGES.

	Dec. 31, 1920
* Cost of franchise, including real estate and boat "Hockomock" .....	\$10,000 00
† Cost of steamer "Governor King" (Nathan Hale) .....	60,000 00
Cost of additional land .....	10,000 00
Cost of renovating steamer:	
Insurance during renovating .....	1,137 50
Machinery—labor .....	2,797 60
material .....	2,604 11
Hull—labor .....	6,472 12
material .....	3,087 69
Cost of new slips:	
Labor .....	20,288 73
Material .....	26,638 47
Engineering .....	328 70
To F. W. Carlton, use of plant .....	6,900 00
New coal staging and piling around wharf .....	1,511 06
	<b>\$151,765 88</b>

## OPERATING EXPENSES.

	Jan. 1-Dec. 31, 1920.
Wages:	
Crew of "Hockomock" .....	\$11,550 67
Crew of "Governor King" .....	9,238 98
Coal:	
"Hockomock" .....	10,921 22
"Governor King" .....	6,431 57
Water .....	673 68
Light .....	427 07
Oil .....	585 65
Insurance:	
"Hockomock" .....	150 00
"Governor King" .....	2,044 65
Coal shed .....	66 00
General expense .....	2,119 20
Repairs—"Hockomock:"	
Machinery—Labor .....	744 20
Material .....	348 54
Hull—Labor .....	1,675 96
Material .....	1,671 06
"Governor King:"	
Machinery—Labor .....	616 75
Material .....	591 92
Hull—Labor .....	6 50
Material .....	732 58
Ferry Slips—Labor .....	82 00
Material .....	919 99
	<b>\$53,398 19</b>

\* Cost of franchise appropriated by legislature of 1919.

† Cost of steamer paid from State contingent fund.

## COST OF CONSTRUCTING NEW STATE GARAGE 1920 RECAPITULATION

To Jan. 1, 1921.

Plans, computations and supervision.....	\$1,390 19
Expense of right of way.....	1 32
Labor .....	54,168 02
Material .....	87,548 10
Contractor's commission .....	7,757 57
Truck rentals and supplies.....	4,678 16
Land .....	1,500 00
Total to Jan. 1, 1921.....	\$157,043 36

### COST IN DETAIL.

T. F. Moreau, contractor, estimate 1-12 incl.....	\$85,177 58
Concrete Steel Co., reinforcing steel.....	11,142 28
Corrugated Bar Co., reinforcing steel.....	13,801 24
Purlinton Bros. Co., cement, coal and lime.....	5,219 39
Maine Central Railroad Co., freight.....	7,389 02
Pittsburgh Testing Laboratory .....	13 86
* M. J. Connolly, dynamite .....	1,500 00
Emery-Waterhouse Co., shovels .....	58 05
Brooks Hardware Co., dynamite .....	40 80
Transfer from stock, 22 tarpaulins .....	220 00
Transfer cement from Alna-Newcastle bridge originally charged to latter .....	211 72
Pittsburgh Plate Glass Co.....	1,385 00
Truck rentals .....	3,546 66
Gas, oil and grease.....	1,131 50
Labor about garage .....	2,454 81
Charles S. Chase Co., cement.....	2,816 25
Detroit Steel Products Co., window sash.....	3,441 57
E. Corey & Co., reinforcing steel.....	366 72
Cooper & Co., cement .....	935 43
Bethlehem Steel Bridge Corp., structural steel.....	9,889 87
Malcolm & Dyer Co., heating apparatus.....	2,274 80
Purchase of land from city of Augusta.....	1,500 00
The Berlin Const. Co., structural steel.....	1,075 00
S. Blaisdell, posts .....	60 30
Plans, computations and supervision .....	1,390 19
Expense of right of way.....	1 32
	\$157,043 36

\* Charged to this account in error, transfer made to stock account Jan. 20, 1921.



## 1920 RECAPITULATION.

APPROPRIATION.	Adminis- tration.	Engineer- ing.	Inspec- tion.	Advertis- ing.	General expense and right of way.	Labor and material	Special appro. (Miscel- laneous.)	Total expendi- ture under supervision of department.
Administration .....	\$66,826 07	-	-	-	-	-	-	\$66,826 07
Maintenance appropriation .....	-	-	-	-	-	\$59,436 33	-	59,436 33
Maintenance Sec. 17 .....	-	-	-	-	-	3,924 86	-	3,924 86
Maintenance State Aid Highways .....	-	-	\$18,079 29	-	-	345,285 43	-	363,364 72
Maintenance State Highways .....	-	-	16,568 22	-	-	431,454 37	-	448,022 59
State Highway Construction (Loan) .....	-	\$47,513 80	-	\$655 22	\$1,360 01	1,269,665 15	-	1,319,194 18
Expense of Issuing Highway Bonds .....	-	-	-	-	-	-	\$2,776 73	2,776 73
Motor Transport and Equipment .....	-	-	-	-	-	218,979 54	-	218,979 54
State Aid Highways Construction .....	-	4,722 37	11,048 90	-	-	908,772 39	-	924,543 66
State Aid Construction Bridges (Loan) .....	-	15,787 22	-	182 88	-	576,812 43	-	592,782 53
Expense of Issuing Bridge Bonds .....	-	-	-	-	-	-	836 63	836 63
Third Class Highways .....	-	-	2,300 99	-	-	190,220 07	-	192,521 06
Special Appropriations .....	-	3,163 30	-	-	-	77,724 04	8,895 18	89,782 52
*Memorial Bridge (Loan) .....	-	6,692 12	-	-	-	-	-	6,692 12
Expense of Issuing Memorial Bridge Bonds .....	-	-	-	-	-	-	831 52	831 52
Bath State Ferry .....	-	328 70	-	-	-	204,835 37	-	205,164 07
New State Garage .....	-	1,390 19	-	-	1 32	155,651 85	-	157,043 36
<b>Totals .....</b>	<b>\$66,826 07</b>	<b>\$79,597 70</b>	<b>\$47,997 40</b>	<b>\$838 10</b>	<b>\$ 1,361 33</b>	<b>\$4,442,761 83</b>	<b>\$13,340 06</b>	<b>\$4,652,722 49</b>

\*Construction not started. To be under direction of Piscataqua River Bridge Commission  
 Expense for Auto bureau (Secretary of State) and Inspectors (Attorney General) not under control of Highway Commission. . . . . \$55,866 69

### SUPERVISION CHARGES.

Administration .....	\$66,826 07
Engineering .....	79,597 70
Inspection .....	47,997 40
Advertising .....	838 10
General Expense and right of way .....	1,361 33
	\$196,620 60
Supervision charges .0443 of net construction .....	\$4,442,761 83
Supervision charges .0423 of gross expenditure .....	\$4,652,722 49

### LABOR AND MATERIAL.

Maintenance .....	\$840,100 99
State Highway Construction .....	1,269,665 15
Motor Transport and Equipment .....	218,979 54
State Aid Highway Construction .....	908,772 39
State Aid Construction Bridges .....	576,812 43
Third Class .....	190,220 07
Special Appropriations .....	77,724 04
Bath State Ferry .....	204,835 37
New State Garage .....	155,651 85
<b>Total .....</b>	<b>\$4,442,761 83</b>

## STATE HIGHWAYS

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State Highway Construction in 1920 comprises unfinished work of previous years and new work undertaken during the year. Complete information with regard to work extending over more than one year may be obtained by consulting previous annual reports.

A brief description of work done is given, showing the location, length, width, thickness and type of surfacing.

The table of expenditures is supplementary to that of previous years. Expenditures for surveys are usually indicative of work to be done in the year following such expenditures. Contracts are shown in detail, giving quantities, unit prices and amounts paid.

The mileage table shows County, Town, Type of construction, method of work, and a summary of the several types of surface.

The length of road shown in this table is approximate whenever the work was not completed during the year, but in such cases was arrived at by percentage of work done, rather than actual miles of finished road.

### STATE HIGHWAY "B."

*Westbrook.* Federal Aid Project No. 26. Bids were called for and rejected. A contract was entered into with A. D. Bridge's Sons, Inc., for building this section of bituminous road, 3.92 miles long, 18 feet wide and 6 inches in thickness. The location begins at the City of Portland line and extends to the Windham town line. Length completed, 2.39 miles. The estimated percentage of work done, including additional grading and culverts, is 55%. Expenditures \$114,599.94.

*South Thomaston.* The work begun in 1919 was extended 0.62 miles during 1920 under the direction of John S. Gardner by day labor to the St. George line. The width is 21 feet and depth of gravel surface is 8 inches. In addition to this several culverts were completed on the section built in 1919. Expenditures \$8,075.56.

*St. George.* The work of previous years was extended to the South Thomaston line by day labor under John S. Gardner, completing 0.56 miles of gravel surface with grading and drainage. Expenditures from State Highway Loan Fund, \$6,007.99. From State Aid Joint Fund \$1,241.89.

#### STATE HIGHWAY "E"

*Falmouth.* Federal Aid Project No. 9. A contract was awarded to Forgione & Romano Co. of Portland for building 4.72 miles of cement concrete road 18 feet wide, 7 inches thick on the sides and 9 inches thick in the center. The location begins at the City of Portland line and extends to the Cumberland town line. Some work was done on grading but no concrete pavement was laid. The work is about 5% completed. Expenditures \$18,211.17.

*Cumberland.* Federal Aid Project No. 10. The contract for Falmouth with Forgione & Romano Co. includes the building of 2.52 miles of cement concrete road of the same dimensions in Cumberland beginning at the Falmouth town line and extending to the Gray Town line. Of this 1.34 miles of pavement was laid, or 59% of the total length. Expenditures \$65,951.63.

*Winthrop.* The work done in previous years was extended to Winthrop Village, and consisted of grading, drainage and bituminous macadam surface 21 feet wide and 6 inches deep with stone base for the entire length of 2,700 feet or 0.51 miles. The work was performed by E. J. Rourke by contract. Expenditures \$15,667.02.

#### STATE HIGHWAY "F."

*Wilton.* Federal Aid Project No. 18. This work was advertised for bids which were rejected and work was done by day labor under the direction of W. H. Doran. The type of surface

is gravel. The length of this section is 3.94 miles, extending from the Farmington line southerly. Some grading has been done and metal culverts delivered but no surfacing has been placed. The work is about 13% completed. Expenditures \$14,814.17.

*Farmington.* Federal Aid Project No. 19. Bids were called for on this project and rejected. The work was then done by day labor in connection with the work in Wilton and consisted of rather heavy grading, drainage and gravel surface. The length surfaced was 2.69 miles, 18 feet wide and 7 inches deep. The top course of fine gravel was deferred until the Wilton section is ready to be finished sometime during 1921. This work is 75% completed. The location of this project is from the Wilton town line northerly. Expenditures \$48,881.37.

#### STATE HIGHWAY "G"

*Augusta.* On this highway, beginning at the Grange Hall where it leaves the more direct road to Oakland, grading and gravel surfacing has been done for about one mile. The work was not finished when the season closed. Expenditures \$7,799.50.

*Sidney.* From the Augusta line toward the Belgrade line grading and gravel surfacing was carried on for about a mile, but the work was not completed on account of wet weather making truck hauling impracticable. Expenditures \$6,587.57.

