

# 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 TWO YEARS

**JULY 1, 1926 - JUNE 30, 1928**

# **Fourteenth Annual Report**

of the

## **State Highway Commission**

of the

### **State of Maine**

**From January 1, 1926 to December 31, 1926**

STATE OF MAINE

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OFFICE OF STATE HIGHWAY COMMISSION

Augusta, Maine, December 31, 1928

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

We have the honor to present the fourteenth annual report of the State Highway Commission, from January 1, 1926, to December 31, 1926.

CLYDE H. SMITH  
CHARLES MURRAY  
EDWIN T. CLIFFORD  
State Highway Commission.

# MAINE STATE HIGHWAY COMMISSION

Financial Statement  
January 1—December 31, 1926

## MAINTENANCE AND ADMINISTRATION

### Credits

Balance January 1, 1926	\$484,414.66
Auto Fees transferred	1,546,019.80
Auto Fines transferred	33,495.56
Gasoline Tax transferred	299,949.12
Bath State Ferry transferred	20,000.00
Permits to open Highways	613.17
Rent of buildings	84.00
Tar sold and applied	5,000.04
Tarvia and Calcium chloride sold	34.90
Gravel and stone sold	541.80
Gasoline sold	6.17
Drums returned	22.05
Pipe sold	54.52
Credit repair of guard rail	81.75
Lumber and stakes sold	14.58
Street repair credits	251.65
Paint account 1925 distributed to towns	7,765.46
Tent account 1924-1925 distributed to towns	9.68
Transfer from State Aid Construction	1,882.59
Transfer from Highway Loan	751.20
Transfer from Bridge Loan	28.00
Transfer from Special Resolves	11.98
Special apportionment by towns	400.00
1925 Patrol Maintenance paid in 1926	2,673.17
1924 Patrol Maintenance paid in 1926	608.56
1926 Patrol Maintenance paid in 1926	243,023.33
Duplicate payment Patrol Maintenance (to be refunded)	666.60
Patrol Maintenance 1925 still due	201.46
Patrol Maintenance 1926 still due	1,377.10
Transfer from Reconstruction Fund	100,000.00
Credit on snow removal	879.59
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	\$2,750,862.49

**ADMINISTRATION****Jan. 1—Dec. 31, 1926**

Salary of Commissioners	\$2,961.54
Salary of Chief Engineer	5,991.63
Salary of Assistants	17,744.49
Salary of Stenographers and Clerks	16,475.32
Salary of Secretary of Commission	172.50
Salary of Engineers	7,829.83
Expenses of Commissioners	3,435.72
Expenses of Chief Engineer	1,081.36
Expenses of Assistants	5,056.80
Expenses and Wages of Supervisors	2,869.17
Office Furnishings	1,432.84
Office Stationery and Supplies	1,983.19
General Printing	4,384.21
Telephone and Telegraph	3,954.45
Drafting Room Supplies	4,709.06
Postage	1,847.74
Incidental Expenses	877.93
Expense of Commissioner's automobile	365.00
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	\$83,172.78

**MAINTENANCE****Expenditures**

Administration (detail on separate sheet)	\$83,172.78
Auto Registration Bureau (separate sheet)	92,636.45
Motor Vehicle Police	32.85
Fair Account	267.78
Snow Removal	2,894.04
Piscataqua River Bridge	8,647.54
Bridge Repairs (Gas Tax)	6,082.47
Traffic Census	805.00
Marker Account	10,123.70
Caution Sign Account	22,870.95
Portable Camp Account	28.00
Calcium Chloride Account	731.54
Auto Fines refunded	2,040.00
General Tar Account	3,911.70

State Highway improved	\$1,167,025.73	
State Highway unimproved	109,403.99	
State Aid Highway improved	425,672.04	
State Aid Highway unimproved	49,724.42	
Section 17	7,993.31	
		1,759,819.49
Total expended by State for Towns but not collected		1,578.56
Transferred to Bath State Ferry		15,000.00
Transferred to Reconstruction Fund		210,000.00
Reconstruction work paid for from the Maintenance fund not to be paid back		216,337.40
Balance to January 1, 1927		313,882.24
		<hr/>
		\$2,750,862.49

### AUTOMOBILE REGISTRATION BUREAU'S EXPENSE

January 1—December 31, 1926

Salaries and Clerk Hire	\$42,451.94
Traveling Expenses	4,443.51
Plates	18,698.74
Postage	13,592.80
Stationery and Supplies	8,446.17
Freight Trucking and Express	442.39
Telephone and Telegraph	586.38
Furniture and Fixtures	3,309.29
Advertising	272.66
Legal Expense	167.95
Miscellaneous Expense	224.62
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	\$92,636.45

### IMPROVEMENT STATE ROADS J. F.

January 1, 1926—December 31, 1926

Balance January 1, 1926	\$129,149.90
Appropriation 1926	500,000.00
Receipts—Gasoline Tax transfer	599,898.25

Receipts—Cities and Towns	670,993.57
Transfer—Washington Special Resolve	1,000.00
Transfer—Jerusalem Special Resolve	1,000.00
Transfer—Pittsfield Special Resolve	500.00
Transfer—Cushing Special Resolve	1,000.00
Transfer—Etna Special Resolve	80.93
Transfer—Kossuth Special Resolve	400.00
Transfer—Cornville Special Resolve	27.19
Transfer—Johnson Mountain Highway Loan Fund	1,016.19
Transfer from Third Class to balance the Account	5,000.00
Cities and Towns money not deposited but expended under the direction of the State Highway Commission	36,006.06
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	1,946,072.09

### Expenditures

Engineering and Inspection	\$24,258.30
Labor and Material	1,899,479.17
Transfer to Bridge Loan and Maintenance	5,577.46
Reimbursements to Towns	13,543.61
Balance to January 1, 1927	3,213.55
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	\$1,946,072.09

## HIGHWAY LOAN FUND

January 1 to December 31, 1926

### Credits

Balance January 1, 1926	\$209,773.91
Receipts—Sales of Bonds	2,177,929.10
Federal Aid Received:	
83 A Kittery	\$11,471.78
63 D Edgecomb	28,306.92
E Gray	34,155.88
95A F Auburn	27,150.00
70 F Turner	21,455.21



81A	F Livermore	24,063.54	
88A	J Greenville	22,498.58	
85B	K Bangor	36,465.65	
45	K Winn	20,074.06	
82A	K Houlton	17,016.48	
92A	K Caribou	28,007.29	
90A	K Fort Fairfield	12,832.84	
90B	K Fort Fairfield	16,200.00	
84A	L Frankfort	16,310.67	
84B	L Frankfort-Winterport	38,670.00	
84C	L. Winterport	45,040.03	
79	N Ellsworth	15,225.80	
98A	N Steuben	13,909.46	
89A	O Peru	40,525.47	
93	S Paris	54,537.43	
64	V New Sharon	22,354.12	
91A	Y Bucksport	29,986.33	
			\$576,257.54
	Asphalt transferred—Turner		854.46
	Moose River State Aid J. F. transferred		1,569.31
	Check to F. A. Budge—cancelled (new one drawn later)		334.65
	Stone dust sold—S. Oxford		25.00
	Transfer from Bridge Loan Fund		100,000.00
			<hr/>
			\$3,066,743.97

**Expenditures**

Surveys	10,835.37
Plans and Computations	7,889.04
Advertising	1,554.10
Engineering and Inspection	72,232.95
General Expense Right of Way	14,108.51
Labor and Material	2,388,047.88
Expense of Issuing Bonds	1,114.69
Transfer to Reconstruction Fund	10,963.20
Johnson Mountain—transfer to State Aid	1,016.19
Transfer to Bridge Loan Fund	100,000.00
Balance to January 1, 1927	458,982.04
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	\$3,066,743.97

**MOTOR TRANSPORT AND EQUIPMENT****January 1, 1926 to December 31, 1926****Credits**

Balance January 1, 1926	\$57,191.95
Receipts Rentals, etc.	364,210.55
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	\$421,402.50

**Debits**

Audited Vouchers	\$290,572.64
Balance to January 1, 1927	130,829.86
	<hr/>
	\$421,402.50

**BRIDGE LOAN FUND****Credits**

Balance January 1, 1926	\$126,769.77
Received from sale of Bonds	498,135.00
Transferred from Highway Loan Fund	100,000.00
Transferred from Kennebec Bridge	100,000.00
Transferred from Maintenance and Administration Bridge Repair—Gasoline Tax	6,082.47
Transferred from Improvement State Roads J. F.:	
Carmel	\$3,484.84
Carthage	1,098.00
Stetson	213.05
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	4,795.89
Transferred from Third Class Highway Fund:	
Windham	6,337.47
Transferred from Special Resolves:	
Avon	1,000.00
Received from Counties	317,706.40
Received from Cities and Towns	138,429.61
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	\$1,299,256.61

**Expenditures**

Engineering, advertising and inspection	47,759.69
Labor and Material	839,465.84
Temporary Charges for bridge repairs:	
Engineering and inspection	\$375.50
Labor and material	4,153.56
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	4,529.06
Refunds to Counties	19,307.19
Refunds to Cities and Towns	16,596.82
Transferred to Kennebec Bridge	70,000.00
Transferred to Highway Loan Fund	100,000.00
Balance December 31, 1926	201,598.01
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	\$1,299,256.61

**RECONSTRUCTION FUND****Credits**

Balance January 1, 1926	\$57,436.96
Federal Aid:	
102A Ellsworth-Trenton	\$62,578.13
101B Kennebunk-Wells	29,335.29
86A Windham-Raymond	42,975.00
87A York	47,843.52
87B York	3,013.51
	<hr/>
	185,745.45
Paid out of the Maintenance Fund	216,337.40
Transfer from Maintenance Fund	210,000.00
Transfer from Highway Loan Fund	10,963.20
Receipts—Gasoline Tax	599,898.26
	<hr/>
	\$1,280,381.27

**Expenditures**

Surveys and Plans	6,061.65
Engineering and Inspection	24,151.36
Labor and Material	1,026,104.86
Transfer back to Maintenance Fund	100,000.00
Balance to January 1, 1927	124,063.40
	<hr/>
	\$1,280,381.27

**THIRD CLASS HIGHWAY FUND****Credits**

Balance January 1, 1926 (Apportionment)	\$31,747.10
Balance January 1, 1926 (Unapport.) Gas Tax	257,893.65
Balance January 1, 1926 (Unapport. 1925)	14.84
Gas Tax January 1 to April 15, 1926	28,173.61
Gas Tax accumulated April 15 to December 31, 1926	271,775.53
Received—Overpayment to Mechanic Falls	4.00
Transfer Brownville S. R.	201.46
Transfer Clifton S. R.	750.00
Appropriation 1926	400,439.30
Cities and Towns appropriations not paid in but expended under the direction of the S. H. C.	27,069.14
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	\$1,018,068.63

**Expenditures**

Supervision and Inspection	\$6,686.68
Labor and Material	713,735.22
Transfer to State Aid Account	5,000.00
Balance to January 1, 1927—Apportionment	25,882.42
Balance to January 1, 1927 (Gas Tax accumulated unapportioned)	266,764.31
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	\$1,018,068.63

**BATH STATE FERRY****Statement**

Balance January 1, 1926	\$4,535.10
Receipts 1925 deposited in 1926	490.00
Ticket Receipts 1926	100,815.05
Caterer Privilege	200.00
Sale of Junk, etc.	137.54
Transfer from Maintenance	15,000.00
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	\$121,177.69

Change with	\$150.00	
Transfer back to Maintenance	20,000.00	
Expenditures	81,178.84	
	<hr/>	101,328.84
Balance to January 1, 1927		<hr/> \$19,848.85

