

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

Fifteenth Annual Report

of the

State Highway Commission

of the

State of Maine

From January 1, 1927 to December 31, 1927

STATE OF MAINE
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 fifteenth annual report
of the State Highway Commission from January 1, 1927,
to December 31, 1927.

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

MAINE STATE HIGHWAY COMMISSION

Financial Statement

January 1-December 31, 1927

MAINTENANCE AND ADMINISTRATION

Credits

Balance January 1, 1927	\$313,882.24
Receipts Auto Fees	1,743,540.79
Receipts Auto Fines	28,392.15
Receipts Gasoline Tax (3c)	328,430.67
Receipts Gasoline Tax (4c)	8,591.17
Permit to open Highways	1,080.64
Adjustment on Guard Rail damages	443.32
Rent of Land and Buildings	99.66
Calcium Chloride and Gravel sold	465.17
Wire Guard sold	65.00
Lumber sold	2.02
Tar Account	5,336.46
Calcium Chloride Account	485.26
Tent Account	228.00
Transfer from State Aid Construction	710.56
Transfer from Highway Loan	506.74
Transfer from Bath State Ferry	48,000.00
Transfer from Reconstruction	110,000.00
Patrol Maintenance deposited for 1926	1,187.91
Patrol Maintenance deposited for 1927	244,129.47
Patrol Maintenance overpaid for 1926	50.00
Patrol Maintenance not deposited for 1925-1926	390.65
Patrol Maintenance not deposited for 1927	1,963.97
State Police balance 1926 lapsed to Maintenance	20.69
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	\$2,838,002.54

Expenditures

Administration

Salary of Commissioners	\$3,000.00
Salary of Chief Engineer	5,975.79
Salary of Secretary to Commission	300.00

Salary of Assistants	16,660.00
Salary of Clerks	18,986.33
Salary of Engineers	6,111.83
Expenses of Commissioners	4,539.95
Expenses of Chief Engineer	1,620.80
Expenses of Assistants	6,794.94
Expenses and Wages of Supervisors	2,811.98
Office Furniture	1,220.46
Stationery and Supplies	2,045.09
Telephone and Telegraph	4,538.76
General Printing	7,255.95
Incidental Expense	952.61
Postage	3,081.97
Commissioners' Automobile	838.23
State Line Survey	38.88
State Aid Survey	431.68
Special Agent	252.59
	<hr/>
	\$87,457.84
Credit not deductible	626.99
	<hr/>
	\$86,830.85

AUTOMOBILE REGISTRATION BUREAU

Salary of Clerks	\$46,589.85
Traveling Expenses	6,615.86
Cost of Plates	31,857.52
Postage	15,531.30
Trucking, Freight and Express	483.51
Furniture and Equipment	772.20
Stationery and Supplies	11,792.17
Advertising	259.36
Sheriffs' Fees and Legal Services	141.66
Telephone and Telegraph	542.70
Miscellaneous	221.79
	<hr/>
	\$114,807.92
Less check to James A. Gray, cancelled	92.55
	<hr/>
	\$114,715.37

MAINTENANCE

Traffic Census	\$824.00	
Danger Signs	34,995.34	
Marker Account	1,157.63	
Piscataqua River Bridge	7,919.72	
Loadometers	2,656.29	
Snow Removal	360.67	
Fair Account	575.18	
Repair of Bridges (Gas Tax)	7,637.86	
Refund of Auto Fines	2,031.00	
		\$58,157.69
State Highway—Improved	\$1,174,827.58	
State Highway—Unimproved	50,993.78	
State Aid Highway—Improved	424,432.30	
State Aid Highway—Unimproved	91,300.85	
Section 17	8,343.19	
		\$1,749,897.70
Patrol expended by State but not paid by towns		2,354.62
*Reconstruction		4,770.76
State Police 1926 bills paid		18.40
Transfer to Reconstruction Fund C.O. 649		100,000.00
Transfer to State Aid Construction C.O.562		218,000.00
Transfer to Public Utility Commission Chap. 204, P. L. 1927		10,000.00
Transfer to Accrued Interest		69,906.65
Transfer to Compensation for Injuries C.O. 611		15,000.00
Transfer to Highway Loan Fund		350,000.00
Balance to January 1, 1928		58,350.50
		\$2,838,002.54

*Detail of Expenditure shown under regular Reconstruction Account.

IMPROVEMENT STATE ROADS J. F.**Credits**

Balance January 1, 1927	\$3,213.55
Receipts Gasoline Tax (3c)	656,760.98
Receipts Gasoline Tax (4c)	11,454.90
Appropriation 1927	500,000.00
Transfer from Auto Fees C.O. 562	218,000.00
Receipts, cities and towns	752,646.06
Cities and towns appropriation expended under direction of State Highway Com- mission	116,475.56
Transfer from Special Resolves	11,257.03
Miscellaneous Transfers	3,665.76
Balance overdrawn to January 1, 1928	121,558.36
	<hr/>
	\$2,395,032.20

Expenditures

Supervision and Inspection	\$24,645.49
Labor and Material	2,319,709.06
Reimbursements	20,505.00
Transfer to Third Class	5,000.00
Transfer to Compensation for Injuries	22,539.65
Town money paid in 1926, expended in 1927	2,633.00
	<hr/>
	\$2,395,032.20

HIGHWAY LOAN FUND**Credits**

Balance January 1, 1927	\$458,982.04
Transfer Surplus Fund C.O. 1084	350,000.00
Federal Aid Received:	
"A" Kittery 83-A	\$5,433.22
"F" Jay 96-A	29,250.71
"F" Strong-Avon 97-A	31,012.88
"F" Livermore 81	6,725.77
"J" Greenville 88-A	14,407.06

"J"	Shirley 88-B	33,095.19	
"K"	Fort Fairfield 90-A	27,612.86	
	Caribou 92-A	23,236.21	
	Connor 92-B	3,015.40	
"L"	Winterport 84-C	29,584.97	
	Hampden 84-D	34,275.00	
"N"	Edmunds 76-B	19,452.18	
	Gouldsboro 98-B	9,106.39	
	Steuben 98-A	36,481.07	
	Calais 100-A	28,560.00	
"O"	Peru 89-A	7,494.42	
	Gilead 94-A	25,000.38	
"S"	Paris 93-A	56,327.57	
"X"	Bangor 85	37,364.35	
"Y"	Bucksport 91-A	16,363.23	
			\$473,798.86
	Received from Electric Railroad		388.08
	State Aid transferred—Lebanon		1,650.00
	State Aid transferred—Albion		1,584.90
	State Aid transferred—Jefferson		1,717.26
	Reconstruction Fund		10,963.20
	Special Resolve—Standish		1,500.00
	Credits not deductible (cancel checks, culverts)		2,595.91
	Transfer Motor Transport and Equipment		91,731.97
			<u>\$1,394,912.22</u>

Expenditures

Surveys	\$9,945.34
Plans and Computations	7,864.31
Advertising	622.98
Engineering and Inspection	56,164.60
General Expense and Right of Way	8,945.85
Labor and Material	1,241,800.29
Expense of issuing Bonds	275.45
Chap. 201, Res. 1927, Claim H. A. Day	7,500.00
Chap. 224, Res. 1927, claim Chas. M. Hughes	8,000.00
Transfer to Compensation for Injuries	2,625.00
Balance to January 1, 1928	51,168.40
	<u>\$1,394,912.22</u>

RECONSTRUCTION FUND**Credits**

Balance to January 1, 1927		\$124,063.40
Receipts Gasoline Tax (3c)		656,760.98
Receipts Gasoline Tax (4c)		20,046.10
Receipts Federal Aid;		
Dedham	\$17,475.00	
Ellsworth	7,441.87	
Kennebunk	7,399.71	
Kittery-York	30,047.43	
North Kennebunkport	43,111.79	
Rockland-Rockport	25,935.87	
York	8,691.48	
York	18,271.49	
		<hr/>
		158,374.64
Miscellaneous credits not deductible		34.50
Paid out of Maintenance Fund		4,770.76
Transfer from Surplus Fund		150,000.00
Transfer from Maintenance		100,000.00
		<hr/>
		\$1,214,050.38

Expenditures

Surveys and Plans		\$9,179.39
Engineering and Inspection		24,697.51
Labor and Material		897,892.77
Transfer to Highway Loan		10,963.20
Transfer to Maintenance (1926 Loan)		110,000.00
Balance to January 1, 1928		161,317.51
		<hr/>
		\$1,214,050.38

BRIDGE LOAN FUND**Credits**

Balance January 1, 1927		\$201,598.01
Received from sale of Bonds		506,330.00
Transferred from State Aid		
Williamsburg	\$1,350.00	
Township A R 7	3,171.22	
		4,521.22
Transferred from Highway Loan Fund		
Greenbush	7,406.88	
Raymond	3,932.18	
Bangor	326.28	
		11,665.34
Transferred from Third Class Highway Fund		
Detroit	191.60	
Windham	3,172.82	
		3,364.42
Transferred from Maintenance and Administration (Bridge Repair—Gasoline Tax)		7,637.86
Received from Bangor Hydro-Electric Co.		
Hampden		500.00
Received from Counties		203,555.40
Received from Cities and Towns		188,478.23
		<u>\$1,127,650.48</u>

Expenditures

Engineering, advertising and inspection		\$66,779.43
Labor and Material		774,732.33
Temporary Charges for Bridge Repairs		
Engineering and Inspection	\$668.06	
Labor and Material	11,539.67	
		12,207.73
Temporary Charges to Highway Loan Fund		11,665.34
Transferred to Compensation for Injuries		2,250.00
Paid town of Leeds, Special Resolve		3,500.00
Refunds to Counties		22,918.90
Refunds to Cities and Towns		15,543.47
Balance to January 1, 1928		218,053.28
		<u>\$1,127,650.48</u>

THIRD CLASS HIGHWAY FUND**Credits**

Balance January 1, 1927	\$292,646.73
Appropriation 1927	374,938.30
Receipts Gasoline Tax (3c)	328,430.65
Receipts Gasoline Tax (4c)	5,727.45
Transfer from State Aid	5,000.00
Transfer from Special Resolves	5,019.03
Subscription from J. S. Rich—Albany	1,395.43
City and Town Contributions	16,854.62
Reimbursement overpayment—Mt. Desert	8.00
	<hr/>
	\$1,030,020.21

Expenditures

Supervision and Inspection	\$7,057.28
Labor and Material	700,986.41
Transferred to Compensation for Injuries	10,201.77
Balance to January 1, 1928	311,774.75
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\$1,030,020.21

SPECIAL RESOLVES**Credits**

Balance January 1, 1927, (Resolves 1921-22-23-24)	\$9,856.43
Balance January 1, 1927 (Resolves 1925-26)	7,532.45
Appropriation 1927 Chap. 252 Resolves	150,000.00
Appropriation Immigration Building, Chap. 220 Resolves	5,500.00
Appropriation Deer Isle, Chap. 112 P. & S.	15,000.00
Appropriation West Gardiner, Chap. 256, Resolves	1,000.00
Appropriation Greenville—Long Pond Chap. 163, Resolves	25,000.00
Appropriation Eustis—Woburn, Chap. 158 Resolves	15,000.00
Receipts, Subscriptions on account Eustis-Woburn	30,000.00
City and Town Contributions paid in	7,720.20
City and Town Contributions under direction State Highway Commission	15,131.74

Received from Canadian Government one-half cost repairs of Bridge	173.92
Transfer—Cushing Resolve	1,000.00

\$282,914.74

Expenditures

Supervision and Inspection	\$3,806.68
Labor and Material	170,120.41
Reimbursement to Towns	1,267.63
Transfer to Third Class	5,019.03
Lapsed to Mill Tax Fund	21.90
Transferred to State Aid	11,257.03
Immigration Building (not reported above)	1,312.31
Transfer to Highway Loan	1,500.00
Balance to January 1, 1928 (Old Resolves)	14,215.14
Balance to January 1, 1928 (New Resolves)	74,394.61

\$282,914.74

MOTOR TRANSPORT AND EQUIPMENT

Credits

Balance January 1, 1927	\$130,829.86
Receipts from Rental Trucks and Equipment	427,878.19
Transfer 1926 work to Maintenance	18,364.53
Transfer 1927 Paint Account to Maintenance	10,886.28
Credits made in error (to be transferred in 1928)	1,418.21
Miscellaneous credits on stock and parts sold	11,036.05

\$600,413.12

Expenditures

New Equipment	\$60,269.39
Gasoline	66,217.70
Oil	15,619.50
Grease	1,619.30
Kerosene	798.87
Alcohol	32.35
Labor	78,922.99
Stock, tools, parts, etc.	131,157.73
Transfer to Highway Loan Account	91,731.97
Balance to January 1, 1928	154,043.32

\$600,413.12

BATH STATE FERRY**Detail of ticket sales January 1—November 15, 1927**

	Number Sold	Rate	Amount
Single passenger Fare	W218837	\$0.05	\$10,941.85
	B219723		10,986.15
Passenger Ticket (12 Trips)	W 105	.60	63.00
	B 74		44.40
One Horse Team, etc.	W 1068	.15	160.20
	B 658		98.70
	W 492	.25	123.00
	B 263		65.75
Two Horse Team	W 220	.20	44.00
	B 113		22.60
	W 92	.35	32.20
	B 51		17.85
Automobile or Light Truck	W 71635	.50	35,817.50
	B 79098		39,549.00
Auto Truck, Heavy	W 873	.75	654.75
	B 1070		802.50
School Tickets	W 259	.25	64.75
Motorcycle, Oxen, Horse	W 262	.15	39.30
	B 218		32.70
Automobile or Light Truck 10 Round Trip	W 1590	3.50	3,283.00
	B 1242		4,347.00
	W 38	5.00	190.00
	B 39		195.00
Single Horse Team 10 Round Trip	W 58	2.00	116.00
	B 35		70.00
	W 23	3.50	80.50
	B 17		59.50
Two Horse Team 10 Round Trip	W 7	2.50	17.50
	B 14		35.00
	W 6	4.50	27.00
	B 3		13.50
Auto Trucks over 1 Ton 10 Round Trip	W 119	7.50	892.50
	B 62		465.00
Hay	W 11	1.00	11.00
	B 1		1.00
Oil or Gasoline	W 113		151.00
	B 284		450.00
Passenger Tickets	W 28450	25 for \$1.00	1,138.00
	B 20250		810.00
			\$111,912.70

BATH STATE FERRY**Credits**

Balance January 1, 1927	\$19,848.85
Ticket Sales	111,912.70
Special Trips	44.00
Gum Machine	6.78
Life Preservers sold	7.00
Telephone	.45
Seats sold	3.50
Lumber sold	29.04
Water sold	1.60
Oil Barrels sold	3.15
Ice Broom sold	10.00
Caterer's Fee	200.00
Iron sold	57.90
Refund Maine Central Railroad Co.	5.37
Amount held out previous to January 1, 1927 for change	200.00
	<hr/>
	\$132,330.34

Expenditures

Operating Expenses	\$73,542.33
Transfer to Maintenance	48,000.00
*Transfer to Carlton Bridge	10,000.00
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	\$131,542.33
Balance to January 1, 1928	788.01
	<hr/>
	\$132,330.34

*\$10,000.00 transferred from Bath Ferry to Carlton Bridge Operating Account. The Bridge Account refunded on Ferry Tickets to the amount of \$487.37 which will be transferred after January 1, 1928.