*Belgrade.* Federal Aid Project No. 23. Beginning at the Sidney line and extending through Belgrade village to the Oakland line plans have been prepared and a project agreement made with Federal Government to build a bituminous macadam road. The bituminous material has been purchased and distributed along the highway and is available for immediate use in 1921. Expenditures \$34,973.23.

*Oakland.* Federal Aid Project No. 22. From the Belgrade line to the compact section of road in Oakland, plans have been prepared and an agreement made with the Bureau of Public roads for a bituminous macadam road. The bituminous material has been purchased and distributed. Expenditures \$10,519.25.

## STATE HIGHWAY "H"

*Vassalboro.* Federal Aid Project No. 3 a. On this highway for which the contract was awarded to A. D. Bridge's sons, Inc. in 1919, progress was made from the Augusta line northerly toward Winslow, a distance equivalent to 5.80 miles although the actual miles of road surfaced was 4.00, the difference being accounted for by additional grading, drainage and culverts. Expenditures \$174,681.91.

*Sandy Bay.* The last half mile in this township ending at the Canada Line is almost impassable on account of steep grades and ledges, to avoid which a new line was laid out with the understanding that the Canadian Government will cooperate in reducing the grades and thereby obtaining a gradual ascent by going around the hill. Work on the new line was carried on during a part of the season while the weather conditions would permit, and as soon as the work is done on the Canada side a very decided improvement will be accomplished. The type of surface is gravel. The work was done by day labor under the direction of James H. Murtha. Expenditures \$24,129.02.

## STATE HIGHWAY "J."

*Newport.* Federal Aid Project No. 14. The work to be done in Newport was advertised for bids and readvertised, but none were received, upon which it was carried on by day labor under the supervision of J. W. Luce and 4.71 miles, the entire length, was graded, drained and suitable foundation laid for building a bituminous macadam surface. The bituminous material has been purchased and delivered. Stone has also been hauled to the crusher locations anticipating an early start in 1921. The location begins just outside the village or compact section and extends to the Corinna town line. Expenditures \$82,609.32.

*Corinna.* Federal Aid Project No. 15. The work done was a continuation of that in Newport consisting of grading, drainage and foundation, also the purchase and delivery of bituminous material. This work was also advertised for bids and none were received. Expenditures \$12,727.80.

*Dexter.* Federal Aid Project No. 16. This section of road was advertised for bids without success. About one-half mile of grading has been done but the bituminous material for a bituminous macadam surface has been delivered. Expenditures \$13,945.69.

*Foxcroft.* A gravel road 2.06 miles in length 21 feet wide was practically completed from the village to the Guilford line connecting with the improved road. The work was done by day labor, under the direction of A. C. Dutton. Expenditures \$24,530.06.

### STATE HIGHWAY "K"

*Greenbush.* About one mile of gravel road was built by H. A. Day on the day labor basis, thus improving one of the worst sections in this town. Expenditures \$9,659.04.

*Enfield.* Federal Aid Project No. 4. Late in the season of 1919 a contract was made with M. Seretto, the lowest bidder, for building a gravel road from the bridge across the Penobscot River, northerly to the Lincoln line. The length is 7.05 miles of which 4.51 miles was graveled 21 feet wide and from 8 inches to 12 inches deep, extending southerly from the Lincoln line. The southerly end will be completed in 1921. Expenditures \$70,424.33.

*Mattawamkeag.* Early in the season gravel surfacing was continued on this section of road, which was completed about July 1st. Expenditures \$9,508.26.

*Sherman.* Federal Aid Project No. 6. This work was advertised but no bids were received. It was therefore undertaken by force account under the direction of A. H. Hill. The length under construction is 4.29 miles. Grading and drainage were accomplished, an equivalent of 0.45 miles, but no work was completed. The type of surface will be gravel. Expenditures \$5,244.42.

*Crystal.* Federal Aid Project No. 6. The length under construction is 1.58 miles. With the same forces as in Sherman, 1.27 miles of gravel road with suitable foundation was built. No bids were received for this work. Expenditures \$33,343.19.

*Island Falls.* Federal Aid Project No. 7. This work was advertised for bids and a contract was made with Murtagh

Hughes of Bangor for building 3.50 miles of gravel road of which 1.84 miles is in Island Falls and 1.66 miles in Dyer Brook, width 21 feet, depth 8 inches. At the end of the season 1.36 miles had been completed which is about 39% of the work. Expenditures—Island Falls, \$3,337.60; Dyer Brook, \$32,010.45. The excavation on this work contained a large quantity of rock.

*Dyer Brook.* Federal Aid Project No. 7. (See Island Falls.)

*Houlton.* Federal Aid Project No. 24. This work was advertised for bids and a contract was awarded to the Greenwood Construction Co. of Skowhegan for building 3.31 miles of gravel road from the compact section of the town to the town line of Littleton, width 21 feet, depth 8 inches. The work was 74% completed at the end of the season, or about 2.46 miles. Expenditures \$46,978.20.

*Van Buren.* The work done in this town was about 3 miles of gravel road by day labor under the supervision of Joseph Martin and was not quite completed at the end of the season. The location is between the B. & A. crossing and the town line of Grand Isle. The width is 21 feet and the depth is 8 inches. Expenditures \$18,623.25.

*Fort Kent.* About 0.8 miles of gravel road was completed by day labor under the direction of Joseph Martin. Expenditures \$9,747.57.

#### STATE HIGHWAY "M"

*Dedham.* Gravel road construction was continued from Lake House Hill to the foot of Mann Hill, about 2 miles, by day labor under the direction of H. C. Schoppe. The width is 21 feet and the depth is 8 inches. Expenditures \$43,325.28. This section contained an unusual amount of rock excavation.

#### STATE HIGHWAY "N"

*Sullivan.* A gravel road was built by day labor under the direction of A. P. Havey. The length is 0.48 miles, width 21 feet, and depth 8 inches. Expenditures \$12,585.97.

*Gouldsboro.* A gravel road 0.64 miles in length, 21 feet wide and 8 inches in depth was built by day labor under S. E. Coffin. Expenditures \$8,974.95.

*Cherryfield.* A gravel road 0.50 miles in length was built by day labor under Harland Schoppe. The width is 21 feet and depth 8 inches. Expenditures \$11,856.72.

*Jonesboro.* A gravel road 1.22 miles long was built by day labor under W. J. Mawhinney. The width is 2 feet and the depth is 8 inches. Expenditures \$6,651.32.

*Pembroke.* Federal Aid Project No. 5. This work was advertised and readvertised but no bids were received. A contract was made with J. H. Stalford to build 4.65 miles of gravel road in Perry and 0.53 miles in Pembroke, which was completed during the year. The work consisted of a large amount of grading, rock excavation and bridges which brought the cost far above the average for gravel road construction. The width is 21 feet and depth is 8 inches. Expenditures—in Pembroke, \$30,480.25; in Perry, \$142,193.13.

*Perry.* Federal Aid Project No. 5. (See Pembroke.)

#### STATE HIGHWAY "Q"

*Topsham.* Federal Aid Project No. 28. A contract was made with E. J. Rourke of Abington, Massachusetts, for building 1.31 miles of bituminous macadam road from Topsham Village northerly to the forks leading to Lisbon Falls. About one mile was completed, besides additional grading and foundation. The width of the macadam is 18 feet, total width, 23 feet, and depth is 8 to 10 inches. Expenditures \$39,386.60.

#### STATE HIGHWAY "S"

*Oxford.* Federal Aid Project No. 34. This work was advertised for bids which were rejected and a contract was made with the Hassam Paving Company for building 3.99 miles in Oxford and .58 miles in Norway of cement concrete road 18 feet wide, six inches thick on the sides and 8 inches thick in the center, with sand-clay shoulders on each side 2½ feet wide. Of this, 1.11 miles of surface was completed, and the total length graded. The usual labor difficulties prevailed throughout construction besides inadequate railroad facilities which considerably delayed starting the work. The grading was heavy and the work includes one large concrete culvert. Expendi-



tures—in Oxford \$67,536.57; in Norway, \$1,528.68. Work was about 24% completed at the end of the year.

*Norway.* Federal Aid Project No. 34. (See Oxford).

*Woodstock.* About 0.1 of a mile of gravel road was built by day labor under G. W. Q. Perham. Expenditures \$1,051.64.

#### STATE HIGHWAY "Y"

*Surry.* A gravel road 0.45 miles in length was built by day labor under Fred B. Marden toward filling the gap between other sections of improved road. The width is 21 feet and the depth, 8 inches. Expenditures \$5,784.63.

## "E" FALMOUTH—4.72 MILES

CONTRACTOR—FORGIONE &amp; ROMANO, FIDELITY BLDG.,

PORTLAND, MAINE

5% Completed

Item.	ESTIMATED QUANTITIES.		Price bid.	Amount.	Actual		Amount.
					Quantities.		
1	16.076	C. Y. Earth excavation	\$1 45	\$23,310 20	400	C. Y.	\$580 00
2	556	C. Y. Rock excavation.	7 50	4,170 00	50	C. Y.	375 00
3	915	C. Y. Borrow.....	1 50	1,372 50	-	-	-
4	7,094	C. Y. Gravel Base.....	3 00	21,282 00	-	-	-
5	3,357	C. Y. Stone Base.....	3 25	10,910 25	-	-	-
6	879	C. Y. Gravel sub-base.	3 25	2,856 75	-	-	-
10	827	C. Y. Gravel Road.....	4 50	3,721 50	-	-	-
16	49,698	S. Y. Concrete Pav m.	1 73	85,977 54	-	-	-
17	155.03	C. Y. "A" Concrete....	35 00	5,426 05	-	-	-
18	159.20	C. Y. "B" Concrete....	35 00	5,572 00	-	-	-
19	57.49	C. Y. "C" Concrete....	35 00	2,012 15	-	-	-
22	288	L. F. 12 inch pipe....	1 50	432 00	-	-	-
24	82	L. F. 16 inch pipe....	1 75	143 50	-	-	-
25	204	L. F. 18 inch pipe....	1 90	387 60	-	-	-
28	1	Drop inlet.....	100 00	100 00	-	-	-
30	500	C. Y. Stone V. Drain..	3 25	1,625 00	-	-	-
33	333	C. Y. Side Underdrains	5 00	1,665 00	-	-	-
34	576	S. Y. Cobble gutters...	1 50	864 00	-	-	-
35	7,406	L. F. Wd., Guard Rail.	1 00	7,406 00	-	-	-
38	60.36	C. Y. "A" Concrete....	35 00	2,112 60	-	-	-
40	220.36	C. Y. "B" Concrete....	35 00	7,712 60	-	-	-
42	96.63	C. Y. "C" Concrete....	35 00	3,382 05	-	-	-
				\$192,441 29			\$955 00

