

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, 1928 - JUNE 30, 1930

SIXTEENTH ANNUAL REPORT

of the

**State Highway
Commission**

of the

STATE OF MAINE

From January 1, 1928 to December 31, 1928

STATE OF MAINE

OFFICE OF
STATE HIGHWAY COMMISSION

Augusta, Maine July 15, 1930

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

We have the honor to present the sixteenth annual report of the State Highway Commission, from January 1, 1928, to December 31, 1928.

FRANK A. PEABODY
EDWARD E. FARNSWORTH
WILLIAM J. LANIGAN
State Highway Commission.

MAINE STATE HIGHWAY COMMISSION

Financial Statement January 1-December 31, 1928

MAINTENANCE AND ADMINISTRATION

Credits

Balance January 1, 1928.....	\$58,350.50
Auto Fines.....	27,736.90
Auto Fees.....	2,440,976.20
Gasoline Tax.....	531,176.18
Gasoline Tax from snow removal.....	70,312.50
Balance State Police account transfer.....	44.11
Transfer from Sinking Fund.....	557,475.00
Old checks cancelled and credited back.....	68.64
Auto registration list sold.....	65.00
Permit to open highway.....	417.08
Tar sold and applied.....	5,247.03
Calcium chloride sold.....	31.79
Reflectors sold.....	135.00
Gravel sold.....	70.10
Damage to guard rail and posts sold.....	33.76
Town paid on account of grader.....	72.89
Town paid on account of washouts.....	223.60
Town paid on account of labor on other roads.....	44.76
Town paid on account of scarifying.....	138.75
Town paid on account of special patrol.....	1,544.90
Rent of house received.....	56.00
Credit—Auburn underpass.....	809.23
Reimbursement—Survey.....	23.90
Reimbursement—Section 17.....	127.50
Transfer from Construction account.....	647.24
Transfer from Reconstruction account.....	426.89
Transfer from Highway Loan account.....	489.69
Transfer from improvement State roads, J. F. account.....	11.16
Transfer from Motor Transport account.....	556.73
Received from towns 1928 patrol.....	229,727.80
Received from towns 1928 overpayment.....	1,893.90
Received from towns 1927 patrol.....	1,963.97
Received from towns 1927 additional.....	148.80
Received from towns 1926 patrol.....	189.19
Received from towns 1925 patrol.....	201.46
1928 patrol, due and unpaid.....	2,950.93
	\$3,934,389.08

ADMINISTRATION

Salary of Commissioners.....	\$3,000.00
Salary of Secretary to Commission.....	300.00
Salary of Chief Engineer.....	5,227.80
Salary of Assistants.....	16,241.38
Salary of Stenographers and Clerks.....	24,695.16
Expense of Commissioners.....	4,339.56

Expense of Chief Engineer	1,016.33
Expense of Assistants	6,211.03
Expense and wages of Supervisors	1,254.39
Office-furniture	6,876.63
Office stationery and supplies	4,222.00
Telephone and telegraph	5,548.44
Printing	5,996.70
Drafting room supplies	7,911.73
Incidental expense	1,563.18
Postage	2,526.90
Commission auto	931.76
Salary of Engineers	8,084.93
Road tests	952.00
State Aid survey	1,551.16
Special Agent	5,877.04
Traffic	907.66
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	\$115,235.78

AUTOMOBILE REGISTRATION BUREAU'S EXPENSE

Salary and clerk hire	\$51,825.42
Travelling expenses	8,226.13
Cost of plates	15,643.58
Postage	15,096.37
Express, freight and trucking	434.48
Telephone and telegraph	645.66
Furniture and fixtures	2,131.49
Stationery and supplies	10,995.19
Miscellaneous	213.86
Compensation for injuries	46.50
Legal	18.08
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	\$105,276.76

MAINTENANCE

Expenditures

Administration (see detail)	\$115,235.78
Auto Registration Bureau (see detail)	105,276.76
Piscataqua River bridge	7,618.81
Snow removal	589.98
Gas tax—repair bridge	8,836.71
State line survey	9,138.42
Fair account	488.61
Transfer to construction and reconstruction	883,000.00
Transfer to improvement State roads	579,000.00
Transfer to compensation for injuries	15,000.00
Transfer to Public Utilities Commission	10,000.00
Transfer to special resolves	918.88
Reimbursement—protested checks	502.42

Traffic census	2,655.10
Danger signs	11,062.03
Tar charged to towns	3,823.75
Transfer to motor transport	18.32
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	\$1,753,165.57
State Aid highway improved	\$453,650.06
State Aid highway unimproved	81,879.59
State highway improved	1,246,780.75
State highway unimproved	24,991.06
Section 17	8,205.48
Section 8	4.20
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	1,815,511.14
Patrol maintenance 1928 not paid by towns	2,950.93
Balance to January 1, 1929	362,761.44
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	\$3,934,389.08

CONSTRUCTION AND RECONSTRUCTION**Credits**

Balance January 1, 1929 construction	\$51,168.40
Balance January 1, 1929 reconstruction	161,317.51
Federal Aid—A Kittery-York	\$27,192.57
101A A North Kennebunkport	39,883.21
96A F Jay	20,706.58
105A H Anson	11,623.44
105B H Embden-Solon	2,602.68
107A K Island Falls	4,461.64
K Madawaska	3,108.12
108A K Madawaska	11,936.88
92C K Connor Pl.	1,098.71
102B M Trenton	31,536.23
103B M Dedham	21,585.00
103C M Dedham	7,095.00
98B N Gouldsboro	24,399.48
98C N Gouldsboro	5,494.50
94A O Gilead	10,585.35
121—Highway—Mechanic Falls	18,182.60
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	241,491.99
Special resolves—Kennebunk	2,000.00
Special resolves—Standish	1,498.00
State Aid transfer—Trenton	20,512.47
Buildings and material sold	1,282.64
Check on estimate 18, 1927, project No. 94A, cancelled ..	3,046.14
Receipts, gasoline tax	1,238,815.95
Transfer—sinking fund reserve	883,000.00
Transfer—snow removal, gas tax	164,062.50
Balance overdrawn December 31, 1928	399,353.55
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	\$3,167,549.15

Expenditures

Surveys	\$39,227.77
Plans and computations	10,549.08
Advertising	1,660.92
Engineering and inspection	118,537.98
General expense of right of way	27,885.21
Expense of issuing bonds	100.00
Labor and material	2,966,588.19
Transfer to compensation for injuries	3,000.00
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	\$3,167,549.15

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

Appropriation 1928	\$500,000.00
Receipts—gasoline tax (3c)	3,570.89
Receipts—gasoline tax (4c)	705,854.33
Transfer from sinking fund reserve	579,000.00
Transfer from special resolves	6,966.31
Transfer from maintenance—Newry	500.00
Transfer from snow removal—bal. gas tax unexpended	93,750.00
Cities and towns funds deposited	936,698.90
Cities and towns funds not deposited but expended direc- tion of State Highway Commission	63,174.79
Miscellaneous credits	2,852.35
Balance overdrawn to January 1, 1929	132,295.80
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	\$3,024,663.37

Expenditures

Balance overdrawn January 1, 1928	\$121,558.36
Engineering and inspection	34,808.23
Labor and material	2,829,078.51
Transfer to construction and reconstruction	20,512.47
Transfer to compensation for injuries	18,705.80
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	\$3,024,663.37

THIRD CLASS HIGHWAY FUND**Credits**

Balance January 1, 1928	\$311,774.75
Appropriation 1928	374,938.30
Receipts—gas tax (3c)	1,783.45
Receipts—gas tax (4c)	352,927.18
Transfer—from snow removal—gas tax unexpended	46,875.00
Transfer—bridge loan—Detroit	26.99
Cities and towns fund expended under direction of State Highway Commission	40,863.68
Special resolves transferred	1,829.73
Miscellaneous credits	14.85
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	\$1,131,033.93

Expenditures

Supervision and Inspection	\$7,193.79
Labor and material	715,116.48
Transfer to bridge account—Windham	3,007.77
Balance to January 1, 1929	405,715.89

\$1,131,033.93

SPECIAL RESOLVES**Credits**

Balance January 1, 1928—1919-1925 resolves inclusive . .	\$14,215.14
Balance January 1, 1928—1927 resolves	74,394.61
Appropriation 1928—Chap. 252, Res. 1927	150,000.00
Eustis-Woburn—Chap. 158, Res. 1927	15,000.00
Eustis-Woburn—Chap. 158, Res. 1927—subscriptions . .	30,000.00
Greenville—Long Pond, Chap. 163, Res. 1927	25,000.00
Cities and towns funds expended under direction of State Highway Commission	38,743.24
Miscellaneous credits	338.32

\$347,691.31

Expenditures

Engineering and supervision	\$4,780.30
Labor and material	268,391.10
Labor and material—Customs office, Madawaska	4,188.25
Resolve balances lapsed to mill tax fund	2,037.36
Transferred to bridge loan	2,049.97
Transferred to third class	1,829.73
Transferred to maintenance	918.88
Transferred to construction and reconstruction	3,498.00
Transferred to State Aid construction	6,966.31
Reimbursement to towns—work done in 1927	7,702.14
Balance to January 1, 1929—1919-1925 resolves inclusive	6,632.79
Balance to January 1, 1929—1927-1928 resolves	38,696.48

\$347,691.31

BRIDGE LOAN FUND**Credits**

Balance January 1, 1928	\$218,053.28
Received from sale of bonds	874,028.75
Transferred from improvement State roads J. F. Roxbury	1,380.80
Transferred from special resolves	
Belgrade	\$500.00
Mattawamkeag	27.71
Moro Plantation	1,000.00
Roxbury	498.05
Van Buren	24.21

2,049.97

Transferred from third class highway fund—Windham . .	3,007.77
Transferred from highway loan fund—Avon	1,282.71

Transferred from construction and reconstruction:	
Calais	10,405.34
Chelsea	6,863.98
Gilead	474.95
Hope	1,442.26
Kennebunk and No. Kennebunkport	3,522.67
Robbinston	5,713.72
Rockport	4,333.82
Scarboro	1,637.04
Wells and Kennebunk	412.54
	34,806.32
Transferred from Maintenance and Administration, bridge repairs, gasoline tax	8,836.71
Received from Central Maine Power Co.:	
Fairfield	\$7,002.89
Limington	186.81
Thomaston	1,721.50
	8,911.20
Received from counties	366,540.31
Received from cities and towns	196,617.06
	\$1,715,514.88

Expenditures

Engineering, advertising and inspection	\$81,424.20
Labor and materials	1,105,765.24
Temporary charges for bridge repairs:	
Engineering and inspection	\$292.18
Labor and materials	15,502.99
	15,795.17
Temporary charges to highway loan fund	1,282.71
Temporary charges to construction and reconstruction ..	34,806.32
Transferred to improvement State roads J. F.:	
Carthage	\$265.90
Stetson .....	.49
Williamsburg	564.31
	830.70
Transferred to Compensation for Injuries	3,000.00
Transferred to Third Class Highway Fund—Detroit ..	26.99
Refunds to counties	24,531.16
Refunds to cities and towns	17,392.04
Balance December 31, 1928	430,660.35
	\$1,715,514.88

STATEMENT OF KENNEBEC (CARLTON) BRIDGE

Balance January 1, 1928	\$17,848.89
Ticket receipts	141,736.80
Logs sold	5.00
Old ticket office sold \$20.00—\$10.00	30.00

Old desk sold	10.00
Lumber sold	8.25
Life preservers sold	1.50
Telephone refund	1.17
Transferred from Kennebec bridge loan fund	930.96
1927 receipts deposited in 1928	382.83
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	\$160,955.40
Maine Central Railroad Company rental	76,569.90
Maine Central Railroad Company maintenance	15,000.00
Interest earned on bonds transferred	13,180.00
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	\$265,705.30
Cost of operation of bridge (State)	17,292.66
Cost of operation of draw and Maint. (M. C. R. R. Co.)	8,791.58
Interest accrued and paid Apr. 1, 1927 to Dec. 31, 1928	199,180.00
To be set aside in special fund (Bal. M. C. R. R.)	10,569.90
1928 receipts to be deposited in 1929	621.53
Transfer to Bath Ferry	9,501.45
Refunds on tickets	20.69
Error in 1927—\$25—error in cash 1928, \$4.00	29.00
Balance M. C. R. R. Co. Maint. to be set aside	6,208.42
Balance to January 1, 1929	13,490.07
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	\$265,705.30

KENNEBEC (CARLTON) BRIDGE**Distribution of Tickets Sold**

	<i>Number</i>	<i>Rate</i>	<i>Amount</i>
Single passenger tickets	399,456	.05	\$19,972.80
Passenger tickets (25 coupons)	1,863	1.00	1,863.00
Scholars' tickets	34	.25	8.50
Vehicle—one horse	2,394	.15	359.10
Vehicle—two horse	408	.20	81.60
Horses, oxen, cows, etc.	105	.15	15.75
Automobiles	191,523	.50	95,761.50
Auto truck or tractor (1 ton or less)	3,539	.50	1,769.50
Auto truck or tractor (1 ton to 2 1-2 tons)	1,969	.75	1,476.75
Auto truck or tractor (2 1-2 to 5 tons)	728	1.00	728.00
Auto or truck (1 ton or less 10 R. T.)	4,635	3.50	16,222.50
Auto truck (1 to 2 1-2 10 R. T.)	360	7.50	2,700.00
Auto truck (2 1-2 to 5 ton 10 R. T.)	24	10.50	252.00
Vehicle one horse 10 R. T.	88	2.00	176.00
Vehicle two horse 10 R. T.	2	2.50	5.00
Motor bus (16 or less passengers)	59	.75	44.25
Motor bus (more than 16 passengers)	103	1.00	103.00
Motorcycles	537	.15	80.55
Auto truck or tractor 5 to 10 tons	6	1.50	9.00
Automobile with trailer	144	.75	108.00
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			\$141,736.80

MOTOR TRANSPORT AND EQUIPMENT**Credits**

Balance January 1, 1928	\$154,043.32
Receipts from rental	377,658.78
Stock sold	7,302.28
Stock transferred to Bridge Loan Fund	466.92
Stock transferred to Maintenance and Administration	4,236.85
Stock transferred to improvement State roads, J. F.	154.25
Stock transferred to Special Resolves	587.36
Stock transferred to Construction and Reconstruction	1,737.59
Stock transferred to Trucks and Equipment	33,144.21
Charged in error and later transferred	2,283.27
Transferred from Gas Tax for Snow Removal Equipment	50,000.00
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	\$631,614.83

Expenditures

Purchase of new equipment (detail attached)	\$133,960.12
Gasoline purchased	68,117.83
Grease purchased	3,412.37
Oil purchased	11,843.22
Garage floor improvement	3,670.94
Garage lights	288.35
Garage loft	53.45
New stock room	4,833.40
Garage grading	544.04
Repairs garage machinery	1,221.25
Paint purchased	12,597.91
Snow removal charges	13,899.72
General stock account	156,147.64
Tire account	12,416.49
Tool account	1,080.30
Labor	82,229.97
Balance to January 1, 1929	125,297.83
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	\$631,614.83

Equipment Purchased in 1928

16 G. M. C. trucks at \$1,609.00	\$25,744.00
1 Buick	1,351.00
10 Essex at \$667.74	6,677.40
Good Roads grader	2,997.00
2 Mack 3 1-2 ton trucks with 600-gal. distributors	
Distributors at \$2,850.00	\$5,700.00
Trucks at \$4,100.00	8,200.00
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	13,900.00
2 plows for Mack trucks at \$1,045.00	2,090.00
2 plows for trucks No. 376-377 at \$290.00	580.00
2 Mack 3 1-2 ton trucks at \$4,100.00	8,200.00
2 Mack 3 1-2 ton trucks at \$4,950.00	9,900.00

1 Mack truck with Sargent plow.....	6,788.00
3 compressors at \$1,779.00.....	5,337.00
2 compressors at \$1,839.00.....	3,678.00
No. 3 Russell motor patrol grader. . . ?	2,609.00
Russell road machine.....	357.30
Russell road machine.....	422.30
No. 3 Russell motor patrol grader.....	2,391.00
No. 2 Russell road machine.....	688.50
5 light duty truck plows.....	1,400.00
1 heavy duty truck plow.....	520.00
1 pump.....	445.62
1 pump.....	105.00
10-foot scraper.....	400.00
12-foot scraper.....	435.00
2 tractor shovels.....	10,500.00
Frink snow plow.....	950.00
1 Lombard tractor.....	7,800.00

General Grader Account

21 Sunbury graders.....	\$2,919.00
20 No. 41 Adams graders.....	4,440.00
40 Acme graders.....	6,624.00
3 No. 8 Adams graders.....	2,820.00
1 No. 8 Adams grader.....	891.00
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	\$17,694.00
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	\$133,960.12

RECAPITULATION

January 1—December 31, 1928

	Adminis- tration	Engineer- ing	Inspection and Supervision	Adver- tising	General Expense and Right of Way	Labor and Material	Miscel- laneous	Auto Registra- tion	Total
Administration	\$115,235.78								\$115,235.78
Maintenance—Miscellaneous						\$ 69,213.41			69,213.41
Maintenance—Sec. 17						8,205.48			8,205.48
Maintenance—Sec. 8						4.20			4.20
Maintenance State Aid Highways			\$19,392.92			516,136.73			535,529.65
Maintenance State Highways			33,949.88			1,237,821.93			1,271,771.81
State Highway Construction and Reconstruction		\$168,314.83		\$1,660.92	\$27,885.21	2,969,688.19			3,167,549.15
State Aid Construction			34,808.23			2,847,784.31			2,882,592.54
Third Class Construction			7,193.79			718,124.25			725,318.04
Special Resolves			4,780.30			272,579.35			277,359.65
Motor Transport and Equipment						506,317.00			506,317.00
Bridge Loan Construction		\$1,556.91				1,161,347.43	\$41,923.20		1,284,827.54
Bath State Ferry						1,529.08			1,529.08
Auto Bureau (Secretary of State)								\$105,276.76	105,276.76
Carlton Bridge Operating Acct.						17,292.66			17,292.66
	\$115,235.78	\$249,871.74	\$100,125.12	\$1,660.92	\$27,885.21	\$10,326,044.02	\$41,923.20	\$105,276.76	\$10,968,022.75

*Reimbursement to Cities and Towns

SUPERVISION CHARGES	
Administration	\$115,235.78
Engineering	249,871.74
Inspection and Supervision	100,125.12
Advertising	1,660.92
	\$466,893.56

LABOR AND MATERIAL	
Maintenance	\$1,831,381.75
Construction and Reconstruction	2,997,573.40
State Aid	2,847,784.31
Third Class	718,124.25
Special Resolve	272,579.35
Motor Transport and Equipment	506,317.00
Bridge Loan	1,161,347.43
Bath State Ferry	1,529.08
Carlton Bridge	17,292.66

\$10,353,929.23

Supervision Charges .0451 on Net Expenditures.
Supervision Charges .0426 on Gross Expenditures.

STATE HIGHWAYS**1928**

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**York and Wells—Federal Aid Project No. 87-D.**

This project begins at the easterly end of Federal Aid Project No. 87-A at Cape Neddick, and extends to a point just east of Ogunquit Village. Preliminary contracts were awarded in 1927 for grading, drainage and culverts. These contracts were completed in 1928 and expenditures made in 1928 were included in the report for Federal Aid Project No. 87-D. A contract for the construction of Federal Aid Project No. 87-D was awarded to Amos D. Bridges Sons, Inc., of Hazardville, Connecticut. Total length of project, 4.56 miles, which was completed in 1928. Type of surface, reinforced concrete. Width, 27 feet. Shoulders, 3 feet. Expenditures in 1928, \$324,530.38.

North Kennebunkport—Federal Aid Project No. 101-A. This reconstruction project was completed in 1927. Expenditures carried over to 1928 amount to \$33,696.26.

Kennebunk and Wells—Federal Aid Project No. 101-B. This reconstruction project was completed in 1926. Expenditures carried over to 1928 amount to \$2,173.88.

Saco and Scarborough—Federal Aid Project No. 118-A. This project consists of the reconstruction of the concrete road built in 1915-16. The project begins at the "Cascade Road" in Saco and extends toward Portland. Total length, 3.89 miles of which 1.06 miles is in Saco and 2.83 miles is in Scarborough. Types of surface, 3.17 miles of concrete and 0.72 miles of bituminous macadam, the bituminous macadam section being located across the Scarborough marsh. Width of surface, 30 feet. Shoulders, 3 feet. Contractor, Angelo Susi & Company of Roslindale, Massachusetts. Work was begun in 1928 and the equivalent of 2.24 miles of concrete road was built. Expenditures in 1928, \$148,849.03.

Scarborough—Federal Aid Project No. 118-B. This project consists of the reconstruction of the concrete road built in 1915. The project begins at the northerly end of Federal Aid Project No. 118-A and extends to the South Portland line. The total length of the project is 3.27 miles. Work was begun in 1928 but owing to delay caused by moving trolley track and various public utility pole lines, only a little work was done that year. Type of surface, concrete. Width of surface, 30 feet. Shoulders, 3 feet. The equivalent of 0.32 miles is reported for 1928. Contractor, Angelo Susi & Company of Roslindale, Massachusetts. Expenditures in 1928, \$22,445.12.

STATE HIGHWAY—A-SPUR

Kennebunk—State Project. A section of gravel road on the road from the Wells Underpass to Kennebunk Beach was built by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. Length, 2.34 miles. Expenditures in 1928, \$18,666.95, of which \$2,000 was a transfer from Special Resolves.

STATE HIGHWAY—B-S

Casco—State Project. This project was started in 1927 by force account under the supervision of L. W. Smiley. The equivalent of 1.60 miles was completed in 1928. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1928, \$72,502.43.

STATE HIGHWAY—C

Falmouth—Federal Aid Project No. 121-A. This project consists of the reconstruction of the bituminous macadam road built in 1914-1915. The project begins at the east end of causeway at Presumpscott River and extends toward Yarmouth. Total length of project, 2.03 miles. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Warren Brothers Company, Cambridge, Massachusetts. The work was completed in 1928. Expenditures in 1928, \$85,022.35. Final payment will be made in 1929.

STATE HIGHWAY—D

Woolwich—State Project. This project begins at the easterly end of the Carlton Bridge and consists of pavement around the toll house. Type of surface, reinforced concrete. Width variable from 20 to 40 feet. Length, 0.11 miles. The work was done by force account under the supervision of W. C. Washburn.

Thomaston—Federal Aid Project No. 117-A. This reconstruction project begins at the end of the bituminous macadam surface constructed in 1926 and extends westerly through Thomaston Village. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 1.51 miles. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures in 1928, \$62,740.09.

Rockland and Rockport—Federal Aid Project No. 104-A. This project was begun in 1927 and was completed in 1928. The total length of the project is 4.57 miles, of which 0.10 miles is in Rockland and 4.47 miles in Rockport. This work was done by force account under the supervision of Arthur F. Rourke. Width of surface, 20 feet. Type of surface, bituminous macadam. Shoulders 3 feet. Equivalent length for 1928 in Rockport, 2.77 miles. Expenditures in 1928, \$83,038.02.

Northport—Federal Aid Project 104-B. This is a reconstruction project and the location was changed to avoid a very bad curve. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. Length, 0.49 miles. Contractor, S. Frederick & Company of Pittsfield, Maine. Expenditures in 1928, \$15,848.99

STATE HIGHWAY—D-SPUR

Boothbay—State Project. This project is in two sections located near the Edgecomb-Boothbay line. The work was done by force account under the supervision of A. F. Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. The equivalent of 1.25 miles was built in 1928. Expenditures in 1928, \$48,710.11.

STATE HIGHWAY—F

Livermore—Federal Aid Project No. 81-B. This project begins near North Livermore at the end of Federal Aid Project No. 81-A and extends to the bridge across the Androscoggin River. The total length of the project is 2.63 miles. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Equivalent length for 1928, 1.50 miles. Expenditures in 1928, \$48,420.35. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut.

Jay—Federal Aid Project No. 96-A. This project was begun in 1926 and completed in 1927. Expenditures carried over to 1928 amount to \$5,889.13.

Strong and Avon—Federal Aid Project No. 97-A. This project was begun in 1926 and completed in 1927. Expenditures carried over to 1928 amount to \$1,689.37.

Strong—Federal Aid Project No. 97-B. This project begins near the bridge leading to Strong Village and extends westerly to the beginning of Federal Aid Project No. 97-A. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, James H. Kerr, Rumford, Maine. Length, 0.82 miles. Expenditures in 1928, \$17,672.68. Final payment will be made in 1929.

Strong—Federal Aid Project No. 97-C. This project begins at the northerly end of improved road and extends northerly to the beginning of Federal Aid Project No. 97-B. Total length of project, 0.94 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Cianchette & Giovannucci of Pittsfield, Maine. Mileage reported for 1928, 0.53 miles. Expenditures in 1928, \$7,410.60.

Phillips—Federal Aid Project No. 119-A. This project begins at the westerly end of Phillips Village and extends toward Rangeley. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph M. Davis, Old Town, Maine. Total length of project, 1.65 miles of which the equivalent of 0.35 miles is reported for 1928. Expenditures in 1928 amount to \$5,226.37.

Rangeley—State Project. Expenditures on this project carried over from 1927 amount to \$1,469.18.

STATE HIGHWAY—F-O

Dixfield—Federal Aid Project No. 109-A. This project begins at the end of the State Aid concrete in Dixfield Village and extends easterly toward Wilton. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. Total length of project, 3.04 miles. This project was completed in 1928. Expenditures in 1928 amount to \$66,498.61. Final payment will be made in 1929.

STATE HIGHWAY—H

Anson—Federal Aid Project No. 105-A. This project was begun in 1927 and completed in 1928. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph M. Davis of Old Town, Maine. The equivalent of 2.30 miles was completed in 1927, leaving a balance of 0.64 miles which was completed in 1928. Expenditures in 1928 amount to \$12,243.05.

Embden and Solon—Federal Aid Project No. 105-B This project was begun in 1927 and completed in 1928. 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, leaving 0.42 miles in Solon and 3.37 miles in Embden which was completed in 1928. Expenditures in 1928 amount to \$48,187.78.

Solon and Bingham—Federal Aid Project No. 105-C. This project begins at Solon Village and extends northerly toward Bingham. Type of surface bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, I. J. Murphy of Somerville, Massachusetts. Total length of project, 5.25 miles, of which 1.38 miles is in Solon and 3.87 miles is in Bingham. The equivalent of 0.70 miles is reported for Solon for 1928. Expenditures in 1928 were \$21,902.12.

STATE HIGHWAY—H-I

Pittsfield and Palmyra—Federal Aid Project No. 120-A. This project begins 3100 feet west of West Pittsfield and extends easterly to the Pittsfield-Hartland road. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Cowette, Butler & Dionne of Skowhegan, Maine. Total length of project 2.54 miles of which 1.31 miles is in Pittsfield and 1.23 miles is in Palmyra. An equivalent of 0.65 miles in Palmyra was built in 1928. Expenditures in 1928 were \$11,382.27.

STATE HIGHWAY—I

Hermon—Federal Aid Project No. 110-A. This reconstruction project is located near Northern Maine Junction and is an underpass project under the Bangor and Aroostook Railroad track. The project consists of grading, drainage and surfacing, the bridge structure not being included. Total length of project, 0.36 miles. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., Augusta, Maine. Expenditures in 1928 amount to \$43,609.80. Final payment will be made in 1929.

STATE HIGHWAY—J

Abbot—Federal Aid Project No. 111-A. This project begins at "Moose Horns" and extends southerly to work built in 1926. There are gaps left in this project for two bridges and a grade crossing elimination. Net length of project 3.45 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph M. Davis of Old Town, Maine. Expenditures in 1928 were \$43,972.59.

STATE HIGHWAY—J-K

Howland—State Project. A section of gravel road was constructed in the town of Howland by force account under the supervision of S. D. Rice. Length, 1.00 mile. Expenditures in 1928, \$17,138.67.

Milo—State Project. This work was begun in 1927 and the total length of the project was reported in that year. Expenditures made in 1928 to complete the work amounted to \$5,528.21.

Sebec—State Project. This project is an extension of the work done in 1927 by force account under the supervision of S. D. Rice. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length reported in 1928, 3.35 miles. Expenditures in 1928, \$61,187.12.

STATE HIGHWAY—K

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. Work was begun in 1927 and completed in 1928. Contractor, Litchfield & Douglas of Brunswick, Maine. Mileage reported in 1928, 1.17 miles. Expenditures in 1928, \$18,512.94.

Island Falls—Federal Aid Project No. 107-B. This project is an extension southerly of Federal Aid Project No. 107-A. Length of project, 1.64 miles, all of which was reported in 1928. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. Expenditures in 1928, \$27,159.53.

Island Falls—Federal Aid Project No. 107-C. This project is located north of Island Falls Village and connects with Federal Aid Project No. 47. Total length of project, 0.75 miles. Type of surface, bituminous treated gravel. Width, 18 feet. Shoulders, 3 feet. Contractor, Sawyer & Carlisle Construction Company, Inc., of Ellsworth, Maine. The equivalent of 0.29 miles was built in 1928. Expenditures in 1928 amounted to \$6,550.65.

Connor—Federal Aid Project No. 92-C. This project begins about one and one-fourth miles north of

the Caribou line and extends northerly. The total length of the project is 2.48 miles. Work was begun, but no length was reported in 1927. Type of surface, gravel. Width of surface, 24 feet. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. Expenditures in 1928, \$36,128.54.

Connor—Federal Aid Project No. 92-D. This project begins at the northerly end of Federal Aid Project 92-C and extends northerly. The total length of this project is 1.26 miles, all of which was built in 1928. Type of surface, gravel. Width of surface, 24 feet. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. Expenditures in 1928, \$23,924.97. Final payment will be made in 1929.

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, leaving a balance of 0.70 miles which was completed in 1928. 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 & Soucy, Grand Isle, Maine. Expenditures in 1928, \$26,843.31.

Fort Kent—Federal Aid Project No. 108-B. This project begins at the end of the previously constructed state highway and extends toward Fort Kent Village. Total length of project, 2.02 miles. Type of surface, gravel. Width of surface, 18 feet, with 3 foot gravel shoulders. Contractor, Sawyer & Carlisle Construction Company, Inc., of Ellsworth, Maine. Mileage reported in 1928, 1.00 mile. Expenditures in 1928, \$25,260.15.

STATE HIGHWAY—K-I

Presque Isle—State Project. This project begins at Presque Isle Village and extends southerly toward Mars Hill. A contract for the construction of 1.65 miles was awarded to Boone & Brewer Construction Company, Inc., of Presque Isle, Maine. This was later extended to include a piece south of the Bangor & Aroostook Railroad, making the total length of the contract 3.26 miles. Type

of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. The equivalent of 2.00 miles was constructed in 1928. Expenditures in 1928 were \$85,154.19.

STATE HIGHWAY—K-SPUR

Fort Fairfield—Federal Aid Project No. 90-C. This project begins at the end of Federal Aid Project No. 90-B and extends to the compact section of Fort Fairfield. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Total length of project, 0.96 miles, all of which is reported for 1928. Expenditures in 1928 were \$30,731.45. Final payment will be made in 1929.

STATE HIGHWAY—L

Hampden—Federal Aid Project No. 84-D. This project was completed in 1927. Expenditures carried over to 1928 amount to \$15,640.12.

Hampden—Federal Aid Project No. 84-E. This project begins at the Bangor line and extends southerly. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length of project, 2.10 miles. Contractor, B. Perini & Sons, Inc., of Ashland, Massachusetts. Expenditures in 1928, \$79,960.75.

Hampden—Federal Aid Project No. 84-F. This project is located between projects 84-E and 84-D. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 2.36 miles. Contractor, B. Perini & Sons, Inc., of Ashland, Massachusetts. Expenditures in 1928, \$120,807.78.

STATE HIGHWAY—M

Dedham—Federal Aid Project No. 103-C. This is a reconstruction project located at Mann Hill. The project is on new location to reduce grades and curvature. Type of surface, gravel. Provision was made in the design of this project to provide for construction of a hard surfaced pavement at a later date. Width of surface, 20 feet. Shoulders, 5 feet. Length, 0.47 miles. Contractor, Ralph M. Davis of Old Town, Maine. Expenditures in 1928, \$28,698.96.

Dedham—Federal Aid Project No. 103-D. This is a reconstruction project located at the westerly end of Federal Aid Project No. 103-A. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 1.33 miles. This contract was awarded to Manzie I. Rogers of Bangor, Maine, who sublet the concrete pavement to Carlo Bianchi & Company, Inc., of Framingham, Massachusetts. Expenditures in 1928 were \$72,128.24.

Trenton and Bar Harbor—Federal Aid Project No. 112-A. This project begins at the southerly end of the Mount Desert Island bridge and extends toward Hulls Cove. The total length of the project is 1.28 miles of which 0.68 miles is in Trenton and 0.60 miles is in Bar Harbor. That portion in Trenton is a reconstruction project. That portion in Bar Harbor is on State Highway M-Spur. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Carlo Bianchi & Company, Inc., of Framingham, Massachusetts. The project was completed but final payment was not made in 1928. Expenditures in 1928, \$87,177.87.

Bar Harbor—Federal Aid Project No. 113-A. This project connects with Federal Aid Project No. 112-A at the junction of State Highway "M-Spur" and extends southerly toward South West Harbor. Type of surface, reinforced concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 0.62 miles. Contractor, Carlo Bianchi & Company, Inc., of Framingham, Massachusetts. The contract was completed but final payment was not made in 1928. Expenditures in 1928 were \$32,128.41.