**BATH STATE FERRY****Detail of Ticket Sales****January 1 to December 31, 1926**

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare	W000001	W214790	W214789	.05	\$10,739.45
	B000001	B204728	B204727		10,236.35
Passenger Ticket	W1	W1243	W1242	.60	745.20
12 Trips	B1	B1127	B1126		675.60
One Horse Team, etc.	W1	W1857	W1857	.25	464.25
	B1	B1242	B1241		310.25
Two Horse Team	W00001	W00375	W374	.35	130.90
	B00001	B00225	B224		78.40
Auto or Light Truck	W000001	W62725	W62724	.50	31,362.00
	B000001	B68693	B68692		34,346.00
Auto Truck, heavy	W00001	W00638	W637	.75	477.75
	B00001	B00879	B878		658.50
School Ticket	W1	W354	W353	.25	88.25
Motorcycle, Oxen,	W1	W221	W220		33.00
Horse or Cow	B1	B282	B281	.15	42.15
Automobile Light	W1	W614	W613	5.00	3,065.00
Truck 10 Rd Trip	B1	B1013	B1012		5,060.00
Auto Trucks, heavy	W1	W2	W1	10.50	10.50
10 Round Trip	B1	B1	B0		
Single Horse Team	W1	W96	W95	3.50	332.50
10 Round Trip	B1	B79	B78		273.00
Two Horse Team	W1	W12	W11	4.50	49.50
10 Round Trip	B1	B16	B15		67.50
Auto Trucks(over 1 T	W1	W72	W71	7.50	532.50
not over 2 1-2 Ton)	B1	B66	B65		487.50
10 Round Trip	W1	W38	W37	1.00	37.00
Hay	B1	B6	B5		5.00
Oil or Gasoline	W1	W119	W118		
	B1	B228	B227		479.00
Miscellaneous					
Special Trips			14	2.00	28.00
Catering Privileges					200.00
Junk and Tar Barrels sold, and Gum Machine Credits					137.54
W 48,067.80	B 52,240.25	Misc. 844.54			Total \$101,152.59

**BATH STATE FERRY****Cost of Operations****January 1, to December 31, 1926**

Wages—Manager, Traffic Officers and Pursers	\$3,978.03
Crew of Hockomock	14,022.85
Crew of "Gov. King"	19,545.63
Ticket Sellers	6,208.00
Wharfage	216.75
Office Equipment	108.00
Insurance	666.00
Coal	12,661.01
Water	518.70
Tickets	152.00
Light and Power	714.23
Paint	207.80
Oil	639.25
Fire Extinguisher—Uniforms, etc.	356.68
Construction Woolwich Ticket Office	217.48
Repairs—"Hockomock"—Hull labor	284.03
Material	1,241.65
Machinery labor	1,253.80
Material	451.81
"Gov. King"—Hull labor	3,833.07
Material	2,937.41
Machinery labor	3,702.61
Material	2,173.21
Ferry Slips—Labor	1,513.45
Material	1,316.47
Expense—Crew "Gov. King" in Portland	252.29
General Expense	2,006.63
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	\$81,178.84

**SPECIAL RESOLVES****Credits**

Balance January 1, 1926 New Res. (Chap. 122, 1925)	\$9,219.44
Balance January 1, 1926 Old Res. (1922-23-24)	11,170.77
Appropriation 1926	100,000.00
Received from Towns	4,967.25
City and Town money not paid in but expended under the direction of the S. H. C.	12,412.97
City and Town money paid but not credited	2,000.00
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	\$139,770.43

**Expenditures**

Supervision	\$1,140.51
Labor and Material	116,668.27
Lapsed to Mill Tax Highway Fund	101.21
Transfer Cornville S.R. to State Aid	27.19
Transfer Jerusalem S.R. to State Aid	1,000.00
Transfer Kossuth S.R. to State Aid	400.00
Transfer Washington Pl. to State Aid	1,000.00
Transfer Etna S.R. to State Aid	80.93
Transfer Brownville S.R. to Third Class	201.46
Transfer Clifton S.R. to Third Class	750.00
Transfer Avon S.R. to Bridge Loan	1,000.00
Transfer Crystal and Sherman to Maint.	11.98
Balance to January 1, 1927 New Resolves	7,532.45
Balance to January 1, 1927 Old Resolves	9,856.43
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	\$139,770.43



## RECAPITULATION — January 1 - December 31, 1926

Appropriation	Adminis- tration	Engineer- ing	Inspection and Super- vision	Adver- tising	General Expense and Right of Way	Labor and Material	Miscel- laneous	Auto Regis- tration	Total Expendi- tures
Administration .....	\$83,172.78								\$83,172.78
Maintenance Miscellaneous .....						55,487.98			55,487.98
Maintenance Section 17 .....						7,993.31			7,993.31
Maintenance State Aid Highways .....			20,166.93			455,229.53			475,396.46
Maintenance State Highways .....			26,682.50			1,249,747.22			1,276,429.72
State Highway Construction (Loan) .....		\$90,957.36		1,554.10	14,108.51	2,388,047.88			2,494,667.85
Expense of Issuing Bonds .....							1,114.69		1,114.69
Motor Transport and Equipment .....						290,572.64			290,572.64
State Aid Construction .....			24,258.30			1,899,479.17			1,923,737.47
Bridge Loan Fund .....		47,759.69				839,465.84			887,225.53
Third Class Highway Fund .....			6,686.68			713,735.22			720,421.90
Special Resolves .....			1,140.51			116,668.27			117,808.78
Bath State Ferry .....						81,178.84			81,178.84
Auto Bureau (Secretary of State) .....								92,636.45	92,636.45
Reconstruction Fund .....		30,213.01				1,026,104.86			1,056,317.87
	\$83,172.78	\$168,930.06	\$78,934.92	\$1,554.10	\$14,108.51	\$9,123,710.76	\$1,114.69	\$92,636.45	\$9,564,162.27

### SUPERVISION CHARGES

Administration .....	\$83,172.78
Engineering .....	168,930.06
Inspection and Supervision .....	78,934.92
Advertising .....	1,554.10
	\$332,591.86

### LABOR AND MATERIAL

Maintenance .....	\$1,768,458.04
State Highway Construction .....	2,402,156.39
Motor Transport and Equipment .....	290,572.64
State Aid Construction .....	1,899,479.17
Bridge Loan Construction .....	839,465.84
Third Class Highway Fund .....	713,735.22
Special Resolves .....	116,668.27
Bath State Ferry .....	81,178.84
Reconstruction Fund .....	1,026,104.86
	\$9,137,819.27

Supervision Charges .0364 of Net Expenditure  
 Supervision Charges .0348 of Gross Expenditure

## STATE HIGHWAYS

1926

Brief descriptions of State highway and Federal Aid projects have been prepared in cases where some mileage of road has been constructed in order to show the location, length, width and type of road.

Work on many of these projects, including surveys, plans and construction work, extends over a period of two or more years and for this reason it is necessary to consult more than one annual report in order to determine the total length and total cost. Expenditures in any one year are seldom comparable with the mileage reported for that year.

In the tables the expenditures are subdivided to show the costs of advertising, engineering, right of way expenses, and labor and material.

### STATE HIGHWAY—A

**Kittery—Federal Aid Project No. 83-A.** This project begins at Government Street and extends easterly 1.13 miles over a new right of way to an intersection with the present highway.

Contract for the construction of a concrete and bituminous macadam road was awarded in September 1925 to Angelo Susi & Company of Boston, Massachusetts, and work was begun on the project. In 1926, before any pavement had been constructed, the type of construction was changed to a three way concrete pavement. Type of surface, concrete. Width of surface, 27 feet. Length, 1.13 miles. Expenditures in 1926, \$110,446.14.

### STATE HIGHWAY—B

**Naples.** Expenditures to the amount of \$5,083.27 were made in widening the causeway at the foot of Long Lake and placing a bituminous macadam surface on the bridge approaches. Mileage has been reported in previous years.

**STATE HIGHWAY—D**

**Edgecomb—Federal Aid Project No. 63.** Work on this project was begun in 1924 and was nearly completed in 1925. Expenditures brought over from 1925 and additional work in 1926 amounted to \$17,961.67.

**STATE HIGHWAY—F**

**Auburn—Federal Aid Project No. 95-A.** This project begins at the compact section in Auburn and extends to Federal Aid Project No. 69 at East Auburn. The total length of the project is 1.81 miles. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ford & Smiley of Skowhegan, Maine. Expenditures, 1926, \$61,033.05.

**Livermore—Federal Aid Project No. 81-A.** Work on this project was begun in 1925 and completed in 1926. The total length was reported in 1925. Expenditures in 1926 amounted to \$10,498.70.

**Jay—Federal Aid Project No. 96-A.** This project begins at Station 22+00 (Station 0+00 being at the East Livermore town line) and extends to Station 59+00; begins again at Station 91+75 and extends to North Jay, connecting with Federal Aid Project No. 37. The total length of the project is 4.35 miles of which an equivalent of 3.20 miles was constructed in 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Litchfield & Douglas of Brunswick, Maine. Expenditures in 1926, \$66,413.75.

From Jay Hill to North Jay the road was built on a new location in order to avoid two grade crossings.

**Strong and Avon—Federal Aid Project No. 97-A.** This project begins about three-quarters of a mile north of Strong Village and extends northerly. The total length of the project is 2.87 miles of which 0.57 of a mile is in

Strong and 2.30 miles in Avon. The equivalent of 1.75 miles was constructed in 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures in 1926, \$32,270.97.

**Phillips.** In connection with the construction of Dill Bridge over the South Branch of Sandy River, 0.17 of a mile of gravel road was constructed. This work was done by force account under supervision of A. D. Graffam. Expenditures in 1926, \$3,977.36.

### STATE HIGHWAY—H

**Jackman.** A section of gravel road was constructed in this town. The work was done by force account under supervision of James H. Murtha of Jackman. Length of road completed, 3.70 miles. Expenditures in 1926, \$40,982.87.

**Moose River.** A section of gravel road was built by force account under supervision of James H. Murtha of Jackman. Length of road completed, 1.20 miles. Expenditures 1926, \$10,497.76. Expenditures include \$1,569.31 from State Aid road funds.

### STATE HIGHWAY—J

**Abbot.** This state project begins at the Guilford town line and extends northerly a distance of 2.07 miles. Work was done by force account under supervision of E. W. Edgerley of Dover-Foxcroft. Type of surface, gravel. Width of surface, 18 feet. Length of completed road, 2.07 miles. Expenditures 1926, \$30,054.52.

**Shirley—Federal Aid Project No. 88-B.** The total length of this project is 4.70 miles including 0.67 of a mile of state highway previously built which was reconstructed. The net length reported is 4.03 miles. This work was done by force account under supervision of S. D. Rice of Guilford, Maine. The total length is reported but an expenditure will be necessary in 1927 to complete the work. Type of surface, gravel. Width of surface, 18 feet. Expenditures in 1926, \$53,285.23.

**Greenville—Federal Aid Project No. 88-A.** This project begins at the Shirley town line and extends north-erly to the Canadian Pacific R. R. Crossing in Greenville Village, a distance of 3.68 miles. Work was begun in 1925 by force account under supervision of S. D. Rice of Guilford and was continued under the same arrangement in 1926. The total length of the project is reported but an expenditure will be necessary in 1927 to complete the work. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 3.68 miles. Expenditures in 1926, \$62,886.15.

#### STATE HIGHWAY—J-K

**Milo-Orneville.** This state project begins at the state aid road in Milo and extends to the improved state high-way in Orneville, a distance of 5.02 miles. Of the total length 2.70 miles is in Milo and 2.32 miles in Orneville. Work was begun in 1925 and was continued throughout the season of 1926. No mileage was reported in 1925. The equivalent of 4.27 miles was completed in 1926. Type of surface, gravel. Width of surface, 24 feet. Contractor, McCabe & Giovannini of Boston, Massachusetts. Expenditures in 1926, \$79,999.84.

#### STATE HIGHWAY—K

**Winn—Federal Aid Project No. 45.** This project was begun in 1924 and was completed in 1925 with the exception of a small amount of surfacing which was done in 1926. Length previously reported. Expenditures, 1926, \$14,924.99.

