

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, 1930 - JUNE 30, 1932

EIGHTEENTH ANNUAL REPORT

of the

**State Highway
Commission**

of the

STATE OF MAINE

From January 1, 1930 to December 31, 1930

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STATE OF MAINE

OFFICE OF
STATE HIGHWAY COMMISSION

Augusta, Maine,
December 15, 1932

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

We have the honor to present the eighteenth annual report of the State Highway Commission, from January 1, 1930, to December 31, 1930.

FRANK A. PEABODY
EDWARD E. FARNSWORTH
WILLIS E. SWIFT
State Highway Commission.

MAINE STATE HIGHWAY COMMISSION

FINANCIAL STATEMENT

January 1-December 31, 1930

MAINTENANCE AND ADMINISTRATION

Credits

Balance January 1, 1930	\$320,402.45
Receipts—Automobile fees	1,491,949.28
Receipts—Automobile fines	41,415.47
Receipts—Gasoline tax	1,771,941.56
Receipts—Permits to open highways	518.63
Receipts—Repairing damaged guard rail	44.24
Receipts—Tar sold and applied	15,322.43
Receipts—Town on account of culverts	150.00
Receipts—Dynamite sold	4.39
Receipts—Crushed rock sold	118.33
Receipts—Town 1928 patrol	238.20
Receipts—Town 1929 patrol	4,367.92
Receipts—Town (add) 1929 patrol	2,276.47
Receipts—Town 1930 patrol	238,049.70
Receipts—Duplicate payment 1930 patrol (refund)	1,580.70
Transfer—Calcium chloride	308.80
Transfer—Flag account	8.94
Transfer—State Police balance	1.72
Transfer—Snow removal—balance gas tax	93,750.00
Transfer—Motor Transport and equipment	150,751.40
Transfer—Waldo-Hancock Bridge	50,000.00
Transfer—Automobile Bureau credits	40.00
Transfer—Outside deposit—Mr. Bragg—1914 Bal. Cr. to State	2.05
Transfer—Highway Loan and Construction	235.35
Transfer—Improvement State Roads J. F.	23.20
Transfer—Special Resolves	21.50
Transfer—Motor Transport and Equipment	3,693.27
Extra Town Apportionment	1,300.00
1930 Patrol unpaid and due	1,849.17
Balance overdrawn to January 1, 1931	746,921.86
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	\$4,937,287.03

Expenditures

Administration (detail sheet attached)	\$162,501.67
Auto Bureau (detail sheet attached)	153,920.01
Repairs of Bridges—Gas Tas	53,616.45
Piscataquis Bridge	12,138.16
Danger Sign Account	8,876.53
Refund Auto Fines	635.00
Traffic Census	2,093.06
General Tar Account	12,724.30

STATE HIGHWAY COMMISSION

State Aid Highway Improved	\$848,479.25	
State Aid Highway Unimproved	41,934.66	
State Highway Improved	2,011,016.09	
State Highway Unimproved	24,620.89	
Section 17	6,522.70	
Section 8	31.00	
		<hr/>
		2,932,604.59
1930 Patrol unpaid and due	1,849.17	
Transfer to Waldo-Hancock Bridge	50,000.00	
Transfer to Acct. Int. Highway and Bridge Bonds Auto Fees		280,576.69
Transfer to Compensation for Injuries	15,000.00	
Transfer to Imp. of State Roads J. F. (Auto Fees)	1,100,000.00	
Transfer to Motor Transport and Equipment	150,751.40	
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		\$4,937,287.03

ADMINISTRATION

January 1-December 31, 1930

Salaries of Commissioners	\$10,499.76
Salary of Chief Engineer	5,955.75
Salaries of Assistants	24,518.34
Salaries of Clerks	33,334.34
Salaries of Engineers	18,152.20
Expenses of Commissioners	3,259.61
Expenses of Chief Engineer	973.85
Expenses of Assistant	9,879.27
Expenses and Wages of Supervisors	1,148.68
Expenses of Special Agent	4,968.17
Testing Laboratory	267.43
Postage	3,608.41
Office Furniture	1,526.14
Office Stationery and Supplies	3,417.14
Telephone and Telegraph	7,677.58
General Printing	6,556.90
Drafting Room Supplies	7,177.33
Incidental Expenses	4,547.52
Commission Automobile	193.18
State Map	2,122.50
Drafting Room—downtown	1,080.60
State House Survey	4,400.03
Tariff Manager	997.26
State Grounds and Garage Survey	269.79
Flooring	3,227.24
State House Drive	136.24
Material Survey	2,018.64
Sanitary Account	467.94
Traffic Signals	119.83
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	\$162,501.67

AUTOMOBILE REGISTRATION BUREAU'S EXPENSE**January 1-December 31, 1930**

Salaries	\$71,220.00
Traveling Expense	18,812.74
Plates	19,888.06
Telephone and Telegraph	1,003.02
Postage	16,956.40
Furniture and Equipment	5,786.22
Freight, Trucking and Express	1,175.98
Stationery and Supplies	16,673.18
Miscellaneous Expense	2,276.62
Protested checks cancelled	127.79
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	\$153,920.01

HIGHWAY LOAN AND CONSTRUCTION**January 1-December 31, 1930****Credits**

Balance January 1, 1930	\$7,050.11
Transfer—Balance Bath State Ferry Account	28,119.27
Federal Aid received:	
118A Saco Scarboro	\$8,418.22
118B Scarboro	10,001.10
121A Falmouth	48,078.69
121B Falmouth-Cumberland	9,356.31
121C Cumberland-Yarmouth	41,973.80
121D Brunswick	31,522.17
117A Thomaston	4,710.43
119A Phillips	17,402.00
119B Avon	17,083.63
109B Carthage-Wilton	4,974.96
109C Wilton	9,109.13
109D Dixfield	5,943.17
109E Dixfield	25,079.30
109F Wilton-Dixfield	28,136.50
R3B Winslow	23,190.00
R3A Winslow	6,384.54
105D Bingham	25,680.00
105C Solon-Bingham	13,994.14
124A Moscow	5,586.98
124B Moscow-Caratunk	96,505.26
120B Pittsfield	6,229.05
110D Newport	14,940.00
110C Hermon-Carmel	34,298.05
110B Bangor-Hermon	8,258.68
108F Grand Falls	34,191.74

STATE HIGHWAY COMMISSION

108E	Frenchville	26,812.32	
92E	Connor	8,433.43	
108C	Fort Kent	10,131.14	
108D	Madawaska-Frenchville	71,114.72	
108B	Fort Kent	3,141.52	
125A	Fort Fairfield (Spur)	16,462.78	
112A	Trenton-Bar Harbor	19,170.00	
113A	Bar Harbor	9,300.00	
112B	Bar Harbor (Spur)	21,909.34	
99C	Columbia Falls	842.80	
99A	Jonesboro, Machias, Whitney- ville	20,029.40	
99B	Jonesboro	285.70	
100C	Robbinston	9,009.05	
115A	Perry	4,117.05	
123A	Pembroke	12,360.29	
89B	Peru	6,442.88	
85D	Corinth	12,681.80	
91C	Orrington	8,843.03	
106C	Minot	22,333.86	
106E	Mechanic Falls	22,485.00	
			772,963.96
	Receipts—Public Utilities Commission, Sanford		42.45
	Receipts—Great Northern Paper Co., Medway		8,000.00
	Receipts—Samoset Co., Jackman-Rockwood		10,000.00
	Receipts—Maine Central Railroad Company, Hermon		22,500.00
	Receipts—Central Maine Power Company, Moscow		56,812.50
	Adjustment—Cement Shortage—Ellsworth, Trenton and Dedham		15,000.00
	County Share—Land Damage		7,315.90
	Bridge Transfer—Martins Point, Falmouth		7,185.62
	Materials sold—(asphalt and groceries)		570.57
	Buildings sold		700.00
	Miscellaneous Credits—Cancel Checks not deductible		52.25
	Special Resolve—Transfer Jay		7,000.00
	State Aid—Transfer		12,148.65
	Receipts—Sale of Bonds		2,002,580.00
	Transfer Waldo Hancock Bridge—Freeport		155,000.00
	Snow Removal Balance—Gas Tax		218,750.00
	Mill Tax Highway Fund and Equalization Fund balance		7,100.89
	Receipts Gasoline Tax		164,963.06
	Balance Overdrawn to January 1, 1931		443,284.23
			\$3,947,139.46
	Expenditures		
	Surveys		\$35,157.99
	Plans and Computations		24,556.46
	Advertising		1,253.19
	Engineering and Inspection		142,719.43

General Expense Right of Way	83,714.53
Labor and Material	3,643,111.52
Transfer to State Aid No. 10 Plan	5,000.00
Transfer to State Aid—Caratunk	3,231.50
Gouldsboro Special Resolve Paid Town	3,000.00
Expense of Issuing Bonds	1,394.84
Transfer to Compensation for Injuries	4,000.00
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	\$3,947,139.46

BRIDGE LOAN FUND**Credits**

Balance, January, 1, 1930	\$323,392.85
Received from sale of bonds	1,001,290.00
Transferred from Construction and Reconstruction:	
Columbia Falls	\$7,592.48
Hancock	555.33
Hermon	1,182.19
Old Orchard	6,642.10
Topsham	2,326.56
Waldoboro	26.50
Windsor	1,559.66
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	19,884.82
Transferred from Improvement of State Roads J. F.:	
Ripley	\$1,375.45
T 2, R. 7	1,591.20
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	2,966.65
Transferred from Third Class Highway Fund:	
Carthage	1,118.27
Transferred from Maintenance and Administration:	
Bridge repairs—Gas tax	53,616.45
Received from counties	522,838.68
Received from cities and towns	98,854.22
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	\$2,023,961.94

Expenditures

Engineering, advertising and inspection	\$105,940.37
Labor and materials	1,309,645.39
Temporary charges for bridge repairs:	
Engineering and inspection	\$4,098.79
Labor and materials	49,631.72
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	53,730.51
Temporary charges for Construction and Reconstruction	19,884.82
Transferred to Compensation for Injuries	3,000.00
Refunds to counties	60,981.70
Refunds to cities and towns	18,484.99
Balance December 31, 1930	452,294.16
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	\$2,023,961.94

IMPROVEMENT OF STATE ROADS J. F.**January 1-December 31, 1930****Credits**

Appropriation, 1930, direct	\$300,000.00
Appropriation, 1930, Mill Tax Highway Fund	200,000.00
Receipts, gasoline tax	1,370,408.05
Transfer—Third class—Liberty-Thorndike	157.61
Transfer—balance gas tax—snow removal	125,000.00
Transfer—Special Resolves	2,463.11
Automobile fees—1930 fees	1,100,000.00
Automobile fees—1931 fees	530,534.17
Received from cities and towns	1,236,608.10
Addition expended by cities and towns under direction S. H. C.	235,047.58
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	\$5,100,218.62

Expenditures

Balance overdrawn January 1, 1930	\$371,314.74
Engineering and inspection	67,563.39
Labor and material	4,538,381.54
Transfer to Compensation for Injuries	20,000.00
Transfer to third class—Monmouth	194.36
Transfer to Wilton and Newport construction	12,148.65
Transfer to Bridge Loan Fund	2,966.65
Balance to January 1, 1931	87,649.29
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	\$5,100,218.62

THIRD CLASS HIGHWAY FUND**January 1-December 31, 1930****Credits**

Balance January 1, 1930	\$421,912.67
Receipts—Gas tax	472,696.31
Appropriation 1930—Mill tax	383,685.75
Transfer—balance gas tax—snow removal	62,500.00
Expended by towns under direction of S. H. C.	77,910.50
Transfer—Special Resolves	1,075.15
Transfer—State Aid	200.82
Miscellaneous credits	166.78
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	\$1,420,147.98

Expenditures

Supervision	\$11,987.67
Labor and material	881,658.53
Reimbursement	1,536.47
Transfer—to State Aid—Liberty-Thorndike	157.61
Balance to January 1, 1931	524,807.70
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	\$1,420,147.98

SPECIAL RESOLVES**January 1-December 31, 1930****Credits**

Balance January 1, 1930	\$24,084.68
Appropriation 1930	150,000.00
Expended by towns under direction S. H. C.	16,444.62
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	\$190,529.30

Expenditures

Supervision	\$ 956.58
Labor and material	146,111.29
Transfer to State Aid	5,261.18
Transfer to third class	1,075.15
Balances lapsed	3,413.34
Transfer to Highway Loan—Jay	7,000.00
Transfer to Maintenance	199.66
Reimbursements	12,734.18
Balance to January 1, 1931	13,777.92
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	\$190,529.30

MOTOR TRANSPORT AND EQUIPMENT**January 1-December 31, 1930****Credits**

Balance January 1, 1930	\$181,391.49
Rental of trucks and equipment	626,423.95
Stock sold	4,981.79
Stock transferred to Trucks and Equipment	97,532.38
Stock transferred to Maintenance and Administration	22,620.88
Stock transferred to Bridge Loan Fund	279.76
Stock transferred to Improvement of State Roads	629.70
Stock transferred to Highway Loan and Construction	2,058.58
Stock transferred to Snow Removal	7.85
Stock transferred to Special Resolves	11.23
Stock transferred to Third Class highways	119.30
Charged in error and later transferred	1,749.28
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	\$937,806.19

Expenditures

Purchase of new equipment (sheet attached)	\$276,317.61
Paint purchased	8,747.52
Gasoline purchased	101,257.57
Oil purchased—Motor oil	\$16,452.36
Trans. oil	2,676.82
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	19,129.18
Grease purchased	2,639.88
Kerosene purchased	1,811.73

Garage Annex.....	316.54
Garage Boiler.....	2.34
Garage Sewer.....	1.70
Garage Lights.....	878.23
Garage Equipment.....	562.79
New Garage Machinery.....	1,446.65
New Garage Construction.....	1.15
Repairs Garage Machinery.....	380.88
Repairs Garage Loft.....	348.71
Stock Account.....	93,296.71
Stock distributed to Equipment.....	165,750.03
New Stock Room.....	176.80
Tires purchased.....	16,547.60
Balance Broom Account.....	938.00
Balance Chain Drag Account.....	457.12
Balance Drag Blade Account.....	1,533.62
Balance Grader Blade Account.....	3,766.21
Balance Light Oak Drag.....	375.10
Balance Heavy Oak Drag.....	45.36
Balance Truck Scarifiers Account.....	8,849.70
Balance Scarifier Teeth.....	82.61
Road Machine Wheels.....	37.67
Tool Account.....	40.40
Truck Sweepers.....	3,638.49
Labor.....	96,791.63
Balance to January 1, 1931.....	131,636.66
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	\$937,806.19

Trucks and Equipment Purchased

8 Fords—Tudor Sedans.....	\$4,471.60
7 Fords—Trucks 1½ ton.....	6,103.72
2 Fords—Pick Up Motors.....	968.62
10 Walters Trucks.....	52,950.00
4 with Plows.....	4,233.60
8 Sterling Trucks.....	37,460.00
10 Compressors.....	16,954.46
1 Derrick.....	468.77
1 Electric Drill.....	112.91
1 Gas Hoist.....	1,411.20
3 Loaders.....	2,475.00
2 Pumps.....	1,346.33
2 Pumps.....	290.00
12 General Shovels.....	73,920.00
2 Insley Shovels.....	10,751.40
13 Insley Shovels.....	62,400.00
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	\$276,317.61

**REMOVAL OF SNOW FROM HIGHWAYS
AND TOWNWAYS**

January 1-December 31, 1930

Credits

Balance January 1, 1930.....	\$6,253.82
Receipts—Gas Tax.....	622,678.36
Receipts—Towns.....	133,741.54
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	\$762,673.72

Expenditures

Audited Vouchers.....	\$249,588.84
Transfer Gas Tax to Detail Accounts.....	500,000.00
Balance to January 1, 1931.....	13,084.88
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	\$762,673.72

STATEMENT OF CARLTON (KENNEBEC) BRIDGE

January 1-December 31, 1930

Credits

Balance, January 1, 1930 (Maine Central Railroad Fund)	\$13,748.27
Balance, January 1, 1930 (State of Maine Fund).....	97,888.23
Receipts—Sale of tickets.....	162,601.30
Receipts—1929 deposited in 1930.....	363.95
Receipts—Maine Central Railroad Company rental 1930	76,569.90
Receipts—Maine Central Railroad maintenance 1930...	15,000.00
Receipts—Maine Central Railroad cost of fender repairs in 1929 (included in amount 7802.40).....	262.55
Transfer from Kennebec Bridge Loan Fund.....	702.64
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	\$367,136.84

Expenditures

Cost of operation of Bridge (State of Maine).....	\$18,631.73
Cost of operation of Bridge (Maine Central Railroad Co.)	7,712.61
Reimbursement repairing fenders—Me. Central Railroad	869.96
Interest on 55% Bonds (Maine Central Railroad Co.)..	66,000.00
Interest on 45% Bonds (State of Maine).....	54,580.00
December receipts to be deposited in January, 1931....	521.05
Interest earned in 1929 transferred to Suspense Account	207.04
Maine Central Railroad Company money to be set aside	13,748.27
State of Maine money to be set aside.....	75,000.00
To be set aside in Special Account for Sinking Fund Maine Central Railroad Company.....	10,569.90
Balance to January 1, 1931—to be set aside in Maine Central Railroad Fund.....	6,417.43
Balance to January 1, 1931—State of Maine Fund.....	112,878.85
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	\$367,136.84

CARLTON (KENNEBEC) BRIDGE TICKET SALES

January 1-December 31, 1930

	<i>No. Sold</i>	<i>Rate</i>	<i>Amount</i>
Single passenger tickets	422,961	.05	\$21,148.05
Passenger tickets (25 coupons)	2,236	1.00	2,236.00
Scholar tickets	32	.25	8.00
Vehicle—one horse	1,970	.15	295.50
Vehicle—two horse	251	.20	50.20
Horses, oxen, cows, etc.	60	.15	9.00
Automobiles	208,681	.50	104,340.50
Auto truck or tractor (1 ton or less)	3,069	.50	1,534.50
Auto truck or tractor (1 ton to 2½)	4,254	.75	3,190.50
Auto truck or tractor (2½ ton to 5)	1,203	1.00	1,203.00
Auto truck (1 ton or less 10 R. T.)*	6,102	3.50	21,357.00
Auto truck (1 to 2½ ton 10 R. T.)	745	7.50	5,587.50
Auto truck (2½ to 5 ton 10 R. T.)	96	10.50	1,008.00
Vehicle, one horse—10 R. T.	60	2.00	120.00
Vehicle, two horse—10 R. T.	25	2.50	62.50
Motor bus (16 or less passengers)	60	.75	45.00
Motor bus (more than 16 passengers)	131	1.00	131.00
Motorcycles	896	.15	134.55
Auto truck or tractor—5-10 tons	4	1.50	6.00
Auto with trailer	178	.75	133.50
Steam roller	1	1.00	1.00
			\$162,601.30

*R.T.—Round Trip

WALDO-HANCOCK BRIDGE

January 1-December 31, 1930

Credits

Transfer from Maintenance	\$50,000.00
Receipts—sale of bonds	705,390.00
	\$755,390.00

Expenditures

Robinson & Steinman	\$29,000.00
Merritt Chapman & Scott Corp.	131,065.63
American Bridge Company	6,740.50
Maria Wardwell	1,000.00
Philip J. Healey	7,624.59
Advertising	117.86
State of Maine—use of Commission auto and chauffeur	70.99
Testing laboratory	105.00
American Bank Note Company—issuing bonds	330.00
Irving Case	182.02

STATE HIGHWAY COMMISSION

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Albert Nickerson.....	113.56
Z. M. Dwinal.....	62.30
Express and Reg. of Deeds.....	4.83
Engineering details.....	11.35
Transfer—back to Maintenance.....	50,000.00
Transfer—Highway Loan.....	155,000.00
Balance to January 1, 1931.....	373,961.37
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	\$755,390.00

RECAPITULATION—1930

	Adminis- tration	Engineer- ing	Inspection and Supervision	Adver- tising	General Expense and Right of Way	Labor and Material	Auto Registra- tion	Miscel- laneous	Total
Administration	\$162,501.67								\$162,501.67
Maintenance—Miscellaneous						\$90,083.50			90,083.50
Maintenance—Section 8						31.00			31.00
Maintenance—Section 17						6,522.70			6,522.70
Maintenance—St. Aid Highways			\$31,788.79			858,625.12			890,413.91
Maintenance—State Highways			55,587.41			1,980,049.57			2,035,636.98
State Highway Construction (Highway Loan)		\$202,433.88		\$1,253.19	\$83,714.53	3,643,111.52		\$4,394.84	3,934,907.96
State Aid Construction			67,563.39			4,538,381.54			4,605,944.93
Third Class			11,987.67			881,658.53			893,646.20
Special Resolves			956.58			146,111.29			147,067.87
Motor Transport and Equipment Bridge Loan Construction		105,940.37				806,169.53			806,169.53
Auto Bureau (Secretary of State) Carlton Bridge Operating Acct.						1,309,645.39			1,415,585.76
Removal of Snow from Highways and Townways						27,214.30	\$153,920.01		153,920.01
Compensation for Injuries								\$47,539.19	47,539.19
Waldo-Hancock Bridge		29,116.35				147,312.28			176,428.63
	\$162,501.67	\$337,490.60	\$167,883.84	\$1,253.19	\$83,714.53	\$14,684,505.11	\$153,920.01	\$51,934.03	\$15,643,202.98

SUPERVISION CHARGES

Administration	\$162,501.67
Engineering	337,490.60
Inspection and Supervision	167,883.84
Advertising	1,253.19
	\$669,129.30

LABOR AND MATERIAL

Maintenance	\$2,935,311.89
Highway Loan Construction	3,647,506.36
State Aid	4,538,381.54
Third Class	881,658.53
Special Resolves	146,111.29
Motor Transport and Equipment	806,169.53
Bridge Loan	1,309,645.39
Carlton Bridge	27,214.30
Waldo-Hancock Bridge	147,312.28
Removal of Snow	249,588.84
Compensation for Injuries	47,539.19

Supervision Charges .0454 on Net Expenditure
 Supervision Charges .0428 on Gross Expenditure

\$14,736,439.14

STATE HIGHWAYS**1930**

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

Saco and Scarborough—Federal Aid Project No. 118-A. This reconstruction project was completed in 1929. Expenditures carried over to 1930 amount to \$10,386.68.