STATE HIGHWAY—M-SPUR

Bar Harbor—Federal Aid Project No. 112-A. This project is located on both "M" and "M-Spur" highways and is described under State Highway "M."

Bar Harbor—State Project. A contract for grading and gravel base for two sections of road was awarded to Carlo Bianchi & Company, Inc., of Framingham, Massachusetts. Provision was made in the design of this project for the construction of a hard surfaced pavement at a later date. A transfer of \$20,512.47 for this project was made from the State Aid account. No mileage is reported. Expenditures in 1928, \$20,913.17.

STATE HIGHWAY—N

Hancock—Federal Aid Project No. 98-D. This project is located at the westerly end of the Hancock-Sullivan bridge. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.97 miles. Contractor, Sumner S. Drisko of Addison, Maine. The project was completed but final payment was not made in 1928. Expenditures in 1928 amounted to \$16,258.09.

Gouldsboro and No. 7 Twp.—Federal Aid Project No. 98-B. This project was begun in 1926 and completed in 1927. Length, 3.01 miles, all of which has been previously reported. Type of surface, gravel. Width of surface, 24 feet. Expenditures in 1928, \$10,567.56.

Gouldsboro—Federal Aid Project No. 98-C. This project was begun in 1927 and completed in 1928. Length, 0.85 miles all of which was reported in 1927. Type of surface, gravel. Width of surface, 24 feet. Contractor, Manzie I. Rogers, Bangor, Maine. Expenditures in 1928, \$10,263.82.

Jonesboro—State Project. This project begins at the junction of the Machias and Whitneyville roads and extends toward Whitneyville. The work was done by force account under the supervision of Manzie I. Rogers. Type of surface, gravel. Width of surface, 24 feet. Length 2.42 miles. Expenditures in 1928, \$23,230.15.

Calais—Federal Aid Project No. 100-A. This project was begun in 1926 and reported completed in 1927. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.90 miles, all of which has been previously reported. Contractor, Burpee Construction Company of Devon, N. B. A short section was omitted to provide for the construction of a bridge at Red Beach. This section was constructed in 1928 by the Kennebec Construction Corporation. Total expenditures in 1928 amounted to \$15,345.32.

Robbinston and Calais—Federal Aid Project No. 100-B. This project is located at the southerly end of Federal Aid Project No. 100-A. Total length of project, 2.01 miles of which 1.97 miles is in Robbinston and 0.04 miles is in Calais. The work was completed but final

payment was not made in 1928. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Kennebec Construction Corporation of Waterville, Maine. Expenditures in 1928, \$92,980.30.

STATE HIGHWAY N-SPUR

Addison—Federal Aid Project No. 114-A. This project begins about one and one-quarter miles from State Highway "N" and extends toward Jonesport. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 0.75 miles. Contractor, Sawyer & Carlisle Construction Company, Inc., of Ellsworth, Maine. Expenditures in 1928, \$12,359.52.

Perry—Federal Aid Project No. 115-A. This project begins at the northerly end of the Eastport bridge and extends northerly. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Total length of project, 1.19 miles of which the equivalent of 0.90 miles was constructed in 1928. Contractor, Sumner S. Drisko of Addison, Maine. Expenditures in 1928, \$17,394.35.

STATE HIGHWAY—O

Gilead—Federal Aid Project No. 94-C. This project consists of a reinforced concrete bridge and approaches over Wild River. Type of surface, gravel. Width of surface, 24 feet. Length, 0.40 miles. Contractor, Wyman & Simpson, Inc., of Augusta, Maine. Expenditures in 1928, \$51,336.87.

Bethel—Federal Aid Project No. 94-B. This project is located westerly from Bethel Village. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. Length, 2.33 miles. Expenditures in 1928, \$63,988.30.

Bethel—Federal Aid Project No. 94-D. This project begins at the Gilead town line and extends easterly to Federal Aid Project No. 94-B. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Total length of project, 2.27 miles. The equivalent of 1.47 miles was completed in 1928. Expenditures in 1928, \$17,473.98. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts.

STATE HIGHWAY—P

Windsor—State Project. Additional expenditures on this project carried forward from previous years amounted to \$799.70.

Jefferson—State Project. This project begins at the junction of highway 132 and extends easterly. The 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, 0.50 miles. Expenditures in 1928, \$12,307.20.

Hope—State Project. This project is a continuation of work done in 1927 and extends to the Union town line. The work was done by force account under the supervision of J. P. Whitney. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length reported in 1928, 1.75 miles. Expenditures in 1928, \$42,390.88.

Rockport—State Project. Additional expenditures in this town on work reported in 1927 amount to \$6,713.35. This work was done by force account under the supervision of J. P. Whitney. The mileage has been previously reported.

STATE HIGHWAY—R

Augusta, Section 2—State Project. This project begins at the easterly end of section 1, and extends easterly. A contract for 1.92 miles was awarded to Amos D. Bridges' Sons, Inc., of Hazardville, Connecticut. This contract was later extended for a distance of 0.57 miles, making the total length of the project 2.49 miles. Of this distance, an equivalent of 1.50 miles was reported for 1927 leaving a distance of 0.99 miles which was completed in 1928. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1928, \$31,771.45.

Augusta and Vassalboro—State Project. This project begins at the easterly end of Augusta, Section 2 and extends easterly. A contract for 1.95 miles was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. The contractor was given two extensions to this contract making the total length of the project 2.86 miles. Of this mileage 1.45 miles is in Augusta and 1.41

miles is in Vassalboro. The Augusta section is reported completed, and of the Vassalboro section is reported the equivalent of 1.00 mile built in 1928, leaving a balance of 0.41 miles in Vassalboro to be built in 1929. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1928, \$81,862.28.

Morrill—State Project. This project begins at the Belmont town line and extends westerly. Work 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, 0.60 miles. Expenditures in 1928, \$22,261.04.

Belmont—State Project. This project is a continuation of the 1927 work and extends to the Morrill town line. The work 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, 1.46 miles. Expenditures in 1928, \$37,879.73.

STATE HIGHWAY—V

New Sharon—Federal Aid Project No. 122-A. This project begins at the Farmington town line and extends easterly to the bridge across the Sandy River in New Sharon Village. Total length of project, 3.59 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. The equivalent of 0.50 miles was reported in 1928. Expenditures in 1928, \$6,950.17.

STATE HIGHWAY—X

Glenburn—Federal Aid Project No. 85-C. This project begins at the Bangor line and extends across the town of Glenburn to the Kenduskeag line. Total length of project, 2.49 miles, all of which was reported in 1928. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. Expenditures in 1928, \$44,964.36.

STATE HIGHWAY—Y-SPUR

Blue Hill—State Project. This work is located on the state highway between Blue Hill Village and Sedgwick. The work was done by force account under the supervision of L. B. Googins. Type of surface, gravel. Length, 1.90 miles. Expenditures in 1928, \$36,781.96.

Orland—State Project. This project is located on the road between Orland and Castine and connects with State Highway Y. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 0.77 miles. Contractor, Cianchette & Giovannucci of Pittsfield, Maine. Expenditures in 1928, \$20,054.77.

OSSIPEE TRAIL

Standish—State Project. This project was begun in 1927 by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. This project begins near the junction of the Pequaket Trail and extends to the Saco River. Length reported in 1927, 1.50 miles. Length reported in 1928, 1.90 miles, making a total length of 3.40 miles. Type of surface, gravel. Expenditures in 1928, \$13,991.98.

SOKOKIS TRAIL

Cornish and Limerick—State Project. This project was begun in 1926, continued through 1927 and completed in 1928. The total length of the project is 6.88 miles. The equivalent of 0.57 miles in Cornish and 0.46 miles in Limerick is reported for 1928. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Charles A. Haggerty of Webster, Massachusetts. Expenditures in 1928, \$18,774.58. Final payment has not yet been made.

Waterboro—State Project. The work on this project was done by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. Type of surface, gravel. Length, 0.43 miles. Expenditures in 1928, \$5,649.01.

Saco and Biddeford—State Project. This project was built in 1927. Contractor I. J. Murphy of Somerville, Massachusetts. Expenditures carried over to 1928 amount to \$4,877.50.

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. 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 in 1927 and completed in 1928. The equivalent of 0.68 miles in Mechanic Falls and 0.69 miles in Poland was constructed in 1928. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1928, \$45,665.23.

Mechanic Falls—Federal Aid Project No. 106-B. This project begins at the west end of Federal Aid Project No. 106-A and extends westerly. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Length of project, 1.00 mile. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures in 1928, \$32,793.98.

STATE HIGHWAY—126

Webster—State Project. This project begins at the end of the State Aid work and extends to Sabattus. Total length of project, 0.92 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. The equivalent of 0.20 miles was constructed in 1928. Expenditures in 1928, \$9,032.95.

Litchfield—State Project. This project begins near Bachelder's Tavern and extends toward Gardiner. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This work was done by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. The equivalent of 0.90 miles was constructed in 1928. Expenditures in 1928, \$19,889.52.

STATE HIGHWAY—127

Pittston—State Project. This project was constructed by force account under the supervision of R. F. Bragdon. The work extends southerly to the Dresden

town line. Length of project, 1.00 mile. Type of surface, gravel. This project will require some surfacing gravel to be placed in 1929. Expenditures in 1928, \$14,938.73.

Dresden—State Project. This work is a continuation of the work in Pittston. It was necessary to build this section at this time in order to make connection with the work done in Pittston. Expenditures on this project are included in the table of expenditures for work in the town of Pittston. The work was done under the supervision of R. F. Bragdon. Length, 0.04 miles.

STATE HIGHWAY—132

Jefferson—State Project. This project begins at the easterly end of improved State Aid road and extends easterly and southerly through Jefferson Village. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Work was done by force account under the supervision of W. S. Barton. Length of project, 2.71 miles. Expenditures in 1928, \$76,707.86.

Jefferson—State Project. A section of road was strengthened under the supervision of W. S. Barton. No mileage is reported in 1928. Expenditures in 1928, \$6,777.18.

STATE HIGHWAY—137

Freedom—State Project. A section of gravel road was constructed under the supervision of H. W. Worthing. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.02 miles. Expenditures in 1928, \$24,932.97.

STATE HIGHWAY—157

Mattawamkeag—State Project. A section of gravel road 1.50 miles in length was constructed by force account under the supervision of Carleton M. Hughes. Expenditures in 1928, \$24,353.01.

East Millinocket and A-R-7—State Project. This work was started in 1927 and completed in 1928. Total length, 3.00 miles of which 2.30 miles is in A-R-7 and 0.70 miles is in East Millinocket. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length built in 1928, 1.00 mile, all of which is in A-R-7. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. Expenditures in 1928, \$25,516.12.

STATE HIGHWAY—203

Newfield—State Project. A section of gravel road beginning at the Parsonsfield town line was constructed by force account under the supervision of H. H. McLeod. Length, 0.72 miles. Expenditures in 1928, \$12,450.60.

Parsonsfield—State Project. A section of gravel road adjoining the Newfield town line was constructed under the supervision of H. H. McLeod. Length, 0.28 miles. Expenditures in 1928, \$3,556.82.

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 in 1927. Further expenditure of \$232.25 from this fund was made in 1928.

**STATE HIGHWAYS
1928 CONSTRUCTION**

County	Highway.	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin . . .	"F"	Livermore . . .	Bit. Mac.		1.50
	"121"	Mechanic Falls.	Bit. Mac.		1.68
	"121"	Poland	Bit. Mac.		0.69
	"126"	Webster	Bit. Mac.		0.20
Aroostook	"K"	Island Falls . . .	Gravel		3.10
	"K"	Connor	Gravel		3.74
	"K"	Madawaska	Gravel		0.70
	"K"	Fort Kent	Gravel		1.00
	"K-1"	Presque Isle	Bit. Mac.		2.00
	"K-Spur"	Fort Fairfield . . .	Bit. Mac.		0.96
Cumberland	"B-S"	Casco		Bit. Mac.	1.60
	"Ossipee Trail"	Standish		Gravel	1.90
Franklin	"F"	Strong	Gravel		1.35
	"F"	Phillips	Gravel		0.35
	"V"	New Sharon	Gravel		0.50
Hancock	"M"	Bar Harbor	Concrete		0.62
	"M-Spur"	Bar Harbor	Concrete		0.60
	"N"	Hancock	Gravel		0.97
	"Y-Spur"	Orland	Gravel		0.77
	"Y-Spur"	Blue Hill		Gravel	1.90
Kennebec	"R"	Augusta	Bit. Mac.		2.44
	"R"	Vassalboro	Bit. Mac.		1.00
	"126"	Litchfield		Gravel	0.90
	"127"	Pittston		Gravel	1.00
Knox	"P"	Hope		Gravel	1.75
Lincoln	"D-Spur"	Boothbay		Bit. Mac.	1.25
	"P"	Jefferson		Gravel	0.50
	"126"	Dresden		Gravel	0.04
	"132"	Jefferson		Gravel	2.71
Oxford	"F-O"	Dixfield	Gravel		3.04
	"O"	Bethel	Gravel		3.80
	"O"	Gilead	Gravel		0.40
Penobscot	"J-K"	Howland		Gravel	1.00
	"X"	Glenburn	Gravel		2.49
	"157"	A-R-7	Gravel		1.00
	"157"	Mattawamkeag		Gravel	1.50
Piscataquis	"J"	Abbot	Gravel		3.45
	"J-K"	Sebec		Gravel	3.35
Sagadahoc	"D"	Woolwich		Concrete	0.11
Somerset	"H"	Anson	Gravel		0.64
	"H"	Embden	Gravel		3.37
	"H"	Solon	Gravel		0.42
	"H"	Solon	Bit. Mac.		0.70
	"H-I"	Palmyra	Gravel		0.65
Waldo	"R"	Belmont		Gravel	1.46
	"R"	Morrill		Gravel	0.60
	"137"	Freedom		Gravel	1.02
Washington	"N"	Jonesboro		Gravel	2.42
	"N"	Calais	Bit. Mac.		0.04
	"N"	Robbinston	Bit. Mac.		1.97
	"N-Spur"	Addison	Gravel		0.75
	"N-Spur"	Perry	Gravel		0.90
York	"A-Spur"	Kennebunk		Gravel	2.34
	"Sokokis Trail"	Cornish	Gravel		0.57
	"Sokokis Trail"	Limerick	Gravel		0.46
	"Sokokis Trail"	Waterboro		Gravel	0.43
	"203"	Newfield		Gravel	0.72
	"203"	Parsonfield		Gravel	0.28

SUMMARY—1928

Concrete	1.33 miles
Bituminous Macadam	16.03 "
Gravel	60.24 "

77.60 "

**STATE HIGHWAYS
1928 RECONSTRUCTION**

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Cumberland	"A"	Scarboro	Concrete		1.50
	"C"	Falmouth	Concrete		2.03
Hancock	"M"	Dedham	Concrete	Bit. Mac.	1.33
	"M"	Dedham	Gravel		0.47
	"M"	Trenton	Concrete		0.68
Knox	"D"	Rockport	Concrete	Bit. Mac.	2.77
	"D"	Thomaston			1.51
Penobscot	"I"	Hermon	Concrete		0.36
	"L"	Hampden	Concrete		4.46
Waldo	"D"	Northport	Gravel		0.49
York	"A"	York	Concrete		3.50
	"A"	Wells	Concrete		1.06
	"A"	Saco	Concrete		1.06

SUMMARY—1928

Concrete	17.49	miles
Bituminous Macadam	2.77	"
Gravel	0.96	"
Total	21.22	"

**REPLACEMENT TABLE
State Highway mileage previously reported
Replaced by Reconstruction Mileage—1928**

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Miles
Cumberland	"A"	Scarboro	Bit. Mac.	1925	Concrete	0.18
	"A"	Scarboro	Concrete	1915-1916	Concrete	1.32
	"C"	Falmouth	Bit. Mac.	1914	Concrete	2.03
Hancock	"M"	Dedham	Gravel	1916	Gravel	0.51
	"M"	Dedham	Gravel	1915-1920	Concrete	1.33
	"M"	Trenton	Gravel	1917	Concrete	0.57
Knox	"D"	Thomaston	Gravel	1915	Concrete	0.56
	"D"	Thomaston	Concrete	1916	Concrete	0.04
Waldo	"D"	Northport	Gravel . . .	1914-1915	Gravel . . .	0.65
York	"A"	Saco	Concrete	1916	Concrete	1.06
						8.25

SUMMARY OF REPLACED MILEAGE—1925 TO 1928 INCLUSIVE

Gravel	31.54	miles
Gravel and Macadam	6.68	"
Sand-Clay	2.98	"
Bituminous Macadam	2.21	"
Concrete	2.69	"
Total	46.10	"

STATE HIGHWAYS
Summary 1914 to 1928 Inclusive with Corrections due to
Reconstruction—1925 to 1928 Inclusive

Type	Original Mileage	Reconstruc- tion Add	Mileage Deduct .	Net Mileage
Gravel	753.04	2.40	31.54	723.90
Macadam	2.10			2.10
Sand Clay	6.75		2.98	3.77
Gravel and Macadam	6.68		6.68	
Bituminous Macadam	235.34	37.45	2.21	272.58
Concrete	71.19	44.24	2.69	112.74
	1075.10	84.09	46.10	1113.09

CONSTRUCTION AND RECONSTRUCTION

January 1, 1928

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
101A	A	Kittery-York				\$431.60		\$431.60	
	A	Kittery				1,605.00		1,605.00	
	A	Kennebunk Spur				144.05		144.05	\$1,792.00
101B	A	No. Kennebunkport				320.00		320.00	20,485.25
	A	Wells-Kennebunk							
118A	A	Scarboro	\$7.68			61.17		68.85	
	A	Saco-Scarboro	897.58		\$65.75	5,000.05		5,963.38	38,557.39
118B	A	Scarboro	2,679.15		96.63	2,508.22		5,284.00	10,925.81
	A	York-Wells	772.00		.35	9,246.87	\$987.31	11,006.53	51,594.40
121A	A	South Portland	21.90					21.90	
	B-S	Casco	870.27			730.16		1,600.43	13,843.25
	C	Falmouth	1,008.90			173.32		1,182.22	
	C	Falmouth	16.25		32.57	2,472.65	500.00	3,021.47	8,910.25
	C	Yarmouth	719.19			5.00		724.19	
	C	Freeport							90.00
	C	Cumberland	364.30					364.30	
	C	Brunswick	1,987.05					1,987.05	
	D	Boothbay Spur	658.53			1,076.75	200.00	1,935.28	28,249.93
	D	Woolwich	1,221.98			828.44		2,050.42	1,539.56
117A	D	Edgcomb							399.10
	D	Warren	651.96					651.96	
	D	Thomaston	961.08	\$98.00	53.68	57.25		1,170.01	
	D	Thomaston			20.35	2,080.98	133.34	2,234.67	3,010.80
	D	Rockland-Rockport	1.78			2,205.51		2,207.29	9,809.00
	D	Northport	254.69			948.65		1,203.34	8,152.00
	F	Turner					1,208.00	1,208.00	
	F	Livermore	769.92	598.50	4.22	11.62		1,384.26	
	F	Livermore			47.75	1,812.18	1,051.40	2,911.33	12,343.29
	F	Auburn							
81B	F	Jay		13.06		263.64	2,180.83	2,457.53	2,447.28
	F	Strong-Avon		78.17		135.11	400.75	614.03	627.03
	F	Strong	60.70		73.37	1,164.66	212.50	1,511.23	5,070.71
	F	Strong			7.29	508.02	100.75	616.06	2,192.63
	F	Jay				40.00		40.00	
	F	Farmington	316.08					316.08	
	F	Strong	26.50	136.00		43.00		205.50	
	F	Phillips	455.50	267.70				723.20	
	F	Phillips			57.52	631.20		688.72	4,514.17
	F	Madrid							
109A	F	Letter E							17.50
	F-O	Rangeley		7.00		44.56	500.00	551.56	628.81
	F-O	Dixfield	1,415.13	6.33	.55	489.00		1,911.01	
	F-O	Carthage	585.47	470.47	18.32	5.00		1,079.26	
	F-O	Dixfield		25.00	61.23	3,407.99		3,494.22	28,315.29
	F-O	Wilton	625.00	469.18	18.25			1,112.43	
	G	Belgrade					.75	.75	
	H	Winslow	251.95				675.00	926.95	
	H	Solon	548.43	68.88		538.73		1,156.04	
	H	Anson	44.95	141.67		625.59	130.75	942.96	2,402.25
105A	H	Emden-Solon		28.00		3,238.10		3,266.10	16,372.51
	H	Bingham	744.57	684.79				1,429.36	
105C	H	Solon-Bingham	5.15	26.00	63.26	2,178.03		2,272.44	10,465.30
	H-I	Pittsfield	555.93	391.50	73.96			1,021.39	
120A	H-I	Palmyra	61.25	113.50	24.00			198.75	
	H-I	Pittsfield-Palmyra	61.00		7.29	1,161.35		1,229.64	4,161.71
110A	I	Pittsfield	220.39					220.39	
	I	Hermon	125.30	112.50				237.80	4.88
	I	Hermon	1,026.90	50.00	7.08	2,855.63		3,939.61	13,244.11
	I	Bangor	159.70					159.70	
	I	Carmel	232.16					232.16	
111A	J	Abbott	57.30	646.61				703.91	
	J	Abbott			10.36	2,591.18		2,601.54	11,929.34
	J	Shirley				63.00		63.00	
	J	Monson							
	J-K	Howland	187.57			249.98		437.55	5,482.40
J-K	J-K	Milo		96.00		85.50	10.00	191.50	1,094.86
	J-K	Sebec	636.20	198.00		1,424.38		2,258.58	17,406.45

EXPENDITURES OF STATE HIGHWAYS

to December 31, 1928

LABOR AND MATERIALS							Grand Total	Federal Aid	Town and Miscellaneous Credits
Drainage	Culverts	Surfac- ing	Guard Rail	Bridges	De- tours	Total			
		\$ 37.50				\$ 37.50	\$ 469.10	\$27,192.57	
							1,605.00		
\$77.50	\$424.04	15,264.03	\$965.33			18,522.90	18,666.95		Special Resolve Trans. \$2000.00
5,954.01	1,294.44	2,450.75	1,430.48	\$1,761.33		33,376.26	33,696.26	39,883.21	
				2,173.88		2,173.88	2,173.88		
							68.85		
7,821.85	4,134.62	90,734.75		1,637.04		142,885.65	148,849.03		
	3,220.91	3,014.40				17,161.12	22,445.12		
50,539.69	3,019.51	200,729.59	6,504.11		1,136.55	313,523.85	324,530.38		
							21.90		
8,938.24	1,640.32	46,398.70	81.49			70,902.00	72,502.43		
							1,182.22		
7,808.07	647.63	64,366.62	268.31			82,000.88	85,022.35		
							724.19		
		38.60				128.60	128.60		
							364.30		
							1,987.05		
10,300.49	2,084.11	5,324.87	123.50	691.93		46,774.83	48,710.11		
210.00		7,970.26				9,719.82	11,770.24		
729.23	99.78		20.85			1,248.96	1,248.96		
							651.96		
							1,170.01		
7,656.51	3,802.21	45,828.68	207.22			60,505.42	62,740.09		
398.69	4,206.04	65,579.89	823.11	14.00		80,830.73	83,038.02		
1,215.19	793.71	3,137.56	437.19		910.00	14,645.65	15,848.99		
							1,208.00		
25,883.35	7,282.38		28.45			28.45	1,412.71		
							45,509.02	48,420.35	
			178.60			178.60	178.60		
59.79	18.35	600.84	305.34			3,431.60	5,889.13	20,706.58	
		448.31				1,075.34	1,689.37		
5,670.49	497.93	4,202.45	719.87			16,161.45	17,672.68		
4,581.45	20.46					6,794.54	7,410.60		
			55.72			55.72	95.72		
			28.93			28.93	345.01		
							205.50		
			3.36			3.36	726.56		
23.48						4,537.65	5,226.37		
		29.00				29.00	29.00		
						17.50	17.50		
		91.90	196.91			917.62	1,469.18		
							1,911.01		
14,308.91	8,076.90	9,671.93	2,631.36			63,004.39	1,079.26		
							66,498.61		
							1,112.43		
							75		
							926.95		
							1,156.04		
4,362.75	450.57	2,716.30	1,368.22			11,300.09	12,243.05	11,623.44	
15,986.57	1,547.53	7,223.84	3,791.23			44,921.68	48,187.78	2,602.68	
							1,429.36		
911.70	8,252.68					19,629.68	21,902.12		
							1,021.39		
5,401.65	589.27					10,152.63	11,382.27		
							198.75		
							220.39		
8,721.98	2,104.79	12,753.53	716.90		307.53	312.41	550.21		
					2,128.88	39,670.19	43,609.80		
							159.70		
							232.16		
							703.91		
13,357.34	3,185.92	10,286.02	2,612.43			41,371.05	43,972.59		
		333.56	12.27			345.83	408.83		
		10.00				10.00	10.00		
5,097.82	1,644.36	4,234.83	49.13	192.58		16,701.12	17,138.67		
	4.00	3,810.38	427.47			5,336.71	5,528.21		
18,952.43	4,722.32	16,533.76	761.38	552.20		58,928.54	61,187.12		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1928

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
	J-K	Dover-Foxcroft	\$244.00					\$244.00	
	J-K	Milo-Orneville				\$54.00		54.00	
	K	Bangor	247.80					247.80	
107A	K	Island Falls	119.75	\$123.20	\$6.60			249.55	
107B	K	Island Falls			31.92	930.36		962.28	\$4,819.80
107C	K	Island Falls			32.27	1,311.67		1,343.94	8,558.08
	K	Island Falls			18.00	651.07		722.03	4,254.20
	K	Presque Isle	96.25	25.00	4.58	344.40	\$1,301.50	1,771.73	
75	K	Easton							
	K	Madawaska	222.66					222.66	
108A	K	Madawaska				612.87		612.87	7,860.03
108B	K	Fort Kent	64.45		7.10	898.77		970.32	8,324.32
	K	Fort Kent	446.91	167.00	41.15	96.00		751.06	
	K	Frenchville	329.39					329.39	
	K	Fort Fairfield	71.61	138.00				209.61	
	K	Fort Fairfield	75.80	61.00		27.00		163.80	
90A	K	Fort Fairfield							
90B	K	Fort Fairfield							
90C	K	Fort Fairfield	7.50		11.46	941.71		960.67	8,138.72
92A	K	Caribou				20.00		20.00	19.53
92B	K	Connor Plan.				344.29		344.29	12.00
92C	K	Connor Plan.	13.50	222.00	1.83	996.83		1,234.16	9,315.20
92D	K	Connor Plan.		68.00	8.35	1,304.80	126.50	1,507.65	6,812.63
	K1	Presque Isle	362.50	80.00	6.19	2,422.25		2,870.94	48,128.98
84A	L	Prospect	633.64					633.64	
84B	L	Frankfort							
84C	L	Frankfort							87.00
84D	L	Winterport				1.76	210.00	1,262.07	674.00
84E	L	Hampden	1,050.31	49.00	.60	866.71		1,126.69	8,756.35
84F	L	Hampden	210.38	10.00	21.55	3,055.85	301.20	3,388.60	11,019.01
	L	Hampden		67.00	5.49	258.00		330.49	
	M-Spur	Bar Harbor	92.50			1,388.18		1,480.68	10,395.00
102A	M	Ellsworth-Trenton	43.44			317.10		360.54	
102B	M	Trenton							
103B	M	Dedham							
103C	M	Dedham	1,301.53			1,181.12	35.65	2,518.30	18,197.37
103D	M	Dedham			.35	2,961.79		2,962.14	11,853.81
112A	M	Trenton-Bar Harbor	1,413.14	1,229.94	40.17	2,562.10	295.45	5,539.80	16,953.73
113A	M	Bar Harbor			.95	1,364.11	1,055.00	2,420.06	8,035.30
	M	Holden	748.42				100.00	748.42	
	M	Columbia Falls	133.61					133.61	
	M	Jonesboro	77.50			1,373.81		1,451.31	12,814.36
98D	M	Hancock		159.00	32.99	1,071.03	1,112.20	2,375.22	6,202.29
98A	M	Steuben					30.00	30.00	
98B	M	Gouldsboro & No. 7		25.00		108.00		133.00	5,430.44
98C	M	Gouldsboro		21.00		715.20	2,000.75	2,736.95	2,668.77
100A	M	Calais		50.00		291.00	600.00	941.00	3,353.96
	M	Whitneyville	67.85					67.85	
	M	Dennysville	44.37	125.00				169.37	
	M	Robbinston	59.57					59.57	
100B	M	Robbinston		132.75	239.21	3,611.78	60.00	4,043.74	33,731.98
	M	Pembroke	206.78					206.78	
	M	Addison	298.14	45.50	18.32	173.88		535.84	
114A	M	Addison			.35	1,037.11	276.54	1,314.00	5,186.90
115A	M	Perry	29.53	172.00	10.77	1,305.12		1,517.42	10,641.11
	M	Peru	71.00					71.00	
	M	Rumford	563.95					563.95	
	M	Bethel		358.66	9.84	835.52	4,436.20	5,640.22	
89A	M	Peru				184.60		184.60	
94A	M	Gilead			9.83	923.41	510.00	1,443.24	5.95
94B	M	Bethel			.35	2,553.85	2,373.36	4,927.56	21,847.45
94C	M	Gilead			2.66	1,170.85	285.00	1,458.51	8,524.94
94D	M	Bethel			6.65	1,225.14	25.00	1,256.79	7,624.66
	P	Chelsea							10.11
	P	Whitefield				109.28		109.28	
	P	Windsor		21.00		239.66		260.66	

EXPENDITURES OF STATE HIGHWAYS

to December 31, 1928

LABOR AND MATERIALS							Grand Total	Federal Aid	Town and Miscellaneous Credits
Drainage	Culverts	Surfac- ing	Guard Rail	Bridges	De- tours	Total			
							\$244.00		
							54.00		
							247.80		
							272.05		
\$5,450.65	\$1,033.03	\$22.50	\$602.98			\$22.50	17,550.66	18,512.94	
8,886.87	456.28	5,644.20	1,623.00			17,550.66	25,815.59	27,159.53	\$4,461.64
763.50	810.92	6,291.36				5,828.62	6,550.65	1,771.73	
		8.37				8.37	8.37	8.37	
							222.66		
8,013.78	3,954.47	5,776.05	626.11			26,230.44	26,843.31	15,045.00	
10,194.86	4,694.59	1,067.26	8.80			24,289.83	25,260.15		
							751.06		
							329.39		
							209.61		
							212.25		
8,768.02	6,328.36	6,535.68				29,770.78	30,731.45		
							35.85		
							12.00		
10,906.41	1,856.38	11,576.96	1,239.43			34,894.38	36,128.54	1,098.71	
6,416.29	2,426.12	5,777.49	984.79			22,417.32	23,924.97		
17,622.06	6,126.35	10,405.86				82,283.25	85,154.19		Building Sold 20.00
							633.64		
							375.67		
							19.81		
							311.36		
				\$22.66			421.02		Asphalt Sold 486.00
7,697.25	2,258.82	8,693.84			2,751.39	14,378.05	15,640.12		Belfast 486.00
14,700.54	5,968.63	54,381.77	1,502.27		527.79	78,834.06	79,960.75		
	9,935.72	81,151.68	612.23			117,419.18	120,807.78		Building sold 50.00
8,100.00	937.49					19,423.49	20,913.17		State Aid Trans 20,512.47
	31.56	20.00	17.48			79.79	440.33		
			119.83		10.75	119.83	119.83	31,536.23	
3,556.03	1,967.78	1,722.84	106.75			106.75	106.75	21,585.00	
10,687.54	2,990.14	41,355.61	736.64			26,180.66	28,698.96	7,095.00	
9,784.01	2,946.41	49,349.05	2,279.00			69,166.10	72,128.24		
6,909.48	108.32	14,464.58	2,518.87		86.00	81,638.07	87,177.87		
			190.67			29,708.35	32,128.41		
							748.42		
							100.00		
							133.61		
2,414.89	2,023.60	4,402.33	123.66			21,778.84	23,230.15		
2,726.33	1,419.31	2,956.79	578.15			13,882.87	16,258.09		
		10.00	207.87			217.87	247.87		
2,031.70	1,386.53	1,398.45	187.44			10,434.56	10,567.56	24,399.48	
1,041.00	134.40	3,027.20	655.50			7,526.87	10,263.82	5,494.50	
10.50		563.00	71.52	10,405.34		14,404.32	15,345.32		
							67.85		
							169.37		
17,822.30	9,425.27	18,647.32	3,595.97	5,713.72		88,936.56	92,980.30		
							59.57		
	421.01					421.01	206.78		
3,304.82	648.31	1,121.13	784.36			11,045.52	12,359.52		
3,695.90	1,539.92					15,876.93	17,394.35		
							71.00		
	1,143.66					1,143.66	563.95		
			561.50			561.50	6,783.88		
		331.99	248.35			586.29	746.10		
18,062.34	7,793.73	8,539.52	2,817.70			59,060.74	2,029.53	10,585.35	Check on Esti- mate No. 18
1,011.10	263.90	19,298.47	7,498.84	13,281.11		49,878.36	63,988.30		Cancelled
4,069.44	4,505.09					16,217.19	51,336.87		3,046.14
						6,874.09	17,473.98		
		76.80	12.82	6,863.98		121.62	6,874.09		
32.00		305.50	233.54			539.04	230.90		
							799.70		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1928