"E" CUMBERLAND—2.52 MILES

CONTRACTOR—FORGIONE & ROMANO, FIDELITY BLDG.,

PORTLAND, MAINE

59% Completed

Item.	ESTIMATED QUANTITIES.			Price bid.	Amount.	Actual Quantities.		Amount.
1	6,873	C. Y.	Earth Excavation	\$1 45	\$9,965 85	5,200	C. Y.	\$7,540 00
2	62	C. Y.	Rock excavation.	7 50	465 00	154	C. Y.	1,155 00
3	860	C. Y.	Borrow . . . . .	1 50	1,290 00	2,003	C. Y.	3,004 50
4	1,695	C. Y.	Gravel Base . . . . .	3 00	5,085 00	724	C. Y.	2,172 00
5	1,944	C. Y.	Stone Base . . . . .	3 25	6,318 00	1,463	C. Y.	4,754 75
6	508	C. Y.	Gravel sub-base.	3 25	1,651 00	402	C. Y.	1,306 50
10	198	C. Y.	Gravel Road . . . .	4 50	891 00	-	-	-
16	26,588	S. Y.	Con. Pavement. . .	1 73	45,997 24	14,210	S. Y.	24,583 30
17	82.09	C. Y.	"A" Concrete. . . .	35 00	2,873 15	31.43	C. Y.	1,100 05
18	145.44	C. Y.	"B" Concrete. . . .	35 00	5,090 40	35.65	C. Y.	1,247 75
19	70.30	C. Y.	"C" Concrete. . . .	35 00	2,460 50	-	-	-
22	240	L. F.	12 inch pipe . . . .	1 50	360 00	-	-	-
24	130	L. F.	16 inch pipe . . . .	1 75	227 50	102	L. F.	178 50
25	28	L. F.	18 inch pipe . . . .	1 90	53 20	28	L. F.	53 20
27	58	L. F.	24 inch pipe . . . .	2 25	130 50	58	L. F.	130 50
30	125	C. Y.	Stone V-drain. . . .	3 25	406 25	106.7	C. Y.	346 78
33	119	C. Y.	Side Underdrain. . .	5 00	595 00	37	C. Y.	185 00
34	425	S. Y.	Cobble gutters. . .	1 50	637 50	-	-	-
35	1,129	L. F.	Wd. Guard rail. . .	1 00	1,129 00	-	-	-
	Extra Work . . . . .			-	-	-	-	-133 77
					\$85,626 09			\$47,891 60

## "H" VASSALBORO—9.35 MILES

CONTRACTOR—AMOS D. BRIDGE'S SONS, INC., HAZARDVILLE, CT.

62% Completed

Item.	ESTIMATED QUANTITIES.	Price bid.	Amount.	Actual Quantities.	Amount.		
1	23,593	C. Y. Earth excavation	1 75	\$41,287 75	20,532	C. Y.	\$35,931 00
2	570	C. Y. Rock excavation	4 00	2,280 00	616.9	C. Y.	2,467 60
3	4,750	C. Y. Borrow	1 75	8,312 50	1,038	C. Y.	1,816 50
4	600	C. Y. Stone V-drain	4 50	2,700 00	-	-	-
5	18,134	C. Y. Stone Base	4 50	81,603 00	9,665	C. Y.	43,492 50
6	4,589	C. Y. Gravel sub-base	4 00	18,356 00	6,787	C. Y.	27,148 00
7	126	C. Y. "A" Concrete	20 00	2,520 00	133.42	C. Y.	2,668 40
8	255	C. Y. "B" Concrete	18 00	4,590 00	308	C. Y.	5,544 00
9	50	C. Y. Cement Masonry	12 00	600 00	-	-	-
11	600	L. F. 12 inch pipe	1 00	600 00	1,104	L. F.	1,104 00
12	4	L. F. 20 inch pipe	2 00	8 00	4	L. F.	8 00
13	384	L. F. 16 inch pipe	1 25	480 00	444	L. F.	555 00
14	188	L. F. 18 inch pipe	1 50	282 00	188	L. F.	282 00
15	344	L. F. 24 inch pipe	1 75	602 00	386	L. F.	675 50
16	1,000	C. Y. Side Underdrains	4 50	4,500 00	124.8	C. Y.	561 60
17	1,774	L. F. Wd. Guard rail	60	1,064 40	861	L. F.	516 60
18	976	C. Y. Gravel Road	4 00	3,904 00	475	C. Y.	1,900 00
21	80	S. Y. 2½ in. Mac. Sur.	6t	53,446 80	29,590	S. Y.	15,893 40
22	176898	Gal. Hot. Bit. Material	1 07	12,382 86	88,100	Gal.	6,167 00
23	2,215	S. Y. Cobble Paving	1 50	3,322 50	-	-	-
24	6,639	6 in. Mac. Surface	1 30	8,630 70	8,722	S. Y.	11,338 60
27	400	C. Y. Reconstructed Stone Base	4 50	1,800 00	-	-	-
				\$253,272 51			\$161,969 70

## "K" ENFIELD—7.05 MILES

CONTRACTOR—M. SERETTO, 3 TREMONT ROW, BOSTON, MASS.

64% Completed

Item.	ESTIMATED QUANTITIES.	Price bid.	Amount.	Actual Quantities.	Amount.		
1	13,300	C. Y. Earth excav	\$1 55	\$20,615 00	15029	C. Y.	\$23,294 95
2	50	C. Y. Rock excav	7 00	350 00	253	C. Y.	1,771 00
3	2,450	C. Y. Borrow	1 55	3,797 50	1,604	C. Y.	2,486 20
4	260	C. Y. Gravel Drain	3 25	845 00	-	-	-
5	7,500	C. Y. Gravel Base	3 25	24,375 00	6,534	C. Y.	21,235 50
6	52	C. Y. "A" Concrete	27 50	1,430 00	40.7	C. Y.	1,119 25
7	156.4	C. Y. "B" Concrete	25 00	3,910 00	113.49	C. Y.	2,837 25
8	10	C. Y. Cement Masonry	12 00	120 00	-	-	-
9	550	L. F. 12 inch Culvert	1 00	550 00	182	L. F.	182 00
10	130	L. F. 16 inch Culvert	1 00	130 00	80	L. F.	80 00
11	182	L. F. 18 inch Culvert	1 25	227 50	130	L. F.	162 50
12	116	L. F. 24 inch Culvert	1 65	191 40	54	L. F.	89 10
13	100	C. Y. Side Underdrains	1 00	100 00	175.6	C. Y.	175 60
14	1,000	L. F. Wd. Guard rail	3 75	750 00	-	-	-
15	13,320	C. Y. Gravel surface	3 15	41,958 00	5,952	C. Y.	18,748 80
				\$99,349 40			\$72,182 15

"K" ISLAND FALLS & DYER BROOK—3.69 MILES  
 CONTRACTOR MURTAGH HUGHES, 105 THIRD ST., BANGOR, ME,  
 39% Completed

Item.	ESTIMATED QUANTITIES.		Price bid.	Amount.	Actual Quantities.		Amount.
1	14,490	C. Y. Earth excav. ....	\$1 80	\$26,082 00	8,333	C. Y.	\$14,999 40
2	593	C. Y. Rock excav. ....	7 00	4,151 00	2,040	C. Y.	14,280 00
3	2,970	C. Y. Borrow. ....	1 80	5,346 00	605	C. Y.	1,089 00
4	5,384	C. Y. Gravel Base. ....	3 00	16,152 00	-	-	-
5	-	-	3 00	-	323	C. Y.	969 00
10	3,978	C. Y. Gravel road. ....	3 10	12,331 80	930	C. Y.	2,883 00
18	71.22	C. Y. "B" Concrete. ....	30 00	2,136 60	-	-	-
22	208	L. F. 12 inch pipe. ....	1 00	208 00	32	L. F.	32 00
23	48	L. F. 14 inch pipe. ....	1 00	48 00	98	L. F.	98 00
24	88	L. F. 16 inch pipe. ....	1 25	110 00	62	L. F.	77 50
25	288	L. F. 18 inch pipe. ....	2 00	576 00	164	L. F.	328 00
26	12	L. F. 20 inch pipe. ....	2 00	24 00	-	-	-
27	26	L. F. 24 inch pipe. ....	2 00	52 00	62	L. F.	124 00
35	4,080	L. F. Wd. Guard rail. .	80	3,264 00	-	-	-
				\$70,481 40			\$34,879 90

"K" HOULTON—3.31 MILES  
 CONTRACTOR GREENWOOD CONSTRUCTION CO., SKOWHEGAN, ME.  
 74% Completed

Item.	ESTIMATED QUANTITIES.		Price bid.	Amount.	Actual Quantities.		Amount.
1	5,725	C. Y. Earth excav. ....	\$1 70	\$9,732 50	6,834.6	C. Y.	\$11,618 82
2	750	C. Y. Rock excav. ....	7 00	5,250 00	673.0	C. Y.	4,711 00
3	906	C. Y. Borrow. ....	1 80	1,630 80	-	-	-
4	932	C. Y. Gravel Base. ....	3 00	2,796 00	242.6	C. Y.	727 80
5	2,261	C. Y. Stone Base. ....	3 75	8,478 75	2,208.1	C. Y.	8,280 38
6	-	-	3 00	-	74.0	C. Y.	222 00
10	7,155	C. Y. Grave. Road. ....	3 50	25,042 50	5,204	C. Y.	18,214 00
17	29.10	C. Y. "A" Concrete. ....	35 00	1,018 50	-	-	-
18	76.55	C. Y. "B" Concrete. ....	30 00	2,296 50	-	-	-
22	162	L. F. 12 inch pipe. ....	1 20	194 40	202	L. F.	242 40
24	136	L. F. 16 inch pipe. ....	1 60	217 60	184	L. F.	294 40
25	120	L. F. 18 inch pipe. ....	1 80	216 00	144	L. F.	259 20
32	-	-	3 75	-	14.7	C. Y.	55 13
35	760	L. F. Wd. Guard rail. .	75	570 00	-	-	-
37	825	C. Y. Stone Fill. ....	3 00	2,475 00	937.0	C. Y.	2,811 00
		Extra Work. ....					507 60
				\$59,918 55			\$47,943 73