**Caribou—Federal Aid Project No. 92-A.** This project was begun in 1925 and work was continued throughout the season of 1926. This project will not be completed until 1927. The total length of the Federal Aid Project is 6.33 miles; the work was extended 0.04 of a mile on the southerly end making the total length 6.37 miles. The equivalent of 5.70 miles was completed in 1926. Type of surface, gravel. Width of surface, 24 feet. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Expenditures in 1926, \$87,678.84.

**Connor—Federal Aid Project No. 92-B.** This project is located at Winding Hill, so-called, in Connor. The length of the project is 0.22 of a mile. Work was begun but no length is reported for 1926. Type of surface, gravel. Width of surface, 24 feet. Contractor, Theophile Soucy of Grand Isle, Maine. Expenditures in 1926, \$1,559.91.

### STATE HIGHWAY—K-SPUR

**Houlton—Federal Aid Project No. 82-A.** This project was completed in 1926. The total length was reported in 1925. Expenditures in 1926 amounted to \$6,147.71.

**Fort Fairfield—Federal Aid Project No. 90-A.** This project begins at the Easton town line and extends northerly. The total length of the project is 4.66 miles. Work was begun in 1925 and completed in 1926. Type of surface, gravel, 4.57 miles—bituminous macadam, 0.09 miles. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Expenditures in 1926, \$80,089.30.

**Fort Fairfield—Federal Aid Project No. 90-B.** This project begins at the northerly end of Federal Aid Project No. 90-A and extends to the Bangor and Aroostook Railroad Crossing. The total length of the project is 1.08 miles. Work was begun and completed in 1926. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Expenditures, \$36,591.16.

### STATE HIGHWAY—L

**Frankfort—Federal Aid Project No. 84-A.** The total length of this project is 2.45 miles, all of which has been previously reported. Expenditures in 1926 amounted to \$27,703.21.

**Frankfort and Winterport—Federal Aid Project No. 84-B.** This project begins at Marsh Stream Bridge in Frankfort Village at the end of Federal Aid Project No. 84-A, and extends easterly a distance of 2.58 miles. Work was begun in 1925 and completed in 1926. No length was reported in 1925. The length in Frankfort is 1.20 miles and in Winterport, 1.38 miles. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.58 miles. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures in 1926, \$78,387.08.

**Winterport—Federal Aid Project No. 84-C.** This project begins at the easterly end of Federal Aid Project No. 84-B in Winterport Village and extends to the Hampden town line. The total length of the project is 4.97 miles. Work was begun in 1925 and completed in 1926. No length was reported in 1925. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length, 4.97 miles. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. Expenditures in 1926, \$183,388.09.

### STATE HIGHWAY—M

**Mount Desert.** This state project begins at Hutchin's Corner and extends southerly a distance of 1.49 miles. Work was completed in 1926 except a small amount of work on guard rails. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, James H. Kerr of Rumford, Maine. Length, 1.49 miles. Expenditures in 1926, \$52,157.79. Final settlement will be made in 1927.

### STATE HIGHWAY—N

**Ellsworth and Hancock—Federal Aid Project No. 79.** Work on this project was begun and completed in 1925. Payment made in 1926 amounted to \$10,273.48.

**Gouldsboro and No. 7 Twp.—Federal Aid Project No. 98-B.** This project begins about one-fourth mile east of West Bay Stream and extends easterly to the Steuben line a distance of 3.01 miles. Of this distance, 0.94 of a mile is in No. 7 Township and 2.07 miles is in the town of Gouldsboro. At the end of the season the equivalent of 0.95 of a mile was completed. Type of surface, gravel. Width of surface, 24 feet. Contractor, Frank Williams of Revere, Massachusetts. Expenditures in 1926, \$17,708.02.

**Steuben—Federal Aid Project No. 98-A.** This project begins at the No. 7 Township line and extends easterly to the Millbridge town line, a distance of 5.35 miles. This project was begun and completed in 1926. Type of surface, gravel. Width, 24 feet. Length, 5.35 miles. Contractor, Wyman & Simpson of Waterville, Maine. Expenditures in 1926, \$103,748.92.

**Edmunds—Federal Aid Project No. 76-B.** This is a bridge project and includes the construction of a concrete bridge over Hobart Stream and 0.14 of a mile of gravel road. Work was begun in 1926 and will be completed in 1927. No distance is reported for 1926. Contractor, Burpee Construction Company of Devon, N. B. Expenditures in 1926, \$24,283.39.

**Calais—Federal Aid Project No. 100-A.** This project begins 172 feet northerly of the Robbinston town line and extends northerly to Federal Aid Project No. 36. The total length of the project is 1.90 miles. Work was begun in 1926 and will be completed in 1927. Equivalent mileage for 1926, 1.40 miles. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.40 miles. Contractor, Burpee Construction Company of Devon, N. B. Expenditures in 1926, \$55,010.15.



**STATE HIGHWAY—O**

**Peru—Federal Aid Project No. 89-A.** This project begins about three-fourths of a mile from the Canton town line and extends to West Peru, a distance of 5.78 miles. Contract for the construction of a gravel road was awarded in 1925 to I. J. Murphy of Somerville, Massachusetts. Work was begun in 1925 and was nearly completed in 1926. The total distance is reported for 1926. Final settlement will be made in 1927. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 5.78 miles. Contractor, I. J. Murphy, of Somerville, Massachusetts. Expenditures in 1926, \$70,061.69.

**Gilead—Federal Aid Project No. 94-A.** This project begins at the New Hampshire State line and extends southerly. The total length of the project is 3.75 miles. This project consists of two sections, 0.40 of a mile being omitted to provide for the future reconstruction of Wild River Bridge. Work was begun in 1926 but was not completed. The equivalent of 2.50 miles is reported for 1926. Type of surface, gravel. Width of surface, 24 feet. Length, 2.50 miles. Contractor, Williams & Sorrenti of Boston, Massachusetts. Expenditures in 1926, \$54,601.53.

**STATE HIGHWAY—P**

**Chelsea.** This state project begins at the Augusta line and extends to the Chelsea-Whitefield line. Work was begun in 1925 and continued in 1926. No length was reported for 1925. The work was done by force account under supervision of W. S. Barton of Windsor. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.04 miles. Expenditures in 1926, \$41,907.53.

**Whitefield.** This state project begins at the Chelsea town line and extends to the Windsor town line. The work was done by force account under supervision of A. H. Hill. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.02 miles. Expenditures in 1926, \$24,130.32.

**Windsor.** This state project begins at the Whitefield line and extends easterly to South Windsor. This work was done by force account under supervision of A. H. Hill. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.23 miles. Expenditures, \$43,305.75.

**Rockport.** A section of gravel road was constructed in this town beginning at West Rockport and extending westerly a distance of 2.05 miles. Prisoners from the State prison at Thomaston were employed on this project. The work was in charge of J. P. Whitney of Winthrop, Maine. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.05 miles. Expenditures in 1926, \$30,223.41.

#### STATE HIGHWAY—R

**Augusta.** This state project begins at Church Brook and extends easterly 1.10 miles. Contract was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. The equivalent of 0.60 of a mile was completed in 1926. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Equivalent length, 0.60 miles. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures in 1926, \$18,270.39.

**Belmont.** Work was begun in this town in 1925 and was continued in 1926 by force account under supervision of H. A. Day of Bangor, Maine. The work begins at the Belfast line and extends westerly. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. Length, 1.21 miles. Expenditures in 1926, \$17,203.74.

**Belfast.** This state highway project begins at the end of the state aid road and extends westerly. Work was begun in 1925 and was under the supervision of E. H. Littlefield of Belfast and was continued by force account in 1926 under supervision of H. A. Day of Bangor, Maine. No length was reported in 1925. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. Length, 2.55 miles. Expenditures in 1926, \$52,532.31.

**STATE HIGHWAY—S**

**Gray—Federal Aid Project No. 80-A.** Expenditures in 1926 on account of this project amounted to \$408.14.

**Paris—Federal Aid Project No. 93-A.** This project begins at the Little Androscoggin River in South Paris and extends northerly to Federal Aid Project No. 62. The total length of the project is 7.39 miles. Work was begun in 1926 and the equivalent of 6.40 miles was constructed. Type of surface, concrete. Width of surface, 18 feet. Shoulders, 3 feet. Length, 6.40 miles. Contractor, Joseph McCormick of East Providence, Rhode Island. Expenditures in 1926, \$234,456.47.

**STATE HIGHWAY—U**

**Lebanon.** A section of gravel road was constructed in this town beginning at the New Hampshire State line at East Rochester and extending easterly a distance of 5.0 miles. The work was done by force account under supervision of W. G. Colby. Expenditures in 1926, \$28,429.70.

**STATE HIGHWAY—V**

**New Sharon—Federal Aid Project No. 64.** Expenditures in 1926 on account of this project amounted to \$9,281.61. The length was reported in 1925.

**STATE HIGHWAY—X**

**Bangor—Federal Aid Project No. 85-B.** This project begins at the intersection of Broadway and Center Streets in Bangor and extends northerly to the Glenburn town line. The total length of the project is 4.94 miles. Work was begun on this project in 1926 and the equivalent of 4.24 miles was completed. Type of surface, concrete. Width of surface, 18 feet. Shoulders, 3 feet. Length, 4.24 miles. Contractor, Perini & Sons of Ashland, Mass. Expenditures in 1926, \$164,863.00.

**STATE HIGHWAY—Y**

**Bucksport—Federal Aid Project No. 91-A.** This project begins at the southerly end of the present improved highway and extends southerly a distance of 4.92 miles. Work was begun in 1925 and completed in 1926. The total length is reported for 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 4.92 miles. Contractor, Manzie I. Rogers, Bangor, Maine. Expenditures in 1926, \$65,069.71. Final payment will be made in 1927.

**Bucksport.** Contract for the construction of a section of gravel road, to eliminate two grade crossings just north of Bucksport Village was awarded to Manzie I. Rogers of Bangor, Maine. This work was completed with the exception of some surfacing gravel. The total length is reported for 1926. Type of surface, gravel. Width of surface, 18 feet. Length, 0.59 miles. Contractor, Manzie I. Rogers, Bangor, Maine. Expenditures in 1926, \$14,486.30. Final payments will be made in 1927.

**Surry.** A section of gravel road was constructed in this town by force account under supervision of W. J. Mawhinney. Length of road completed, 0.78 miles. Expenditures in 1926, \$6,945.06.

**STATE HIGHWAY—"Y-Spur"**

**Orland and Penobscot.** This state project begins 0.35 of a mile south of the Orland-Bucksport town line and extends northerly a distance of 3.49 miles. Of this distance 0.35 of a mile is in Penobscot and 3.14 miles in Orland. The work was completed in 1926. Final payments will be made in 1927. Type of surface, gravel. Width of surface, 24 feet. Length, 3.49 miles. Contractor, Burpee Construction Company of Devon, N. B. Expenditures in 1926, \$74,877.36.

## SOKOKIS TRAIL

**Cornish and Limerick.** This state highway project begins at the southerly end of the state aid road in Cornish and extends southerly. The total length of the project is 6.88 miles. Contract for the construction of a gravel road was awarded to Charles A. Haggerty of Webster, Massachusetts. The equivalent of 3.25 miles was completed in 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 3.25 miles. Contractor, Charles A. Haggerty of Webster, Massachusetts. Expenditures in 1926, \$60,086.25.

## STATE HIGHWAY—137

**Albion.** A section of gravel road was constructed in this town beginning at the end of the state aid road and extending to the China town line. This work was done by force account under supervision of A. J. Wiggin, Superintendent of Maintenance. Length of completed road, 3.15 miles. Expenditures in 1926, \$27,441.97.

**China.** A section of gravel road was constructed in China beginning at the Albion-China town line and extending westerly. Length of road completed, 1.50 miles. The work was done by force account under supervision of A. J. Wiggin, Superintendent of Maintenance. Expenditures in 1926, \$10,968.53.