Cost of Operation

Wages, Manager, Ticket Sellers and Traffic Officers		\$10,481.86
Wages, crew Hockomock		13,538.78
Wages, crew Governor King		19,507.01
Coal		13,029.22
Water		626.80
Light		856.38
Insurance		600.00
Oil		810.29
Expenses Manager and Crew		164.84
Repairs		
"Governor King"—Machinery	Labor	3,440.00
	Material	2,956.22
	Hull	
	Labor	1,706.40
	Material	1,119.70
"Hockomock"—Machinery	Labor	535.44
	Material	661.76
	Hull	
	Labor	348.88
	Material	150.25
Ferry Slips—Labor		327.80
Material		231.61
Ticket Office		214.74
Tickets, cost of printing		104.92
Uniforms		302.75
Trucking		94.45
Reimbursement on Tickets on Ferry		17.20
Paint		95.32
General Expense		1,232.63
Telephone		47.08
Wharfage and Land Rental		340.00
		<hr/>
		\$73,542.33

CARLTON BRIDGE**Detail of Ticket Sale****November 15-December 31, 1927**

	Number Sold	Rate	Amount
Single Passenger Fare	24970	\$0.05	\$1,248.50
Passenger Tickets	104	25 for \$1.00	104.00
Scholars Tickets	8	.25	2.00
Vehicle, one horse	338	.15	50.70
Vehicle, two horse	24	.20	4.80
Small livestock	7	.15	1.05
Motorcycle	6	.15	.90
Auto or Light Truck	12836	.50	6,418.00
Auto Truck, 1 - 2½ Ton	244	.75	181.50
Auto Truck, 2½ - 5 Ton	25	1.00	25.00
Motor Bus, 16 Passengers or less	1	.75	.75
Motor Bus, over 16 Passengers	1	1.00	1.00
Auto or Truck, 1 Ton or less			
10 Round Trip	378	3.50	1,323.00
Auto Truck, 1 - 2½ Ton			
10 Round Trip	31	7.50	232.50
Vehicle, one horse, 10 Round Trip	23	2.00	46.00
Vehicle, two horse, 10 Round Trip	1	2.50	2.50
Miscellaneous			1.40
			<hr/> \$9,643.60
Sales while Machine out of order			135.35
Transfer from Bath Ferry			10,000.00
Deposit for which no detail			35.99
			<hr/> \$19,814.94
		Expenditure	
Operating Expenses			\$970.85
Refunds on account of Bath Ferry Tickets			487.37
Held out for change			125.00
December Receipts to be deposited in January, 1928			382.83
Balance to January 1, 1928			17,848.89
			<hr/> \$19,814.94

RECAPITULATION

January 1st, 1927 to December 31st, 1927

Appropriation—Account	Adminis- tration	Engin- eering	Inspection and Super- vision	Adver- tising	General Expense Right of Way	Labor and Material	Miscel- laneous	Auto Regis- tration	Total Expenditures
Administration.....	86,830.85								86,830.85
Maintenance—Miscellaneous.....						58,176.09			58,176.09
Maintenance—Section 17.....						8,343.19			8,343.19
Maintenance—State Aid Highways.....			20,852.43			494,880.72			515,733.15
Maintenance—State Highways.....			29,154.93			1,196,666.43			1,225,821.36
State Highway Construction—Loan Motor Transport and Equipment.....		73,974.25		622.98	8,945.85	1,241,800.29	15,775.45 *		1,341,118.82
State Aid Construction.....			24,645.49			354,637.83			354,637.83
Bridge Loan Fund.....		66,779.43				2,319,709.06	20,505.00(2)		2,364,859.55
Third Class Highway Construction.....			7,057.28			786,940.06	41,962.37(3)		895,681.86
Special Resolves.....			3,806.68			700,986.41			708,043.69
Bath State Ferry.....						171,432.72	1,267.63(2)		176,507.03
Auto Bureau(Secretary of State).....						73,542.33			73,542.33
Reconstruction Fund.....		33,876.90				897,892.77		114,715.37	931,769.67
Carlton Bridge (Operating Account).....						970.85	487.37		1,458.22
Compensation for Injuries (4).....							39,584.60		39,584.60
	86,830.85	174,630.58	85,516.81	622.98	8,945.85	8,305,978.75	119,582.42	114,715.37	8,896,823.61

SUPERVISION CHARGES

Administration.....	\$86,830.85
Engineering.....	\$174,630.58
Inspection and Supervision.....	85,516.81
Advertising.....	622.98
	\$347,601.22

LABOR AND MATERIAL

Maintenance.....	\$1,758,066.43
State Highway Construction.....	1,250,746.14
Motor Transport and Equipment.....	354,637.83
State Aid Construction.....	2,319,709.06
Bridge Loan Fund.....	786,940.06
Third Class Highway Fund.....	700,986.41
Special Resolves.....	171,432.72
Bath State Ferry.....	73,542.33
Carlton Bridge.....	970.85
Reconstruction Fund.....	897,892.77
	\$8,314,924.60

*Expense of issuing bonds \$275.45—Claims of H. A. Day \$7,500.00—
C. M. Hughes \$8,000.00

- (2) Reimbursements to Cities and Towns
- (3) Reimbursements to Counties, Cities and Towns \$38,462.37—Town of Leeds \$3,500.00
- (4) Funds come out of Highway Appropriation now.

Kennebec Bridge Construction under direction of Kennebec Bridge Commission and accounts kept in this department. Expenditures \$2,043,266.80
Supervision Charges .0418 on Net Expenditure.
Supervision Charges .0391 on Gross Expenditure.

STATE HIGHWAYS

1927

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, 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 was begun in 1925 and completed in 1926. Additional expenditures carried over to 1927 amount to \$2,487.79.

STATE HIGHWAY—B-S

Casco. This project begins at the bridge over Crooked River and extends towards Webbs Mills. Work on this project was started late in the season by force account under the supervision of L. W. Smiley. The equivalent of 0.5 miles was constructed in 1927. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1927, \$13,721.70.

STATE HIGHWAY—F

Jay—Federal Aid Project No. 96-A. This project was begun in 1926 and completed in 1927. Contractor, Litchfield & Douglas of Brunswick, Maine. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Mileage reported in 1927, 1.15. Expenditures 1927, \$41,772.16.

Jay—State Project. This project begins at the East Livermore town line and extends to Federal Aid Project No. 96-A. The work was done by Litchfield & Douglas of Brunswick, Maine, in connection with their contract for Project 96-A. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.42 miles. Expenditures, \$3,485.34.

Strong and Avon—Federal Aid Project No. 97-A. This project was begun in 1926 and completed in 1927. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Total length of project, 2.87 miles, of which 0.57 miles is in Strong and 2.30 miles in Avon. Mileage reported for 1927, Strong, 0.57 miles, Avon, 0.55 miles, total, 1.12 miles. Expenditures in 1927, \$33,093.61.

Rangley—State Project. This project begins at Haines Landing and extends easterly towards Rangley Village. Work was done by force account under the supervision of A. J. Wiggin. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 3.55 miles. Expenditures, \$71,609.57.

STATE HIGHWAY—H

Anson—Federal Aid Project No. 105-A. This project begins at North Anson Village and extends to the Embden town line. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph M. David of Old Town, Maine. Total length of project, 2.94 miles, of which an equivalent of 2.30 miles is reported for 1927. Expenditures in 1927, \$25,488.91.

Embden and Solon—Federal Aid Project No. 105-B. This project begins at the Anson town line and extends to the State Aid Improved Road a short distance south of Solon Village. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, I. J.

Murphy of Somerville, Massachusetts. Total length of project, 4.61 miles of which 3.69 miles is in Embden and 0.92 miles in Solon. The length of 4.61 miles includes 0.32 miles of gravel road built in 1917 which was resurfaced, leaving a net length of 4.29 miles of improved road which will be added by this project. An equivalent of 0.50 miles in Solon was built in 1927. Expenditures in 1927 were \$8,536.43.

Parlin Pond—State Project. A section of gravel surfaced road was built near Jackman Field, so called, by force account under the supervision of H. P. McKenney. Length, 1.26 miles. Expenditures, \$9,080.42.

STATE HIGHWAY—J

Abbot—State Project. A section of gravel road was constructed in the town of Abbot by force account under the supervision of E. W. Edgerley. Length, 0.59 miles. Expenditures, \$6,931.50.

Greenville—Federal Aid Project No. 88-A. This project begins at the Shirley town line and extends north-erly to the Canadian Pacific Railroad Crossing in Greenville Village. Work was begun in 1925 under the supervision of S. D. Rice and was continued under this arrangement in 1926 and 1927. The total length of the project is 3.68 miles, and was reported in 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1927, \$6,748.65.

Shirley—Federal Aid Project No. 88-B. This project was built by force account under the direction of S. D. Rice. The total length of the project is 4.70 miles which includes 0.67 miles of State highway previously built which was reconstructed. The net length of 4.03 miles was reported in 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1927 to complete the project amounted to \$13,431.22.

STATE HIGHWAY—J-K

Milo and Orneville, State Project. This project begins at the state aid road in Milo and extends to the improved state highway in Orneville, a distance of 5.02 miles of which 2.70 miles is in Milo and 2.32 miles in Orneville. Work was begun in 1925 and completed in 1927. Type of surface, gravel. Width of surface, 24 feet. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. 0.75 miles is reported in 1927. Expenditures in 1927, \$29,535.56.

Milo—State Project. This project begins near Milo Village and extends to the Sebec line. Work was done by force account under the supervision of S. D. Rice. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project 2.07 miles all of which is reported for 1927, although there will be some expenditure in 1928 to complete. Expenditures in 1926, \$31,569.48.

Sebec—State Project. This project begins at the Milo line and extends westerly. Work was done by force account under the supervision of S. D. Rice. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. An equivalent of 0.40 miles is reported for 1927. Expenditures, \$11,924.53.

STATE HIGHWAY—K

Greenbush. In connection with the construction of a bridge over Olamon Stream approaches were built at a cost of \$7,406.88. No mileage is reported.

Island Falls—Federal Aid Project No. 107-A. This project is located a short distance south of Island Falls Village. Total length of project, 1.67 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Litchfield & Douglas of Brunswick, Maine. Mileage reported in 1927, 0.50 of a mile. Expenditures, \$10,554.24.

Caribou—Federal Aid Project No. 92-A. This project was begun in 1925 and completed in 1927. The total length of the Federal Aid Project is 6.33 miles to which was added an extension built by the State of 0.04 miles. The equivalent of 5.70 miles was previously reported, leaving 0.67 miles reported as built in 1927. Type of surface, gravel. Width of surface, 24 feet. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Expenditures in 1927, \$25,023.23.

Connor—Federal Aid Project No. 92-B. This project was begun in 1926 but no mileage was reported for that year. Type of surface, gravel. Width of surface, 24 feet. Contractor, Theophile Soucy of Grand Isle, Maine. Length, 0.22 miles. Expenditures in 1927, \$5,112.94.

Connor—Federal Aid Project No. 92-C. This project begins about one and one-quarter miles north of the Caribou town line and extends northerly. The total length of the project is 2.48 miles. Work was begun but no length is reported for 1927. Type of surface, gravel. Width of surface, 24 feet. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. Expenditures, \$4,158.12.

Madawaska—Federal Aid Project No. 108-A. This project is located at Madawaska Village. Total length of project 1.00 mile. The equivalent of 0.30 miles was completed in 1927. Type of surface, gravel. Width of surface, 18 feet from Station 0+0 to Station 10+0 and from Station 32+0 to Station 53+0, and 30 feet from Station 10+0 to Station 32+0. Shoulders, 3 feet. Contractor, Cyr and Soucy, of Grand Isle, Maine. Expenditures in 1927, \$9,159.74.

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 1927 amounted to \$4,327.25.

Winterport—Federal Aid Project No. 84-C. The total length of this project is 4.97 miles, all of which has been previously reported. Expenditures in 1927 amounted to \$1,209.75.

Hampden—Federal Aid Project No. 84-D. This project begins at the Winterport town line and extends northerly. This project was begun and completed in 1927. Type of surface, reinforced concrete. Width, 18 feet. Shoulders, 3 feet. Contractor, B. Perini & Sons of Ashland, Massachusetts. Length, 2.29 miles. Expenditures, 1927, \$104,827.26.

STATE HIGHWAY—M

Mount Desert—State Project. The total length of this project is 1.49 miles all of which has been previously reported. Expenditures in 1927 amounted to \$10,621.16.

STATE HIGHWAY—N

Hancock—State Project. This project is located on the east end of Federal Aid Project No. 79. The work was done by force account under the supervision of L. B. Googins. Type of surface, gravel. Length, 0.44 miles. Expenditures, \$3,244.69.

Steuben—Federal Aid Project No. 98-A. This project was completed in 1926. Expenditures carried over to 1927 amount to \$1,555.81.

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 miles is in No. 7 Township and 2.07 miles is in the town of Gouldsboro. Contract for this work was awarded to Frank Williams of Revere, Massachusetts in 1926 and he built the equivalent of 0.95 of a mile. The New Jersey Fidelity and Plate Glass Insurance Company, Bondsmen

for Mr. Williams, took over the work and let a contract for the completion of the project to McCabe & Giovannini, Inc., of Boston, Massachusetts. This work was completed but final payment was not made in 1927. Type of surface, gravel. Width of surface, 24 feet. Length reported, 1927, 2.06 miles. Expenditures in 1927, \$41,145.72.

Gouldsboro—Federal Aid Project No. 98-C. This project begins near the west end of Gouldsboro Village and extends easterly to Federal Aid Project No. 98-B, a distance of 0.85 miles. The project was not quite completed in 1927. Type of surface, gravel. Width of surface, 24 feet. Contractor, Manzie I. Rogers of Bangor, Maine. Length reported, 0.85 miles. Expenditures in 1927, \$16,206.06.

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 completed in 1927. No distance was reported in 1926. Contractor, Burpee Construction Company of Devon, N. B. Length, 0.14 miles. Expenditures in 1927, \$15,402.32.

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 of which 1.40 miles was reported in 1926. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length reported in 1927, 0.50 miles. Contractor, Burpee Construction Company of Devon, N. B. Expenditures in 1927, \$41,405.96.

STATE HIGHWAY—O

Peru—Federal Aid Project No. 89-A. This project was begun in 1925 and practically completed in 1926. Length, 5.78 miles, all of which was reported in 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, I. J. Murphy of Somerville, Massachusetts. Expenditures carried over to 1927 amount to \$10,764.93.

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 and completed in 1927. The equivalent of 1.25 miles is reported for 1927. Type of surface, gravel. Width of surface, 24 feet. Contractor, Williams & Sorrenti of Boston, Massachusetts. Expenditures in 1927, \$33,161.31. Final payment is being withheld pending settlement of claims against the contractor.

STATE HIGHWAY—P

Windsor. This state project begins at South Windsor and extends easterly to the Whitefield town line. This work was done by force account under the supervision of W. S. Barton. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.84 miles. Expenditures in 1927, \$45,340.34.