## EXPENDITURES ON STATE HIGHWAYS FROM STATE HIGH

Highway.	Type of surface	Town.	ENGINEERING AND ADVERTISING					LABOR		
			Surveys.	Plans and computations.	Advertising.	Engineering and inspection.	General expense and right of way.	Total.	Grading.	Drainage.
A		Wells.....	-	-	-	-	-	-	-	3,095 39
		Saco.....	-	-	-	-	-	-	-	-
B		Windham.....	45 83	559 07	10 67	87 10	702 67	-	-	-
B. M.		Westbrook.....	43 57	216 25	23 66	1,669 00	1,952 48	30,830 52	1,843 71	-
C		Yarmouth.....	-	-	-	-	11 02	-	-	-
		Brunswick.....	-	-	-	-	-	11 02	-	-
D		Thomaston.....	-	-	-	-	-	-	73 50	-
		Lincolnton.....	-	-	-	-	-	-	-	-
Gr.		So. Thomaston.....	-	-	-	-	-	-	2,427 43	-
Gr.		St. George.....	-	-	-	6 14	-	6 14	2,215 90	527 82
C. C.		Falmouth.....	45 37	784 24	12 97	744 34	1,586 92	1,153 00	-	-
C. C.		Cumberland.....	20 19	324 26	12 97	3,416 83	3,774 25	10,329 08	8,253 01	-
E		Gray.....	30 30	826 95	23 63	220 40	1,101 28	-	-	-
		New Gloucester.....	33 85	750 58	10 67	-	795 10	-	-	-
		Auburn.....	19 43	151 24	10 66	15 38	196 71	-	-	-
B. M.		Winthrop.....	6 85	72 34	-	56 19	135 38	3,883 55	1,333 04	-
		Manchester.....	-	-	-	-	-	-	-	-
		Augusta.....	-	-	-	-	-	-	-	-
F		Turner.....	41 44	42	13 44	19 33	74 63	-	-	-
		Livermore.....	13 28	-	13 42	-	26 70	-	-	-
		Jay.....	374 79	-	-	-	374 79	-	-	-
Gr.		Wilton.....	8 20	687 72	14 97	273 07	1,309 71	6,102 34	1,708 75	-
Gr.		Farmington.....	6 12	413 08	14 97	847 46	1,606 63	24,524 03	6,783 18	-
G		Augusta.....	225 78	2 02	-	-	227 80	2,158 57	367 23	-
Gr.		Sidney.....	254 57	42	-	-	254 99	1,788 00	575 03	-
B. M.		Belgrade.....	10 34	130 85	-	24 48	165 67	-	-	-
B. M.		Oakland.....	8 11	105 18	-	23 08	136 37	-	-	-
H		Vassalboro.....	32 65	40 43	-	2,353 48	2,426 56	34,000 87	67,434 18	-
		Winslow.....	-	-	-	2 40	102 40	-	-	-
		airfield.....	44 57	193 48	-	-	238 05	-	-	-
		Skowhegan.....	47 32	424 62	-	-	471 94	-	-	-
Gr.		Sandy Bay.....	-	-	-	117 67	117 67	16,754 04	-	-
I		Burnham.....	-	-	-	-	-	422 88	37 24	-
		Newport*.....	-	-	-	-	-	-	-	-
B. M.		Newport.....	23 41	654 15	24 64	2,814 62	191 84	3,708 66	22,325 56	30,595 07
B. M.		Corinna.....	1 18	496 59	38 44	470 17	95 20	1,031 58	2,263 69	8,075 44
B. M.		Dexter.....	1 81	461 51	138 69	77 62	20 16	699 79	7,689 70	2,979 00
Gr.		Foxcroft.....	-	-	-	332 15	332 15	7,568 81	3,812 15	-



## EXPENDITURES ON STATE HIGHWAYS FROM STATE HIGH

Highway.	Type of surface.	TOWN.	ENGINEERING AND ADVERTISING					LABOR		
			Surveys.	Plans and computations.	Advertising.	Engineering and inspection.	General expense and right of way.	Total.	Grading.	Drainage.
		Bangor .....	192 84	-	-	-	-	192 84	-	-
		Veazie .....	103 09	-	-	-	-	103 09	-	-
		Orono .....	684 83	-	-	-	-	684 83	-	-
	Gr.	Greenbush .....	-	-	-	266 74	-	266 74	3,431 97	519 35
	Gr.	Enfield .....	-	-	-	3,611 72	351 04	3,962 76	24,796 93	19,269 99
		Winn .....	750 01	-	-	-	-	750 01	-	-
	Gr.	Mattawamkeag .....	202 86	-	-	171 77	-	374 63	-	-
	Gr.	Sherman .....	169 21	228 43	23 68	350 37	-	771 69	2,801 26	-
		Silver Ridge .....	142 77	-	-	-	-	142 77	-	-
	Gr.	Crystal .....	-	91 28	23 63	903 77	-	1,018 68	17,649 25	2,975 69
	Gr.	Island Falls .....	-	169 20	23 66	577 54	-	770 40	1,296 00	-
	Gr.	Dyor Brook .....	-	96 90	67 12	1,670 52	-	1,834 54	26,035 56	872 10
	Gr.	Houlton .....	-	244 02	10 66	2,007 23	-	2,261 91	17,235 95	9,706 94
		Littleton .....	75 86	289 08	16 38	64 65	-	445 97	-	-
		Monticello .....	325 50	17 01	-	-	-	342 51	-	-
		Mars Hill .....	-	-	1 75	-	-	1 75	-	-
		Faston .....	-	-	1 75	-	5 00	6 75	-	-
		Presque Isle .....	-	-	4 19	-	5 00	9 19	-	-
	Gr.	Van Buren .....	9 28	-	-	116 77	-	126 05	4,975 83	2,945 80
		Frenchville .....	177 67	-	-	-	-	177 67	-	-
	Gr.	Fort Kent .....	333 90	-	-	379 51	-	713 41	3,686 44	1,073 30
		Macwahoc .....	-	-	-	-	-	-	-	-
L		Belfast .....	89 95	376 23	24 66	31 58	-	522 42	-	-
		Stockton Springs .....	333 09	26 46	-	19 96	-	379 51	-	-
M	Gr.	Dedham .....	98 29	114 78	-	166 53	-	379 60	31,113 95	4,468 25
	Gr.	Sullivan .....	18 20	-	-	57 01	-	75 21	5,860 23	1,445 48
	Gr.	Gouldsboro .....	26 25	-	-	28 83	-	55 08	5,892 80	136 00
	Gr.	Cherryfield .....	25 00	-	-	201 41	-	226 41	7,636 14	26 25
	Gr.	Jonesboro .....	41 18	-	-	50 99	-	92 17	2,504 91	197 24
		Dennysville .....	-	-	-	7 69	-	7 69	-	-
	Gr.	Pembroke .....	-	-	24 05	927 09	-	951 14	21,604 10	28 60
	Gr.	Perry .....	28 00	110 11	48 57	1,666 69	-	1,853 37	56,477 74	7,422 45
		Calais .....	657 67	44 23	-	87 25	-	789 15	-	-
		Livermore .....	28 03	37 69	-	-	-	65 72	-	-
		Hartford .....	-	2 21	-	-	-	2 21	-	-
		Canton .....	6 77	13 06	-	-	-	19 83	-	-
	B. M.	Topsham .....	58 57	253 37	-	208 25	-	520 19	11,779 64	2,212 80
		Bowdoinham .....	16 21	-	-	31 13	-	47 34	-	-
		Richmond .....	2 90	31 63	-	50 00	-	84 53	288 80	-
		Farmingdale .....	337 74	-	-	-	-	337 74	-	-
		Hallowell .....	61 29	-	-	-	-	61 29	-	-
	C. C.	Oxford .....	-	318 46	10 66	2,666 66	-	2,995 78	22,809 27	-
	C. C.	Norway .....	3 60	123 99	10 66	215 64	-	353 89	976 00	-
	Gr.	Woodstock .....	30 38	-	-	-	-	30 38	263 23	574 33
Y	Gr.	Surry .....	45 99	-	-	57 09	-	103 08	2,773 00	1,088 63
Z		Lisbon .....	537 79	447 40	-	11 65	-	996 84	-	-
		Topsham .....	9 16	-	-	43 07	-	52 23	-	-
		Totals .....	6,962 84	10,330 94	655 22	30,220 02	1,360 01	49,529 03	448,400 47	191,883 44



WAY LOAN FUND, JANUARY 1, 1920 TO DECEMBER 31, 1920

AND MATERIALS.						Amount Ap- proved for Payment.	CREDIT.	
Culverts.	Surfacing.	Guard rails.	Bridges.	Camp and provisions.	Total.		EXPLANATION	Amount.
-	-	-	-	-	-	192 84		
-	-	-	-	-	-	103 09		
468 18	4,972 80	-	-	-	-	684 83		
5,407 84	16,986 81	-	-	-	9,392 30	9,659 04	Cr. on Gr. used by M. Soretto	8,726 40
-	-	-	-	-	-	750 01		
-	8,216 02	-	-	917 61	9,133 63	9,508 26		
438 80	604 23	-	-	628 44	4,472 73	5,244 42	App't'd by State†	46,903 18
-	-	-	-	-	-	142 77		
842 30	7,735 31	-	-	3,121 96	32,324 51	33,343 19	App't'd by State†	33,447 10
1,271 20	-	-	-	-	2,567 20	3,337 60		
593 55	2,674 70	-	-	-	30,175 91	32,010 45	App't'd by State†	21,950 25
1,469 80	16,303 60	-	-	-	44,716 29	46,978 20	App't'd by State†	65,949 38
1,126 00	-	-	-	-	1,126 00	1,571 97	App't'd by State†	
-	-	-	-	-	-	342 51		
-	-	-	-	-	-	1 75		
-	-	-	-	-	-	6 75		
1,895 43	8,680 14	-	-	-	18,497 20	18,623 25		
-	-	-	-	-	-	177 67		
153 95	3,018 23	-	5 11	1,097 13	9,034 16	9,747 57		
-	50 72	-	-	-	50 72	50 72		
-	-	-	-	-	-	522 42	App't'd by State†	61,394 14
-	-	-	-	-	-	379 51		
645 60	6,464 38	253 50	-	-	42,945 68	43,325 28		
1,747 12	3,046 18	303 25	108 50	-	12,510 76	12,585 97		
849 79	2,041 28	-	-	-	8,919 87	8,974 95		
1,544 90	2,300 22	32 80	-	-	11,630 31	11,856 72		
562 97	3,204 03	-	-	-	6,559 15	6,651 32		
-	-	-	-	-	-	7 69		
776 00	5,382 57	1,737 84	-	-	29,529 11	30,480 25	App't'd by State†	42,127 64
23,407 07	44,851 62	7,908 19	272 60	-	140,339 76	142,193 13		
-	-	-	-	-	-	789 15		
-	-	-	-	-	-	65 72		
-	-	-	-	-	-	2 21		
3,748 02	125 95	-	-	-	38,866 41	39,386 60	App't'd by State†	22,169 21
-	-	-	-	-	-	47 34		
3 10	449 99	483 22	-	-	1,225 11	1,309 64	Federal Aid	11,425 03
-	-	-	-	-	-	337 74		
-	-	-	-	-	-	61 29		
4,403 61	37,327 91	-	-	-	64,540 79	67,536 57	App't'd by State†	87,127 81
198 79	-	-	-	-	1,174 76	1,528 68		
-	183 70	-	-	-	1,021 26	1,051 64		
248 00	1,571 92	-	-	-	5,681 55	5,784 63	Trans. towns State aid App't'd to this Ac.	700 19
-	-	-	-	-	-	996 84		
-	-	-	-	-	-	52 23		
103,545 16	497,393 22	12,497 94	3,857 45	10,453 66	1,269,665 15	1,319,194 18		1,570,214 73

## STATE HIGHWAY COMMISSION

## MISCELLANEOUS EXPENDITURES.

	Plans Com- putations, & supervision.	Ex- pense of Right of way.	Total.	Labor	Material	Contractors Commission.
Expense of issuing Bonds .....	-	-	-	-	-	-
Garage .....	1,390 19	1 32	1,391 51	54,055 31	87,548 10	7,757 57
Guard Rails, Value of paint on hand .....	-	-	-	-	269 05	-
<b>Totals.....</b>	<b>1,390 19</b>	<b>1 32</b>	<b>1,391 51</b>	<b>54,055 31</b>	<b>87,817 15</b>	<b>7,757 57</b>

\*See State Aid Table for distribution

C. C. Cement Concrete  
 B. M. Bituminous Macadam  
 Gr. Gravel

## MISCELLANEOUS EXPENDITURES.

Truck rentals and supplies.	Camp and provisions.	Land.	Total.	Amount approved for Payment.
-	-	-	2,776 73	2,776 73
4,678 16	112 71	1,500 00	155,651 85	157,043 36
-	-	-	269 05	269 05
4,678 16	112 71	1,500 00	158,697 68	160,089 14

†Amount set aside by State to cover Federal Aid as required by Bureau of Public Roads, but not considered as credits in this table.