Scarborough—Federal Aid Project No. 118-B. This reconstruction project was completed in 1929. Expenditures carried over to 1930 amount to \$15,829.72.

STATE HIGHWAY—A-SPUR

Saco—State Project. This project was completed in 1929. Expenditures carried over to 1930 amount to \$2,582.95.

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 is an extension to Webbs Mills of the work done in 1929. Length of project, 1.23 miles, which is reported as stage construction. Expenditures in 1930 amounted to \$29,711.88.

STATE HIGHWAY—C

Falmouth—State Project. A contract for widening and surfacing the easterly approach to Martins Point Bridge was awarded to Richard Kennedy & Company of Portland, Maine. No mileage is reported as the type of surface is not changed. Total expenditures amount to \$13,475.03, of which \$7,185.62 was paid by the County of Cumberland and by the Cumberland County Power and Light Company.

Falmouth and Cumberland—Federal Aid Project No. 121-B. This project was completed in 1929. Expenditures carried over to 1930 amount to \$21,712.15.

Cumberland and Yarmouth—Federal Aid Project No. 121-C. 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-B and extends easterly nearly to the Freeport line. From the Princes Point Road to the Royal River, the road was built on a new location. Total length of the project 4.41 miles, of which 1.24 miles is in Cumberland and 3.17 miles is in Yarmouth. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. The equivalent of 3.53 miles was completed in 1930. Contractor, Bruno & Petitti of Boston, Massachusetts. Expenditures in 1930 amount to \$222,603.88.

Yarmouth—Freeport—Federal Aid Project No. 121-E. This project consists of the reconstruction of the bituminous macadam road built in 1914 and 1915. The total length of the project is 7.56 miles, of which 0.01 miles is in Yarmouth and 7.55 miles is in Freeport. This project begins at the end of Project 121-C and extends to the Brunswick line. This contract was awarded in September as a part of the 1931 program. No mileage is reported for 1930. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corporation of Meriden, Connecticut. Expenditures in 1930 amount to \$10,912.49.

Brunswick—Federal Aid Project No. 121-D. This project consists of the reconstruction of the bituminous macadam road built in 1914 and 1915 and over State Aid bituminous macadam of an earlier date. The project begins at the Freeport town line and extends to the Village Corporation line. From "Hillside Crossing" to "Deep Cut Crossing," the highway was constructed on a new location, thus avoiding one grade crossing, and two right angle turns at an overhead crossing, as well as one other dangerous curve. Total length of the project, 4.16 miles, of which the equivalent of 2.68 miles was constructed in 1930. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1930 amount to \$141,447.58. Contractor, Bruno & Petitti of Boston, Massachusetts.

Brunswick—State Project. In connection with the construction of Federal Aid Project No. 121-D, an extension easterly of the same type of pavement was constructed by Bruno & Petitti as State Project. Length, 0.47 miles. Expenditures in 1930, \$8,890.09.

STATE HIGHWAY—D

Woolwich—State Project. A project was awarded in 1929 to B. Perini & Sons, Inc., of Ashland, Massachusetts for grading and base. Total length, 2.80 miles. This project was completed in 1930. Final payment will be made in 1931.

A contract for surfacing the westerly end of this project was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut, and work was completed in 1930. Type of surface, concrete. Length, 1.80 miles. Width of surface, 20 feet. Shoulders, 3 feet. Total expenditures, including expenditures on the grading project in 1930, amount to \$106,537.21.

Edgcomb—Federal Aid Project No. 63. Additional work on the bridge and approaches on this project was done by force account. Expenditures in 1930 amount to \$5,481.02.

Thomaston—Warren—State Project. This grading project was completed in 1929. Additional expenditures in 1930 amount to \$6,554.14.

Thomaston—Warren—Federal Aid Project No. 117-B. A contract for surfacing the project graded in 1929 was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length of project, 2.00 miles of which 1.23 miles is in Thomaston and 0.77 miles is in Warren. A short section of pavement on each approach to the Georges River Bridge was omitted and will be constructed in 1931. Expenditures in 1930 amount to \$100,784.66.

STATE HIGHWAY—D-SPUR

Edgecomb—State Project. This project begins at the end of the 1929 construction and extends northerly. The work was done by force account under the supervision of Arthur F. Rourke. Type of surface, bituminous macadam. Length, 1.00 mile. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1930 amount to \$33,623.06.

Boothbay—State Project. This project was constructed to fill in the gap between the two sections built in 1928. The work was done by force account under the supervision of Arthur F. Rourke. Type of surface, bituminous macadam. Length, 0.99 miles. Width of surface, 20 feet. Shoulders, 3 feet. In connection with the above work, some grading, base and culverts for which no mileage is reported were constructed for future pavement south of Boothbay Center. Expenditures in 1930 amount to \$39,934.77.

Boothbay Harbor—State Project. Some grading, base and culverts between the Boothbay line and the village were constructed to provide for future surfacing. The work was done by force account under the supervision of Arthur F. Rourke. No mileage is reported. Expenditures amount to \$18,122.44.

STATE HIGHWAY—E

Manchester-Augusta—State Project. Grading for a change in alignment over Pelton Hill at the Manchester-Augusta line was started late in the year. This project shortens the route about one-half mile and eliminates three bad curves. The work was done by force account under the supervision of Guy Babcock. The total length of the project is 0.63 miles, of which 0.43 miles is in Manchester and 0.20 miles is in Augusta. This mileage is reported as stage construction. Expenditures in 1930 amount to \$11,395.75.

STATE HIGHWAY—F

Jay—Federal Aid Project No. 96-B. This project fills in the gap between the two sections of Federal Aid Project 96-A previously constructed. The project was built on new location to eliminate curves and give a better location for the railroad grade crossing. Total length of project, 0.59 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph Giovannucci of Pittsfield, Maine. Expenditures in 1930 amount to \$23,881.17.

Jay—State Project. In connection with the construction of Federal Aid Project 96-B, a change of grade was required at the beginning of the second section of Project 96-A. This required an extension to a large culvert and considerable fill. This work was done by force account under the supervision of J. R. Partridge. No length is reported. Expenditures in 1930 amount to \$5,187.83.

Farmington—Federal Aid Project No. 97-D. This project consists of the construction of the approaches to a concrete bridge over the Sandy River above Fairbanks. Total length of project, 0.45 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with three-foot shoulders. Contractor, Ralph Giovannucci of Pittsfield, Maine. The total length is reported for 1930, but the surface will not be placed until 1931. Expenditures in 1930 amount to \$5,947.62.

Farmington—State Project. This project is located opposite the Franklin County Memorial Hospital. The work was done by force account under the supervision of W. B. Horsman. Length of project, 0.15 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures, \$4,769.98.

Avon—Federal Aid Project No. 119-B. This project begins at the westerly end of F. A. Project 97-A and extends towards Phillips. Type of surface, bituminous treated gravel. Width of surface, 18 feet with three-foot gravel shoulders. Total length of project 2.00 miles, of which 0.70 miles was reported in 1929 leaving a balance of 1.30 miles which was completed in 1930. The contractor was Lincoln & Belding of Marlboro, Massachusetts who failed to finish the work. The project was taken over and completed by the New Jersey Fidelity and Plate Glass Insurance Company of Newark, New Jersey, the bonding company. Expenditures in 1930 amount to \$24,332.10.

Phillips—Federal Aid Project No. 119-A. This project was begun in 1928 and completed in 1929. Expenditures carried over to 1930 amount to \$4,367.91.

STATE HIGHWAY—F-O

Dixfield—Federal Aid Project No. 109-D. This project was begun in 1929. The project was completed that year except for applying the bituminous surface treatment which was done in 1930. The total length of the project is 1.87 miles, all of which was reported in 1929. Expenditures in 1930 amount to \$6,365.08.

Dixfield—Federal Aid Project No. 109-E. This project begins at the easterly end of Federal Aid Project 109-D and extends easterly to the Dixfield-Carthage town line, the beginning of Project 109-B. The total length of the project is 2.76 miles, all of which was built in 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Kennebec Construction Corporation of Waterville, Maine. Expenditures in 1930 amount to \$81,076.88.

Carthage and Wilton—Federal Aid Project No. 109-B. This project was completed in 1929. Expenditures carried over to 1930 amount to \$1,927.45.

Wilton and Dixfield—Federal Aid Project No. 109-F. This project begins at the easterly end of Federal Aid Project No. 109-B and extends easterly to the westerly end of Federal Aid Project No. 109-C. The total length of the project is 3.50 miles of which 2.90 miles is in Wilton and 0.60 miles is in Dixfield. The project was begun and completed in 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Waterbury Road Construction Company of Hartford, Connecticut. Expenditures in 1930 amounted to \$62,374.29, of which \$3,736.50 was transferred from Wilton State Aid funds.

STATE HIGHWAY—H

Winslow—Federal Aid Project No. R-3-A. This reconstruction project was completed in 1929. Expenditures carried over to 1930 amount to \$1,484.33.

Winslow—Federal Aid Project No. R-3-B. This project consists of the reconstruction of part of the bituminous macadam road built in 1918. The project begins at the end of Federal Aid Project No. R-3-A and extends southerly to the Vassalboro line. Total length of project, 1.55 miles. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Green & Wilson of Waterville, Maine. The work was begun and completed in 1930. Expenditures in 1930 amount to \$82,838.86.

Solon and Bingham—Federal Aid Project No. 105-C. This project was completed in 1929. Expenditures carried over to 1930 amount to \$12,557.65

Bingham—Federal Aid Project No. 105-D. This project begins at the end of Federal Aid Project No. 105-C and extends northerly to Bingham Village. Length of project, 1.71 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures in 1930 amount to \$69,905.94.

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 3.50 miles was reported in 1929, leaving 0.72 miles which was completed in 1930. Expenditures in 1930 amount to \$43,727.16. This project is built on a new location on account of flowage of the original road caused by the construction of a dam near Bingham. The Central Maine Power Company shares in the cost of this project.

Moscow and Caratunk—Federal Aid Project No. 124-B. This project begins at the end of Federal Aid Project 124-A and extends northerly over new location. Total length of project, 7.58 miles of which 3.72 miles is in Moscow and 3.86 miles is in Caratunk. The work was begun and completed in 1930. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. This project is built on a new location on account of flowage of the original road caused by the construction of a dam near Bingham. The Central Maine Power Company shares in the cost of this project. Expenditures in 1930 including cost of two bridges and bituminous surface treatment, amount to \$322,171.39. Final payment will be made in 1931.

Caratunk. In connection with the removal of slides from the State Highway there was transferred to the State Aid account the sum of \$3,231.50. No additional mileage is reported as this section has been previously reported.

STATE HIGHWAY—"H-I"

Pittsfield—Federal Aid Project No. 120-B. This project was begun in 1929 and completed except for bituminous surface treatment which was applied in 1930. 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. Expenditures in 1930 amount to \$7,494.44.

STATE HIGHWAY—I

Bangor and Hermon—Federal Aid Project No. 110-B. This project was completed in 1929. Expenditures carried over to 1930 amount to \$11,179.11.

Hermon—State Project. This project was begun in 1929 and the total length of 1.09 miles was reported as stage construction that year. Some additional filling and treating of the base with bituminous material to supply a temporary surface was done in 1930. Expenditures in 1930 amount to \$25,424.18. The Maine Central Railroad Company contributed \$22,500.00 as their share of the expense of eliminating the grade crossing at Northern Maine Junction.

Hermon and Carmel—Federal Aid Project No. 110-C. This project begins near Hermon Center and extends westerly. Total length of project 3.75 miles, of which 3.30 miles is in Hermon and 0.45 miles is in Carmel. All mileage is reported but 0.30 miles in Hermon at Miller Hill was not surfaced and so was reported as stage construction only. This 0.30 miles was left without surfacing on account of expected settlement. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., of Augusta, Maine. This work was begun and completed in 1930. Expenditures in 1930 amount to \$206,228.14.

Newport—Federal Aid Project 110-D. This project begins near the junction of State Highways "I" and "J" and extends easterly. Length of project, 1.00 miles. The work was begun and completed in 1930. Type of surface, concrete. Width of surface, 20 feet, except through the village where additional width was constructed. Shoulders, 3 feet. Contractor, B. Perini & Sons, Inc., of Ashland, Massachusetts. Expenditures in 1930 amount to \$57,230.50, of which \$2,417.48 was paid from State Aid funds.

Newport—State Project. In connection with the construction of Federal Aid Project 110-D, extra width of pavement was built through the village. The work was

done by B. Perini & Sons, Inc. No mileage is reported, as the length of project is not increased. Expenditures in 1930, including preliminary work for Project 110-D, amount to \$7,434.01, of which \$5,994.67 was paid from State Aid funds.

STATE HIGHWAY—J-K

Milo—State Project. This project begins at the easterly end of the 1927 construction and extends easterly to the 1926 construction. Contractor, Naugler Brothers of Brunswick, Maine. The total length of the project is 1.52 miles of which 0.25 miles is gravel surface and 1.27 miles is concrete surface. Width of surface, gravel, 18 feet; concrete, 20 feet. Gravel shoulders, 3 feet. The work was begun and completed in 1930. Expenditures in 1930 amount to \$60,119.70.

Dover-Foxcroft—State Project. This project begins at the westerly end of the 1929 construction and extends westerly. Length of project, 0.75 miles all of which was built in 1930. Type of surface, concrete. Width of surface, 20 feet with three-foot shoulders of gravel. Contractor, Naugler Brothers, Inc., of Brunswick, Maine. Expenditures in 1930 amount to \$41,885.07.

STATE HIGHWAY—K

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 of which the equivalent of 1.20 miles was reported in 1929, leaving 0.85 miles which was completed in 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet with three feet gravel shoulders. Contractor, Frederick & Susi, Pittsfield, Maine. Expenditures in 1930 amount to \$15,956.66.

Madawaska and Frenchville—Federal Aid Project No. 108-D. This project was begun in 1929 and nearly completed that year. Total length 2.78 miles of which 0.80 miles is in Madawaska and 1.98 miles is in Frenchville. All mileage was reported in 1929. Type of surface,

gravel. Width of surface, 18 feet with three foot gravel shoulders. Contractor, P. A. Cyr and Theophile Soucy, Grand Isle, Maine. Expenditures in 1930 amount to \$11,396.76.

Frenchville—Federal Aid Project No. 108-E. This project begins at the end of Federal Aid Project 108-D and extends southerly. Total length of project 2.08 miles, all of which is reported for 1930. A small amount of work remains to be done in 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet with three-foot gravel shoulders. Contractor, P. A. Cyr and Theophile Soucy, Grand Isle, Maine. Expenditures in 1930 amount to \$51,172.82.

Grand Isle—Federal Aid Project No. 108-F. This project begins about two miles west of the Van Buren town line and extends westerly. Length of project, 4.48 miles. The work was begun and completed in 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with three-foot gravel shoulders. Contractor, Sawyer & Carlisle Construction Company, Ellsworth, Maine. Expenditures in 1930 amount to \$74,986.98.

STATE HIGHWAY—K-I

Presque Isle—State Project. This project begins at the southerly end of the 1929 improvement and extends to the Westfield town line. Length of project, 1.43 miles. The work was begun and completed in 1930. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Boone & Brewer Construction Company, Inc., Presque Isle, Maine. The expenditures in 1930 including payments carried over on 1929 work amount to \$58,058.12.

STATE HIGHWAY—K-SPUR

Fort Fairfield—Federal Aid Project No. 125-A. This project begins in Fort Fairfield Village and extends easterly to Canadian line. Length of project, 1.85 miles, of which 1.38 miles is reported for 1930. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Boone & Brewer Construction Company, Inc., Presque Isle, Maine. Expenditures in 1930 amount to \$63,642.97.

STATE HIGHWAY—L-SPUR

Prospect—State Project. This project begins at the end of the improved State Aid Construction and extends easterly to the Waldo-Hancock bridge. The project is an approach to that bridge and is to be paid for from the special bond issue authorized for the construction of the bridge. Length of project, 2.08 miles, all of which is reported for 1930. Some work remains to be done in 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures in 1930 amount to \$35,985.90.

STATE HIGHWAY—M

Trenton and Bar Harbor—Federal Aid Project No. 112—A. This project was completed in 1928. Expenditures carried over to 1930 amount to \$7,371.59.

Bar Harbor—Federal Aid Project No. 113-A. This project was completed in 1928. Expenditures carried over to 1930 amount to \$6,802.74.

Bar Harbor—Federal Aid Project No. 113-B. This project begins at the end of Federal Aid Project 113-A and extends southerly. Length of project 0.91 miles. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Rogers & Mullaney, Bangor, Maine. Expenditures in 1930 amount to \$32,354.49.

STATE HIGHWAY—M-SPUR

Bar Harbor—Federal Aid Project No. 112-B. This project begins at the end of Federal Aid Project No. 112-A and extends easterly. Length of project, 2.00 miles. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Rogers & Mullaney, Bangor, Maine. Expenditures in 1930 amount to \$97,056.95.

Bar Harbor—State Project. This is a grading project begun in 1928 and completed in 1929. The total length is reported as "Stage Construction" in 1929. Expenditures carried over to 1930 amount to \$27,282.14.

STATE HIGHWAY—N

Hancock—State Project. This project was constructed by force account in 1929. The work was financed by the town of Hancock. Reimbursement was made to the town in 1930. Expenditures in 1930 amount to \$10,399.18.

Hancock—Federal Aid Project No. 98-D. This project was constructed in 1928. Final payment made in 1930 amounts to \$468.39.

Hancock—Federal Aid Project No. 98-E. This project is located with its east end at Franklin Road. Length of project, 0.44 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, J. R. Cianchette & Company, Pittsfield, Maine. Expenditures in 1930 amount to \$14,471.53.

Jonesboro, Whitneyville and Machias—Federal Aid Project No. 99-A. This project begins at the Roques Bluff road in Jonesboro and extends easterly via the Machias road to the Roques Bluff road in Machias. Total length of project, 5.56 miles of which 2.78 miles is in Jonesboro, 1.40 miles is in Whitneyville and 1.38 miles is in Machias. The project was begun in 1930 and completed except for surface treatment. The total mileage is reported for 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., of Augusta, Maine. Expenditures in 1930 amount to \$66,279.32.

Columbia Falls—Federal Aid Project No. 99-D. This project begins about two-tenths of a mile east of Columbia Falls Village and extends easterly. Length of project, 0.55 miles, all of which was constructed in 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Lovejoy & White of Harrington, Maine. Expenditures in 1930 amount to \$8,744.07.

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 Federal Aid Project No. 100-B. The project was begun in 1929 and completed in 1930. Total length, 3.90 miles, of which 0.90 miles is reported for 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet, with 3-foot gravel shoulders. Contractor, Cenedella & Company of Milford, Massachusetts. Expenditures in 1930 amount to \$51,862.52.

Pembroke—Federal Aid Project No. 123-A. This project is in two parts. The first part 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, 1.40 miles. In addition, 0.05 miles was built without Federal participation, making a 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 construction 1.95 miles, of which 1.90 miles is Federal Aid work. All mileage was reported in 1929. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3-foot gravel shoulders. Contractor, Wyman & Simpson, Inc., of Augusta, Maine. Expenditures in 1930 amount to \$6,738.36.

STATE HIGHWAY—N-SPUR

Perry—Federal Aid Project No. 115-A. This project was begun in 1928 and completed in 1929. Expenditures carried over to 1930 amount to \$3,069.87.

Perry—State Project. This project is located over "Mahars Lane" so-called, and is a connection between State Highways "N" and "N-Spur" for traffic between Eastport and western points. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of George L. Stanley. Length, 0.45 miles. Expenditures, \$7,242.23.

STATE HIGHWAY—O

Peru—State Project. This project begins at the end of Federal Aid Project No. 89-A and extends westerly to Federal Aid Project No. 109-G. The work was done by

force account under the supervision of Clarence W. Small. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.40 miles. Expenditures, \$5,816.11.

Peru—Federal Aid Project No. 89-B. This project begins at the Canton line and extends westerly to Federal Aid Project No. 89-A. Construction was started in 1929 and the equivalent of 0.30 miles was reported for that year. The total length of the project, exclusive of the bridge over the railroad, which is not a part of the project, is 0.66 miles, leaving 0.36 miles which was completed in 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Medway, Massachusetts. Expenditures in 1930 amount to \$10,354.41.

Gilead—Federal Aid Project No. 94-E. This project begins at the end of Federal Aid Project No. 94-A and extends easterly to the Bethel line, Federal Aid Project No. 94 D. Part of the project is on new location to avoid two grade crossings of the Canadian National Railways. Total length of project, 3.67 miles. The equivalent of 2.57 miles is reported for 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, O. W. Fernald of Berlin, New Hampshire. Expenditures in 1930 amount to \$44,386.94.

STATE HIGHWAY—P

Jefferson—State Project. This project begins at the end of 1929 construction and extends easterly nearly to the Somerville line. Length of project, 1.84 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The project was constructed by force account under the supervision of W. S. Barton. Expenditures, \$49,879.62.

Union—State Project. This project begins west of Union Village and extends westerly. Length of project, 1.95 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, J. R. Cianchette & Company of Pittsfield, Maine. Expenditures in 1930 amount to \$49,994.39.

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 the project, 3.21 miles, of which 0.07 miles is in Rockland and 3.14 miles is in Rockport. The work was started in 1929 and the equivalent of 0.90 miles in Rockport was reported for that year, leaving 0.07 miles in Rockland and 2.24 miles in Rockport which is reported in 1930. The work was completed but final payment not made in 1930. Type of surface, gravel. Width of surface, 24 feet. Width of base, 18 feet. Contractor, Manzie I. Rogers of Bangor, Maine. Expenditures in 1930 amount to \$32,357.21.

STATE HIGHWAY—R

Vassalboro and China—State Project. This project was completed in 1929. Expenditures carried over to 1930 amount to \$5,547.85.

China—State Project. This project begins at the end of the 1929 construction at South China and extends easterly. Length of project, 1.92 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph M. Davis, Old Town, Maine. Expenditures in 1930 amount to \$64,748.60.