Whitefield. This state project begins at the Windsor town line and extends to the Jefferson town line. This work was done by force account under the supervision of A. H. Hill. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.05 miles. Expenditures, \$25,369.83.

Jefferson. This state project begins at the Whitefield town line and extends easterly to the junction with Highway 132. This work was done by force account under the supervision of A. H. Hill. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.20 miles. Expenditures, \$4,895.47.

Rockport. Work begun in 1926 was continued to the Hope town line. This work was done by force account under the supervision of J. P. Whitney. Prisoners from the State prison at Thomaston were employed on this work. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.09 miles. Expenditures in 1927, \$21,783.32.

Hope. This state project begins at the Rockport town line and is a continuation of the Rockport work. The work was done by force account under the supervision of J. P. Whitney. Prison labor was employed. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. An equivalent of 0.20 of a mile is reported built in 1927. Expenditures in 1927 amount to \$9,162.71.

STATE HIGHWAY—R

Augusta—Section 1. This state project was begun in 1926 and completed in 1927. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length reported in 1927, 0.50 of a mile. Expenditures in 1927, \$13,127.31.

Augusta—Section 2. This state project begins at the easterly end of Section 1 and extends easterly. A contract for 1.92 miles was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. This contract was later extended for a distance of 0.57 of a mile, making the total length of the project 2.49 miles. Of this distance an equivalent of 1.50 miles is reported for 1927. Width of surface, 18 feet. Shoulders, 3 feet. Type of surface, bituminous macadam. Expenditures in 1927, \$76,713.92.

Belmont. This state project is a continuation of the 1926 work and was done by force account under the supervision of H. A. Day. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. Length, 0.76 miles. Expenditures, \$18,003.60.

STATE HIGHWAY—S

Paris —Federal Aid Project No. 93-A. This project begins at the Little Androscooggin 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 completed in 1927. Contractor, Joseph McCormick, East Providence, R. I. Type of surface, reinforced concrete. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.99 of a mile. Expenditures, \$86,508.74.

STATE HIGHWAY—U

Lebanon. This state project is a continuation of the work begun in 1926. The work was done by force account under the supervision of W. G. Colby. Type of surface, gravel. Length, 3.0 miles. Expenditures, \$27,523.78.

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 of which 4.24 miles was reported in 1926 leaving a balance of 0.70 of a mile which was completed in 1927. Type of surface, reinforced concrete. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, B. Perini & Sons of Ashland, Massachusetts. Expenditures in 1927, \$47,271.88.

STATE HIGHWAY—Y

Bucksport—Federal Aid Project No. 91-A. This project was begun in 1925 and work was completed in 1926. Expenditures carried over to 1927 amount to \$20,122.02.

STATE HIGHWAY—Y-Spur

Orland and Penobscot. This state project was completed in 1926. Expenditures carried over to 1927 amount to \$11,759.23.

SOKOKIS TRAIL

Cornish and Limerick. This state project was begun in 1926 and continued through 1927. The total length of the project is 6.88 miles. The equivalent of 2.60 miles was completed in 1927. Of this distance, 2.20 miles is in Cornish and 0.40 of a mile in Limerick. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Charles A. Haggerty of Webster, Massachusetts. Expenditures in 1927, \$58,686.85.

Saco-Biddeford. This State project begins in Saco and extends westerly to the Biddeford-Dayton town line. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.29 miles, of which 2.06 miles is in Saco and 0.23 of a mile in Biddeford. Contractor, I. J. Murphy of Somerville, Massachusetts. The work was completed but final payment was not made in 1927. Expenditures in 1927, \$44,875.14.

Waterboro. A section of road was surfaced with gravel by force account under the supervision of A. J. Wiggin. Length, 0.8 of a mile. Expenditures, \$4,376.50.

OSSIPEE TRAIL

Standish. Work was begun by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance, on a section of gravel road beginning at the junction of the Pequaket Trail and extending to the Saco River. Length reported in 1927, 1.50 miles. Expenditures in 1927, \$23,843.63.

STATE HIGHWAY—121

Mechanic Falls and Poland—Federal Aid Project No. 106-A. This project begins at the Grand Trunk Railway Spur in Mechanic Falls Village and extends easterly a distance of 2.97 miles, of which 1.38 miles is in Mechanic Falls and 1.59 miles is in Poland. A contract for 2.71 miles was let to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut, and was later extended 0.26 of a mile. Work was begun but not completed in 1927. Mileage reported in 1927 is an equivalent of 0.70 of a mile in Mechanic Falls and 0.90 of a mile in Poland. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1927, \$39,230.71.

STATE HIGHWAY—132

Jefferson. This state project begins at the junction with State Highway "P" and extends easterly. This work was done by force account under the supervision of W. S. Barton. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.77 of a mile. Expenditures, \$15,862.07.

STATE HIGHWAY—137

Albion. Additional expenditure on this project in 1927 amount to \$1,240.91.

China. An additional section of gravel road in this town was built by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. This work extends westerly to the Winslow town line. Length, 0.44 of a mile. Expenditures, \$3,544.96.

Winslow. A section of gravel road on which work was started in 1926 was completed. This work begins at the China town line and extends westerly. The work was done by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. Length, 2.80 miles. Expenditures, 1927, \$33,364.13.

STATE HIGHWAY—157

East Millinocket and A-R-7. A contract for this state project was awarded to McCabe & Giovannini, Inc., of Boston, Massachusetts. Work was started in 1927. Total length of project, 3.00 miles, of which 2.30 miles is in East Millinocket and 0.70 of a mile in A-R-7. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Equivalent mileage reported in 1927 is 2.00 miles. Expenditures, 1927, \$19,933.43.

STATE HIGHWAY—214

North Berwick and Sanford. Additional expenditures made in 1927 to complete this project amount to \$3,078.57. All mileage has been previously reported.

**STATE HIGHWAYS
RECONSTRUCTION****1927**

Brief description of the principal reconstruction projects have been prepared and are accompanied by a table showing costs and details for each project.

STATE HIGHWAY—A**Kittery and York—Federal Aid Project No. 87-C.**

This project begins at the end of Federal Aid Project No. 83-A in Kittery and extends to Rices Bridge in York. The total length of the project is 3.82 miles, of which 3.06 miles is in Kittery and 0.76 of a mile in York. Type of surface, reinforced concrete. Width of surface, 27 feet. Shoulders, 3 feet. Contractor, Bruno & Petitti of Boston, Massachusetts. Expenditures, \$255,063.98.

York—Federal Aid Project No. 87-B. This project was completed in 1926. Final payments made in 1927 amount to \$1,211.63.

York—Federal Aid Project No. 87-A. This project begins at York Corner and extends to Cape Neddick. Total length of project is 3.77 miles, all of which has been previously reported. Expenditures carried over to 1927 amount to \$13,909.62.

York and Wells. This state project begins at the easterly end of Federal Aid Project No. 87-A and extends to a point just east of Ogunquit Village. Contracts for grading, drainage and culverts were awarded to Angelo Susi & Company for the section from Station 199+0 to Station 320+0 and to Amos D. Bridge's Sons, Inc., for the section from Station 320+0 to Station 439+0. This work was not completed in 1927. No length is reported as it is planned to construct a reinforced concrete surface, as Federal Aid Project No. 87-D in 1928. Expenditures in 1927, \$13,212.33.

Kennebunk and Wells—Federal Aid Project No. 101-B. This project was completed but final settlement was not made in 1926. Expenditures carried over to 1927 amount to \$21,737.68.

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 completed in 1927. Type of surface, reinforced concrete. Width of surface, 27 feet. Shoulders, 3 feet. Length reported in 1927, 3.35 miles. Contractor, Angelo Susi & Company of Boston, Massachusetts. Expenditures in 1927, \$233,366.57. Final payment will be made in 1928. *

STATE HIGHWAY—D

Rockland and Rockport—Federal Aid Project No. 104-A. This project begins one-tenth of a mile west of the Rockland-Rockport line and extends easterly to the granite block pavement near Goose River in Rockport. The total length of the project is 4.57 miles, of which 0.10 of a mile is in Rockland and 4.47 miles in Rockport. This work was done by force account under the supervision of Arthur F. Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Equivalent length for 1927, Rockland, 0.10 of a mile and Rockport, 1.70 miles. Expenditures 1927, \$63,334.94.

Rockland—State Project. In connection with the construction of Federal Aid Project No. 104-A, a section of bituminous macadam road was built extending westerly to Maverick Square. Width of surface, 20 feet. Shoulders, 3 feet. Length, 0.76 of a mile. This work was done by force account under the supervision of Arthur F. Rourke. Expenditures, \$22,380.89.

STATE HIGHWAY—E

Monmouth. This state project was completed in 1926. Expenditures carried over to 1927 amount to \$2,145.49.

Winthrop. This project is located between the end of the 1926 construction and Winthrop Village. The work was done by force account under the supervision of Arthur F. Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 1.93 miles. Expenditures in 1927, \$38,108.03.

STATE HIGHWAY—M

Dedham—Federal Aid Project No. 103-A. This project was completed in 1926 but final payment was not made that year. Expenditures carried over to 1927 amount to \$5,803.10.

Ellsworth and Dedham—Federal Aid Project No. 103-B. This project is located at Haynes Hill, so-called. The road was built on a new location to reduce the former grade. Type of surface, gravel. Provision was made in the design of this project for construction of a hard-surfaced pavement at a later date. Width of surface, 20 feet. Shoulders, 5 feet. Length, 1.44 miles, of which 0.73 of a mile is in Dedham and 0.71 of a mile in Ellsworth. Expenditures in 1927, \$49,685.17. Contractor, Manzie I. Rogers of Bangor, Maine.

Ellsworth and Trenton—Federal Aid Project No. 102-A. This project was completed in 1926. Expenditures carried over to 1927 amount to \$4,640.61.

Trenton—Federal Aid Project No. 102-B. This project begins at the end of Federal Aid Project No. 102-A and extends southerly to the Mount Desert Bridge. A preliminary state contract for grading and base for part of this project was awarded to Carlo Bianchi & Company in 1926. In 1927 a contract for the balance of the work and for surfacing was awarded to McCabe & Giovannini,

Inc., of Boston, Massachusetts. The contractor sub-let the work to Carlo Bianchi & Company of Framingham, Massachusetts. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 3.89 miles. Expenditures in 1927, \$180,230.97.

STATE HIGHWAY—Q

Gardiner. Work begun in the City of Gardiner in previous years was completed. This work was done by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 0.96 of a mile. Expenditures, \$15,469.61.

TOWNSHIP NO. 10

By a special resolve of the Legislature, \$5,000 of the Reconstruction Fund was appropriated to be used in Township No. 10, Hancock County. Of this money, \$4,765.43 was expended and mileage reported in connection with State Aid.

STATE HIGHWAYS

1927 Construction

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin	121	Mechanic Falls	Bit. Mac.		0.70
	121	Poland	Bit. Mac.		0.90
Aroostook	"K"	Island Falls	Gravel		0.50
	"K"	Caribou	Gravel		0.67
	"K"	Connor	Gravel		0.22
	"K"	Madawaska	Gravel		0.30
Cumberland	"B-S"	Casco		Bit. Mac.	0.50
	"Ossipee"				
Franklin	Trail	Standish		Gravel	1.50
	"F"	Jay	Gravel		1.57
	"F"	Strong	Gravel		0.57
	"F"	Avon	Gravel		0.55
Hancock	"F"	Rangeley		Gravel	3.55
	"N"	Hancock		Gravel	0.44
	"N"	Gouldsboro	Gravel		1.97
	"N"	No. 7	Gravel		0.94
Kennebec	"P"	Windsor		Gravel	1.84
	"R"	Augusta	Bit. Mac.		2.00
	"137"	China		Gravel	0.44
	"137"	Winslow		Gravel	2.80
Knox	"D"	Hope		Gravel	0.20
	"D"	Rockport		Gravel	1.09
Lincoln	"D"	Whitefield		Gravel	1.05
	"D"	Jefferson		Gravel	0.20
	"132"	Jefferson		Gravel	0.77
	"O"	Gilead	Gravel		1.25
Penobscot	"S"	Paris	Concrete		0.99
	"L"	Hampden	Concrete		2.29
	"X"	Bangor	Concrete		0.70
	"157"	East Millinocket	Gravel		0.70
Piscataquis	"157"	A-R-7	Gravel		1.30
	"J"	Abbot		Gravel	0.59
	"J-K"	Orneville	Gravel		0.75
	"J-K"	Milo		Gravel	2.07
Somerset	"J-K"	Sebec		Gravel	0.40
	"H"	Anson	Gravel		2.30
	"H"	Solon	Gravel		0.50
	"H"	Parlin Pond		Gravel	1.26
Waldo	"R"	Belmont		Gravel	0.76
Washington	"N"	Edmunds	Gravel		0.14
	"N"	Calais	Bit. Mac.		0.50
York	"U"	Lebanon		Gravel	3.00
	"Sokokis"				
	Trail	Cornish	Gravel		2.20
	"Sokokis"				
	Trail	Limerick	Gravel		0.40
	"Sokokis"				
	Trail	Saco	Gravel		2.06
	"Sokokis"				
	Trail	Biddeford	Gravel		0.23
	"Sokokis"				
Trail	Waterboro		Gravel	0.80	

SUMMARY—1927

Concrete	3.98	Miles
Bituminous Macadam	4.60	"
Gravel	41.88	"
	<u>50.46</u>	"

STATE HIGHWAY 1927 Reconstruction

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Hancock.....	"M"	Dedham.....	Gravel		0.73
	"M"	Ellsworth.....	Gravel		0.71
	"M"	Trenton.....	Concrete		3.89
Kennebec.....	"E"	Winthrop.....		Bit. Mac.	1.93
	"Q"	Gardiner.....		Bit. Mac.	0.96
Knox.....	"D"	Rockland.....		Bit. Mac.	0.86
	"D"	Rockport.....		Bit. Mac.	1.70
York.....	"A"	Kittery.....	Concrete		3.06
	"A"	York.....	Concrete		0.76
	"A"	North Kenne- bunkport.....	Concrete		3.35

SUMMARY—1927

Gravel.....	1.44	Miles
Bituminous Macadam.....	5.45	"
Concrete.....	11.06	"
Total.....	17.95	"

REPLACEMENT TABLE

State Highway Mileage Previously Reported Replaced
By Reconstruction Mileage 1927

County	Highway	Town	Original Type	Work Done	Replacement Type	Length
Hancock.....	"M"	Dedham.....	Gravel	1915	Gravel	0.66
	"M"	Ellsworth.....	Gravel	1915	Gravel	0.70
Kennebec.....	"M"	Trenton.....	Gravel	1914-15	Concrete	3.87
	"E"	Winthrop.....	Gravel	1914-15	Bit. Mac.	0.81
	"Q"	Gardiner.....	Gravel	1916	Bit. Mac.	0.36
Total.....						6.40

SUMMARY OF REPLACED MILEAGE 1925 TO 1927 INCLUSIVE

Gravel.....	27.92
Gravel and Macadam.....	6.68
Sand-Clay.....	2.98
Concrete.....	0.27
Total.....	37.85