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
132-1	P	Jefferson	\$261.02	\$51.28		\$179.38		\$491.68	\$7,690.34
		Jefferson	643.13	281.66	\$26.66	1,462.00	\$62.88	2,476.33	31,406.73
132-2	P	Union	572.72			26.23		572.72	293.00
		Hope	239.53	229.33		659.12	309.87	1,437.85	15,758.24
	P	Rockport	288.00	4.00		59.66		351.66	3.06
	P	Gardiner							
	P	Augusta				1,454.37		1,454.37	1,064.08
	P	Augusta-Vassalboro	23.00	74.67	27.17	1,511.42	753.90	2,390.16	25,985.21
	P	Vassalboro	116.66	163.14	6.67	445.77	14.67	746.91	
	P	China	517.37					517.37	
	P	Searsmont	586.93					586.93	27.78
	P	Morrill	329.43	125.06		372.54	25.77	852.80	13,244.35
	P	Belmont	222.38	109.74		465.99		798.11	15,254.06
	P	Belfast							240.00
93A	S	Poland	50.00					50.00	
		Paris				150.00	201.50	351.50	
122A	U	Lebanon							
		New Sharon	657.57	615.20	25.00			1,297.77	
122A	V	New Sharon		104.66	61.45	1,428.11	36.00	1,630.22	3,621.48
		New Sharon		116.00				116.00	
85C	X	Bangor	402.99			90.00		90.00	
		Corinth						402.99	9.75
85C	X	Glenburn	167.08		79.78	2,167.90		2,247.68	12,316.59
		Charleston						167.08	
91A	Y	Bluehill Spur				29.30		29.30	18,314.03
		Orland Spur	43.12		77.92	1,647.36	1,252.75	3,021.15	6,651.51
106A	Y	Bucksport				8.00		8.00	
		Standish-Ossipee Trail				77.37		77.37	126.81
106B	121	Standish-Pequot Trail							
		Cornish-Limerick	54.00			4,951.48		5,005.48	1,439.83
106B	121	Waterboro-Sokokis Trail	8.33			22.00		30.33	86.64
		Mechanic Falls	474.61	206.16	8.00		11.67	700.44	
106B	121	Mechanic Falls-Poland				1,975.29		1,975.29	1,727.00
		Mechanic Falls				832.41	1,700.00	2,532.41	8,486.50
121	126	Oxford	540.66					540.66	
126	126	Lewiston	13.50					13.50	
126	126	Webster	484.38	20.50		685.83		1,190.71	2,136.60
126	126	Litchfield	397.52	183.00		30.00		610.52	6,306.61
126	126	Pittston	62.27					62.27	21.08
127	126	Pittston	62.02			272.96		334.98	7,776.49
137	137	Freedom	162.45	169.77		458.40	91.47	882.09	12,962.57
157	137	Mattawamkeag	209.98			118.40		328.38	7,642.04
157	137	E. Millinocket & A.R. 7	18.00			1,178.81		1,196.81	5,351.25
203	137	Newfield				12.00		12.00	4,023.78
203	137	Parsonfield				2.00		2.00	422.00
	137	No. 10 Plan							38.99
	137	Saco-Sokokis Trail				444.00		444.00	2,881.10
	137	Albion				4.85		4.85	
	137	China				6.63		6.63	
	137	Winslow	4.00			3.30		7.30	
Totals			39,227.77	10,549.08	1,660.92	118,537.98	27,885.21	197,860.96	859,794.47

Expense of issuing Bonds

EXPENDITURES OF STATE HIGHWAYS

to December 31, 1928

LABOR AND MATERIALS									
Drainage	Culverts	Surfac- ing	Guard Rail	Bridges	De- tours	Total	Grand Total	Federal Aid	Town and Miscellaneous Credits
\$3,508.83	\$123.84	\$9.00	\$483.51			\$11,815.52	\$12,307.20		
19,373.29	6,239.15	14,390.51	2,821.85			74,231.53	76,707.86		
4,885.61	68.00	1,210.44	293.90			6,750.95	6,777.18		
						129.73	702.45		
10,689.72	1,508.88	10,292.13	1,261.80	\$1,442.26		40,953.03	42,390.88		
		701.20	1,323.61	4,333.82		6,361.69	6,713.35		
		444.29				444.29	444.29		
12,768.96	1,281.32	12,666.29	2,536.43			30,317.08	31,771.45		
27,334.40	4,938.17	18,809.26	2,405.08			79,472.12	81,862.28		
	40.33	281.28				321.61	1,068.52		
							517.37		
27.78		27.78				83.34	670.27		
4,446.47	1,422.37	2,168.43	126.62			21,408.24	22,261.04		
10,593.67	1,847.54	9,087.87	298.48			37,081.62	37,879.73		
10.00	43.77					293.77	293.77		
							50.00		
	18.62	528.12				546.74	351.50		
							546.74		
	1,698.47					5,319.95	1,297.77		
							6,950.17		
							116.00		
							90.00		
15,314.40	5,508.02	8,256.99	1,220.68			42,716.68	44,964.36		
							167.08		
11,053.59	1,128.22	6,256.82				36,752.66	36,781.96		
5,861.51	1,381.32	3,127.60	11.68			17,033.62	20,054.77		
	36.06					36.06	44.06		Church Build- ing sold 150.00
1,574.81		12,212.99				13,914.61	13,991.98		Special Resolve
		409.36				409.36	409.36		Trans. 1,498.00
90.24	285.53	8,323.33	3,630.17			13,769.10	18,774.58		
	410.17	5,121.87				5,618.68	5,649.01		
							700.44		Pipe sold 10.00
16,643.20	560.57	24,324.72	434.45			43,689.94	45,665.23	\$18,182.60	
9,729.86	935.48	10,821.05	288.68			30,261.57	32,793.98		
							540.66		
							13.50		
3,705.30	2,000.34					7,842.24	9,032.95		
2,931.63	1,293.81	8,746.95				19,279.00	19,889.52		
							21.08		
5,252.78	784.35	790.13				14,603.75	14,938.73		
5,924.60	149.43	4,492.03	522.25			24,050.88	24,932.97		
11,543.45	1,681.41	2,779.17	191.89	186.67		24,024.63	24,353.01		
8,119.50	246.70	8,045.05	2,556.81			24,319.31	25,516.12		
2,195.72	1,530.26	4,154.34	534.50			12,438.60	12,450.60		
1,556.19		1,576.63				3,554.82	3,556.82		
	193.26					232.25	232.25		
532.35	489.59	307.69	222.77			4,433.50	4,877.50		
		8.67				8.67	13.52		Check cancelled 11.20
		543.53				543.53	550.16		Check cancelled 3.24
							7.30		Trans. Albion & China 552.20
615,316.65	187,145.86	169,761.97	77,437.83	49,272.52	7,858.89	2,966,588.19	3,164,449.15	241,491.99	28,339.25

\$100.00

STATE AID ROAD WORK**Including Expenditures from January 1, 1928
to December 31, 1928**

The total expenditure on account of State Aid road work for the year beginning January 1, 1928, and ending December 31, 1928, amounted to \$2,835,394.50. Of this total expenditure, the sum of \$1,833,183.56 was paid from State appropriations and \$1,002,210.94 was paid by cities towns and counties.

Of this total cost, \$13,154.83 was paid for engineering, \$1,755.14 was paid for supervision and \$2,820,484.53 was paid for labor and material. The cost of engineering shown above was mostly paid to local engineering staffs in cities for preparation of plans and inspection. In addition to the supervision charge of \$1,755.14 the State paid from the General State Aid Supervision account the amount of \$19,864.58.

The cost of new construction work is divided as follows: gravel, \$2,053,834.38; bituminous macadam, \$152,155.07; reinforced concrete, \$301,956.03; granite blocks on concrete base, \$164,499.03; bituminous macadam reconstruction, \$4,930.62; and reinforced concrete reconstruction, \$4,948.25. The work done in 1927 and paid in 1928 for the construction of gravel roads amounted to \$13,211.38 and work done in 1926 and 1927 reported in previous years but paid from 1928 funds amounted to \$16,087.67. \$76,666.64 was expended in reconstructing previously built State Aid roads; \$44,127.29 was expended on work not completed in 1928; \$2,742.53 was expended in surfacing and repairs; \$235.61 was expended for engineering and inspection on work laid over to be done in 1929.

Of the total amount paid from State funds, \$1,689,-387.93 was paid from 1928 apportionments; \$134,258.03 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$6,938.48 was paid from Special Legislative appropriations; \$1,000.00 was paid by private subscriptions; \$840.70 was transferred and paid from Bridge Loan fund; \$500.00 was transferred and paid from Maintenance and Administration fund; and \$173.29 was paid from miscellaneous refunds. The

above expenditures for construction and miscellaneous work do not include transfers to other appropriations and reimbursements to towns for work reported in previous years. Transfers to other appropriations and reimbursements amounted to \$30,587.68. Of this amount \$29,127.21 was paid from 1928 apportionments and \$1,460.47 paid from unexpended balances carried forward from 1927.

Transfers made from State Aid fund to Bridge Loan fund amounted to \$1,380.80; transfers from State Aid fund to Highway Loan fund amounted to \$11,852.47; reimbursements made to towns for work reported in previous years amounted to \$17,354.41; and General Engineering and Supervision expense amounted to \$19,864.58. The above totals added to expenditures on State Aid roads make a total expenditure of \$1,883,635.82.

Applications for State Aid apportionments were received from 545 towns including cities and townships. Of this number 1928 apportionment for 6 towns have been carried forward to 1929. Settlement was made with 5 towns for work done in previous years.

246 towns increased their appropriations in 1928 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 Provision). Of this number 194 towns had received additional State Aid under the Five Times provision in previous years, and 52 towns made appropriations under this provision for the first time.

43 towns made appropriations and applied for State Aid under the provisions of Chapter 154 P. L. 1917 as amended by Chapter 157 P. L. 1919 (Three Town Act), and two towns made appropriation and received apportionment under the amendment Chapter 139, P. L. 1927. The total appropriations made by towns for State Aid purposes as reported to State Highway Commission amounted to \$895,617.00.

The fund available for State Aid road apportionment in 1928 was \$500,000 appropriated under the provisions of Sections 34 and 36 of Chapter 25, R. S., and 25 per cent of the gasoline tax as provided by Section 4, Chapter 212, P. L. 1925, and as amended by Sections 2 and 8, Chapter 251, P. L. 1927. Under Chapter 105, P. L. 1927,

State Aid balances from 1917 to 1925 amounting to \$10,077.59 were lapsed on town accounts and added to general State Aid account for reapportionment, also \$1,000.00 over apportioned in 1927 making a total of \$11,077.59 to be added to State Aid fund. The above funds being insufficient for apportioning all towns in full, the Governor and Council authorized the transfer of \$579,000.00 from the "Sinking Fund Reserve" for that purpose. The amount apportioned in anticipation of the gasoline tax was \$781,102.31, making a total apportionment of \$1,871,179.90.

491 towns built 244.12 miles of gravel road, at an average cost of \$1.60 per linear foot, or \$8,413.22 per mile.

9 towns built 4.60 miles of bituminous macadam road at an average cost of \$33,077.19 per mile. 67,152.4 sq. yds. were constructed, an average cost of \$2.25 per sq. yd.

12 towns built 5.30 miles of 7" reinforced concrete pavement at an average cost of \$56,972.83 per mile. 89,006 sq. yds. were constructed, an average cost of \$3.39 per sq. yd.

3 towns built 1.38 miles of granite block pavement on a concrete base. 46,193 sq. yds. were constructed at an average cost of \$3.56 per sq. yd.

One town rebuilt a section of bituminous macadam. 4,287.5 sq. yds. cost \$1.15 per sq. yd.

One town rebuilt a section of reinforced concrete pavement over an old water bound macadam road previously accepted as State Aid road. 1,725 sq. yds. cost \$2.80 per sq. yd.

17 towns expended the entire joint fund, 14 towns expended part of fund, and 2 towns expended balance in strengthening, widening, resurfacing and otherwise rebuilding previously constructed State Aid roads. 12.14 miles were rebuilt at a cost of \$76,666.64.

6 towns expended the entire joint fund and 4 towns expended a part of fund in grading and base. Work to be completed in 1929.

Apportionment of State Aid made as follows:

Apportionments Section 20, Chapter 25 R. S., as amended by Section 4, Chapter 258, P. L. 1917	\$600,260.72
Additional apportionments Section 21, Chapter 25, R. S., as amended by Section 5, Chapter 258, P. L. 1917 (Five Times Provision)	960,043.20
Apportionments Chapter 154, P. L. 1917 as amended by Chapter 157, P. L. 1919 (Three Town Act)	310,875.98
Total Apportionment of State Aid	\$1,871,179.90
Unexpended balances from State appropriation	154,155.59
Total amount available from apportionments	\$2,025,335.49
Amount reserved for Engineering and Inspection General State Aid account	30,000.00
Town account overdrawn . . . . .	.01
Total	\$2,055,335.50

STATEMENT OF STATE AID APPORTIONMENT**Funds Available, Expenditures Made and Balances for 1928**

Year	Funds Available 1928	Balances Lapsed 1928	Expenditures 1928	Unexpended Balance Dec. 31, '28
1917 Unexpended balance.	\$ 0.89	\$ 0.89		
1918 " "	0.82	0.82		
1919 " "	0.37	0.37		
1920 " "	399.00	399.00		
1921 " "	798.00	798.00		
1922 " "	417.27	417.27		
1923 " "	3,065.93	3,065.93		
1924 " "	2,421.65	2,394.00	0.17	27.48
1925 " "	3,928.85	3,001.31	129.54	798.00
1926 " "	8,764.56		6,078.87	2,685.69
1927 " "	134,358.26	888.32	129,509.92	3,960.02
1928 Apportionment.	1,871,179.90		1,718,515.14	152,664.76
Totals	\$2,025,335.50	\$10,965.91	\$1,854,233.64	\$160,135.95
1928 General Supervision Acct.	\$30,000.00		\$19,864.58	\$10,135.42
Refunds	284.97	111.68	173.29	
Subscription Fund.	1,000.00		1,000.00	
Transfers from Special Resolves	6,966.31		6,938.48	27.83
Transfers from Bridge Loan.	840.70		840.70	
Transfers from Maintenance.	500.00		500.00	
Totals	\$2,064,927.48	\$11,077.59	\$1,883,550.69	\$170,299.20
Jefferson Account overdrawn			85.13	85.13
Totals			\$1,883,635.82	\$170,214.07
Town Funds paid in (No. 22)				300.00
Balance General Supervision Account				\$170,514.07
				10,135.42
State Aid Book balance				\$160,378.65

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 1927.

Reimbursements

Dixfield (road built in 1926)	\$6,300.00	
Mt. Desert (road built in 1927)	7,998.00	
Northport (road built in 1927)	733.53	
Old Town (road built in 1927)	2,322.88	
	<hr/>	
Total reimbursements paid from 1928 apportionments.		\$17,354.41

Transfers to Bridge Loan Fund

Roxbury		1,380.80
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Transfers to Highway Loan Fund

Bar Harbor (1927 balance)	\$1,460.47	
(1928 apportionment)	10,392.00	
	<hr/>	
Total		11,852.47

Town Account Overdrawn

Greenfield—paid by town		0.01
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Town Account Transferred

Bar Harbor—1928 appropriation transferred to Highway Loan Fund		8,660.00
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Summary of Expenditures from State Funds

Expenditure from State Aid apportionments	\$1,854,233.64	
Expenditure from General Supervision account	19,864.58	
Expenditures from Special Resolve transfers	6,938.48	
Expenditures from Bridge Loan transfers	840.70	
Expenditures from Maintenance transfers	500.00	
Expenditures from Subscription fund	1,000.00	
Expenditures from Miscellaneous refunds	173.29	
Expenditures from overdrawn town acct.	85.13	
	<hr/>	
Total expenditure		\$1,883,635.82
Reimbursements to towns	\$17,354.41	
Transfers to Highway Loan fund	11,852.47	
Transfers to Bridge Loan fund	1,380.80	
	<hr/>	
		30,587.68
		<hr/>
Total expenditure on State Aid roads		\$1,853,048.14

SUMMARY OF EXPENDITURES ON STATE AID ROADS
January 1, 1928 to December 31, 1928

No. of Towns	Type of Road	Square Yards	L'ngth Miles	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid from State Aid Fund	Paid from Other Funds	Total State Aid Paid	Cost per Mile	Cost per Sq. Yd.
1	Work done 1926, Gravel	paid 1928	28	Reported in 1927		\$12,345.01	\$12,345.01	\$ 2,665.00	\$ 9,680.01	.....	\$ 9,680.01	.....	.....
3	Work done 1927, Gravel	paid 1928	2.53	.....	.....	(10,232.35)	10,232.35	4,652.35	5,580.00	.....	5,580.00	\$5,221.89	.....
1	Concrete	.....	Reported in 1927	.....	.....	3,742.66	3,742.66	1,051.51	1,927.52	.....	1,927.52	.....	.....
491	Work done 1928, Gravel	paid 1928	244.12	\$1,058.25	\$868.19	2,051,907.94	2,053,834.38	620,184.75	1,424,112.03	9,537.60	1,433,649.63	8,413.22	.....
9	Bit. Mac.	67,152.4	4.60	1,860.93	73.54	150,220.60	152,155.07	70,158.63	81,996.44	.....	81,996.44	33,077.19	2.25
12	Concrete	89,006.0	5.30	4,892.66	311.72	296,751.65	301,956.03	184,488.95	117,467.08	.....	117,467.08	56,972.83	3.39
3	Granite Blk.	46,193.0	1.38	4,962.07	405.50	159,131.46	164,499.03	76,468.02	88,031.01	.....	88,031.01	.....	3.56
1	Bit. Mac.	4287.5	.....	.....	.....	4,930.62	4,930.62	4,930.62	.....	.....	.....	.....	1.15
1	Reconstr. Concrete	1725.0	.....	118.70	.....	4,829.55	4,948.25	1,600.00	3,348.25	.....	3,348.25	.....	2.80
33	Reconstr. Resurfacing	.....	.....	75.00	26.40	76,565.24	76,666.64	21,992.51	54,674.13	.....	54,674.13	.....	.....
10	Uncompleted Work	.....	.....	.....	21.40	44,105.89	44,127.29	11,390.00	32,737.29	.....	32,737.29	.....	.....
3	Repairs	.....	.....	.....	.....	2,742.53	2,742.53	892.60	1,849.93	.....	1,849.93	.....	.....
	Laid over Work	.....	.....	187.22	48.39	.....	235.61	.....	235.61	.....	235.61	.....	.....
563	Totals	.....	257.93	13,154.83	1,755.14	2,820,484.53	2,835,394.50	1,002,210.94	1,823,645.96	9,537.60	1,833,183.56	.....	.....
1	Town built Bit. Mac., Conc. and Granite Blk.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Town built Bit. Mac., and Granite Blk.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Town built Concrete	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Town built Gravel and Bituminous Macadam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Town built Gravel and Concrete	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Town built Gravel and Bituminous Macadam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Town Expended part of fund resurfacing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Town Expended part of fund unfinished work	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Town Expended 1927 balance resurfacing.	.....	.....	.....	.....	.....	.....	\$8,660.00	Town funds transferred to Highway Loan Fund	.....	.....	.....	.....
		.....	.....	.....	.....	.....	.....	\$1,010,870.94	Total town funds expended	.....	.....	.....	.....
534	Town fund transferred to Highway Loan Fund	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Town Reimbursed for work done in previous years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Town work done 1927, reported in 1928	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Town funds laid over to 1929	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
545	Towns received apportionment from 1928 State Aid fund.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STATE HIGHWAY COMMISSION

1928—COUNTY TABLE
STATE AID HIGHWAYS

STATE HIGHWAY COMMISSION

	Total Miles Constr.	Gravel	B. M.	Con.	G. B.	Total Cost	Paid by Town	Paid by State
Androscoggin	6.87	5.47	.95		.45	\$112,499.75	\$ 48,546.82	\$ 63,952.93
Aroostook	39.44	39.44				360,037.67	107,292.62	252,745.05
Cumberland	18.01	14.96	1.49	.63	.93	356,775.80	155,477.21	201,298.59
Franklin	6.65	6.65				69,122.79	18,847.20	50,275.59
Hancock	20.86	20.86				197,485.61	53,736.42	143,749.19
Kennebec	14.96	12.96		2.00		216,947.03	108,271.08	108,675.95
Knox	7.65	7.24		.41		103,519.33	39,951.99	63,567.34
Lincoln	7.80	7.80				111,514.51	34,136.53	77,377.99
Oxford	13.91	13.66		.25		134,467.29	44,309.97	90,157.32
Penobscot	38.07	36.15		1.92		388,685.67	149,187.96	239,497.71
Piscataquis	11.06	11.06				83,344.69	25,274.83	58,069.86
Sagadahoc	3.70	3.39	.31			43,349.68	15,391.21	27,958.47
Somerset	16.18	16.09		.09		165,420.33	47,725.80	117,694.53
Waldo	10.95	10.95				102,232.61	31,946.64	70,285.97
Washington	26.27	26.08	.19			179,792.22	46,957.04	132,833.18
York	15.55	13.89	1.66			210,199.52	75,157.63	135,041.89
Totals	257.93	246.65	4.60	5.30	1.38	\$2,835,394.50	\$1,002,210.94	\$1,833,183.56
General Engineering and Inspection Costs						19,864.58		19,864.58
Total Costs						\$2,855,259.08		\$1,853,048.14

THIRD CLASS HIGHWAYS**January 1, 1928, to December 31, 1928**

Apportionments from the third class highway fund for 1928 were made to 471 towns and 1927 balances were carried forward in 9 towns not entitled to apportionment in 1928. The total amount available for third class highways on April 15, 1928, when the apportionment was made, was \$693,680.34 which was made up as follows: \$374,938.30 from the Mill Tax highway fund; \$327,419.82 from the gasoline tax accumulated to April 15, 1928; \$1,523.94 from lapsed balances, and \$0.05 from unapportioned balances in 1927. From these totals \$10,201.77 was deducted for compensation insurance in 1927. \$693,680.27 was apportioned, leaving an unapportioned balance of \$0.07. By order of Governor and Council in May, 1928, an additional apportionment of \$1,035.27 was made to the town of Orono, making a total apportionment of \$694,715.54 for 1928. The rate of apportionment was \$43.42591 per mile of third class roads.

Unexpended balances from 1927 amounting to \$21,233.87, less lapsed balances amounting to \$1,523.94 or net unexpended balances amounting to \$19,709.93 were carried forward to 1928. \$0.85 was refunded by one town for overpayment in 1927; \$14.00 was received for material and credited to fund; \$26.99 was transferred from bridge loan fund; and \$4,239.73 was transferred from special resolve appropriation to be expended with third class fund. The total amount available for third class expenditure was \$718,797.04.

The work done in 1928 is briefly as follows: 434 towns built gravel surfaced roads; 2 towns built bituminous macadam roads; 1 town expended funds in rebuilding a section of previously accepted third class road; 3 towns expended funds for repairs; 7 towns expended funds in grading and base to be surfaced and accepted in 1929; 1 town transferred fund for the construction of a bridge built under the general bridge law; 6 towns expended third class funds in 1928 but failed to report expenditures in time for settlement in 1928, and in 17 towns the work was laid over to be done in 1929; 3 towns expended town

funds in anticipation of future third class apportionments, and will be reimbursed by the state as the third class funds become available.

The total expenditure on account of third class highways was \$717,997.52. Of this amount \$381.04 was paid for supervision and \$717,616.48 was expended for labor and material. Of this total expenditure \$672,762.27 was paid from third class highway apportionments; \$4,329.73 was paid from special resolves; \$26.99 was paid from bridge loan transfer; \$14.85 was paid from miscellaneous transfers and refunds; and \$40,863.68 was paid by cities and towns. In addition to the above expenditures the state paid for engineering and inspection on third class roads the sum of \$6,814.75.

A total of 97.54 miles was reported in 1928, of which 96.99 miles were constructed with gravel surface, and 0.55 miles of bituminous macadam. In addition to the completed mileage, about one mile of road was graded and based and will be surfaced in 1929.

**STATEMENT OF EXPENDITURES ON
THIRD CLASS HIGHWAYS**

January 1, 1928 to December 31, 1928

Expended for supervision.....	\$ 381.04
Expended for labor and material.....	717,616.48

Total.....	\$717,997.52
Paid by State from Third Class Highway ap- portionments.....	\$672,762.27
Paid by State from Special Resolve transfers.....	4,329.73
Paid by State from Bridge Loan transfers....	26.99
Paid by State from Miscellaneous refunds....	14.85

Total payments by State.....	\$677,133.84
Paid by cities and towns.....	40,863.68

Total expenditures Third Class Highway account.....	\$717,997.52

STATEMENT OF THIRD CLASS HIGHWAY FUND

January 1, 1928 to December 31, 1928

Available from mill tax highway fund.....	\$374,938.30
Available from gasoline tax to April 15, 1928.....	327,419.82

Town balances lapsed to mill tax fund	1,523.94
Unapportioned balance for 1927 . . . . .	.05
<hr/>	
Total third class fund	\$703,882.11
Compensation paid in 1927	10,201.77
<hr/>	
Amount available for apportionment	\$693,680.34
Unapportioned balance April 15, 1928 . . . . .	.07
<hr/>	
Total apportionment from third class funds for 1928	\$693,680.27
Additional apportionment, Council order May, 1928	1,035.27
<hr/>	
Total apportionment for 1928	\$694,715.54
Unexpended balance from 1927	\$21,233.87
Balances lapsed April, 1928	1,523.94
<hr/>	
	19,709.93
<hr/>	
Total third class fund for 1928	\$714,425.47
Reserved for general third class supervision	15,000.00
Transferred from special resolves	4,329.73
Transferred from Bridge Loan fund	26.99
Miscellaneous refunds	14.85
<hr/>	
Funds available for third class roads	\$733,797.04
Third class funds expended on third class highways	\$672,762.27
Transfers and refunds on third class highways	4,371.57
Third class funds transferred to bridge loan fund	3,007.77
Expended for general third class supervision	6,814.75
<hr/>	
Total expenditures	\$686,956.36
<hr/>	
Unexpended balance December 31, 1928	\$46,840.68
Unexpended balance for general supervision	8,185.25
<hr/>	
Unexpended balance for third class construction	\$38,655.43

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1928 to December 31, 1928

No. of Towns	Type of Road	Length Miles	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State T. C. Fund	Paid by State Trans. & Refunds	Paid by State Special Resolve	Total State Aid Paid	Cost per Mile
434	Gravel	96.99	\$302.71	\$690,559.58	\$690,862.29	\$35,193.50	\$651,297.22	\$41.84	\$4,329.73	\$655,668.79	\$7,123.03
2	Bituminous Macadam	0.55	5.20	14,012.30	14,017.50	5,382.60	8,634.90			8,634.90	25,486.36
1	Resurfacing			3,537.11	3,537.11		3,537.11			3,537.11	
3	Repairs			760.40	760.40	156.26	604.14			604.14	
7	Grading and Base		47.35	8,747.09	8,794.44	131.32	8,663.12			8,663.12	
	Laid Overs		25.78		25.78		25.78			25.78	
447	Totals	97.54	\$381.04	\$717,616.48	\$717,997.52	\$40,863.68	\$672,762.27	\$41.84	\$4,329.73	\$677,133.84	

1 Expended third class fund with bridge loan fund (town of Windham) \$3,007.77
 Expenditures for general third class supervision 6,814.75
 Total State Expenditures \$686,956.36

6 Work done in 1928 not reported in time for payment

17 Work laid over to 1929

471 Towns received apportionment in 1928

Rate of apportionment \$43.42591 per mile of third class roads

1928—COUNTY TABLE
THIRD CLASS HIGHWAYS

STATE HIGHWAY COMMISSION

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	Total Miles Constr.	Gravel	B. M.	Con.	G. B.	Total Cost	Paid by Town	Paid by State
Androscoggin	5.50	5.50				\$42,090.34	\$1,030.92	\$41,059.42
Aroostook	9.63	9.63				67,067.34	3,298.74	63,768.60
Cumberland	9.50	8.95	.55			86,659.34	24,848.01	61,811.33
Franklin	4.25	4.25				31,976.67	317.15	31,659.52
Hancock	4.73	4.73				35,032.57	4,013.59	31,018.98
Kennebec	7.16	7.16				50,223.74	1,246.41	48,977.33
Knox	2.90	2.90				22,707.88	294.35	22,413.53
Lincoln	2.84	2.84				25,757.55	548.66	25,208.89
Oxford	7.76	7.76				63,808.02	778.04	63,029.98
Penobscot	11.96	11.96				68,819.94	791.85	68,028.09
Piscataquis	3.76	3.76				26,245.60	139.61	26,105.99
Sagadahoc	1.44	1.44				14,362.52	194.00	14,168.52
Somerset	8.77	8.77				55,962.29	1,376.43	54,585.86
Waldo	6.38	6.38				44,947.86	258.46	44,689.40
Washington	4.48	4.48				25,771.05	176.30	25,594.75
York	6.48	6.48				56,564.81	1,551.16	55,013.65
Totals	97.54	96.99	.55			\$717,997.52	\$40,863.68	\$677,133.84
General Engineering and Inspection Costs						\$6,814.75		\$6,814.75
Total Costs						\$724,812.27		\$683,948.59

SPECIAL RESOLVES**January 1, 1928, to December 31, 1928**

Funds available and work done in 1928: Chapter 252, P. L. 1927, provided \$150,000.00 for expenditure in 1928 to aid 145 towns in the construction and repair of roads and bridges. In 100 towns with 1928 appropriations and 6 towns with 1927 laid over appropriations, a total of 109 towns expended the money in constructing 129,821 feet (24.59 miles) in accordance with specifications for state aid and third class roads. In 18 towns the money was expended in general repairs. Resolve appropriations were transferred and expended with other funds as follows: 7 towns transferred to state aid, 6 towns transferred to third class and 2 towns transferred to state highway loan fund. Reimbursement was made to 9 towns for work done in 1927. In 6 towns the work was laid over. In the above statement on number of towns, 3 towns had two resolves expended in a different manner.

Eustis-Woburn: Chapter 158 provided \$15,000.00 in 1927 and \$15,000.00 in 1928 together with \$30,000.00 from Franklin County, 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. From September, 1927, to December, 1927, \$13,375.74 was expended. 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, timber cut for Dead River crossing, and about 2.5 miles surveyed in Chain of Ponds Twp. In May, 1928, the Brown Company of Berlin, N. H., entered a protest to keep the elevation of road through Chain of Ponds Twp. above 1293.0 U. S. G. S. datum. On June 6, 1928, an agreement was made between County Commissioners of Franklin County and the State Highway Commission to lay out and construct proposed road on east side of Chain of Ponds as much as practical above elevation 1293.0. Two construction crews were formed and work started on the Eustis end June 11 and finished Nov. 1. The crew on the Canadian end started June 21 and finished Oct. 19. Right of way was cleared to a

width of 25 feet and a roadway graded and lightly graveled to a width of about 10 feet. Four timber bridges were constructed, having a roadway 12 feet in width, a total length of 1064 feet.

Deer Isle: Chapter 112, P. L. 1927, provided \$15,000.00 for the construction of a raised road between Deer Isle and Little Deer Isle. No work was done in 1927 except a survey which cost \$94.00. Construction work was started in August, 1928, hauling rock by trucks, making the fill across the bar. The Deer Isle state aid work was done in connection with the resolve work so that the crew could work on the bar at low tide and on the state aid work at high tide. Loss of time, if any, in changing from one section of work to the other to be charged against the resolve work. The entire length of bar, 2340 linear feet, was raised to a level elevation varying in depth of fill from 1.5 ft. to 7.5 ft. 5152 cu. yds. of stone was used in the fill and 736 cu. yds. surfacing material to cover the rock. The total expenditure in 1928 to Dec. 31 amounted to \$7,579.23. Payrolls and bills paid in January, 1928, amounted to \$946.57, leaving a balance of \$6,380.20 available to continue the work in 1929.

Greenville-Long Pond: Chapter 163 provided \$25,000.00 in 1927 and \$25,000.00 in 1928 to aid in the construction of a highway from Long Pond to Rockwood, and from Tarratine to Greenville. \$10,919.61 was expended from September to December, 1927, in grading and foundation work between Greenville Junction and Squaw Mountain Inn. From June to December, 1928, \$34,197.60 was expended between Greenville Junction and State of Maine Fish Hatchery, leaving a balance on Dec. 31, 1928, of \$4,882.79. The road was constructed to state aid standards, having a width of 21 feet, 16 feet of base with shoulders of 2.5 wide. Considerable grading was done to widen road and reduce short steep grades. The maximum grade is 10%. The original road location was in general followed to Sta. 56. From Sta. 56 to Sta. 63, new location was followed to improve a very bad curve. The road was constructed on new location from Sta. 67 to Sta. 94 to avoid going through grounds and golf course at Squaw Mt. Inn, and on new location from Sta. 144 to

Sta. 186 to avoid swamps and straighten the road. The distance saved on account of latter cut off was 1,748 feet. The road is now completed to Sta. 96. Very little work was done between Sta. 96 and Sta. 144. From Sta. 144 to the Fish Hatchery Sta. 186, the grading and base is nearly completed. It will be necessary to cover this section with a course of gravel in 1929 from the balance available. An equivalent of 2.4 miles of completed road is hereby reported as built in 1927 and 1928.