Montville—State Project. This project is a continuation of the previous year's work. Length, 0.05 miles. The work was done by force account under the supervision of H. A. Day. Type of surface, gravel. Width of surface, 18 feet with 3-foot gravel shoulders. Expenditures in 1930 amount to \$3,447.18.

Searsmont—State Project. This project begins at the Belmont line and extends westerly to the Montville line. Length of project, 3.35 miles. Type of surface, gravel. Width of surface, 18 feet with 3-foot gravel shoulders. The work was done by force account under the supervision of H. A. Day. Expenditures in 1930 amount to \$96,126.27.

STATE HIGHWAY—U

Lebanon and Sanford—State Project. This project begins at Eastwood Station and extends easterly. A contract for 2.46 miles was awarded to Vito Mininni of Biddeford, Maine. The contract provided for an extension which was given, making the total length of the project, 4.86 miles, of which 1.58 miles is in Lebanon and 3.28 miles is in Sanford. All mileage is reported for 1930 although some surface treatment and final cleaning up of the project will not be done until 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1930 amount to \$58,334.39.

STATE HIGHWAY—X

Corinth—Federal Aid Project No. 85-D. This project begins about 1.6 miles north of the Kenduskeag town line and extends northerly. Length of project, 3.00 miles. The project was completed except for some work which was left until the removal of the trolley track. This work will be done by the State in 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ashley & Loring of East Bridgewater, Massachusetts. Final payment will be made in 1931. Expenditures in 1930 amount to \$32,694.05.

Charleston—Federal Aid Project No. 85-E. This project begins at the Garland town line and extends southerly nearly to Thayers Corner. The project was completed except for surface treatment and full mileage is reported for 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.89 miles. Contractor, Cyr & Soucy of Grand Isle, Maine. Expenditures in 1930 amount to \$26,433.77.

STATE HIGHWAY—Y

Orrington—Federal Aid Project No. 91-C. This project was begun in 1929 and completed except for surface treatment and final cleaning up. All mileage was reported in 1929. Expenditures in 1930 amount to \$13,457.55.

STATE HIGHWAY—Y-SPUR

Castine and Penobscot—State Project. This project was completed in 1929. Expenditures carried over to 1930 amount to \$1,174.39.

OSSIPEE TRAIL

Cornish, Parsonsfield and Porter—Federal Aid Project No. 126-A. This project begins in Cornish Village and extends westerly to the west end of the bridge in Kezar Falls Village. Total length of the project is 4.76 miles, of which 2.88 miles is in Cornish, 1.87 miles is in Parsonsfield and 0.01 miles is in Porter. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Callan Construction Company of Bristol, Rhode Island. Expenditures in 1930 amount to \$175,-737.79.

SOKOKIS TRAIL

Limerick—State Project. This project begins at the southerly end of the Cornish and Limerick project and extends southerly to a point near the bridge over the Little Ossipee River. Work was started but not quite completed in 1929. Length of project, 3.60 miles, all of which was reported in 1929. Type of surface, gravel. Width of surface, 24 feet. Width of base, 18 feet. Contractor, James J. McHugh of Leicester, Massachusetts. Expenditures in 1930 amount to \$8,109.40.

Saco and Old Orchard—State Project. A short section of gravel road was built in connection with the construction of a bridge. The work was done by force account under the supervision of A. H. Snow. Total length, 0.14 miles, of which 0.04 miles is in Saco and 0.10 miles is in Old Orchard. Expenditures in 1930 including amount paid on bridge was \$9,242.64.

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 in Auburn. The equivalent of 1.28 miles was reported in 1929, leaving a balance of 0.85 miles which was completed in 1930. Of this 0.85 miles, 0.41 miles is in Minot and 0.44 miles is in Auburn. Contractor, W. H. Hinman, Inc., of Medway, Massachusetts. Expenditures in 1930 amount to \$41,551.34.

Auburn—Federal Aid Project No. 106-D. This project begins at the end of Federal Aid Project 106-C and extends easterly. Length, 2.62 miles. Type of surface, bituminous macadam. Width, 20 feet. Shoulders, 3 feet. Contractor, Lewiston Crushed Stone Company of Lewiston, Maine. Expenditures in 1930 amount to \$80,597.67.

Mechanic Falls—Federal Aid Project No. 106-E. This project begins at the westerly end of Federal Aid Project No. 106-B and extends westerly to the Oxford town line. Length of project, 1.50 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ford & Smiley, Skowhegan, Maine. Expenditures in 1930 amount to \$58,947.09.

STATE HIGHWAY—126

Webster—State Project. A section of State Highway beginning at the Wales town line and extending westerly was constructed under the supervision of A. J. Wiggin, Superintendent of Maintenance. Length, 1.36 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1930 amount to \$25,424.35.

Litchfield—State Project. This project is an extension towards Lewiston of the 1928 work. Length, 0.66 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of A. J. Wiggin, Superintendent of Maintenance. Expenditures in 1930 amount to \$17,958.48.

West Gardiner—State Project. This project is located between Cobbosseecontee Stream and Spears Cor-

ner. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The equivalent of 0.50 miles is reported for 1930. The work was done under the supervision of A. J. Wiggin, Superintendent of Maintenance. Expenditures in 1930 including surveys and plans for future work amount to \$11,129.69.

STATE HIGHWAY—127

Dresden—State Project. This project is a continuation of the work done in 1928 and extends to the bridge at Dresden Mills. The work was done by force account under the supervision of R. F. Bragdon. Type of surface, gravel. Total length, 2.00 miles, of which 1.50 miles was reported in 1929, leaving the equivalent of 0.50 miles which is reported for 1930. Expenditures for 1930 amount to \$5,613.83.

STATE HIGHWAY—132

Waldoboro—State Project. This project begins at the end of the 1929 work at Winslows Mills and extends to a junction with Route U. S. 1. Length, 2.35 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of W. S. Barton. Expenditures in 1930 amount to \$50,676.03.

STATE HIGHWAY—134

Mount Vernon—State Project. This project begins at the Readfiled town line and extends northerly. Length of project, 0.53 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of C. W. Small. Expenditures in 1930 amount to \$9,145.90.

STATE HIGHWAY—137

Freedom—State Project. There was expended in this town in connection with State Aid work the sum of \$2,081.47. 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, 3.28 miles. Expenditures in 1930 amount to \$90,535.76.

Brooks—State Project. This project begins at the Knox town line and extends to the Brooks town line. Length, 0.56 miles. The work was done by force account under the supervision of H. W. Worthing. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1930 amount to \$40,012.59.

Waldo—State Project. This project begins at the Brooks town line and extends southerly. Length, 0.10 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of H. W. Worthing. Expenditures in 1930 amount to \$3,102.11.

STATE HIGHWAY—157

Medway—State Project. Three sections of road were built in the town of Medway by force account under the supervision of E. W. Edgerley. One section of 1.26 miles was a continuation of the 1929 construction extending northerly to the bridge over the East Branch of the Penobscot. One section of 0.27 miles began at the northerly end of the East Branch bridge and extended northerly. The third section extended northerly to the East Millinocket town line, length, 0.84. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Total length, 2.37 miles. Expenditures in 1930 amount to \$45,038.70 of which \$8,000.00 was paid by the Great Northern Paper Company.

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 in 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 \$2,506.38 was expended in 1930 and mileage reported in connection with Special Resolves.

NO. 10 PLANTATION**Hancock County**

By Special Resolve of the Legislature, \$5,000 was appropriated to be used in No. 10 Plantation, Hancock County. This money was expended and mileage reported in connection with State Aid.

GOULDSBORO**Hancock County**

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 State Aid.

JACKMAN-ROCKWOOD**Somerset County**

Expenditure on the road from Jackman to Rockwood was made to the extent of \$57,763.68, of which \$10,000 was paid by the Samoset Company. Mileage is reported under Special Resolves.

STATE HIGHWAYS—1930
CONSTRUCTION AND RECONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin	121	Minot	Bit. Mac.		0.41
	121	Auburn	Bit. Mac.		3.06
	121	Mechanic Falls	Bit. Mac.		1.50
	126	Webster		Gravel	1.36
Aroostook	"K"	Connor	Gravel		0.85
	"K"	Frenchville	Gravel		2.08
	"K"	Grand Isle	Gravel		4.48
	"K-Spur"	Fort Fairfield	Bit. Mac.		1.38
	"K-1"	Presque Isle	Bit. Mac.		1.43
Cumberland	"C"	Cumberland	Concrete		1.24
	"C"	Yarmouth	Concrete		2.29
	"C"	Brunswick	Concrete		3.15
Franklin	"F"	Avon	Gravel		1.30
	"F"	Jay	Gravel		0.59
	"F"	Farmington		Gravel	0.15
	"F"	Farmington	Gravel		0.45
	"F-O"	Wilton	Gravel		2.90
Hancock	"M-Spur"	Bar Harbor	Concrete		2.00
	"M"	Bar Harbor	Concrete		0.91
	"N"	Hancock	Gravel		0.44
Kennebec	"H"	Winslow	Concrete		1.55
	"R"	China	Gravel		1.92
	"126"	Litchfield		Gravel	0.66
	"126"	W. Gardiner		Gravel	0.50
	"134"	Mt. Vernon		Gravel	0.53
Knox	"P"	Rockland	Gravel		0.07
	"P"	Rockport	Gravel		2.24
	"D"	Thomaston	Concrete		1.23
	"D"	Warren	Concrete		0.77
	"P"	Union	Gravel		1.95
Lincoln	"P"	Jefferson		Gravel	1.84
	"127"	Dresden		Gravel	0.50
	"132"	Waldoboro		Gravel	2.35
	"D-Spur"	Boothbay		Bit. Mac.	0.99
	"D-Spur"	Edgecomb		Bit. Mac.	1.00
Oxford	"F-O"	Dixfield	Gravel		3.36
	"O"	Peru		Gravel	0.40
	"O"	Peru	Gravel		0.36
	"Ossipee Trail"	Porter	Concrete		0.01
	"O"	Gilead	Gravel		2.57
Penobscot	"X"	Corinth	Gravel		3.00
	"T"	Hermon	Concrete		3.00
	"T"	Carmel	Concrete		0.45
	"T"	Newport	Concrete		1.00
	"X"	Charleston	Gravel		1.89
	157	Medway		Gravel	2.37
Piscataquis	"J-K"	Dover-Foxcroft	Concrete		0.75
	"J-K"	Milo	Concrete		1.27
	"J-K"	Milo	Gravel		0.25
Somerset	"H"	Bingham	Bit. Mac.		1.71
	"H"	Moscow	Gravel		4.44
	"H"	Caratunk	Gravel		3.86
Sagadahoc	"D"	Woolwich	Concrete		1.80
Waldo	"L-Spur"	Prospect	Gravel		2.08
	"R"	Montville		Gravel	0.05
	"R"	Searsmont		Gravel	3.35
	137	Waldo		Gravel	0.10
	137	Brooks		Gravel	0.56
	137	Knox		Gravel	3.28

STATE HIGHWAYS—1930

CONSTRUCTION AND RECONSTRUCTION—Concluded

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Washington.....	"N"	Robbinston....	Gravel		0.90
	"N"	Jonesboro....	Gravel		2.78
	"N"	Whitneyville..	Gravel		1.40
	"N"	Machias.....	Gravel		1.38
	"N"	Columbia Falls	Gravel		0.55
	"N-Spur"	Perry.....		Gravel	0.45
York.....	"U"	Lebanon.....	Gravel		1.58
	"U"	Sanford.....	Gravel		3.28
	"Ossipee Trail"	Cornish.....	Concrete		2.88
	"Ossipee Trail"	Parsonsfield..	Concrete		1.87
	"Sokokis Trail"	Old Orchard...		Gravel	0.10
	"Sokokis Trail"	Saco.....		Gravel	0.04

SUMMARY—1930

Concrete.....	26.17	miles
Bituminous Macadam.....	11.48	"
Gravel.....	71.54	"
Total.....	109.19	"

1930 CONSTRUCTION AND RECONSTRUCTION—Continued

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	1.23
Kennebec.....	"E"	Manchester.....	Force Account	0.43
		Augusta.....	Force Account	0.20
Penobscot.....	"I"	Hermon.....	Contract	0.30
			Total.....	2.16

STATE HIGHWAY REPLACEMENT TABLE

Mileage Previously Reported, Replaced by State Highway Construction—1930

County	Highway	Town	Original Type	Work Done	Type of Replacement	Length Replaced Miles
Cumberland	"C"	Cumberland	Bit. Mac.	1914-15	Concrete	1.25
	"C"	Yarmouth	Bit. Mac.	1914-15	Concrete	2.29
	"C"	Brunswick	Bit. Mac.	1914-15	Concrete	1.32
Franklin	"F"	Farmington	Gravel	1914-15	Gravel	0.51
Kennebec	"H"	Winslow	Bit. Mac.	1918	Concrete	1.55
Knox	"D"	Thomaston	Gravel	1915	Concrete	1.16
	"D"	Warren	Gravel	1914-15	Concrete	0.77
Penobscot	"I"	Hermon	Gravel	1915-16	Concrete	3.00
	"I"	Newport	Gravel	1914	Concrete	0.61
Sagadahoc	"D"	Woolwich	Gravel	1914	Concrete	1.80
Somerset	"H"	Caratunk	Gravel	1924	Gravel	0.75
						15.01

SUMMARY

REPLACED STATE HIGHWAY MILEAGE—1925-1930 INCLUSIVE

Gravel	40.14	Miles
Gravel and Macadam	6.68	"
Sand Clay	2.98	"
Bituminous Macadam	14.40	"
Concrete	7.30	"
Total	71.50	"

STATE HIGHWAYS SUMMARY

1914 to 1930 Inclusive

With Corrections Due to Reconstruction 1925 to 1930 Inclusive

Type	Original Mileage	Reconstruction Add	Mileage Deduct	Net Mileage
Gravel	890.45	3.60	40.14	853.91
Macadam	2.10			2.10
Sand Clay	6.75		2.98	3.77
Gravel and Macadam	6.68		6.68	
Bituminous Macadam	260.12	38.17	14.40	283.89
Concrete	87.16	67.71	7.30	146.57
	1,253.26	109.48	71.50	1,291.24

STATE HIGHWAY COMMISSION
CONSTRUCTION AND RECONSTRUCTION

January 1, 1930

FAP. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
118A	A	Wells	\$394.07	\$1,329.38	\$1.40	\$11.00	\$879.99	\$2,615.84	\$ 3.62
	A	North Berwick							
	A	Berwick							
118B	A	Saco-Scarboro				451.73	3,775.08	4,226.81	1,332.83
	A	Scarboro				286.17	3,068.31	3,354.48	8,295.74
87D	A	Scarboro							
	A	York-Wells					931.85	931.85	148.17
	A	South Portland	61.01	300.00				361.01	
A-Spur	B	No. Kennebunkport	224.16					224.16	
	F	Saco				40.50	400.00	440.50	1,071.34
	B	Fryeburg	419.75					419.75	
121A	B-S	Casco		180.90		444.39	868.10	1,493.39	17,838.32
	B-S	Poland	601.49					601.49	
121B	C	Falmouth							
121C	C	Falmouth-Cumberland		30.00	10.06	390.52	2,416.74	2,807.26	10,214.66
	C	Cumberland-Yarmouth				6,349.79	12,141.80	18,531.65	60,617.08
121D	C	Falmouth	120.67	569.60		550.12	1,052.50	1,758.27	1,076.61
	C	Cumberland	487.09	589.52		15.50		1,076.61	
	C	Yarmouth	1,324.86	820.99				2,145.85	
121E	C	Freeport			9.68	6,236.19	1,535.26	7,781.13	29,723.90
	C	Brunswick	308.89	205.00				513.89	681.12
121F	D	Freeport		37.50	6.38	1,609.52	859.68	2,513.08	1,938.21
	D	Woolwich	102.53	684.32	7.90	3,216.57	1,852.75	5,864.07	13,221.08
104A	D	Wiscasset	675.69	354.68				1,030.37	
	D	Edgcomb				190.42		190.42	1,736.22
	D	Thomaston		50.00		14.30		64.30	
117A	D	Thomaston-Warren		135.00		520.94	833.50	1,489.44	2,272.30
	D	Rockport							175.50
117B	D	Rockland-Rockport				33.33		33.33	
	D	Thomaston				5.22	35.50	40.72	357.85
117B	D	Thomaston-Warren		15.00	10.06	2,934.81	583.53	3,543.40	9,252.70
	D-Spur	Boothbay	153.60	91.71		354.97	283.06	883.34	6,209.11
81B	D-Spur	Boothbay Harbor	267.91	14.00		52.65		334.56	3,151.21
	D-Spur	Edgcomb	211.10	218.00		202.33		631.43	8,231.23
96B	E	Falmouth	863.49					863.49	
	E	Cumberland	324.10					324.10	
	E	Manchester	130.33	47.53		73.83	112.71	364.40	9,532.51
97C	F	Augusta	32.82	37.47		29.43		99.72	
	F	Livermore				139.34		139.34	
97D	F	Livermore					40.00	40.00	42.00
	F	Jay		340.83		80.60		421.43	284.49
97D	F	Jay		45.00	20.75	1,725.91	471.00	2,262.66	11,892.85
	F	Strong		15.00		70.00		70.00	
119A	F	Farmington			33.00	482.59	153.00	633.59	4,654.62
	F	Avon	4.35	373.32		6.00		383.67	180.00
119B	F	Phillips		15.00		48.82	4,294.59	4,358.41	
	F	Avon		22.50		1,640.90		1,663.40	7,928.02
109A	F-O	Farmington	12.60	86.90		67.75		167.25	3,020.08
	F-O	Dixfield		268.17				268.17	
109B	F-O	Dixfield				45.84	4.50	50.34	
	F-O	Carthage-Wilton				99.00		99.00	200.00
109C	F-O	Wilton				145.00		145.00	
	F-O	Dixfield				374.89	25.75	400.64	1,183.25
109F	F-O	Dixfield			10.71	4,334.22	556.75	4,901.88	35,983.45
	F-O	Wilton-Dixfield		36.00	7.28	2,493.63	266.66	2,803.57	25,271.52
109F	F-O	Wilton		657.14				657.14	
	F-O	Belgrade							
R-3B	G	Oakland	31.00					31.00	
	G	Waterville	804.53					804.53	
R-3A	H	Winslow		100.00				100.00	
	H	Winslow			15.17	2,301.55	375.77	2,692.49	5,860.90
105B	H	Winslow		186.00		298.33	1,000.00	1,484.33	
	H	Norridgewock					10.00	10.00	
105D	H	Bingham	185.08	629.77				814.85	
	H	Moscow		222.09		20.00		242.09	
105C	H	Caratunk		.60				.60	
	H	Emden-Solon							6.24
124A	H	Bingham			11.19	2,484.82	.75	2,496.76	18,796.20
	H	Solon-Bingham				380.00	500.00	880.00	6,311.78
124B	H	Moscow				2,126.94		2,126.94	26,630.66
	H	Moscow-Caratunk			8.25	16,704.81		16,713.06	166,091.16
120B	H-I	Jackman							
	H-I	Jackman-Rockwood				110.00		110.00	24,516.36
120B	H-I	Pittsfield							3.00
	H-I	Canaan	156.66					156.66	
120B	H-I	Palmyra	905.43					905.43	
	H-I	Newport	15.33					15.33	
120B	I	Pittsfield				702.85		702.85	2,005.87
	I	Pittsfield	107.75					107.75	

EXPENDITURES OF STATE HIGHWAYS

to December 31, 1930

LABOR AND MATERIALS

Drainage	Culverts	Surfacing	Guard Rail	Bridges	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
				\$6,707.75		\$ 3.62	\$2,619.46		
				2.37		\$6,707.75	\$6,707.75		
\$270.12	\$93.33	\$4,306.55	\$157.04			2.37	2.37		
37.80	128.97	3,990.68	22.05			6,159.87	10,386.68	8,418.22	
	23.32	71.70				12,475.24	15,829.72	10,001.10	
						71.70	71.70		
						171.49	1,103.34		
							361.01		
							224.16		
34.22	279.02	672.13	85.74			2,142.45	2,582.95		
							419.75		
8,641.93	972.94	765.30				28,218.49	29,711.88		County share Land Damage 100.00
							601.49		
								48,078.69	
5,071.85	2,175.41	579.97	399.00		464.00	18,904.89	21,712.15	9,356.31	
10,596.38	11,359.49	113,413.58	4,307.22		3,778.48	204,072.23	222,603.88	41,973.30	
		1,349.91				12,924.91	13,475.03		Martin Pt. Bridge 7185.62
423.26	13.95					437.21	2,195.48		
							1,076.61		
							2,145.85		
5,428.75	7,680.05	87,159.95	1,417.50		2,256.30	133,666.45	141,447.58	31,522.17	Land Dam. 50.00
		7,695.08				8,376.20	8,376.20		
		90.00				8,399.41	10,912.49		
19,210.05	6,371.20	62,524.92	4,756.20			100,673.14	106,537.21		County Share Land Damage 587.50
	960.89						1,030.37		
		485.05	604.90	1,529.96		5,290.60	5,481.02		
934.47							64.30		
	47.79	976.01				5,064.70	6,554.14		Transferred from Thomaston 762.50
1,768.60						175.50	175.50		
							33.33		
							357.85	4,710.43	
18,135.78	2,587.91	65,463.67	1,801.20			97,241.26	100,784.66		County Share Land Damage 416.75
13,944.19	1,425.71	16,265.94	1,206.48			39,051.43	39,934.77		
7,125.88	1,976.93	5,533.86				17,787.88	18,122.44		
6,264.54	2,403.41	15,075.16	1,017.29			32,991.63	33,623.06		
							863.49		
	511.54	887.58					324.10		
							10,931.63	11,296.03	
							99.72		
							42.00		
226.25	3,598.87	656.79				4,766.40	5,187.83		
2,845.40	2,715.05	2,731.55	1,433.66			21,618.51	23,881.17		Co Sh L D. 136.87 Sp Re trans 7000.00
	586.91						70.00		
							5,264.03	5,947.62	
							180.00	563.67	
			9.50				9.50	4,367.91	
5,844.98	890.33	4,371.12	3,634.25			22,668.70	24,332.10	17,402.00	
662.25	58.40	862.00				4,602.73	4,769.98	17,083.63	
							268.17		Can. Check 25.00
							50.34		Can. Check 25.00
127.68	604.58	265.99	630.20			1,828.45	1,927.45	4,974.96	
		5.70					150.70	9,109.13	
626.60	274.02	2,964.42	916.15			5,964.44	6,365.08	5,943.17	
14,967.98	10,685.95	12,958.04	1,579.78			76,175.20	81,076.88	25,079.30	
13,264.20	6,736.56	11,309.18	2,989.26			59,570.72	62,374.29	28,136.50	St. Aid tr. 3736.50
		1.45					657.14		
							1.45		
							31.00		
							804.53		
17,043.31	179.33	53,058.78	1,474.40			80,146.37	82,838.86	23,190.00	
	2,708.98						1,484.33	6,384.54	
							10.00		
							814.85		
							242.09		
							.60		
22,198.86	4,437.38	18,242.64	3,743.10			67,409.18	69,905.94	25,680.00	
267.40	1,028.24	3,365.72	704.51			11,677.65	12,557.65	13,994.14	
4,209.60	6,066.17	2,512.79	2,180.97			41,600.22	43,727.16	5,586.98	
27,181.73	55,754.06	37,754.19	16,439.22	2,237.97		305,458.33	322,171.39	96,505.26	C M P Co 56812.50
									Can. Check 1.25
9,523.64	1,220.30	21,515.52	402.08		475.75	57,653.68	57,763.68		Rec. Samoset Co. 10,000.00
						3.00	3.00		
							156.66		
							905.43		
							15.33		
680.73	173.98	3,858.30	72.71			6,791.59	7,494.44	6,229.05	
							107.75		