FROM STATE HIGHWAY LOAN FUND

December 31st, 1926

CONSTRUCTION

LABOR AND MATERIAL

Drainage	Culverts	Surfac- ing	Guard Rail	Bridges	De- tours	Total	Total	Federal Aid	Town and Miscellaneous Credits
15,280.02	1,102.70	50,248.28 1,640.29	2,363.11			106,192.32 4,982.48	110,446.14 5,083.27	11,471.78	
23.88	806.99	2,058.21	2,817.04	1,578.10		16,132.67	17,961.67 36.00 30.67	28,306.92	
						12.00	545.59 210.31 23.76 4.00		
92.47		192.03	102.30			386.80	106.00		
13,837.61	5,392.29	32,576.15	940.50			58,813.05	408.14	34,155.88	
11,923.42	9,920.70	7,509.00	1,159.20			56,612.32	61,033.05 125.51	27,150.00 21,455.21	Asphalt Trans- ferred 854.46
607.50	4,937.81	2,041.20	1,296.00			28,959.51	66,413.75		
	42.53	182.00	173.50			3,750.41	32,270.97		
1,501.15	1,761.44	2,606.80	2,283.52			8,831.37	3,977.36		
		12.00				12.00	10,498.70	24,063.54	
	6.70	446.50	9.10			651.00	0.77		
86.95	1,044.77	116.84	1,002.41			1,697.95	44.00		
3,028.28	2,720.00	18,830.37	209.00	182.50		2,634.56	651.00		
2,208.50	1,218.07	4,202.04				40,982.87	1,697.95		
10,975.92	5,445.95	5,770.90	1,265.22	91.00		10,497.76	40,982.87		Trans from State Aid 1,569.31
		7.25				29,477.92	10,497.76		
13,980.74	2,833.16	13,039.88	15.00	502.61		7.25	30.00		
11,417.83	2,561.09	12,055.25	1,299.99	1,304.29		13.50	30,054.52		
19,661.22	7,247.49	15,434.60	1,807.66			51,569.65	53,285.23		
	54.72					61,068.71	62,886.15	22,498.58	
			330.58			76,813.28	79,999.84		
2,627.20	1,442.65	5,371.00	464.24			54.72	54.72		
		334.65				330.58	330.58		
46.55	417.22	3,227.55	58.76			14,384.69	14,924.99	20,074.06	
32,890.29	9,082.82	22,193.71	850.52			334.65	334.65		
						5,900.87	6,147.71	17,016.48	1925 Check cancel- led to F. A. Budge 334.65
19,310.31	4,501.95	34,369.50	755.92			84,411.60	87,678.84	28,007.29	
11,541.35	3,067.31	12,093.29	379.52			1,370.96	1,359.91		
			65.92			78,053.07	80,089.30	12,832.84	
2,726.76	1,102.83	2,370.57	1,373.48			35,797.38	36,591.16	16,200.00	
						65.92	65.92		
29,971.88	5,665.33	23,219.04	1,972.50			27,362.86	27,703.21	16,310.67	
74,474.80	14,540.45	48,113.92	4,274.20		107.55	77,167.88	78,387.08	38,670.00	
			102.49			178,700.72	183,388.09	45,040.03	
						3,643.48	4,604.79		
							250.40		
12,559.68	4,060.05	11,706.12				48,845.85	52,157.79		
937.74	362.17	2,263.99	241.92			9,920.09	10,273.48	15,225.80	
		4,052.67		16,309.92		22,392.78	24,283.39		
3,764.26	3,673.44	575.46	86.94			15,371.19	17,708.02		
19,625.53	10,394.46	24,259.44	3,040.34	134.46		98,978.67	103,748.92	13,909.46	
			96.94			96.94	221.86		
		12.00				12.00	685.99		
							12.00		
17,352.00	8,740.55	8,259.70					806.27		
						51,891.60	55,010.15		

EXPENDITURES ON STATE HIGHWAYS

January 1st, 1926 to

Highway	Town	ENGINEERING AND ADVERTISING.					Total	Grading
		Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
O	Peru 89-A	21.75		1.49	2,687.22		2,710.46	25,907.67
"	Gilead 94-A	726.32	857.93	166.52	3,570.97		5,321.74	23,302.43
"	Bethel	1,113.70	76.55				1,190.25	
P	Chelsea	262.80	56.73		89.48	29.50	438.51	23,300.31
"	Whitefield	171.78	127.53		24.60		323.91	14,639.90
"	Windsor	240.73	41.19		275.80		557.72	26,122.63
"	Rockport	86.17			931.81		1,017.98	12,348.09
Q	Farmingdale							
R	Augusta	1,371.83	344.86	24.42	1,011.40		2,752.51	7,248.58
"	Vassalboro	54.68					54.68	
"	Belmont	6.61	12.67		125.34		144.62	5,965.68
"	Belfast		31.85		221.62		253.47	22,316.65
S	Oxford							
"	Paris 93-A	338.80	905.46	149.13	5,818.25	100.75	7,312.39	38,329.09
"	Paris-Woodstock 62				81.00	50.00	131.00	56.41
U	Lyman							
"	Lebanon				32.45		32.45	6,629.24
V	New Sharon 64				513.94	100.75	614.69	2,165.70
X	Bangor 85-B		534.99	76.57	5,561.40		6,172.96	18,301.25
"	Dover				10.42		10.42	
"	Glenburn	27.10					27.10	
Y	Surry				25.25		25.25	2,263.33
"	Orland	43.35					43.35	
Y-Spur	Orland-Penobscot	93.02	222.09	114.56	2,278.90		2,708.57	25,039.77
"	Penobscot	99.58					99.58	
Y	Orrington	242.95					242.95	
"	Bucksport 91-A		22.50	1.49	1,841.64		1,865.63	16,060.24
"	Bucksport	63.00			318.88	245.22	627.10	5,794.97
Z	Lewiston							25.00
"	Saco-Sokokis Trail	330.60					330.60	
"	Cornish-Limerick	296.86	853.51	171.80	4,066.62		5,388.79	38,868.24
"	Albion Route 137	5.57					5.57	8,438.88
"	China Route 137				4.75		4.75	409.52
"	Winslow Route 137				30.00		30.00	9,756.08
"	No. Berwick				173.65		173.65	7,034.70
"	Sanford				163.24		163.24	9,363.08
Total		10,835.37	7,889.04	1,554.10	72,232.95	14,108.51	106,619.97	792,412.60

Expense of issuing Bonds
 Johnson Mountain—Trans. to State Aid Construction Account
 Total

EXPENDITURES AND CREDITS OF
January 1st, 1926 to

Highway	Town	Surveys Plans	Engineer- ing Inspection	Total	Grading	Drainage
L	Bangor	\$24.00		\$24.00		
I	Benton	35.83		35.83		
A-101-A	Biddeford-No. Kennebunkport	\$1,171.33	*\$6,097.77	\$7,269.10	\$26,534.24	\$11,829.20
Q	Bowdoin					
I	Clinton					
M	Dedham	453.00		453.00		
M-103-A	Dedham	384.36	2,200.72	2,585.08	8,268.07	6,048.00
I	Detroit					
M-102-A	Ellsworth-Trenton	675.61	3,757.78	4,433.39	30,636.79	16,340.00
I	Etna	4.00		4.00		
H	Fairfield	4.00		4.00		
Q	Gardiner				12.65	2,890.22
E	Greene		9.00	9.00	309.18	
L	Hampden	182.17		182.17		
I	Hermon	4.00		4.00		
A-101-B	Kennebunk-Wells	441.05	**6,262.67	6,703.72	12,388.18	2,947.29
A	Kittery-York	855.18		855.18		
E	Leeds				1,845.51	1,087.87
E	Lewiston		6.00	6.00		
E	Monmouth	20.64		20.64	17,778.89	5,287.23
I	Newport					
D	Northport	205.15		205.15		
I	Palmyra		16.50	16.50	20.00	
I	Pittsfield	15.05		15.05		
Q	Richmond					
D	Rockland					
D	Rockland-Rockport	773.34		773.34		
D	Thomaston		15.00	15.00		1,681.46
M	Trenton	453.00	98.71	551.71	3,775.50	10,350.00
B-86-A	Windham-Raymond	225.00	864.17	1,089.17	3,090.06	326.35
E	Winthrop				3,890.57	773.72
S	Woodstock				1,201.62	
A-87-A	York	24.00	3,410.82	3,434.82	5,725.44	135.00
A-87-B	York	56.04	1,412.22	1,468.26	2,581.88	643.07
A	York-Wells	54.90		54.90		
	Total	\$6,061.65	\$24,151.36	\$30,213.01	\$118,058.58	\$60,339.41

*Includes \$1,137.00 for Traffic Officers and \$700.00 for Right of Way

**Includes \$2,784.00 for Traffic Officers

		SUMMARY OF	
Maintenance or Auto Fees Paid	\$326,337.40	Of which \$110,000.00	will be transferred to
Gasoline Tax Paid	533,271.82		
Federal Aid Paid	185,745.45		
Highway Loan Fund	10,963.20	Of which \$10,963.20	will be transferred to
	<u>\$1,056,317.87</u>		

STATE HIGHWAYS
 Summary 1914 to 1927 Inclusive
 With Corrections Due to Reconstruction 1925 to
 1927 Inclusive

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add*	Deduct †	
Gravel	692.80	1.44	27.92	666.32
Macadam	2.10			2.10
Sand-Clay	6.75		2.98	3.77
Gravel and Macadam	6.68		6.68	
Bituminous Macadam	219.31	34.68		253.99
Concrete	69.86	26.75	0.27	96.34
	997.50	62.87*	37.85 †	1,022.52

* See Reconstruction Tables for details.

† See Replacement Tables for details.

EXPENDITURES ON STATE HIGHWAYS

January 1st, 1927 to

Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading	Drainage	Culverts
		Surveys	Plan and Computation	Advertising	Engineering Inspection	General Expense Right of Way				
A	Kittery No. 83A				165.00	1,006.62	\$1,171.62			
B	Raymond									
B-S	Casco	122.88			108.40	426.55	657.83	5,213.86	3,754.70	918.21
C	Falmouth	24.19					24.19			
D	Boothbay	66.83	269.65		25.40		361.88			
D	Woolwich	229.74					229.74			
D	Wiscasset	74.73	12.50				87.23			
D	Rockport									
D	Edgcomb				8.06		8.06			
E	Auburn	11.85			134.12		145.97			
E	Auburn No. 95A				35.00		35.00			
F	Turner 70									
F	Jay							1,023.30		
F	Jay No. 96A		79.19		3,764.10	1,137.14	4,980.43	7,166.96	3,220.16	7,628.64
F	Strong-Avon 97A		687.15	19.06	2,165.43		2,871.64	8,442.64	6,385.50	2,440.51
F	Rangely	1,067.83			265.03		1,332.86	15,003.71	18,430.03	2,603.70
F	Livermore 81				57.25		57.25	750.00		
F-O	Dixfield	731.75					731.75			
H	Winslow									
H	Anson No. 105A	378.07	332.39	96.41	1,457.01		2,263.88	11,489.40	6,299.57	3,140.93
H	Embsen-Solon 105B	391.09	437.34	5.49	1,066.55	200.00	2,100.47	3,766.50	899.37	1,770.09
H	Solon	190.01					190.01			
H	Parlin Pond							4,984.60		260.56
H	Jackman									
H	Moose River									
J	Abbot	554.60	70.00				624.60	1,851.06	2,171.37	491.12
J	Greenville No. 88A				480.08	75.00	555.08	1,679.79	36.00	302.00
J	Shirley No. 88B				634.80		634.80	1,634.86	21.03	199.68
J-K	Milo-Orneville	186.00	33.50		1,241.04		1,460.54	11,483.35	2,944.10	850.61
J-K	Milo	149.32			962.29		1,111.61	12,594.51	10,351.36	2,926.26
J-K	Sebec	365.00			372.30		737.30	5,158.21	1,414.22	1,556.05
K	Connor	520.99	511.72	26.09			1,058.80			
K	Island Falls	552.37	164.83	117.33			834.53			
K	Island Falls No. 107A				797.52	1.00	798.52	3,664.81	4,384.76	1,166.42
K	Connor No. 92C				850.12		850.12	911.11	634.07	1,762.82
K	Madawaska 108A	261.99	254.17	60.19	676.93		1,253.28	1,687.50	4,778.73	941.27
K	Greenbush									
K	Winn No. 45				25.00		26.50			
K	Macwahoc					100.75	100.75			
K	Ft. Fairfield No. 90A				58.00		58.00			
K	Ft. Fairfield No. 90B				40.00		40.00			
K	Caribou No. 92A	16.80			1,392.97		1,409.77	9,835.43	928.72	799.36
K	Connor No. 92B	288.00			291.41		579.41	2,450.55		
L	Frankfort No. 84A				51.35		51.35	4,276.50		
L	Frankfort-Winterport No. 84B				100.00		100.00			
L	Winterport No. 84C				291.00	60.00	351.00	4.80	853.95	
L	Hampden No. 84D	48.00	503.00	87.60	4,164.74	625.00	5,428.34	11,163.75	13,979.20	6,082.57
M	Ellsworth									
M	Mount Desert				511.49		511.49	5,332.04	1,395.52	381.42
M	Bar Harbor	571.00					571.00			
M	Holden	24.00					24.00			
M	Hancock	13.31	192.00		8.00		213.31			
M	Sullivan	10.00					10.00			
M	Dennysville	24.00					24.00			
M	Perry	186.15					186.15			
M	Robbinston	614.15	800.00				1,414.15			
M	Edmunds No. 76B				852.89		852.89	9,291.03	462.50	
M	Gouldsboro No. 98B		270.00	10.81	2,182.63	1.95	2,465.39	15,512.62	7,921.05	2,770.82
M	Gouldsboro No. 98C			4.33	1,001.93		1,006.26	9,265.83	2,764.67	1,462.86
M	Steuben No. 98A				270.00	0.79	270.79	741.98	82.84	57.00

FROM STATE HIGHWAY LOAN FUND

December 31st, 1927

Construction

LABOR AND MATERIAL					Total	Federal Aid	Town and Miscellaneous Credits
Surfacing	Guard Rail	Bridges	De-tours	Total			
1,146.75		169.42		1,316.17	2,487.79	5,433.22	
		3,932.18		3,932.18	3,932.18		
3,030.73	146.37			13,063.87	13,721.70		
					24.19		
					361.88		
					229.74		
					87.23		
9.48				9.48	9.48		
182.51				182.51	190.57		
					145.97		
654.15				654.15	689.15		
							Electric R.R. laying culverts 388.08
							Check cancelled to A. Kavanaugh 40.00
2,462.04				3,485.34	3,485.34		
13,845.39	4,930.58			36,791.73	41,772.16	29,250.71	
5,773.10	7,180.22			30,221.97	33,093.61	31,012.88	
33,947.29	272.23	19.75		70,276.71	71,609.57		
				750.00	807.25	6,725.77	
					731.75		
2,259.90	35.23			23,225.03	25,488.91		Credit on lease of land 7.00
				6,435.96	8,536.43		
					190.01		
3,835.26				9,080.42	9,080.42		
86.50				86.50	86.50		
3.00				3.00	3.00		
1,787.59	5.76			6,306.90	6,931.50		
2,496.91	1,265.30	413.57		6,193.57	6,748.65	14,407.06	
6,915.58	3,991.27	34.00		12,796.42	13,431.22	33,095.19	
11,859.71	861.65	75.60		28,075.02	29,535.56		
1,586.47	356.69	2,642.58		30,457.87	31,569.48		
2,533.58	158.67	366.50		11,187.23	11,924.53		
					1,058.80		
					834.53		
539.73				9,755.72	10,554.24		
				3,308.00	4,158.12		
498.96				7,906.46	9,159.74		
		7,406.88		7,406.88	7,406.88		
	265.55			265.55	292.05		
					100.75		
					58.00	27,612.86	
					40.00		
12,048.62	1.33			23,613.46	25,023.23	23,236.21	
1,378.50	704.48			4,535.53	5,112.94	3,015.40	
				4,276.50	4,327.85		
	73.00			73.00	173.00		
				858.75	1,209.75	29,584.97	Asphalt trans. to "N" Calais 100A 1,025.48
65,689.47	1,887.18		596.75	99,398.92	104,827.26	34,275.00	Check cancelled to Chas. Hastings 25.00
1,208.19	1,792.50			10,109.67	10,621.16		
					571.00		
3,031.38				3,031.38	24.00		
					3,244.69		
					10.00		
					24.00		
					186.15		
					1,414.15		
2,088.00	266.60	2,441.30		14,549.43	15,402.32	19,452.18	
11,390.80	1,085.04			38,680.33	41,145.72	9,106.39	Culvert trans. 82.84
846.94	859.50			15,199.80	16,206.06		
	395.31	7.89		1,285.02	1,555.81	36,481.07	