**Winslow.** Work was begun on the section in Winslow between the China town line and the easterly end of the state aid road in Winslow. This work consisted of grading and installation of culverts and was done by force account under supervision of A. J. Wiggin, Superintendent of Maintenance. No length is reported. It is expected that the Winslow section will be completed in 1927. Expenditures in 1926, \$15,837.45.

**STATE HIGHWAY 214**

**North Berwick and Sanford.** A section of gravel road was constructed on this State highway beginning at the end of the improved state aid road in North Berwick and extending to the improved state aid road in Sanford, a distance of 5.0 miles. Of this distance 0.90 of a mile is in North Berwick and 4.10 miles in Sanford. This work was done by force account under supervision of B. A. Parker and C. C. Chadbourne. The total length is reported in 1926, but additional work will be necessary in 1927 to complete the road. Expenditures in 1926, \$46,891.43.

**STATE HIGHWAYS****RECONSTRUCTION****1926**

Brief descriptions of the principal reconstruction projects have been prepared and a table showing costs and details for each job.

**STATE HIGHWAY—A**

**York—Federal Aid Project No. 87-A.** This project begins at York Corner and extends to Cape Neddick. Work was begun on this project in 1925. The original plans provided for two 8-foot concrete ways separated by nine feet of bituminous macadam. In 1926 the plans were revised to provide for a center way of concrete. The length constructed with the bituminous macadam center is 2.52 miles. The total length of the project is 3.77 miles. The project was completed in 1926 but final payment will be made in 1927. Type of surface—concrete and bituminous macadam, 2.52 miles—concrete, 1.25 miles. An equivalent length of 2.64 miles was reported in 1925. Length, 1926, 1.13 miles. Width of surface, 25 feet. Shoulders, 3 feet. Contractor, Bruno & Petitti, Boston, Massachusetts. Expenditures in 1926, \$86,572.58.

**York—Federal Aid Project No. 87-B.** This project begins at Rice's Bridge in York and extends easterly to York Corner where it connects with Federal Aid Project No. 87-A. The total length of the project is 1.42 miles. Work was begun in 1925 and completed in 1926. Final payment will be made in 1927. The original plans provided for two concrete ways, 9 feet wide, separated by bituminous macadam, 9 feet in width. Before surfacing was begun the plans were revised to provide for a 3 way concrete pavement. Type of surface, concrete. Width of surface, 27 feet. Length, 1.42 miles. Contractor, Angelo Susi & Co., Boston, Massachusetts. Expenditures in 1926, \$70,238.94.

**Kennebunk and Wells—Federal Aid Project No. 101-B.** The total length of this project is 2.48 miles. The project is divided into two sections. The first section begins at the end of the bituminous macadam road in Wells near the underpass under the Boston & Maine R. R. and extends to the bituminous macadam road westerly of Kennebunk Village a distance of 1.71 miles. The second section begins at the end of the bituminous macadam road easterly of Kennebunk Village and extends easterly to Bartlett's Bridge. Of the total length 0.95 of a mile is located in Wells and 1.53 miles in Kennebunk. Type of surface, concrete. Width of surface, 27 feet. Shoulders, 3 feet. Length, 2.48 miles. Contractor, Bruno & Petitti, Boston, Massachusetts. Expenditures in 1926, \$136,914.43. Final settlement will be made in 1927.

**Biddeford and North Kennebunkport—Federal Aid Project No. 101-A.** This project begins at Bartlett's Bridge in North Kennebunkport and extends easterly via the straight road to the concrete pavement in Biddeford. The total length of the project is 5.53 miles, of which 4.35 miles is in North Kennebunkport and 1.18 miles in Biddeford. Work was begun in 1926 and the equivalent of 2.18 miles was completed. Type of surface, concrete. Width of surface, 27 feet. Shoulders, 3 feet. Length, 2.18 miles. Contractor, Angelo Susi & Company, Boston, Massachusetts. Expenditures in 1926, \$110,331.48.

**STATE HIGHWAY—B**

**Windham and Raymond—Federal Aid Project No. 86-A.** This project begins at the end of Federal Aid Project No. 27 in Windham and extends to Federal Aid Project No. 77 in Raymond, a distance of 2.87 miles. Work was begun in 1925 and completed in 1926. Of the total length 1.94 miles is located in Windham and 0.93 of a mile is in Raymond. The equivalent of 1.90 miles was reported in 1925. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ford & Smiley of Skowhegan, Maine. Length, 1926, 0.97 miles. Expenditures in 1926, \$28,839.02.

**STATE HIGHWAY—D**

**Thomaston.** A section of bituminous macadam road was built in this town beginning at the end of the 1925 work and extending westerly. This work was done by force account, under supervision of A. J. Wiggin, Superintendent of Maintenance. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 1.60 miles. Expenditures in 1926, \$37,501.87.

**STATE HIGHWAY—E**

**Greene.** Work was continued in this town by force account in charge of Arthur F. Rourke. A section of bituminous macadam was built between the end of the 1925 section and the Leeds town line. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 1926, 0.30 miles. Expenditures, 1926, \$20,646.74.

**Leeds.** A section of bituminous macadam road was constructed in Leeds beginning at the Greene town line and extending to the Monmouth town line a distance of 1.44 miles. This work was done by force account in charge of Arthur F. Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 1.44 miles. Expenditures 1926, \$32,793.46.



**Monmouth.** A section of bituminous macadam road was constructed in this town beginning at the Leeds town line and extending to the Winthrop town line, a distance of 4.86 miles. This work was done by force account in charge of Arthur F. Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 4.86 miles. Expenditures in 1926, \$90,037.35.

**Winthrop.** A section of bituminous macadam road was constructed in Winthrop beginning at the Monmouth town line and extending easterly. This work was done by force account in charge of Arthur F. Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 1.05 miles. Expenditures in 1926, \$25,089.06.

### STATE HIGHWAY—I

**Palmyra.** Reconstruction work was continued in this town beginning at the end of the 1925 work and extending westerly. The work was done by force account under supervision of A. J. Wiggin, Superintendent of Maintenance. Length, 1.50 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Expenditures in 1926, \$21,403.98.

**Newport.** A section of bituminous macadam road was constructed in this town beginning at the Palmyra town line and extending easterly to State Highway "J" in Newport Village. The work was done by force account under supervision of A. J. Wiggin, Superintendent of Maintenance. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 0.58 miles. Expenditures in 1926, \$8,504.52.

### STATE HIGHWAY—M

**Dedham—Federal Aid Project No. 103-A.** This project is located adjacent to the property of Lucerne in Maine. The project begins about two miles south of the Holden town line and extends southerly. The total length

is reported for 1926. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 1.17 miles. Contractor, Carlo Bianchi & Company of Framingham, Massachusetts. Expenditures in 1926, \$61,683.91. Final settlement will be made in 1927.

**Ellsworth and Trenton—Federal Aid Project No. 102-A.** This project begins at the southerly edge of the compact section of the City of Ellsworth. The total length of the project is 4.67 miles, of which the length in Ellsworth is 2.52 miles and in Trenton 2.15 miles. The project was completed in 1926 but final settlement will be made in 1927. Type of surface, concrete. Width of surface, 20 feet. Length, 4.67 miles. Contractor, Carlo Bianchi & Company, Framingham, Massachusetts. Expenditures in 1926, \$214,208.82.

**Trenton.** Contract for grading, installation of culverts and gravel base was awarded to Carlo Bianchi & Company of Framingham, Massachusetts. Work was done on a section beginning at the southerly end of Federal Aid Project No. 102-A and extending southerly about two miles. The distance covered by this work will be included in Federal Aid Project No. 102-B in 1927. Expenditures in 1926, \$15,115.96. Final payment on this work will be made in 1927.

## STATE HIGHWAY—Q

**Richmond.** A section of bituminous macadam road was constructed in this town beginning at the Gardiner line and extending southerly to Federal Aid Project No. 1. The work was done by force account under supervision of A. J. Wiggin, Superintendent of Maintenance. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 0.56 miles. Expenditures in 1926, \$14,118.31.

**Gardiner.** A section of bituminous macadam road was constructed by force account under supervision of A. J. Wiggin, Superintendent of Maintenance. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 3.44 miles. Expenditures in 1926, \$73,732.30.

## 1926 CONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct	
Androscoggin.....	F	Auburn.....	Bit. Mac.		1.81
Aroostook.....	K	Caribou.....	Gravel		5.70
	K-Spur	Fort Fairfield.....	Gravel		4.57
	K-Spur	Fort Fairfield.....	Bit. Mac.		1.17
Franklin.....	F	Jay.....	Gravel		3.20
	F	Avon.....	Gravel		1.75
	F	Phillips.....		Gravel	0.17
Hancock.....	M	Mt. Desert.....	Bit. Mac.		1.49
	N	Gouldsboro.....	Gravel		0.95
	Y	Bucksport.....	Gravel		5.51
	Y	Surry.....		Gravel	0.78
	Y-Spur Y-Spur	Orland..... Penobscot.....	Gravel Gravel		3.14 0.35
Kennebec.....	P	Chelsea.....		Gravel	2.04
	P	Windsor.....		Gravel	2.23
	R	Augusta.....	Bit. Mac.		0.60
	No. 137	China.....		Gravel	1.50
	No. 137	Albion.....		Gravel	3.15
Knox.....	P	Rockport.....		Gravel	2.05
Lincoln.....	P	Whitefield.....		Gravel	1.02
Oxford.....	O	Peru.....	Gravel		5.78
	O	Gilead.....	Gravel		2.50
	S	Paris.....	Concrete		6.40
Penobscot.....	X	Bangor.....	Concrete		4.24
Piscataquis.....	J	Abbot.....		Gravel	2.07
	J	Shirley.....		Gravel	4.03
	J	Greenville.....		Gravel	3.68
	J-K	Milo.....	Gravel		2.70
	J-K	Orneville.....	Gravel		1.57
Somerset.....	H	Jackman.....		Gravel	3.70
	H	Moose River.....		Gravel	1.20
Waldo.....	L	Frankfort.....	Bit. Mac.		1.20
	L	Winterport.....	Bit. Mac.		6.35
	R	Belfast.....		Gravel	2.55
	R	Belmont.....		Gravel	1.21
Washington.....	N	Steuben.....	Gravel		5.35
	N	Calais.....	Bit. Mac.		1.40
York.....	A	Kittery.....	Concrete		1.13
	U	Lebanon.....		Gravel	5.00
	Sokokis Trail	Cornish.....	Gravel		2.25
	Sokokis Trail	Limerick.....	Gravel		1.00
		No. Berwick..... Sanford.....		Gravel Gravel	0.90 4.10
					113.49

## SUMMARY—1926

Gravel.....	87.70
Bituminous Macadam.....	14.02
Concrete.....	11.77

Total..... 113.49

## 1926 RECONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct	
Androscoggin	E	Greene		Bit. Mac.	0.30
	E	Leeds		Bit. Mac.	1.44
Cumberland	B	Windham	Bit. Mac.		0.04
	B	Raymond	Bit. Mac.		0.93
*Hancock	M	Dedham	Concrete		1.17
	M	Ellsworth	Concrete		2.52
*Kennebec	M	Trenton	Concrete		2.15
	E	Monmouth		Bit. Mac.	4.86
Knox	E	Winthrop		Bit. Mac.	1.05
	Q	Gardiner		Bit. Mac.	3.44
Knox	D	Thomaston		Bit. Mac.	1.60
Penobscot	I	Newport		Bit. Mac.	0.58
Sagadahoc	Q	Richmond		Bit. Mac.	0.56
Somerset	I	Palmyra		Bit. Mac.	1.50
York	A	York	Concrete		2.55
	A	Wells	Concrete		0.95
	A	Kennebunk	Concrete		1.53
	A	N. Kennebunkport	Concrete		1.00
	A	Biddeford	Concrete		1.18