STATE HIGHWAYS CONSTRUCTED.  
1914-1920, Inclusive.

COUNTY.	Highway.	Work done.	TOWN.	TYPE OF CONSTRUCTION.			Length—miles
				Contract.	Force	Acc't.	
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.....	Grav. & Mac.			1.80
	E	1916	Lewiston.....	Gravel			2.60
	S	1916	Mechanic Falls.....	Gravel			2.60
	E	1917	Greene.....		Gravel		1.69
	Z	1917	Lisbon.....		Gravel		0.50
	E	1918	Auburn.....	Bit. Mac.			4.17
	E	1919	Auburn.....	Bit. Mac.			0.30 23.13
	Aroostook.....	K	1914-1915	New Limerick.....		Gravel	
K		1914-1915	Houlton.....		Gravel		2.72
K		1915	Presque Isle.....		Gravel		6.02
K		1915	Caribou.....		Gravel		5.48
K		1916	Ludlow.....		Gravel		0.24
K		1916	Smyrna.....		Gravel		0.64
K		1916	Bridgewater.....		Gravel		6.55
K		1917	Blaine.....		Gravel		3.41
K		1918	Molunkus.....		Gravel		2.32
K		1918	Monticello.....		Gravel		2.25
K		1920	Sherman.....		Gravel		0.45
K		1920	Crystal.....		Gravel		1.27
K		1920	Island Falls.....		Gravel		1.36
K		1920	Dyer Brook.....	Gravel			2.46
K		1920	Houlton.....	Gravel			3.00
K		1920	Van Buren.....		Gravel		.80 45.66
K	1920	Fort Kent.....		Gravel			
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.....	Fit. Mac.			4.05
	C	1914-1915	Cumberland.....	Bit. Mac.			3.16
	C	1914-1915	Yarmouth.....	Bit. Mac.			3.12
	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
	A	1916	Brunswick.....		Bit. Mac.		4.59
B	1920	Westbrook.....	Bit. Mac.			2.39	
E	1920	Falmouth.....	Concrete				
E	1920	Cumberland.....	Concrete			1.49 42.10	
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. Pl.....		Gravel		0.41
	F	1917	Sandy River.....		Gravel		0.78
	F	1918	Letter E. Pl.....		Gravel		0.52
	F	1918	Madrid.....		Gravel		0.25
	F	1920	Wilton.....		Gravel		1.00
	F	1920	Farmington.....		Gravel		2.02 18.10
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	1915	Dedham.....		Gravel		1.35
	M	1916	Ellsworth.....		Gravel		1.23
	N	1916	Sullivan.....	Gravel			0.66
	M	1917	Trenton.....	Gravel			0.57
	M	1917	Ellsworth.....		Gravel		3.75
	M	1919	Dedham.....		Gravel		1.25
	M	1920	Dedham.....		Gravel		2.00
	N	1920	Sullivan.....		Gravel		0.48
	N	1920	Gouldsboro.....		Gravel		0.64
Y	1920	Surry.....		Gravel		0.45 22.31	

## STATE HIGHWAYS CONSTRUCTED—Continued.

COUNTY.	Highway.	Work done.	TOWN.	TYPE OF CONSTRUCTION.		Length—miles
				Contract.	Force Acc't.	
Kennebec.....	E	1914-1915	Monmouth.....	Grav. & Mac		4.88
	E	1914-1915	Winthrop.....	Gravel		1.86
	E	1915	Manchester.....	Macadam		2.08
	I	1916	Clinton.....	Gravel		4.89
	Q	1916	Gardiner.....	Gravel		4.55
	G	1917	Waterville.....	Gravel		1.84
	G	1917	Oakland.....	Bit. Mac.		1.41
	I	1917	Benton.....		Gravel	0.35
	H	1918	Winslow.....	Bit. Mac.		3.50
	E	1918	Winthrop.....	Bit. Mac.		4.35
	I	1918	Benton.....		Gravel	0.44
	E	1920	Winthrop.....	Bit. Mac.		0.51
	G	1920	Augusta.....		Gravel	1.00
	G	1920	Sidney.....		Gravel	1.00
	H	1920	Vassalboro.....	Bit. Mac.		5.80 39.06
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	Thomston spur.....		Gravel	0.59
	D	1917	So. Thomaston spur.....		Gravel	1.80
	D	1918	Camden.....		Gravel	2.44
	D	1919	So. Thomaston spur.....		Gravel	0.68
	D	1920	So. Thomaston.....		Gravel	0.62
	D	1920	St. George.....		Gravel	0.56 14.31
Lincoln.....	D	1914-1915	Wiscasset.....	Gravel		3.94
	D	1914	Waldoboro.....	Gravel		7.09
	D	1916	Damariscotta.....	Gravel		3.22
	D	1917	Edgcomb.....	Gravel		1.06
	D	1917-1918	Newcastle.....	Gravel		3.63
	D	1917	Nobleboro.....	Gravel		2.97
	D	1918	Nobleboro.....	Gravel		0.63 22.24
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	1917-1918	Greenwood.....		Gravel	1.28
	S	1918	Woodstock.....		Gravel	0.32
	S	1920	Oxford.....	Concrete		1.11
	S	1920	Norway.....	Concrete		—
Penobscot.....	I	1914	Newport.....	Gravel		1.59
	I	1914-1915	Etna.....	Gravel		3.08
	I	1914-1915	Carmel.....	Gravel		4.93
	I	1915	Hermon No. 1.....	Gravel		1.09
	M	1915	Brewer.....	Gravel		0.44
	M	1915	Holden No. 1.....		Gravel	2.67
	I	1916	Hermon No. 2.....	Gravel		3.08
	J	1916	Carland.....	Gravel		1.22
	J	1916	Dexter.....	Gravel		0.11
	M	1916	Holden No. 2.....		Gravel	1.00
	I	1917	Newport.....	Gravel		0.17
	J	1917-1918	Dexter.....		Gravel	2.26
	K	1918	Lincoln.....	Gravel		5.30
	K	1918	Mattawamkeag.....		Gravel	2.82
	K	1919	Mattawamkeag.....		Gravel	1.68
	J	1920	Newport.....	Bit. Mac.		3.09
	J	1920	Corinna.....	Bit. Mac.		1.00
	J	1920	Dexter.....	Bit. Mac.		0.40
	K	1920	Greenbush.....	Gravel		1.00
	K	1920	Enfield.....	Gravel		4.51 41.35
Piscataquis.....	J	1914-1915	Dover.....	Gravel		6.72
	J	1915-1916	Monson.....	Gravel		2.27
	J	1916	Guilford.....	Gravel		3.20
	J	1920	Foxcroft.....		Gravel	2.06 14.25

STATE HIGHWAYS CONSTRUCTED—Concluded.

COUNTY.	High-way.	Work done.	TOWN.	TYPE OF CONSTRUCTION.		Length—miles
				Contract.	Force Acc't.	
Sagadahoc.....	D	1914	Woolwich .....	Gravel		5.65
	Q	1916	Richmond .....	Gravel		0.56
	Q	1917-1918	Bowdoinham .....	Bit. Mac.		6.05
	C	1917	Bath .....		Bit. Mac.	2.38
	Q	1917-1918	Richmond .....		Bit. Mac.	5.24
	Z	1917-1918	Topsham .....		Gravel	6.54
	Q	1918	Bowdoinham .....	Bit. Mac.		1.44
	Q	1918	Bowdoin .....	Bit. Mac.		2.26
	Q	1918	Topsham .....	Bit. Mac.		0.57
	Q	1920	Topsham .....	Bit. Mac.		1.00 31.69
Somerset.....	H	1915	Fairfield .....	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
	H	1918	The Forks .....		Gravel	0.05
H	1918	Sandy Bay .....		Gravel	2.01	
H	1920	Sandy Bay .....		Gravel	0.50 26.13	
Waldo.....	I	1914	Burnham .....			Bridge
	D	1914-1915	Northport .....		Gravel	7.65
	L	1915-1916	Searsport .....	Gravel		2.53
	L	1915	Prospect .....	Gravel		0.34
	D	1916	Lincolnville .....	Gravel		3.50
I	1916	Burnham .....	Gravel		2.53 16.55	
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
	N	1918	Jonesboro .....		Gravel	1.97
	N	1920	Cherryfield .....		Gravel	0.50
	N	1920	Jonesboro .....		Gravel	1.22
	N	1920	Pembroke .....	Gravel		0.53
	N	1920	Perry .....	Gravel		4.65 26.51
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
Somerset.....	State aid	1916	Jackman-Rockwood clearing and grubbing.....			22.21
	Special resolves.	1916	Jackman-Long Pond, grading.....			8.93

SUMMARY.

Gravel.....	304.39
Macadam.....	4.78
Concrete.....	14.40
Sand-Clay.....	6.75
Bituminous Macadam.....	77.46
Gravel and Macadam.....	6.68
Clearing and Grubbing.....	22.21
Grading.....	8.93

445.60

## STATE AID ROAD WORK

INCLUDING EXPENDITURES FROM JANUARY 1, 1920 TO  
DECEMBER 31, 1920

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The total expenditure on account of state aid road construction for the year 1920 amounted to \$960,402.22. Against this total cost the sum of \$534,579.59 was paid from state appropriations; \$142.44 was paid from funds received from the sale of material and \$4,473.66 was paid from funds received from railway companies on account of track paving and freight adjustments; a total of \$421,206.53 was paid by towns, cities and counties.

Of the total cost \$4,722.37 was paid for engineering, \$11,048.90 for inspection and \$944,630.95 was expended for labor and material.

Of the amount paid from state appropriations, \$389,904.61 was paid from the appropriation for the improvement of state roads for 1920; \$117,802.52 was paid from unexpended balances of state aid apportionments brought forward from previous years; \$22,376.96 was paid from apportionments from the third class highway fund; \$2,800.00 was expended from appropriations made under special resolves; \$61.69 was paid from funds transferred from the bridge fund and \$1,633.81 was paid from funds transferred from the state highway loan fund.

Two apportionments, amounting to \$1,107.89, from the 1920 appropriation and one unexpended balance from the 1919 appropriation were transferred to the state highway loan fund. A payment of \$1,640.59 was paid to one city from its 1920 apportionment in reimbursement for funds advanced by the city in 1919 in anticipation of the joint fund for 1920. The above amounts transferred to other appropriations were expended on construction together with additional funds from the

appropriations to which they were transferred and in the same towns to which the original state aid apportionments were made.

The above amounts, transferred, and the payment of \$1,640.59, as shown above, are not included in the total cost of construction work or in the payment of state aid against this cost.

Applications for state aid were received from 505 towns, including townships, counties and cities. Of this number the joint funds for two towns were transferred to the state highway loan fund; the unexpended balances of joint funds for 70 towns have been carried over to 1921, including towns which failed to begin any work in 1920, those which did not complete the work and those towns which failed to file pay-rolls and bills on work which was completed.

Settlements have been made with 433 towns on account of the 1920 work.

Of the towns which carried joint funds from previous years over to 1920, ten joint funds from 1919, one joint fund from 1918 and two joint funds from 1917 were combined with the 1920 joint funds and reported with the 1920 work. In addition to the above, 28 towns have completed 1919 work, the report of which includes the expenditure of three joint funds from 1918, and two towns have completed 1918 work.