Mileage built by Special Resolves: From expenditures made in 1927. Does not include mileage built from Resolve funds transferred to Highway Loan fund, State Aid and Third Class funds:

Chapter 252 Resolves 1927	129,821 linear feet
	24.59 miles
Chapter 163 Resolves 1927	2.4 "
	<hr/>
Total	26.99 miles

STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS
Expenditures January 1, 1928, to December 31, 1928, and Balances on December 31, 1928

	Appropriations	Balances Lapsed	Transfers to Bridge Loan Fund	Expenditures	Balances
Chapter 118 Resolves 1919 Madawaska Bridge.....	\$3,101.17			\$1,032.93	\$2,068.24
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 com-				
Chapter 50 Resolves 1923 (Howland-Enfield Bridge).....	2,309.86) bined				2,617.24
Chapter 133 Resolves 1923 (Belgrade-Biddeford—No. 13 R. 15	} 2,656.28	160.56			
Chapter 133 Resolves 1923 (Orient International Bridge)					1,215.16
Chapter 133 Resolves 1923 (Concord Bridge Railing)					300.00
Chapter 133 Resolves 1923 (Wiscasset-Westport Road)				948.38	32.18
Chapter 107 Resolves 1925 (Norridgewock Bridge) }.....	1,517.03	1,500.00			
Chapter 107 Resolves 1925 (Van Buren Bridge)			17.03		
Chapter 122 Resolves 1925 (Belgrade, Moro & Roxbury) }.....			1,998.05		
Chapter 122 Resolves 1925 (Road Resolves)	3,046.74	284.88		605.63	158.18
Subscription fund on deposit with state.....	1,000.00			1,000.00	
Town fund on deposit with state.....	241.79				241.79
Chapter 252 Resolves 1927 (Balances from 1927 work).....	9,586.73	82.38		8,598.89	905.46
Chapter 252 Resolves 1927 (Available in 1928).....	150,000.00			141,805.80	8,194.20
Chapter 158 Resolves 1927 (Eustis-Woburn 1927 balance).....	31,624.26			31,624.26	
Chapter 158 Resolves 1927 (Eustis-Woburn 1928 funds).....	45,000.00			27,612.74	17,387.26
Chapter 163 Resolves 1927 (Long Pond-Greenville 1927 balance).....	14,080.39			14,080.39	
Chapter 163 Resolves 1927 (Long Pond-Greenville 1928 funds).....	25,000.00			20,117.21	4,882.79
Chapter 112 Resolves 1927 (Deer Isle).....	14,906.00			7,579.23	7,326.77
Chapter 256 Resolves 1927 (West Gardiner).....	9.54	9.54			
Transferred from Maintenance and Administration.....	918.88			918.88	
Totals.....	\$305,340.94	\$2,037.36	\$2,049.97	\$255,924.34	\$45,329.27

STATE HIGHWAY COMMISSION

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

Expenditures from January 1, 1928, to December 31, 1928

	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State 1927 Resolve	Paid by State 1925 Resolve	Paid by State 1923 Resolve	Paid by State 1919 Resolve	Paid by State Maintenance Fund	Total Paid by State	Total Miles Cons.
Road Construction.....		\$920.46	\$152,734.18	\$153,654.64	\$36,548.43	\$113,839.01	\$399.94	*\$1,948.38		\$918.88	\$117,106.21	24.59
Greenville-Long Pond....	632.10	65.66	33,499.84	34,197.60		34,197.60					34,197.60	2.40
Road Repairs.....		178.07	15,921.53	16,099.60	1,751.21	14,242.94	105.45				14,348.39	
Bridge Repairs.....		22.84	2,342.69	2,365.53	443.60	800.00	89.00		\$1,032.93		1,921.93	
Road Laid Overs.....		37.80		37.80		37.80					37.80	
Eustis-Woburn.....	2,829.95		56,407.05	59,237.00		59,237.00					59,237.00	
Deer Isle.....		93.42	7,485.81	7,579.23		7,579.23					7,579.23	
Totals.....	\$3,462.05	\$1,318.25	\$268,391.10	\$273,171.40	\$38,743.24	\$229,933.58	\$594.39	\$1,948.38	\$1,032.93	\$918.88	\$234,428.16	
Special Resolves transferred paid with State Aid.....						\$6,955.07	\$11.24				\$6,966.31	
Special Resolves transferred paid with Third Class.....						4,329.73					4,329.73	
Special Resolves transferred paid with Highway Loan.....						2,498.00					2,498.00	
Reimbursements to towns work done in 1927.....						7,702.14					7,702.14	
Total Expenditures from Special Resolve Appropriations.....						\$251,418.52	\$605.63	\$1,948.38	\$1,032.93	\$918.88	\$255,924.34	26.99

*Includes \$1,000.00 Subscription Fund

**1928 COUNTY TABLE
SPECIAL RESOLVES**

STATE HIGHWAY COMMISSION

	Total Miles Constr.	Gravel	B. M.	Con.	G. B.	Total Cost	Paid by Towns	Paid by State
Androscoggin	1.50	1.50				\$9,839.78	\$452.62	\$9,387.16
Aroostook	1.24	1.24				11,492.42	704.52	10,787.90
Cumberland	1.38	1.38				9,038.77	2,508.23	6,530.54
Franklin	.73	.73				68,223.07	525.93	67,697.14
Hancock	.58	.58				13,039.38	1,517.33	11,522.05
Kennebec	2.48	2.48				17,431.04	6,206.93	11,224.11
Knox	.97	.97				8,140.99	2,544.85	5,596.14
Lincoln	1.18	1.18				12,292.73	3,138.75	9,153.98
Oxford	1.65	1.65				13,091.72	2,181.77	10,909.95
Penobscot	3.31	3.31				13,644.20	4,043.29	9,600.91
Piscataquis	3.95	3.95				42,059.19	854.52	41,204.67
Sagadahoc	1.02	1.02				5,268.53	1,705.40	3,563.13
Somerset	1.65	1.65				12,676.79	1,318.92	11,357.87
Waldo	1.58	1.58				9,799.65	747.72	9,051.93
Washington	.91	.91				6,941.24	94.69	6,846.55
York	2.86	2.86				20,191.90	10,197.77	9,994.13
Totals	26.99	26.99				\$273,171.40	\$38,743.24	\$234,428.16

**1928 GENERAL SUMMARY
State Aid Highways—Third Class Highways—Special Resolves**

Items	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Town	Paid by State	Length Miles
State Aid Highways	\$14,905.87	\$19,868.68	\$2,820,484.53	\$2,855,259.08	\$1,002,210.94	\$1,853,048.14	257.93
Third Class Highways		7,195.79	717,616.48	724,812.27	40,863.63	683,948.59	97.54
Special Resolves	3,462.05	1318.25	268,391.10	273,171.40	38,743.24	234,428.16	26.99
Totals	\$18,367.92	\$28,382.72	\$3,806,492.11	\$3,853,242.75	\$1,081,817.86	\$2,771,424.89	382.46

1928 REPORT
STATE AND COUNTY AID BRIDGE
CONSTRUCTION

During the year 1928, the work done by the Bridge Division on bridges constructed under the law providing State and County Aid, increased about one-third over the work in 1927. Over three times as many petitions were received, however, due to the amendment in the bridge act whereby a group of bridges in a town, if approved for construction at one time, may be built at a fixed low cost to the town.

On January 1, 1928, one hundred and thirty-eight petitions were on file, continued from previous years, three hundred and thirty-seven petitions were received during the year, twelve petitions were discontinued, seventy-four bridges were placed under construction, and three hundred and eighty-nine petitions are carried over to 1929.

The State's portion of the cost of construction was paid from the bond issue authorized in 1925. Bonds to the value of \$1,000,000 remain unissued at the end of 1928.

The following work was undertaken in 1928:

Town and County	Contractor	Est. Cost	Description
Albion, Kennebec.....	Force Account.....	\$3,400	Crosby Bridge; concrete box culvert, 4 ft. x 5 ft.; 20 ft. roadway.
Albion, Kennebec.....	Force Account.....	\$6,100	Danforth Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Albion, Kennebec.....	Force Account.....	\$11,700	Tannery Bridge; concrete T-beam span, clear span length 35 ft.; one concrete abutment; one concrete and stone masonry abutment; 20 ft. roadway.
Alton, Penobscot.....	Force Account.....	\$14,000	Tannery Bridge; one concrete slab span, clear span length 20 ft.; one steel plate girder span with concrete floor, clear span length 36 ft. 4 in.; stone abutments and pier with concrete caps; 13 ft. 6 in. roadway.
Ashland, Aroostook.....	Green & Wilson.....	\$115,000	Aroostook Bridge; six concrete T-beam spans, clear span length 50 ft. each; 5 concrete piers; concrete abutments; 20 ft. roadway; new location.
Ashland, Aroostook.....	Green & Wilson.....	\$5,400	Horse Brook Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway; new location.

Town and County	Contractor	Est. Cost	Description
Auburn Androscoggin	C. A. Noyes	\$29,800	Crystal Spring Bridge; concrete box culvert, 10 ft. x 10 ft., culvert 46 ft. 1½ in. long, providing for 24 ft. roadway on fill; new location.
Auburn Androscoggin	Stewart & Williams . . . Wyman & Simpson . . .	\$47,200	Dennison Street Bridge; concrete box culvert, 6 ft. x 6 ft., 34° 36' 30" skew, culvert 213' 0¼" long, providing for 50 ft. width roadway and sidewalk at top of fill.
Brooks Waldo	Ulric Metivier	\$28,100	Village Bridge; concrete T-beam span, clear span length 40 ft.; concrete abutments; 30 ft. roadway; two 5 ft. sidewalks.
Brooks Waldo	Ulric Metivier	\$9,100	Wiggin Bridge; concrete slab span, clear span length 11 ft. 6½ in. on center line of road; 30 degree skew; concrete abutments; 20 ft. roadway; new location.
Caribou Aroostook	Edmond Cyr & Co.	\$38,600	Grimes Mill Bridge; two concrete T-beam spans, clear span length 50 ft. each; concrete pier and abutments; 20 ft. roadway.
Dedham Hancock	Force Account	\$1,300	Green Lake Bridge; concrete slab span, clear span length 16 ft.; substructure built in 1924; 18 ft. roadway.
Drew Penobscot	New England Camp & Cabin Company	\$117,000	Mattawamkeag Bridge; five concrete T-beam spans, clear span length 45 ft. each; four concrete piers; one pier pile foundation; concrete abutments; 20 ft. roadway; new location.
Drew Penobscot	New England Camp & Cabin Company	\$8,400	Meadow Brook Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Embden Somerset	Walter V. Mitton, Inc.	\$8,250	Moore Bridge; concrete slab span, clear span length 12 ft. on center line of road; 12 degree skew; old stone abutments capped and underpinned with concrete; new concrete wings built; 20 ft. roadway.
Fort Kent Aroostook	J. A. & J. R. Partridge.	\$38,200	Fort Kent Mills Bridge; three concrete T-beam spans, clear span length 45 ft. each; two concrete piers; concrete abutments; 20 ft. roadway.
Freedom Waldo	James Frederick & Co.	\$5,100	Barlow Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Freedom Waldo	James Frederick & Co.	\$3,250	Bradstreet Bridge; concrete box culvert, 4 ft. x 8 ft. 5½ in.; 20 ft. roadway.
Freedom Waldo	James Frederick & Co.	\$2,150	Briggs Brook Bridge; concrete box culvert, 3 ft. x 4 ft. 6"; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Freedom Waldo	James Frederick & Co.	\$2,400	Sibley Bridge; concrete box culvert, 5 ft. x 4 ft. 3 in.; 20 ft. roadway.
Fryeburg Oxford	Force Account	\$78,900	Canal Bridge; four concrete T-beam spans, clear span length 50 ft. each; two concrete slab approach spans, clear span length 20 ft. each; five concrete piers; concrete abutments; 20 ft. roadway, concrete surface.
Hampden Penobscot	Force Account	\$6,550	Emerson Mill Bridge; steel I-beam span with wood floor; length 58 ft. 4 in. c. to c. bearings; old stone abutments capped with concrete; 18 ft. roadway.
Hanover Oxford	Force Account	\$5,400	Saunders Mill Bridge; two timber stringer spans, clear span length about 15 ft. each; old stone abutments extended with timber; one new timber bent; 20 to 25 ft. roadway.
Hanover Oxford	Force Account	\$7,700	Stony Brook Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Hiram Oxford	Cyr Brothers Co.	\$71,000	Hiram Bridge; four concrete T-beam spans, clear span length 50 ft. each; concrete abutments; three concrete piers; 20 ft. roadway; 5 ft. sidewalk; new location.
Hope Knox	Force Account	\$6,350	Fish Bridge; concrete slab span, clear span length 17 ft. $7\frac{1}{2}$ in. on center line of road; 25 degree skew; concrete abutments; 21 ft. roadway.
Hope Knox	V. E. Dunn, Inc.	\$6,100	Handley Bridge; concrete box culvert, 6 ft. 9 in. x 8 ft. 6 in.; 27 degree skew; 20 ft. roadway.
Howland Penobscot	Edmond Cyr & Co. American Bridge Co.	\$161,200	Piscataquis River Bridge; three steel truss spans with concrete floor, each span 172 ft. 1 in. center to center of bearings; one new concrete abutment, one old concrete abutment capped and extended; two concrete piers; 20 ft. roadway, concrete surface; 5 ft. sidewalk.
Industry Franklin	Cecil G. Keene	\$4,800	Conforth Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Industry Franklin	Cecil G. Keene	\$6,800	Manter Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Kennebunk-No. Kennebunkport York	Hector J. Cyr & Co.	\$25,000	Bartlett Bridge; two concrete T-beam spans, clear span length 36 ft. each; old stone abutments capped, extended, with new wings of concrete; one concrete pier; 40 ft. roadway, concrete surface; 5 ft. sidewalk.

Town and County	Contractor	Est. Cost	Description
Knox..... Waldo.....	Cecil G. Keene.....	\$4,200	Abbott No. 2 Bridge; concrete box culvert, 6 ft. x 7 ft.; 20. ft. roadway.
Knox..... Waldo.....	Cecil G. Keene.....	\$6,000	Swett Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Knox..... Waldo.....	Cecil G. Keene.....	\$7,200	Weed Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 16 ft. roadway.
Lebanon..... York.....	Force Account.....	\$5,500	Milton Bridge; steel I-beam span with concrete floor, clear span length 40 ft.; old stone abutments capped with concrete; 20 ft. roadway; 5 ft. sidewalk.
Lincolntonville..... Waldo.....	Force Account.....	\$7,100	Wiley Bridge; concrete slab span, clear span length 15 ft.; stone masonry abutments with concrete caps; 20 ft. roadway.
Lovell..... Oxford.....	Force Account.....	\$5,700	Alder Brook Bridge; concrete box culvert 6 ft. x 6 ft.; culvert 43 ft. 9½ in. long, providing for 24 ft. roadway on fill.
Lovell..... Oxford.....	Force Account.....	\$5,200	Mill Brook Bridge; old stone culvert extended by concrete slab span, clear span length 9 ft. 2 in.; concrete extensions to abutments; bridge widened to provide 24 ft. roadway on fill.
New Sharon..... Franklin.....	Force Account.....	\$20,700	Muddy Brook Bridge; five concrete T-beam spans; clear span length 28 ft. 2½ in. each, 20° 30' skew; four concrete column piers; two concrete column abutments; 21 ft. roadway, concrete surface; new location.
Norridgewock..... Somerset.....	Kennebec Constr. Corporation.....	\$249,700	Covered Bridge; four concrete bowstring arch spans, clear span length 102 ft. 4½ in.; four concrete T-beam spans, two having clear span length of 31 ft. 4½ in. and two having clear span lengths of 31 ft. 6½ in.; seven concrete piers, three piers with pile foundation; concrete abutments; 20 ft. roadway, concrete surface; two 5 ft. sidewalks; new location.
North Berwick..... York.....	Stewart & Williams....	\$7,400	Boyle Bridge; two concrete slab spans, clear span length 9 ft. 6 in. each; concrete abutments; concrete pier; 20 ft. roadway.
North Berwick..... York.....	Stewart & Williams....	\$13,900	Morrills Mill Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
North Berwick York	Stewart & Williams . . .	\$9,000	Sumner Morrell Bridge; concrete slab span, clear span length 15 ft. 1½ in. on center line of road; 8 degree skew; one new concrete abutment; one old stone abutment capped and jacketed, and new wings built of concrete; 20 ft. roadway.
Old Town Penobscot	Wyman & Simpson . . .	\$31,300	Lancaster Bridge; two concrete T-beam spans, clear span length 35 ft. each; concrete pier and abutments, one pier and one abutment have pile foundation; 20 ft. roadway; new location.
Parsonsfield York	Force Account	9,800	Pendexter Bridge; concrete box culvert 8 ft. x 10 ft.; 6 degree skew; culvert 66 ft. 2½ in. long, providing for 24 ft. roadway on fill; new location.
Phillips Franklin	Stewart & Williams . . .	\$32,200	Ross Bridge; spandrel filled concrete arch span, clear span length 110 ft.; concrete abutments; 10 ft. slab span over sluice; 20 ft roadway.
Pittsfield Somerset	James Frederick & Co.	\$3,150	Merrill Brook Bridge; concrete box culvert, 8 ft. x 4 ft.; 20 ft. roadway.
Presque Isle Aroostook	Green & Wilson	\$7,350	Joseph Mosher Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; pile foundation; 20 ft. roadway.
Presque Isle Aroostook	Green & Wilson	\$4,450	Keirstead Bridge; concrete box culvert, 5 ft. x 6 ft.; 20 ft. roadway.
Roxbury Oxford	Walter V. Mitton, Inc.	\$3,200	Noisy Brook Bridge; concrete box culvert, 7 ft. x 5 ft.; 20 ft. roadway.
Roxbury Oxford	Walter V. Mitton, Inc.	\$3,400	Reed Brook Bridge; concrete box culvert, 6 ft. x 6 ft.; 20 ft. roadway.
Roxbury Oxford	Walter V. Mitton, Inc.	\$4,100	Thomas Farm Bridge; concrete box culvert, 6 ft. x 6 ft.; 20 ft. roadway.
Roxbury Oxford	Walter V. Mitton, Inc.	\$8,400	Walker Brook Bridge; two concrete slab spans, clear span length 14 ft. each; one concrete pier; old stone abutments jacketed, capped and extended with concrete; new concrete wings; 20 ft. roadway.
Rumford Oxford	Cecil G. Keene	\$10,350	Austin Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; 20 ft. roadway.
Rumford Oxford	Cecil G. Keene	\$3,000	Linn Bridge; concrete box culvert, 5 ft. x 5 ft. 5 in.; 15 degree skew; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Rumford..... Oxford.....	Kennebec Constr. Corporation.....	\$41,500	Martin's Bridge; four concrete T-beam spans, two spans, clear span length 44 ft. 10½ in. each on center line of road, two spans clear span length 29 ft. 11¼ in. each on center line of road; 15 degree skew; three concrete piers; concrete abutments; 20 ft. roadway; new location.
Scarboro..... Cumberland...	Force Account.....	\$6,500	Dunstan River Bridge; two concrete slab spans, clear span length about 9 ft. each on center line of road; 8° 24' skew; old stone abutments and pier extended with concrete, two new concrete wings; concrete floor slab on timber grillage foundation; total roadway width 34 ft., concrete surface.
Scarboro..... Cumberland...	Force Account.....	\$6,300	Pleasant Hill Bridge; concrete T-beam span, clear span length 25 ft. 8 in. on center line of road; 11 degree skew; old concrete abutments extended; new concrete wings; roadway of new portion 9 ft. 9 in. wide; new slab placed over old portion of bridge; total width of roadway 32 ft. 6 in., concrete surface.
Sidney..... Kennebec.....	C. T. Reynolds.....	\$8,400	Hastings Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Standish..... Cumberland...	Force Account.....	\$1,750	Jose Brook Bridge; concrete slab span, clear span length 6 ft.; old stone abutments extended with concrete; new concrete wings; 20 ft. 6 in. roadway.
Thorndike..... Waldo.....	Walter V. Mitton, Inc.	\$5,100	George Ward Bridge; concrete box culvert, 10 ft. x 5 ft. 6 in.; 20 ft. roadway.
Thorndike..... Waldo.....	Walter V. Mitton, Inc.	\$4,600	Knox Station Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 20 ft. roadway.
Thorndike..... Waldo.....	Walter V. Mitton, Inc.	\$7,900	Rich Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Tremont..... Hancock.....	Elliott & Marble.....	\$17,100	Seal Cove Bridge; open spandrel concrete arch span, clear span length 48 ft.; concrete abutments; 20 ft. roadway.
Waldo..... Waldo.....	Ulric Metivier.....	\$15,300	Dutton Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Waldo..... Waldo.....	Ulric Metivier.....	\$6,500	Luce Bridge; concrete slab span, clear span length 8 ft.; concrete abutments; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Waldo..... Waldo.....	Ulric Metivier.....	\$7,500	Sanborn Bridge; concrete slab span, clear span length 16 ft.; old stone abutments jacketed and capped with concrete; new concrete wings; 20 ft. roadway.
Wells..... York.....	Force Account.....	\$12,750	Phillips Bridge; concrete slab span, clear span length 17 ft.; concrete abutments; 40 ft. roadway.
Whitneyville..... Washington.....	Elliott & Marble.....	\$6,600	Danhill Brook Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Wilton..... Franklin.....	Force Account.....	\$14,500	Bridges Bridge; steel I-beam span with concrete floor; clear span length 44 ft.; concrete abutments, pile foundation; 20 ft. roadway; concrete surface.
Wilton..... Franklin.....	Force Account.....	\$19,700	Lower Mill Bridge; concrete T-beam span, clear span length 30 ft. on center line of road; 25 degree skew; concrete abutments, partly faced with stone masonry; roadway 20 ft. flared to 25 ft.; two 5 ft. sidewalks.
Wilton..... Franklin.....	Force Account.....	\$4,750	Pine Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Windsor..... Kennebec.....	George W. Crane.....	\$15,900	Cookson Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments, pile foundation; 20 ft. roadway.
York..... York.....	Force Account.....	\$12,800	Cape Neddick Bridge; concrete slab span, clear span length 15 ft.; old concrete abutments capped and extended with concrete; new concrete wings; 40 ft. roadway, concrete surface.

For the construction of Dennison Street Bridge in Auburn, Stewart & Williams were contractors for the concrete portion, and Wyman & Simpson, contractors for the fill and other approach work.

For the construction of Piscataquis River bridge in Howland, Edmond Cyr & Company were contractors for the substructure, and the American Bridge Company, contractors for the superstructure.

The following table shows the bridge accounts closed during 1928, with the final cost and distribution of cost between State, County and Town:

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Barnard Pl.	Pisc.	Bear Brook.	\$8,208.18	\$4,186.17	\$2,462.45	\$1,559.56
Belgrade.	Kenn.	Belgrade Lakes	6,511.40	1,816.68	1,953.42	2,741.30
Carthage.	Frank.	Dennis Brown	2,101.26	638.78	630.38	832.10
Detroit.	Som.	Pond.	6,857.35	3,435.53	2,057.21	1,364.61
Elliottsville Pl.	Pisc.	Wilson.	16,393.31	8,737.64	4,917.99	2,737.68
Gilead.	Oxf.	Wight Brook.	6,801.82	2,999.60	2,040.55	1,761.67
Gouldsboro.	Han.	Prospect Hbr.	4,122.67	2,061.34	1,236.80	824.53
Gouldsboro.	Han.	Soules.	17,171.76	8,585.85	5,151.53	3,434.35
Harmony.	Som.	Ferguson.	2,772.84	734.80	831.85	1,206.19
Industry.	Frank.	Merry.	17,661.07	9,713.59	5,298.32	2,649.16
Industry.	Frank.	Sawyer.	5,729.99	3,151.49	1,719.00	859.50
Kittery.	York.	Old Mill.	20,173.37	6,052.01	6,052.01	8,069.35
Lebanon.	York.	Furbush.	5,459.86	1,441.40	1,637.96	2,380.50
Magalloway Pl.	Oxf.	Brown Farm.	16,021.45	6,793.09	4,806.44	4,421.92
Millinocket.	Pen.	Millinocket.	19,310.43	4,827.61	5,793.13	8,689.69
Milo.	Pisc.	Old Toll.	49,237.38	18,119.36	14,771.21	16,346.81
Moro Pl.	Aroos.	Tucker.	13,755.88	7,565.74	4,126.76	2,063.38
New Canada.	Aroos.	Daigle Lake.	6,262.50	2,830.65	1,878.75	1,553.10
Newfield.	York.	Ayer.	7,797.85	4,086.07	2,339.36	1,372.42
Newfield.	York.	Chellis.	4,920.13	2,578.15	1,476.04	865.94
Newfield.	York.	Meeting House.	*8,232.59	3,495.76	2,469.78	N 648.72
No. Yarmouth.	Cumb.	Hayes.	18,291.90	8,524.03	5,487.57	S 1,618.33
Phillips.	Frank.	Dill.	12,686.05	4,249.83	3,805.81	4,630.41
Rangeley.	Frank.	Dodge Pond.	9,016.33	2,488.51	2,704.90	3,822.92
Rangeley.	Frank.	Nile Brook.	3,554.17	980.95	1,066.25	1,506.97
Searsmont.	Waldo.	Woodman's Mill.	11,619.23	4,740.65	3,485.77	3,392.81
Shapleigh.	York.	Austin.	6,468.77	2,813.92	1,940.63	1,714.22
Starks.	Som.	Hilton Brook.	10,117.16	5,058.58	3,035.15	2,023.43
Stetson.	Pen.	Mill.	6,706.32	2,716.06	2,011.90	1,978.36
Surry.	Han.	Kanes.	2,166.49	877.43	649.95	639.11
Surry.	Han.	Youngs.	3,441.54	1,393.82	1,032.46	1,015.26
Thorndike.	Waldo.	Cates.	4,853.37	2,942.06	1,456.01	455.30
Thorndike.	Waldo.	Leach.	8,553.96	5,185.31	2,566.19	802.46
Thorndike.	Waldo.	Sayward.	17,995.59	9,897.57	5,398.68	2,699.34
Wales.	And.	County.	4,427.94	1,983.72	1,328.38	1,115.84
Wales.	And.	Hinckley.	4,571.27	2,047.93	1,371.38	1,151.96
Weld.	Frank.	Weld.	10,028.46	3,740.61	3,008.54	3,279.31
Williamsburg.	Pisc.	Whetstone.	4,224.15	2,171.21	1,267.25	785.69
Windham.	Cum.	Gilbert Small.	†21,318.06	2,200.00	2,640.00	3,960.00
			405,543.85	167,863.53	117,907.76	107,254.50

*See 1926 Report.

†\$12,518.06 paid from Third Class Highway Fund

The total net expenditure for State and County aid bridge construction in 1928, including expenditures from special resolves from the Bridge Loan fund was \$1,187,-189.44, of which \$81,424.20 was for engineering, advertising and inspection, and \$1,105,765.24 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 1928.

Vanceboro-St. Croix, International Bridge. Work described in 1927 report completed and immigration and customs building built. Expended by State of Maine to January 1, 1929, \$12,987.98.

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 1928.

Mattawamkeag, Mattawamkeag Bridge, \$113,400.00. The 1927 legislature made funds available so that this resolve could be effective. Work undertaken in 1928, Edmond Cyr & Company, contractor. Description of work: 7 concrete T-beam spans, clear span length 47 ft. each; 6 concrete piers, one new concrete abutment, one old stone abutment jacketed, extended and capped, new wings all of concrete; 20 ft. roadway; 5 ft. sidewalk. Expended to January 1, 1929, \$80,552.80.

Surry, Young's Bridge, \$2,000.00. Applied as town's portion of cost of bridge under State and County Aid law. Total amount expended, \$1,015.26.

1927 Resolves

Surry, Kane's Bridge. Balance remaining from 1925 resolve for Young's Bridge, Surry, \$984.74. Applied as town's portion of cost of bridge under State and County Aid law. Total amount expended, \$639.11.

Starks, Hilton Brook Bridge, \$1,500.00. Applied as part of town's portion of cost of bridge under State and County Aid law. Entire amount expended.

Frankfort, Upper Bridge, \$2,000.00.

Cornish, \$3,000.00, and Baldwin, \$2,500.00, Depot Bridge.

Clinton, Cain Bridge, \$2,000.00.

Bethel, Toll Bridge, \$10,000.00.

Phillips, Lower Village Bridge, \$6,000.00.

Orland, Gully Brook Bridge, \$5,000.00.

Amounts appropriated by the six above resolves applied as parts of towns' portions of cost of bridges under State and County Aid law. Accounts not closed in 1928.

Hiram, Hiram Bridge, \$5,000.00.

Howland, Piscataquis River Bridge, \$12,000.00.

Hope, Handley Bridge, \$1,000.00.

Norridgewock, Covered Bridge, \$5,000.00.

Amounts appropriated by the four above resolves applied as parts of towns' portions of cost of bridges under State and County Aid law. For description of work, see another part of this report. Accounts not closed in 1928.

Macwahoc, Moluncus Bridge, \$600.00. No work undertaken in 1928.

Skowhegan, Kennebec River Bridge, \$25,000.00. Lapsed.

Fort Kent-Clair International Bridge, \$150,000.00. Preliminary work done so that construction can be started in 1929. Expended to January 1, 1929, \$1,380.62.

Forest City, International Bridge, \$10,500.00. Work described in 1927 report continued. Expended to January 1, 1929, \$11,066.88.

Hampden, Stanley Bridge, \$4,000.00. Work described in 1927 report completed. Expended to January 1, 1929, \$3,046.16.

The immigration and customs office building at Madawaska (Chap. 220, Resolves of 1927) was completed in 1928. Entire amount expended.

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

Calais-St. Stephen International Bridge.....	\$1,669.06
East Machias and Machiasport—Machias River Bridge.....	941.42
Gardiner—Randolph Bridge.....	3,000.00
Old Town—Milford Bridge.....	7,136.28
South Bristol—Gut Bridge.....	271.71

Van Buren-St. Leonards International Bridge.	12.68
Wells—Edward Hill Bridge.....	135.87
Whitefield—Coopers Mill Bridge.....	66.07
Wiscasset-Edgecomb Bridge.....	1,953.93
Woolwich and Wiscasset—Montsweag Bridge.	608.15
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	\$15,795.17

In 1928 the Bridge Division started construction work of four bridges:

- Hope—Mink Bridge
- Robbinston—Ross Lawler Bridge
- Robbinston—Lowes Bridge
- Scarboro—Phillips Bridge

The cost of these bridges will be paid from State highway construction accounts.

The construction of Junkins Bridge over the Boston and Maine Railroad in North Berwick was also undertaken in 1928. The cost of this work will be paid by the Boston and Maine Railroad, town of North Berwick, State Highway Commission from State highway funds, and the Public Utilities Commission.

MAINTENANCE WORK FOR 1928

Maintenance work during 1928 was performed generally by patrol maintenance. 528 patrolmen were employed in caring for 4,634.84 miles of road in 502 towns. Of this mileage 1,735.78 miles was improved State Highway, 1,720.72 miles was improved State Aid highway and the balance or 1,178.34 miles was unimproved road. There was also maintained by special arrangement with the towns 313.87 miles of improved State Aid road.

A total expenditure for labor and material of \$1,777,-114.97 was made on this work, including \$18,478.48 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$53,342.80, making the total gross expenditure chargeable to maintenance of \$1,830,457.77; of this amount the State furnished \$1,582,682.41 and the cities and towns furnished \$247,775.36. The average expenditure per mile was \$369.88.

On the 1,735.78 miles of improved State Highway, the expenditure for labor, material and supervision was \$1,246,780.75 or an average expenditure per mile of \$718.28. The expenditure on the 2,899.06 miles of other road under patrol was for labor, material and supervision, \$567,257.66 or an average expenditure per mile of \$195.67.

SNOW REMOVAL

1927-1928

Number of towns in which snow removal work was done by towns . . . 192
 Number of towns in which snow removal work was done by state . . . 25

217

	State Highways	State Aid Highways	Town Roads	Total
Number of miles on which towns applied for state aid	916.13	1015.43	1321.35	3252.91
Number of miles accepted	912.82	955.10	1082.35	2950.27
Number of miles plowed by state				124.49
Total number of miles				3,074.76
Paid by towns for snow removal				\$38,819.72
Paid by state for snow removal				30,818.94
Total cost				\$69,638.66
Average cost per mile				\$22.64
Snow fence erected by state	33,200			linear feet
Snow fence erected by towns		30,160		linear feet

SEVENTEENTH ANNUAL REPORT

of the

**State Highway
Commission**

of the

STATE OF MAINE

From January 1, 1929 to December 31, 1929

STATE OF MAINE

OFFICE OF
STATE HIGHWAY COMMISSION

Augusta, Maine, July 15, 1930

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

We have the honor to present the seventeenth annual report of the State Highway Commission, from January 1, 1929, to December 31, 1929.

FRANK A. PEABODY
EDWARD E. FARNSWORTH
WILLIAM J. LANIGAN
State Highway Commission.