## SUMMARY—1926

Bituminous Macadam	16.30	Miles
Concrete	13.05	"
Total	29.35	"

## SUMMARY OF REPLACED MILEAGE

1925-1926

Gravel	21.52	Miles
Gravel and Macadam	6.68	"
Sand-Clay	2.98	"
Concrete	0.27	"
Total	31.45	"

## STATE HIGHWAY MILEAGE PREVIOUSLY REPORTED

### Replaced by Reconstruction Mileage

County	Highway	Town	Original Type	Work Done	Replacement Type	Length
Androscoggin . . .	E	Lewiston . . . . .	Gravel	1916	Bit. Mac.	2.60*
	E	Greene . . . . .	Gravel	'14-'17	Bit. Mac.	3.96
	E	Greene . . . . .	Grav.-Mac	1916	Bit. Mac.	1.80
	E	Leeds . . . . .	Gravel	1914	Bit. Mac.	1.45
Cumberland . . .	A	Scarboro . . . . .	Concrete	1915	Bit. Mac.	0.18
	A	So. Portland . . . . .	Concrete	1915	Bit. Mac.	0.09
	B	Windham . . . . .	Sand-Clay	1015	Bit. Mac.	2.00
	B	Raymond . . . . .	Sand-Clay	1915	Bit. Mac.	0.98
Hancock . . . . .	M	Dedham . . . . .	Gravel	'15-'20	Concrete	1.17
	M	Trenton . . . . .	Gravel	'14-'15	Concrete	2.15
Kennebec . . . . .	E	Monmouth . . . . .	Grav.-Mac	'14-'15	Bit. Mac.	4.88
	E	Winthrop . . . . .	Gravel	'14-'15	Bit. Mac.	1.05
	Q	Gardiner . . . . .	Gravel	1916	Bit. Mac.	4.19
Penobscot . . . . .	I	Newport . . . . .	Gravel	1917	Bit. Mac.	0.17
Sagadahoc . . . . .	Q	Richmond . . . . .	Gravel	1916	Bit. Mac.	0.56
Somerset . . . . .	I	Palmyra . . . . .	Gravel	1916	Bit. Mac.	2.56
York . . . . .	A	N. Kennebunkport	Gravel	1914	Concrete	0.46
	A	Biddeford . . . . .	Gravel	1914	Concrete	1.20
						31.45

\*Includes 0.72 miles transferred to "Compact Section" and 0.98 miles reconstructed out of Maintenance Funds—1924.

## STATE HIGHWAYS

### SUMMARY — 1924 - 1926 — INCLUSIVE

With corrections due to 1925 and 1926 Reconstruction

Type	Original Mileage	Reconstructed Add	Mileage Deduct	Net Mileage
Gravel . . . . .	650.92		21.52*	629.40
Macadam . . . . .	2.10			2.10
Sand-Clay . . . . .	6.75		2.98	3.77
Gravel and Macadam . . . . .	6.68		6.68	
Bituminous Macadam . . . . .	214.71	29.23†		243.94
Concrete . . . . .	65.88	15.69	0.27	81.30
Totals . . . . .	947.04	44.92-A	31.45-B	960.51

\*Includes 0.72 Miles "E" Lewiston transferred to "Compact Section".

†Includes 0.98 miles "E" Lewiston built out of Maintenance Funds 1924.

A—See Reconstruction Tables for details.

B—See Replacement Table for details.

# EXPENDITURES ON STATE HIGHWAYS

January 1st, 1926 to

High-way	Town	ENGINEERING AND ADVERTISING						Total	Grading
		Surveys	Plans and Computations	Advert-ising	Engi-neering and In-spection	General Expense Right of Way			
A	Kittery . . . . . 83-A			3.26	\$3,589.81	\$660.75	\$4,253.82	\$37,198.21	
B	Naples . . . . .				99.75	1.04	100.79	3,342.19	
"	Bridgton . . . . .				36.00		36.00		
"	Raymond . . . . . 77				30.67		30.67		
D	Edgecomb . . . . . 63				329.00	1,500.00	1,829.00	8,848.45	
"	Boothbay . . . . .	503.52	16.13		25.94		545.59		
"	Wiscasset . . . . .	210.31					210.31		
"	Belfast . . . . .				11.76		11.76	12.00	
E	New Gloucester . . . . .				4.00		4.00		
"	Auburn . . . . .	106.00					106.00		
S	Gray . . . . .				21.34		21.34		
F	Auburn . . . . . 95-A		177.66	117.53	1,924.81		2,220.00	6,066.50	
"	Turner . . . . . 70				125.51		125.51		
"	Jay . . . . . 96-A	20.13	920.63	33.54	2,377.57	6,449.56	9,801.43	26,100.00	
"	Strong-Avon . . . . . 97-A	356.62	414.71	89.55	2,450.58		3,311.46	20,077.00	
"	Phillips . . . . .				76.20	150.75	226.95	3,352.38	
"	Livermore . . . . . 81-A				1,590.83	76.50	1,667.33	678.46	
G	Belgrade . . . . .				0.77		0.77		
H	Fairfield . . . . .				32.00		32.00		
"	Moscow . . . . .							188.70	
"	Caratunk . . . . .							491.75	
"	The Forks . . . . .								
"	Jackman . . . . .							16,195.22	
"	Moose River . . . . .							2,869.15	
I	Carmel . . . . .					30.00	30.00		
J	Abbot . . . . .	57.50			519.10		576.60	5,928.93	
"	Monson . . . . .	6.25					6.25		
"	Shirley . . . . . 88-B	139.40	234.0	5.08	1,337.10		1,715.58	21,198.26	
"	Greenville . . . . . 88-A	9.00	42.00	1.48	1,762.69	2.27	1,817.44	32,430.26	
J-K	Milo-Orneville . . . . .	9.16	52.00	7.05	3,102.58	15.77	3,186.56	32,662.31	
"	Lagrange . . . . .								
K	Greenbush . . . . .								
"	Winn . . . . . 45				439.55	100.75	540.30	4,479.60	
"	Mattawamkeag . . . . .								
"	Houlton . . . . . 82-A				246.84		246.84	2,150.79	
"	Caribou . . . . . 92-A			1.48	3,265.76		3,267.24	19,394.26	
"	Connor Plan . . . . . 92-B		23.55	40.40	48.25	76.75	188.95	1,370.96	
"	Fort Fairfield . . . . . 90-A		134.87	41.94	1,859.42		2,036.23	19,115.39	
"	Fort Fairfield . . . . . 90-B			2.17	791.61		793.78	8,715.91	
"	Easton . . . . .								
L	Frankfort . . . . . 84-A				340.35		340.35	19,789.22	
"	Frankfort-Winterport . . . . . 84-B			3.26	1,214.52	1.42	1,219.20	16,339.13	
"	Winterport . . . . . 84-C			3.27	3,073.94	3,610.16	6,687.37	35,189.80	
"	Hampden . . . . .	961.31					961.31	3,540.99	
M	Dedham . . . . .	250.40					250.40		
"	Trenton . . . . .	46.20					46.20		
"	Mt. Desert . . . . .	640.96		114.41	2,556.57		3,311.94	20,520.00	
N	Ellsworth . . . . . 79	53.17			162.50	137.72	353.39	6,114.27	
"	Edmunds . . . . . 76-B		92.50	78.25	1,694.09	25.77	1,890.61	2,030.19	
"	Gouldsboro . . . . . 98-B	328.73	377.72	14.73	1,615.65		2,336.83	7,271.09	
"	Steuben . . . . . 98-A	350.59	515.32	67.67	3,093.59	743.08	4,770.25	41,524.44	
"	Hancock . . . . .	124.92					124.92		
"	Machias, Jonesboro Whitneyville . . . . . 99-A	58.00	475.34	106.39	46.26		685.99		
"	Pembroke . . . . .								
"	Robbinston . . . . .	806.27					806.27		
"	Calais . . . . . 100-A	199.73	324.75	116.66	2,477.41		3,118.55	17,539.35	

# THE RECONSTRUCTION FUND

December 31st, 1926

Culverts	Surfacing	Guard Rail	Detours	Total	Grand Total	Federal Aid Credits
					\$24.00	
					35.83	
\$8,849.02	55,849.92			\$103,062.38	\$110,331.48	
	60.05			60.05	60.05	
	15.00			15.00	15.00	
					453.00	
2,440.08	41,802.68	540.00		59,098.83	61,683.91	
	3,118.40			3,118.40	3,118.40	
6,329.68	152,004.84	1,089.52	3,374.60	209,775.43	214,208.82	62,578.13
					4.00	
					4.00	
2,154.69	68,674.74			73,732.30	73,732.30	
	20,328.56			20,637.74	20,646.74	
					182.17	
					4.00	
4,374.07	105,124.54	1,630.18	3,746.45	130,210.71	136,914.43	29,335.29
					855.18	
32.40	29,808.68	19.00		32,793.46	32,793.46	
	89.55			89.55	95.55	
1,348.32	65,587.87	14.40		90,016.71	90,037.35	
	8,504.52			8,504.52	8,504.52	
					205.15	
	21,333.52	33.96		21,387.48	21,403.98	
	3.25			3.25	18.30	
1,266.56	12,851.75			14,118.31	14,118.31	
	457.22			457.22	457.22	
					773.34	
9.10	35,796.31			37,486.87	37,501.87	
438.75				14,564.25	15,115.96	
478.09	21,607.22	2,248.13		27,749.85	28,839.02	42,975.00
6.83	20,417.94			25,089.06	25,089.06	
244.18	779.25			2,225.05	2,225.05	
3,054.55	69,380.47	4,842.30		83,137.76	86,572.58	47,843.52
874.14	63,955.24	716.35		68,770.68	70,238.94	3,013.51
					54.90	
\$31,900.46	\$797,551.52	\$11,133.84	\$7,121.05	\$1,026,104.86	\$1,056,317.87	\$185,745.45

THE ABOVE  
reimburse the Maintenance Account in part.

reimburse the Highway Loan Account in full.

**STATE AID ROAD WORK**

**Including Expenditures from January 1, 1926  
to December 31, 1926**

The total expenditure on account of state aid road work for year beginning January 1, 1926 and ending December 31, 1926, amounted to \$1,947,236.45. Of this total expenditure, the sum of \$1,241,358.08 was paid from state appropriations and \$705,878.37 was paid by cities, towns and counties.

Of the total cost \$10,150.85 was paid for engineering, \$14,107.45 was paid for supervision, and \$1,922,978.15 was paid for labor and material.

The cost of new construction work amounted to \$1,885,397.23; \$35,841.48 was expended in reconstructing previously built state aid roads with a better type of pavement; \$19,639.87 was expended in resurfacing previously built state aid roads; \$6,220.62 was expended on work not completed in 1926; and miscellaneous expenditures amounted to \$137.25.

189.99 miles of state aid road were completed in 1926. This mileage is classified as follows: gravel, 179.41 miles; bituminous macadam, 5.86 miles; reinforced concrete, 2.93 miles; granite block pavement, 1.79 miles.

Of the total amount paid from state appropriations, \$1,106,227.13 was paid from 1926 apportionments; \$124,351.74 was paid from unexpended balances of state aid apportionments brought over from previous years; \$9,763.02 was paid from special legislative resolves; and \$1,016.19 was paid from Highway Loan Fund.

The above expenditures for construction and miscellaneous work do not include transfers to other appropriations and miscellaneous reimbursements. (Details of these items are shown in the statement of expenditures).

Application for state aid apportionments were received from 538 towns including cities and townships. Of this number the 1926 apportionments for 14 towns have been carried over to 1927. Settlement was made with 6 towns where the work was done in 1925.



One hundred and thirty-four (134) towns increased their appropriations in 1926 and applied for state aid under the provisions of Section 21, Chapter 25, R. S. as amended by Section 5, Chapter 258, P. L. 1917, (Five Times Provision). Of this number 84 towns had received additional state aid under the five times provisions in previous years, and 50 towns made appropriation under this provision for the first time.