STATE HIGHWAY COMMISSION
 CONSTRUCTION AND RECONSTRUCTION
 January 1, 1930

FAP. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading	
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way			
110D	I I I	Newport	1,083.58	275.33		63.90		1,422.81	1,791.21	
		Newport			7.78	1,389.80	300.00	1,697.58	6,578.31	
		Hermon	396.76	3,630.59		443.43	182.00	4,652.78	16,050.90	
110C	I	Hermon-Carmel		77.50	67.90	6,899.94	10,871.97	17,917.31	37,371.76	
110B	I I I I J	Bangor-Hermon Bangor Carmel Detroit Abbot				54.65	16.80	71.45	534.96	
111A	J-K J-K J-K	Dover-Foxcroft	216.76					216.76		
		Milo	63.40	427.50	2.08	1,375.56		1,868.54	5,791.70	
		Sebec				25.00		25.00	20.00	
107C	K K K	Dover-Foxcroft		238.33	8.83	1,903.11		2,150.27	2,830.90	
		Island Falls				40.00		40.00		
		Caribou	1,105.42					1,105.42		
108F	K K	Grand Isle	62.34	588.77				651.11		
		Frenchville	98.34	430.00	6.84	2,863.48		2,870.32	10,008.67	
108E	K	Frenchville			6.84	1,744.05	345.00	2,095.89	11,222.37	
92D	K K	Fort Fairfield	65.29	499.00				564.29		
		Connor				16.00		16.00		
92E	K K K	Connor				737.47		737.47	1,841.22	
108C	K K K	Cyr Plantation	1,814.70					1,814.70		
		Fort Kent				62.50		62.50		
		Fort Kent	384.93	14.00				398.93		
108D	K	Madawaska-Frenchville			40.00	372.17	750.00	1,162.17	4,445.52	
108B	K	Fort Kent				62.50		62.50		
125A	K-Spur	Fort Fairfield			6.88	2,019.27	10,400.00	12,426.15	12,542.06	
84C	K-L	Presque Isle		124.00	5.86	2,479.40		2,609.26	17,820.42	
84E	L	Winterport					900.00	937.18		
84F	L L	Hampden				37.18		4,264.00	4,264.00	147.91
		Hampden			97.53	1,265.94		1,701.90	22,588.28	
L-Spur	L-Y L-Y L-Y L	Prospect Br. App.	248.43	90.00						
		Stockton Springs	618.13	151.00						
		Verona	136.45	73.34						
		Prospect	149.96	21.67						
		Hampden								
112A	M-Spur	Bar Harbor	224.91	821.66	68.00	77.00		1,191.57	18,393.45	
		Trenton-Bar Harbor							2,012.30	
113A	M	Bar Harbor						3,531.26		
113B	M M	Bar Harbor			59.52	2,013.79	8.77	2,082.08	6,707.03	
		Mt. Desert								
102A	M	Trenton								
102B	M	Ellsworth-Trenton								
103A	M	Trenton								
103A	M	Dedham								
112B	M-Spur	Bar Harbor			35.75	4,005.27	250.00	4,291.02	5,850.00	
		Hancock	12.00	70.83	16.00	6.80		105.63	9,142.86	
98D	N	Hancock						99.63		
98E	N N N N N N N N N N N N	Hancock		22.50	6.85	1,173.09	1,009.78	2,212.22	7,539.60	
		Sullivan						95.79		
		Steuben					200.00	200.00		
		Baileyville		738.78				738.78		
		Topshfield	1,150.24					1,150.24		
		Danforth	507.45					507.45		
		Milbridge	353.13	80.00				433.13		
		Columbia Falls	242.97	107.50	1.93			352.40		
		Columbia Falls					50.00		50.00	
		Columbia Falls			101.01		795.58		896.59	3,173.40
		Jonesboro, Machias, Whitneyville			9.03		4,545.44		4,554.47	23,017.74
		Jonesboro					42.00		42.00	
		Jonesboro		11.16					11.16	
100C	N-Spur	Robbinston				3,382.91	418.95	3,801.86	12,447.86	
115A	N	Perry				94.96		94.96	2,557.02	
123A	O O	Penbrooke				1,315.43	1,125.00	2,440.43	(2,545.71)	
		Perry	362.02					362.02		
ZZZ	O O O O O	Calais	4.00					4.00		
		Machias		11.17				11.17		
		Whitneyville		11.17				11.17		
		Robbinston		27.00				27.00		
		Lamoine							324.75	
ZZZ	O O	Perry	343.41			183.25		526.66	2,716.17	
		Addison	56.17					56.17		
89A	O O	Peru	254.23	50.00		33.32	101.50	439.05	1,979.86	
		Peru				39.53		39.53		
89B	O	Peru		53.66		775.97		829.63	5,917.56	
89B	O	Gilead	301.42	145.50	24.69			471.61		

EXPENDITURES OF STATE HIGHWAYS—Continued

o December 31, 1930

LABOR AND MATERIALS

Drainage	Culverts	Surfacing	Guard Rail	Bridges	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
	4,155.11	64.88				6,011.20	7,434.01		St. Aid tr. 5,994.67
923.33	1,276.37	46,559.31	195.60			55,532.92	57,230.50	14,940.00	St. Aid tr. 2,417.48
2,686.28	709.09		386.20		938.93	20,771.40	25,424.18		Hewins pr s. 650.00
32,883.25	12,008.17	95,358.61	6,799.10	1,182.19	2,707.75	188,310.83	206,228.14	34,298.05	MCCR sh 22500.00
2,996.30	1,252.48	6,162.16	161.76			11,107.66	11,179.11	8,258.68	County Share Land
		523.19				523.19	523.19		Damage 750.00
					985.01	985.01	1,867.21		
			35.91			35.91	403.65		
8,772.33	2,248.50	40,727.33	711.30			58,251.16	60,119.70		
		369.00				389.00	414.00		
5,872.71	1,271.47	29,586.47	173.25			39,734.80	41,885.07		
							40.00		
							1,105.42		
28,548.51	16,755.95	14,291.00	2,512.53			72,116.66	74,986.98	34,191.74	
							651.11		
13,298.04	6,965.13	15,368.57	2,222.82			49,076.93	51,172.82	26,812.32	
							528.34		
							564.29		
2,774.30	782.96	8,536.52	1,245.79	38.40		15,219.19	15,956.66	8,433.43	
							16.00		
							80.00		
							1,814.70		
1,961.10	1,259.88	2,203.97	364.12			10,234.59	11,396.76	10,131.14	
							62.50		
							398.93		
16,928.46	3,231.82	17,694.58	819.90			51,216.82	63,642.97	7,114.72	House sold 50.00
19,300.12	2,630.96	7,793.71	7,903.65			55,448.86	58,058.12	3,151.52	Asphalt sold 222.00
	141.68						141.68		
		6.13					154.04		
6,480.00	4,446.22	769.50				34,284.00	35,985.90		
							769.13		
							209.79		
							171.63		
							111.23		
7,277.40	419.72					26,090.57	27,282.14		
1,137.73	246.15	3,689.03	286.38			7,371.59	7,371.59	19,170.00	
1,468.20	16.87	1,763.55	22.86			6,802.74	6,802.74	9,300.00	
7,236.00	190.12	16,139.26				30,272.41	32,354.49		
		466.43	30.60			497.03	497.03		
225.35		43.85				269.20	269.20		
									Adj Ce Sht 7200.00
8,415.00	1,989.23	76,511.70				92,765.93	97,056.95	21,909.34	Adj Ce Sht 6000.00
295.00		220.86	24.00	610.83		10,293.55	10,399.18		Adj Ce Sht 1800.00
175.12	110.78	18.56	64.30			468.39	468.39		
1,816.75	333.73	1,590.03	979.20			12,259.31	14,471.53		County Share Land
							95.79		Damage 496.50
							200.00		
							738.78		
							1,150.24		
							507.45		
							433.13		
1,466.55	1,799.93	1,407.60				7,592.48	7,993.88	842.80	
17,824.50	8,001.81	8,964.00	3,916.80			7,847.48	8,744.07		
		192.74				61,724.85	66,279.32	20,029.40	
						192.74	234.74	285.70	
							11.56		
8,153.55	2,453.97	19,101.00	5,634.00	270.25		48,060.66	51,862.52	9,009.05	
52.50	172.40	134.99	58.00			2,974.91	3,069.87	4,117.05	
1,850.24	60.46	2,896.57	2,036.37			4,297.93	6,738.36	12,360.29	
							362.02		
							4.00		
							11.17		
							11.17		
							27.00		
265.41	3.00					593.16	593.16		
649.06	346.06	2,961.98	42.30			6,715.57	7,242.23		
							56.17		
	439.00	2,941.75	16.48			5,377.06	5,816.11		
							39.55		
1,023.05	9.02	1,456.83	1,118.33			9,524.78	10,354.41	6,442.88	
							471.61		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1930

FAP. No.	High-way	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advert-ising	Engineer-ing and Inspection	General Expense Right of Way		
94E	O	Gilead		45.00	157.16	2,270.48	76.90	2,549.54	25,843.91
94B	O	Bethel		7.50			2.30	9.80	
94D	O	Bethel		22.50			2.30	96.80	
	P	Windsor							
	P	Chelsea							812.25
	P	Jefferson	12.11	40.17		617.76	137.06	807.10	25,804.19
	P	Somerville	546.59					546.59	
	P	Washington	208.95					208.95	
	P	Union	288.08		26.83	3,402.43	583.06	4,502.94	19,171.33
	P	Hope							25.00
	P	Rockport-Rockland		121.50		2,691.97	235.00	3,048.47	7,178.77
	Q	Topsham							
	R	Augusta				65.70		65.70	184.45
	R	Vassalboro				26.00		26.00	
	R	Vassalboro				338.50		338.50	1,685.74
	R	Vassalboro-China				69.88		69.88	1,439.11
	R	China	298.22	865.26	53.51	3,257.25	470.78	4,945.02	47,074.38
	R	Montville							69.88
	R	Searsmont	3.60	384.42		1,198.84	1,462.22	3,049.08	37,784.04
	R	Morrill				8.33		8.33	
	R	Palermo	1,309.28	61.00				1,370.28	
	S	Mechanic Falls	432.42	77.00				509.42	
	S	Oxford	528.52					528.52	
	U	Lebanon-Sanford	159.05	197.00	83.58	4,379.08	602.35	5,421.06	21,839.56
	U	Sanford	811.31	429.84	16.67	49.99		1,307.81	
	V	Mercer	321.67	77.00				398.67	
122A	V	New Sharon				140.00	3,103.50	3,243.50	
	V	Farmington	635.58					635.58	
	V	Norridgewock	214.05	71.50				285.55	
Unde	rpass	Sanford-Springvale							
	X	Kenduskeag	246.28	88.00				334.28	
	X	Corinth	278.63	405.00		86.00		769.63	
	X	Charleston	274.32	663.00	2.70	72.40		1,012.42	
	X	Dover-Foxcroft	124.00					124.00	
85D	X	Charleston			7.97	2,933.47		2,941.44	8,896.04
85E	X	Charleston			147.28	1,842.29		1,989.57	8,254.41
91C	Y-Spur	Castine				1,348.54		1,348.54	111.54
	Y	Orrington					200.00	200.00	3,038.75
	Y-Spur	Penobscot					100.00	100.00	
	Y	Gorham	416.30	468.14		1.15		885.59	
	Oss. Tr.	Cornish	538.56	400.17	.89	18.00		957.62	
	Oss. Tr.	Parsonsfield	390.29	379.17	1.81			771.27	
126A	Oss. Tr.	Cornish, Parsonsfield and Porter		52.50	3.84	4,951.45	330.90	5,338.69	27,227.48
	Sok. Tr.	Limerick		23.33		677.23	399.20	1,099.76	4,055.62
	Sok. Tr.	Old Orchard	177.55	89.50		60.00	201.45	528.50	1,244.15
		121 Auburn		392.00				392.00	
		121 Minot				70.34		70.34	
		121 Mechanic Falls		82.50				82.50	
106C		121 Minot and Auburn				1,824.32	555.66	2,379.98	2,510.14
106D		121 Auburn				2,001.18		2,013.40	5,355.62
106E		121 Mechanic Falls			13.58	2,227.07	55.75	2,296.40	12,408.65
		126 Webster	412.87	90.00		87.92	20.00	610.79	11,634.46
		126 Wales	501.22					501.22	
		126 Monmouth	471.87					471.87	
		126 Litchfield	173.27	182.50		89.73	186.75	632.25	3,626.90
		126 West Gardiner	763.59	91.50		226.12	1,717.91	2,799.12	
		126 Gardiner	50.84					50.84	
		127 Dresden				141.87		141.87	268.06
		132 Jefferson	170.21			22.08		192.29	20.27
		132 Waldoboro	279.79	349.74		303.01	63.31	995.85	18,904.97
		134 Mt. Vernon	103.45	43.32				146.77	3,479.22
		137 Freedom					21.18	21.18	1,342.14
		137 Knox	648.46	332.42		901.98	147.16	2,030.02	50,304.23
		137 Brooks	45.76	119.23		381.93	2.22	549.14	27,769.05
		137 Waldo	1.44	83.94		48.41		133.79	1,733.56
		150 Cornville	80.03					80.03	
		150 Athens	306.24					306.24	
		150 Harmony	204.71					204.71	
		157 Medway	2.85	667.00		527.00	2,563.92	3,760.77	20,439.90
		157 East Millinocket							16.16
		157 Mattawamkeag . . . . .					.75	.75	
		174 Orland	1,532.05					1,532.05	
		No. 1-2-3, Range 9							2,214.01
		No. 10 Plan, Transferred							
		Expenses of issuing bonds							
		Caratunk Transferred to State Aid							
		Thomaston Transferred to State Aid							
		Thomaston Transfer of 1929 Credit to Thomaston							
		Gouldsboro Special Resolution							
Totals			35,157.99	24,556.46	1,253.19	142,719.43	83,714.53	287,401.60	1,196,702.46

EXPENDITURES OF STATE HIGHWAYS—Concluded
 o December 31, 1930

LABOR AND MATERIALS

Drainage	Culverts	Surfacing	Guard Rail	Bridges	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
8,491.00	7,304.49	198.00				41,837.40	44,386.94		
							92.80		
							96.80		
				1,559.66		1,559.66	1,559.66		
	108.88					921.13	921.13		
11,923.97	2,034.52	7,914.44	1,395.40			49,072.52	49,879.62		
			90.80			90.80	637.39		
							208.95		
12,085.97	5,082.96	6,282.59	2,868.60			45,491.45	49,994.39		
						25.00	25.00		
9,003.50	2,229.92	8,308.01	2,588.54			29,308.74	32,357.21		Ck Can. R/W 1.00
		15.50				2,326.56	2,326.56		
						199.95	265.65		
							26.00		
1,123.70	962.46	295.73	1,141.72			5,209.35	5,547.85		
6,958.05	1,243.87	3,408.66	1,118.62			59,803.58	64,748.60		
110.00	90.16	1,406.51	331.52			3,377.30	3,447.18		
17,724.49	11,157.94	23,054.61	3,356.11			93,077.19	96,126.27		
	156.80					156.80	165.13		
							1,370.28		
							509.42		
							528.52		
10,536.58	7,258.59	9,450.00	3,828.60			52,913.33	58,334.39		
							1,307.81		
	138.00					138.00	398.67		
							3,381.50		Rt. of Way 2250.00
							635.58		
							285.55		
			68.41			68.41	68.41		Reimb from P. U. Com. 42.45
							334.28		
							769.63		
							1,012.42		
							124.00		
9,796.05	4,527.33	5,896.71	636.48			29,752.61	32,694.05	12,681.80	
8,353.81	2,349.13	4,406.40	1,080.45			24,444.20	26,433.77		
304.37	321.93	278.58	57.97			1,074.39	1,074.39		
4,183.63	1,374.41	2,242.12	1,270.10			12,109.01	13,457.55	8843.03	
			25.23			25.23	225.23		
							100.00		
							885.59		
							957.62		
							771.27		
3,720.75	6,812.19	131,050.08	1,588.60			170,399.10	175,737.79		
384.11	254.19	517.97	1,797.75			7,009.64	8,109.40		
650.84		118.85	58.20			6,642.10	9,242.64		
							592.00		
							70.34		
							82.50		
8,415.95	1,101.05	15,495.89	1,648.33			39,171.36	41,551.34	22,333.86	County Share Land
2,908.36	4,263.44	24,914.05	1,142.80			78,584.27	80,597.67		Damage 1278.28
2,659.69	2,213.46	14,944.35	4,424.54			56,650.69	58,947.09	22,485.00	
503.33	1,852.36	10,390.52	432.89			24,813.56	25,424.35		
							501.22		
							471.87		
526.18	1,486.70	11,686.45				17,326.23	17,958.48		
		8,330.57				8,330.57	11,129.69		
							50.84		
500.25	881.67	3,569.79	252.19			5,471.96	5,613.83		Asphalt sold 30.00
							20.27		
6,251.31	4,520.49	7,693.15	2,283.76	26.50		49,680.18	50,676.03		
	527.91	4,987.25	4.75			8,999.13	9,145.90		
218.66	8.82	431.35	59.32			2,060.29	2,081.47		
6,786.59	5,108.74	14,246.98	2,059.20			88,505.74	90,535.76		
6,324.71	1,818.58	2,691.18	859.93			39,463.45	40,012.59		
331.95	144.34	316.90	441.57			2,968.32	3,102.11		
							80.03		
							306.24		
							204.71		
8,187.68	2,136.37	6,721.36	3,792.62			41,277.93	45,038.70		Co Sh L D 1250.00
									G N P Co payment 8000.00
584.90			1.90			16.16	16.16		Camp gro sd 318.57
						586.80	587.55		
							1,532.05		
		203.75		88.62		2,506.38	2,506.38		
							5,000.00		
							1,394.84		
							3,231.50		
							762.50		
							3,000.00		
9,878.45	291,930.71	1,321,725.18	130,452.86	30,815.64	11,606.22	3,643,111.52	3,943,901.96	772,963.96	148,090.44

STATE AID ROAD WORK**Including Expenditures from January 1, 1930
to December 31, 1930**

The total expenditure on account of State Aid road work for the year beginning January 1, 1930, and ending December 31, 1930, amounted to \$4,540,658.84. Of this total expenditure the sum of \$3,069,867.16 was paid from State appropriations and \$1,470,791.68 was paid by cities, towns and counties.

Of this total cost, \$14,291.30 was paid for engineering, \$4,005.30 was paid for supervision and \$4,522,362.24 was paid for labor and material. The cost of engineering shown above was paid to local engineering staffs in cities for preparation of plans and inspection. In addition to the supervision charge of \$4,005.30, the State paid from the General State Aid Supervision account the amount of \$63,558.09.

The cost of new construction work is divided as follows: gravel, \$3,165,739.81; bituminous macadam, \$271,696.98; reinforced concrete, \$341,105.41; granite block on concrete base, \$134,847.65. \$206,583.43 was expended in resurfacing previously built State Aid roads; \$412,581.51 was expended on work not completed in 1930; \$5,659.38 was expended in surfacing and repairs; \$1,764.41 was expended in one town for culvert work and \$680.26 was expended for miscellaneous work.

Of the total amount paid from State funds, \$2,903,214.28 was paid from 1930 apportionments; \$138,740.04 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$18,463.16 was paid from Special Legislative appropriations; \$48.72 was paid by town of Crystal; \$587.50 was paid by county of Sagadahoc; \$80.00 was paid by county of Waldo; \$8,231.50 was transferred from Highway Loan fund; \$144.98 was transferred from Motor Transport; \$17.50 from Maintenance and Administration fund; \$144.12 from funds transferred from Third Class; \$70.18 was paid from money refunded; \$125.18 from merchandise sold. The above expenditures for construction and miscellaneous work do not include transfers to other appropriations and reim-

bursements to towns for work reported in previous years. Transfers to other appropriations and reimbursements amounted to \$41,788.81. Of this amount \$38,205.02 was paid from 1930 apportionments, \$3,446.31 from unexpended balances carried forward from 1929, and \$137.48 from funds transferred into the joint fund.

Transfers made from State Aid fund to State Highway amounted to \$9,320.94; transfer to Bridge Loan \$1,375.45; transfer to Third Class \$194.36; reimbursement made to towns for work reported in previous years amounted to \$30,898.06; and general engineering and supervision expense amounted to \$63,558.09. The above totals added to the expenditure on State Aid roads made a total expenditure on State Aid roads of \$3,175,214.06.