EXPENDITURES ON STATE HIGHWAYS

January 1st, 1927

High-way	Town	ENGINEERING AND ADVERTISING								
		Surveys	Plan and Computation	Advertising	Engi-neering Inspec-tion	General Expense Right of Way	Total	Grading	Drainage	Culverts
N	Calais No. 100A	24.00			2,449.46	2,530.00	5,003.46	12,839.26	8,647.90	994.63
	Peru No. 89A				1,330.60		1,330.60	3,648.91	569.25	1,489.02
O	Gilead No. 94A	3.50			3,492.36	101.60	3,597.46	10,004.76	3,971.74	1,099.29
	Bethel		678.00		303.00		981.00			
P	Augusta				20.05		20.05	12.00	8.89	
	Chelsea				416.89		492.70	12,078.54	1,395.60	1,323.71
P	Whitefield	75.81			492.26	1.60	790.42	16,587.02	15,368.40	1,061.20
	Windfield	229.23	67.33		38.90		180.37	1,355.93		51.61
P	Jefferson	141.47			52.58		199.62	1,968.33	3,036.04	557.68
	Hope	119.72	27.32		649.34	7.14	659.98	7,540.25	5,628.71	2,388.46
P	Rockport		3.50		525.24	12.80	1,108.70	1,783.30	650.89	694.55
	Augusta Sec. 1		570.66		3,166.19	212.80	3,400.28	38,196.75	16,318.19	2,358.13
P	Augusta Sec. 2			21.29						
	Augusta Sec. 3									
P	Vassalboro	311.59	96.00				407.59			
	Belmont		28.00		188.05		216.05	7,903.85	2,528.32	368.02
P	Belfast	6.70	36.00		8.00	11.00	61.70	15.00		38.78
	Paris-Woodstock 62				2,554.30	1,679.29	4,233.59	15,415.80	2,162.59	3,347.06
P	Paris No. 93A				150.29	10.80	194.59	21,206.61	11.50	1,071.67
	Lebanon	33.50	379.84		1,885.93	5.00	1,890.93	12,407.91	1,527.50	5,895.06
P	Glenburn				402.80	35.00	510.18	5,542.78	2,385.88	924.92
	Bangor No. 85B	3.38	69.00		524.94	372.27	897.21	9,191.39	3,129.99	2,098.81
P	Orland		374.95				374.95			
	Bucksport No. 91A				5,788.76	25.00	5,813.76	19,799.24	10,352.70	4,128.95
P	Orrington				67.88		67.88			70.57
	Cornish, Limerick, Sokokis Trail									367.56
P	Limerick							247.00	46.97	143.75
	Albion, Route 137					305.25	305.25	5,518.66	8,359.66	
214	China, Route 137							135.05		
	Winslow, Route 137							67.25		
214	No. Berwick									
	Sanford									
157	Saco-Sokokis Trail	151.82	226.00	62.39	2,713.81		3,154.02	24,663.28	8,830.82	2,422.80
	Mechanics Fall Rt. 121	282.52	218.97	81.05	1,377.81		1,960.35	11,774.25	21,640.50	3,348.94
157	Poland, Route 121	262.87	190.80		53.00		506.67			
	E. Millinocket A.R. 7	624.58	280.50	30.94	835.68		1,771.70	8,057.50	8,391.50	1,712.73
157	Standish Ossipee Trail							1,781.37	8,836.62	377.32
	Jefferson 132				168.64		168.64	7,104.58	2,981.23	290.81
157	Waterboro Sokokis Tr.							3.00	3,461.94	315.42
	Totals	9,945.34	7,864.31	622.98	56,164.60	8,945.85	83,543.08	423,215.27	234,356.75	79,454.35

Expense of issuing Bonds

Day H. A. claim allowed by Legislature Chap. 210, Res. 1927

Hughes Chas. M. claim allowed by Legislature Chap. 224, Res. 1927

Total

FROM STATE HIGHWAY LOAN FUND

to December 31st, 1927

CONSTRUCTION

LABOR AND MATERIAL						Federal	Town and
Surfacing	Guard Rail	Bridges	De-tours	Total	Total	Aid	Miscellaneous Credits
9,604.21	3,539.25	777.25		36,402.50	41,405.96	28,560.00	Culvert credit 1,416.24
3,260.75	466.40			9,434.33	10,764.93	7,494.42	
11,430.60	3,057.46			29,563.85	33,161.31	25,000.38	
					981.00		
					8.89		
87.54				99.54	119.59		
9,920.55	158.73			24,877.13	25,369.83		
9,656.20	1,877.10			44,549.92	45,340.34		
3,039.89	267.67			4,715.10	4,895.47		
2,157.42	1,123.67	119.95		8,963.09	9,162.71		
5,157.21	398.21	10.50		21,123.34	21,783.32		
7,796.26	1,093.61			12,018.61	13,127.31		
15,400.73	1,039.84			73,313.64	76,713.92		
					407.59		
5,982.55	1,004.81			17,787.55	18,003.60		
	288.93			303.93	365.63		
				38.78	38.78		
53,555.10	7,794.60			82,275.15	86,508.74	56,327.57	
4,676.67	362.74			27,329.19	27,523.78		Trans. 1926 St. Aid 1,650.00
					379.84		
20,589.98	4,876.00	84.50		45,380.95	47,271.88	37,364.35	
2,223.00	172.47			11,249.05	11,759.23		
4,432.50	372.12			19,224.81	20,122.02	16,363.23	
					374.95		
18,592.20				52,873.09	58,686.85		
					67.88		
1,137.89	29.21	3.24		1,240.91	1,240.91		
2,800.39	83.04			3,544.96	3,544.96		Trans. 1926 St. Aid 1,584.90
1,900.10	36.71			33,058.88	33,364.13		
63.65				198.70	198.70		
2,812.62				2,879.87	2,879.87		
4,176.39	1,627.83			41,721.12	44,875.14		
				36,763.69	38,724.04		
					506.67		
				18,161.73	19,933.43		
12,844.90	3.42			23,843.63	23,843.63		Trans. Spec. Resolve 1,500.00
5,074.60	242.21			15,693.43	15,862.07		Trans. State Aid 1,717.26
596.14				4,376.50	4,376.50		
429,039.06	56,450.49	18,505.11	596.75	1,241,800.29	1,325,343.37	473,798.86	9,436.80

\$275.45
 7,500.00
 8,000.00
 \$15,775.45

EXPENDITURES AND CREDITS

January 1st, 1922

Highway	Town	Surveys Plans	Engineering Inspection	Total	Grading	Drainage	Culverts	Surfacing
E	Auburn	\$27.19		\$27.19	\$19.91			\$11.92
	Bangor	26.15		26.15				
I	Bath				21.11			811.37
	Benton	31.76		31.76				
C	Brunswick	20.00		20.00				
	Cumberland	457.60		457.60				
M	Dedham No. 103A		544.59	544.59	2,047.53	1,442.70	334.84	1,142.44
	Dedham No. 103B		2,763.81	2,763.81	26,691.52	10,882.56	2,854.50	4,057.53
I	Detroit	24.00		24.00				
	Ellsworth-Trenton No. 102A		860.47	860.47		1,568.00	807.55	1,246.43
I	Etna	18.07		18.07				
	Falmouth	1,027.98		1,027.98				
C	Freeport	22.50		22.50				
	Gardiner	4.65		4.65	20.34	6,640.34	20.80	8,783.48
E	Greene							19.50
	Hampden	450.28		450.28				
L	Hermion	118.68		118.68				
	Holden	33.80		33.80				
M	Kennebunk		218.73	218.73	6,236.48	3,077.84	302.89	11,720.61
	Kittery-York No. 87C	743.68	5,553.76	6,297.44	33,531.04	23,272.92	12,984.65	171,990.64
A	Monmouth							2,145.49
	Newport							34.60
I	No. Kennebunkport No. 101A		5,331.31	5,331.31	24,314.27	11,564.01	1,432.14	176,165.12
	Northport	67.00		67.00				
A	Township No. 10	23.98		23.98	2,206.52	1,138.35		1,364.26
	Palmyra							
I	Pittsfield	25.17		25.17				
	Rockland-Rockport No. 104A	985.50	2,767.54	3,753.04	8,526.79	1,654.74	7,820.13	41,580.24
D	Rockland	352.75		352.75	2,855.57	435.30	1,575.70	17,161.57
	Scarboro	1,769.40		1,769.40				
A	So. Portland	16.13		16.13				
	Sullivan	2.80		2.80				
N	Thomaston							133.88
	Trenton No. 102B	785.25	3,174.27	3,959.52	24,123.94	14,348.47	13,027.23	116,162.45
M	Windham		21.02	21.02				
	Winthrop				5,316.33	261.65	785.14	31,471.25
B	York No. 87A		235.00	235.00	3,071.51	2,595.28	541.32	4,936.89
	York-Wells	925.00	3,145.01	4,070.01	5,622.48	916.38	2,587.46	
A	York No. 87B	18.67	82.00	100.67				1,110.96
	Yarmouth	1,201.40		1,201.40				
Total		9,179.39	24,697.51	33,876.90	144,605.34	79,798.54	45,074.35	592,050.63

Maintenance Paid \$4,770.76
 Reconstruction Fund Paid 768,589.77
Total \$773,360.53

OF THE RECONSTRUCTION FUND

to December 31st, 1927

Guard Rail	Shoulder Work	Detour	Right of Way	Total	Grand Total	Federal Aid	Miscellaneous Credits
				\$31.83	\$59.02		
				832.48	26.15		
					832.48		
					31.76		
					20.00		
					457.60		
291.00				5,258.51	5,803.10	17,475.00	Refund of D. Webster..... 15.00
1,535.25			900.00	46,921.36	49,685.17		
					24.00		
110.00	48.16			3,780.14	4,640.61	7,441.87	
					18.07		
					1,027.98		
					22.50		
				15,464.96	15,469.61		
					19.50		
					450.28		
					118.68		
					33.80		
181.13				21,518.95	21,737.68	7,399.71	
2,739.75	3,432.67		814.87	248,766.54	255,063.98	30,047.43	
					2,145.49		
					34.60		
5,855.10	8,704.62			228,035.26	233,366.57	43,111.79	
					67.00		
32.32				4,741.45	4,765.43		
					25.17		Stone sold town of Pittsfield 12.00
					59,581.90	63,334.94	
					22,028.14	22,380.89	
					1,769.40	25,935.87	
					16.13		
					2.80		
					133.88		
204.40	6,775.92	1,629.04		176,271.45	180,230.97		
290.40					290.40	311.42	
	273.66				38,108.03	38,108.03	
529.62					13,674.62	13,909.62	
16.00					9,142.32	13,212.33	
			2,000.00		1,110.96	1,211.63	
						18,271.49	Repair of Guard Rail..... 7.50
					1,201.40		
11,784.97	19,235.03	1,629.04	3,714.87	897,892.77	931,769.67	158,374.64	34.50

STATE AID ROAD WORK
Including Expenditures from January 1, 1927
to December 31, 1927

The total expenditure on account of state aid road work for the year beginning January 1, 1927, and ending December 31, 1927, amounted to \$2,344,630.81. Of this total expenditure, the sum of \$1,475,509.19 was paid from state appropriations, and \$869,121.62 was paid by cities, towns and counties.

Of this total cost \$4,984.37 was paid for engineering, \$19,937.38 was paid for supervision and \$2,319,709.06 was paid for labor and material.

The cost of new construction work amounted to \$2,278,999.81; \$25,030.32 was expended in reconstructing previously built state aid roads with a better type of pavement; \$30,920.37 was expended in resurfacing previously built state aid roads; \$9,404.05 was expended on work not completed in 1927; and \$276.26 was expended for supervision on work laid over to be done in 1928.

Of the total amount paid from state appropriations, \$1,357,849.95 was paid from 1927 apportionments; \$102,737.44 was paid from unexpended balances of state aid apportionments brought over from previous years; \$11,257.03 was paid from special legislative appropriations; \$3,031.38 was paid from highway loan fund; \$430.36 was paid from reconstruction fund; and \$203.03 was paid from refunds and miscellaneous transfers. 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 548 towns including cities and townships. Of this number the 1927 apportionments for 8 towns have been carried over to 1928. Settlement was made with two towns where the work was done in 1926.

One hundred and seventy-six (176) towns increased their appropriations in 1927 and applied for state aid under the provisions of Section 21, Chapter 25 R. S. as amended by Section 5, Chapter 158 P. L. 1917 (Five Times Provisions).

Of this number 129 towns had received additional state aid under the five times provision in previous years, and 47 towns made appropriations under this provision for the first time. Twenty-nine (29) towns made appropriation 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). Total town appropriations amounted to \$765,469.00.

The fund available for state aid road apportionment in 1927 was \$500,000.00 appropriated under the provisions of Sections 34 and 36 of Chapter 25 R. S. and 33 1-3 per cent of the gasoline tax as provided by Section 4, Chapter 212 P. L. 1925. Sections 2 and 8, Chapter 251, P. L. 1927 amended gasoline tax so that after Oct. 29, 1927, 25% of the four cent tax became available for state aid apportionments. The above funds being inadequate to apportion all towns in full, the Governor and Council transferred from "Sinking Reserve Fund" \$218,000.00 for that purpose. The amount apportioned in anticipation of the gasoline tax was \$790,076.33.

501 towns built 226.63 miles of gravel road. In 14 of these towns, large size culverts were constructed and in a great many towns heavy grading and rock excavation materially reduced length of road completed. The gravel roads were built at an average cost of \$1.53 per linear foot.

9 towns built 2.32 miles of bituminous macadam. In one town, a concrete bridge was constructed in connection with road project. 31,217 square yards were constructed at a cost of \$75,087.76, an average cost of \$2.41 per square yard including grading and drainage. The cost of macadam pavement alone amounted to \$56,583.46, an average cost of \$1.82 per square yard.