Eighteen (18) towns made appropriations and applied for state aid under the provisions of Chapter 154, P. L. 1917 as amended by Chapter 157, P. L. 1919 (Three Town Act).

The fund available for state aid road apportionments in 1926 was \$500,000.00 appropriated under the provisions of Section 34 and 36 of Chapter 25, R. S. and 33 $\frac{1}{2}$  per cent of the gasoline tax as provided by Section 4, Chapter 212, P. L. 1925. The amount actually apportioned in anticipation of the gasoline tax was \$738,818.46.

The apportionment of state aid was made as follows:

Apportionments, Sec. 20, Chapter 25, R. S. as amended by Sec. 4, Chap. 258, P.L. 1917	582,900.72
Additional apportionments, Sec. 21, Chap. 25, R. S. as amended by Sec. 5, Chap. 258, P. L. 1917 (5 Times Provision)	\$518,791.36
Apportionments, Chapter 154, P. L. 1917, as amended by Chap. 157, P. L. 1919 (Three Town Act)	\$137,126.38
<b>Total Apportionment of State Aid</b>	<b>\$1,238,818.46</b>
Unexpended balances from state appropria- tions amounting to	\$138,343.13
and town credits amounting to	99.26
were carried forward making a total of	\$1,377,260.85
available from state funds for expenditure in 1926.	

**STATEMENT OF FUNDS AVAILABLE FROM  
STATE AID**

**Apportionments, Expenditures Made and  
Balances for 1926**

Year	Funds Available	Expend.	Unex. Bal.
	1926	1926	Dec. 31, 1926
1917 Unex. Bal.	1.29	-----	\$1.29
1918 " "	0.82	-----	0.82
1919 " "	0.37	-----	0.37
1920 " "	399.00	-----	399.00
1921 " "	798.00	-----	798.00
1922 " "	668.45	\$167.05	501.40
1923 " "	8,182.28	5,106.67	3,075.61
1924 " "	6,250.84	3,696.19	2,554.65
1925 " "	122,042.08	117,851.03	4,191.05
1926 Town Credits	99.26	99.26	-----
1926 Apportionment	1,238,818.46	1,123,446.25	115,372.21
Totals	\$1,377,260.85	\$1,250,366.45	\$126,894.40
Town money paid in			2,633.00
Book Balance Dec. 31, 1926			129,527.40
Limerick Account overdrawn			1.00
State Aid Balance			129,528.40
Special Resolve transfers		\$9,763.02	
Highway Loan transfers		1,016.19	
Total Expenditure in 1926		\$1,261,145.66	

The above expenditures include the following items which represent reimbursements to towns for work done in previous years, transfers to other appropriations, and payments made to cover accounts overdrawn in 1925.

**Reimbursements**

Augusta	Road built in 1925	\$5,210.05
Berwick	" " " 1925	812.52
Morrill	" " " 1925	123.79
Oakland	" " " 1924	853.86
Rockland	" " " 1925	591.28

Seboeis	Bridge built in 1923	372.11
Winthrop	Road built in 1925	5,580.00
Total Reimbursements (Paid from 1926 Apportionments)		<u>\$13,543.61</u>

**Transfers from State Aid to Bridge Loan**

	1926 Funds	1925 Funds	1924 Funds
Carmel	\$1,795.95	708.89	\$238.22
Carthage		798.00	
Stetson	213.05		

**Transfers from State Aid to Highway Loan**

	1926 Funds	1925 Funds	Town
Moose River	\$1,000.00	\$69.31	\$500.00

**Transfers from State Aid to Maintenance and Administration**

	1925 Funds	
New Gloucester	\$754.04	
<b>Totals</b>		
Transfers from 1926 funds		\$3,009.00
Transfers from 1925 funds		2,330.24
Transfers from 1924 funds		<u>238.22</u>

Total Transfers \$5,577.46

Accounts overdrawn in 1925 and paid from 1926 Apportionments:

Biddeford	\$590.44
Limington	76.07

Totals \$666.51

**Summary**

Expenditures from State Aid Apportionments	\$1,250,366.45
Expenditures from Resolve Transfers	9,763.02
Expenditures from Highway Loan Transfers	<u>1,016.19</u>

Total Expenditures State Funds in 1926	\$1,261,145.66
Reimbursements	\$13,543.61
Transfers	5,577.46
Overdrawn Accounts	<u>666.51</u>

Totals 19,787.58

Total Expenditure on State Aid Roads \$1,241,358.08

# SUMMARY OF EXPENDITURES ON STATE AID ROADS

January 1st, 1926 to December 31st, 1926

No. of Towns	Type of Road	Sq. Yds.	L'ngth Miles	Cost of Engi- neering	Cost of Super- vision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid from State Aid Fund	Paid from Other Funds	Total State Aid Paid	Cost per Mile	Cost Sq. Yard
5	Work Done 1925 Paid 1926												
1	Gravel		1.05		16.29	5,877.12	5,893.41	2,309.50	3,583.91		3,583.91	5,612.77	.....
	Bit. Mac. Reconstr.	8,240				11,427.50	11,427.50	9,331.62	2,095.88		2,095.88		1.38
493	Work Done 1926 Paid 1926												
	Gravel		178.36	43.33	12,485.51	1,362,932.62	1,375,461.46	446,131.34	918,550.91	*10,779.21	929,330.12	7,711.71	.....
	Bit. Mac.	77,734	5.86	6,232.81	311.82	187,820.09	194,364.72	74,285.80	120,078.92		120,078.92	33,168.04	2.50
	Concrete	46,616	2.93	1,200.78	666.37	142,933.29	144,800.44	84,245.07	60,555.37		60,555.37	49,419.94	3.11
	Granite Block	33,145	1.79	2,673.93	135.40	162,067.87	164,877.20	67,238.30	97,638.40		97,638.40	92,110.16	4.97
	Bit. Mac. Reconstr.	2,800			23.15	5,312.32	5,335.47	5,335.47					1.90
	Concrete Reconstr.	4,990			121.29	18,957.22	19,078.51	4,558.00	14,520.51		14,520.51		3.82
	Resurfacing				175.38	19,464.49	19,639.87	11,242.77	8,397.10		8,397.10		.....
	Uncompleted Work				68.13	6,152.49	6,220.62	1,200.00	5,020.62		5,020.62		.....
	Miscellaneous				104.11	33.14	137.25		137.25		137.25		.....
528	Totals		189.99	10,150.85	14,107.45	1,922,978.15	1,947,236.45	705,878.37	1,230,578.87	10,779.21	1,241,358.08		.....

1	Town built gravel and concrete	Reimbursement to Towns reported in previous years	\$13,543.61
1	Town built Bituminous Macadam and granite block pavement	Paid accounts overdrawn in 1925	666.51
1	Town built gravel and bituminous macadam reconstruction	Transfers from State Aid to Highway Loan fund	1,069.31
4	Town built gravel and expended part of fund in resurfacing.	Transfers from State Aid to Bridge loan fund	3,754.11
1	Town built gravel with old balances—laid over 1926 fund.	Transfers from State Aid to Maintenance fund	754.04
— 8			
520		Total Expenditure from State Aid funds in 1926	\$1,261,145.66
14	Towns laid over funds for 1927 work.		
3	Towns used entire joint fund for reimbursement.	*Special Resolve Transfers	\$9,763.02
1	Towns transferred entire joint fund to Highway loan fund.	*Highway Loan Transfers	1,016.19
538	Towns Received Apportionments of State Aid from 1926 fund,		

**THIRD CLASS HIGHWAYS****January 1, 1926 to December 31, 1926**

Apportionments from the third class highway fund for 1926 were made to 469 towns. The total amount available for third class highways on April 15, 1926, when the apportionment was made, was \$686,521.40, which was made up as follows: \$14.84 unapportioned balance from 1925, \$400,439.30 from the Mill Tax highway fund, and \$286,067.26 from the gasoline tax accumulated to April 15, 1926.

An over apportionment of \$11.22 was made to the towns making a total apportionment of \$686,532.62 including \$3,149.50 which was apportioned to four towns to cover 1925 apportionment, caused by a mistake in the applications from the towns.

The rate of apportionment was \$42,116 per mile of third class roads.

Unexpended balances from 1925 amounting to \$31,747.10 were carried forward to 1926 and one town reimbursed the state on account of over payment in 1925 amounting to \$4.00. The total amount available for third class expenditure in 1926, therefore, amounted to \$718,283.72.

Of the 469 towns which received apportionments, 445 towns constructed sections of gravel road, one city constructed bituminous macadam, two towns expended their funds for repairs. One town built culvert (apportionment transferred to bridge loan fund) and twenty towns carried work over to 1927. Settlement was made with three towns on account of work constructed in 1925.

The total expenditure on account of third class highways was \$715,085.33; of this amount \$6,686.68 was paid for supervision and \$708,398.65 was expended for labor and material. Against this total expenditure, \$686,063.83 was paid from third class highway funds, \$1,952.36 paid from special resolves and \$27,069.14 was paid by cities and towns.

A total of 106.54 miles was reported in 1926, of which 106.10 miles were constructed with gravel surface and 0.44 miles of bituminous macadam.

**STATEMENT OF EXPENDITURE ON  
THIRD CLASS HIGHWAYS**

**January 1, 1926 to December 31, 1926**

Expended for Supervision		\$6,686.68
Expended for Labor and Material		708,398.65
		<hr/>
Total		\$715,085.33
Paid by State from Third Class Highway Apportionments	\$686,063.83	
Paid by State from Special Re- solve Transfers	1,952.36	
	<hr/>	
Total Payments by State	\$688,016.19	
Paid by Cities and Towns	27,069.14	
	<hr/>	
Total Expenditure on Third Class Highways		\$715,085.33

**STATEMENT OF  
THIRD CLASS HIGHWAY FUND**

**January 1, 1926 to December 31, 1926**

Unapportioned balance from 1925		\$14.84
Available from Mill Tax Highway Fund		400,439.30
Available from gasoline tax (accumulated to Apr. 15, 1926)		286,067.26
Over apportioned Apr. 15, 1926		11.22
		<hr/>
Total amount apportioned		\$686,532.62
Unexpended balance from 1925		31,747.10
Town Credit		4.00
		<hr/>
Total Third Class Fund for 1926		\$718,283.72
Expended for work done in 1925	\$6,718.46	
Expended for work done in 1926	679,345.37	
Transfer to bridge loan fund 1926	6,337.47	
	<hr/>	
Total Expenditure from Third Class Fund		\$692,401.30
		<hr/>
Unexpended balance Dec. 31, 1926		\$25,882.42

## SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1st, 1926 to December 31st, 1926

No. of Towns	Type of Road	Length Miles	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Third Class Fund	Paid by State Special Resolves	Total State Aid Paid	Cost per Mile
3	Work Done 1925 Paid 1926									
	Gravel . . . . .	0.93	\$16.26	\$6,920.77	\$6,937.03	\$218.57	\$6,718.46		\$6,718.46	\$7,459.17
445	Work Done 1926 Paid 1926									
	Gravel . . . . .	105.17	6,614.24	682,424.05	689,038.29	13,462.31	673,623.62	\$1,952.36	675,575.98	6,551.66
1	Bituminous Macadam . . . . .	0.44	7.70	19,004.31	19,012.01	13,388.26	5,623.75		5,623.75	43,209.11
2	Repairs . . . . .		3.00	49.52	52.52		52.52		52.52	
	Miscellaneous . . . . .		45.48		45.48		45.48		45.48	
448	Totals . . . . .	106.54	\$6,686.68	\$708,398.65	\$715,085.33	\$27,069.14	\$686,063.83	\$1,952.36	\$688,016.19	

STATE HIGHWAY COMMISSION

1 The 1925 and 1926 Third Class Fund for Windham transferred to bridge loan fund . . . . . \$6,337.47

Total State Expenditures . . . . . 694,353.66

Paid by Special Resolve Transfers . . . . . 1,952.36

Total Expenditures from Third Class fund for 1926 . . . . . \$692,401.30

20 Towns work laid over to 1927

469 Towns received apportionment in 1926

**SPECIAL RESOLVES****January 1, 1926 to December 31, 1926**

The work under special resolves in 1926 included the construction of 15.09 miles of gravel road, and general repair work on highways, bridges and ferries provided for under the terms of the resolves.