In 52 towns apportionments from the third class highway fund, amounting to \$22,376.96 were expended with the state aid road joint funds. In two towns appropriations made under special resolves, amounting to \$2,800.00, were expended with state aid road joint funds.

Three towns made appropriations and applied for state aid under Chapter 154, P. L., 1917. The total state aid apportioned to these towns amounted to \$31,176.00.

Two towns on the Ossipee trail and five towns on the Pequawket trail, which made maximum appropriations under the provisions of Chapter 154, P. L., 1917 in 1918, again increased their appropriations in 1920 and applied for state aid under the provisions of Chapter 157, P. L., 1919. The total amount of state aid apportioned to these towns was \$40,130.61.



Seventy-five towns increased their appropriations in 1920 and applied for state aid under the provisions of section 21, Chapter 25 R. S.; the total state aid applied for amounted to \$238,560.70. After making the apportionments of state aid under section 20, of the above chapter and the apportionments under Chapter 154, P. L., 1917 and Chapter 157, P. L., 1919, the balance of the appropriation for the improvement of state roads was not sufficient to permit of making full apportionments of state aid under Section 21; of the 75 towns which applied for state aid under Section 21, twenty-six towns had never received additional state aid prior to 1920; in order that these towns might receive maximum apportionments, the sum of \$29,380.00 was apportioned by the Governor and Council from the state contingent fund and full apportionments were made to these 26 towns, preference being given to them as provided by law.

The total amount of the additional apportionments made to the above towns was \$70,311.12. No additional apportionments were made to the remaining 49 towns which increased their appropriations under Section 21, Chapter 25, R. S. These towns made additional appropriations amounting to \$119,465.00 against which no apportionment could be made.

A total of \$197,472.67 was needed in 1920 in addition to the appropriation of \$500,000.00 in order to make all apportionments of state aid to the various towns, counties and cities which made appropriations for state aid road improvement under the provisions of the law.

Unexpended balances from 1920 apportionments amounting to \$138,791.46 and \$19,362.77 from apportionments made prior to 1920, a total of \$158,154.23, have been carried over to 1921. In addition to the above balances, unexpended balances from town appropriations, amounting to \$5,264.12, are on deposit with the state. The above balances will be available for expenditure in 1921.

The total mileage of state aid roads completed in 1920 was 129.84.

STATEMENT OF TOTAL EXPENDITURES ON STATE  
AID ROADS, 1920

Expended for engineering.....	\$4,722 37
Expended for inspection .....	11,048 90
Expended for labor and material.....	944,630 95
Total expenditure on account of state aid road construction .....	\$960,402 22
Payments by State from state appropriations and other funds.	
Paid from apportionments of state aid.....	\$507,707 13
Paid from third class highway fund.....	22,376 96
Paid from special legislative appropriations.....	2,800 00
Paid from state highway loan fund.....	1,633 81
Paid from bridge fund .....	61 69
Paid from funds received from sale of material.....	142 44
Paid from funds deposited with state by railway companies .....	4,473 66
Paid by cities, counties and towns.....	421,206 53
	\$960,402 22

The above expenditures do not include \$1,107.89 from the 1920 state aid fund and \$1.19 from the 1919 fund which were transferred to the state highway loan fund; also the sum of \$1,640.59 which was paid to the city of Rockland from the Rockland state aid apportionment in reimbursement for funds advanced by the city in 1919 in anticipation of the 1920 joint fund.

## STATEMENT.

Of the Appropriations for the Improvement of State Roads for 1920.

Appropriated by State, Secs. 34-35, Chap. 25, R. S., 1916 .....		\$500,000 00
Apportioned by council order from state contingent fund .....		29,380 00
Apportionment made to town of Searsport in 1918, rescinded .....		792 72
Total amount available in 1920.....		<u>\$530,172 72</u>
Apportioned by state, Sec. 20, Chap. 25, R. S.....	\$388,398 08	
Apportioned by state, Sec. 21, Chap. 25, R. S.....	70,311 12	
Apportioned by state, Chap. 154, P. L., 1917.....	31,176 00	
Apportioned by state, Chap. 157, P. L., 1919.....	40,139 61	
Total apportionment of state aid.....		<u>530,015 81</u>
Unapportioned balance, December 31, 1920.....		\$156 91

## Statement of Apportionments.

Total apportionment of state aid for 1920.....		\$530,015 81
Unexpended balances from 1919 apportionments.....	\$96,799 50	
Unexpended balances from 1918 apportionments.....	38,032 17	
Unexpended balances from 1917 apportionments.....	1,984 20	
Unexpended balances from 1916 apportionments.....	350 61	
Total, unexpended balances .....		<u>137,166 48</u>
Total, state aid apportionments for 1920.....		\$667,182 29

## Expenditures.

Expended from 1920 apportionments.....	\$391,545 20	
1920 apportionments, transferred .....	1,107 87	
Expended from 1919 balances.....	81,058 40	
1919 balance, transferred .....	1 19	
Expended from 1918 balances .....	35,241 47	
Expended from 1917 balances .....	1,350 97	
Expended from 1916 balances.....	151 68	
Total payments and transfers.....		<u>\$510,456 80</u>
Unexpended balances of state apportionments on hand .....		\$156,725 49
Balances of town appropriation on deposit with state .....		5,264 12
Total balance on hand December 31, 1920.....		<u>\$161,989 61</u>
Due from towns .....		1,428 74
Balances carried over to 1921.....		<u>\$163,418 35</u>
Unexpended balances from 1920 apportionments.....	\$138,791 46	
Unexpended balances from 1919 apportionments.....	15,739 91	
Unexpended balances from 1918 apportionments.....	2,790 70	
Unexpended balances from 1917 apportionments.....	633 23	
Unexpended balances from 1916 apportionments.....	198 93	
Unexpended balances from town appropriations.....	5,264 12	
		<u>\$163,418 36</u>

## SPECIAL RESOLVES

The work under special resolves in 1920 included the construction of 7.91 miles of gravel road, general repair work on roads, construction and repair of bridges, engineering and inspection work, and miscellaneous expenditures provided for by the resolves.

The total expenditures on account of this work amounted to \$101,282.52; of this amount the towns, cities and counties have expended \$18,864.10; the state has paid \$80,903.98 from special appropriations and \$1,514.44 from third class highway apportionments which were expended with the special resolves; the total state aid, therefore, amounted to \$82,418.42.

Of the above total expenditure, \$39,597.91 was expended for road construction; \$22,609.29 was expended for general repair work; \$2,997.23 was expended for bridge construction; \$13,552.97 was expended for bridge repairs; \$11,500.00 was expended on account of ferries; \$97.46 was expended for miscellaneous inspection work; \$2,032.48 was expended for engineering on the proposed Madawaska-Edmundston bridge, and \$8,895.18 was paid in settlement of claims as provided by the resolves.

On account of the above work \$3,163.30 was expended for inspection and engineering and \$77,724.04 was expended for labor and material on road and bridge work. The sum of \$20,395.18 was expended on account of ferries and settlement of claims.

In addition to the above payments, \$2,800.00 from appropriations under special resolves was expended with state aid road funds and \$5,000.00 was expended with state highway loan funds, the locations of the state aid roads and state highways being the same as specified in the resolves. The sum of \$13,750.00 from appropriations under special resolves was transferred to the bridge fund. The above amounts are reported with the state aid, state highway and bridge expendi-

tures and are not included with total expenditures under special resolves.

No expenditures were made from balances of special appropriations brought forward from 1917.

### STATEMENT OF TOTAL EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

Expended for inspection on road construction.....	\$479 68	
Expended for inspection on road repairs.....	463 88	
Expended for inspection on bridge construction....	58 25	
Expended for inspection on bridge repairs.....	31 55	
Expended for inspection on Madawaska-Edmundston bridge .....	2,032 48	
Expended for miscellaneous inspection.....	97 46	
Total cost of engineering and inspection.....		\$3,163 30
Expended for labor and material on road construc- tion .....	\$39,118 23	
Expended for labor and material on road repairs...	22,145 41	
Expended for labor and material on bridge con- struction .....	2,938 98	
Expended for labor and material on bridge repairs..	13,521 42	
Total cost of labor and material.....		\$77,724 04
Paid from appropriation for People's Ferry Co.....		10,000 00
Paid on account of Merrymeeting Bay ferry.....		300 00
Paid on account of Richmond-Dresden ferry.....		1,200 00
Paid in settlement of claims.....		8,895 18
Total expenditures in 1920 on account of special resolves .....		\$101,282 52
Paid by state, Chapter 171, Resolves of 1919.....	\$27,618 14	
Paid by state, Chapter 170, Resolves of 1919.....	40,547 90	
Paid by state, Chapter 127, Resolves of 1919.....	705 46	
Paid by state, Chapter 212, Resolves of 1919.....	10,000 00	
Paid by state, Chapter 137, Resolves of 1919.....	2,032 48	
Paid by state, third class highway fund.....	1,514 44	
Paid by cities, towns and counties .....	18,864 00	
		\$101,282 52

STATEMENT OF APPROPRIATIONS BY STATE  
UNDER SPECIAL RESOLVES OF 1919

Appropriations:	
Balance of appropriations for construction and repair of roads, Chap. 171 .....	\$32,989 22
Appropriations under Chapter 170 .....	89,645 18
Appropriation, Chapter 127 .....	1,000 00
Balance of appropriation for Madawaska-Edmundston bridge .....	4,615 43
Appropriation, People's Ferry Company, Chapter 212 .....	10,000 00
<b>Total of appropriations made under special resolves</b>	<b>\$138,249 83</b>
Expenditures:	
Road construction .....	\$28,228 45
Repairs of roads .....	19,204 58
Bridge construction .....	1,497 23
Repair of bridges .....	9,598 60
People's Ferry Company .....	10,000 00
Merrymeeting Bay ferry .....	150 00
Richmond-Dresden ferry .....	1,200 00
Engineering, Madawaska-Edmundston bridge .....	2,032 48
Miscellaneous inspection .....	97 46
Claims .....	8,895 18
Transferred to bridge fund .....	13,750 00
Transferred to state highway loan fund .....	5,000 00
Expended with state aid road funds .....	2,800 00
	<b>\$102,453 98</b>
<b>Balance, December 31, 1920 .....</b>	<b>\$35,795 85</b>

## THIRD CLASS HIGHWAYS

## CHAPTER 263, P. L., 1919

Applications for apportionments of state aid from the third class highway fund were received from 482 towns including cities and townships. According to the terms of this act 155 towns were not eligible to receive an apportionment. Apportionments were made to 327 cities and towns.

The total amount of state aid applied for by the above 327 towns amounted to \$240,588.08 and as the total amount available for third class highways was \$192,480.84 (1-3 of a mill on the valuation of the state) it was necessary to scale all apportionments down to 80 per cent. The total apportionment to these 327 towns was \$192,470.46, leaving an unapportioned balance of \$10.38.

Of the 327 towns which received apportionments from the third class highway fund 252 towns expended the funds for construction work; 8 towns, in which the apportionments were small expended the money for repair work; in 52 towns the apportionments were expended with the state aid road joint funds; 2 towns expended the third class apportionments with special resolves and 13 towns failed to make expenditure or to send in pay-rolls before December 31 on work which was completed.

The total expenditure on third class highways amounted to \$169,403.50; of this amount \$2,300.99 was expended for inspection and \$167,102.51 for labor and material. Against this the total cost \$161,506.67 was paid from third class highway apportionments and \$7,896.83 was paid by cities and towns.