9 towns built 3.32 miles of reinforced concrete pavement. Cost \$208,576.02. 60,929 square yards were constructed, an average cost of \$3.42 per square yard including grading and drainage. The cost of concrete pavement alone amounted to \$167,728.58, an average cost of \$2.75 per square yard.

One city built 0.82 miles of granite block pavement on a concrete base. 31,233 square yards at a cost of \$4.78 square yard. The total cost of work done, \$149,254.14.

Two towns built reinforced concrete pavement over old state aid gravel roads. 8,200 square yards at a cost of \$3.05 per square yard. Total cost of work done \$25,030.32.

Sixteen towns expended the entire state aid joint fund and seven towns expended a part of joint fund in strengthening, widening, resurfacing, and otherwise rebuilding previously constructed state aid roads. 13.1 miles were rebuilt at a cost of \$30,920.37.

Two towns expended the entire joint fund and two towns expended part of fund in grading and base. Work to be completed in 1928. No mileage is reported against this work and is classified as uncompleted work in tabular statement.

Two towns completed state aid work in 1927 but failed to report expenditures in time for settlement in 1927, therefore is carried over for settlement in 1928. The following state aid mileage was built on the State highway system: Gravel 10.87 miles, bituminous macadam 1.18 miles, concrete 1.22 miles, concrete reconstruction 0.20 miles, and rebuilt gravel roads 1.31 miles.

The apportionment of state aid was made as follows:

Apportionment Section 20, Chapter 25, R.S. as amended by Section 4, Chapter 258, P. L. 1917	\$593,784.71
Additional apportionments Section 21, Chap- ter 25, R.S., as amended by Section 5, Chap- ter 258, P.L. 1917 (Five Times Provision)	693,532.92
Apportionments Chapter 154, P.L. 1917, as amended by Chapter 157, P.L. 1919 (Three Town Act)	220,758.70
Total Apportionment of State Aid	\$1,508,076.33
Unexpended balances from state appropria- tions amounting to	126,894.40
Total available from state funds for expendi- ture in 1927	\$1,634,970.73
Overdrawn account	1.00
Town money paid in added to state funds	2,633.00
Total	\$1,637,604.73

**Statement of Funds Available from State Aid
Apportionments, Expenditures Made
and Balances for 1927**

<i>Year</i>	<i>Funds Available</i>	<i>Expenditures</i>	<i>Unex. Bal.</i>
	1927	1927	Dec. 31, 1927
1917 Unex. Bal.	1.29	\$0.40	\$0.89
1918 " "	0.82		0.82
1919 " "	0.37		0.37
1920 " "	399.00		399.00
1921 " "	798.00		798.00
1922 " "	501.40	84.13	417.27
1923 " "	3,075.61	9.68	3,065.93
1924 " "	2,554.65	133.00	2,421.65
1925 " "	4,191.05	262.20	3,928.85
1926 " "	115,372.21	106,607.65	8,764.56
1926 Town Money	2,633.00	2,633.00	
1926 Overdrawn Account	1.00	1.00	
1927 Appor- tionment	1,508,076.33	1,373,718.07	134,358.26
Totals	\$1,637,604.73	\$1,483,449.13	\$154,155.60
Greenfield account overdrawn			.01
State Aid book balance			\$154,155.59
Town money expended			\$2,633.00
State Aid funds expended			1,480,816.13
Special Resolve Transfers			11,257.03
Highway Loan Transfers			3,031.38
Reconstruction Fund Transfers			430.36
Refunds and miscellaneous Transfers			203.03
Total State Aid Expenditure in 1927			\$1,495,737.93

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 1926.

Reimbursements

Dixfield (Road built in 1926)	\$6,300.00
Oakland (Road built in 1922)	853.86
Winthrop (Road built in 1925)	4,633.50
	<hr/>
Total reimbursements	
(paid from 1927 apportionments)	\$11,787.36

Transfers

Transfers from State Aid to Bridge Loan	
A. R. 7 Penob. Co. (Schoodic Br.) 1926	
Bal.	\$208.72
A. R. 7 Penob. Co. (Schoodic Br.) 1927	
App.	\$2,362.50
	<hr/>
	2,571.22
Williamsburg 1926 App.	1,050.00
Transfers from State Aid to Highway Loan:	
Jefferson	1927 Balance
	1,717.26
Albion	1926 Apport.
	1,051.90
Lebanon	1926 Apport.
	1,050.00
Transfers from State Aid to Special Resolve:	
Cushing	1926 Balance
	1,000.00
	<hr/>
Totals	\$8,440.38
Totals from 1926 funds	\$4,360.62
Totals from 1927 funds	4,079.76
	<hr/>
	8,440.38

Town's Funds Transferred

A.R. 7 1927 Appropriation to Bridge Loan	600.00
Williamsburg 1926 Appropriation to Bridge Loan	300.00
	<hr/>
Totals to Bridge Loan	900.00
Albion 1926 Appropriation to Highway Loan	533.00
Lebanon 1926 Appropriation to Highway Loan	600.00
	<hr/>
Totals to Highway Loan	\$1,133.00
Account overdrawn in 1926 and paid from 1927	
Apportionment — Limerick	1.00

Summary

Expenditure from State Aid apportionments	\$1,480,816.13
Expenditure from Special Resolve Transfers	11,257.03
Expenditure from Highway Loan Transfers	3,031.38
Expenditure from Reconstruction Fund	
° Transfers	430.36
Expenditure from Refunds and Miscellaneous Transfers	203.03
	<hr/>
Total expenditures State Funds in 1927	\$1,495,737.93
Reimbursement	\$11,787.36
Transfers	8,440.38
Overdrawn Account	1.00
	<hr/>
Totals	20,228.74
	<hr/>
Total Expenditure on State Aid Roads	\$1,475,509.19

SUMMARY OF EXPENDITURES ON STATE AID ROADS

January 1, 1927—December 31, 1927

No. Towns	Type of Road	Sq. Yds.	L'gth Miles	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid from State Aid Funds	Paid from Other Funds	Total State Aid Paid	Cost per Mile	Cost per Sq. Yd.
1	Work done 1926, paid 1927												
1	Gravel.....		1.73		53.41	\$11,732.39	11,785.80	\$ 2,665.00	\$9,120.80		\$9,120.80	\$6,812.60	
1	Granite Block.....	3,413	0.12			12,923.65	12,923.65	5,877.25	7,046.40		7,046.40		3.79
501	Work done 1927, paid 1927												
9	Gravel.....		226.63		15,218.65	1,806,153.79	1,821,372.44	585,016.43	1,222,434.21	13,921.80	1,236,356.01	8,036.77	
9	Bituminous Macadam.....	31,217	2.32	\$1,189.17	564.07	73,334.52	75,087.76	38,454.88	35,632.88	-1,000.00	36,632.88	32,365.41	2.41
9	Concrete.....	60,929	3.32	524.00	2,581.41	205,470.61	208,576.02	137,880.21	70,695.81		70,695.81	62,824.10	3.42
1	Granite Block.....	31,233	0.82	3,271.20	71.05	145,911.89	149,254.14	77,115.00	72,139.14		72,139.14		4.78
2	Concrete Reconstruction.....	8,200			789.19	24,241.13	25,030.32	11,953.22	13,077.10		13,077.10		3.05
23	Resurfacing.....				325.81	30,594.56	30,920.37	8,736.02	22,184.35		22,184.35		
4	Uncompleted Work Laid over work.....				57.53	9,346.52	9,404.05	1,423.61	7,980.44		7,980.44		
					276.26	276.26	276.26		276.26		276.26		
549	Totals.....		234.94	4,984.37	19,937.38	2,319,709.06	2,344,630.81	869,121.62	1,460,587.39	14,921.80	1,475,509.19		

1	Town built Gravel and Bituminous Macadam	Reimbursements to towns reported in previous years.....	\$11,787.36
3	Town built Gravel and Concrete	Paid account overdrawn in 1926.....	1.00
2	Town built Bituminous Macadam and Concrete	Transfers from State Aid to Highway Loan Fund.....	3,819.16
1	Town built Bituminous Macadam and Granite Block	Transfers from State Aid to Bridge Loan Fund.....	3,621.22
7	Town expended part of fund in resurfacing	Transfers from State Aid to Special Resolves.....	1,000.00
2	Town expended part of fund on uncompleted work		
16		Total Expenditure from State Aid Funds in 1927.....	\$1,495,737.93
533	Towns reimbursed for work done in previous years		
1	Towns Fund transferred to Highway Loan Fund.		
1	Towns Fund transferred to Bridge Loan Fund.		
2	Towns work completed. To be paid in 1928.		
8	Towns Funds laid over for 1928 construction.		
548	Towns received apportionment from 1927 State Aid Fund.		

THIRD CLASS HIGHWAYS**January 1, 1927 to December 31, 1927**

Apportionments from the third class highway fund for 1927 were made to 480 towns and 1926 balances were carried forward in 11 towns not entitled to apportionment in 1927. The total amount available for third class highways on April 15, 1927, when the apportionment was made, was \$680,118.11 which was made up as follows: \$374,938.30 from the Mill Tax Highway Fund, and \$305,179.81 from the gasoline tax accumulated to April 15, 1927. \$680,118.06 was apportioned leaving an unapportioned balance of \$0.05. The rate of apportionment was \$42.06863 per mile of third class roads.

Unexpended balances from 1926 amounting to \$25,882.42 were carried forward to 1927; \$8.00 was refunded by one town on account of overpayment in 1926; and Mr. Joseph S. Rich, a summer resident of Albany expended \$1,395.43 in the construction of a section of third class highway and is considered herein a subscription fund. The total amount available for third class expenditure in 1927 amounted to \$707,403.91.

The work done in 1927 is briefly as follows: 450 towns built gravel surfaced roads. In five of the towns concrete culverts were constructed of such size that materially reduced the length of finished road. One town built bituminous macadam road. One town used their fund in widening and strengthening previously built third class road. Five towns expended third class fund in grading and base, to be surfaced and accepted in 1928. The towns of Dead River and Eustis expended funds in repairs, it being understood that the third class roads in these towns were within the flowage area of the Dead River storage basin to be developed soon. One town expended entire fund in the construction of a culvert, and the town of Readfield anticipated about four years of third class money and completed their third class road, the town holding payrolls and bills for reimbursement. The 1926 resolve for town of Cushing was used in reimbursing town for over expenditure shown on Cushing Third Class Account for 1926.

The total expenditure on account of third class highways was \$704,546.91. Of this amount \$7,057.28 was paid for supervision, and \$697,489.63 was expended for labor and material. Of this total expenditure \$681,269.83 was paid from third class highway funds, \$5,019.03 was paid from special resolves, \$1,395.43 was paid by private subscription; \$8.00 from town refund, and \$16,854.62 was paid by cities and towns.

A total of 102.93 miles was reported in 1927, of which 102.78 miles were constructed with gravel surface, and 0.15 miles of bituminous macadam. In addition to the completed mileage 5,000 linear feet of grading and base was built to receive surfacing material in 1928.

**Statement of
Expenditures on Third Class Highways
January 1, 1927 to December 31, 1927**

Expended for Supervision	\$7,057.28
Expended for Labor and Material	697,489.63
	\$704,546.91
Paid by State from Third Class Highway Apportionments	\$681,269.83
Paid by State from Special Resolve Transfers	5,019.03
Paid by State from Subscription Money	1,395.43
Paid by State from Money refunded by town	8.00
	\$687,692.29
Total payments by State	\$687,692.29
Paid by Cities and Towns	16,854.62
	\$704,546.91
Total Expenditure on Third Class Highways	\$704,546.91

Statement of Third Class Highway Fund**January 1, 1927 to December 31, 1927**

Available from Mill Tax Highway fund	\$374,938.30
Available from Gasoline Tax (accumulated to April 15, 1927)	305,179.81
Amount available for apportionment	\$680,118.11
Unapportioned balance April 15, 1927	.05
Total apportionment for 1927	\$680,118.06
Unexpended balance from 1926	25,882.42
Subscription from Joseph S. Rich	1,395.43
Refund from town (overpayment in 1926)	8.00
Total third class fund for 1927	\$707,403.91
Third class funds expended on third class highways in 1927	\$681,269.83
Subscription money and town re- fund expended on third class highways	1,403.43
Third class fund transferred to Bridge loan fund	3,364.42
Resolve balance retransferred	132.36
Total Expenditure from Third Class Fund	\$686,170.04
Unexpended balance December 31, 1927	\$21,233.87

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SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1st, 1927 to December 31st, 1927

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 Subscription and Refund	Paid by State Special Resolve	Total State Aid Paid	Cost per Mile
450	Gravel.....	102.78	\$6,876.69	\$687,527.80	\$694,404.49	\$16,809.61	\$671,172.42	\$1,403.43	\$5,019.03	\$677,594.88	\$6,756.22
1	Bituminous Macadam ..	0.15	20.55	1,514.03	1,534.58	.....	1,534.58	.....	.....	1,534.58	10,230.53
2	Repairs.....	.....	10.00	525.40	535.40	14.11	521.29	.....	.....	521.29	.....
1	Resurfacing.....	.....	34.05	2,378.80	2,412.85	3.38	2,409.47	.....	.....	2,409.47	.....
5	Grading and Base.....	.....	90.47	5,297.70	5,388.17	11.51	5,376.66	.....	.....	5,376.66	.....
1	Culvert.....	.....	1.00	245.90	246.90	16.01	230.89	.....	.....	230.89	.....
	Laid Overs.....	.....	24.52	.....	24.52	.....	24.52	.....	.....	24.52	.....
460	Totals.....	102.93	\$7,057.28	\$697,489.63	\$704,546.91	\$16,854.62	\$681,269.83	\$1,403.43	\$5,019.03	\$687,692.29	

1	One town transferred entire fund, one town part fund. Expended with bridge loan fund.....	\$3,364.42
	Resolve balance transferred in error in 1926—retransferred in 1927.....	132.36
	Total State Expenditures.....	\$691,189.07
	Amount paid from Special Resolve transfers.....	5,019.03
	Total Expenditures from Third Class Fund in 1927.....	\$686,170.04

19 Work laid over to 1928

480 Towns received apportionment in 1927

SPECIAL RESOLVES**January 1, 1927 to December 31, 1927**

Chapter 252, P. L. 1927, provided \$150,000.00 to aid 145 towns in the construction and repair of roads and bridges. In 92 towns the money was expended in constructing 108,620 feet in accordance with specifications for State Aid and Third Class roads. In 14 towns the money was expended in general repairs, resurfacing old state aid roads in 3 towns, money expended with patrol funds in 2 towns, and bridge repairs in 3 towns. In the remaining towns, the funds were laid over for 1928 work.

In addition to the resolves provided under Chapter 252, the Legislature passed four resolves on which some work was done during the fall of 1927.

Greenville-Long Pond: Chapter 163 provided \$25,000 in 1927 and \$25,000 in 1928 to aid in the construction of highway from Long Pond to Rockwood and from Tarratine to Greenville. Work started about the first of September and considerable progress was made in grading and foundation work between Greenville Junction and Squaw Mountain Inn. Expenditures amounted to \$10,919.61.