Applications for State Aid apportionments were received from 542 towns, including cities and townships. Of this number apportionments for 10 towns have been carried forward to 1930.

207 towns increased their appropriations in 1930 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 182 had received additional State Aid under the Five Times provision in previous years and 25 towns made appropriations under this provision for the first time.

192 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 4 towns made appropriation and received apportionment under the amendment, Chapter 139, P. L. 1927.

The total appropriations made by towns for State Aid purposes amounted to \$1,217,736.99.

The fund available for State Aid road apportionment in 1930 was \$500,000.00 appropriated under the provisions of Sections 34 and 36 of Chapter 25, R. S. 1916; 37½ per cent of the gasoline tax as provided in Chapter 364, P. L. 1929; balance of apportionment to be taken from motor vehicle fees as provided in Chapter 336, P. L. 1929. Total apportionment \$3,059,919.92.

460 towns built 332.33 miles of gravel road, at an average cost of \$1.66, or \$8,758.20 per mile.

10 towns built 7.74 miles of bituminous macadam road at an average cost of \$35,102.96 per mile. 114,635 sq. yds. were constructed, an average cost of \$2.37 per sq. yd.

12 towns built 6.32 miles of reinforced concrete pavement at an average cost of \$53,972.37 per mile. 107,739 sq. yds. were constructed, an average cost of \$3.16 per sq. yd.

4 towns built 0.27 miles of granite block pavement on concrete base. 27,543 sq. yds. were constructed, at an average cost per sq. yd. of \$4.89.

28 towns expended the entire joint fund, 40 towns expended part of fund in strengthening, widening, resurfacing and otherwise rebuilding previously constructed State Aid roads.

24 towns expended the entire joint fund and 47 towns expended a part of fund in grading and base. Work to be completed in 1931.

MILEAGE SUMMARY FOR 1930

Gravel Construction	332.33	miles
Bituminous Macadam Construction	7.74	"
Reinforced Concrete Pavement	6.32	"
Granite Block Pavement on Concrete Base	0.27	"
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1930 Total Added Mileage	346.66	"
1930 Reconstruction Mileage	28.76	"
<hr/>		
1930 Total Constructed Mileage	375.42	"
1930 Gravel Road, graded and based (not surfaced)	42.10	"

STATE AID CONSTRUCTED ON STATE HIGHWAYS

Gravel Construction	12.91	miles
Rebuilt Gravel Roads	2.58	"
Bituminous Macadam Construction	2.59	"
Reinforced Concrete	1.69	"
Granite Block	0.27	"
<hr/>		
Total built on State Highways	20.04	"

Apportionment of State Aid made as follows:

Apportionments Section 20, Chapter 25, R. S. as amended by Section 4, Chapter 258, P. L. 1917	\$603,437.74
Additional apportionments Section 21, Chapter 25, R. S., as amended by Section 5, Chapter 258, P. L. 1917 (Five Times Provision)	945,557.60

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)	\$1,510,924.58
<hr/>	
Total Apportionment of State Aid	\$3,059,919.92
Unexpended Balance from State Appropriation	148,339.30
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Total Amount Available from Apportionments	\$3,208,259.22
1929 Balance, General Supervision Account . \$2,837.08	
1930 Apportionment, General Supervision Account 50,000.00	
	<hr/>
	52,837.08
Town Account Overdrawn	468.82
Town Funds paid in	600.00
<hr/>	
Total	\$3,262,165.12

JOINT FUND

1930 Apportionment	\$3,059,919.92
Balance State Funds	148,339.30
<hr/>	
	\$3,208,259.22
1930 Town Appropriations \$1,217,736.99	
Previous Appropriations 11,176.00	
	<hr/>
	1,228,912.99
<hr/>	
	\$4,437,172.21

**STATEMENT OF FUNDS AVAILABLE FROM STATE
AID APPORTIONMENT
Expenditures Made and Balances for 1930**

Year	Funds Available 1930	Balances Lapsed	Expenditures 1930	Balances Dec. 31, 1930
1927 Unexpended Balance.....	\$ 192.99		\$ 187.59	\$ 5.40
1928 Unexpended Balance.....	9,572.02		7,784.22	1,787.80
1929 Unexpended Balance.....	138,379.93			
1929 Special Resolve Trans.....	194.36		134,214.54	4,359.75
1930 Apportionment.....	3,059,919.92		2,941,556.78	118,363.14
Totals.....	\$3,208,259.22		\$3,083,743.13	\$124,516.09
1929 General Supervision Balance.....	2,837.08		2,837.08	
1930 General Supervision Apport.....	50,000.00		60,721.01	*10,721.01
Transferred from Special Resolve.....	18,714.70		18,463.16	251.54
Town of Crystal.....	48.72		48.72	
County of Sagadahoc.....	587.50		587.50	
County of Waldo.....	80.00		80.00	
Transferred from Highway Loan.....	8,231.50		8,231.50	
Transferred from Motor Trans.....	144.98		144.98	
Transferred from Main. and Admr.....	17.50		17.50	
Transferred from Third Class.....	194.12		144.12	50.00
Refunds.....	70.84		70.18	0.66
Mdse. sold.....	230.18		125.18	105.00
Totals.....	\$3,289,416.34		\$3,175,214.06	\$124,923.29
Anticipated Funds—Town Money				
Lisbon.....	\$ 33.35			\$33.35
Nashville.....	390.20		376.54	13.66
Perkins.....	50.25		50.25	
Phippsburg.....	2,803.14		2,803.14	
Rangeley.....	28,512.00		28,512.00	
State Aid Book Balance.....				\$124,970.30
General Supervision Account Overdrawn.....				*10,721.01
Balance.....				\$114,249.29

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 1929.

STATEMENT OF EXPENDITURES

1930 State Aid

Engineering and Inspection paid by Cities.....	\$14,291.30
Engineering and Inspection paid by State.....	4,005.30
Labor and Material.....	4,522,362.24
Cost Charged to Work.....	\$4,540,658.84
Paid by Towns.....	\$1,470,791.68
Paid by State.....	3,069,867.16
	<u>\$4,540,658.84</u>
General Engineering and Supervision.....	63,558.09
Reimbursements to Towns.....	30,898.06
Transfers to other Accounts.....	10,890.75
Town Funds transferred to State Highway.....	2,827.71
	<u>\$4,648,833.45</u>

Paid by Towns	\$1,473,619.39	
Paid by State	3,175,214.06	
		\$4,648,833.45

REIMBURSEMENTS

Westbrook (road built in 1929)	\$8,624.38
Augusta (road built in 1928)	5,514.08
Albion (road built in 1929)	137.48
Damariscotta (road built in 1929)	24.96
Jefferson (road built in 1929)	85.13
Nobleboro (road built in 1929)	634.12
Lincoln (road built in 1929)	66.92
Old Town (road built in 1927)	10,000.00
Phippsburg (road built in 1929)	2,629.59
Limerick (road built in 1929)	3,181.40
	\$30,898.06

TRANSFERS TO STATE HIGHWAY

Wilton, 1928 funds	\$946.50	
1929 funds	930.00	
		\$1,876.50
Newport, 1930 funds		\$7,444.44
		\$9,320.94

TRANSFER TO BRIDGE LOAN

Ripley, 1928 funds	\$1,375.45
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TRANSFER TO THIRD CLASS

Monmouth, 1929 Transfer Balance	\$194.36
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TOWN ACCOUNTS TRANSFERRED TO STATE HIGHWAY

Wilton, 1928 and 1929 funds	\$1,860.00
Newport, 1930	967.71
	\$2,827.71

SUMMARY OF EXPENDITURES ON STATE AID ROADS
January 1, 1930 to December 31, 1930

No of Towns	Type of Road	Square Yards	L'ngth Miles	Cost of Engi- neering	Cost of Super- vision	Cost of Labor and Material	Total Cost	Paid by Town	Paid from State Aid Fund	Paid from Other Funds	Total State Aid Paid	Cost per Mile	Cost per Sq. Yd.
460	Gravel		332.33	\$339.36	1,769.25	3,163,631.20	3,165,739.81	\$924,498.94	2,216,698.71	24,542.16	2,241,240.87	\$8,758.20	.....
10	Bit. Mac.	114,635	7.74	4,885.05	806.99	266,004.94	271,696.98	125,971.50	145,725.48	.....	145,725.48	\$5,102.96	\$2.37
12	Concrete	107,739	6.32	4,441.66	1,043.34	335,620.41	341,105.41	167,920.82	173,184.59	.....	173,184.59	\$5,972.37	3.16
4	Granite Block	27,543	0.27	4,312.10	109.00	130,426.55	134,847.65	65,065.08	69,782.57	.....	69,782.57	.....	4.89
68	Rebuilt Gravel			55.00		206,528.43	206,583.43	59,731.21	145,677.22	1,175.00	146,852.22	.....	.....
71	Uncompleted Work			309.80	221.72	412,049.99	412,581.51	125,095.68	285,290.15	2,195.68	287,485.83	.....	.....
3	Repairs .....			.....	.....	5,659.38	5,659.38	1,508.90	4,150.48	.....	4,150.48	.....	.....
1	Culvert .....			.....	.....	1,764.41	1,764.41	683.43	1,080.98	.....	1,080.98	.....	.....
1	Miscellaneous			3.33	.....	676.93	680.26	316.12	364.14	.....	364.14	.....	.....
630			346.66	14,291.30	4,005.30	4,522,362.24	4,540,658.84	1,470,791.68	3,041,954.32	27,912.84	3,069,867.16	.....	.....

STATE HIGHWAY COMMISSION

10 Towns reported construction and were reimbursed for previous years

- 4 Towns built Gravel and Concrete
- 3 Towns built Bituminous Macadam and Granite Block
- 1 Town built Concrete and Granite Block
- 3 Towns built Concrete and Bituminous Macadam
- 40 Towns expended part of fund resurfacing
- 47 Towns expended part of fund unfinished work
- 1 Town expended part of fund in Miscellaneous work
- 3 Towns expended part of fund resurfacing and uncompleted work

General Engineering and Supervision Expense. \$63,558.09
 Reimbursements to towns reported in previous years 30,898.06
 Transfers from State Aid to Constr. and Reconstr. 9,320.94
 Transfers from State Aid to Bridge Loan 1,375.45
 Transfers from State Aid to Third Class. 194.36

Total Expenditure from State Aid Funds . . . \$3,175,214.06

Town funds transferred to Constr. and Reconstr. 2,827.71

Total Town Expenditures \$1,473,619.39

112

518

- 3 Towns expended 1929 funds
- 10 Towns reimbursed for work done in previous years

- 531 Towns expended 1930 funds
- 1 Town transferred fund to other appropriation
- 10 Towns, funds laid over to 1931

542 Towns received apportionments in 1930

COUNTY TABLE—1930
STATE AID HIGHWAYS

County	Gravel	B. M.	Con.	G. B.	Total Miles Constr.	*Rebuilt	*Grading and Base	Total Cost	Paid by Town	Paid by State
Androscoggin.....	8.03	0.09	0.50		8.62	0.18	0.80	\$143,113.06	\$58,480.69	\$84,632.37
Aroostook.....	55.24				55.24	1.50	4.63	612,357.57	153,710.44	458,647.13
Cumberland.....	17.36	3.26	0.81	0.27	21.70	0.28	3.00	550,812.10	266,395.23	284,416.87
Franklin.....	11.32				11.32	2.18	2.98	174,975.51	68,508.80	106,466.71
Hancock.....	26.52	1.44			27.96	2.73	8.13	362,645.04	90,531.42	272,113.62
Kennebec.....	20.28		1.12		21.40	1.46	5.45	315,632.72	132,970.40	182,662.32
Knox.....	9.98	1.30	1.28		12.56	3.96	0.10	194,827.31	85,258.59	109,568.72
Lincoln.....	13.01				13.01	3.69	4.37	182,865.26	52,174.32	130,690.94
Oxford.....	20.08		0.28		20.36	1.78	2.56	295,722.91	87,524.20	208,198.71
Penobscot.....	47.23		1.99		49.22	4.20	0.71	501,776.46	143,486.18	358,290.28
Piscataquis.....	15.20				15.20	0.94	0.10	150,585.81	34,353.62	116,232.19
Sagadahoc.....	4.70	0.43			5.13	0.40	2.12	85,176.28	31,156.16	54,020.12
Somerset.....	27.45				27.45	2.00	5.02	297,325.03	80,331.09	216,993.94
Waldo.....	14.21				14.21	0.27	0.41	155,747.17	39,817.30	115,929.87
Washington.....	27.92	0.18			28.10	0.86	0.08	295,459.11	65,313.91	230,145.20
York.....	13.80	1.04	0.34		15.18	2.33	1.64	221,637.50	80,779.33	140,858.17
Totals.....	332.33	7.74	6.32	0.27	346.66	28.76	42.10	\$4,540,658.84	\$1,470,791.68	\$3,069,867.16

*Columns not included in total miles constructed

THIRD CLASS HIGHWAYS**January 1, 1930 to December 31, 1930**

Apportionments from the Third Class Highway fund for 1930 were made to 466 towns and 1929 balances were carried forward in 16 towns not entitled to apportionment in 1930. The total amount available for Third Class highways on April 15, 1930, when the apportionment was made, was \$815,133.61, which was made up as follows: \$383,685.75 from the Mill tax highway fund; \$431,447.86 from the Gasoline Tax accumulated to April 15, 1930. The available fund was apportioned leaving an unapportioned balance of 8 cents. The rate of apportionment was \$52.778 per mile of Third Class roads.

Unexpended balances from 1929, amounting to \$28,-420.49, plus \$46.61, the difference between 1929 overpayment and Transfer of Special Resolve balance from State Aid account in 1930 (Monmouth), were carried forward to 1930; \$6,876.86 was transferred from Special Resolve appropriation and miscellaneous credits of \$17.39 from town of Durham, \$10.00 from town of Canton, and \$6.46 transfer from Amherst State Aid fund, were expended with Third Class fund. The total amount available for expenditure on Third Class road construction was \$850,-511.34 plus apportionment July 1st, 1930, of \$2,090.53 for Van Buren from 1931 Third Class funds.

The work done in 1930 is briefly as follows: 413 towns built gravel surfaced roads; 1 town (Portland) built a bituminous macadam road; 1 town (Dead River) expended 1930 funds for repairs; 2 towns (Jay and Trenton) spent 1930 funds on culvert work; 22 towns expended funds in grading and base to be completed and accepted in 1931, and in 24 towns the work was laid over to be done in 1931. 9 towns (Carmel, Concord, Cumberland, Durham, Greenwood, Leeds, Norridgewock, Parkman, Skowhegan) 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 \$882,510.88. Of this amount \$852.35 was paid for supervision and \$881,658.53 was expended for labor

and material. Of this total expenditure, \$798,209.74 was paid from Third Class highway apportionments; \$6,390.64 was paid from Special Resolves and \$77,910.50 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 \$11,135.32.

Reimbursements were made to 2 towns reported in 1928 as follows: Naples \$2,375.01 and Yarmouth \$1,347.42; and to 4 towns reported in 1929 as follows: Canton \$975.41, Gilead \$244.89, Old Town \$1,927.45, and Rumford \$486.22. Total amount of reimbursements, \$7,356.40.

A total of 101.93 miles was reported in 1930, of which 101.64 miles were constructed with gravel surface and 0.29 miles of bituminous macadam.

STATEMENT OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1930 to December 31, 1930

Expended for Supervision	\$852.35
Expended for Labor and Material	882,144.75
	<hr/>
Total	\$882,997.10
Paid by State from Third Class Highway Apportionments	\$798,209.74
Paid by State from Special Resolve Transfers	6,876.86
	<hr/>
Total payments by State	\$805,086.60
Paid by Cities and Towns	77,910.50
	<hr/>
Total Expenditures Third Class Highway Account	\$882,997.10

STATEMENT OF THIRD CLASS HIGHWAY FUND

From January 1, 1930 to December 31, 1930

Mill Tax Fund	\$743,685.75
Apportioned for State Aid	\$200,000.00
Apportioned for Special Resolve Work	150,000.00
Apportioned for Topographic Work	10,000.00
	<hr/>
	360,000.00
	<hr/>
Available from Mill Tax Fund April 15, 1930	\$383,685.75

Available from Gasoline Tax	431,447.86	
Third Class Highway Fund	\$815,133.61	
Unapportioned Balance April 15, 1930	0.08	
Apportionment	\$815,133.53	
Unexpended Balance from 1929	28,420.49	
Transfer of Special Resolve Balance from Monmouth State Aid Account	{ \$194.36 -147.75	
		46.61
Miscellaneous Credits		33.85
Transferred from Special Resolves		6,876.86
Funds Available for Third Class Roads	\$850,511.34	
Third Class Funds expended in 1930 Construc- tion	\$798,209.74	
Special Resolves expended with Third Class Funds	6,876.86	
Third Class Funds expended for Reimburse- ments	6,870.18	
		\$811,956.78
Unexpended Balance from April Apportionments	\$38,554.56	
Apportioned Van Buren July 1, 1930	2,090.53	
Unexpended Balance from Third Class Construction	\$40,645.09	
Balance from General Supervision	\$7,847.94	
Apportionment July 1, 1930	7,152.06	
General Supervision Fund	\$15,000.00	
Expended for Third Class Supervision	11,135.32	
Balance General Supervision Account	\$3,864.68	
Total Unexpended Third Class Account	\$44,509.77	

COUNTY TABLE—1930

THIRD CLASS

County	Total Miles Constr.	Gravel	Bit. Mac.	Con.	G. B.	Total Cost	Paid by Town	Paid by State
Androscoggin	2.21	2.21				\$51,871.11	\$3,694.79	\$48,176.32
Aroostook	11.61	11.61				92,478.16	14,784.35	77,693.81
Cumberland	7.88	7.59	0.29			88,208.79	18,492.78	69,716.01
Franklin	3.59	3.59				34,752.37	595.12	34,157.25
Hancock	4.99	4.99				42,123.02	4,103.56	38,019.46
Kennebec	7.63	7.63				65,569.00	7,506.19	58,062.81
Knox	3.43	3.43				25,122.27	1,108.07	24,014.20
Lincoln	3.59	3.59				48,200.93	17,202.56	30,998.37
Oxford	7.75	7.75				71,598.21	598.94	70,999.27
Penobscot	11.77	11.77				74,907.34	1,192.38	73,714.96
Piscataquis	3.96	3.96				33,762.05	1,244.15	32,517.90
Sagadahoc	1.86	1.86				16,802.59	74.35	16,728.24
Somerset	10.22	10.22				72,397.36	4,156.79	68,240.57
Waldo	7.26	7.26				53,904.85	435.27	53,469.58
Washington	4.98	4.98				30,607.15	194.21	30,412.94
York	9.20	9.20				80,205.68	2,526.99	77,678.69
Totals	101.93	101.64	0.29			\$882,510.88	\$77,910.50	\$804,600.38
General Engineering and Inspection Costs						\$11,135.32		\$11,135.32
Total Costs						\$893,646.20	\$77,910.50	\$815,735.70

STATE HIGHWAY COMMISSION

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1930 to December 31, 1930

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 Spec. Res.	Total State Aid Paid	Cost per Mile
413	Gravel	101.64	\$815.32	\$814,530.76	\$815,346.08	\$66,985.47	\$743,023.57	\$5,337.04	\$748,360.61	\$8,021.90
1	Bituminous Macadam	0.29	.....	12,123.09	12,123.09	5,523.20	6,599.89	.....	6,599.89	41,803.75
2	Culvert Work . . . . .	.....	.....	3,505.17	3,505.17	.....	3,505.17	.....	3,505.17	.....
1	Repairs . . . . .	.....	.....	131.85	131.85	2.69	129.16	.....	129.16	.....
22	Grading and Base . . . . .	.....	37.03	51,367.66	51,404.69	5,399.14	44,951.95	1,053.60	46,005.55	.....
439	Totals	101.93	\$852.35	\$881,658.53	\$882,510.88	\$77,910.50	\$798,209.74	\$6,390.64	\$804,600.38	.....

6 Expenditures for General Third Class Supervision \$11,135.32
 Reimbursements (Canton, Gilead, Naples, Old Town, Rumford, Yarmouth) 7,356.40

24 Total State Expenditures \$823,092.10
 Laid Overs to 1931

469
 3 (2 towns reported construction and were reimbursed (Rumford and Canton)
 (1 town expended 1929 balance—received no 1930 apportionment (Rangeley Pl.)

466 Towns received apportionment in 1930
 Rate of apportionment \$52.778 per mile of Third Class roads

SPECIAL RESOLVES**January 1, 1930 to December 31, 1930****Available Funds**

Chapter 148, P. L. 1929, provided \$150,000.00 for expenditure in 1930 to aid 171 towns in the construction and repair of roads and bridges. This chapter also provided \$3,000.00 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 Togue Pond road.

The above legislative appropriations together with the balance brought forward from previous resolves made a fund of \$217,540.65 available for 1930.

Work Done in 1930

In 98 towns the 1930 resolve appropriations were expended in accordance with the specifications for the construction of State Aid and Third Class roads; in 21 towns the money was expended in general repair work; in 4 towns uncompleted work was reported, in one town the money was expended for bridge repairs and in one town for repairs on culvert. 1930 Resolve appropriations were transferred or expended with State Aid funds in 20 towns, with Third Class in 9 towns, with State Highway in one town, and in one town with Maintenance money, Mexico expending part of its fund with State Aid and Porter expending part of its fund for Maintenance.

The expenditure from the balance available on the Eustis-Woburn road was used for patrol; the Deer Isle balance was used for repairs on the raised road across the bar; and the 1929 balance and 1930 appropriation for the Sourdnhunk-Togue Pond road was used for culverts and general repairs.

On August 26 the Highway Commission and representatives of the Samoset Hotel Company met and agreed that the State should proceed with the construction of the Jackman-Rockwood road at once, and the Samoset Company would pay \$10,000.00 into the State Treasury at once, the balance to be paid on completion of the road, if opened for public travel on or before July 1, 1931. Three road crews were organized, one working from the Long Pond end, one from the Rockwood end, and the other located at Tarratine. The grading was completed the entire distance between Long Pond and Rockwood, and with the exception of about one and one-half miles had received at least one coat of gravel. The work can easily be completed for light traffic before July 1, 1931, providing funds are provided for this purpose.