In addition to the above, third class highway apportionments amounting to \$22,376.96 were expended with state aid road joint funds and third class highway apportionments amounting to \$1,514.44 were expended with special resolves.

Unexpended balances from third class highway apportionments amounting to \$7,072.39 and \$10.38, a total of \$7,082.77,

were transferred to the equalization fund on December 31, 1920.

STATEMENT OF TOTAL EXPENDITURES ON THIRD CLASS HIGHWAYS, 1920

Expended for inspection on construction work.....	\$2,234 87	
Expended for inspection on repair work.....	31 10	
Miscellaneous charges for inspection.....	35 02	
Total cost of inspection.....		\$2,300 99
Expended for labor and material on construction work .....	\$164,088 13	
Expended for labor and material on repair work...	3,014 38	
Total cost of labor and material.....		167,102 51
Total expenditure .....		\$169,403 50
Paid by state from third-class highway fund.....	\$161,506 67	
Paid by cities and towns.....	7,896 83	
		\$169,403 50

In addition to the above expenditures the sum of \$22,376.96 was expended with state aid road joint funds and \$1,514.44 was expended with special resolves.

STATEMENT OF THE APPROPRIATIONS FOR THIRD CLASS HIGHWAYS

Amount available for third-class highways.....		\$192,480 84
Apportioned to 327 cities and towns.....		192 470 46
Unapportioned balance .....		\$10 38
Total state aid apportioned .....		\$192,470 46
Paid on construction work.....	\$158,451 79	
Paid on repair work .....	3,019 86	
Paid for miscellaneous inspection .....	35 02	
Expended with state aid road joint funds.....	22,376 96	
Expended with special resolves.....	1,514 44	
		\$185,398 07
Unexpended balances of apportionments Dec. 31, 1920		\$7,072 39

In accordance with Chapter 263, P. L., 1919, all balances from the third class highway fund on December 31, are added to the equalization fund.



## AUTOMOBILE FUND

Unexpended balances from apportionments made in 1913 and 1914 from the automobile fund, amounting to \$100.40, were brought forward from 1919. All of these balances were transferred in 1920 to the appropriation for maintenance and administration.

## SUMMARY OF EXPENDITURES ON 1920 STATE AID ROADS

INCLUDING EXPENDITURES UNDER CHAPTER 25, R. S., CHAPTER 154, P. L., 1917 AND CHAPTER 157, P. L., 1919

EXPENDITURES FROM JANUARY 1, TO DECEMBER 31, 1920.

Number of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length feet.	Total cost.	Paid from State Aid Apportionments.	Paid from other State Appropriations.	Paid from funds deposited with State by Railway companies.	Paid from funds received from Sale of material.	Paid by cities-towns, counties.	Length miles.	Cost per mile.	Cost per Sq. yd.
421	Gravel.....	-	623, 807	\$730, 243 85	\$418, 004 80	\$23, 829 86	-	\$102 00	\$288, 307 19	118. 14	\$6, 181 17	-
1	Macadam.....	2, 112	1, 051	2, 588 65	752 58	421 44	-	-	1, 414 63	0. 20	12, 943 25	\$1 23
9	Bituminous Macadam.....	31, 392	15, 938	92, 143 39	37, 533 09	1, 340 76	33 19	-	53, 236 35	3. 02	30, 511 09	2 93
3	Concrete*.....	18, 938	8, 113	77, 176 81	17, 499 14	-	4, 442 47	-	55, 237 20	1. 54	43, 115 53	4 07
1	Bridge.....	-	-	2, 149 41	649 41	800 00	-	-	700 00	-	-	-
435	Totals.....	-	648, 914	\$904, 302 11	\$474, 439 02	\$26, 392 06	\$4, 473 66	\$102 00	\$398, 895 37	122. 90	-	-

2 Towns which built bituminous macadam also constructed sections of gravel road.

433 Cities, towns and townships completed construction work in 1920.

70 Towns—Final settlements not made, joint funds carried over to 1921.

2 Towns—State apportionments expended on state highways and reported with same.

505 Cities, towns and townships received apportionments of state aid in 1920.

\*Concrete sections were constructed on city and village streets: Cost per mile figured on basis of width of 18 feet.

Cost per mile of each type of road includes culverts and bridges having a span of less than 12 feet, and all foundation and drainage work.

Of the above total cost, \$14,508.02 was expended for engineering and inspection and \$889,794.09 was expended for labor and materia.

SUMMARY OF EXPENDITURES ON 1919 STATE AID HIGHWAYS

JANUARY 1, 1920 TO DECEMBER 31, 1920

No. of towns	NATURE OF IMPROVEMENT.	Cost of inspection.	Cost of Labor and Material	Total Cost.	Paid from State aid apportionments	Paid from other State appropriations.	Paid by Cities, towns and counties	Length-Miles.	Cost per Mile
28	Gravel.....	\$229 27	\$42,250 37	\$42,479 64	\$25,568 46	\$480 40	\$16,430 78	7.27	\$5,843 14
28	Totals.....	\$229 27	\$42,250 37	\$42,479 64	\$25,568 46	\$480 40	\$16,430 78	7.27	-

SUMMARY OF EXPENDITURES ON 1918 STATE AID HIGHWAYS

JANUARY 1, 1920 TO DECEMBER 31, 1920

No. of towns	NATURE OF IMPROVEMENT.	Cost of inspection.	Cost of Labor and Material	Total Cost.	Paid from State aid apportionments.	Paid from other State appropriations	Paid by Cities, towns and counties	Length-Miles.	Cost per Mile
1	Gravel.....		\$1,485 82	\$1,485 82	\$823 30	-	\$662 52	0.39	\$3,809 80
1	Total.....	-	\$1,485 82	\$1,485 82	\$823 30	-	\$662 52	0.39	-

STATE HIGHWAY COMMISSION

MISCELLANEOUS  
SUMMARY OF EXPENDITURES FROM 1920, 1919, 1918 AND 1916 FUNDS  
JANUARY 1, 1920 TO DECEMBER 31, 1920

ITEM.	Cost of Inspection	Cost of Labor and Material	Total Cost	Paid from State aid Apportionment	Paid from funds received from sale of Material	Paid by Cities-towns and counties
Expended from 1920 Funds . . . . .	\$862 29	\$6,279 10	\$7,141 39	\$5,701 33	-	\$1,440 06
Expended from 1919 funds . . . . .	122 39	4,644 70	4,767 09	993 45	-	3,773 64
Expended from 1918 funds . . . . .	45 00	115 62	160 62	120 18	\$40 44	-
Expended from 1916 funds . . . . .	4 30	61 25	65 55	61 39	-	4 16
Totals . . . . .	\$1,033 98	\$11,100 67	\$12,134 65	\$6,876 35	\$40 44	\$5,217 86

SUMMARY OF EXPENDITURES IN 1920 UNDER SPECIAL LEGISLATIVE RESOLVES  
JANUARY 1, 1920 TO DECEMBER 31, 1920

NATURE OF IMPROVEMENT	Cost of Engineering & Inspection	Cost of Labor and Ma- terial Claims- Ferries.	Total cost	Paid from Special resolves	Paid from Third class fund	Paid by Cities-towns and counties.	Length—miles.	Cost per Mile
Construct'n work, gravel	\$479 68	\$39,118 23	\$39,597 91	\$28,228 45	\$1,514 44	\$9,855 02	7.91	\$3,568 70
Road repairs . . . . .	463 88	22,145 41	22,609 29	19,204 55	-	3,404 71	-	-
Bridge construction . . . . .	58 25	2,938 98	2,997 23	1,497 23	-	1,500 00	-	-
Bridge repairs . . . . .	31 55	13,521 42	13,552 97	9,598 60	-	3,954 37	-	-
Mada-waska-Edmunds- ton Bridge . . . . .	2,032 48	-	2,032 48	2,032 48	-	-	-	-
Miscellaneous inspection	97 46	-	97 46	97 46	-	-	-	-
Ferries . . . . .	-	11,500 00	11,500 00	11,350 00	-	150 00	-	-
Claims . . . . .	-	8,895 18	8,895 18	8,895 18	-	-	-	-
Totals . . . . .	\$3,163 30	\$98,119 22	\$101,282 52	\$80,903 98	\$1,514 44	\$18,864 10	7.91	-

## SUMMARY OF EXPENDITURES IN 1920 ON THIRD CLASS HIGHWAYS

JANUARY 1, 1920 TO DECEMBER 31, 1920

STATE HIGHWAY COMMISSION

No. of Towns	NATURE OF IMPROVEMENT.	Cost of Inspection	Cost of Labor and Material	Total Cost.	Paid from Third class Fund.	Paid by Cities-towns And Counties.	Length—Miles	Cost per Mile
252	Road Construction—Gravel.....	\$2,234 87	\$164,088 13	\$166,323 00	\$158,451 79	\$7,871 21	43.02	\$3,866 00
8	Road repairs.....	31 10	3,014 38	3,045 48	3,019 86	25 62	-	-
	Miscellaneous inspection.....	35 02	-	35 02	35 02	-	-	-
260	Totals.....	\$2,300 99	\$167,102 51	\$169,403 50	\$161,506 67	\$7,896 83	43.02	-

- 52 Towns expended third class highways apportionments with state aid road joint funds.
- 2 Towns expended third class highway apportionments with special resolves.
- 13 Towns failed to expend apportionment or to file payrolls before December 31, 1920.
- 155 Towns not eligible for an apportionment under the provisions of Chapter 263, P. L., 1919.
- 482 Total number of applications received.

## GENERAL SUMMARY

## EXPENDITURES ON STATE AID HIGHWAYS—SPECIAL RESOLVES—THIRD CLASS HIGHWAYS

JANUARY 1, 1920 TO DECEMBER 31, 1920

	Cost of Engineering & Inspection	Cost of Labor and Material	Total Cost	Total payments From State Funds.	Total payments Funds deposited With State by Railway Com.	Total payments Funds received From Sale of Material.	Paid by Cities-towns And Counties	Length—Miles
1920 State aid roads—								
Completed.....	\$14,508 02	\$889,794 09	904,302 11	\$500,831 08	\$4,473 66	\$102 00	\$398,895 37	122.90
1919 State Aid roads.....	229 27	42,250 37	42,479 64	26,048 86	-	-	16,430 78	7.27
1918 State Aid roads.....	-	1,485 82	1,485 82	823 30	-	-	662 52	0.39
Mis- 20-19-18-1916.....	1,033 98	11,100 67	12,134 65	6,876 35	-	40 44	5,217 86	-
Special resolves...	3,163 30	98,119 22	101,282 52	82,418 42	-	-	18,864 10	7.91
3rd class Highways.....	2,300 98	167,102 51	169,403 50	161,506 67	-	-	7,896 83	43.02
Totals.....	\$21,235 56	\$1,209,852 68	\$1,231,088 24	\$778,504 68	\$4,473 66	\$142 44	447,967 46	181.49

## STATE AID BRIDGE CONSTRUCTION

During the year 1920, fifty-three new applications for State and County Aid for the construction of bridges were received by the Commission and there were twenty-three petitions continued from the previous year.