The total expenditure on account of this work amounted to \$101,838.28. Of this amount \$82,458.06 was paid from state appropriations and \$19,380.22 was paid by towns.

Of the total expenditure, \$1,140.51 was paid for supervision, and \$100,697.77 was expended for labor and material.

In addition to the above expenditures, \$9,763.02 was transferred and expended with state aid funds; \$1,952.36 was transferred and expended with third class funds; \$1,000.00 was transferred and used in the construction of a bridge; \$11.98 was transferred to the maintenance account; \$7,714.70 was expended in reimbursing towns for work previously done. Making a total expenditure in 1926 of \$102,900.12 from state appropriation under terms of special resolve.



STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS INCLUDING  
 APPORTIONMENTS FROM STATE CONTINGENT FUND

Expenditures January 1st, 1926 to December 31st, 1926 and Balances on December 31st, 1926

	Appropriations	Expenditures	Balances
Chapter 118 Resolve 1919 (Madawaska Bridge).....	\$3,320.00	\$347.85	\$2,972.15
Chapter 168 Resolve 1921 (Molunkus ).....	31.57	31.00	.57
Chapter 172 Resolve 1921 (Wiscasset-Edgecomb Bridge).....	290.29		290.29
Chapter 50 Resolve 1923 (Howland-Enfield Bridge).....	2,309.86		2,309.86
Chapter 133 Resolve 1923 (Road Resolves).....	3,626.78 (Lapsed 8.54)	881.77	2,696.47
Chapter 107 Resolve 1925 (Norridgewock-Van Buren Bridges).....	1,520.83	3.80	1,517.03
Chapter 122 Resolve 1925 (Road Resolves).....	7,232.11 (Lapsed 52.67)	5,671.81	1,507.63
Contingent Fund Council Order No. 647 1920 (Mattawamkeag Bridge).....	27.71		27.71
Contingent Fund Council Order No. 648 1921 (Van Buren Bridge).....	7.18		7.18
Contingent Council Fund Order No. 433 1921 (Howland-Enfield Bridge).....	307.38		307.38
Subscription Funds on deposit with State.....	1,000.00		1,000.00
Town Funds on deposit with State.....	716.50	471.68	244.82
<b>Total Funds available January 1, 1926.....</b>	<b>\$20,390.21</b>		
Balances Lapsed July 1, 1926, Chap. 133, Res. 1923.....		48.54	
Balances Lapsed July 1, 1926, Chap. 122 Res. 1925.....	101.21	52.67	
<b>Balances available for Expenditure in 1926.....</b>	<b>\$20,289.00</b>		
Chapter 122 Resolve 1925 (Available 1926-1927).....	100,000.00	95,492.21	4,507.79
<b>Total Available funds for 1926.....</b>	<b>\$120,289.00</b>	<b>\$102,900.12</b>	<b>\$17,388.88</b>

STATE HIGHWAY COMMISSION

# TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

Expenditures January 1st, 1926 to December 31st, 1926

Items	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State 1925 Resolves	Paid by State 1923 Resolves	Paid by State 1921 Resolves	Paid by State 1919 Resolves	Paid by State Town Balance	Total Paid by State	Total Miles Constructed	Cost per Mile
Road Construction	\$687.30	\$79,950.87	\$80,638.17	\$15,716.29	\$64,303.35	618.53				\$64,921.88	\$15.09	\$5,343.82
Road Repairs.....	159.91	14,163.09	14,323.00	2,061.17	11,980.22	250.61	\$31.00			12,261.83		
Road Laid Overs..	125.77		125.77		120.59				\$5.18	125.77		
Bridge Construction		1,000.00	1,000.00		1,000.00					1,000.00		
Bridge Repairs.....	151.75	3,959.45	4,111.20	918.37	2,844.98			347.85		3,192.83		
Bridge Laid Overs.	5.75		5.75		5.75					5.75		
Ferry Repairs.....	10.03	1,624.36	1,634.39	684.39	950.00					950.00		
<b>Totals .....</b>	<b>\$1,140.51</b>	<b>\$100,697.77</b>	<b>\$101,838.28</b>	<b>\$19,380.22</b>	<b>\$81,204.89</b>	<b>\$869.14</b>	<b>\$31.00</b>	<b>\$347.85</b>	<b>\$5.18</b>	<b>\$82,458.06</b>		
Special Resolves transferred paid with State Aid.....					\$9,763.02					\$9,763.02		
Special Resolves transferred paid with Third Class.....					1,951.71	0.65				1,952.36		
Special Resolves transferred paid with Bridge Loan Funds.....					1,000.00					1,000.00		
Special Resolves transferred paid with Maintenance Funds.....						11.98				11.98		
Reimbursements to towns (Work reported in 1925).....					7,248.20					7,248.20		
Reimbursements to towns (Expenditure in 1926).....									\$466.50	466.50		
<b>Total Expenditures from Resolve Appropriations.....</b>					<b>\$101,167.82</b>	<b>\$881.77</b>	<b>\$31.00</b>	<b>\$347.85</b>	<b>\$471.68</b>	<b>\$102,900.12</b>		

## GENERAL SUMMARY

Expenditures on State Aid Highways—Third Class Highways—Special Resolves  
January 1st, 1926 to December 31st, 1926

STATE HIGHWAY COMMISSION

Items	Cost of Engi- neering	Cost of Super- vision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State	Length Miles
State Aid Highways.....	\$10,150.85	\$14,107.45	\$1,922,978.15	\$1,947,236.45	\$705,878.37	\$1,241,358.08	189.99
Third Class Highways.....		6,686.68	708,398.65	715,085.33	27,069.14	688,016.19	106.54
Special Resolves.....		1,140.51	100,697.77	101,838.28	19,380.22	82,458.06	15.09
<b>Totals.....</b>	<b>\$10,150.85</b>	<b>\$21,934.64</b>	<b>\$2,732,074.57</b>	<b>\$2,764,160.06</b>	<b>\$752,327.73</b>	<b>\$2,011,832.33</b>	<b>311.62</b>

**1926 REPORT****STATE AND COUNTY AID BRIDGE  
CONSTRUCTION**

In the year 1926 bridge construction work under the provisions of the State and County Aid law increased about fifty per cent over that of the preceding year, both in number of bridges constructed and in total cost. Funds for the State's portion of the cost were obtained from the proceeds of the bond issue authorized by the 1925 legislature and approved by referendum vote later in that year. Of the total amount of \$3,000,000 authorized, bonds to the value of \$625,000 have been issued up to the end of 1926.

At the beginning of 1926 there were eighty-eight petitions on file which were continued from previous years and during the year seventy-three new petitions were received. Forty-seven bridges have been placed under construction, six petitions have been discontinued, and one hundred and eight are being carried over to 1927.

The work undertaken in 1926 is as follows:

Town and County	Contractor	Est. Cost	Description
Alton..... Penobscot....	Force Account.....	\$8,600	Pushaw Bridge; seven wood stringer spans; total length between abutments 103 ft.; pile bents, old stone abutments raised with stone masonry; 20 ft. roadway.
A. R. 7..... Penobscot....	McCabe & Giovannini.....	\$49,500	Schoodic Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments on concrete base slab with pile foundation; remainder of distance filled; 20 ft. roadway.
Avon..... Franklin.....	O. B. Frost Co.....	\$10,000	Avon Corner Bridge; concrete slab span, clear span length 15 ft. on center line of road, 32 degree skew; old stone abutments underpinned, faced, capped and extended with concrete; concrete paving on stream bed; bridge 38 ft. 11 in. wide, providing for 21 ft. roadway on fill.
Avon..... Franklin.....	O. B. Frost Co.....	\$10,400	Cates Bridge; concrete T-beam span, clear span length 31 ft. 11 in. on center line of road, 20 degree skew; concrete abutments; 20 ft. roadway.
Barnard Plantation.. Piscataquis...	Force Account.....	\$11,900	Bear Brook Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 20 ft. roadway.
Bethel..... Oxford.....	Force Account.....	\$13,100	Upper Mill Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; 20 ft. roadway.
Blue Hill..... Hancock.....	Cyr Bros. Co.....	\$5,000	Mill Island Bridge; stone box culvert 4 ft. by 4 ft. under about 8 ft. fill; stone retaining walls; 21 ft. roadway.
Blue Hill..... Hancock.....	Cyr Bros. Co.....	\$41,100	Blue Hill Falls Bridge; concrete bowstring truss span, clear span length 100 ft.; stone faced concrete abutments; stone retaining walls; 20 ft. roadway.
Cornish..... York.....	Force Account.....	\$5,500	Little River Bridge; concrete slab span, clear span length 10 ft.; stone abutments; 20 ft. roadway.
Denmark..... Oxford.....	Force Account.....	\$2,450	Benton Bridge; concrete slab span; clear span length 8 ft.; old stone abutments repaired and capped with concrete; 20 ft. roadway.
Elliottsville Plt..... Piscataquis...	Edmond Cyr & Co.....	\$18,600	Wilson Bridge; 2 concrete T-beam spans, clear span length 45 ft. each; concrete abutments and pier; 18 ft. roadway.
Fairfield.....	Burpee Const. Co.....	\$51,200	Good Will Farm Bridge; concrete T-beam span, clear span length 50 ft.; concrete abutments; 20 ft. roadway, 5 ft. sidewalk.