MAINE STATE HIGHWAY COMMISSION

Financial Statement

January 1—December 31, 1929

MAINTENANCE AND ADMINISTRATION

Credits

Balance January 1, 1929	\$362,761.44
Receipts—gasoline tax 1c	64.94
Receipts—gasoline tax 3c	158.13
Receipts—gasoline tax 4c	518,601.60
Receipts—towns—1929 patrol	227,437.02
Receipts—auto fees	2,516,278.09
Receipts—auto fines	37,806.74
Receipts—Auto Bureau credits	66.41
Receipts—tar sold and applied	8,017.19
Receipts—permits to open highways	441.63
Receipts—gravel sold	105.55
Receipts—rent of buildings and machinery	185.42
Receipts—guard cable sold	72.80
Receipts—damaged guard rails and signs sold	29.11
Receipts—cities and towns special appropriation	2,100.00
Receipts—cities and towns overpayment 1929 patrol	1,748.84
Receipts—cities and towns 1928 patrol	2,712.73
1929 patrol due from towns	4,367.92
1928 patrol due from towns	238.20
Vanceboro patrol	10.66
Transfer from Construction and Reconstruction	694.29
Transfer from Bridge Loan fund	254.89
Transfer—Snow Removal—balance Gas Tax	75,000.00
Transfer—Motor Transport and Equipment	672.83
Transfer—State Police balance	15.84

 \$3,759,842.27

Administration (detail sheet attached)	132,844.03
Memorial Bridge (operation)	12,405.04
Auto Bureau (detail sheet attached)	134,961.89
Refunds—Auto fines	352.95
Transferred to Accrued Interest	225,596.81
Transferred to Construction and Reconstruction	515,000.00
Transferred to Bridge Loan Chap. 83, Resolve 1929	500.00
Transferred to Compensation for Injuries	15,000.00
Transferred to Bridge Loan—Gas Tax—Repairs	51,865.27
Transferred to State Aid	3,735.86
Apportionment—Vanceboro	201.46
Blade account	3,303.27
General Camp Account	115.46
General Calcium Chloride Account	282.55
Danger Signs Account	7,163.95

Flag Account	8.94
General Tar Account	6,558.37
Traffic Census	1,866.15
State Aid Highway Improved	\$577,564.08
State Aid Highway Unimproved	58,637.28
State Highway Improved	1,661,046.36
State Highway Unimproved	18,091.96
Section 17	7,632.24
Section 8	99.78
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	2,323,071.70
Towns share 1928 and 1929 unpaid	4,606.12
Balance to January 1, 1930	320,402.45
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	\$3,759,842.27

Administration

Salaries of Commissioners	\$7,940.56
Salary of Chief Engineer	4,986.30
Salaries of Assistants	22,663.50
Salaries of Clerks and Stenographers	28,519.34
Salaries of Engineers	11,388.43
Salary of Traffic Manager	997.26
Salary of Secretary to Commission	150.00
Expenses of Commissioners	3,987.39
Expenses of Chief Engineer	746.68
Expenses of Assistants	10,149.39
Expenses of Supervisors	3,337.39
Salary and expense Special Agent	4,512.65
Expense of Commission automobile	672.27
Office furniture and fixtures	3,464.01
Office stationery and supplies	2,865.95
Postage	2,894.76
Telephone and telegraph	5,308.52
Incidental expenses	339.14
Testing laboratory charges	1,694.74
Drafting room supplies	3,282.07
State line survey	4,955.67
General printing	6,689.78
Drafting room—operation	389.31
State map	908.92
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	\$132,844.03

AUTOMOBILE REGISTRATION BUREAU'S EXPENSE

Salaries and clerk hire	\$61,282.12
Traveling expenses	15,706.49
Plates	20,115.06
Postage	17,874.32
Stationery and supplies	14,468.04
Freight, trucking and express	981.98

Telephone and telegraph.....	794.69
Furniture and fixtures.....	1,814.37
Miscellaneous expense.....	1,924.82

\$134,961.89

CONSTRUCTION AND RECONSTRUCTION

Credits

Receipts—sale of bonds.....	\$1,415,773.64
Receipts—gas tax.....	1,210,358.71
Receipts—Central Maine Power Co.....	31,500.00
Transfer—balance gas tax in snow removal account distributed.....	175,000.00
Transfer—Maintenance.....	515,000.00
Transfer—State Aid.....	12,140.28
Miscellaneous receipts—not deductible.....	382.62

Federal Aid received:

101B Wells-Kennebunk.....	\$ 435.00
118A Saco-Scarboro.....	49,991.78
118B Scarboro.....	39,018.90
87D York-Wells.....	68,250.00
121A Falmouth.....	30,390.00
104A Rockland-Rockport.....	38,840.74
117A Thomaston.....	17,939.57
104B Northport.....	6,810.75
81B Livermore.....	39,435.00
119A Phillips.....	3,809.45
97B Strong.....	8,241.61
97C Strong.....	8,167.39
109A Dixfield.....	39,674.80
109B Carthage-Wilton.....	18,887.44
109C Wilton.....	9,734.92
109D Dixfield.....	16,651.37
3A Winslow.....	22,790.46
105A Anson.....	6,460.97
105B Embden-Solon.....	27,938.01
105C Solon-Bingham.....	64,830.86
124A Moscow.....	45,273.91
120A Pittsfield-Palmyra.....	26,519.27
120B Pittsfield.....	22,473.35
110A Hermon.....	5,385.00
110B Hermon.....	32,766.32
111A Abbot.....	22,865.92
92C Connor Plantation.....	17,897.74
92D Connor Plantation.....	13,864.87
92E Connor Plantation.....	7,901.96
90C Fort Fairfield.....	14,325.00
108B Fort Kent.....	18,198.83

107A	Island Falls	8,953.54
107B	Island Falls	13,395.03
107C	Island Falls	7,001.69
108D	Madawaska-Frenchville	30,299.21
84E	Hampden	31,605.00
84F	Hampden	35,355.00
103D	Dedham	19,875.00
114A	Addison	5,910.50
100B	Robbinston	30,015.00
100C	Calais-Robbinston	31,405.50
98C	Gouldsboro	6,040.35
98D	Hancock	7,399.29
103A	Pembroke	14,174.35
115A	Perry	11,357.02
99B	Jonesboro-Columbia Falls	2,289.62
99C	Columbia Falls	4,773.42
94C	Gilead	25,339.32
94B	Bethel	34,920.00
122A	New Sharon	36,105.82
85C	Glenburn	21,290.73
91C	Orrington	9,211.16
106A	Mechanic Falls-Poland	23,015.62
106B	Mechanic Falls	14,795.90
		<hr/>
		1,170,299.26
		<hr/>
		\$4,530,454.51

Expenditures

Balance overdrawn January 1, 1929	\$399,353.55
Surveys	27,669.51
Plans and computations	23,094.17
Advertising	1,192.38
Engineering and inspection	113,015.26
General expense right of way	44,483.49
Labor and material	3,034,702.32
Transfer to State Aid	2,047.72
Transfer to State Aid gas tax in place of reissue of bonds	873,846.00
Transfer to compensation for injuries	4,000.00
Balance to January 1, 1930	7,050.11
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	\$4,530,454.51

BRIDGE LOAN FUND**Credits**

Balance, January 1, 1929	\$430,660.35
Received from sale of bonds	981,690.00
Transferred from Special Resolves—Madawaska	22.44
Transferred from Construction and Reconstruction:	
Calais	\$ 24.70
Embden	1,109.17

Gilead	164.90	
Hope	184.72	
Mattawamkeag	4,776.22	
Robbinston	10.00	
Rockport	154.99	
Scarboro	239.45	
Union	2,512.99	
Waldoboro	2,228.99	
		11,406.13
Transferred from Maintenance and Administration bridge repairs—gasoline tax		44,933.04
Received from counties		291,153.66
Received from cities and towns		162,834.71
		<u>\$1,922,700.33</u>

Expenditures

Engineering, advertising and inspection	\$91,430.51	
Labor and materials	1,421,909.83	
Temporary charges for bridge repairs:		
Engineering and inspection	\$1,603.51	
Labor and materials	31,919.18	
		33,522.69
Temporary charges to Construction and Reconstruction		11,406.13
Transferred to Improvement State Roads J. F.—Rox- bury		4.10
Transferred to Special Resolves—Madawaska		57.11
Transferred to Compensation for Injuries		3,000.00
Refunds to counties		23,752.40
Refunds to cities and towns		14,224.71
Balance December 31, 1929		323,392.85
		<u>\$1,922,700.33</u>

IMPROVEMENT STATE ROADS J. F.

Credits

Appropriation, 1929	\$500,000.00
Receipts—gas tax 3c	316.27
Receipts—gas tax 4c	691,524.52
Receipts—cities and towns	1,056,865.22
City and town additional money expended under direc- tion of State Highway Commission	19,495.93
Transfer—balance Snow Removal—Gas Tax	100,000.00
Transfer—account of bonds reissued—Gas Tax	873,846.00
Due account town Randolph overdraft	468.82
Transfer—Special Resolve	13,510.06
Transfer—Construction and Reconstruction	11,470.20
Transfer—Bridge Loan	4.10
Transfer—Maintenance	3,735.86

Transfer—Special County Fund—Waldo.....	587.50
Transfer—refunds.....	100.00
Balance to January 1, 1930—overdrawn.....	371,314.74

\$3,643,239.22

Expenditures

Balance overdrawn January 1, 1929.....	\$132,295.80
Engineering and inspection—paid by town (1929 work)	8,170.82
Engineering and inspection—paid by State (1929 work)	30,300.25
Labor and material (1929 work).....	3,419,351.13
Uncompleted work in previous years and refunds.....	31,486.25
Transfer to Compensation for Injuries.....	15,000.00
Transfer to Construction and Reconstruction.....	6,551.28
Transfer to Motor Transport and Equipment.....	83.69

\$3,643,239.22

THIRD CLASS HIGHWAY FUND

Credits

Balance January 1, 1929.....	\$405,715.89
Receipts—gas tax 1c.....	64.94
Receipts—gas tax 3c.....	158.14
Receipts—gas tax 4c.....	345,762.24
Appropriation 1929.....	383,685.75
Transfer balance Snow Removal—Gas Tax.....	50,000.00
Transfer—Special Resolves.....	9,058.89
Town money expended under direction State Highway Commission.....	40,000.79

\$1,234,446.64

Expenditures

Supervision (1929 work).....	\$7,655.04
Labor and material (1929 work).....	796,213.88
Reimbursement and previous years uncompleted work.....	4,665.05
Transfer to Compensation for Injuries.....	4,000.00
Balance to January 1, 1930.....	421,912.67

\$1,234,446.64

SPECIAL RESOLVES

Credits

Balance January 1, 1929.....	\$ 45,329.27
Appropriation 1929.....	150,000.00
Received from cities and towns.....	31,082.79
Transfer Bridge Loan.....	34.67

\$226,446.73

Expenditures

Engineering	\$ 869.10
Supervision	1,345.35
Labor and material	177,273.81
Transfer to State Aid	13,510.06
Transfer to Third Class	9,058.89
Balances lapsed	304.84
Balance to January 1, 1930	24,084.68
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	\$226,446.73

MOTOR TRANSPORT AND EQUIPMENT**Credits**

Balance January 1, 1929	\$125,297.83
Receipts from rental	476,731.74
Stock sold	6,825.68
Stock transferred to Bridge Loan fund	400.59
Maintenance and Administration	5,322.87
Improvement State Roads J. F.	184.14
Construction and Reconstruction	1,180.78
Special Resolve	57.80
Third Class	1.35
Kennebec Bridge	6.00
Snow Removal from Highways and Townways	23.00
Truck and Equipment	67,491.13
Charged in error and later transferred	1,614.27
Transfer from Snow Removal	100,000.00
	<hr/>
	\$785,137.18

Expenditures

Equipment purchased in 1929	\$220,605.84
Gasoline purchased	79,986.29
Grease purchased	2,650.90
Oil purchased—Transmission oil	\$ 2,780.10
Motor oil	12,059.66
	<hr/>
	14,839.76
Kerosene purchased	1,365.56
Garage lights	914.27
Garage annex	3,145.19
Garage roof	262.66
Repairs garage equipment	931.66
Garage equipment	1,306.96
Garage grading	22.00
New garage machinery	1,017.62
Garage sewer	25.00
New stock room	1,686.96

Snow removal charges	1,185.21
Paint purchased	1,293.23
Tire Account	17,162.22
Tool Account	116.78
General Stock Account	67,337.99
General Stock distributed to Equipment	103,518.17
Labor	84,371.42
Balance to January 1, 1930	181,391.49
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	\$785,137.18

Trucks and Equipment Purchased

1 Nash Quad truck—second hand	\$ 400.00
5 Ford trucks at \$958.40	4,792.00
1 F. W. D. truck—3 1-2 ton	6,387.50
10 F. W. D. trucks at \$5,296.16	52,961.60
1 Dodge truck—3-4 ton	200.00
1 Reo truck	1,749.00
1 Sargent plow for Mack truck No. 381	880.00
2 Tar distributors for Mack 3 1-2 ton trucks at \$2,700.00	5,400.00
1 Mack truck with Sargent plow	7,237.95
2 Mack trucks with tar distributors	17,137.90
2 tar distributors at \$2,700.00	\$5,400.00
2 chassis at \$5,868.95	11,737.90
No. 4 with 2 ton caterpillar tractor	
2 Russell graders at \$3,135.00	6,270.00
1 Hvass trailer (No. 361) 20 ton	2,585.00
1 Hoisting boiler	460.00
1 Derrick	414.34
3 Gas hoists No. 3	\$945.78
No. 4	926.25
No. 5	926.25
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	2,798.25
1 Derrick swinger for steam hoist No. 1	330.00
1 Mixer No. 10	2,004.48
1 Mixer No. 11	250.00
1 pump No. 33	824.92
20 No. 41 Adams graders	4,655.40
17 Shovels	102,867.50
3 Speeder shovels at \$7,110.00	\$21,330.00
4 General shovels at \$7,226.50	28,906.00
4 Bay City shovels at \$5,290.00	21,160.00
2 Byers Bulldog shovels at \$7,400.00	14,800.00
1 Universal shovel	4,431.50
1 Northwest shovel	3,500.00
2 Universal shovels at \$4,370.00	8,740.00
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	\$220,605.84

SNOW REMOVAL

Credits

Balance January 1, 1929.....	\$16,236.89
Receipts—Towns.....	62,493.06
Receipts—gas tax.....	549,309.21
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	\$628,039.16

Expenditures

Expenditures.....	\$121,785.34
Transfer to Motor Transport.....	100,000.00
Maintenance—balance as per law.....	75,000.00
Third Class—balance as per law.....	50,000.00
State Aid—balance as per law.....	100,000.00
Construction and Reconstruction—balance as per law.....	175,000.00
Balance to January 1, 1930.....	6,253.82
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	\$628,039.16

STATEMENT OF CARLTON BRIDGE

Credits

Balance January 1, 1929.....	\$19,698.49
1928 receipts deposited in 1929.....	621.53
Ferry boat "Hockomock" sold.....	675.00
Receipts from sale of tickets.....	158,219.75
Ice boom sold.....	15.00
Transfer stock of grease to Arrowsic Bridge.....	16.25
Transfer stock of tarvia to Maintenance.....	70.50
Maine Central Railroad Company, rental.....	76,569.90
*Maine Central Railroad Company, maintenance.....	15,000.00
Interest earned on bonds.....	207.04
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	\$271,093.46

Debits

Cost of operation of bridge (State).....	\$21,178.75
Cost of operation of bridge (M. C. R. R. Co.).....	7,197.60
Reimbursement to State on account of power and repairing fenders (out of M. C. R. R. maintenance).....	262.55
Held out for change.....	150.00
Interest on 55% bonds M. C. R. R. Co.....	66,000.00
Interest on 45% bonds State.....	*53,732.96
December receipts to be deposited in January.....	363.95
To be set aside in Special Fund (balance M. C. R. R.)....	10,569.90
Bath Ferry tickets redeemed out of cash.....	1.25

Balance Maine Central Railroad Co. 1928-1929	13,748.27
Balance to January 1, 1930, State of Maine	97,888.23

\$271,093.46

**\$50,000.00 transferred to Dec. 31, 1929—\$3,732.96 to be made in January, 1930.

Interest earned, Maine Central Railroad Co. Rental and interest payments not on monthly highway statement. Adjustments not made until after December 31, 1929. Balance in account as per monthly statement, \$107,622.57.

*Deposit of \$7,802.40 made in January—difference between \$15,000.00 maintenance and amount paid by Maine Central Railroad Co. on account of operation of draw. This includes reimbursement to State on account of power and repairing fenders already paid by State.

CARLTON BRIDGE TICKET SALES

	Rate	No. Sold	Amount
Single passenger ticket	5c	437,121	\$21,556.05
Passenger ticket (25 for \$1.00)	25c	2,276	2,276.00
School ticket	25c	45	11.25
Vehicle—one horse	15c	2,278	341.70
Vehicle—two horse	20c	296	59.20
Horses, cows or oxen on hoof	15c	81	12.15
Motorcycle	15c	811	121.65
Automobile	50c	206,940	103,470.00
Automobile with trailer	75c	165	123.75
Auto truck or tractor, 1 ton or less	50c	4,125	2,062.50
Auto truck or tractor, 2 1-2 ton	75c	2,964	2,148.00
Auto truck or tractor, 2 1-2 to 5 ton	1.00	607	607.00
Auto truck or tractor, 5 to 10 ton	1.50	2	3.00
Motor bus, 16 passengers or less	75c	122	91.50
Motor bus, more than 16 passengers	1.00	106	106.00
Automobile or truck, 1 ton or less, 10 round trips	3.50	5,973	20,450.50
Auto truck, 1 ton to 2 1-2 tons, 10 round trips	7.50	552	4,140.00
Auto truck, 2 1-2 to 5 ton, 10 round trips	10.50	47	493.50
Vehicle, one horse, 10 round trips	2.00	58	116.00
Vehicle, two horse, 10 round trips	2.50	12	30.00
			<hr/> \$158,219.75

RECAPITULATION—1929

	Adminis- tration	Engineer- ing	Inspection and Super- vision	Adver- tising	General Expense of Right of Way	Labor and Material	Auto Reg- istration	Total
Administration	\$132,844.03							\$132,844.03
Maintenance—Miscellaneous						\$83,569.00		83,569.00
Maintenance—Section 17						7,632.24		7,632.24
Maintenance—Section 18						99.78		99.78
Maintenance—State Aid Highways			23,365.68			612,835.68		636,201.36
Maintenance—State Highways			42,602.89			1,636,535.43		1,679,138.32
State Highway—Construction and Reconstruction		\$163,778.94		\$1,192.38	\$44,483.49	3,034,702.32		3,244,157.13
State Aid Construction			38,471.07			3,419,351.13		3,457,822.20
Third Class			7,655.04			800,878.93		808,533.97
Special Resolves		869.10	1,345.35			177,273.81		179,488.26
Motor Transportation and Equipment						603,745.69		603,745.69
Bridge Loan Construction		91,430.51				1,421,909.83		1,513,340.34
Bath State Ferry						393.11		393.11
Auto Bureau (Secretary of State)							134,961.89	134,961.89
Carlton Bridge Operating Account						28,376.35		28,376.35
Removal of snow from highways and townways						121,785.34		121,785.34
Compensation for Injuries							43,670.84	43,670.84
	\$132,844.03	\$256,078.55	\$113,440.03	\$1,192.38	\$44,483.49	\$11,949,088.64	\$178,632.73	\$12,675,759.85

SUPERVISION CHARGES

Administration	\$132,844.03
Engineering	256,078.55
Inspection and Supervision	113,440.03
Advertising	1,192.38
	\$503,554.99

Supervision Charges .0419 on Net Expenditure
 Supervision Charges .0397 on Gross Expenditure

LABOR AND MATERIAL

Maintenance	\$2,340,672.13
Construction and Reconstruction	3,079,185.81
State Aid	3,419,351.13
Third Class	800,878.93
Special Resolves	177,273.81
Motor Transportation and Equipment	603,745.69
Bridge Loan	1,421,909.83
Bath State Ferry	393.11
Carlton Bridge	28,376.35
Removal of Snow	121,785.34
	\$11,993,572.13

STATE HIGHWAYS**1929**

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

STATE HIGHWAY—A

York and Wells—Federal Aid Project No. 87-D. This reconstruction project was completed in 1928. Expenditures carried over to 1929 amount to \$4,503.69.

Wells and Kennebunk—Federal Aid Project No. 101-B. This reconstruction project was completed in 1926. Expenditures carried over to 1929 amount to \$1,972.21.

Saco and Scarborough—Federal Aid Project No. 118-A. This project consists of the reconstruction of the concrete road built in 1915 and 1916. The project begins at the "Cascade Road" in Saco and extends toward Portland. Total length, 3.89 miles of which 1.06 miles is in Saco and 2.83 miles is in Scarborough. Type of surface, 3.17 miles of concrete and 0.72 miles of bituminous macadam, the bituminous macadam section being located across the Scarborough Marsh. Width of surface, 30 feet. Shoulders, 3 feet. Contractor, Angelo Susi & Company of Roslindale, Massachusetts. Work was begun in 1928 and completed in 1929. Mileage reported in 1929, 0.72 miles of bituminous macadam and 0.93 miles of concrete.

\$61,866.29 of the total expenditure on this project was expended on the section in Saco. Expenditures in 1929 amount to \$119,388.90. Final payment will be made in 1930.

Scarborough—Federal Aid Project No. 118-B. This project consists of the reconstruction of the concrete road built in 1915. The project begins at the northerly end of Federal Aid Project 118-A, and extends to the South Portland line. The total length of the project is 3.27 miles. Work was begun in 1928 and completed in 1929. Type of surface, concrete. Width of surface, 30 feet. Shoulders, 3 feet. The equivalent of 2.95 miles was built in 1929. Contractor, Angelo Susi & Company of Roslindale, Massachusetts. Expenditures in 1929 amounted to \$184,604.88. Final payment will be made in 1930.

STATE HIGHWAY—A-SPUR

Saco—State Project. This project is located on the "Cascade Road" beginning at State Highway "A" and extending to the Old Orchard line. Total length of project, 0.66 miles. Work was begun and completed in 1929. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Angelo Susi & Company of Roslindale, Massachusetts. Expenditures in 1929 amount to \$35,989.96.

STATE HIGHWAY—B-S

Casco—State Project. Grading, base and culverts for future surfacing was constructed by force account under the supervision of L. W. Smiley. This work begins at the end of the 1928 bituminous macadam and extends toward Webbs Mills. Length of project, 1.60 miles. Expenditures in 1929 amounted to \$49,730.52.

STATE HIGHWAY—C

Falmouth—Federal Aid Project No. 121-A. This reconstruction project was completed in 1928. Expenditures carried over to 1929 amount to \$13,150.05.

Falmouth and Cumberland—Federal Aid Project No. 121-B. This project consists of the reconstruction of the bituminous macadam road built in 1914 and 1915. The project begins at the easterly end of Federal Aid Project No. 121-A and extends westerly to Speare's Hill. Total length of the project 3.83 miles, of which 1.92 miles is in Falmouth and 1.91 miles is in Cumberland. A contract for the section in Falmouth was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. This contract was afterwards extended to take in the section in Cumberland. Work was begun and completed in 1929. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1929 amount to \$173,-200.76. Final payment will be made in 1930.

STATE HIGHWAY—D

Woolwich—State Project. A contract for grading, base and culverts for future surfacing for 1.80 miles, beginning near the east end of the "Causeway," and extending easterly, was awarded to B. Perini & Sons, Inc., of Ashland, Massachusetts. A contract was later executed for extending this construction for a distance of 1.00 mile on the easterly end, making the total length of the project 2.80 miles. The entire project was sub-let to G. Bonazzoli & Sons of Hudson, Massachusetts. Expenditures in 1929 amount to \$73,363.42.

Thomaston and Warren—State Project. A contract for grading, base and culverts for a section of road to be surfaced in the future, was awarded to Vito Mininni of Biddeford, Maine. This is on new location to avoid two grade crossings and to correct poor alignment. Total length of the project, 0.74 miles, of which 0.42 miles is in Thomaston and 0.32 miles is in Warren. The work was completed in 1929. Expenditures in 1929, \$19,133.90. Final payment will be made in 1930.

Thomaston—Federal Aid Project No. 117-A. This project was completed in 1928. Expenditures carried over to 1929 amount to \$9,238.63.

STATE HIGHWAY—D-SPUR

Boothbay—State Project. This project is in two sections located near the Edgcomb-Boothbay line. The work was begun in 1928 and the equivalent of 1.25 miles was reported for that year. This work was completed in 1929, 0.54 miles being reported. The southerly section was extended to Boothbay Center, and 1.80 miles additional was constructed in 1929, making the total of 2.34 miles improved in 1929, and the total improvement for the two years 1928 and 1929, 3.59 miles. 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. Expenditures in 1929 amount to \$113,676.74.

Edgcomb—State Project. In connection with the work in Boothbay, 0.07 miles of bituminous macadam road was constructed in Edgcomb. This begins at the Boothbay town line and extends northerly. Expenditures in 1929 amount to \$988.00.

STATE HIGHWAY—F

Livermore—Federal Aid Project No. 81-B. This project begins near North Livermore at the end of Federal Aid Project No. 81-A and extends to the bridge across the Androscoggin River. Total length of project, 2.63 miles. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. The equivalent of 1.13 miles was completed in 1929. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures in 1929 amount to \$64,070.82.

Livermore Falls—State Project. In connection with the work in Livermore, a short section of bituminous macadam pavement was constructed in the town of Livermore Falls. This begins at the bridge across the Androscoggin River and extends easterly. Type of surface, bituminous macadam. Length, 0.09 miles. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures in 1929 amount to \$2,259.00

Strong—Federal Aid Project No. 97-B. This project begins near the bridge leading to Strong Village and extends westerly to the beginning of Federal Aid Project No. 97-A. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, James H. Kerr of Rumford, Maine. Length, 0.82 miles, all of which was reported in 1928. Expenditures carried over to 1929 amount to \$6,624.47.

Strong—Federal Aid Project No. 97-C. This project begins at the northerly end of the improved road and extends northerly to the beginning of Federal Aid Project No. 97-B. Total length of project, 0.94 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Cianchette & Giovannucci of Pittsfield, Maine. 0.53 miles was reported in 1928, leaving a balance of 0.41 miles which was completed in 1929. Expenditures in 1929 amounted to \$9,797.40.

Phillips—Federal Aid Project No. 119-A. This project begins at the westerly end of Phillips Village and extends toward Rangeley. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph M. Davis, Old Town, Maine. Total length of project, 1.65 miles. This project was begun in 1928 and completed in 1929. The equivalent of 0.35 miles was reported in 1928, leaving a balance of 1.30 miles which was completed in 1929. Expenditures in 1929, \$39,471.73.

Avon—Federal Aid Project No. 119-B. This project begins at the westerly end of Federal Aid Project 97-A and extends toward Phillips. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3-foot gravel shoulders. Contractor, Lincoln & Belding of Marlboro, Massachusetts. Total length of project, 2.00 miles of which the equivalent of 0.70 miles is reported for 1929. Expenditures in 1929 amount to \$14,909.98.

STATE HIGHWAY—F-O

Dixfield—Federal Aid Project No. 109-A. This project was completed in 1928. Expenditures carried over to 1929 amount to \$17,966.97.

Dixfield—Federal Aid Project No. 109-D. This project begins at the easterly end of Federal Aid Project No. 109-A and extends easterly. Type of surface bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., of Augusta, Maine. Total length of project, 1.87 miles all of which was reported for 1929. The work was completed except for applying the bituminous surface treatment. Expenditures in 1929 amount to \$42,657.25.

Carthage and Wilton—Federal Aid Project No. 109-B. This project begins at the Dixfield-Carthage town line and extends easterly. The total length of the project is 1.84 miles, of which 1.41 miles is in Carthage and 0.43 miles is in Wilton. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Contractor, Vito Mininni of Biddeford, Maine. This project was awarded in December, 1928, but no work was done that year. The project was completed in 1929. Expenditures in 1929 amount to \$54,996.42. Final payment will be made in 1930.

Wilton—Federal Aid Project No. 109-C. This project begins at the westerly end of the Third Class road in Wilton and extends toward East Dixfield. A contract was awarded to K. R. and R. B. Cole of Skowhegan, Maine, in December, 1928, but no work was done that year. This contract was assigned to Dominic Susi of Pittsfield, Maine, and was completed by him in 1929. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Total length of project, 1.49 miles. Expenditures in 1929 amount to \$39,229.61.

STATE HIGHWAY—H

Winslow—Federal Aid Project No. R-3-A. This project consists of the reconstruction of the bituminous macadam road built in 1918. The project begins at Sebesticook River bridge and extends toward Augusta. Total length of project, 1.95 miles. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Con-

tractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. The work was begun and completed in 1929. Expenditures in 1929 amount to \$96,365.23.

Fairfield. An expenditure of \$2,376.06 of state highway funds was made in connection with State Aid work. Mileage is reported in the State Aid table.

Embsen and Solon—Federal Aid Project No. 105-B. This project was begun in 1927 and completed in 1928. Expenditures carried over to 1929 amount to \$12,902.07.

Solon and Bingham—Federal Aid Project No. 105-C. This project begins at Solon Village and extends northerly toward Bingham. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, I. J. Murphy of Somerville, Massachusetts. Total length of project 5.25 miles, of which 1.38 miles is in Solon and 3.87 miles is in Bingham. The equivalent of 0.70 miles was reported for Solon for 1928, leaving 0.68 miles in Solon and 3.87 miles in Bingham, which was completed in 1929. Expenditures in 1929 amounted to \$144,376.99. Final payment will be made in 1930.

Moscow—Federal Aid Project No. 124-A. This project begins near Temple Pond and extends northerly over new location. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Central Securities Corporation, Augusta, Maine. Total length of project, 4.22 miles, of which the equivalent of 3.50 miles was reported for 1929. This project is built on a new location on account of flowage of the present road caused by the construction of a dam at Bingham. The Central Maine Power Company shares in the cost of this project. Expenditures in 1929 amount to \$122,139.31.

STATE HIGHWAY—H-I

Pittsfield and Palmyra—Federal Aid Project No. 120-A. This project was begun in 1928 and completed in 1929. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Cowette, Butler and Dionne of Skowhegan, Maine. Total length of project, 2.54 miles of which 1.31 miles is in Pittsfield and 1.23 miles is in Palmyra. The equivalent of 0.65

miles was built in Palmyra in 1928, leaving 0.58 miles in Palmyra and 1.31 miles in Pittsfield, which was completed in 1929. Expenditures in 1929 amount to \$42,271.27.

Pittsfield—Federal Aid Project No. 120-B. This project begins at the easterly end of the Causeway near the Canaan town line, and extends easterly to Federal Aid Project No. 120-A. Length of project, 3.26 miles, all of which was reported in 1929. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, D. S. McGrath, Inc., of Adams, Massachusetts. The work was completed except for applying the bituminous surface treatment which will be done in 1930. Expenditures in 1929 amount to \$55,682.10.

STATE HIGHWAY—I

Fairfield. In connection with the State Aid work of 1927 a transfer from state highway funds was made amounting to \$1,191.85.

Hermon—State Project. This project begins at the westerly end of Federal Aid Project No. 110-A and extends westerly to Hermon Center Station. The project is constructed on new location to avoid two railroad grade crossings. The work consists of grading, base and culverts and was designed to provide for future surfacing. Total length of the project, 1.09 miles. Contractor, Kennebec Construction Corporation, Waterville, Maine. Expenditures in 1929 amounted to \$41,680.56.

Hermon—Federal Aid Project No. 110-A. This project was completed in 1928. Expenditures carried over to 1929 amount to \$7,454.98.

Bangor—State Project. This project begins at the compact section of the City of Bangor and extends westerly. Type of surface, concrete. This work was done by the City of Bangor in connection with their State Aid work. Total length of project, 0.21 miles. Expenditures in 1929 amount to \$12,635.51.

Bangor and Hermon—Federal Aid Project No. 110-B. This project begins at the end of the trolley track and extends westerly to Federal Aid Project No. 110-A. Total length of project, 2.74 miles, of which 1.79 miles is

in Bangor and 0.95 miles is in Hermon. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, B. Perini & Sons, Inc., of Ashland, Massachusetts. This work was begun and completed in 1929. Expenditures in 1929 amount to \$121,630.03.

STATE HIGHWAY—J

Abbot—Federal Aid Project No. 111-A. This project was completed in 1928. Expenditures carried over to 1929 amount to \$5,761.96.

STATE HIGHWAY—J-K

Sebec—State Project. This project begins at the end of the work done in 1928 and extends westerly to the Dover-Foxcroft line. The 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, 2.91 miles. Expenditures in 1929 amount to \$76,812.09.

Dover-Foxcroft—State Project. This project begins at the Sebec line and extends toward Dover-Foxcroft Village. The 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, 2.89 miles. Expenditures in 1929 amount to \$55,243.50.

STATE HIGHWAY—K

Island Falls—Federal Aid Project No. 107-C. This project is located north of Island Falls Village and connects with Federal Aid Project No. 47. Total length of project, 0.75 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Sawyer & Carlisle Construction Company, Inc., of Ellsworth, Maine. This project was begun in 1928, and 0.29 miles was reported for that year. The project was completed in 1929, adding 0.46 miles. Expenditures in 1929 amount to \$7,864.79.

Connor—Federal Aid Project No. 92-D. This project begins at the northerly end of Federal Aid Project

No. 92-C and extends northerly. The project was completed in 1928 and the total length of 1.26 miles was reported for that year. Expenditures in 1929 amount to \$5,519.15.

Connor—Federal Aid Project No. 92-E. This project begins at the northerly end of Federal Aid Project No. 92-D and extends northerly. Total length of project, 2.05 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with three-foot gravel shoulders. Contractor, Frederick & Susi, Pittsfield, Maine. The equivalent of 1.20 miles was built in 1929. Expenditures in 1929 amount to \$18,272.31.

Fort Kent—Federal Aid Project No. 108-B. This project was begun in 1928 and completed in 1929. Total length of project, 2.02 miles. Type of surface, gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Contractor, Sawyer & Carlisle Construction Company, Inc., of Ellsworth, Maine. 1.02 miles was reported for 1929. Expenditures in 1929 amount to \$18,364.61.