At the close of 1920, fourteen bridges had been placed under construction; petitions for twenty-seven other bridges had been acted upon favorably by the joint board, but no construction started because of failure of the towns to provide appropriations covering their portion of the cost of construction or because of labor and material conditions which indicated that construction in many cases should be postponed until another season; on fifteen petitions action was suspended for various reasons; eight petitions had been discontinued; and on twelve petitions no meeting of the joint board had been held.

The bridges in the following list were placed under construction:

Town.	County.	Contractor.	Estimated Cost.	Description.
Ashland . . . . .	Aroostook . . .	Force Account. . . .	\$43,600 00	Big Machias River Bridge; 2 concrete T-beam spans clear span length 55 ft. each; concrete piers and abutments; new location; 20 foot roadway.
Appleton . . . . .	Knox . . . . .	Edmond Cyr & Co.	22,000 00	McLains Mill Bridge; 2 concrete T-beam spans, clear span 50 ft. each; concrete piers and abutments; dry stone wing walls; 20 foot roadway.
Belfast . . . . .	Waldo . . . . .	Cyr Bros. Co. . . . Boston Bridge Works	330,000 00	Lower Bridge; 15 concrete T-beam spans, clear span length 55 ft. each; one steel swing span 144 ft. 11 1-8 in. overall, providing 50 ft. opening; stone faced concrete abutments and piers; 20 ft. roadway; one 5 ft. sidewalk. Federal Aid Project No. 33.

Town.	County.	Contractor.	Estimated Cost.	Description.
Biddeford.....	York.....	Rendle Stoddard.. CO.....	135,000 00	Bradbury Bridge; 4 concrete T-beam spans, 2 of 55 ft. clear span, 2 of 21 ft. clear span; concrete piers, abutments, and retaining wall; 35 ft. roadway; Two 5 ft. sidewalks.
Brownfield.....	Oxford.....	Force Account...	900 00	Bert Meadow Bridge; 9 foot concrete slab span on old stone abutments; 20 ft. roadway.
Brownfield.....	Oxford.....	Force Account...	2,500 00	Ten Mile Brook Bridge 16 ft. concrete slab span; concrete abutments; 20 ft. roadway.
Columbia Falls..	Washington..	Force Account..	17,000 00	Pleasant River Bridge, concrete T-beam span, clear span length 40 ft.; concrete abutments connected with old stone retaining walls; 20 ft. roadway; one 4 ft. sidewalk.
Crystal.....	Aroostook..	James H. Kerr..	4,500 00	Webster Brook Bridge; 14 ft. concrete slab span; concrete abutments; 20 ft. roadway.
Frenchville.....	Aroostook..	Town of Frenchville.....	9,700 00	Gagnon Bridge; 12 ft. by 6 ft. concrete culvert 55 ft. 9 in. long; concrete end walls.
Harmony.....	Somerset....	James H. Kerr....	32,000 00	Mainstream Bridge; 2 concrete T-beam spans, clear span length 50 ft. each; concrete pier and abutments stone wing walls; 20 ft. roadway.
Limington.....	York.....	Force Account...	2,500 00	Webster Stream Bridge; 16 ft. span concrete slab; on concrete abutments resting on pile cluster at each corner; 20 ft. roadway.
Porter.....	Oxford.....	Force Account...	6,500 00	Mill Brook Bridge; 20 ft. span concrete slab; concrete abutments, stone wing walls; 20 ft. roadway 4 ft. sidewalk.
Topsham.....	Sagadahoc...	Edmond Cyr & Co	12,000 00	Cathance Bridge; concrete T-beam span, clear span length 55 ft.; one new concrete abutment with one stone wing, other abutment capped with concrete; 18 ft. roadway.
Whiting.....	Washington..	Force Account...	17,000 00	Boynton & Estey Bridge concrete T-beam span, clear span length 30 ft.; concrete abutments; 19 ft. roadway.

The Belfast Lower Bridge, as noted, was accepted by the Bureau of Public Roads as Federal Aid Project No. 33, and approximately one-half of the total cost will be paid by the Government.



Expenditures were incurred on the following bridges, construction of which was begun in 1919 and in previous years. Although these bridges are practically completed, final settlement had not been made with the towns and counties concerned, at the end of the year 1920.

TOWN.	County	Name of Bridge.
Alna-Newcastle . . . . .	Lincoln . . . . .	Sheepscoot Fridge
Ashland . . . . .	Aroostook . . . . .	Little Machias River Bridge.
Beddington . . . . .	Washington . . . . .	Black's Tannery Fridge.
Dover . . . . .	Piscataquis . . . . .	South Mills Fridge.
Grand Isle . . . . .	Aroostook . . . . .	Cormier Brook Bridge.
Houlton . . . . .	Aroostook . . . . .	Pearce Brook Bridge.
Howland . . . . .	Penobscot . . . . .	Piscataquis River Bridge.
Lincolntonville . . . . .	Waldo . . . . .	Duck Trap Bridge.
Mechanic Falls . . . . .	Androscoggin . . . . .	Red Bridge.
Old Town . . . . .	Penobscot . . . . .	Gilman Falls Bridge.
Richmond . . . . .	Sagsadahoc . . . . .	Mill stream Bridge.
St. John Pl. . . . .	Aroostook . . . . .	Sinclair Brook Bridge.
Trenton . . . . .	Hancock . . . . .	Mt. Desert Bridge.
Trescott . . . . .	Washington . . . . .	East Stream Bridge.

The accounts for the following bridges were closed during 1920, and final settlement made with the towns and counties participating in the cost.

Town.	County.	Name of Bridge.	Total Cost.
Abbot . . . . .	Piscataquis . . . . .	Piscataquis River Bridge . . . . .	\$16,095 16
Camden . . . . .	Knox . . . . .	Spring Brook Bridge . . . . .	3,215 23
Casco-Naples . . . . .	Cumberland . . . . .	Crooked River Bridge . . . . .	20,808 70
Maewahoc . . . . .	Aroostook . . . . .	Maewahoc Stream Bridge . . . . .	9,172 37
Marshfield . . . . .	Washington . . . . .	Mark Longfellow Bridge . . . . .	4,812 92
Monticello . . . . .	Aroostook . . . . .	Meduxnekeag Stream Bridge . . . . .	35,248 71
Newry . . . . .	Oxford . . . . .	Branch Brook Bridge . . . . .	5,823 42
Norridgewock . . . . .	Somerset . . . . .	Hale Stream Bridge . . . . .	9,987 74
Perry . . . . .	Washington . . . . .	Little River Bridge . . . . .	15,956 09
Prospect . . . . .	Waldo . . . . .	Marsh River Bridge . . . . .	1,442 46
Standish . . . . .	Cumberland . . . . .	Inlet of Watchie Lake . . . . .	1,759 63

By Chapter 251 of the Public Laws of 1919, the financial obligations of the state incurred during 1920 under the Law for State and County Aid in Bridge Construction were paid out of the appropriation of \$500,000 made for this purpose from the proceeds of the state highway and bridge loan authorized by this chapter.

The plans and specifications for the International Bridge over the St. John River between Madawaska, Maine, and Edmundston, N. B., were completed and bids were received for

this work in August, 1920. The State of Maine had no specifically designated appropriation of sufficient amount to cover the State's portion of the cost of this bridge, and consequently all operations were suspended pending any action the 1921 legislature might take in the matter.

## MAINTENANCE WORK FOR 1920

Maintenance work during 1920 was performed generally by patrol maintenance. 494 patrolmen were employed in caring for 4,241.11 miles of road in 495 towns. Of this mileage 709.34 miles was improved state highway, 949.99 miles was improved state aid highway and the balance of 2,581.78 miles was unimproved road. There was also maintained by special arrangement with the towns 159.97 miles of improved state aid road.

A total expenditure for labor and material of \$765,073.18 was made on this work, including \$18,130.43 furnished by the state for road machine work. The state also furnished supervision and inspection for the work amounting to \$34,647.51, making the total gross expenditure chargeable to maintenance of \$799,720.69. Of this amount the state furnished \$562,252.74 and the cities and towns furnished \$237,467.95. The average expenditure per mile was \$181.71.

On the 709.34 miles of improved state highway, the expenditure for labor and material and supervision was \$374,085.26 or an average expenditure per mile of \$527.37. The expenditure on the 3,531.77 miles of other road under patrol was for labor, material and supervision \$399,306.29 or an average expenditure per mile of \$113.06.

## EXPENDITURES UNDER DIRECTION OF STATE HIGHWAY COMMISSION

1913—1920

Year.	State highways.	State aid highways.	Third class highways.	*Registration of Autos.	Maintenance.	Special resolves.	State aid Construction of bridges.	Special apportionments.	Miscel.	Adm.	Totals
1913 . . .	\$169,880 46	\$409,525 56		\$155,002 83		\$103,071 97		\$26,152 27	\$2,702 53	\$4,736 47	\$871,072 09
1914 . . .	829,142 37	628,446 88		16,877 07	\$90,886 46	102,285 64				42,648 96	1,710,287 38
1915 . . .	563,810 73	559,377 57		10,439 38	169,777 64	76,950 51				38,545 79	1,418,901 62
1916 . . .	485,644 72	488,517 93		821 61	288,450 52	144,957 19				37,402 41	1,445,794 38
1917 . . .	459,962 01	528,119 54		261 43	494,349 40	125,247 94	\$121,647 81			37,734 08	1,767,322 21
1918 . . .	723,123 20	627,747 69		496 60	634,299 34	49,850 44	275,611 33			42,941 31	2,354,069 91
1919 . . .	344,879 58	1,113,998 67		840 00	780,795 20	**111,259 89	340,885 74		†33,585 38	46,980 93	2,773,225 39
1920 . . .	1,319,194 18	924,543 66	\$192,521 06		874,748 50	89,782 52	592,782 53		††592,323 97	66,826 07	4,652,722 49
Totals..	\$4,895,637 25	\$5,280,277 50	\$192,521 06	\$184,738 92	\$3,333,307 06	\$803,406 10	\$1,330,927 41	\$26,152 27	\$628,611 88	317,816 02	\$16,993,395 47

\*Fees apportioned by Governor and Council prior to July 1913.

\*\*Includes \$25,033.67 not deposited with State but expended under direction of State Highway Commission.

†Motor transport and equipment.

††Includes following: expense of issuing highway bonds \$2,776.73; motor transport and equipment, \$218,979.54; expense of issuing memorial bridge bonds \$831.52; Bath State Ferry, \$205,164.00, State garage, \$157,043.36.

# APPROXIMATE ROAD MILEAGE

1913—1920

TYPE.	State Highways.	State aid Highways.	Third class Highways.	Special Apportionments	Registration of Autos.	Special Resolves.	Totals.
Gravel.....	304.39	1,021.07	43.02	0.25		24.32	1,393.05
Macadam.....	4.78	17.13		0.70			22.61
Concrete.....	14.40	7.78					22.18
Bituminous Macadam.....	77.46	18.09		0.11			95.66
Gravel and Macadam.....	6.68						6.68
Clearing and grubbing.....	22.21						22.21
Grading.....	8.93						8.93
Earth and Gravel.....				1.06	46.00	34.50	81.56
Sand and clay.....	6.75	3.31					10.06
Wood Block.....		0.10					0.10
Granite Block.....		1.46					1.46
Earth.....		44.51					44.51
Totals.....	445.60	1,113.45	43.02	2.12	46.00	58.82	1,709.01

STATE HIGHWAY COMMISSION



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