Town and County	Contractor	Est. Cost	Description
Flagstaff Plantation.. Bigelow Pl..... Somerset.....	Force Account.....	\$7,500	Flagstaff Bridge; 9 wood stringer spans; total length about 105 ft.; one wood truss span, 61 ft. 8 in. c. to c. bearings; 7 pile bents, old abutments and two old stone piers repaired; 16 ft. roadway.
Gardiner..... Kennebec.....	Stewart & Williams..	\$46,000	Winter Street Bridge; concrete T-beam span, clear span length 50 ft.; remainder of distance filled; concrete abutments; 30 ft. roadway, 5 ft. sidewalk.
Grand Lake Str. Pl..	Force Account.....	\$1,000	Canal Bridge; concrete slab span, clear span length 4 ft.; stone abutments; slab 40 ft. wide, providing 21 ft. roadway on fill.
Greenwood..... Oxford.....	Force Account.....	\$8,900	Johnny's Bridge; concrete box culvert 11 ft. by 6 ft.; concrete retaining walls to connect with old stone retaining walls; 20 ft. roadway.
Harpwell..... Cumberland..	F. W. Carleton.....	\$112,400	Bailey Island Bridge; concrete T-beam span, clear span length 52 ft. on center line of roadway, 15 degree skew; stone abutments; about 1040 ft. causeway, of quarried stone laid in open construction; 18 ft. roadway.
Kittery..... York.....	Force Account.....	\$29,300	Old Mill Bridge; 2 concrete slab spans, clear span length 15 ft. each; stone abutments and pier; stone paving on floor; entire structure on pile foundation, spaces between piles filled to form a dam with crest between high and low tide elevations; 40 ft. roadway.
Leeds..... Androscoggin	The United Constr. Co. O. B. Frost Co.....	\$49,500	Foss Bridge; steel bridge with concrete floor, truss span 180 ft. c. to c. bearings; concrete abutments, pile foundation; 20 ft. roadway.
Lisbon..... Androscoggin.	Ring Constr. Co. ....	\$17,800	Lisbon Center Bridge; 2 concrete T-beam spans, clear span length 29 ft. each; concrete abutments, pier, and retaining walls; 20 ft. roadway, 5 ft. sidewalk.
Lisbon-Bowdoin.... Androscoggin Sagadahoc....	Hector J. Cyr & Co..	\$8,100	Cox Bridge; concrete T-beam span, clear span length 23 ft.; one new concrete abutment, one old stone abutment underpinned, jacketed and capped with concrete, stone retaining walls; 20 ft. roadway.
Milo..... Piscataquis...	Cyr Bros. Co.....	\$62,400	Old Toll Bridge; 5 concrete T-beam spans, clear span length 45 ft. each, on center line of roadway, 19 degree skew; concrete abutments and piers; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Moro Plantation . . . . Aroostook . . . .	Hector J. Cyr & Co..	\$16,150	Tucker Bridge; 2 concrete T-beam spans, clear span length 25 ft. each; concrete abutments and pier; 20 ft. roadway.
Naples . . . . . Cumberland ..	Force Account . . . . .	\$4,500	Songo Lock Draw Bridge; old swing span, formerly at Naples Bay, repaired and re-erected, total length about 56 ft., channel opening 35 ft., 5 in.; new wooden crib pier and stone abutments with concrete cap; 13 ft. roadway.
New Canada Pl. . . . . Aroostook . . . . .	Force Account . . . . .	\$6,700	Daigle Lake Bridge; concrete slab span, clear span length 6 ft.; concrete abutments; 20 ft. roadway.
New Portland . . . . . Somerset . . . . .	Ulric Metivier . . . . .	\$11,200	Butler Bridge; 2 concrete slab spans, clear span length 15 ft. each; concrete abutments and pier; 20 ft. roadway.
New Portland . . . . . Somerset . . . . .	Ulric Metivier . . . . .	\$12,350	Great Works Bridge; concrete T-beam span, clear span length 35 ft.; concrete abutments; wood stringer span, 11 ft. clear, on wood crib abutments built over log sluice; 20 ft. roadway.
Norridgewock . . . . . Somerset . . . . .	Edmond Cyr & Co..	\$19,450	Main Street Bridge; concrete slab span, clear span length 19 ft. 5 in.; old stone abutments capped and extended with concrete, concrete retaining walls on downstream side, old stone retaining walls on upstream side capped with concrete; 49 ft. 3 in. roadway, two 8-ft. sidewalks.
Northport . . . . . Waldo . . . . .	Force Account . . . . .	\$2,330	Kelley Cove Bridge; concrete slab span, clear span length 6 ft.; stone abutments; 20 ft. roadway.
North Yarmouth . . . . . Cumberland ..	Force Account . . . . .	\$22,300	Hayes Bridge; concrete T-beam span, clear span length 45 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Orland . . . . . Hancock . . . . .	Green & Wilson . . . . .	\$6,250	Toddy Pond Bridge; concrete slab span; clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Orneville . . . . . Piscataquis . . . . .	Force Account . . . . .	\$4,100	Badger Bridge; concrete slab span, clear span length 17 ft.; one old stone abutment capped and extended with concrete wings of one old concrete abutment jacketed; 20 ft. roadway.
Paris . . . . . Oxford . . . . .	Edmond Cyr & Co..	\$52,400	Park Street Bridge; 2 concrete T-beam spans, clear span length 45 ft. each, on center line of roadway, 7 degree skew; concrete abutments and pier; pile foundation; 20 ft. roadway; 5 ft. sidewalk.

Town and County	Contractor	Est. Cost	Description
Paris..... Oxford.....	Ulric Metivier.....	\$5,800	Saw Mill Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 20 ft. roadway.
Paris..... Oxford.....	Ulric Metivier.....	\$4,250	Stones Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Paris..... Oxford.....	Force Account.....	\$21,200	West Paris Bridge; 3 concrete slab spans, clear span length 19 ft., 20 ft., 19 ft.; concrete piers, one old stone abutment capped with concrete; other old stone abutment jacketed capped and extended with concrete, concrete retaining wall; 20 ft. roadway, 5 ft. sidewalk.
Pittsfield..... Somerset.....	Smith & Tweedie....	\$7,350	Farnham Brook Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 20 ft. roadway.
Pittsfield..... Somerset.....	Smith & Tweedie....	\$4,500	Spring Road Bridge; concrete slab span, clear span length 10 ft.; stone abutments with concrete caps; 20 ft. roadway.
Randolph-Pittston... Kennebec.....	O. B. Frost Co.....	\$31,200	Togus Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Readfield..... Kennebec.....	Town of Readfield...	\$3,850	Handy Brook Bridge; concrete slab span, clear span length 4 ft.; old stone abutments underpinned, jacketed and capped with concrete, one new concrete wing; slab 27 ft. 9 in. wide, providing 21 ft. roadway on fill.
Searsmont..... Waldo.....	Green & Wilson.....	\$13,600	Woodman's Mill Bridge; 2 concrete slab spans, clear span length 15 ft. each; concrete abutments; 20 ft. roadway.
Sebago..... Cumberland...	Force Account.....	\$300	Sanborn Bridge; stone slab span, clear span length about 4 ft.; stone abutments, work consisted in rebuilding about one-half of structure; about 25 ft. roadway.
Sebago..... Cumberland...	Force Account.....	\$350	Fitch Bridge; stone slab span, clear span length about 6 ft.; stone abutments; work consisted in extending bridge about eight feet and general repairs to old abutments.
Stetson..... Penobscot....	Smith & Tweedie....	\$5,450	Mill Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway, 4 ft. sidewalk.
Thorndike..... Waldo.....	Force Account.....	\$23,300	Sayward Bridge; concrete T-beam span, clear span length 45 ft.; concrete abutments; 20 ft. roadway.



Town and County	Contractor	Est. Cost	Description
Weld..... Franklin.....	Force Account.....	\$10,000	Weld Bridge; concrete T-beam span, clear span length 40 ft. on center line of roadway, 28 degree skew; stone and concrete abutments; 20 ft. roadway, 5 ft. sidewalk.
Windham..... Cumberland..	Stewart & Williams..	\$5,500 (bridge portion)	Gilbert Small Bridge; concrete box culvert 6 ft. by 6 ft. under about 30 ft. fill; culvert 108 ft. 5 in. wide providing 21 ft. roadway on fill; new location.

The following table shows the bridge accounts closed during 1926; with the final cost and distribution of cost between State, County and Town.

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Athens....	Som.....	Wesserrunsett...	\$18,062.96	\$8,453.46	\$5,418.89	\$4,190.61
Benton....	Ken.....	Bowman.....	5,021.52	1,365.85	1,506.46	2,149.21
Bethel....	Oxf.....	Alder River.....	9,297.32	3,198.28	2,789.20	3,309.84
Bethel....	Oxf.....	Upper Mill.....	6,078.57	2,091.03	1,823.57	2,163.97
Bethel....	Oxf.....	Lower Mill.....	10,450.26	3,594.89	3,135.08	3,720.29
Bridgton...	Cum....	Pondicherry....	10,071.90	2,830.20	3,021.57	4,220.13
Bridgton...	Cum....	Tannery.....	5,083.97	1,428.60	1,525.19	2,130.18
Carmel....	Pen.....	Norton.....	11,463.30	4,539.47	3,438.99	3,484.84
Limington..	York....	Nason.....	9,806.81	2,625.00	2,250.00	2,625.00
Mechanic Falls....	And.....	Pumping Station	11,764.58	3,552.90	3,529.38	4,682.30
Mt. Desert.	Han.....	Richardson Brook.....	7,390.38	1,847.60	2,217.11	3,325.67
Newfield-Shapleigh	York...	Meeting House..	8,232.59	**	2,469.78	N 648.72 S **
Newfield...	York...	Moultons Mill..	4,254.77	2,072.07	1,276.43	906.27
Newfield...	York....	Long.....	6,321.56	3,078.60	1,896.47	1,346.49
Newry....	Oxf.....	Great Brook....	5,581.85	2,411.36	1,674.55	1,495.94
Newry....	Oxf.....	Wight Brook....	7,579.20	3,274.21	2,273.76	2,031.23
Otisfield...	Cum....	Sargent.....	2,723.59	876.99	817.08	1,029.52
Otisfield...	Cum....	East Otisfield..	2,631.44	847.32	789.43	994.69
Otisfield...	Cum....	Stone's.....	118.16	38.05	35.45	44.66
Poland....	And.....	Manley Burnham....	2,218.61	554.65	665.58	998.38
Rumford...	Oxf.....	Coffin Brook....	6,259.84	1,564.96	1,877.95	2,816.93
Saco.....	York....	Springs Island..	5,601.07	1,400.27	1,680.32	2,520.48
Washburn..	Aroos..	Bridge Street..	17,229.85	5,823.69	5,168.95	6,237.21

\*\$2,306.81 paid by Western Maine Power Company. In addition this company paid greater part of cost of construction of substructure and concrete floor slab.

\*\*Division of balance of cost between State and Town of Shapleigh cannot be determined until Austin Bridge in Shapleigh is completed.

\*\*\*Does not include cost of superstructure, paid by State from gasoline tax.

The total net expenditure for State and County aid bridge construction in 1926, including expenditures from special resolves from the Bridge Loan Fund was \$887,225.53, of which \$47,759.69 was for engineering, advertising and inspection, and \$839,465.84 for labor and material.

A report of special resolves from the Bridge Loan Fund follows:

### 1923 Resolves

Bucksport-Verona Bridge, \$40,000.00. Work described in 1924 and 1925 reports. Final cost, \$33,873.82.

Naples, Chute River Bridge; Parsonsfield, Canal Bridge; Parsonsfield-Porter, Kezar Falls Bridge. Applied as towns portions of cost of bridge under State and County aid law. Accounts not closed in 1926.

Vanceboro-St. Croix International Bridge, \$17,500.00. Expenditures to Jan. 1, 1927, \$269.24.

### 1925 Resolves

Fairfield, Martin Stream Bridge; Orland, Toddy Pond Bridge; Blue Hill, two bridges. Applied as part of towns portions of cost of bridge under State and County aid law. Accounts not closed in 1926. Description of work is given in another part of this report.

Surry, Young's Bridge. Work will probably be started in 1927, with resolve money applied as part of town's portion of cost of bridge.

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The following amounts were expended in 1926 by the Bridge Division for maintenance of bridges under the provisions of the gasoline tax bill.

Calais—St. Stephens Bridge	\$1,459.58
Hamlin Pl.—Hammond Brook Bridge	9.24 Cr.
Houlton—Moose Brook Bridge	6.16 Cr.
Merrill—Cold Brook Bridge	745.00
Rumford—Coffin Brook Bridge	1,317.90
Van Buren—St. Leonards Bridge	163.58
Woodstock—Meadow Bridge	858.40
	<hr/>
	\$4,529.06

**MAINTENANCE WORK FOR 1926**

Maintenance work during 1926 was performed generally by patrol maintenance. 495 patrolmen were employed in caring for 4,610.57 miles of road in 488 towns. Of this mileage 1,301.85 miles was improved State Highway, 1,533.97 miles was improved State Aid Highway and the balance or 1,774.75 miles was unimproved road. There was also maintained by special arrangement with the towns 247.25 miles of improved state aid road.

A total expenditure for labor and material of \$1,706,852.71 was made on this work, including \$20,704.94 furnished by the state for road machine work. The state also furnished supervision and inspection for the work amounting to \$32,261.84 making the total gross expenditure chargeable to maintenance of \$1,759,819.49. Of this amount, the state furnished \$1,509,439.21 and the cities and towns furnished \$250,380.28. The average expenditure per mile was \$381.69.

On the 1,301.85 miles of improved state highway, the expenditure for labor and material and supervision was \$1,167,025.73 or an average expenditure per mile of \$896.44. The expenditure on the 3,308.72 miles of other road under patrol was for labor, material, and supervision, \$592,793.76 or an average expenditure per mile of \$179.16.

Expenditure for Reconstruction on State Highways in 1926—\$216,337.40. (Not included in above).