Fort Kent—Federal Aid Project No. 108-C. This project begins at the westerly end of Federal Aid Project No. 108-B and extends to Fort Kent Village. Total length of project, 0.98 miles, all of which was built in 1929. Type of surface, gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Contractor, Sawyer & Carlisle Construction Company, Inc., of Ellsworth, Maine. Expenditures in 1929 amount to \$23,214.65.

Madawaska and Frenchville—Federal Aid Project No. 108-D. This project begins at the end of Federal Aid Project No. 108-A and extends toward Frenchville. Total length of project, 2.78 miles, of which 0.80 miles is in Madawaska and 1.98 miles is in Frenchville. The work was practically completed in 1929 but there will be some expenditures in 1930. All mileage is reported for 1929. Type of surface, gravel. Width of surface, 18 feet, with three-foot gravel shoulders. Contractor, P. A. Cyr & Theophile Soucy, Grand Isle, Maine. Expenditures in 1929 amount to \$69,423.82.

STATE HIGHWAY—K-I

Presque Isle—State Project. This project begins at Presque Isle Village and extends southerly toward Mars Hill. A contract for the construction of 1.65 miles was awarded to Boone & Brewer Construction Company, Inc., of Presque Isle, Maine, in 1928. Two extensions to this project were given Boone & Brewer Construction Company, Inc., making the total length of their contract, 3.26 miles. A contract on the southerly end of Boone & Brewer Construction Company, Inc.'s work was awarded to Joseph P. McCabe, Inc., of Boston, Massachusetts. Total length of this project was 1.00 mile, making the total length of the work done in Presque Isle in 1928 and 1929, 4.66 miles. Of this, two miles was reported built in 1928, leaving a balance of 2.66 miles which was completed in 1929. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1929, \$89,976.62. Final payment will be made in 1930.

STATE HIGHWAY—K-SPUR

Fort Fairfield—Federal Aid Project No. 90-C. This project was begun in 1928 and completed in 1929. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Joseph P. McCabe, Inc., Boston, Massachusetts. Total length of project, 0.96 miles, all of which was reported in 1928. Expenditures carried over to 1929 amount to \$8,254.68.

STATE HIGHWAY—L

Hampden—Federal Aid Project No. 84-F. This project was completed in 1928. Expenditures carried over to 1929 amount to \$18,480.26.

STATE HIGHWAY—M

Dedham—Federal Aid Project No. 103-D. This reconstruction project was completed in 1928. Expenditures carried over to 1929 amount to \$3,270.40.

STATE HIGHWAY—M-SPUR

Bar Harbor—State Project. A contract for grading and gravel base for two sections of road was awarded in 1928 to Carlo Bianchi & Company, Inc., of Framingham, Massachusetts. Provision was made in the design of this work for the construction of a hard-surfaced pavement in the future. In 1928 a transfer of \$20,512.47 for this project was made from the State Aid account. No mileage was reported in 1928. 1.40 miles is reported for 1929. Expenditures in 1928 were \$20,913.17. Expenditures in 1929 amounted to \$13,004.56.

STATE HIGHWAY—N

Hancock—State Project. A section of gravel road was constructed by force account under the supervision of L. B. Googins. This work was financed by the town. Reimbursement for this expenditure is to be made in 1930. Length of project, 0.39 miles.

Hancock—Federal Aid Project No. 98-D. This project was completed in 1928. Expenditures carried over to 1929 amount to \$886.63.

Jonesboro—State Project. This work was completed in 1928. Expenditures carried over to 1929 amount to \$1,325.82.

Jonesboro—Federal Aid Project No. 99-B. This project is located about one and one-half miles west of Jonesboro Village. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with three-foot gravel shoulders. Length, 0.45 miles. Contractor, Frederick & Susi, Pittsfield, Maine. Expenditures in 1929 amount to \$6,811.52.

Columbia Falls—Federal Aid Project No. 99-C. This project is located about one and one-half miles east of Columbia Falls Village. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with three-foot gravel shoulders. Length, 0.81 miles. Contractor, Frederick & Susi, Pittsfield, Maine. Expenditures in 1929 amount to \$12,255.75.

Pembroke—Federal Aid Project No. 123-A. This project consists of two sections. The first section begins

approximately one-half mile from the Dennysville line and extends easterly to West Pembroke Village. Length of the Federal Aid portion of this section is 1.40 miles. In addition, 0.05 miles was built without Federal participation, making the total length of the section 1.45 miles. The second section begins at Pembroke Village and extends easterly to the beginning of Federal Aid Project No. 5, a distance of 0.50 miles, making the total length of the Federal Aid portion, 1.90 miles and 0.05 miles of state project. This makes the total construction in Pembroke, 1.95 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with three-foot gravel shoulders. Contractor, Wyman & Simpson, Inc., Augusta, Maine. This project was practically completed except for the bituminous surface treatment which will be applied in 1930. Expenditures in 1929 amount to \$50,134.48.

Calais—Federal Aid Project No. 100-A. This project was completed in 1927. Expenditures carried over to 1929 amount to \$2,365.45.

Calais and Robbinston—Federal Aid Project No. 100-B. This project was completed in 1928. Expenditures carried over to 1929 amount to \$11,711.82.

Robbinston—Federal Aid Project No. 100-C. This project begins at the Perry line at the end of Federal Aid Project No. 61 and extends northerly to the beginning of Federal Aid Project 100-B. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Contractor, Cenedella & Company of Milford, Massachusetts. The equivalent of 3.00 miles is reported for 1929. Expenditures in 1929 amount to \$99,336.52.

STATE HIGHWAY—N-SPUR

Perry—Federal Aid Project No. 115-A. This project begins at the northerly end of the Eastport Bridge, and extends northerly. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Total length of project, 1.19 miles, of which the equivalent of 0.90 miles was constructed in 1928, leaving 0.29 miles which was completed in 1929. Contractor, Sumner S. Drisko, Addison, Maine. Expenditures in 1929 amount to \$13,595.05.

STATE HIGHWAY—O

Peru—Federal Aid Project No. 89-B. This project begins at the Canton line and extends westerly to Federal Aid Project No. 89-A. This project is a relocation, changing the present underpass of the Maine Central Railroad to an overhead highway crossing. The bridge structure over this railroad is not included in the project. Net length of the project is 0.66 miles, of which the equivalent of 0.30 miles is reported for 1929. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Medway, Massachusetts. Expenditures in 1929 amount to \$8,114.65. In addition to this expenditure there was expended for surveys, plans, right of way, etc., the sum of \$3,208.85.

Bethel—Federal Aid Project No. 94-B. This project was completed in 1928. Expenditures carried over to 1929 amount to \$12,928.01.

Bethel—Federal Aid Project No. 94-D. This project begins at the Gilead town line and extends easterly to Federal Aid Project No. 94-B. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Total length of project, 2.27 miles. The equivalent of 1.47 miles was reported in 1928, leaving 0.80 miles which was completed in 1929. Expenditures in 1929 amount to \$25,771.87.

STATE HIGHWAY—P

Jefferson—State Project. This project was begun in 1928. The 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, 0.55 miles, of which 0.50 miles was reported in 1928, leaving 0.05 miles which was completed in 1929. Expenditures in 1929 amount to \$4,153.08.

Union—State Project. This project begins at the Hope line and extends toward Union Village. Total length of project, 2.72 miles, all of which was completed. Type of surface, gravel. Width of surface, 24 feet. Width of base, 18 feet. Contractor, James H. Kerr, Rumford, Maine. Expenditures in 1929 amount to \$57,751.21.

Hope—State Project. This work was completed in 1928. Expenditures carried over to 1929 amount to \$4,158,87.

Rockland and Rockport—State Project. This project begins in Rockland just south of the Rockport line and extends northerly to West Rockport. Total length of project, 3.21 miles, of which 0.07 miles is in Rockland and 3.14 miles is in Rockport. No work was done in Rockland in 1929. The equivalent of 0.90 miles was constructed in Rockport in 1929. Type of surface, gravel. Width of surface, 24 feet. Width of base, 18 feet. Contractor, Manzie I. Rogers of Bangor, Maine. Expenditures in 1929 amount to \$11,830.87, of which \$7,335.29 was transferred from State Aid funds.

STATE HIGHWAY—R

Augusta—State Project. This project was begun in 1927 and completed in 1928. Expenditures carried over to 1929 amount to \$15,137.02.

Augusta and Vassalboro—State Project. This project begins at the easterly end of Augusta, Section 2 and extends easterly. A contract for 1.95 miles was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. The contractor was given two extensions to this contract, making the total length of the project, 2.86 miles. Of this mileage, 1.45 miles is in Augusta and 1.41 miles is in Vassalboro. The Augusta section was reported completed in 1928. The equivalent of 1.00 mile of the Vassalboro section was reported in 1928, leaving a balance of 0.41 miles in Vassalboro which was completed in 1929. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1929 amount to \$35,960.74.

Vassalboro and China—State Project. This project begins at the easterly end of Augusta and Vassalboro bituminous macadam project and extends easterly to South China. Type of surface, gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Length, 2.85 miles, all of which was completed in 1929. Of this mileage, 0.59 miles is in Vassalboro and 2.26 miles is in China. Con-

tractor, Amos D. Bridge's Sons, Inc., of Hazardville Connecticut. Expenditures in 1929 amount to \$52,554.13.

Montville—State Project. A section of gravel road in the town of Montville was constructed under the supervision of H. A. Day. Length reported in 1929, 2.36 miles. Type of surface, gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Expenditures in 1929 amount to \$42,234.21.

Morrill—State Project. This project is a continuation of the 1928 work and extends westerly to the Searsmont line. Work was done by force account under the supervision of H. A. Day. Type of surface, gravel. Width of surface, 20 feet, with 3-foot gravel shoulders for 0.28 miles and 18 feet with 3-foot gravel shoulders for 0.61 miles on the end next the Searsmont line, making total length built in 1929, 0.89 miles. Expenditures in 1929 amount to \$30,579.68.

Belmont—State Project. This work was completed in 1928. Expenditures carried over to 1929 amount to \$837.67.

STATE HIGHWAY—V

New Sharon—Federal Aid Project No. 122-A. This project begins at the Farmington town line and extends easterly to the bridge across the Sandy River in New Sharon Village. Total length of project, 3.59 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. The equivalent of 0.50 miles was reported in 1928, leaving a balance of 3.09 miles which was completed in 1929. Expenditures in 1929 amount to \$90,255.50.

STATE HIGHWAY—Y

Orrington—Federal Aid Project No. 91-C. This project begins at the end of State Aid work near the Bucksport line and extends northerly. Total length of project, 1.48 miles all of which was reported in 1929. Contractor, Carleton M. Hughes, Bangor, Maine. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. The project is not

quite completed. The bituminous surface treatment is to be applied in 1930. Expenditures in 1929 amount to \$26,163.49.

STATE HIGHWAY—Y-SPUR

Castine and Penobscot—State Project. This project begins in Castine, near the Penobscot line and extends northerly. Total length of the project, 1.12 miles, of which 0.18 miles is in Castine and 0.94 miles is in Penobscot. Type of surface, gravel. Width of surface, 24 feet. Width of base, 18 feet. Contractor, Cianchette & Giovannucci, Pittsfield, Maine. Expenditures in 1929 amount to \$27,700.91.

Blue Hill—State Project. This work was reported in 1928. Additional expenditures in 1929 amount to \$5,200.16.

SOKOKIS TRAIL

Cornish and Limerick—State Project. This project was begun in 1926 and completed in 1928. Additional expenditures in 1929 amount to \$2,076.92.

Limerick—State Project. This project begins at the southerly end of the Cornish and Limerick project, completed in 1928, and extends southerly to a point near the bridge over the Little Ossipee River. Length of project, 3.60 miles. Type of surface, gravel. Width of surface, 24 feet. Width of base, 18 feet. Contractor, James J. McHugh of Leicester, Massachusetts. Expenditures in 1929 amount to \$73,105.64.

STATE HIGHWAY—121

Minot and Auburn—Federal Aid Project No. 106-C. This project begins near Hacketts Mills and extends easterly to Haskells Corner. Type of surface, bituminous macadam. Width of surface, 20 feet, with 3-foot gravel shoulders. Total length of project, 2.13 miles, of which 1.03 miles is in Minot and 1.10 miles is in Auburn. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. The equivalent of 0.62 miles in Minot and 0.66 miles in Auburn was reported in 1929. Expenditures in 1929 amount to \$44,766.18.

STATE HIGHWAY—126

Webster—State Project. This project was begun in 1928 and completed in 1929. Total length of project; 0.97 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, McCabe & Giovannini, Inc., of Boston, Massachusetts. The equivalent of 0.20 miles was reported in 1928, leaving 0.77 miles which was completed in 1929. Expenditures in 1929 amount to \$26,673.32.

Litchfield—State Project. This project begins near Bachelder's Tavern and extends toward Gardiner. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This project was begun in 1928 and the equivalent of 0.90 miles was reported for that year. The work was continued and in 1929 1.10 miles additional was built. This work was done by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. Expenditures in 1929 amount to \$20,157.32.

STATE HIGHWAY—127

Pittston—State Project. This project was begun in 1928 and completed in 1929. 1.00 miles was reported in 1928, leaving a balance of 0.17 miles which was reported in 1929. Total length of project, 1.17 miles. Type of surface, gravel. Expenditures in 1929 amount to \$6,132.39.

Dresden—State Project. This project is a continuation of the work done in 1928 and extends to the bridge at Dresden Mills. Work was done by force account under the supervision of R. F. Bragdon. An equivalent of 1.50 miles was constructed in 1929. Expenditures in 1929 amount to \$20,153.98, of which \$1,603.66 was transferred from State Aid funds.

STATE HIGHWAY—132

Jefferson—State Project. This project begins at the end of the 1928 construction and extends to the Waldoboro town line. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Work was done by force

account under the supervision of W. S. Barton. Length of project, 1.95 miles. Expenditures in 1929 amount to \$20,524.41. An expenditure of \$6,777.18 was reported in 1928 on this section.

Waldoboro—State Project. This project begins at the end of the Special Resolve construction at Orffs Corner and extends to Winslow's Mills. Length, 2.14 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This work was done by force account under the supervision of W. S. Barton. Expenditures in 1929 amount to \$46,732.98.

STATE HIGHWAY—137

Freedom. There was expended in this town in connection with State Aid work the sum of \$6,663.72. Mileage is reported in the State Aid table.

Knox—State Project. Two sections of road were built in the town of Knox by force account under the supervision of H. W. Worthing. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.94 miles. Expenditures in 1929 amount to \$38,120.15.

STATE HIGHWAY—157

Mattawamkeag—State Project. A section of gravel road was constructed by force account under the supervision of E. W. Edgerley. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.63 miles. Expenditures in 1929 amount to \$46,447.21. This expenditure also included work done in Medway.

Medway—State Project. Previously built State Aid in Medway was strengthened and new road was constructed. Total length in Medway, 1.09 miles. Expenditures are included in the expenditures for Mattawamkeag.

GOULDSBORO

By special resolve of the Legislature, \$3,000 of construction funds was appropriated to be used in Gouldsboro, Hancock County. This money was expended and mileage reported in connection with special resolves.

TOWNSHIPS 1, 2 and 3, RANGE 9**Piscataquis County**

By special resolve of the Legislature, \$2,500 of construction funds in 1929 and \$2,500 of construction funds for 1930 was appropriated to be used in Townships No. 1, Range 9, No. 2, Range 9, and No. 3, Range 9, Piscataquis County. Of this amount \$2,344.89 was expended in 1929 and mileage reported in connection with special resolve.

JACKMAN—ROCKWOOD

By special resolve of the Legislature, \$25,000 of construction funds was appropriated to be used on the road from Jackman to Rockwood. Of this amount \$22,198.14 was expended in 1929 and mileage reported in 1929 in connection with special resolves.

STATE HIGHWAYS—1929
CONSTRUCTION AND RECONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin . . .	"F"	Livermore . . .	Bit. Mac.		1.13
	"F"	Livermore Falls . . .	Bit. Mac.		0.09
	"121"	Minot . . .	Bit. Mac.		0.62
	"121"	Auburn . . .	Bit. Mac.		0.66
Aroostook	"126"	Webster . . .	Bit. Mac.		0.77
	"K"	Island Falls . . .	Gravel		0.46
	"K"	Connor . . .	Gravel		1.20
	"K"	Madawaska . . .	Gravel		0.80
	"K"	Frenchville . . .	Gravel		1.98
	"K"	Fort Kent . . .	Gravel		2.00
Cumberland	"K-1"	Presque Isle . . .	Bit. Mac.		2.66
	"A"	Scarborough . . .	Concrete		3.88
	"A"	Scarborough . . .	Bit. Mac.		0.72
	"C"	Falmouth . . .	Concrete		1.92
Franklin	"C"	Cumberland . . .	Concrete		1.91
	"F"	Strong . . .	Gravel		0.41
	"F"	Avon . . .	Gravel		0.70
	"F"	Phillips . . .	Gravel		1.30
Hancock	"F-O"	Carthage . . .	Gravel		1.41
	"F-O"	Wilton . . .	Gravel		1.92
	"V"	New Sharon . . .	Gravel		3.09
	"N"	Hancock . . .		Gravel	0.39
	"Y-Spur"	Castine . . .	Gravel		0.18
Kennebec	"Y-Spur"	Penobscot . . .	Gravel		0.94
	"H"	Winslow . . .	Concrete		1.95
	"R"	Vassalboro . . .	Bit. Mac.		0.41
	"R"	Vassalboro . . .	Gravel		0.59
	"R"	China . . .	Gravel		2.26
	"126"	Litchfield . . .		Gravel	1.10
Knox	"127"	Pittston . . .		Gravel	0.17
	"P"	Rockport . . .	Gravel		0.90
	"P"	Union . . .	Gravel		2.72
	"D-Spur"	Edgecomb . . .		Bit. Mac.	0.07
Lincoln	"D-Spur"	Boothbay . . .		Bit. Mac.	2.34
	"P"	Jefferson . . .		Gravel	0.05
	"127"	Dresden . . .		Gravel	1.50
	"132"	Jefferson . . .		Gravel	1.95
	"132"	Waldoboro . . .		Gravel	2.14
	"F-O"	Dixfield . . .	Gravel		1.87
Oxford	"O"	Peru . . .	Gravel		0.30
	"O"	Bethel . . .	Gravel		0.80
	"I"	Bangor . . .		Concrete	0.21
	"I"	Bangor . . .	Concrete		1.79
Penobscot	"I"	Hermon . . .	Concrete		0.95
	"Y"	Orrington . . .	Gravel		1.48
	"157"	Maltawamkeag . . .		Gravel	1.63
	"157"	Medway . . .		Gravel	1.09
	"J-K"	Dover-Foxcroft . . .		Gravel	2.89
	"J-K"	Sebec . . .		Gravel	2.91
Somerset	"H"	Solon . . .	Bit. Mac.		0.68
	"H"	Bingham . . .	Bit. Mac.		3.87
	"H"	Moscow . . .	Gravel		3.50
	"H-I"	Pittsfield . . .	Gravel		4.57
Waldo	"H-I"	Palmyra . . .	Gravel		0.58
	"R"	Montville . . .		Gravel	2.36
	"R"	Morrill . . .		Gravel	0.89
	"137"	Knox . . .		Gravel	1.94
Washington	"N"	Columbia Falls . . .	Gravel		0.81
	"N"	Jonesboro . . .	Gravel		0.45
	"N"	Pembroke . . .	Gravel		1.95
	"N"	Robbinston . . .	Gravel		3.00
	"N-Spur"	Perry . . .	Gravel		0.29
York	"A-Spur"	Saco . . .	Concrete		0.66
	"Sokokis Tr"	Limerick . . .	Gravel		3.60

SUMMARY

Concrete	14.22	Miles
Bit. Macadam	14.02	"
Gravel	66.12	"
Total	94.36	"

STAGE CONSTRUCTION

In addition to the above, several projects were graded, culverts built, and base constructed, for future surfacing as follows:

County	Highway	Town	Construction	Length Miles
Cumberland	"B-S"	Casco	Force Account	1.60
Hancock	"M-Spur"	Bar Harbor	Contract	1.40
Knox	"D"	Thomaston	Contract	0.42
	"D"	Warren	Contract	0.32
Penobscot	"I"	Hermon	Contract	1.09
Sagadahoc	"D"	Woolwich	Contract	2.80
			Total	7.63

STATE HIGHWAY REPLACEMENT TABLE

Mileage Previously Reported Replaced by State Highway
Construction—1929

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Miles
Cumberland	"A"	Scarborough	Concrete	1915	Concrete	3.89
		Scarborough	Concrete	1915	Bit. Mac.	0.72
	"C"	Falmouth	Bit. Mac.	1914-15	Concrete	1.92
		Cumberland	Bit. Mac.	1914-15	Concrete	1.91
Kennebec	"H"	Winslow	Bit. Mac.	1918	Concrete	1.95
						10.39

SUMMARY

Replaced State Highway Mileage—1925 to 1929, Inclusive	
Gravel	31.54 Miles
Gravel and Macadam	6.68 "
Sand-Clay	2.98 "
Bituminous Macadam	7.99 "
Concrete	7.30 "

Total 56.49 "

STATE HIGHWAYS—SUMMARY

1914 to 1929 Inclusive

With Corrections due to Reconstruction 1925 to 1929 Inclusive

Type	Original Mileage	Reconstruction Add	Mileage Deduct	Net Mileage
Gravel	820.11	2.40	31.54	790.97
Macadam	2.10			2.10
Sand-Clay	6.75		2.98	3.77
Gravel and Macadam	6.68		6.68	
Bituminous Macadam	248.64	38.17	7.99	278.82
Concrete	74.80	53.90	7.30	121.40
	1,159.08	94.47	56.49	1,197.06

CONSTRUCTION AND RECONSTRUCTION

January 1, 1921

F.A.P. No.	High- way	Town	ENGINEERING AND ADVERTISING						Total	Grading	Drainage
			Surveys	Plans and Computations	Adver- tising	Engi- neering and In- spection	General Expense Right of Way				
		Wells.....	\$2,206.21						\$2,206.21		
	A	Kennebunk.....									
	A	South Portland.....	662.49						662.49		
101A	A	No. Kennebunkport and Biddeford.....				\$25.00			25.00		
101B	A	Wells-Kennebunk.....									
118A	A	Saco-Scarborough.....			\$1.55	4,010.47	\$501.56	4,513.58	\$39,868.99	\$5,391.5	
118B	A	Scarboro.....				4,764.61	1.54	4,766.15	29,454.26	3,495.0	
87D	A	York-Wells.....				230.00	2,260.00	2,490.00	1,600.83	5.0	
	A-Sp	Saco.....	190.24	\$99.20		1,659.84		1,949.28	8,347.78	1,271.7	
	B-S	Casco.....	903.20	828.75	19.22	814.81	400.77	2,966.75	28,007.03	13,840.6	
	C	Brunswick.....	390.48	728.83				1,119.31			
	C	Cumberland.....	75.75					75.75			
	C	Falmouth.....	71.00	527.85				598.85			
	C	Yarmouth.....		7.50				7.50			
121A	C	Falmouth.....			0.67	272.55	852.04	1,125.26	6,819.80	3,348.2	
121B	C	Falmouth-Cumberland.....		22.50	46.51	4,278.71	2,768.41	7,116.13	14,737.93	15,353.1	
	D	Thomaston-Warren.....	195.29	534.59	81.20	1,182.84	765.52	2,759.44	11,573.90	4,079.0	
	D	Wiscasset.....	460.51					460.51			
104A	D	Woolwich.....	1,370.22	267.33	7.71	4,256.02	3,158.25	9,059.53	41,375.30	12,563.1	
104B	D	Rockland-Rockport.....	48.00			195.25		243.25			
117A	D	Northport.....					0.52	0.52			
	D	Thomaston.....				199.90	137.00	336.90	844.70	2,332.7	
	D-Sp	Boothbay.....	274.89	394.17	0.87	218.02	303.08	1,191.03	6,865.24	23,210.6	
	D-Sp	Edgcomb.....	339.50		1.06	6.32		346.88			
	F	Avon.....	741.99	404.66				1,146.65			
	F	Farmington.....	157.60	198.58				356.18			
	F	Jay.....	188.34	80.34				268.68			
	F	Livermore Falls.....		5.00				5.00	352.00	1,359.0	
	F	Phillips.....	14.37					14.37			
81B	F	Livermore.....			1.93	2,655.82	26.50	2,684.25	12,352.66	20,697.7	
97A	F	Strong-Avon.....									
97B	F	Strong.....				153.50	1,467.02	1,620.52	2,731.11	895.6	
97C	F	Strong.....				644.09		644.09	1,509.70	2,547.4	
119A	F	Phillips.....	50.48	48.00		1,213.73		1,312.21	12,951.23	12,583.2	
119B	F	Avon.....			10.54	1,182.86		1,193.40	8,262.22	500.8	
	F-O	Carthage.....			5.01	4.12		9.13			
	F-O	Dixfield.....	1,635.13	1,176.39				2,811.52			
	F-O	Wilton.....	425.45		9.13	100.00		534.58	1.00		
109A	F-O	Dixfield.....				396.58	2,112.48	2,509.06	10,127.26	1,880.9	
109B	F-O	Carthage-Wilton.....				2,386.16	527.50	2,913.66	26,919.94	10,276.9	
109C	F-O	Wilton.....		60.00	0.67	1,956.92	60.00	2,077.59	11,360.60	15,922.0	
109D	F-O	Dixfield.....			4.79	2,686.86	636.50	3,328.15	17,656.14	9,728.2	
	H	Bingham.....	1,055.86			21.00		1,076.86			
	H	Caratunk.....		170.88				170.88	5.00		
	H	Dennistown.....					40.00	40.00			
	H	Fairfield.....									
	H	Moscow.....	138.00	229.44	1.25			368.69			
	H	Solon.....		16.00				16.00			
R3A	H	Winslow.....	1,082.20	632.67	2.42			1,759.22			
105A	H	Anson.....				41.93		41.93	9,718.66	5,237.2	
105B	H	Emden-Solon.....				55.00	85.00	140.00	100.00		
105C	H	Solon-Bingham.....			1.55	180.50	50.00	230.50	6,121.97	3,041.4	
124A	H	Moscow.....			4.48	6,455.47		6,457.02	50,000.45	35,434.6	
	H-I	Canaan.....	13.90			7,210.14		7,210.14	79,080.97	9,877.7	
	H-I	Pittsfield.....	5.20	558.16	50.00			13.90			
120A	H-I	Pittsfield-Palmyra.....			0.67	1,798.25		1,798.92	8,556.54	17,479.6	
120B	H-I	Pittsfield.....			83.77	2,361.00		2,444.77	18,880.01	20,285.7	
	I	Bangor.....		242.00		101.06		343.06			
	I	Carmel.....	19.88	358.79				378.67			
	I	Fairfield.....									
	I	Hermon.....	878.91	263.25	178.30	1,464.79	3,695.00	6,480.25	32,415.90	158.1	
	I	Pittsfield.....		55.00				55.00			
110A	I	Hermon.....			0.67	320.00		320.67	3,560.88	1,668.0	
110B	J	Hermon-Bangor.....			154.52	3,293.67		3,448.19	3,907.64	23,070.3	
	J	Abbot.....	6.37					6.37			

EXPENDITURES OF STATE HIGHWAYS

to December 31, 1929

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Surfacing	Guard Rail	Bridges	Detours	Total			
	\$84.25	\$8.80			\$93.05	\$2,206.21		
						93.05		
						662.49		
						25.00		
	\$1,972.21				\$1,972.21	1,972.21	\$435.00	
\$233.04	68,234.61	907.67	\$239.45		114,875.32	119,388.90	49,991.78	
4,783.41	141,219.84	886.18			179,838.73	184,604.88	39,018.90	
298.97		108.89			2,013.69	4,503.69	68,250.00	
3,112.92	20,612.76	695.52			34,040.68	35,989.96		
3,857.45	938.67	120.00			46,763.77	49,730.52		
						1,119.31		
						75.75		
			149.00		149.00	747.85		
						7.50		
153.28	1,657.88	45.59			12,024.79	13,150.05	30,390.00	
6,866.98	123,525.22	30.86	156.50	\$5,414.04	166,084.63	173,200.76		
721.56					16,374.46	19,133.90		
10,167.74	197.75				64,303.89	73,363.42		
44.76					44.76	288.01	38,840.74	Pipe sold \$2.00
	414.29				414.29	414.81	6,810.75	
619.25	5,081.35	23.68			8,901.73	9,238.63	17,939.57	
8,372.40	58,727.89	14,827.20	482.38		112,485.71	113,676.74		
	641.12				641.12	988.00		
						1,146.65		
						356.18		
						268.68		
58.00	485.00				2,254.00	2,259.00		
						14.37		
2,710.29	21,710.07	3,628.21		287.55	61,386.57	64,070.82	39,435.00	
		18.00			18.00	18.00		
228.55	881.03	267.61			5,003.95	6,624.47	8,241.61	
703.28	3,336.83	1,056.09			9,153.31	9,797.40	8,167.39	
2,151.66	7,548.01	2,925.41			38,159.52	39,471.73	3,809.45	
4,953.50					13,716.58	14,909.98		
	19.77				19.77	2,831.29		
	19.78				20.78	555.36		
983.01	1,992.22	474.52			15,457.91	17,966.97	39,674.80	
7,378.23	4,640.90	2,866.74			52,082.76	54,996.42	18,887.44	
2,981.07	6,291.69	596.59			37,152.02	39,229.61	9,734.92	
2,531.36	7,477.13	1,936.20			39,329.10	42,657.25	16,651.37	
						1,076.86		
						175.88		
						40.00		
	2,376.06				2,376.06	2,376.06		
						368.69		
						16.00		
14,533.82	61,209.82	2,020.55	363.32		93,083.44	96,365.23	22,790.46	
		131.41			231.41	371.41	6,460.97	
631.68	913.50	853.80	1,109.17		12,671.57	12,902.07	27,938.01	
3,554.56	41,778.85	7,151.51			137,919.97	144,376.99	64,830.86	
8,174.43	3,078.94	9,274.26	5,438.39		114,924.69	122,139.31	45,273.91	\$350,000.00
						13.90		
						613.36		
1,695.50	12,563.29	177.40			40,472.35	42,271.27	26,519.27	
3,111.51	9,460.73	1,499.36			53,237.33	55,682.10	22,473.35	
	12,292.45				12,292.45	12,635.51		
	1,191.85				1,191.85	378.67		
1,622.12	7.84			996.27	35,200.31	41,680.56		
						55.00		
94.92	1,637.10	173.40			7,134.31	7,454.98	5,385.00	
4,411.25	79,928.14	1,433.87		5,430.64	118,181.84	121,630.03	32,766.32	
						6.37		

C. M. P. Co contrib.
\$31,500 Main. trans
\$165,000.00

CONSTRUCTION AND RECONSTRUCTION

January 1, 1929

F.A.P. No.	High-way	Town	ENGINEERING AND ADVERTISING						Total	Grading	Drainage
			Surveys	Plans and Computations	Adver-tising	Engi-neering and In-spection	General Expense Right of Way				
111A	J	Abbot		\$22.50			\$115.00		\$137.50	\$3,093.78	\$742.04
	J-K	Dover-Foxcroft	\$282.37	471.00			671.04		1,424.41	18,967.78	18,568.33
	J-K	Howland							545.83	180.00	
	J-K	Milo	458.83				87.00		1,473.26	31,651.01	11,052.00
	J-K	Sebec	1.20	293.00			1,179.06		220.74		
	K	Connor	1.00	218.66	\$1.08				737.15		
	K	Frenchville	455.48	269.67	12.00				3.10		
	K	Caribou	3.10						165.00		
	K	Fort Kent		153.00	12.00				620.61		
	K	Grand Isle	620.61						255.63		
	K	Mattawamkeag							0.75		
	K	Madawaska	44.51	211.12					298.22	2,242.49	998.51
	K	Presque Isle							64.25		
90C	K-Sp	Fort Fairfield					298.22		63.00	3,706.97	769.86
92C	K	Connor					64.25		63.00	9,487.06	5,469.51
92D	K	Connor				4.78	1,598.88		142.00		
92E	K	Connor					90.00		142.00		
107A	K	Island Falls					142.00		90.00		
107B	K	Island Falls					90.00		575.77	2,052.99	1,833.29
107C	K	Island Falls					575.77		91.73		
108A	K	Madawaska	42.65				49.08		875.58	5,439.80	3,392.24
108B	K	Fort Kent			2.83		872.75		834.33	4,618.95	8,183.78
108C	K	Fort Kent			4.79		829.54		3,202.97	16,721.82	19,644.88
108D	K	Madawaska-Frenchville			3.33		2,199.64	1,000.00	391.64		
	K-Sp	Fort Fairfield	349.04				42.60		3,775.11	17,986.91	24,012.08
	K-I	Presque Isle	6.00	822.66	5.13		2,929.82	11.50	672.12		
	K-I	Prospect	108.66	563.46							
84C	L	Winterport						300.00	300.00		
84D	L	Hampden					164.63		164.63		313.20
84E	L	Hampden					194.28	6,075.45	6,269.73	2,061.46	2,294.10
84F	L	Hampden					689.04		1,467.04	10,343.60	
	M-Sp	Bar Harbor	296.00	482.00			75.00		75.00		
	M	Dedham		423.34					423.34		
	M	Holden							12.92		
	M	Mt. Desert					12.92		56.71		
102A	M	Ellsworth-Trenton					56.71		50.26		
102B	M	Trenton					50.26		65.71		
103A	M	Dedham					65.71		9.00		
103B	M	Dedham-Ellsworth					9.00		39.00	150.50	189.50
103C	M	Dedham					39.00		60.00		
103D	M	Dedham					60.00		109.42		
112A	M	Trenton-Bar Harbor					108.92	0.50	53.42		
113A	M	Bar Harbor					52.92	0.50			
	M	Addison							244.10		
	M	Columbia Falls	54.10	190.00							
	M	Calais							338.96		
	M	Dennysville	2.50	330.00			6.46		363.72	196.50	
	M	Jonesboro	1.38	221.67	0.67		140.00		81.34		
	M	Machias		81.34					651.93		
	M	Pembroke	12.75	638.50	0.68				329.33		
	M	Whitneyville		79.33					732.11	1,756.83	2,569.12
99B	M	Jonesboro			24.80		707.31		633.15	3,472.09	5,184.05
99C	M	Columbia Falls					633.15		31.31	300.00	
100A	M	Calais					31.31	1,860.60	1,891.91	5,770.45	2,219.40
100B	M	Calais-Robbinston		170.00	0.69		484.00		6,057.45	38,181.60	37,921.93
100C	M	Robbinston			4.77		4,081.14	1,971.54	42.00		
98C	M	Gouldsboro					42.00		76.75	678.96	
98D	M	Hancock					26.25	50.50	1,623.23	26,236.72	14,345.95
123A	M	Pembroke			38.04		1,585.19		281.05		
	M	Robbinston	54.04	227.01					26.46		
114A	ZZ-Sp	Addison					26.46		1,385.57	5,380.33	339.40
115A	ZZ-Sp	Perry					1,385.57		442.50		
	O	Gilead		442.50					8.00	3,383.02	204.85
89B	O	Peru		16.25	19.57		824.59	8.00	868.41		
	O	Peru	974.65	382.00			102.20	1,750.00	3,208.85		
94A	O	Gilead									
94B	O	Bethel					300.75	101.83	402.58	6,078.93	3,472.34