Eustis-Woburn: Chapter 158 provided \$15,000.00 in 1927 and \$15,000.00 in 1928 together with \$30,000.00 County money and \$30,000.00 from timber land owners, a total of \$90,000.00 to construct a highway from Eustis, Maine, to Woburn, Canada, a distance of 22.5 miles. About 5.5 miles of the old tote road between Eustis town line and Chain of Ponds was widened and surfaced with a light course of gravel. Alder Stream bridge rebuilt, lumber cut for Dead River crossing, and about 2.5 miles surveyed in Chain of Ponds Township. Total amount expended \$13,375.74.

Deer Isle: Chapter 112 provided \$15,000 for the construction of a raised road between Little Deer Isle and Deer Isle. Project held up waiting action of town to make application under General Bridge Law for a bridge and raise funds for same. Survey made, cost \$94.00.

West Gardiner: Chapter 256 provided \$1,000.00 to aid town in repairs of Litchfield Neck road. Money expended by town—built 1100 feet—cost \$990.46.

Old Balances: In three towns 1925 resolve balances were expended in the construction of 2125 feet of standard road, the remainder of the balances were either expended in general repairs, transferred to other accounts, or laid over for work in 1928.

1928 RESOLVES ANTICIPATED

The towns of Addison and Lyman paid to state the amounts of 1928 appropriations and were expended in 1927 construction. These towns will be reimbursed after July 1st, 1928. The Addison money was expended with 1927 resolve and the Lyman money was transferred to State Aid.

Several other towns anticipated 1928 funds and expended the money in 1927 but the payrolls are either being held by the towns or held by State Highway Commission for payment after July 1st, 1928.

The total expenditure on account of work reported under special resolves amounted to \$173,927.09. Of this amount \$22,851.94 was paid by towns, and \$151,075.15 was paid from State appropriations. The engineering and supervision cost \$3,806.68 and \$170,120.41 was expended for labor and material.

In addition to the above expenditures, \$11,257.03 was transferred and paid with state aid funds; \$5,019.03 was transferred and paid with third class funds; \$1,500.00 was transferred and paid with reconstruction fund, and \$1,267.63 was expended in reimbursing towns for work done in previous years.

Total expenditures from special resolve appropriation amounted to \$170,118.84.

STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS INCLUDING
 APPORTIONMENTS FROM STATE CONTINGENT FUND
 Expenditures January 1, 1927 to December 31, 1927 and Balances on December 31, 1927

	Appropriations	Expenditures	Balances
Chapter 118 Resolve 1919 (Madawaska Bridge)	\$2,972.15 (Credit 173.92)	\$44.90	\$3,101.17
Chapter 168 Resolve 1921 (Molunkus ) . . . . .	.57 (Lapsed)		
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 and Bridge Resolves)	2,696.47 (Lapsed 1.30)	38.89	2,656.28
Chapter 107 Resolve 1925 (Norridgewock and Van Buren Bridges)	1,517.03		1,517.03
Chapter 122 Resolve 1925 (Road and Bridge Resolve)	6,015.42 (Lapsed 20.03)	2,948.65	3,046.74
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 Fund Council Order No. 433 1921 (Howland-Enfield Bridge)	307.38		307.38
Subscription Fund on deposit with State	1,000.00		1,000.00
Town Fund on deposit with State	244.82	3.03	241.79
Total Funds Available January 1, 1927	\$17,388.88		
Credit from Canadian Government March 1927 (Madawaska Bridge)	173.92		
Retransferred Cushing Special Resolve	1,000.00	1,000.00	
	\$18,562.80		
Balances lapsed July 1, 1927, Chap. 168, Res. 1921		0.57	
Balances lapsed July 1, 1927, Chap. 133, Res. 1923		1.30	
Balances lapsed July 1, 1927, Chap. 122, Res. 1925	21.90	20.03	
Balances Available for Expenditure in 1927	\$18,540.90		
Chapter 252, Resolves 1927	\$150,000.00	\$140,413.27	9,586.73
Chapter 158, Resolves 1927 (Eustis-Woburn)	45,000.00	13,375.74	31,624.26
Chapter 163, Resolves 1927 (Long Pond-Greenville)	25,000.00	10,919.61	14,080.39
Chapter 112, Resolves 1927 (Deer Isle)	15,000.00	94.00	14,906.00
Chapter 256, Resolves 1927 (West Gardiner)	1,000.00	990.46	9.54
Totals	\$254,540.90	\$170,118.84	\$84,422.06

STATE HIGHWAY COMMISSION

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES
 Expenditures January 1, 1927 to December 31, 1927

Items	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State 1927 Resolves	Paid by State 1925 Resolves	Pd by State 1923 Resolves	Pd by State 1921 Resolves	Pd by State 1919 Resolves	Paid by State Town Balance	Total Paid by State	Total Miles Constructed	Cost per Mile
Road Construction.....	1,000.00	1,300.44	137,365.05	139,665.49	22,187.73	115,960.55	1,517.21					117,477.76	21.18	6,594.22
Road Repairs...	1,107.60	247.34	30,811.27	32,166.21	174.42	31,483.90	469.45	38.44				31,991.79		
Road Laid Over.	94.00	8.11		102.11		98.63		0.45			3.03	102.11		
Bridge Repairs..		16.69	1,931.69	1,948.38	489.79	750.00	418.30		290.29			1,458.59		
Bridge Laid Over.....		32.50	12.40	44.90						44.90		44.90		
Totals.....	2,201.60	1,605.08	170,120.41	173,927.09	22,851.94	148,293.08	2,404.96	\$ 38.89	290.29	\$ 44.90	\$ 3.03	151,075.15		
Special Resolves transferred paid with State Aid.....						\$11,000.00	\$257.03					\$11,257.03		
Special Resolves transferred paid with Third Class.....						5,000.00	19.03					5,019.03		
Special Resolves transferred paid with Reconstruction Fund.....						1,500.00						1,500.00		
Reimbursements to towns (work done 1926).....							267.63				1,000.00	1,267.63		
Total Expenditures from Resolve Appropriations.....						165,793.08	2,948.65	\$38.89	290.29	\$44.90	1,003.03	170,118.84		

GENERAL SUMMARY

Expenditures on State Aid Highways — Third Class Highways — Special Resolves

January 1, 1927 to December 31, 1927

Items	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State	Length Miles
State Aid Highways	\$4,984.37	\$19,937.38	\$2,319,709.06	\$2,344,630.81	\$869,121.62	\$1,475,509.19	234.94
Third Class Highways		7,057.28	697,489.63	704,546.91	16,854.62	687,692.29	102.93
Special Resolves	2,201.60	1,605.08	170,120.41	173,927.09	22,851.94	151,075.15	21.18
Totals	\$7,185.97	\$28,599.74	\$3,187,319.10	\$3,223,104.81	\$908,828.18	\$2,314,276.63	359.05

1927 REPORT

STATE AND COUNTY AID BRIDGE CONSTRUCTION

In 1927 the number of bridges built under the provisions of the State and County Aid Law was twenty-five per cent greater than the number built in 1926, but since a large percentage were small structures, the total amount expended was smaller than the preceding year. The State's portion of the cost of the work was paid from proceeds of the bond issue authorized by the 1925 Legislature. Bonds to the value of \$1,125,000 have now been issued with \$1,875,000 available for 1928 and later years.

On January 1, 1927, one hundred and eight petitions were on file, continued from previous years, ninety-nine new petitions were received during the year. eleven petitions were discontinued, fifty-eight bridges were placed under construction, and one hundred and thirty-eight petitions are being carried over to 1928.

The following work was undertaken in 1927:

Town and County	Contractor	Est. Cost	Description
Acton York	Ames Constr. Co.	\$2,900	Jeff Brackett Bridge; concrete box culvert 6' x 7'2"; 20 ft. roadway.
Alton Penobscot	Hamlin & Stanford	\$8,520	Mill Bridge; concrete slab span, clear span length 18 ft.; concrete abutments, wings on one abutment stone faced; 20 ft. roadway.
Baldwin Cumberland	Joseph Cook	\$4,600	Burnell Bridge; concrete slab span; clear span length 10 ft.; concrete abutments; 20 ft. roadway.
Baldwin Cumberland	Joseph Cook	\$6,650	Warren Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Bangor Penobscot	George W. Crane	\$7,500	Parker Brook Bridge; concrete slab span, clear span length about 13 ft.; old concrete faced abutments, underpinned, capped and extended, new concrete wings; about 33 ft. roadway including width occupied by electric railway.

Town and County	Contractor	Est. Cost	Description
Belgrade..... Kennebec.....	Force Account.....	\$6,650	Belgrade Lakes Bridge; 3 steel I-beam spans with concrete floor slab, span lengths 20 ft. 2 in., 18 ft. 2½ in., 19 ft. 6 in.; old stone abutments capped with concrete; stone retaining walls on causeway between spans capped with concrete; 20 ft. roadway.
Bethel..... Oxford.....	Force Account.....	\$13,900	Pleasant River Bridge; concrete T-beam span, clear span length 45 ft.; stone faced concrete abutments; 20 ft. roadway.
Bethel..... Oxford.....	Ulric Metivier.....	\$37,200	Sunday River Bridge; 2 concrete T-beam spans, clear span length 45 ft. each; concrete abutments and pier; 20 ft. roadway.
Bethel..... Oxford.....	Kennebec Constr. Corp..... Boston Bridge Works.	\$78,500	Toll Bridge; 2 steel truss spans with concrete floor, clear span 154 ft. 1¼ in. c. to c. bearings; 2 concrete T-beam spans, clear span length 30 ft. each; two new concrete abutments and two new concrete piers, two old stone piers capped with concrete; pile foundation one abutment; 20 ft. roadway.
Chelsea..... Kennebec.....	Force Account.....	\$5,000	Togus Stream Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Clinton..... Kennebec.....	Fidelity Constr. Corp..	\$13,000	Cain Bridge; 2 concrete slab spans, clear span length 19 ft. 6 in. each; old stone abutments capped, underpinned and extended, three new concrete wings, new concrete pier; pile foundation; 20 ft. roadway; 5 ft. sidewalk.
Corinna..... Penobscot.....	Force Account.....	\$3,100	Alder Stream Bridge; concrete slab span; clear span length about 15' 6 in.; old abutments extended with stone and capped with concrete; 24 ft. roadway.
Corinna..... Penobscot.....	Force Account.....	\$15,500	Corinna Bridge; steel I-beam bridge with concrete floor, downstream end 2 spans, clear span lengths 17' 6¼", 8' 8¼" flaring and offsetting to 3 spans, clear span lengths 17 ft. 6½ in., 20' ¼ in.; 13 ft. 7¼ in. upstream end; old abutments capped, underpinned and extended with concrete, one section jacketed, concrete piers of column and girder type; 51 ft. 4 in. roadway, 2 sidewalks each 6 ft. 3 in. wide.
Cornish..... York.....	Gulliver Co.....	\$13,000	Tannery Bridge; concrete slab span; clear span length 10 ft.; concrete abutments; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Cornish-Baldwin York-Cumb.	Cyr Bros. Co.	\$75,000	Depot Bridge; 4 concrete T-beam spans, clear span length 50 ft. each; concrete piers and one abut., other abutment faced with concrete and wings built; 20 ft. roadway.
Detroit Somerset	George W. Crane	\$7,100	Pond Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway, steel I-beam bridge with concrete floor built on old abutments, capped with concrete, to provide sidewalk 5 ft. wide.
Frankfort Waldo	Force Account	\$32,150	Upper Bridge; 4 concrete T-beam spans, clear span length 35 ft. 6 in. each; 2 concrete piers, old stone pier capped with concrete, old abutments capped with concrete; 20 ft. roadway, 5 ft. sidewalk.
Freedom Waldo	Force Account	\$4,125	Hustus Brook Bridge; concrete slab span, clear span length 12' 4" on center line of road, 13° 30' skew; concrete abutments; 20 ft. roadway.
Freedom Waldo	Force Account	\$5,070	Lower Village Bridge; concrete slab span, clear span length 15 ft.; one concrete abutment, other old stone abutment faced and capped with concrete; 20 ft. roadway.
Freedom Waldo	Force Account	\$4,000	Upper Bridge; 2 concrete slab spans, clear span length about 11 ft. each, on center line of road, 5° 30' skew; concrete column and girder type pier, old stone abutments capped and extended with concrete; 20 ft. roadway.
Gilead Oxford	Ulric Metivier	\$8,500	Wight Brook Bridge; concrete slab span, clear span length 18 ft.; concrete abuts.; 20 ft. roadway.
Gouldsboro Hancock	Cianchette & Giovannucci	\$3,850	Prospect Harbor Bridge; concrete slab span, clear span length 15 ft.; one new concrete abutment, one old stone abutment faced, capped and extended with concrete; 20 ft. roadway.
Gouldsboro Hancock	Cyr-Bros. Co.	\$18,500	Soules Bridge; concrete slab span, clear span length 15 ft.; stone faced concrete abutments; bridge 39 ft. 2½ in. wide, providing for 21 ft. roadway on fill.
Harmony Somerset	Force Account	\$4,800	Ferguson Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Lebanon York	Ames Constr. Co.	\$7,300	Furbush Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Lewiston..... Androskoggin..	Force Account.....	\$19,300	Chestnut Street Bridge; concrete bowstring arch span, clear span length about 64 ft.; old stone abutments backed with concrete, pile foundation, and capped with concrete; 24 ft. roadway, two 6 ft sidewalks.
Limerick..... York.....	Edmond Cyr & Co....	\$9,700	Folsom Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, bridge 40 ft. 1½ in. wide, providing for 21 ft. roadway on fill.
Limerick..... York.....	Edmond Cyr & Co....	\$7,200	Kelley Bridge; concrete slab span, clear span length 6 ft.; concrete abutments; 20 ft. roadway.
Limerick..... York.....	Edmond Cyr & Co....	\$10,200	Thing Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 20 ft. roadway.
Madawaska..... Arroostook.....	Force Account.....	\$6,700	Beaulieu Bridge; concrete box culvert 3 ft. by 3 ft., 22 degree skew, culvert 88 ft. 3½ in. long, providing for 21 ft. roadway on fill.
Millinocket..... Penobscot.....	Edmond Cyr & Co....	\$25,900	Millinocket Bridge; 2 concrete T-beam spans, clear span length 28 ft. each; concrete pier, old stone abutments, under pinned, jacketed and extended with concrete; 27 ft. roadway; two 5 ft. sidewalks.
Newfield..... York.....	Edmond Cyr & Co....	\$10,200	Ayer Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Newfield..... York.....	Edmond Cyr & Co....	\$5,500	Chellis Bridge; concrete slab span, clear span length 20 ft.; old stone abutments capped with concrete; 20 ft. roadway, 5 ft. sidewalk.
No. Berwick..... York.....	Ames Constr. Co....	\$12,000	Governor Goodwin Bridge; concrete slab span, clear span length 16 ft. on center line of road, 25 degree skew; one concrete abutment, one old stone abutment underpinned jacketed, capped and extended with concrete; bridge 31 ft. 6 in. wide, providing for 21 ft. roadway on fill.
Orland..... Hancock.....	Manzie I. Rogers.....	\$23,820	Gully Brook Bridge; concrete box culvert 6' x 6'; culvert 94 ft. 3 in. long, providing for 21 ft. roadway on fill; new location.
Phillips..... Franklin.....	James H. Kerr.....	\$44,500	Lower Village Bridge; two spandrel filled concrete arch spans, clear span length 75 ft. each, one concrete slab span over sluice, clear span length 17 ft., concrete piers, abutments and retaining walls, 20 ft. roadway; 5 ft. sidewalk.