The total expenditures from available Special Resolve appropriations and balances during the season of 1930 amounted to \$163,306.76, leaving a balance of \$13,777.92 to carry forward to 1930.

Towns expended \$16,434.84 in conjunction with the special appropriations from the State.

In addition to the above expenditures \$2,506.38 was expended from the available fund for the Sourdnahunk-Togue Pond road and \$57,761.43 was expended on the road from Long Pond to Rockwood.

In addition to the repairs and miscellaneous work 14.87 miles of gravel road has been reported as constructed during 1930.

STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS

Expenditures January 1, 1930 to December 31, 1930, and Balances on December 31, 1930

	Appropriations	Balances Lapsed	Expenditures	Balances
Chapter 50 Resolves 1923 Howland-Enfield Bridge	\$2,617.24	\$2,617.24		
Chapter 133 Resolves 1923 Orient International Bridge	1,215.16		41.90	\$1,173.26
Chapter 133 Resolves 1923 Wiscasset-Westport Road	32.18		32.18	
Chapter 122 Resolves 1925 (Glenburn)	9.09	9.09		
Chapter 252 Resolves 1927 Road Resolves	1,511.52	726.21	785.31	
Town Fund on deposit with State	4.91		4.91	
Chapter 158 Resolves 1927 Eustis-Woburn	7,574.73		3,855.20	3,719.53
Chapter 163 Resolves 1927 Long Pond-Greenville Road	63.56		63.56	
Chapter 112 Resolves 1927 Deer Isle-Little Deer Isle	540.54		432.53	108.01
Chapter 107 Resolves 1929 Jackman-Rockwood	2,800.86		2,800.86	
Chapter 148 Resolves 1929 Road Resolves	10,515.75	60.80	9,837.27	617.68
Chapter 152 Resolves 1929 Sourdnahunk-Togue Pond Road	155.11		155.11	
Total Balances brought forward from 1929	\$27,040.65	\$3,413.34	\$18,008.83	\$5,618.48
Chapter 107 Resolves 1929 Jackman-Rockwood	25,000.00		25,000.00	
Chapter 148 Resolves 1929 Road Resolves	150,000.00		141,840.56	8,159.44
Chapter 148 Resolves 1929 (Gouldsboro Special)	3,000.00		3,000.00	
Chapter 152 Resolves 1929 Sourdnahunk-Togue Pond Road	2,500.00		2,351.27	13,777.92 148.73
	\$207,540.65	\$3,413.34	\$190,200.66	\$13,926.65
Credit from Ricker Hotel Co.—Jackman-Rockwood Special Resolve	10,000.00		10,000.00	
	\$217,540.65	\$3,413.34	\$200,200.66	\$13,926.65
Jackman-Rockwood overdrawn account			19,960.57	6,033.29
			\$220,161.23	overexpen- diture for 1930

STATE HIGHWAY COMMISSION

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

Expenditures from January 1, 1930 to December 31, 1930

	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State 1930 Resolves	Paid by State 1929 Resolves	Paid by State 1927 Resolves	Paid by State 1925 Resolves	Paid by State 1923 Resolves	Total Paid by State
Road Construction.....	\$602.24	\$93,514.47	\$94,116.71	\$10,852.27	\$79,866.16	\$3,072.56	\$325.72			\$83,264.44
Road Repairs.....	140.87	19,303.00	19,443.87	1,813.60	16,397.39	1,232.88				17,630.27
Uncompleted Road Work.....	33.67	5,040.61	5,074.28	74.28	4,250.00	750.00				5,000.00
Resurfacing.....	36.51	3,981.91	4,018.42	1,031.85	2,964.67	21.90				2,986.57
Surface Treatment.....		128.37	128.37	0.35			128.02			128.02
Orient International Bridge.....	41.90		41.90						-41.90	41.90
Bridge Repairs.....	0.80	3,159.19	3,159.99	1,662.49	1,000.00	497.50				1,497.50
Culvert Repairs.....	5.84	423.60	429.44		295.49	133.95				429.44
Eustis-Woburn Road.....		3,855.20	3,855.20				3,855.20			3,855.20
Dees Isle Road.....		432.53	432.53				432.53			432.53
Sourdnahunk-Togue Pond Road.....		2,506.38	2,506.38		2,351.27	155.11				2,506.38
Greenville-Long Pond Road.....		19.78	19.78				19.78			19.78
Jackman-Rockwood Road.....		57,761.43	57,761.43		54,960.57	2,800.86				57,761.43
Inspection on Reimbursements Transfers and Laid Overs.....	82.37		82.37		70.53	10.16			1.68	82.37
Totals.....	\$944.20	\$190,126.47	\$191,070.67	\$15,434.84	\$162,156.08	\$8,674.92	\$4,761.25		\$43.58	\$175,635.83
Special Resolve transferred or paid with State Aid.....					17,353.04	1,047.98	313.68			18,714.40
Special Resolve transferred or paid with Third Class.....					6,753.22	84.63	3.60		35.41	6,876.86
Special Resolve transferred or paid with State Highway.....					4,000.00	3,000.00				7,000.00
Special Resolve transferred or paid with Maintenance.....					155.88		43.78			199.66
Special Resolve Reimbursements.....					11,734.18					11,734.18
Total Expenditures from Resolve Appropriations.....					\$202,152.40	\$12,807.53	\$5,122.31		\$78.99	\$220,161.23

COUNTY TABLE—1930

SPECIAL RESOLVES

County	Total Miles Constr.	Gravel	Cost of Gravel	Cost of all Other Work	Total Cost	Paid by Town	Paid by State
Androscoggin . . . . .	.58	.58	\$4,075.73	\$ 7.66	\$4,083.39	\$ 47.58	\$4,035.81
Aroostook	1.45	1.45	10,184.99	2,503.49	12,688.48	1,462.51	11,225.97
Cumberland	1.32	1.32	10,985.03	1,854.73	12,839.76	2,836.74	10,003.02
Franklin . . . . .	.39	.39	1,353.35	5,830.80	7,184.15	121.53	7,062.62
Hancock . . . . .	.68	.68	5,126.04	1,555.78	6,681.82	126.39	6,555.43
Kennebec . . . . .	.44	.44	2,993.83	6,025.92	9,019.75	1,519.75	7,500.00
Knox . . . . .	.96	.96	6,281.10	3,867.65	10,148.75	202.54	9,946.21
Lincoln . . . . .	.40	.40	1,833.17	3,680.88	5,514.05	2,010.43	3,503.62
Oxford . . . . .	.86	.86	7,728.26	429.44	8,157.70	1,241.45	6,916.25
Penobscot	2.03	2.03	10,084.50	6.00	10,090.50	1,431.38	8,659.12
Piscataquis	1.08	1.08	5,916.86	2,545.93	8,462.79	23.59	8,439.20
Sagadahoc . . . . .	.37	.37	2,521.70	3,477.20	5,998.90	1,523.45	4,475.45
Somerset	1.20	1.20	7,291.64	58,660.13	65,951.77	504.26	*65,447.51
Waldo	1.36	1.36	8,785.31	695.05	9,480.36	358.66	9,121.70
Washington . . . . .	.79	.79	4,669.25	2,379.15	7,048.40	326.54	6,721.86
York . . . . .	.96	.96	4,285.95	3,434.15	7,720.10	1,698.04	6,022.06
Totals	14.87	14.87	\$94,116.71	\$96,953.96	\$191,070.67	\$15,434.84	\$175,635.83

*Includes \$10,000.00 private funds

STATE HIGHWAY COMMISSION

1930 REPORT

BRIDGE CONSTRUCTION

There were carried over from 1929 three hundred and twenty-five petitions for State and county aid in bridge construction. One hundred eleven new petitions were received during 1930, seventy-three bridges were placed under construction and thirty-seven petitions were discontinued, leaving three hundred and twenty-six petitions on file at the end of 1930.

The State's portion of the cost of construction was paid from the bond issue authorized in 1929. Bonds having a value of one million dollars were issued in 1930, leaving four million dollars for future work.

The following work was undertaken in 1930:

Town and County	Contractor	Est. Cost	Description
Abbot Piscataquis	Ulric Metivier	\$24,250	Abbot Bridge; three concrete T-beam spans, clear span length along roadway 45 ft. each, 30° skew; two concrete diaphragm piers and concrete abutments; 22 ft. roadway; 5 ft. sidewalk; new location.
Albion Kennebec	Cecil H. McNally	\$6,500	Hussey Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Auburn Androscoggin	J. A. Greenleaf & Sons Co.	\$4,800	Parsons Mill Bridge; concrete slab span, clear span length 16 ft. to 21 ft.; westerly abutment of concrete, easterly abutment concrete jacket; 40 ft. 6 in. roadway, 24 ft. of concrete surface and remainder of gravel surface.
Baldwin Cumberland	Sweetser Brothers	\$15,000	Folly Bridge; concrete slab span, clear span length 20 ft. along roadway, 30° skew; concrete abutments; 20 ft. roadway; new location.
Bar Harbor Hancock	Force Account	\$8,500	Garland Bridge; concrete slab span, clear span length 12 ft.; stone abutments; 24 ft. roadway, concrete surface.
Berwick York	Force Account	\$3,450	Beaver Dam Bridge; concrete slab span, clear span length 11 ft. along roadway, 7°-52' skew; concrete abutments; 22 ft. roadway.
Bingham Somerset	McEachern & McPherson	\$8,250	Pierce Bridge; concrete slab span, clear span length along roadway 20 ft. 8½ in., 15° skew; concrete abutments; 24 ft roadway, concrete surface.

Town and County	Contractor	Est. Cost	Description
Blue Hill Hancock	Force Account	\$11,600	Village Bridge; concrete slab span, clear span length 14 ft., stone abutments; 38 ft. roadway, two 5 ft. sidewalks.
Boothbay Lincoln	Badger-Rand Ice Co.	\$65,000	Knickerbocker Bridge; creosoted timber pile trestle. 38 spans, total over all length 520 ft.; 20 ft. roadway, asphalt plank wearing surface; new location.
Bowdoin Sagadahoc	Force Account	\$12,500	Plank Bridge; concrete slab span, clear span length 18 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Bradley Penobscot	Force Account Substructure and Slab McClintic-Marshall Corp. Steel Superstructure	\$8,700	Collins Bridge; steel plate girder span, distance center to center of bearings 52 ft.; old stone abutments capped with concrete, 6°-26' skew; concrete slab and roadway surface; 21 ft. roadway.
Bradley Penobscot	Force Account Substructure and Slab McClintic-Marshall Corp. Steel Superstructure	\$8,700	Great Works Bridge; steel plate girder span, distance center to center of bearings 52 ft.; old stone abutments capped with concrete, 14°-31' skew; concrete slab and wearing surface; 21 ft. roadway.
Cambridge-Ripley Somerset	Reed & Reed	\$18,600	Mainstream (Ripley Road) Bridge; two concrete T-beam spans, clear span length 35 ft. each; concrete pier and abutments; 20 ft. roadway.
Canaan Somerset	Force Account	\$20,500	New Bridge; steel I-beam span, distance center to center of bearings 26 ft. 10 in.; concrete abutments; concrete slab and surfacing; 21 foot roadway.
Caribou Aroostook	Thomas Mulcare, Inc.	\$28,800	Fish Hatchery Bridge; two concrete slab spans, clear span length 10 ft. each; concrete pier and abutments; bridge 44 ft. 10½ in. wide providing for 24 ft. roadway on fill.
Carthage Franklin	Force Account	\$22,500	Webb River Bridge; two concrete T-beam spans, clear span length along roadway 45 ft. each, 30° skew; concrete pier and abutments; 20 ft. roadway; new location.
Casco Cumberland	Salvatore Talarico	\$7,100	Mill Bridge; concrete slab, clear span length 15 ft. 6 in.; concrete abutments; 20 ft. roadway.
China Kennebec	George W. Crane	\$5,000	China Village Bridge; concrete slab, clear span length 16 ft.; concrete abutments, log grillage foundation; 20 ft. roadway.
Clinton Kennebec	Force Account	\$39,000	Manley Holt Bridge; three concrete slab spans, clear span length 15 ft. each; two concrete piers, concrete abutments; new river channel location; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Codyville Pl. Washington	Sweetser Brothers	\$17,025	Main Tomah Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 20 ft. roadway; new location.
Coplin Pl. Franklin	J.A. Greenleaf & Sons Co. Substructure and Slab Kittredge Bridge Co. Steel Superstructure	\$19,800	Nash Stream Bridge; steel pony truss, length center to center of end pins 81 ft., 31° skew; concrete abutments; concrete roadway slab, concrete wearing surface; 20 ft. clear roadway.
Cornish-Hiram York-Oxford	Naugler Brothers Co. Inc.	\$49,000	Hiram Bridge; four concrete T-beam spans, clear span length along roadway 50 ft. each, average skew of 18°; three concrete piers, pile foundation; concrete abutments, Hiram abutment pile foundation; 20 ft. roadway, concrete surface; new location.
Dixfield-Mexico Oxford	James H. Kerr	\$4,750	Webb River Bridge; concrete cap on old stone abutment with one concrete wing added, Dixfield abutment only.
Dixfield Oxford	Force Account	\$13,400	Tom Stone Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 22 ft. roadway.
Dover-Foxcroft Piscataquis	Green & Wilson	\$62,000	Dover Bridge; six concrete T-beam spans, clear span length 39 ft. 1 in. each; four concrete piers, one old stone pier topped out with concrete, old stone abutments capped with concrete; 21 ft. roadway, two 6 ft. sidewalks; concrete wearing surface.
Dover-Foxcroft Piscataquis	Stewart & Williams	\$7,600	Robinson Bridge; concrete slab span, clear span length 18 ft. 9 in.; old stone abutments underpinned, jacketed and capped beneath roadway portion of bridge; new concrete abutments under separate concrete slab carrying 5 ft. sidewalk; 24 ft. roadway, concrete surface.
Farmington Franklin	Force Account	\$12,000	North Twin Bridge; concrete T-beam span, clear span length 45 ft.; concrete abutments; 21 ft. roadway.
Fort Fairfield Aroostook	McEachern & McPherson Federal Aid project 125-B	\$23,100	Puddle Dock Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 24 ft. roadway, concrete surface; 5 ft. sidewalk; new location.
Frenchville Aroostook	Hunt & Palmer	\$13,900	Hupolite Gagnon Bridge; concrete box culvert 10 ft. by 10 ft., 30° skew; culvert length 59 ft. providing a 26 ft. roadway on fill.
Fryeburg Oxford	Force Account Substructure and Floor McClintic-Marshall Corp. Superstructure	\$31,000	Charles River Bridge; steel plate girder span, length center to center end bearing plates 75 ft.; concrete abutments, westerly abutment pile foundation; concrete slab and wearing surface, 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Gilead Oxford	Force Account	\$4,000	Peabody School Bridge; concrete slab span, clear span length along roadway 14 ft., 3°-45' skew; existing concrete abutment jackets capped, underpinned and extended with concrete; existing upstream concrete wings jacketed, underpinned and height increased with concrete; concrete wings added downstream; 22 ft. roadway.
Hancock Hancock	Force Account	\$8,700	Carrying Place Bridge; steel I-beam span, clear span length along roadway 29 ft. 9 in., 26° skew; stone abutments using a portion of existing stone abutments; concrete slab and surfacing; 22 ft. roadway.
Hancock Hancock	Hector J. Cyr Co., Inc..	\$7,300	Kilkenny Bridge; two concrete slab spans, clear span length 20 ft. each; concrete pier and abutments; 22 ft. roadway; new location.
Harmony Somerset	James Frederick & Co..	\$29,000	Village Bridge; concrete T-beam span, clear span length 40 ft.; concrete abutments, 22 ft. roadway, 5 ft. sidewalk; concrete surface.
Hartland Somerset	James Frederick & Co..	\$4,900	Withee Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Lebanon York	Badger-Rand Ice Co. . .	\$8,000	Creamery Bridge; concrete slab span, clear span length 18 ft.; concrete abutments, 22 ft. roadway.
Lebanon York	Badger-Rand Ice Co. . .	\$7,800	Sinclair Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 22 ft. roadway.
Livermore Falls- Livermore Androscoggin	Force Account	\$26,000	Androscoggin River Bridge; strengthened existing roadway and sidewalk on existing steel thru truss span; reinforced floor-beams; new I-beam roadway stringers; creosoted wood strip (3"x6") floor with asphalt plank surfacing; old roadway stringers placed on sidewalk, new plank floor; 19 ft. roadway, 5 ft. sidewalk.
Machias Washington	Force Account	\$10,000	Dyke Bridge; four wood sluices, opening 6 ft. by 5 ft. each; Calco gates attached to downstream end preventing salt water from entering pond; length of sluices 45 ft. providing 26 ft. road on fill.
Machiasport Washington	Force Account	\$6,500	Foster Bridge; wood stringer span, clear span length 12 ft.; pile bulkhead abutments; plank floor; 20 ft. roadway, 4 ft. sidewalk.
Madawaska Aroostook	Force Account	\$9,430	Lower Beaulieu Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Masardis Aroostook	Thomas Mulcare, Inc.	\$21,500	Squa-Pan Bridge; concrete T-beam span, clear span length 50 ft.; concrete abutments, 20 ft. roadway.
Mason Oxford	Force Account	\$2,450	Pleasant River Bridge; steel I-beam span with wood floor, clear span length along roadway 32 ft. 9 in.; 9°-31' skew; old stone abutments partially relaid and capped with concrete; 20 ft. roadway.
Mexico-Peru Oxford	Edmond Cyr & Co. Substructure Boston Bridge Works, Inc. Superstructure Federal Aid project, 109-B	\$155,000	Androscoggin River Bridge; three steel thru truss spans, distance center to center of end pins 186 ft. 6 in. each; concrete piers, pile foundation; concrete abutments; 22 ft. roadway, concrete slab and wearing surface; 5 ft. sidewalk; new location.
Morrill Waldo	Hector J. Cyr Co., Inc.	\$4,300	Thomas Bridge; concrete slab span, clear span length along roadway 16 ft. 2 in., 30° skew; concrete abutments; 22 ft. roadway.
Mount Vernon Kennebec	Ulric Metivier	\$14,700	Walton Mill Bridge; concrete slab span, clear span length along roadway 17 ft., 45° skew; concrete abutments, 22 ft. roadway.
Naples Cumberland	J. A. Benoit Constr. Co. Inc.	\$25,300	Crockett Bridge; concrete slab span, clear span length 20 ft.; reinforced concrete abutments, pile foundation northerly abutment; 20 ft. roadway; new location.
Newport Penobscot	Stewart & Williams	\$54,600	Main Street Bridge; five concrete T-beam spans, clear span lengths one at 38 ft. 8 in., two at 37 ft. 1 in., two at 36 ft. 9 in.; four old stone abutments capped with concrete, one old stone pier capped with concrete, two concrete piers; 32 ft. roadway, concrete surface; 5 ft. sidewalk.
Passadumkeag Penobscot	Edmond Cyr & Co. Substructure and floor McClintic-Marshall Corp. Superstructure	\$44,000	Covered Bridge; two steel plate girder spans, distance center to center end bearings 61 ft. each; concrete pier and abutments; 22 ft. roadway.
Prentiss Penobscot	Naugler Brothers Co., Inc.	\$10,400	Jones Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 20 ft. roadway.
Presque Isle Aroostook	Hunt & Palmer	\$13,000	Clark Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; bridge 40 ft. 4 in. long to provide a 29 ft. macadam roadway on fill; new location.
Rome-Smithfield Kennebec Somerset	Walter V. Mitton, Inc.	\$13,100	Meadow Stream Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments, pile foundation; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Roxbury Oxford	Force Account	\$1,115	Frye Bridge; repair of roadway of existing steel truss; timber stringers; plank floor; floor 105 ft. in length; 13 ft. roadway.
Sangerville-Guilford Piscataquis	Naugler Brothers, Inc. Substructure and floor Standard Engineering & Contracting Co. Superstructure	\$63,500	Sangerville Station Bridge; steel thru truss span, distance center to center of end pins 150 ft. 1 in.; concrete abutments; concrete slab and wearing surface; 20 ft. roadway, 5 ft. sidewalk.
Searsmont Waldo	Force Account	\$19,300	Mill Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 22 ft. roadway.
Searsmont Waldo	Reed & Reed	\$10,700	North Searsmont Bridge; concrete T-beam span, clear span length along roadway 25 ft., 15° skew; concrete abutments, 22 ft. roadway, concrete surface.
Searsmont Waldo	Reed & Reed	\$11,000	Tannery Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 20 ft. roadway.
South Portland Cumberland	John H. Simonds Co.	\$22,000	Anthoine Creek Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, stone faced, pile foundation; roadway width 32 ft. 10 in, providing 10 ft. width for street railway and 22 ft. 10 in. width of concrete pavement; 5 ft. sidewalk.
Turner Androscoggin	Force Account	\$10,200	North Turner Bridge; steel T-beam span, clear span distance 40 ft. $\frac{3}{4}$ in. to 49 ft. $4\frac{1}{2}$ in.; old stone abutments partially relaid and capped with concrete wings added; treated wood strip floor with asphalt plank wearing surface; 22 ft. roadway, 4 ft. sidewalk.
T-1, R-4 Aroostook	Naugler Brothers Co., Inc.	\$10,000	Henderson Bridge; concrete slab span, clear span length 16 ft.; concrete abutments; 22 ft. roadway.
T-1, R-4 Aroostook	Naugler Brothers Co., Inc.	\$5,000	Lower Henderson Bridge; concrete slab span, clear span length along roadway 10 ft.; 18° skew; concrete abutments; 22 ft. roadway.
T-1, R-5 Aroostook	Naugler Brothers Co., Inc.	\$9,000	Gulliver Brook Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 22 ft. roadway.
T-2, R-7 Penobscot	Cecil H. McNally	\$11,700	Hay Brook Bridge; concrete box culvert 10 ft. x 10 ft.; log grillage foundation; 20 ft. roadway.
T-17, R-5 Aroostook	George W Crane	\$12,650	Thoroughfare Bridge; four concrete slab spans, clear span length 20 ft. each; concrete piers and abutments; 20 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Vienna Kennebec	Ulric Metvier	\$15,400	Village Bridge; concrete slab span, clear span length along roadway 17 ft. 4 in., 30° skew; concrete abutments; 22 ft. roadway, 5 ft. sidewalk.
Waterville Kennebec	Force Account	\$19,300	Cedar Bridge; creosoted timber pile trestle, 8 spans, total length 112 ft.; 45° skew; 20 ft. roadway, asphalt plank surfacing; new location.
Weld Franklin	Cook & Co., Inc.	\$12,000	Batchelder Brook Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, pile foundation; 20 ft. roadway; new location.
Wells-Kennebunk York	Walter V. Mitton, Inc.	\$26,200	Little River Bridge; concrete slab span, clear span length 18 ft.; concrete abutments, stone faced, pile foundations 24 ft. roadway.
Wilton Franklin	Force Account	\$4,000	Severy Bridge; two concrete slab spans, clear span length, 8 ft. each; concrete pier and abutments; 22 ft. roadway.
Wilton Franklin	Force Account	\$18,100	Walton Bridge; two concrete slab spans, clear span length along roadway 22 ft. x 6½ in. each, 45° skew; concrete pier and abutments; 22 ft. roadway; new location.
Windham Cumberland	Frank W. Fleming	\$13,000	Dole Bridge; concrete slab span, clear span length 16 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Yarmouth Cumberland	Hector J. Cyr Co., Inc.	\$46,000	Falls Bridge; concrete arch span, clear span length 75 ft.; concrete abutments, stone faced; 32 ft. roadway; concrete surface; 5 ft. sidewalk; new location.
Yarmouth-Freeport Cumberland	Force Account	\$42,500	East Branch Cousin's River Bridge; concrete T-beam span clear span length 50 ft.; concrete abutments, stone faced; pile foundation; 24 ft. roadway, concrete surface.