EXPENDITURES OF STATE HIGHWAYS

to December 31, 1929

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Surfacing	Guard Rail	Bridges	Detours	Total			
\$304.39	\$1,038.56	\$445.69			\$5,624.46	\$5,761.96	\$22,865.92	
2,247.12	11,647.26	2,187.48	\$251.12		53,819.09	55,243.50		
					180.00	180.00		
7,905.49	23,430.67	787.46	512.20		75,338.83	76,812.09		
						545.83		
						737.15		
						3.10		
						165.00		
	467.55				467.55	620.61		
						467.55		
						255.63		
						0.75		
604.43	3,549.61	561.42			7,956.46	8,254.68	14,325.00	
						64.25	17,897.74	
237.20	611.06	131.06			5,456.15	5,519.15	13,864.87	
1,712.08					16,668.65	18,272.31	7,901.96	
						142.00	8,953.54	Tar refund \$145.62
		4.40			4.40	94.40	13,395.03	St. Aid trans \$3201.33
49.38	2,222.00	1,131.36			7,289.02	7,864.79	7,001.69	
						91.73		
667.48	5,410.43	1,793.61	785.47		17,489.03	18,364.61	18,198.83	
3,691.01	5,586.01	300.57			22,380.32	23,214.65		
13,359.66	13,373.36	3,121.13			66,220.85	69,423.82	30,299.21	
						391.64		
7,660.26	34,667.62	1,874.64			86,201.51	89,976.62		
						672.12		
		7.50			7.50	307.50		Asphalt sold \$114.00
		7.50			320.70	485.33	31,605.00	Cancelled Ck \$50.00
993.50	6,783.11	78.36			12,210.53	18,480.26	35,355.00	
437.72	756.20				11,537.52	13,004.56		
		8.37			8.37	83.37		
						423.34		
		24.93			24.93	37.85		
						56.71		
						50.26		
						65.71		
		66.65			66.65	75.65		
		18.48			18.48	207.98		
	3,163.14	47.26			3,210.40	3,270.40	19,875.00	
						109.42		
						53.42		
		12.30			12.30	12.30		
						244.10		
		44.40			44.40	44.40		
	765.60				962.10	1,325.82		
						81.34		
						651.93		
354.53	148.37	1,250.56			6,079.41	6,811.52	2,289.62	
819.00	2,147.46				11,622.60	12,255.75	4,773.42	
		98.19	24.70	\$50.65	473.54	2,365.45		
1,025.58	1,504.97	526.73	10.00		11,057.13	11,711.82	30,015.00	
15,703.41	1,472.13				93,279.07	99,336.52	31,405.50	
						42.00	6,040.35	
	130.92				809.88	886.63	7,399.29	
2,179.08	3,908.70	1,840.80			48,511.25	50,134.48	14,174.35	
						281.05		
		7.05			7.05	33.51	5,910.50	
78.84	3,448.20	2,962.71			12,209.48	13,595.05	11,357.02	
						442.50		
3,658.37					7,246.24	8,114.65		
						3,208.85		
		19.36			19.36	19.36		
1,017.33	1,488.78	468.05			12,525.43	12,928.01	34,920.00	

CONSTRUCTION AND RECONSTRUCTION

January 1, 1929

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING						Total	Grading	Drainage
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way				
94C	O	Gilead				\$20.00		\$20.00			
94D	O-Sp	Bethel				1,147.85	\$1,194.94	2,342.79	\$8,184.92	\$4,830.51	
	P	Rumford	\$382.42	\$350.33		6.46		740.21	4.10		
	P	Chelsea				75.75		75.75			
	P	Hope				287.75	203.54	491.29	155.75		
	P	Jefferson	219.96	685.58		23.40		928.94	186.55	76.00	
	P	Rockport	168.19	387.33	\$18.59	1,316.74		1,890.85	5,241.77	2,101.58	
	P	Union	665.92	631.66	14.88	2,646.71	480.81	4,439.98	20,953.50	16,022.98	
	P	Whitefield								22.40	
	P	Windsor									
	P	Gardiner									
	P	Hallowell	16.69					16.69	13.50		
	P	Richmond									
	P	Augusta				1,022.01		1,022.01	12,365.40	844.29	
	P	Augusta-Vassalboro		84.00	2.31	35.00		121.31	9,222.12	19,306.37	
	P	Belfast									
	P	Belmont				90.26		90.26	47.50	317.31	
	P	China	991.61	18.00	3.68	704.95		1,718.24	3.00		
	P	Morrill	38.14	11.33		232.88	29.04	311.39	15,193.13	4,973.96	
	P	Montville	254.03	75.30	19.36	291.15	111.09	750.93	23,244.09	9,437.92	
	P	Searsmont	308.90	432.00				740.90			
	P	Vassalboro		709.00	0.90	929.99		1,639.89			
	P	Vassalboro-China				1,387.44		1,387.44	17,974.39	19,828.96	
	P	Greenwood									
	P	Poland	500.77	275.00				775.77			
	P	Lebanon	294.93					294.93			
	P	Sanford	541.96					541.96			
	P	New Sharon				17.50		17.50			
122A	Y	New Sharon		50.00		3,101.33	6,148.00	9,299.33	29,070.02	26,488.72	
	X	Corinth	28.15	391.00		25.84		444.99			
	X	Charleston	637.42	583.00				1,220.42			
85B	X	Bangor									
85C	X	Glenburn				170.56		170.56			
	Y	Orrington		290.63	67.19			357.82			
91C	Y	Orrington			4.09	2,945.04		2,949.13	5,718.15	9,932.57	
	Y-Sp	Bluehill				5.90	1.40	7.30	1,846.19	367.40	
	Y-Sp	Castine-Penobscot		61.00	142.16	1,345.16		1,548.32	9,068.91	8,307.26	
	Y-Sp	Orland				90.42	250.75	341.17			
	Y-Sp	Penobscot		267.00		6.46		273.46			
	Y	Standish									
Ossipee	Tr.	Cornish-Limerick				289.49		289.49	659.52		
Sokokis	Tr.	Limerick	1,321.16	968.01	6.88	3,938.18	101.25	6,335.48	30,775.59	17,924.39	
Sokokis	Tr.	Waterboro	26.33					26.33			
121		Auburn	434.07	216.00		317.53		967.60			
121		Minot	884.53	419.75		394.54		1,698.82			
121		Mechanic Falls		295.00				295.00			
121		Oxford	42.90	630.00				672.90			
106A		Mechanic Falls-Poland				69.00		69.00			
106B		Mechanic Falls				22.00		22.00			
106C		Minot-Auburn		48.75	102.48	1,116.72	2,215.00	3,482.95	14,568.59	20,196.26	
126		Webster	78.44	232.83	1.95	1,108.15	90.00	1,511.37	1,431.24	11,597.10	
126		Litchfield		18.00		163.51	100.75	282.26	469.35		
127		Dresden	49.00			218.47		267.47	7,228.18	8,279.05	
127		Pittston				15.67		15.67	1,055.20	900.50	
132		Jefferson				298.64		298.64	7,320.77	5,990.34	
132		Waldoboro	697.12	91.32		344.68	55.06	1,188.18	18,269.18	15,194.02	
137		Freedom				92.66		92.66	101.09		
137		Knox	641.76	253.46		200.80		1,096.02	18,569.16	8,155.34	
157		Mattawamkeag	510.18			40.00		550.18	14,280.48	7,295.25	
157		Medway	563.60					563.60			
157		East Millinocket				59.33		59.33			
		Gouldsboro				1.87		1.87			
		1-2-3 Range 9			4.26	25.72		29.98	1,073.48		
		Underpass Sanford-Springvale				49.75		49.75			
		Exp. of issuing bonds									
		Jackman-Rockw'd Rd				601.50		601.50	13,885.74	102.41	
		Totals	27,669.51	23,094.17	1,192.38	113,015.26	44,483.49	209,454.81	1,014,238.25	659,559.46	

EXPENDITURES OF STATE HIGHWAYS
to December 31, 1929

LABOR AND MATERIALS

Culverts	Surfacing	Guard Rail	Bridges	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
			\$164.90		\$164.90	\$184.90	\$25,339.32	
\$1,757.69	\$6,940.27	\$1,702.09		\$13.60	23,429.08	25,771.87		
					4.10	744.31		
						75.75		
32.55	3,103.85	190.71	184.72		3,667.58	4,158.87		
783.60	1,795.62	382.37			3,224.14	4,153.08		
2,327.18		114.50	154.99		9,940.02	11,830.87		St. Aid trans. 7335.29
2,675.08	8,174.06	2,972.62	2,512.99		53,311.23	57,751.21		
		167.25			167.25	167.25		
		216.10			238.50	238.50		
	5,000.00				5,000.00	5,000.00		
					13.50	30.19		
	1,000.00				1,000.00	1,000.00		
120.68	293.73	490.91			14,115.01	15,137.02		
1,628.26	4,991.55	691.13			35,839.43	35,960.74		
		8.50			8.50	8.50		
124.80	228.80	29.00			747.41	837.67		
					3.00	1,721.24		
883.48	8,082.21	1,135.51			30,268.29	30,579.68		
2,092.42	6,708.85				41,483.28	42,234.21		
						740.90		
		21.37			21.37	1,661.26		
10,372.64	2,702.15	288.55			51,166.69	52,554.13		Cancelled check 2.24
						775.77		
		60.39			60.39	355.32		
						541.96		
						17.50		Cancelled Ck. 38.76
9,351.74	13,600.14	2,436.10	9.45		80,956.17	90,255.50	36,105.82	
	39.30				39.30	444.99		
		98.11			98.11	1,259.72		
						170.56		21,290.73
						357.82		
4,203.30	3,351.54	8.80			23,214.36	26,163.49	9,211.16	
98.70	2,008.40	792.67	79.50		5,192.86	5,200.16		
1,954.93	5,759.41	1,062.08			26,152.59	27,700.91		
72.13		58.37			130.50	471.67		
						273.46		
	29.40				29.40	29.40		
333.29	787.31	7.31			1,787.43	2,076.92		
7,021.77	10,943.74	104.67			66,770.16	73,105.64		
						28.28		
						1.95		
						8.85		
						976.45		
						1,698.82		
						295.00		
						672.90		
						69.00	23,015.62	
		44.37			44.37	66.37	14,795.90	
6,518.35					41,283.23	44,766.18		
784.10	11,085.51	264.00			25,161.95	26,673.32		
492.31	18,913.40				19,875.06	20,157.32		
481.53	3,897.75				19,886.51	20,153.98		St. Aid trans. 1,603.66
55.52	4,035.63	69.87			6,116.72	6,132.39		
542.34	6,312.97	59.35			20,225.77	20,524.41		
1,736.08	6,800.25	1,308.28	2,236.99		45,544.80	46,732.98		
				Mis.Trans				
280.16	301.64	33.60		5,854.57	6,571.06	6,663.72		
2,294.55	7,438.84	566.24			37,024.13	38,120.15		
				Bdg Camp				
1,260.39	16,064.46	2,174.79	4,776.22	45.44	45,897.03	46,447.21		Camp sold 30.00
	217.33				217.33	780.93		
						59.33		
	3,000.00				3,000.00	3,001.87		
69.56	1,171.87				2,314.91	2,344.89		
						49.75		
				628.14	628.14	628.14		
568.87	6,374.08		593.48	72.06	21,596.64	22,198.14		
27,364.36	1,003,035.41	91,476.95	20,234.94	18,792.96	3,034,702.32	3,244,157.13	1,170,299.26	559,022.90

STATE AID ROAD WORK**Including Expenditures from January 1, 1929
to December 31, 1929**

The total expenditure on account of State Aid road work for the year beginning January 1, 1929, and ending December 31, 1929, amounted to \$3,430,659.28. Of this total expenditure the sum of \$2,354,298.13 was paid from State appropriations and \$1,076,361.15 was paid by cities, towns and counties.

Of this total cost, \$9,569.48 was paid for engineering, \$1,738.67 was paid for supervision and \$3,419,351.13 was paid for labor and material. The cost of engineering shown above was mostly paid to local engineering staffs in cities for preparation of plans and inspection. In addition to the supervision charge of \$1,738.67, the State paid from the General State Aid Supervision account the amount of \$27,162.92.

The cost of new construction work is divided as follows: gravel, \$2,770,910.24; bituminous macadam, \$179,741.20; reinforced concrete, \$186,359.90; granite block on concrete base, \$89,279.08. The work done in 1927 and paid in 1929 for the construction of gravel roads amounted to \$2,825.14. \$108,744.29 was expended in resurfacing previously built State Aid roads; \$85,536.03 was expended on work not completed in 1929; \$7,263.40 was expended in surfacing and repairs.

Of the total amount paid from State funds, \$2,182,340.68 was paid from 1929 apportionments; \$142,275.27 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$13,315.70 was paid from Special Legislative appropriations; \$587.50 was paid by the County of Waldo; \$4.10 was transferred from Bridge Loan fund; \$3,735.86 was transferred and paid from Maintenance and Administration fund; \$11,470.20 was transferred and paid from State Highway funds; and \$100.00 was paid from money refunded. The above expenditures for construction and miscellaneous work do not include transfers to other appropriations and reimbursements to towns for work reported in previous years. Transfers to other appropriations and reimburse-

ments amounted to \$38,037.53. Of this amount \$35,-027.01 was paid from 1929 apportionments and \$3,010.52 was paid from unexpended balances carried forward from 1928.

Transfers made from State Aid fund to State Highway amounted to \$6,551.28; reimbursements made to towns for work reported in previous years amounted to \$31,-486.25 and general engineering and supervision expense amounted to \$27,162.92. The above totals added to the expenditures on State Aid roads make a total expenditure of \$2,419,498.58.

Applications for State Aid apportionments were received from 548 towns, including cities and townships. Of this number the 1929 apportionments for 11 towns have been carried forward to 1930. Settlement was made with one town for work done in previous years.

273 towns increased their appropriations in 1929 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 Provision). Of this number 137 towns had received additional State Aid under the Five Times provision in previous years and 36 towns made appropriations under this provision for the first time.

75 towns made appropriations and applied for State Aid under the provisions of Chapter 154, P. L. 1917, as amended by Chapter 157, P. L. 1919 (Three Town Act), and 3 towns made appropriation and received apportionment under the amendment, Chapter 139, P. L. 1927.

The total appropriations made by towns for State Aid purposes as reported to State Highway Commission amounted to \$1,059,302.33.

The fund available for State Aid road apportionment in 1929 was \$500,000 appropriated under the provisions of sections 34 and 36 of Chapter 25, R. S., and 25 per cent of the gasoline tax, as provided by Section 4, Chapter 212, P. L. 1925, and as amended by Sections 2 and 8, Chapter 251, P. L. 1927. Under Chapter 105, P. L. 1927, State Aid balances from 1924 to 1927 amounting to \$5,112.98 were lapsed on town accounts and added to general State Aid account for reapportionment. Balance of the fund was provided by Chapter 291, P. L. 1929, by an act pro-

viding for the reissue of State Highway and Bridge bonds and authorizing the transfer of a portion of the gas tax for apportionment to State roads, not to exceed a million dollars. Total apportionment, \$2,355,747.62.

495 towns built 331.48 miles of gravel road, at an average cost of \$1.58 per linear foot, or \$8,365.72 per mile.

8 towns built 3.51 miles of bituminous macadam road at an average cost of \$51,208.31. 64,839 sq. yds. were constructed, an average cost of \$2.77 per sq. yd.

10 towns built 3.92 miles of reinforced concrete pavement at an average cost of \$47,540.78 per mile. 60,387 sq. yds. were constructed, an average cost of \$3.08 per sq. yd.

3 towns built 1.07 miles of granite block pavement on a concrete base. 23,253 sq. yds. were constructed at an average cost of \$3.83 per sq. yd.

17 towns expended the entire joint fund, 12 towns expended part of fund in strengthening, widening, resurfacing and otherwise rebuilding previously constructed State Aid roads.

9 towns expended the entire joint fund and 16 towns expended a part of fund in grading and base. Work to be completed in 1930.

STATEMENT—STATE AID CONSTRUCTION 1929

Town—Engineering and Inspection	\$ 8,170.82	
State—Engineering and Inspection charged direct to work	3,137.33	
State—Engineering and Inspection, Gen- eral Supervision account	27,162.92	
	<u> </u>	\$ 38,471.07
Labor and material		3,419,351.13
		<u> </u>
		\$3,457,822.20
Paid by town	\$1,076,361.15	
Paid by State balances	\$ 142,297.53	
Paid from other funds	29,659.92	
From 1929 Apportionment	2,209,503.60	
	<u> </u>	2,381,461.05
		<u> </u>
		\$3,457,822.20

1929 Apportionment of State Aid made as follows:

Apportionments Section 20, Chapter 25, R. S., as amend- ed by Section 4, Chapter 258, P. L. 1917	\$607,671.22
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Additional apportionments Section 21, Chapter 25, R. S.,
 as amended by Section 5, Chapter 258, P. L. 1917
 (Five Times Provision) 1,141,244.82
 Apportionments Chapter 154, P. L. 1917, as amended by
 Chapter 157, P. L. 1919, and amended by Chapter
 139, P. L. 1927 (Three Town Act) 606,831.58

Total Apportionment of State Aid \$2,355,747.62
 Unexpended balance from State Appropriation 160,163.78

Total amount available from apportionments . . . \$2,515,911.40
 1928 balance, General State Aid account for
 engineering and supervision \$10,135.42
 1929 funds for General State Aid account . . . 19,864.58

30,000.00

Town account overdrawn 85.13

Total \$2,545,996.53

STATEMENT OF STATE AID APPORTIONMENT
Funds Available, Expenditures Made and Balances for 1929

Year	Funds Available 1929	Balances Lapsed	Expen- ditures 1929	Balances Dec. 31, '29
1924 unexpended balance	\$ 27.48	\$ 27.48		
1925 unexpended balance	798.00	798.00		
1926 unexpended balance	2,685.69	2,362.50	323.19	
1927 unexpended balance	3,960.02	1,925.00	1,842.03	192.99
1928 unexpended balance	152,692.59		143,120.57	9,572.02
1929 Apportionment	2,355,747.62		2,217,367.69	138,379.93
Totals	\$2,515,911.40	\$5,112.98	\$2,362,653.48	\$148,144.94
1928 Gen. Supr. Bal.	10,135.42		10,135.42	
1929 Gen. Supr. Bal.	19,864.58		17,027.50	2,837.08
Refunds	100.00		100.00	
Paid by County of Waldo	587.50		587.50	
Transfers from Special Resolves	13,510.06		13,315.70	194.36
Transfers from Constr & Recon.	11,470.20		11,470.20	
Transfers from Maintenance	3,735.86		3,735.86	
Transfers from Bridge Loan	4.10		4.10	
Totals	\$2,575,319.12	\$5,112.98	\$2,419,029.76	\$151,176.38
Randolph Account overdrawn			468.82	468.82
Totals			\$2,419,498.58	\$150,707.56
Town funds paid in (No. 22)				600.00
				\$151,307.56
Balance General Supervision Account				2,837.08
State Aid Book Balance				\$148,470.48

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 1928.

Reimbursements

Camden (road built in 1928)	\$1,556.24
Dixfield (road built in 1926)	6,300.00
Eastport (road built in 1928)	16.64
Edgecomb (road built in 1928)	3,445.22
Old Town (road built in 1927)	10,000.00
Waterville (road built in 1927 and 1928)	5,776.18
Winthrop (road built in 1927)	3,791.97
Vinalhaven (road built in 1928)	600.00
	\$31,486.25

Transfers to State Highway

Dresden—1929 funds	\$1,070.66
Island Falls—1927 and 1928 funds	2,135.33
Rockport—1929 funds	3,345.29
	\$6,551.28

Town Account Overdrawn

Jefferson—Paid by town	\$85.13
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Town Accounts Transferred to State Highway

Dresden	\$533.00
Island Falls	1,066.00
Rockport	3,990.00
	\$5,589.00

Summary of Expenditures from State Funds

1929 State Aid

Expenditure from State Aid apportionment	\$2,362,653.48
General Supervision account	27,162.92
Special Resolve transfers	13,315.70
State highway funds—Construction and Reconstruction	11,470.20
Bridge Loan	4.10
Maintenance	3,735.86
Special Fund—County of Waldo	587.50
Refunds	100.00
Overdrawn town account	468.82
	\$2,419,498.58

Total expenditure	\$2,419,498.58
Reimbursement to towns	\$31,486.25
Transferred to State highway—Construction and Reconstruction	6,551.28
	38,037.53

Total expenditure on State Aid roads \$2,381,461.05

SUMMARY OF EXPENDITURES ON STATE AID ROADS

January 1, 1929, to December 31, 1929

No. of 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 Fund	Pd. from Other Funds	Total State Aid Paid	Cost per Mile	Cost Sq. Yd.
1	Work done 1927, paid 1929 Gravel.....		0.27			\$ 2,825.14	\$2,825.14	\$ 600.00	\$ 2,225.14		\$ 2,225.14	\$10,463.48	
495	Work done 1929, paid 1929 Gravel.....	331.21		\$343.21	1,263.07	2,769,303.96	2,770,910.24	804,990.93	1,954,903.33	\$11,015.98	1,965,919.31	8,365.72	
8	Bit. Mac.....	64,839	3.51	2,993.93	273.31	176,473.96	179,741.20	89,584.50	88,906.70	1,250.00	90,156.70	51,208.31	2.77
10	Concrete.....	60,387	3.92	2,316.26	44.95	183,998.69	186,359.90	84,867.04	97,924.95	3,567.91	101,492.86	47,540.78	3.08
3	Granite Block.....	23,253	1.07	3,173.84		86,105.24	89,279.08	42,119.00	47,160.08		47,160.08	83,438.39	3.83
29	Resurfacing.....				39.25	108,705.04	108,744.29	24,424.28	82,484.15	1,835.86	84,320.01		
25	Uncompleted.....			653.59	103.68	84,778.76	85,536.03	28,214.40	45,331.46	11,990.17	57,321.63		
4	Repairs.....				14.41	5,811.46	5,825.87	1,561.00	4,264.87		4,264.87		
1	Miscellaneous.....			88.65		1,348.88	1,437.53		1,437.53		1,437.53		
575	Totals.....		339.98	9,569.48	1,738.67	3,419,351.13	3,430,659.28	1,076,361.15	2,324,638.21	29,659.92	2,354,298.13		
	4 Towns built Gravel and Concrete										General Engineering and Supervision Expense.....	\$27,162.92	
	2 Towns built Gravel and Bituminous Macadam											Reimbursement to towns reported in previous years.....	31,486.25
	2 Towns built Bituminous Macadam and Granite Block											Transfers from State Aid to Construction and Reconstr..	6,551.28
	1 Town built Concrete and Granite Block											Total Expenditure from State Aid Funds.....	\$2,419,498.58
	12 Towns expended part of fund resurfacing												
	16 Towns expended part of fund unfinished work												
	38—1 Town expended part of fund in miscellaneous work												
537													
5	Towns expended 1928 funds							\$5,589.00					
532													
4	Towns reimbursed for work done in previous years												
1	Town Fund transferred to Construction and Reconstruction												
11	Towns—Funds laid over to 1930												
548	Towns received apportionments in 1929												
	Town funds trans. to State Highway.....							\$5,589.00					
	Total Town Expenditure.....											\$1,081,950.15	

COUNTY TABLE—1929
STATE AID HIGHWAYS

	Total Miles Constr.	Gravel	B. M.	Con.	G. B.	Total Cost	Paid by Towns	Paid by State
Androscoggin	10.15	8.92	.83	.....	.40	\$147,340.45	\$60,670.72	\$86,669.73
Aroostook	46.14	46.14	.....	.....	.....	396,302.91	110,649.88	285,653.03
Cumberland	26.78	24.67	.97	.47	.67	401,843.57	169,604.74	232,238.83
Franklin	12.78	12.78	.....	.....	.....	121,954.92	34,595.43	87,359.49
Hancock	30.68	30.68	.....	.....	.....	302,768.79	86,213.43	216,555.36
Kennebec	16.82	16.28	.....	.54	.....	181,038.87	65,156.18	115,882.69
Knox	10.16	9.39	.....	.77	.....	115,274.28	40,108.17	75,166.11
Lincoln	10.12	10.12	.....	.....	.....	114,234.31	37,665.84	76,568.47
Oxford	19.85	19.58	.....	.27	.....	204,997.71	60,075.90	144,921.81
Penobscot	49.19	47.53	.....	1.66	.....	421,518.49	129,477.32	292,041.17
Piscataquis	14.46	14.46	.....	.....	.....	114,758.99	27,660.53	87,098.46
Sagadahoc	2.32	2.32	.....	.....	.....	56,731.47	17,240.29	39,491.18
Somerset	24.54	24.33	.....	.21	.....	217,178.55	56,944.61	160,233.94
Waldo	15.92	15.92	.....	.....	.....	146,588.43	37,698.66	108,889.77
Washington	29.64	29.51	.13	.....	.....	234,357.73	53,421.50	180,936.23
York	20.43	18.85	1.58	.....	.....	253,769.81	89,177.95	164,591.86
Totals	339.98	331.48	3.51	3.92	1.07	\$3,430,659.28	\$1,076,361.15	\$2,354,298.13
General Engineering and Inspection costs						27,162.92		27,162.92
Total Costs						\$3,457,822.20	\$1,076,361.15	\$2,381,461.05

THIRD CLASS HIGHWAYS**January 1, 1929, to December 31, 1929**

Apportionments from the Third Class highway fund for 1929 were made to 477 towns and 1928 balances were carried forward in 8 towns not entitled to apportionment in 1929. The total amount available for Third Class highways on April 15, 1929, when the apportionment was made, was \$741,939.54, which was made up as follows: \$368,685.75 from the Mill Tax highway fund; \$380,068.47 from the Gasoline Tax accumulated to April 15, 1929, and \$0.07 from unapportioned balances in 1928. From these totals \$6,814.75 was deducted for transfer of general Third Class supervision for 1928. The entire available fund was apportioned leaving no unapportioned balance. The rate of apportionment was \$46.75838 per mile of Third Class roads.

Unexpended balances from 1928, amounting to \$38,655.43 were carried forward to 1929. (This included Calais, Connor, Dayton, Lyman, Shapleigh and Waterboro); \$9,058.89 was transferred from Special Resolve appropriation to be expended with Third Class fund. The total amount available for expenditure on Third Class road construction was \$789,653.86 and \$15,000.00 in the general supervision fund made a total of \$804,653.86.

The work done in 1929 is briefly as follows: 439 towns built gravel surfaced roads; 1 town (Portland) built a bituminous macadam road; 1 town (Eustis) expended 1929 funds for repairs, and Isle au Haut expended a small balance for repair work; 1 town (Waterford) expended fund in rebuilding a section of previously accepted Third Class road; 13 towns expended funds in grading and base to be surfaced and accepted in 1930, and in 19 towns the work was laid over to be done in 1930; 4 towns (Canton, Gilead, Old Town and Waldoboro) expended town funds in anticipation of future Third Class apportionments and will be reimbursed by the State as the Third Class funds become available.

The total expenditure on account of Third Class highways was \$796,716.86. Of this amount \$502.98 was paid for supervision and \$796,213.88 was expended for labor

and material. Of this total expenditure, \$747,657.18 was paid from Third Class highway apportionments, which included an overpayment to town of Monmouth amounting to \$147.75; \$9,058.89 was paid from Special Resolves and \$40,000.79 was paid by cities and towns. In addition to the above expenditures the State paid for engineering and inspection on Third Class roads the sum of \$7,152.06.

Reimbursements were made to three towns for work done and reported in 1928 as follows: Naples \$2,136.39, South Portland \$1,326.50, and Yarmouth \$1,202.16. Total amount of reimbursements, \$4,665.05.

A total of 106 60 miles was reported in 1929, of which 105.14 miles were constructed with gravel surface and 0.26 miles of bituminous macadam and 1.20 miles were constructed with gravel surface for the 6 towns in which work was done in 1928 and paid in 1929.

STATEMENT OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1929, to December 31, 1929

Expended for Supervision	\$ 502.98
Expended for labor and material	796,213.88
	<hr/>
Total	\$796,716.86
Paid by State from Third Class highway apportionments	\$747,509.43
Paid by State from Special Resolve transfers	9,058.89
Paid by State—overpayment to town of Monmouth—error in transfer of Spec. Resolve	147.75
	<hr/>
Total payments by State	\$756,716.07
Paid by Cities and Towns	40,000.79
	<hr/>
Total expenditures Third Class highway account	\$796,716.86

STATEMENT OF THIRD CLASS HIGHWAY FUND

From January 1, 1929, to December 31, 1929

Mill Tax fund	\$743,685.75
Apportioned for State Aid work	\$200,000.00
Apportioned for Special Resolve work	150,000.00
Apportioned for topographic work	10,000.00

Apportioned for General Supervision	15,000.00	
		<u>375,000.00</u>
Available from mill tax fund April 15, 1929		368,685.75
Available from gasoline tax April 15, 1929		380,068.47
Unapportioned balance for 1928 . . . . .		.07
		<u>748,754.29</u>
Third Class highway fund		748,754.29
Transfer general Third Class supervision for 1928		6,814.75
		<u>741,939.54</u>
Amount available for 1929 apportionment		741,939.54
Unexpended construction balance from 1928		38,655.43
		<u>780,594.97</u>
Third Class construction fund for 1929		780,594.97
Transferred from Special Resolves		9,058.89
Third Class supervision fund		15,000.00
		<u>804,653.86</u>
Funds available for Third Class roads		804,653.86
Third Class funds expended for 1929 construc- tion	\$747,657.18	
Special resolves expended with Third Class funds	9,058.89	
Third Class funds expended for reimburse- ments 1928 work	4,665.05	
Expended for general Third Class supervision	7,152.06	
		<u>768,533.18</u>
Total expenditures		768,533.18
		<u>36,120.68</u>
Balance		36,120.68
Overpayment to town of Monmouth		147.75
		<u>36,268.43</u>
Unexpended balance December 31, 1929		36,268.43
Unexpended balance for general supervision		7,847.94
		<u>\$28,420.49</u>
Unexpended balance for Third Class construction		\$28,420.49

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1929, to December 31, 1929

No. of Towns	Type of Road	Length Miles	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Third Class Fund	Paid by State Special Resolve	Total State Aid Paid	Cost per Mile
6	Gravel (work done in 1928—paid 1929)	1.20		\$12,823.91	\$12,823.91	\$ 118.84	\$12,705.07		\$12,705.07	\$10,686.59
439	Gravel	105.14	450.24	750,499.98	750,950.22	36,343.49	705,619.69	8,987.04	714,606.73	7,142.38
1	Bituminous Macadam	0.26		9,088.58	9,088.58	3,241.44	5,847.14		5,847.14	34,956.07
1	Resurfacing			3,809.88	3,809.88		3,809.88		3,809.88	
1	Repairs			584.21	584.21		584.21		584.21	
13	Grading and Base		52.74	19,407.32	19,460.06	297.02	19,091.19	71.85	19,163.04	
455	Totals	106.60	\$502.98	\$796,213.88	\$796,716.86	\$40,000.79	747,657.18	\$9,058.89	\$756,716.07	
	Expenditures for General Third Class Supervision								\$7,152.06	
3	Reimbursements to towns reported in previous years (Naples, South Portland and Yarmouth)								4,665.05	
	Total State Expenditures								\$768,533.18	
19	Laid Overs to 1930									
477	Towns received apportionment in 1929 Rate of apportionment \$46.75838 per mile of Third Class roads.									