Town and County	Contractor	Est. Cost	Description
Sebago Cumberland	J. A. & J. R. Partridge	\$2,400	Batchelder Brook Bridge; concrete slab span, clear span length 6' 6"; old stone abutments capped with concrete; 20 ft. roadway.
Sebago Cumberland	J. A. & J. R. Partridge.	\$2,400	Mack's Corner Bridge; concrete box culvert 5' x 4'; 24 degree skew; 20 ft. roadway.
Sebago Cumberland	J. A. & J. R. Partridge.	\$3,400	Nason Brook Bridge; concrete box culvert 4' 7 $\frac{1}{2}$ " x 5', 30 degree skew; culvert 32 ft. 10 in. long, providing roadway 21 ft. wide on fill.
Shapleigh York	Central Constr. Co.	\$9,100	Austin Bridge; concrete slab span, clear span length 9 ft. 2 $\frac{3}{4}$ in. on center line of road, 30 degree skew; concrete abutments, 20 ft. roadway.
Standish Cumberland	Litchfield & Douglas.	\$10,700	Aaron Nason Bridge; concrete slab span, clear span length 12 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Standish Cumberland	Litchfield & Douglas.	\$5,000	Watchic Brook Bridge; concrete slab span, clear span length 8 ft.; concrete abutments; 20 ft. roadway.
Starks Somerset	Ulric Metivier	\$13,800	Hilton Brook Bridge; 2 concrete slab spans, clear span length 12 ft. each; concrete pier, old stone abutments faced and extended with concrete; bridge 42 ft. 10 $\frac{1}{2}$ in. wide, providing for 21 ft. roadway on fill.
Steuben Washington	Hector J. Cyr & Co.	\$14,150	Village Bridge; concrete T-beam span, clear span length 35 ft.; concrete abutments; 20 ft. 6 in. roadway, 5 ft. sidewalk.
Steuben & No. 7 Washington and Hancock	Cyr Bros. Co.	\$5,825	Whitten Stream Bridge; concrete T-beam span, clear span length 26 ft., 21° 07' skew; old stone abutments underpinned and capped with concrete; old stone retaining walls underpinned and faced with concrete; 20 ft. roadway.
Sullivan Hancock	Force Account	\$15,900	Flanders Stream Bridge; concrete T-beam span, clear span length 20 ft., concrete abutments; bridge 35 ft. 9 in. wide, providing for 21 ft. roadway on fill; new location.
Surry Hancock	Hector J. Cyr & Co.	\$2,200	Kane's Bridge; concrete box culvert 3' x 3', width of roadway and sidewalk about 40 ft.
Surry Hancock	Hector J. Cyr & Co.	\$3,200	Young's Bridge; concrete slab span, clear span length 6 ft.; concrete abutments; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Thorndike..... Waldo.....	Walter V. Mitton, Inc.	\$6,800	Cates Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; bridge 33 ft. 7 in. wide, providing 21 ft. roadway on fill.
Thorndike..... Waldo.....	Walter V. Mitton, Inc.	\$11,600	Leach Bridge; concrete slab span, clear span length 15 ft. $\frac{1}{2}$ in. on center line of roadway, 30 degree skew; concrete abutments; 20 ft. roadway.
Unity..... Waldo.....	Stewart & Williams...	\$9,300	Bitthers Mill Bridge; concrete slab span, clear span length 15 ft. on center line of roadway, 15 degree skew; concrete abutments; bridge 45 ft. 2 $\frac{1}{2}$ in. wide to provide 21 ft. roadway on fill.
Unity..... Waldo.....	Force Account.....	\$29,800	Moulton Bridge; 2 concrete T-beam spans, clear span length 35 ft. each; concrete pier, concrete and stone masonry abutments; 20 ft. roadway.
Unity..... Waldo.....	Stewart & Williams...	\$14,800	Outlet Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 20 ft. roadway.
Unity..... Waldo.....	Stewart & Williams...	\$7,000	Oxbow Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Waldo..... Androscoggin..	Force Account.....	\$6,600	County Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 20 ft. roadway.
Wales..... Androscoggin..	Force Account.....	\$5,900	Hinckley Bridge; concrete box culvert 6 ft. x 10 ft., 20 ft. roadway.
Wells-Kennebunk.. York.....	Gulliver Company....	\$11,300	Pumping Station Bridge; concrete slab span, clear span length 14' 6" on center line of roadway, 19 degree skew; old stone abutments capped and extended with concrete, pile foundation; 40 ft. roadway.
Williamsburg..... Piscataquis....	Force Account.....	\$6,950	Whetstone Bridge; concrete slab span, clear span length 15 ft., concrete abutments and floor slab, timber grillage foundation, 20 ft. roadway.

The contract for the construction of the steel superstructure of Wadsworth Street Bridge in Thomaston was awarded in 1927 to the Boston Bridge Works. See 1925 report for description.

Because of the damage done by high water conditions, additional work was done on Fitch Bridge, Sebago (see 1926 report) by completely rebuilding it. Contractor,

J. A. & J. R. Partridge. Estimated cost, \$2,850. Description: Concrete slab span, clear span length 8 ft.; concrete abutments; 20 ft. roadway.

The following table shows the bridge accounts closed during 1927, with the final cost and distribution of cost between State, County and Town:

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Bangor	Pen.	Parker Brook	\$6,385.13	\$1,596.28	\$1,915.54	\$2,873.31
Blue Hill	Han.	Blue Hill Falls	52,007.12	24,703.38	15,602.14	11,701.60
Blue Hill	Han.	Mill Island	10,068.97	4,782.76	3,020.69	2,265.52
Bridgewater	Aroos.	Boundary	36,868.58	18,434.29	11,060.57	7,373.72
Casco-Naples	Cum.	Crooked River	45,981.16	22,990.58	13,794.34	C 4,598.12 N 4,598.12
Denmark	Oxf.	Benton	1,062.92	265.73	318.88	478.31
Ellsworth	Han.	Trewoogy	*6,837.29	2,721.24	2,051.19	2,064.86
Flagstaff	Som.	Flagstaff	6,640.08	2,337.31	1,992.02	F 1,680.28 B 630.47
Grand Lake						
Stream	Wash.	Canal	1,313.83	378.38	394.15	541.30
Greenbush	Pen.	Olamon Str.	15,500.00	8,525.00	4,650.00	2,325.00
Greenwood	Oxf.	Johnny's	7,517.73	2,661.28	2,255.32	2,601.13
Hampden	Pen.	Grist Mill	**29,787.29	9,569.19	7,286.19	7,431.91
Kingfield	Frank	Norton	†36,796.82	18,655.99	11,039.05	7,101.78
Lisbon	And.	Lisbon Center	14,957.83	3,739.46	4,487.35	6,731.02
Lisbon	And.				A 1,562.61 S 356.54	L 2,680.93 B 197.81
Bowdoin	Sag.	Cox	6,397.19	1,599.30	2,227.91	3,341.87
Mt. Desert	Han.	Richardson Bk	†7,426.38	1,856.60	3,706.96	4,646.05
Norridgewock	Som.	Main Street	12,356.52	4,003.51	515.97	773.95
Northport	Waldo	Kelley Cove	1,719.89	429.97	1,906.53	2,383.16
Orland	Han.	Toddy Pond	6,355.09	2,065.40	887.34	1,064.81
Orneville	Pisc.	Badger	2,957.80	1,005.65	2,050.54	1,155.14
Parsonsfield	York	Canal	6,835.14	3,629.46	Y 10,767.77	Pa. 6,065.84
Parsonsfield-Porter	York	Kezar Falls	50,088.89	25,915.78	O 4,258.90	Po. 3,080.60
Peru	Oxf.	Mill	5,574.05	2,318.80	1,672.22	1,583.03
Peru	Oxf.	Spear's Str.	8,515.14	3,542.30	2,554.54	2,418.30
Pittsfield	Som.	Farnham Br.	6,986.41	1,746.60	2,095.92	3,143.89
Pittsfield	Som.	Spring Rd.	3,570.78	892.70	1,071.23	1,606.85
Readfield	Ken.	Handy Brook	2,989.17	747.29	896.75	1,345.13
Steuben	Wash.	Village	11,704.11	6,413.86	3,511.23	1,779.02
Steuben-No. 7	Wash.	Whitten Str.	6,670.22	3,367.16	W 912.93 H 1,088.13	S 757.75 No7 544.25
Temple	Han.				4,117.24	2,813.45
Temple	Frank	Temple Mills	13,724.14	6,793.45	6,856.54	9,439.17
Van Buren	Aroos.	Grist Mill	22,855.14	6,559.43		

*Revised final cost. See 1924 report.

**\$5,500 paid by Bangor Hydro-Electric Company.

†Revised final cost. See 1925 report.

‡Revised final cost. See 1926 report.

The total net expenditure for State and County aid bridge construction in 1927, including expenditures from special resolves from the Bridge Loan Fund, was \$841,511.76, of which \$66,779.43 was for engineering, advertising and inspection, and \$774,732.33 for labor and material.

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

1923 Resolves

Naples, Chute River Bridge. Applied as part of town's portion of cost of bridge under State and County Aid Law. Account not closed in 1927.

Parsonsfield, Canal Bridge, \$1,600.00. Applied as town's portion of cost of bridge under State and County Aid Law. Total amount expended, \$1,155.14.

Parsonsfield, \$8,456.00, and Porter, \$3,344.00, Kezar Falls Bridge. Applied as towns' portions of cost of bridge under State and County Aid Law. Total amounts expended, Parsonsfield, \$6,065.84, Porter, \$3,080.60.

Vanceboro-St. Croix, International Bridge, \$17,500.00. Work undertaken in 1927, one-half of cost to be paid by Dominion of Canada. Contractor, C. A. Noyes. Description of work: 2 concrete T-beam spans, clear span length 50 ft. each; concrete abutments; 20 ft. roadway. Expended by State of Maine to January 1, 1928, \$9,178.54.

1925 Resolves

Fairfield, Martin Stream Bridge. Applied as part of town's portion of cost of bridge under State and County Aid Law. Account not closed in 1927.

Orland, Toddy Pond Bridge, \$2,500.00. Applied as town's portion of cost of bridge under State and County Aid Law. Total amount expended, \$2,383.16.

Blue Hill, \$4,000.00. Applied as part of town's portion of cost of Blue Hill Falls Bridge under State and County Aid Law. Entire amount expended.

Surry, Young's Bridge, \$2,000.00. Applied as town's portion of cost of bridge under State and County Aid Law. See description of work in another part of this report. Account not closed in 1927.

1927 Resolves

Chapter 146, Surry, Kane's Bridge, balance remaining from 1925 resolve for Young's Bridge, Surry. Applied as town's portion of cost of bridge under State and County Aid Law. See description of work in another part of this report. Account not closed in 1927.

Chapter 207. Leeds, Foss Bridge, \$3,500. Reimbursement for part of town's portion of cost of bridge built under State and County Aid Law. Paid in 1927.

Chapter 228, Frankfort, Upper Bridge, \$2,000.

Chapter 232, Cornish, \$3,000, and Baldwin, \$2,500, Depot Bridge.

Chapter 234, Clinton, Cain Bridge, \$2,000.

Chapter 235, Bethel, Toll Bridge, \$10,000.

Chapter 243, Starks, Hilton Brook Bridge, \$1,500.

Chapter 244, Phillips, Lower Village Bridge, \$6,000.

Chapter 252, Orland, Gully Brook Bridge, \$5,000.

Amounts appropriated by the seven above resolves applied as parts of towns' portions of cost of bridges under State and County Aid Law. See description of work in another part of this report. Accounts not closed in 1927.

Chapter 229, Hiram, Hiram Bridge, \$5,000.

Chapter 231, Howland, Piscataquis River Bridge, \$12,000.

Chapter 233, Macwahoc, Molunkus Bridge, \$600.

Chapter 241, Fort Kent-Clair International Bridge, \$150,000.

Chapter 246, Hope, Handley Bridge, \$1,000.

Chapter 249, Norridgewock, Covered Bridge, \$5,000.

Chapter 257, Skowhegan, Kennebec River Bridge, \$25,000.

In 1927 no work was undertaken on the bridges designated in the seven above resolves.

Chapter 242, Forest City, International Bridge, \$10,500.

Construction begun in 1927, one-half of cost to be paid by Province of New Brunswick. Contractor, McPhail & Mavor. Description of work: concrete T-beam span, clear span length 45 ft.; concrete abutments; 20 ft. roadway. Expended to Jan. 1, 1928, \$3,410.55.

Chapter 245, Hampden, Stanley Bridge, \$4,000. Constructed in 1927. Force account work. Description: wooden truss span, about 52 ft. center to center of bearings; 16 ft. roadway; old abutments partially rebuilt and capped with concrete. Expended to January 1, 1928, \$3,016.16.

Chapter 220 appropriated \$5,500 for the construction of a combined immigration and customs office building at the end of the Madawaska-Edmundston International Bridge. This fund was provided out of the general revenue of the State. During the fall of 1927 the cellar excavation was made and the foundation walls built. The remainder of the work will be done in 1928. Expended to Jan. 1, 1928, \$1,312.31.

The following amounts were expended by the Bridge Division for maintenance of bridges under the provisions of the Gasoline Tax law, and special resolves:

Benton-Bowman Bridge	\$150.00
Ea. Machias & Machiasport-Machias River Bridge	58.58
Mercer-Mill Sluice Bridge	1,106.05
Merrill Pl.-Cold Brook Bridge	7.00
Van Buren-St. Leonards Bridge	9,132.38
Wiscasset-Edgecomb Bridge	1,145.80
Woolwich & Wiscasset-Montsweag Bridge	607.92
	<hr/>
	\$12,207.73

In 1927 the Bridge Division started construction work on three other bridges:

Red Beach Bridge in Calais
Thompson Bridge in Chelsea
Stickney Brook Bridge in Chelsea

The cost of construction of these bridges will be later charged to highway construction accounts.

MAINTENANCE WORK FOR 1927

Maintenance work during 1927 was performed generally by patrol maintenance. 500 patrolmen were employed in caring for 4,692.49 miles of road in 492 towns. Of this mileage 1,417.91 miles was improved State Highway, 1,667.09 miles was improved State Aid Highway and the

balance or 1,607.49 miles was unimproved road. There was also maintained by special arrangement with the towns 312.75 miles of improved State Aid road.

A total expenditure for labor and material of \$1,713,812.12 was made on this work, including \$18,761.37 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$50,007.36, making the total gross expenditure chargeable to maintenance of \$1,763,819.48. Of this amount the State furnished \$1,503,804.26 and the cities and towns furnished \$260,015.22. The average expenditure per mile was \$352.39.

On the 1,417.91 miles of improved State Highway, the expenditure for labor, material and supervision was \$1,225,821.36 or an average expenditure per mile of \$864.53. The expenditure on the 3,274.58 miles of other road under patrol was for labor, material and supervision \$521,311.74 or an average expenditure per mile of \$159.20.

Expenditure for Reconstruction on State Highways in 1927 \$931,769.67 (not included in above).