Contracts for construction of the steel superstructures of Mill Pond bridge in Salem, and South Warren bridge between Warren and Thomaston, were awarded to the Penn Bridge Company of America. The floors on these bridges were built by force account. For description see 1929 report.

The contract for the floor of Androscoggin River bridge between Mexico and Peru was not let in 1930.

The following table shows the bridge accounts closed during 1930, with final cost and distribution of cost:

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Acton	York	Jeff Brackett	\$4,121.82	\$1,281.89	\$1,236.55	\$1,603.38
Alton	Pen.	Mill	9,851.56	6,315.65	2,955.47	580.44
Alton	Pen.	Pushaw	5,617.99	3,089.89	1,685.40	842.70
Alton	Pen.	Tannery	8,202.76	5,108.25	2,460.83	633.68
Ashland	Aroos.	Aroostook	95,157.45	57,938.27	28,547.24	8,671.94
Ashland	Aroos.	Horse Brook	10,537.30	6,415.82	3,161.19	960.29
Auburn	And.	Dennison St.	34,400.26	8,600.06	10,320.08	15,480.12
Auburn	And.	Crystal Spring	27,186.14	6,796.54	8,155.84	12,233.76
Baldwin	Cumb.	Heath	4,750.19	1,254.05	1,425.06	2,071.08
Baldwin	Cumb.	Parker	5,323.06	1,442.55	1,596.92	2,283.59
Bethel	Oxf.	Pleasant River	15,203.80	8,863.82	4,561.14	1,778.84
Bethel	Oxf.	Sunday River	29,836.78	17,394.84	8,951.04	3,490.90
Bethel	Oxf.	Toll	78,540.12	45,788.89	23,562.04	9,189.19
Bridgewater	Aroos.	Whited	7,750.57	2,394.93	2,325.17	3,030.47
Brighton Pl.	Som.	Clough	5,413.96	2,674.50	1,624.19	1,115.27
Cambridge	Som.	Ferguson	21,080.93	14,756.65	6,324.28	.....
Carthage	Frank.	Mason	5,606.74	3,924.72	1,682.02	1,542.80
Coplin Pl.	Frank.	Stratton Brook	14,578.48	8,662.14	4,373.54	733.75
Dedham	Pen.	Green Lake	1,630.56	407.64	489.17	.....
Dixfield	Oxf.	Hannaford	8,224.04	5,756.83	2,467.21	.....
Fort Kent	Aroos.	Ft. Kent Mills	35,907.62	15,763.44	10,772.29	9,371.89
Frankfort	Waldo	Upper	23,596.22	13,968.96	7,078.87	2,548.39
Freedom	Waldo	Briggs Brook	3,184.95	2,004.39	955.48	225.08
Freedom	Waldo	Sibley Brook	2,650.73	1,668.18	795.22	187.33
Freedom	Waldo	Barlow Brook	6,334.93	3,986.76	1,900.48	447.69
Freedom	Waldo	Hustis Brook	2,830.79	1,781.50	849.24	200.05
Freedom	Waldo	Lower	5,324.04	3,350.58	1,597.21	376.25
Freedom	Waldo	Upper	2,119.81	1,334.06	635.94	149.81
Freedom	Waldo	Bradstreet Br.	4,638.28	2,919.01	1,391.48	327.79
Hampden	Pen.	Emerson Mill	5,843.64	1,554.41	1,753.09	2,536.14
Hampden	Pen.	York	3,901.35	975.34	1,170.40	1,755.61
Hanover	Oxf.	Saunders Mill	2,009.52	1,099.21	602.85	307.46
Hanover	Oxf.	Stony Brook	6,072.29	3,321.54	1,821.69	929.06
Hiram	Oxf.	Hiram	62,585.84	37,538.00	18,775.75	6,272.09
Hope	Knox	Fish	5,151.15	1,931.68	1,545.35	1,674.12
Howland	Pen.	Piscataquis R.	137,235.11	80,831.48	41,170.53	15,233.10
Kennebunk- No. Kenne- bunkport	York	Bartlett	21,584.84	5,612.06	6,475.45	8,570.50
Leeds	And.	Stinchfield	46,208.82	23,104.41	13,862.65	9,241.76
Leeds	And.	Foss	37,736.14	20,226.57	11,320.84	6,188.73
Lexington	Som.	Lower Sandy	24,398.43	15,803.09	7,319.53	1,275.81
Mapleton	Aroos.	Brennan	10,733.06	3,767.30	3,219.92	3,745.84
No. Berwick	York	Gov. Goodwin	7,638.21	3,826.74	2,291.46	1,520.01
No. Berwick	York	Boyle	7,296.24	3,655.42	2,188.87	1,451.95
No. Berwick	York	Morrills Mill	15,587.02	7,809.10	4,676.10	3,101.82
No. Berwick	York	Sumn'r Morrell	7,926.97	3,971.41	2,378.09	1,577.47
Orland	Han.	Gully Brook	20,068.07	10,475.53	6,020.42	3,572.12
Phillips	Frank.	Lower Village	38,679.85	22,937.15	11,603.96	4,138.74
Phillips	Frank.	Ross	30,957.48	18,357.79	9,287.24	3,312.45
Scarboro	Cumb.	Dunstan River	4,417.31	1,104.34	1,325.19	1,987.78
Scarboro	Cumb.	Pleasant Hill	6,840.26	1,710.07	2,052.08	3,078.11
Sidney	Ken.	Hastings	6,120.10	1,940.07	1,836.03	2,344.00
Waldoboro	Linc.	Wagner	5,567.18	3,897.03	1,670.15	.....
Wilton	Frank.	Sampson	4,561.21	3,192.85	1,368.36	.....
Windsor	Ken.	Cookson	14,930.93	7,674.50	4,479.28	2,777.15
Woolwich	Sag.	Nequasset	11,884.21	8,318.95	3,565.26	.....
			\$1025,537.11	550,280.85	307,661.13	167,595.13

The total net expenditure for State and County Aid bridge construction in 1930, including expenditures from Special Resolves from the Bridge Loan Fund, was \$1,415,-585.76, of which \$105,940.37 was for engineering, advertising and inspection, and \$1,309,645.39 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 1930.

Vanceboro-St. Croix, International Bridge. See 1927 and 1928 reports. Expended to December 31, 1930, \$12,561.59.

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 1930.

Mattawamkeag, Mattawamkeag Bridge. See 1928 report. Expended to December 31, 1930, \$82,239.74.

1927 Resolves

Norridgewock, Covered Bridge. Applied as part of town's portion of cost of bridge under State and County Aid law. Account not closed in 1930.

Frankfort, Upper Bridge, \$2,000.00.

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

Hiram, Hiram Bridge, \$5,000.00.

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

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

Bethel, Toll Bridge, \$10,000.00. Applied as town's part of cost of bridge under State and County Aid law. Amount expended, \$9,189.19.

Orland, Gully Brook Bridge, \$5,000.00. Applied as town's portion of cost of bridge under State and County Aid law. Amount expended, \$3,572.12.

Macwahoc, Moluncus Bridge, \$600.00. Lapsed.

Fort Kent-Clair International Bridge, \$150,000.00. Bridge described in 1929 report completed and Immigration and Customs Building built. Expended to December 31, 1930, \$125,094.60.

Forest City, International Bridge, \$10,500.00. See 1927 and 1928 reports. Expended to December 31, 1930, \$6,566.14.

Hampden, Stanley Bridge, \$4,000.00. See 1927 report. Expended to December 31, 1930, \$3,046.16.

1929 Resolves

Salem, Mill Pond Bridge. Applied as town's portion of cost of bridge under State and County Aid law. Account not closed in 1930.

Sangerville and Guilford, Sangerville Station Bridge.

Dover-Foxcroft, Dover Bridge.

Amounts appropriated by two above resolves applied as towns' portions of cost of bridges under State and County Aid law. For description see another part of this report. Accounts not closed in 1930.

Maine Kennebec Bridge

Chapter 118, Private and Special Laws of 1929, appropriated \$260,000.00 from the Bridge Loan Fund for the construction of a bridge over the Kennebec River between Richmond and Dresden. This bridge is to be known as the "Maine Kennebec Bridge" and will be a State-owned toll bridge until such time as the tolls shall amount to the cost of the bridge, including interest charges, maintenance and operating cost.

Contracts were let in 1930 for this work. Cyr Brothers Company was awarded the contract for the substructure, and American Bridge Company was awarded the contract for the steel superstructure. The bridge consists of four steel truss spans, each having a length of 200 feet center to center of bearings, one steel truss swing span, having a length of 173 feet 6 inches center to center of bearings, and providing two ship channels 70 feet wide, and five steel stringer spans, each having a length of 50 feet. The roadway is 20 feet wide, and the floor creosoted timber, with asphalt plank wearing surface. The substructure is of concrete. Amount expended to December 31, 1930, \$35,910.22.

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

Arrowsic and Woolwich—Arrowsic Bridge	\$6,504.43
Belfast—Lower Bridge	10,975.60
Benton—Bowman Bridge	20.08
Calais—International Bridge	2,685.00
Clinton—Cain Bridge	535.24
Fort Fairfield—Aroostook River Bridge	4,036.47
Gardiner and Randolph Bridge	1,437.36
Kittery—Badger Island Bridge	1,559.53
Machiasport and East Machias Bridge	332.32
Madawaska—International Bridge	7,121.26
Old Town and Milford Bridge	174.40
Sebec—Village Bridge	5,739.99
Van Buren—International Bridge Cr.	1,375.64
Wallagrass—Soldier Pond Bridge	7,201.99
Wiscasset and Edgecomb Bridge	6,782.48
	\$53,730.51

In 1930 the Bridge Division constructed three additional bridges:

- Columbia Falls—Indian River Stream Bridge
- Hermon—Cross Bridge
- Old Orchard and Saco—Goose Fare Bridge

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

MAINTENANCE WORK FOR 1930

Maintenance work during 1930 was performed generally by patrol maintenance. 468 patrolmen were employed in caring for 4,954.46 miles of road in 513 towns. Of this mileage 1,947.11 miles was improved State Highway, 2,228.85 miles was improved State Aid Highway and the balance, or 778.50 miles, was unimproved road. There was also maintained by special arrangement with the towns 326.32 miles of improved State Aid road and 8.22 miles of improved State Highway.

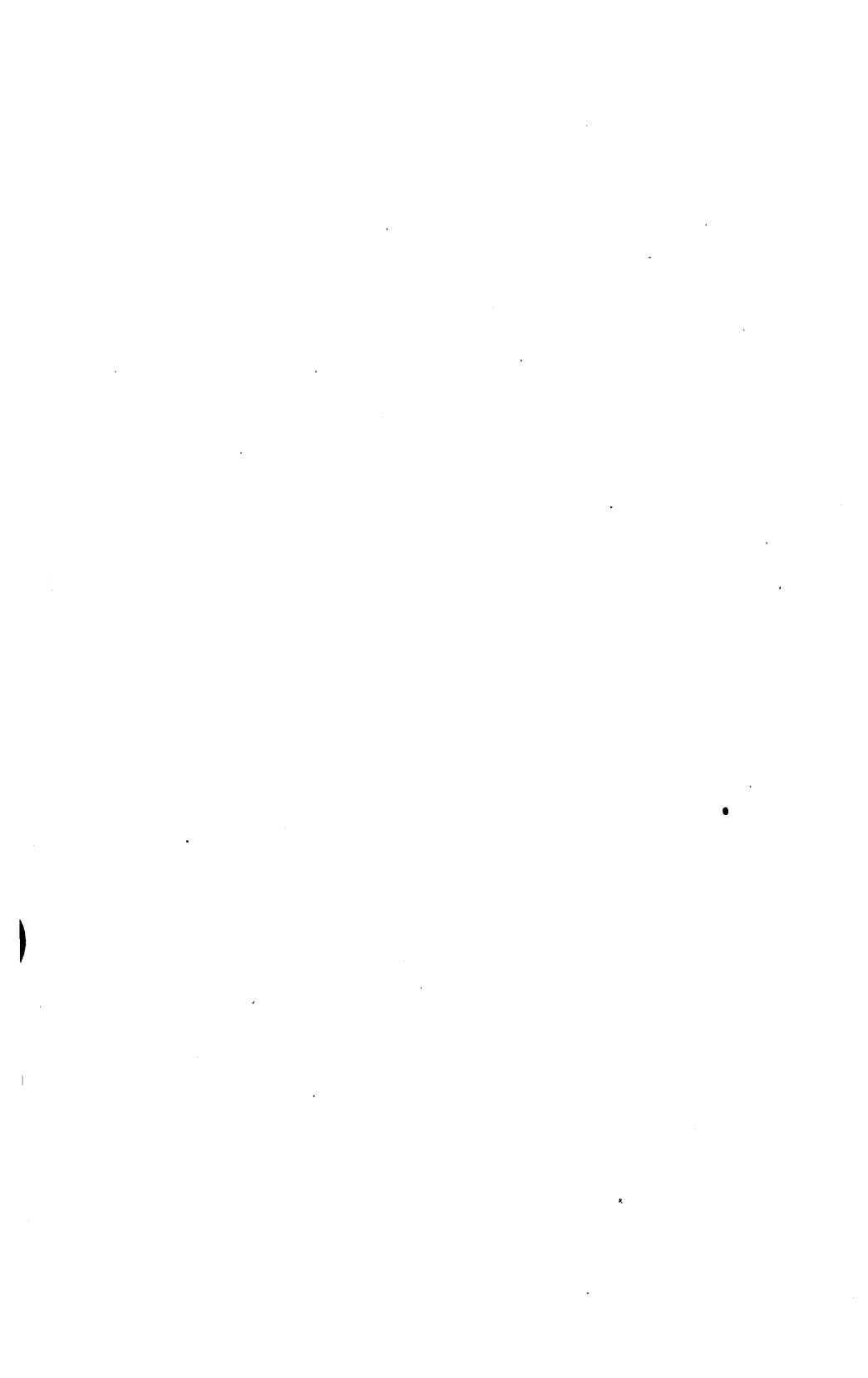
A total expenditure for labor and material of \$2,875,-475.98 was made on this work, including \$18,180.48 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$87,376.20, making the total gross expenditure chargeable to maintenance of \$2,962,852.18; of this amount the State furnished \$2,707,422.23 and the cities and towns furnished \$255,429.95. The average expenditure per mile was \$560.19.

On the 1,947.11 miles of improved State Highway, the expenditure for labor, material and supervision was \$2,-011,016.09, or an average expenditure per mile of \$1,032.83. The expenditure on the 3,007.35 miles of other road under patrol was for labor, material and supervision, \$938,728.69, or an average expenditure per mile of \$312.14.

SNOW REMOVAL 1929-1930

Number of towns in which snow removal work was done by towns . . . 306
 Number of towns in which snow removal work was done by state 1

	State Highways	State Aid Highways	Town Roads	Total
Number of miles on which towns applied for State Aid	1289.54	1474.26	2748.86	5512.66
Number of miles accepted	1438.78	1514.17	2652.23	5605.18
Number of miles plowed by state (Indian Township—12.4)				
Total number of miles				5,605.18
Paid by towns for snow removal				\$143,709.36
Paid by state for snow removal				87,872.39
Paid by state for snow removal (supervision)				9,965.91
Total paid by state for snow removal				97,838.30
Total cost				241,547.66
Average cost per mile				43.09
Snow fence erected by state	108,000			linear feet
Snow fence erected by towns		556,195		linear feet



NINETEENTH ANNUAL REPORT

of the

**State Highway
Commission**

of the

STATE OF MAINE

From January 1, 1931 to December 31, 1931

STATE OF MAINE

OFFICE OF
STATE HIGHWAY COMMISSION

Augusta, Maine, December 15, 1932

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

We have the honor to present the nineteenth annual report of the State Highway Commission, from January 1, 1931, to December 31, 1931.

FRANK A. PEABODY
EDWARD E. FARNSWORTH
WILLIS E. SWIFT
State Highway Commission.

MAINE STATE HIGHWAY COMMISSION
Financial Statement
January 1, 1931-December 31, 1931
MAINTENANCE

Credits

Appropriation—1931—General Highway Fund.....	\$3,000,000.00
Gas Tax—receipts to June 30, 1931.....	214,792.49
Auto Fines—receipts to June 30, 1931.....	9,726.96
Gas Tax—trans—Snow Removal.....	225,000.00
Balance overdrawn—June 30, 1931—lapsed—G. H. F....	1,384,872.87
Tar sold and applied—1930—1931.....	39,470.90
Permit—opening highways.....	206.82
Gravel, sand and rock sold.....	219.44
Culverts sold.....	16.50
Lumber sold.....	40.34
Road drags sold.....	293.74
Grader blades sold.....	37.42
Calcium Chloride sold.....	647.14
Repairs to guard rail.....	148.79
Rent of buildings.....	16.00
Duplicate payment from towns—refunded.....	1,236.90
Special Appropriations from towns.....	1,785.90
Patrol 1930 paid.....	1,849.17
Additional patrol 1930 paid.....	1,736.90
Patrol 1931 paid.....	228,037.86
Patrol 1931 not paid.....	5,588.62
	\$5,115,724.76

Debits

Balance overdrawn—January 1, 1931.....	\$746,921.86
Trans.—Adminis. & Miscellaneous.....	86,744.84
“ —Auto Bureau.....	66,000.72
“ —Comp. for Injuries.....	25,000.00
Danger signs.....	4,915.87
Traffic census.....	943.75
Tar Account.....	24,390.96
Trans.—Bridges—Gas Tax—Repairs.....	11,311.49
Piscataquis River Bridge.....	5,329.22
Biddeford Traffic Signal.....	244.86
State Aid Highway Improved.....	\$969,016.27
“ “ “ Unimproved.....	27,981.44
State Highway Improved.....	1,525,791.43
“ “ “ Unimproved.....	6,893.61
Section 17 and 18.....	10,685.86
Section 9.....	248.63
	2,540,617.24
Patrol 1931 not paid.....	5,588.62
Balance to January 1, 1932.....	1,597,715.33
	\$5,115,724.76

ADMINISTRATION
of
STATE HIGHWAY COMMISSION

January 1,—December 31, 1931

Salaries of Commissioners	\$ 10,500.78
Salary of Chief Engineer	6,090.69
Salaries of Assistants	28,785.00
Salaries of Clerks and Stenographers	37,375.68
Salaries of Engineers	12,226.01
Salary of Special Agent	2,903.85
Salary of Traffic Manager	1,015.15
Expenses of Commissioners	2,848.21
Expenses of Chief Engineer	851.85
Expenses of Assistants	10,443.21
Expenses and Wages of Supervisors	795.94
Office Furniture and Fixtures	4,927.96
Office Stationery and Supplies	4,105.03
Telephone and Telegraph	7,455.12
General Printing	10,378.74
Drafting Room Supplies	7,984.16
Down Street Drafting Room	1,145.68
Incidental Expense	1,744.95
Postage	4,436.84
Commission Car	264.53
State Map	2,695.57
Testing Laboratory	312.50
State House Drive	242.00
Material Survey	2,514.78
Sanitary Account	1,090.33
Photostat Machine and Room	2,731.67
	\$ 165,866.23

Credits

Appropriation 1931—July 1, 1931—June 30, 1932	\$ 165,000.00
Receipts 1931—Auto Fees January 1,—June 30, 1931	86,744.84
	\$ 251,744.84

Expenditures

Audited Vouchers—July 1—December 31, 1931	\$ 165,866.23
Audited Vouchers—Biddeford Traffic Signal	244.86
Balance to January 1, 1932	85,633.75
	\$ 251,744.84

MAINTENANCE OF HIGHWAY POLICE DEPARTMENT**Credits**

Appropriation 1931—January 1—June 30, 1931.....	\$ 70,000.00
Appropriation 1931—July 1, 1931—June 30, 1932.....	160,000.00
Receipts—Sale of Material.....	671.02
	<hr/>
	\$ 230,671.02

Expenditures

Audited Vouchers—July 1—December 31, 1931.....	\$ 151,273.42
Balance to January 1, 1932.....	79,397.60
	<hr/>
	\$ 230,671.02

**ADMINISTRATION AND REBATES ON
TAX ON INTERNAL COMBUSTION ENGINE FUEL
(Gas Tax)**

Credits

Appropriation 1931—July 1, 1931—June 30, 1932.....	\$ 190,000.00
Appropriation—January 1—June 30, 1931.....	82,252.32
	<hr/>
	\$ 272,252.32

Expenditures

Salary and Expense—July 1—December 31, 1931.....	\$ 32,795.06
Rebate—July 1—December 31, 1931.....	169,918.37
Balance to January 1, 1932.....	69,538.89
	<hr/>
	\$ 272,252.32