COUNTY TABLE—1929

THIRD CLASS

	Total Miles Constr.	Gravel	Bit. Mac.	Con.	G. B.	Total Cost	Paid by Town	Paid by State
Androscoggin.....	5.42	5.42	.....	.....	.....	\$43,669.78	\$ 989.68	\$ 42,680.10
Aroostook.....	10.37	10.37	.....	.....	.....	68,688.97	1,029.69	67,659.28
Cumberland.....	7.24	6.98	.26	.....	.....	68,398.29	3,986.08	64,412.21
Franklin.....	4.51	4.51	.....	.....	.....	33,149.93	273.63	32,876.30
Hancock.....	5.32	5.32	.....	.....	.....	39,359.87	2,404.94	36,954.93
Kennebec.....	8.48	8.48	.....	.....	.....	58,941.47	545.52	58,395.95
Knox.....	3.07	3.07	.....	.....	.....	25,472.41	246.08	25,226.33
Lincoln.....	5.96	5.96	.....	.....	.....	44,532.76	18,365.12	26,167.64
Oxford.....	8.40	8.40	.....	.....	.....	75,831.69	4,573.61	71,258.08
Penobscot.....	12.77	12.77	.....	.....	.....	76,125.40	3,394.39	72,731.01
Piscataquis.....	4.42	4.42	.....	.....	.....	29,959.46	431.81	29,527.65
Sagadahoc.....	1.34	1.34	.....	.....	.....	14,766.87	59.03	14,707.84
Somerset.....	8.76	8.76	.....	.....	.....	56,783.93	1,044.59	55,739.34
Waldo.....	6.71	6.71	.....	.....	.....	47,690.21	208.96	47,481.25
Washington.....	4.92	4.92	.....	.....	.....	30,231.60	216.22	30,015.38
York.....	8.92	8.92	.....	.....	.....	83,114.22	2,231.44	80,882.78
Totals.....	106.61	106.35	.26			\$796,716.86	\$40,000.79	\$756,716.07
General Engineering and Inspection Costs.....						7,152.06		7,152.06
Total Costs.....						\$803,868.92	\$40,000.79	\$763,868.13

SPECIAL RESOLVES**January 1, 1929 to December 31, 1929****Available Funds**

Chapter 148, P. L. 1929, provided \$150,000.00 for expenditure in 1929 to aid 151 towns in the construction and repair of roads and bridges. This chapter also provided \$3,000 for each of the years 1929 and 1930 to aid the town of Gouldsboro in the construction of the Corea Road, money to be taken from the Reconstruction Fund.

Chapter 107, P. L. 1929, provided \$25,000.00 for each of the years 1929 and 1930 in conjunction with \$10,000.00 of private funds for each year for the construction of a road from Long Pond to Rockwood.

Chapter 152, P. L. 1929, provided \$2,500.00 for each of the years 1929 and 1930 to aid townships No. 1, R. 9, No. 2, R. 9, and No. 3 R. 9, in the repair of the Sourdnhunk and Togus Pond road.

The above legislative appropriations together with the balance brought forward from previous resolves made a fund of \$225,863.94 available for 1929.

Work Done in 1929

In 99 towns the resolve appropriations were expended in accordance with the specifications for the construction of State Aid and Third Class roads; in 14 towns the money was expended in general repair work; in 3 towns uncompleted work was reported and in 1 town the money was used for the construction of a stone culvert. Resolve appropriations were transferred or expended with State Aid funds in 15 towns and transferred or expended with Third Class funds in 9 towns. The appropriations were laid over for expenditure in 1930 in 10 towns.

The expenditures made on the Eustis-Woburn road were for widening several sections of road built in 1928; for building turnouts at various places too narrow for vehicles to pass safely; repair work and periodical maintenance over the entire length of road.

The expenditure made on the Greenville-Long Pond road was for surfacing the section of road graded and

based in 1928, completing the road from Greenville Junction to the State of Maine Fish Hatchery, a distance of about 3.5 miles.

The balance available for the construction of a raised road between Deer Isle and Little Deer Isle was expended in widening to a uniform width, surfacing and building a stone guard to protect the surface as much as possible from the action of the waves.

Work was started in the fall of 1929 for the construction of a narrow road from Long Pond to Rockwood. About four miles was graded and partially graveled.

The special appropriation for the Sourdnahunk and Togus Pond road was used for general repairs.

The appropriation for the Corea road in the town of Gouldsboro was expended in conjunction with the State Aid fund, the town of Gouldsboro anticipating the 1930 funds in completing the road in 1929 from Prospect Harbor to Corea.

The total expenditures from available Special Resolve appropriations and balances during the season of 1929 amounted to \$198,483.78, leaving a balance of \$27,040.65 to carry forward to 1930.

Towns expended \$31,082.79 in conjunction with the special appropriations from the State, a part of which was expended in anticipation of resolves available in 1930.

In addition to the repairs and miscellaneous work, 22.97 miles of gravel road has been reported as constructed during 1929.

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

Expenditures from January 1, 1929, to December 31, 1929

	Cost of Engi- neering	Cost of Super- vision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State 1929 Resolve	Paid by State 1927 Resolve	Paid by State 1925 Resolve	Paid by State 1923 Resolve	Paid by State Town Balance & Bridge Loan	Total Paid by State
Road Construction		\$998.64	\$134,049.79	\$135,048.43	\$22,938.03	\$22,938.03	\$105,081.38	\$6,792.14		\$236.88	\$112,110.40
Road Repairs		121.35	17,170.11	17,291.46	2,285.95	13,923.47	1,082.04				15,005.51
Uncompleted Road Work		47.59	11,907.94	11,955.53	5,500.00	3,602.90	2,852.63				6,455.53
Culvert Construction		20.73	999.75	1,020.48	20.48	1,000.00					1,000.00
Guard Rail Construction			554.35	566.14	266.14				300.00		300.00
Bridge Repairs	191.69		2,089.02	2,280.71	72.19			105.61	2,068.24	34.67	2,208.52
Eustis-Woburn Road	677.41		9,135.12	9,812.53			9,812.53				9,812.53
Deer Isle Road		103.59	6,682.64	6,786.23			6,786.23				6,786.23
Jackman-Rockwood Rd. Inspection on Transfers and Laid Overs	601.50		21,597.64	22,199.14		22,199.14					22,199.14
		71.64		71.64		54.71	16.93				71.64
Totals	\$1,470.60	\$1,375.33	\$204,186.36	\$207,032.29	\$31,082.79	\$145,861.60	\$27,342.50	\$105.61	\$2,368.24	\$271.55	\$175,949.50
Special Resolve transferred, paid with State Aid						13,107.79	397.65	4.62			13,510.06
Special Resolve transferred, paid with Third Class						8,058.89	1,000.00				9,058.89
Deduct Bridge Loan Transfer to Special Resolve										34.67	34.67
Total Expenditures from Resolve Appropriations						\$167,028.28	\$28,740.15	\$110.23	\$2,368.24	\$236.88	\$198,483.78

STATEMENT OF LEGISLATIVE APPROPRIATIONS

Expenditures January 1, 1929 to December 31, 1929 and Balances on December 31, 1929

	Appropriations	Balances Lapsed	Expenditures	Balances
Chapter 118 Resolves 1919 Madawaska Bridge	\$2,068.24		\$2,068.24	
Chapter 50 Resolves 1923 Howland-Enfield Bridge	2,617.24			2,617.24
Chapter 133 Resolves 1923 Orient International Bridge	1,215.16			1,215.16
Chapter 133 Resolves 1923 Concord Bridge Railing	300.00		300.00	
Chapter 133 Resolves 1923 Wiscasset-Westport Road	32.18			32.18
Chapter 122 Resolves 1925 Road Resolves	158.18	38.86	110.23	9.09
Chapter 252 Resolves 1927 Road Resolves	9,099.66	265.98	7,322.16	1,511.52
Town Fund on deposit with State	241.79		236.88	4.91
Chapter 158 Resolves 1927 Eustis-Woburn Road	17,387.26		9,812.53	7,574.73
Chapter 163 Resolves 1927 Long Pond-Greenville Road	4,882.79		4,819.23	63.56
Chapter 112 Resolves 1927 Deer Isle-Little Deer Isle Road	7,326.77		6,786.23	540.54
Total Balances brought forward from 1928	45,329.27			
Chapter 107 Resolves 1929 Jackman-Rockwood Road	25,000.00		22,199.14	2,800.86
Chapter 148 Resolves 1929 Miscellaneous Road Resolves	150,000.00		139,484.25	10,515.75
Chapter 148 Resolves 1929 Gouldsboro (Special)	3,000.00		3,000.00	
Chapter 152 Resolves 1929 Sourdnahunk and Togus Pond Road	2,500.00		2,344.89	155.11
Totals for Special Resolves	\$225,829.27	\$304.84	\$198,483.78	\$27,040.65
Bridge Loan Transfer expended with Resolves	34.67		34.67	
Totals	\$225,863.94	\$304.84	\$198,518.45	\$27,040.65

STATE HIGHWAY COMMISSION

COUNTY TABLE—1929
SPECIAL RESOLVES

	Total Miles Constr.	Gravel	Bit. Mac.	Con.	G. B.	Total Cost	Paid by Town	Paid by State
Androscoggin .....	.63	.63	.....	.....	.....	\$ 4,588.18	\$95.68	\$4,492.50
Aroostook	3.78	3.78	.....	.....	.....	19,428.53	5,111.45	14,317.08
Cumberland	1.45	1.45	.....	.....	.....	12,527.16	5,006.15	7,521.01
Franklin .....	.21	.21	.....	.....	.....	15,300.99	1,673.02	13,627.97
Hancock	1.31	1.31	.....	.....	.....	20,183.02	323.86	19,859.16
Kennebec	1.31	1.31	.....	.....	.....	8,701.26	243.26	8,458.00
Knox	1.36	1.36	.....	.....	.....	9,271.78	44.89	9,226.89
Lincoln	2.05	2.05	.....	.....	.....	17,521.97	4,325.51	13,196.46
Oxford .....	.31	.31	.....	.....	.....	2,169.21	52.81	2,116.40
Penobscot	1.18	1.18	.....	.....	.....	6,232.68	275.25	5,957.43
Piscataquis	2.80	2.80	.....	.....	.....	18,596.60	3,042.78	15,553.82
Sagadahoc .....	.92	.92	.....	.....	.....	8,271.69	2,290.00	5,981.69
Somerset	1.22	1.22	.....	.....	.....	30,346.74	1,507.81	28,838.93
Waldo	1.38	1.38	.....	.....	.....	13,349.45	4,051.02	9,298.43
Washington	1.43	1.43	.....	.....	.....	9,769.04	225.56	9,543.48
York	1.44	1.44	.....	.....	.....	10,773.99	2,813.74	7,960.25
Totals	22.78	22.78				\$207,032.29	\$31,082.79	\$175,949.50

1929—GENERAL SUMMARY

State Aid Highways—Third Class Highways—Special Resolves

Items	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Town	Paid by State	Length Miles
State Aid Highways.....	\$16,144.18	\$22,326.89	\$3,419,351.13	\$3,457,822.20	\$1,076,361.15	\$2,381,461.05	339.98
Third Class Highways.....		7,655.04	796,213.88	803,868.92	40,000.79	763,868.13	106.61
Special Resolves.....	1,470.60	1,375.33	204,186.36	207,032.29	31,082.79	175,949.50	22.78
Totals.....	\$17,614.78	\$31,357.26	\$4,419,751.37	\$4,468,723.41	\$1,147,444.73	\$3,321,278.68	469.37

1929 REPORT STATE AND COUNTY AID BRIDGE CONSTRUCTION

The Legislature of 1929 enacted some important amendments to the law providing State and County aid in bridge construction. These amendments limit the bridges eligible to aid to those requiring span lengths of ten feet or more on State, State Aid or Third Class highways. The grouping provision is eliminated and the division of cost between State, County and Town is computed for each bridge separately. Not more than two bridges may be built in any town in any one year, except in case of emergency. By the law as amended, towns having a population of under four thousand do not share in the cost of bridges built on State highways.

The results of these amendments were that fewer petitions were received and fewer bridges constructed than in 1928. However, since the small spans were eliminated, the total amount expended was the greatest since the law was first enacted.

On January 1, 1929, three hundred and eighty-nine petitions were on file, continued from previous years, ninety-three new petitions were received during the year, one hundred and seven petitions were discontinued, fifty bridges were placed under construction, and three hundred and twenty-five petitions are carried over to 1930.

The State's portion of the cost of construction was paid from the bond issue authorized in 1925. All bonds are now issued. A new bond issue was authorized in 1929. Some money was obligated for bridges started late in the year but no bonds were issued.

The following work was undertaken in 1929:

Town and County	Contractor	Est. Cost	Description
Abbot..... Piscataquis....	Josiah W. Reed.....	\$11,000	Upper Abbot Bridge; concrete T-beam span, clear span length 45 ft.; one concrete abutment with wings, other concrete wing of dam faced, capped and backed with concrete; stone retaining walls on causeway between existing concrete bridge and present bridge capped with concrete; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Addison Washington	Force Account	\$39,000	Main River Bridge; creosoted timber pile trestle; total length 425 ft., including 23 stringer spans and timber swing span; asphalt plank wearing surface; 20 ft. roadway; new location.
Andover Oxford	Wyman & Simpson, Inc.	\$13,500	Gordon Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Andover Oxford	Wyman & Simpson, Inc.	\$14,500	Hall Bridge; concrete slab span, clear span length 16 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Baldwin Cumberland	Cyr Brothers Company	\$20,500	Breakneck Bridge; concrete T-beam span, clear span length 18 ft.; concrete abutments; bridge 49 ft. 7 in. wide, providing for 24 ft. roadway on fill; new location.
Baldwin Cumberland	J. A. & J. R. Partridge.	\$5,350	Heath Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Baldwin Cumberland	J. A. & J. R. Partridge.	\$7,100	Parker Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Bangor Penobscot	Cyr Brothers Company	\$180,000	Washington Street Bridge; two steel I-beam spans with concrete slab and wearing surface, clear length of each span 30 ft.; one steel girder bascule lift span with timber floor and asphalt plank wearing surface, clear span length 32 ft.; reinforced concrete abutments, one with bascule span counterweight chamber; two concrete piers; pile foundation; 40 ft. roadway; two 6 ft. sidewalks.
Bridgewater Aroostook	Cecil G. Keene	\$7,300	Whited Bridge; concrete slab clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Brighton Plt. Somerset	Sweetser Brothers	\$6,600	Clough Bridge; concrete slab span, clear span length 10 ft.; one old stone abutment underpinned, jacketed, capped and extended with concrete, other abutment of concrete; 20 ft. roadway.
Brooks Waldo	James Frederick & Co..	\$15,050	Lang Bridge; concrete T-beam, clear span length 25 ft.; concrete abutments; 20 ft. roadway.
Cambridge Somerset	Cecil G. Keene	\$32,000	Ferguson (Parkman Road) Bridge; concrete slab, clear span length 20 ft.; reinforced concrete abutments; 22 ft. roadway; 5 ft. sidewalk; new location.
Caribou Aroostook	Hunt & Palmer	\$17,300	Bailey Mitchell Bridge; concrete slab, clear span length 20 ft.; concrete abutments; 20 ft. roadway; new location.

Town and County	Contractor	Est. Cost	Description
Carthage Franklin	Force Account	\$9,600	Mason Bridge; two concrete slab spans, clear span length 14 ft. 7 in. each, on center line of road, 35° skew; concrete pier and abutments; 22 ft. roadway.
Coplin Plantation Franklin	V. E. Dunn, Inc.	\$21,500	Stratton Brook Bridge; concrete T-beam span, clear span length 40 ft.; concrete abutments; 20 ft. 6 in. roadway.
Corinth Penobscot	Force Account	\$3,700	Bean's Mill Bridge; steel I-beam span center to center of bearings 34 ft.; old stone abutments capped with concrete and east abutment underpinned and jacketed with concrete; concrete slab 20 ft. roadway.
Cornish-Hiram York Oxford	Hector J. Cyr & Co.	\$44,000	Warren Bridge; two concrete T-beam spans, clear span length 50 ft. each; concrete pier and abutments, pile foundation, north abutment only; 20 ft. roadway.
Dixfield Oxford	Force Account	\$12,800	Hannaford Bridge; concrete T-beam span, clear span length along center line of roadway 30 ft., 45° skew; concrete abutments, pile foundation; 22 ft. roadway; new location.
Dover-Foxcroft Piscataquis	Josiah W. Reed	\$2,130	Sias Bridge; concrete slab span, clear span length 16 ft.; old stone abutments capped with concrete; 21 ft. roadway.
Farmington Franklin	Force Account	\$120,000	Fairbanks Bridge; three concrete bowstring arch spans, center to center of bearing 84 ft. each; two concrete piers and abutments, pile foundation; 22 ft. roadway, concrete surfacing; new location.
Farmington Franklin	Force Account	\$36,500	Red Bridge; two concrete T-beam spans, clear span length 40 ft. each; concrete pier and abutments, pile foundation; 24 ft. roadway, concrete surface; new location.
Fryeburg Oxford	Force Account	\$52,500	Toll Bridge; two concrete T-beam spans, clear span length 40 ft. each; concrete pier and abutments; 20 ft. roadway, concrete surface; new location.
Hampden Penobscot	Force Account	\$4,500	York Bridge; steel I-beam span, center to center of bearings 43 ft., 19° 45' skew; old stone abutments capped with concrete; 20 ft. roadway
Hermon Penobscot	Josiah W. Reed	\$10,600	Hermon Center Bridge; concrete slab span, clear span length along center line of roadway 15 ft., 15° skew; concrete abutments; 26 ft. 9 1/2" roadway, concrete surface; new location.

Town and County	Contractor	Est. Cost	Description
Houlton Aroostook	James H. Kerr	\$40,000	Red Bridge; concrete T-beam span, clear span length 50 ft.; concrete abutments; 27 ft. roadway, concrete surface, 5 ft. sidewalk.
Island Falls Aroostook	Force Account	\$8,800	Cold Brook Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 21 ft. roadway.
Island Falls Aroostook	Force Account	\$9,200	Dyer Brook Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 21 ft. roadway.
Island Falls Aroostook	Force Account	\$10,000	Sly Brook Bridge; two concrete slab spans, clear span length 18 ft. each; concrete pier and one concrete abutment, one old stone abutment underpinned, jacketed, capped and extended with concrete, two wings added; 21 ft. roadway.
Knox Waldo	Force Account	\$10,300	Knox Center Bridge; concrete T-beam span, clear span length 26 ft.; old stone abutments underpinned jacketed, and capped with concrete, four new concrete wings; 22 ft. roadway.
Lexington Somerset	Naugler Brothers	\$29,500	Lower Sandy Stream Bridge; steel plate girder span, length center to center of bearings 71 ft.; concrete abutments; pile foundation; concrete slab and road surface, 20 ft. roadway; new location.
Limington-Standish York Cumb..	Cyr Brothers Company	\$74,600	East Limington Bridge; five concrete T-beam spans, clear span length 50 ft. each; concrete abutments and piers; 20 ft. roadway, concrete surface; new location.
Mapleton Aroostook	Hunt & Palmer	\$11,500	Brennan Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 20 ft. roadway; new location.
Mount Vernon Kennebec	Wyman & Simpson, Inc.	\$11,100	West Mt. Vernon Bridge; two concrete slab spans, clear span length 20 ft. each; concrete pier and abutments; 22 ft. roadway.
Newry Oxford	Wyman & Simpson, Inc.	\$33,150	Bear River Bridge; two concrete T-beam spans, clear span length along roadway center line 50 ft. each, 11° 30' skew; concrete pier and abutments; 24 ft. roadway, concrete surface; new location.
New Sharon Franklin	Kennebec Constr. Corp.	\$6,050	Hale Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 20 ft. roadway.
Old Town Penobscot	The Rendle Corp.	\$25,000	Mud Pond Inlet Bridge; timber pile trestle, overall length 704 ft.; fill over stringers; 18 ft. 6 in. roadway.

Town and County	Contractor	Est. Cost	Description
Robbinston..... Washington.....	Force Account.....	\$21,400	Mill Cove Bridge; concrete slab span, clear span length 15 ft.; stone masonry abutments with concrete caps; 22 ft. roadway.
Rumford..... Oxford.....	Badger-Rand Ice Co. . .	\$19,000	Abbot's Mill Bridge; concrete T-beam span, clear span length along center line of roadway 35 ft., 20° skew; concrete abutments; 20 ft. roadway; new location.
Rumford..... Oxford.....	L. E. McLaughlin, Inc..	\$290,000	Chisholm Park Bridge; three concrete openspandrel arch spans, clear span lengths 200 ft.; 105 ft., 85 ft., ten concrete T-beam spans with a clear span length of 25 ft., and one slab span with a clear span length of 14 ft.; four mass concrete piers, nine concrete column piers, three concrete abutments; 30 ft. roadway, with concrete surface, two 6 ft. sidewalks; new location.
Rumford..... Oxford.....	Badger-Rand Ice Co. . .	\$14,600	Peterson Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Salem..... Franklin.....	Wyman & Simpson.....	\$23,700	Mill Pond Bridge; steel truss span, clear span length 104 ft. 2 in.; one old stone abutment underpinned, jacketed and capped with concrete; one old concrete abutment underpinned, jacketed and capped with concrete, three new concrete wings; 20 ft. roadway, wood strip floor, asphalt plank surface.
South Bristol..... Lincoln.....	Walter V. Mitten, Inc..	\$9,300	Paul Bridge; concrete box culvert, 10 ft. x 5 ft.; bottom slab is just below high tide level and rests on earth fill dam with clay puddle core; culvert fitted with Calco gates preventing salt water from flowing into pond; fill over culvert; 20 ft. roadway; new location.
Topsham..... Sagadahoc.....	Force Account.....	\$21,500	Mallet Bridge; concrete T-beam span, clear span length 40 ft.; concrete abutments, pile foundation; 24 ft. roadway.
Union..... Knox.....	Force Account.....	\$15,700	East Union Bridge; concrete slab span, clear span length 21 ft. 5½ in. along center line of roadway, 21° 25' skew; concrete abutments; 22 ft. roadway.
Waldoboro..... Lincoln.....	Force Account.....	\$7,800	Wagner Bridge; concrete box culvert, 14 ft. x 7 ft. 6 in.; log grillage foundation; 22 ft. roadway; new location.

Town and County	Contractor	Est. Cost	Description
Warren-Thomaston. Knox.....	Kennebec Constr. Corp.	\$98,640	South Warren Bridge; steel truss span, length center to center of bearings 200 ft.; concrete floor slab; concrete and ashlar stone masonry abutments; pile foundation; 22 ft. roadway, concrete surface; new location.
Wilton..... Franklin.....	Force Account.....	\$7,600	Sampson Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 22 ft. roadway.
Winterport..... Waldo.....	Force Account.....	\$5,800	New Road Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 20 ft. roadway; new location.
Winthrop..... Kennebec.....	Cecil G. Keene.....	\$19,000	Mill Stream Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; 51 ft. 6½ in. roadway, concrete surface; one 6.5 ft. and one 5 ft. sidewalk.
Woolwich..... Sagadahoc.....	Naugler Brothers.....	\$11,000	Nequasset Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments, pile foundation; 24 ft. roadway, concrete surface; new location.

Wyman & Simpson, Inc., were contractors for the substructure only of Mill Pond Bridge in Salem, and the Kennebec Construction Corporation were contractors for the substructure only of South Warren Bridge between Warren and Thomaston. Contracts for the steel superstructures of these bridges were not let in 1929.

The following table shows the bridge accounts closed during 1929, with final cost and distribution of cost:

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Avon.....	Fra.	Avon Corner...	\$8,271.60	\$4,218.52	\$2,481.48	\$1,571.60
Avon.....	Fra.	Cates.....	7,691.27	3,922.55	2,307.38	1,461.34
Baldwin....	Cum.	Burnell.....	3,852.83	2,180.70	1,155.85	516.28
Baldwin....	Cum.	Warren.....	5,408.26	3,061.07	1,622.48	724.71
Clinton....	Ken.	Cain.....	13,489.30	5,274.32	4,046.79	4,168.19
Corinna....	Pen.	Alder Stream..	2,348.30	885.31	704.49	758.50
Corinna....	Pen.	Corinna.....	13,678.52	5,156.80	4,103.56	4,418.16
Cornish....	York	Little River...	3,163.00	1,666.90	948.90	547.20
Cornish....	York	Tannery.....	8,656.55	5,064.08	2,596.97	995.50
Cornish- Baldwin...	York Cum.	Depot.....	69,098.99	39,596.73	Y 5,932.91	C 2,945.83
Embden....	Som.	Moore.....	7,031.66	2,840.79	2,109.50	B 5,826.74
Gardiner....	Ken.	Main Ave.....	7,562.67	3,229.26	2,268.80	B 2,081.37
Gardiner....	Ken.	Winter Street..	33,051.75	14,906.34	9,915.52	B 2,064.61
Gardiner- Randolph..	Ken.	Kennebec River	223,972.76	106,413.94	67,191.83	G 8,229.89
Hope.....	Knox	Handley.....	4,755.11	1,721.35	1,426.53	R 7,391.10
Industry....	Fra.	Conforth.....	4,288.52	2,294.36	1,286.56	1,607.23
Industry....	Fra.	Manter.....	6,089.87	3,258.08	1,826.56	707.60
Lebanon....	York	Milton.....	5,231.33	1,365.38	1,569.40	1,004.83
Lewiston... Limerick...	And. York	Chestnut St...	26,913.88	6,728.47	8,074.16	2,296.55
Limerick...	York	Folsom.....	7,493.32	3,439.43	2,248.00	12,111.25
Limerick...	York	Thing.....	5,312.69	2,438.52	1,593.81	1,805.89
Limerick...	York	Beaulieu.....	8,578.92	3,937.72	2,573.68	1,280.36
Madawaska..	Aroos.	Beaulieu.....	4,594.96	1,148.74	1,378.49	2,067.52
New Portland	Som.	Butler.....	8,511.96	3,864.43	2,553.59	2,067.73
New Portland	Som.	Great Works..	12,051.95	5,471.59	3,615.58	2,093.94
Paris.....	Oxf.	Park Street...	43,580.08	16,691.17	13,074.02	2,964.78
Paris.....	Oxf.	Saw Mill.....	5,374.76	2,058.53	1,612.43	1,874.89
Paris.....	Oxf.	Stone's.....	3,388.36	1,297.74	1,016.51	1,703.80
Paris.....	Oxf.	West Paris...	10,437.90	3,997.72	3,131.37	1,074.11
Pittsfield..	Som.	Merrill Brook..	2,554.77	638.69	766.43	3,308.81
Randolph- Pittston...	Ken. Pittston.	Togus Stream..	25,551.71	12,101.32	7,665.51	1,149.65
Roxbury....	Oxf.	Noisy Brook...	3,199.23	1,897.14	959.77	R 1,880.64
Roxbury....	Oxf.	Reed Brook...	3,114.09	1,846.65	934.23	P 3,904.24
Roxbury....	Oxf.	Thomas Farm..	4,065.65	2,410.93	1,219.70	342.32
Roxbury....	Oxf.	Walker Brook..	7,142.03	4,235.22	2,142.61	333.21
Sebago.....	Cum.	Batchelder Br.	2,116.66	846.66	635.00	435.02
Sebago.....	Cum.	Fitch.....	3,328.27	1,261.88	998.48	764.20
Sebago.....	Cum.	Mack's Corner.	2,283.15	879.01	684.95	635.00
Sebago.....	Cum.	Nason Brook...	2,718.78	1,087.52	815.63	1,067.91
Sebago.....	Cum.	Sanborn.....	570.05	176.15	171.01	719.19
Tremont....	Han.	Seal Cove.....	17,072.98	8,621.86	5,121.89	815.63
Wells.....	York	Phillips.....	8,519.65	2,129.91	2,555.90	222.89
Wells- Kennebunk	York	Pumping Sta...	9,921.89	2,480.47	2,976.57	3,329.23
Whitneyville	Wash.	Danhill Brook.	5,897.36	3,273.03	1,769.21	3,833.84
York.....	York	Cape Neddick..	10,253.98	2,563.50	3,076.19	2,081.07
York.....	York	Passaconaway.	52,992.65	16,639.69	15,897.80	W 2,383.78
			725,183.97	\$321,220.17	\$217,555.21	K 855.12
						4,614.29
						20,455.16
						\$186,408.59

The total net expenditure for State and County Aid bridge construction in 1929, including expenditures from special resolves from the Bridge Loan Fund, was \$1,513,-340.34, of which \$91,430.51 was for engineering, advertising and inspection, and \$1,421,909.83 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 1929.

Vanceboro-St. Croix, International Bridge. See 1927 and 1928 reports. Expended to January 1, 1930, \$12,662.85.

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 1929.

Mattawamkeag, Mattawamkeag Bridge. Work described in 1928 report completed. Expended to January 1, 1930, \$82,334.62.

1927 Resolves

Frankfort, Upper Bridge.

Bethel, Toll Bridge.

Phillips, Lower Village Bridge.

Orland, Gully Brook Bridge.

Hiram, Hiram Bridge.

Howland, Piscataquis River Bridge.

Norridgewock, Covered Bridge.

Amounts appropriated by the seven above resolves applied as parts of towns' portions of cost of bridges under State and County Aid law. Accounts not closed in 1929.

Cornish, \$3,000.00 and Baldwin, \$2,500.00. Depot Bridge.

Clinton, Cain Bridge, \$2,000.00.

Hope, Handley Bridge, \$1,000.00.

Amounts appropriated by the three above resolves applied as parts of towns' portions of cost of bridges under State and County Aid law. Entire amounts expended.

Macwahoc, Moluncus Bridge. No work undertaken in 1929.

Fort Kent-Clair International Bridge, \$150,000.00. Work undertaken in 1929, one-half of cost of bridge proper to be paid by Dominion of Canada. Contractor for sub-

structure, McDougal Brothers; for superstructure, Dominion Bridge Company, Ltd. Description of work: Three steel truss spans, length center to center of bearings, 240 ft. each; concrete piers and abutments, 20 ft. roadway, 5 ft. sidewalk; concrete floor slab and wearing surface. Expended by State of Maine to January 1, 1930, \$18,-010.59.

Forest City, International Bridge. See 1927 and 1928 reports. Expended to January 1, 1930, \$11,066.88.

Hampden, Stanley Bridge. See 1927 and 1928 reports. Expended to January 1, 1930, \$3,046.16.

1929 Resolves

Chapter 76, Salem, Mill Pond Bridge, \$1,303.95. Applied as town's portion of cost of bridge under State and County Aid law. For description of work, see another part of this report. Account not closed in 1929.

Chapter 77, Sangerville, \$5,600.00, and Guilford, \$8,-600.00, Sangerville Station Bridge.

Chapter 84, Dover-Foxcroft, \$17,400, Dover Bridge.

No work undertaken in 1929 on the bridges designated in the two above resolves.

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

Arrowsic and Woolwich—Arrowsic Bridge..	\$328.00
Boothbay—Hodgdon Bridge.....	352.97
Calais—International Bridge.....	10.00
Fort Fairfield—Aroostook River Bridge....	1,963.53
Gardiner and Randolph Bridge.....	3,500.00
Kingman—Mattawamkeag River Bridge ..	3,199.04
Machiasport and East Machias Bridge....	4,584.82
Madawaska—International Bridge.....	4,898.43
Old Town and Milford Bridge.....	118.82
Sandy River Plantation—Lower Bridge ...	196.66
South Bristol—Gut Bridge.....	240.30
Van Buren—International Bridge.....	4,184.80
Wallagrass—Soldier Pond Bridge.....	26.52

Whitefield—Coopers Mills Bridge	53.53
Wiscasset and Edgecomb Bridge	9,865.27
	\$33,522.69

In 1929 the Bridge Division constructed two bridges,

Union—Payson Bridge

Waldoboro—Brown Bridge

The cost of these bridges will be paid from State Highway construction accounts.

MAINTENANCE WORK FOR 1929

Maintenance work during 1929 was performed generally by patrol maintenance. 501 patrolmen were employed in caring for 4,674.30 miles of road in 512 towns. Of this mileage, 1,804.49 miles was improved State Highway, 1,876.84 miles was improved State Aid Highway and the balance or 992.97 miles was unimproved road. There was also maintained by Special arrangement with the towns 353.40 miles of improved State Aid road and 15.54 miles of Improved State Highway.

A total expenditure for labor and material of \$2,293,379.79 was made on this work, including \$16,706.05 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$65,968.57, making the total gross expenditure chargeable to maintenance of \$2,359,348.36. Of this amount the State furnished \$2,108,286.48 and the cities and towns furnished \$251,061.88. The average expenditure per mile was \$467.82.

On the 1,804.49 miles of improved State Highway, the expenditure for labor, material and supervision was \$1,661,046.36 or an average expenditure per mile of \$920.51. The expenditure on the 2,869.81 miles of other road under patrol was for labor, material and supervision \$683,037.52 or an average expenditure per mile of \$238.00.

SNOW REMOVAL—1928-1929

Number of towns in which snow removal work was down by towns. 236
 Number of towns in which snow removal work was done by state. . . 30

	State Highways	State Aid Highways	Town Roads	Total
				266
Number of miles on which towns applied for state aid	1129.89	1237.12	1992.23	4359.24
Number of miles accepted	1094.04	1201.64	1812.72	4108.40
Number of miles plowed by state				174.41
Total number of miles				4282.81
Paid by towns for snow removal				\$62,493.06
Paid by state for snow removal				59,292.28
Total cost				\$121,785.34
Average cost per mile				\$28.44
Snow fence erected by state				79,150 linear feet
Snow fence erected by towns				277,602 linear feet