MAINTENANCE OF MOTOR VEHICLE DEPARTMENT**Credits**

Appropriation 1931—July 1, 1931—June 30, 1932.....	\$ 160,000.00
Appropriation—Auto Fees—January —June 30, 1931....	66,000.72
Receipts—Sale of Material.....	296.09
	<hr/>
	\$ 226,296.81

Expenditures

Audited Vouchers.....	\$ 154,542.43
Balance to January 1, 1932.....	71,754.38
	<hr/>
	\$ 226,296.81

HIGHWAY LOAN CONSTRUCTION

January 1-December 31, 1931

Credits

Receipts—Central Maine Power Company—Bingham..	\$ 113,190.26
Receipts—Sale of Bonds	2,998,405.50
Receipts—Bar Harbor	18,000.00
Receipts—Somerset County	10,000.00
Receipts—County and Towns	14,242.61
Receipts—Property Sold—Farmington and Moscow....	4,350.00

Receipts—Federal Aid

87E A Wells	\$ 184,249.98
101C A Wells	81,136.58
130A B Fryeburg	8,185.48
121C Cumberland-Yarmouth	24,281.20
121D Brunswick	30,922.83
121E Yarmouth-Freeport	113,460.00
63 Edgecomb	7,155.64
117A Thomaston	30,000.00
117B Thomaston	103,630.82
96B Jay	8,805.00
119C Avon	19,406.18
97D Farmington	5,340.20
97E Farmington	18,330.22
109E Dixfield	12,350.48
109F Wilton-Dixfield	4,882.12
131B Norridgewock	28,500.00
105E Bingham	14,973.91
105F Solon	8,003.19
124A Moscow	14,727.52
124B Moscow-Caratunk	29,125.26
124C Bingham-Moscow	38,119.10
120C Palmyra-Newport	60,949.17
120D Canaan	9,801.24
110C Hermon-Carmel	21,876.95
110E Carmel	113,545.87
110F Newport	45,698.39
134A Dover-Foxcroft	9,435.00
92F Connor-Cyr	86,510.67
92G Caribou	104,039.25
125A Fort Fairfield Spur	7,047.14
108E Frenchville	3,668.78
108F Grand Isle	4,003.28
108G Fort Kent	3,420.73
127B Stockton Springs-Prospect	66,289.53
127C Verona	9,417.50
112B Spur Bar Harbor	8,090.66
112C Spur Bar Harbor	63,007.80
113B Bar Harbor	13,275.00

113C Bar Harbor	36,510.67
98F Sullivan	6,480.98
98E Hancock	5,940.80
98G Millbridge	21,820.65
99A Jonesboro-Whitneyville-Machias	9,799.26
99D Columbia Falls	5,172.83
100C Robbinston	18,010.45
100D Perry	34,673.35
114B Addison	16,875.92
133A Danforth	41,134.07
133B Topsfield	42,370.40
94D Bethel	19,161.14
94E Gilead	46,912.46
89B Peru	3,296.82
80C Mechanic Falls	79,761.21
122B Farmington	21,547.23
131A Mercer-Norridgewock	38,120.40
85D Corinth	3,389.87
85E Charleston	15,963.37
85F Corinth-Kenduskeag	41,018.90
85G Charleston	47,361.25
135A Gorham	39,465.83
126A Cornish-Parsonfield-Porter	71,325.00
106C Minot-Auburn	9,691.14
106D Auburn	39,300.00
106F Oxford	32,824.36
129A Orland	91,832.69
	<hr/>
	\$2,255,423.72
A Kittery—Federal Government Claim	17,386.56
Misc. Credits—Nondeductible	18,342.61
Trans.—Charleston State Aid	12,259.00
Trans.—Dover-Foxcroft—Bridge Maintenance	3,650.52
Trans.—Jackman—Special Resolve	10,000.00
	<hr/>
	\$5,475,250.78

Expenditures

Balance overdrawn January 1, 1931	\$443,284.23
Surveys	31,429.35
Plans and Comp.	27,865.51
Advertising	2,582.01
Engineering and Inspection	178,133.29
General Expense—Right of way	97,161.52
Labor and Material	4,249,066.11
Expense of Issuing Bonds	1,419.02
Trans.—Waldo-Hancock Br. C0653	155,000.00
Trans.—Comp. for Injuries	5,000.00
Trans.—Weston State Aid	1,994.62
Balance to January 1, 1932	282,315.12
	<hr/>

\$5,475,250.78

BRIDGE LOAN FUND

Credits

Balance, January 1, 1931	\$452,294.16	
Received from sale of bonds	1,498,973.50	
Transferred from Highway Loan Fund		
Baileyville	\$5,868.12	
Baldwin	3,528.48	
Carmel	1,504.38	
Hermon	19.25	
Morrill	1,298.30	
	<hr/>	\$12,218.53
Transferred from Improvement State Roads J. F.		
Oakfield		2,873.85
Transferred from Third Class Highway Fund		
Wallagrass		790.00
Transferred from Special Resolves		
Harrington		1,000.00
Transferred from Maintenance and Administration		
Bridge Repairs—Gasoline Tax		11,311.49
Received from Federal Aid		
Fort Fairfield	\$7,222.31	
Mexico-Peru	58,443.97	
	<hr/>	65,666.28
Received from tolls, Richmond-Dresden Bridge		2,356.10
Received from Counties		367,911.33
Received from Cities and Towns		159,695.25
		<hr/>
		\$2,575,090.49

Expenditures

Engineering, advertising and inspection	\$136,634.02	
Labor and materials	1,887,865.27	
Right of way and property damage	44,383.00	
Temporary charges for bridge repairs		
Engineering and inspection	\$163.01	
Labor and material	15,184.56	
	<hr/>	15,347.57
Temporary charges for Highway Loan Fund	12,218.53	
Operation—Richmond-Dresden Bridge	2,221.61	
Transferred to Compensation for Injuries	5,000.00	
Refunds to counties	88,013.95	
Refunds to cities and towns	34,164.96	
Balance, December 31, 1931	349,241.58	
		<hr/>
		\$2,575,090.49

BRIDGE MAINTENANCE**Credits**

Transferred from General Highway Fund	\$150,000.00
Received from rentals of buildings	612.50
Miscellaneous Credits	998.37
	<hr/>
	\$151,610.87

Debits

Engineering and Supervision	\$11,147.07
Labor and Material	57,520.95
Balance, December 31, 1931	82,942.85
	<hr/>
	\$151,610.87

IMPROVEMENT OF STATE ROADS J. F.

Balance January 1, 1931	\$87,649.29
Receipts—Gas Tax, January-June 30, 1931	161,094.35
Receipts—Auto Fees	1,539,304.95
Receipts—Towns	1,130,885.44
Receipts—Miscellaneous	191.89
Receipts—Gas Tax—Snow Removal	168,750.00
Transfer—Third Class	3,244.57
Transfer—Special Resolves	15,358.82
Appropriation 1931—General Highway Fund	2,651,904.91
	<hr/>
	\$5,758,384.22

Expenditures

Supervision Engineering and Inspection	\$105,963.04
Labor and Material	3,688,618.05
Transfer to Compensation for Injuries	25,000.00
Transfer to Motor Transport and Equipment	145,740.00
Transfer to Bridge Loan—Oakfield	2,873.85
June 30—Balance lapsed to Gen. Highway Fund	1,635,708.74
Reimbursements to Towns	59,576.81
Balance to January 1, 1932	94,903.73
	<hr/>
	\$5,758,384.22

THIRD CLASS HIGHWAY FUND

January 1-December 31, 1931

Credits

Balance—January 1, 1931	\$524,807.70
Receipts—Gas Tax	53,698.13
Receipts—Miscellaneous	692.80
Transfer—Special Resolves	995.52
Transfer—Snow Removal—Gas Tax	56,250.00
Appropriation 1931 General Highway Fund	733,927.03
Transfer—General Highway Fund—Saco	2,326.62
Towns—Appropriation	76,338.12
	<hr/>
	\$1,449,035.92

STATE HIGHWAY COMMISSION

Expenditures

Supervision	\$9,585.27
Labor and Material	758,164.19
Transfers and Reimbursements	25,799.79
Transfers—Sidney State Aid	2,351.54
June 30, 1931—Balance lapsed to Gen. Highway Fund . .	626,558.38
Balance to January 1, 1932	26,576.75

\$1,449,035.92

SPECIAL RESOLVES**January 1-December 31, 1931****Credits**

Balance January 1, 1931	\$13,777.92
Appropriation 1931—General Highway Fund	150,000.00
“ “ Island Falls	209.00
“ “ Greenville-Rockwood	7,500.00
“ “ Greenville-Rockwood Co.	1,040.60
“ “ Eustis	5,000.00
“ “ 1 R 9-2, R 9-2, R 10-3, R 10	5,000.00
“ “ Castle Hill	5,000.00
“ “ Trustees Hebron Academy	1,659.83
“ “ Jackman-Rockwood	10,000.00
“ “ No. 10 Hancock County	5,000.00
Town Appropriations	47,995.47

\$252,182.82

Expenditures

Inspection and Supervision	\$ 994.64
Labor and Material	206,384.49
Transfer to State Aid	14,788.86
Transfer to Harrington Bridge Loan	1,000.00
Transfer—Jackman-Rockwood S. R. to Highway Loan . .	10,000.00
Transfer—Third Class	995.52
Balances—lapsed—June 30, 1931	354.72
Balance to January 1, 1932	17,664.59

\$252,182.82

REMOVAL OF SNOW FROM HIGHWAYS AND TOWNWAYS**January 1-December 31, 1931****Credits**

Balance—January 1, 1931	\$13,084.88
Receipts—Towns	325,450.50
Receipts—Gas Tax	740,351.29
Appropriation 1931—General Highway Fund	400,000.00

\$1,478,886.67

Expenditures

Audited Vouchers	\$538,602.82
Transfer—Gas Tax to Detail Accounts	450,000.00
Balance June 30, 1931—lapsed to General Highway Fund	277,413.86
Balance to January 1, 1932	212,869.99
	<hr/>
	\$1,478,886.67

MOTOR TRANSPORT AND EQUIPMENT**Credits**

Balance January 1, 1931	\$131,636.66
Rental	726,140.12
Stock Sold	12,619.83
Stock Transferred to Trucks & Equipment	91,252.15
Stock Transferred to Maint. of State & State Aid Highways	21,566.78
Stock Transferred to Imp. State Roads	561.47
Stock Transferred to Highway Loan Fund	1,243.19
Stock Transferred to Third Class	92.92
Stock Transferred to Maint. of Bridges	64.69
Stock Transferred to Bridge Loan Fund	176.44
Stock Transferred to Adm. of State Highway Com.	11.09
Stock Transferred to Special Resolves	97.48
Transfer from State Aid	145,740.00
	<hr/>
	\$1,131,202.82

Expenditures

Equipment purchased in 1931 (sheet attached)	\$216,110.04
Paint Purchased	7,736.31
Gas Purchased	94,171.22
Oil Purchased—Motor Oil	\$18,884.66
Range Oil	513.56
Grease Purchased	19,398.22
Kerosene Purchased	3,839.87
Garage Annex	1,874.47
Garage Equipment	430
Garage Grading	1,185.25
Garage Lights	843.10
New Garage Machinery	1,138.86
Repairs Garage Machinery	5,921.45
Garage Machinery Account	340.66
Garage Office	113.51
Garage Repairs	180.85
Stock Account	212.78
Stock Distributed to Trucks & Equipment	91,370.74
Tires Purchased	157,208.26
Balance General Dynamite Account	13,104.06
Balance Light Oak Drag Account	894.39
Balance General Drag Account	416.81
	13.30

Balance Drag Blade Account.....	105.92
Labor.....	121,755.21
Balance to January 1, 1932.....	393,263.24
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	\$1,131,202.82

Trucks and Equipment Purchased in 1931

7 Fords—Trucks—1½ Ton at \$777.64.....	\$5,443.52
3 Stewarts—Trucks—3½ Ton at \$4,185.00.....	12,555.00
56 Fords—Coupes at \$489.89.....	27,433.84
1 Core Drill.....	727.65
2 Electric Drills at \$111.82.....	223.64
6 Graders at \$498.50.....	2,991.00
1 Gas Hoist.....	1,348.49
3 Conant Loaders at 1,040.00.....	3,120.00
1 Conant Loader.....	175.00
1 Jaeger Mixer.....	240.00
1 Jaeger Mixer.....	862.40
1 Pump.....	170.00
1 Buffalo-Springfield Roller.....	3,700.00
13 General Shovels at \$5,716.00.....	74,308.00
8 Universal Shovels 3 at.....	\$5,716.00
5 at.....	4,000.00
4 at.....	4,000.00
5 Byers Shovels	
1 at.....	3,947.50
5 McCormick-Deering Shovels at \$4,000.00.....	20,000.00
1 Bay City Shovel.....	5,716.00
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	\$216,110.04

COMPENSATION FOR INJURIES RECEIVED

Credits

Balance—January 1, 1931.....	\$21,765.38
Appropriation 1931.....	60,000.00
Receipts—Checks cancelled.....	5,067.51
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	\$86,832.89

Expenditures

Expenditures.....	\$52,929.53
June 30, 1931 Balance lapsed to General Highway Fund..	745.54
Balance to January 1, 1932.....	33,157.82
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	\$86,832.89

CARLTON BRIDGE TICKET SALES

January 1 to December 31, 1931

	Rate	No. Sold	Amount
Single passenger ticket	\$.05	452,919	\$22,645.95
25 trip passenger	1.00	2,368	2,368.00
School tickets . . . . .	.25	48	12.00
One Horse team . . . . .	.15	1,425	213.75
Two Horse team . . . . .	.20	171	34.20
Horses—Cows—Oxen . . . . .	.15	33	4.95
Motorcycle . . . . .	.15	634	95.10
Automobiles . . . . .	.50	220,821	110,410.50
" and trailer . . . . .	.75	328	246.00
One and Two Ton Trucks . . . . .	.50	5,946	2,973.00
Three ton trucks . . . . .	.75	777	582.75
Four ton trucks	1.00	568	568.00
Five ton trucks	1.50	2	3.00
Motor Bus—16 passengers . . . . .	.75	50	37.50
" " —over 16 passengers	1.00	98	98.00
20 trip ticket	3.50	5,475	19,162.50
20 trip ticket	7.50	23	172.50
20 trip ticket	6.00	115	690.00
20 trip ticket	10.50	44	462.00
20 trip ticket	9.00	136	1,224.00
20 trip ticket	2.00	41	82.00
20 trip ticket	2.50	21	52.50
200 trip ticket	20.00	263	5,260.00

\$167,398.20
CARLTON (KENNEBEC) BRIDGE**Credits**

Balance January 1, 1932	\$119,296.28
Receipts—Tickets	167,286.05
" M.C.R.R. Co. Interest	66,000.00
" " " Principal	4,618.19
" " " Maintenance	7,652.59
" " " Reimbursement	22.63
" " " Reimbursement	7,324.78
" Error—transfer to be made in 1932	1,000.00

\$373,200.52
Debits

Expenditure by State of Maine	\$22,741.78
Expenditure by M.C.R.R. Co.	7,324.78
State of Maine money set aside	75,000.00
M.C.R.R. Co. money set aside	6,417.43
Transfer to accrued interest Kennebec Bridge Bonds	119,640.00
Transfer to Reserve interest Kennebec Bridge Bonds	50,000.00
Balance to January 1, 1932	92,076.53

\$373,200.52

WALDO-HANCOCK BRIDGE**January 1 to December 31, 1931****Credits**

Balance January 1, 1931	\$373,961.37
Transfer from Highway Loan	155,000.00
Receipts Federal Aid	262,212.46
Receipts Bond Issue	199,802.00
Receipts Ticket Sales	5,253.80

 \$996,229.63
Expenditures

Robinson & Steinman	\$21,000.00
Engineering (State Highway Commission)	2,357.18
A. D. Morse & Son—Diving Equipment	188.75
Expense of Issuing Bonds	130.00
Expense—Albert Nickerson	93.14
“ I. W. Case	178.05
“ Z. M. Dwinal	74.30
“ F. S. Blodgett	206.33
Right of Way—F. W. Collins	1,475.00
“ “ “ H. W. Wason	5,000.00
National Cash Register Co.	3,268.00
Miscellaneous Equipment	125.73
Day Labor Work—Erection of Signs & Grading	1,031.15
American Bridge Co. F. A. Project 127A	503,885.18
Merritt Chapman & Scott Corp. F. A. Project 127A	193,831.47
Southern New England Contractors Supply Co. F. A. Project 127D	75,620.93
Operating Toll Account	1,924.74
Balance to January 1, 1932	185,839.68

 \$996,229.63

WALDO-HANCOCK BRIDGE

REPORT OF TICKET SALES

November 16 to December 31, 1931

Pedestrian	No. Sold	Rate	Amount	Book Tickets Collected
Pedestrian or passenger.....	2330		\$116.50	
Ex. Pas.....	14536	.05	726.80	
Pedestrian or passenger ticket—				
25 coupons.....	10	1.00	10.00	196
School ticket.....	4	.25	1.00	117
Vehicle, one or two horses	19	.15	2.85	
Motorcycle.....	11	.15	1.65	
Automobile.....	8740	.50	4370.00	
Auto truck or tractor over 2 tons to 3½ tons capacity.....	14	.75	10.50	
Auto truck or tractor over 3½ tons to 5 tons capacity.....	2	1.00	2.00	
Automobile or auto truck 2 tons or less capacity, 10 round trips..	39	5.00	195.00	512
Auto truck over 2 tons to 3½ tons carrying capacity, 10 round trips	1	8.00	8.00	20
Auto truck over 3½ tons to 5 tons carrying capacity, 10 round trips	1	12.00	12.00	14
Automobile or auto truck 2 tons or less carrying capacity, 50 round trips.....	7	17.50	122.50	312
			<u>\$5578.80</u>	<u>1171</u>

**STATEMENT OF WALDO-HANCOCK BRIDGE BONDS
AS OF 1932**

	Bonds	Interest	Total
1932		\$36,000.00	\$36,000.00
1933		36,000.00	36,000.00
1934		36,000.00	36,000.00
1935		36,000.00	36,000.00
1936		36,000.00	36,000.00
1937		36,000.00	36,000.00
1938		36,000.00	36,000.00
1939		36,000.00	36,000.00
1940		36,000.00	36,000.00
1941	\$30,000.00	36,000.00	66,000.00
1942	30,000.00	34,800.00	64,800.00
1943	30,000.00	33,600.00	63,600.00
1944	30,000.00	32,400.00	62,400.00
1945	30,000.00	31,200.00	61,200.00
1946	44,000.00	30,000.00	74,000.00
1947	44,000.00	28,240.00	72,240.00
1948	44,000.00	26,480.00	70,480.00
1949	44,000.00	24,720.00	68,720.00
1950	44,000.00	22,960.00	66,960.00
1951	53,000.00	21,200.00	74,200.00
1952	53,000.00	19,080.00	72,080.00
1953	53,000.00	16,960.00	69,960.00
1954	53,000.00	14,840.00	67,840.00
1955	53,000.00	12,720.00	65,720.00
1956	53,000.00	10,600.00	63,600.00
1957	53,000.00	8,480.00	61,480.00
1958	53,000.00	6,360.00	59,360.00
1959	53,000.00	4,240.00	57,240.00
1960	53,000.00	2,120.00	55,120.00
	\$900,000.00	\$741,000.00	\$1,641,000.00

STATEMENT OF HIGHWAY AND BRIDGE BONDS

AS OF JANUARY 1, 1932

	Bonds Maturing	Coupon Interest	Total
1932	\$831,000.00	\$879,420.00	\$1,710,420.00
1933	831,000.00	844,930.00	1,675,930.00
1934	846,000.00	810,140.00	1,656,140.00
1935	1,052,000.00	773,050.00	1,825,050.00
1936	1,246,000.00	730,720.00	1,976,720.00
1937	1,251,000.00	679,530.00	1,930,530.00
1938	1,251,000.00	628,240.00	1,879,240.00

STATEMENT OF HIGHWAY AND BRIDGE BONDS—Cont.

	Bonds Maturing	Coupon Interest	Total
1939	1,251,000.00	576,950.00	1,827,950.00
1940	1,263,000.00	525,660.00	1,788,660.00
1941	1,339,000.00	474,090.00	1,813,090.00
1942	1,254,000.00	416,880.00	1,670,880.00
1943	1,274,000.00	371,320.00	1,645,320.00
1944	1,099,000.00	320,360.00	1,419,360.00
1945	849,000.00	278,400.00	1,127,400.00
1946	849,000.00	244,440.00	1,093,440.00
1947	829,000.00	210,880.00	1,039,880.00
1948	829,000.00	177,720.00	1,006,720.00
1949	929,000.00	144,560.00	1,073,560.00
1950	929,000.00	107,400.00	1,036,400.00
1951	569,000.00	70,240.00	639,240.00
1952	344,000.00	47,480.00	391,480.00
1953	219,000.00	32,720.00	251,720.00
1954	211,500.00	22,960.00	234,460.00
1955	100,000.00	16,000.00	116,000.00
1956	100,000.00	12,000.00	112,000.00
1957	100,000.00	8,000.00	108,000.00
1958	100,000.00	4,000.00	104,000.00
	\$21,745,500.00	\$9,408,090.00	\$31,153,590.00

GASOLINE TAX RECEIPTS

	1930		1931	
	Gallons	Amount	Gallons	Amount
January.....	3,522,560	\$140,902.39	4,512,958	\$180,518.32
February.....	3,328,337	133,133.50	3,849,054	153,962.15
March.....	4,610,231	184,409.23	4,472,576	178,903.04
April.....	6,964,600	278,584.02	7,661,880	306,475.19
May.....	10,143,602	405,744.07	11,145,158	445,806.32
June.....	11,491,267	459,650.70	12,298,507	491,940.28
July.....	13,978,578	559,143.13	14,865,518	594,620.72
August.....	15,151,465	606,058.62	15,757,571	630,302.85
September....	12,669,813	506,792.53	13,167,875	526,715.02
October.....	11,064,867	442,594.68	11,549,615	461,984.61
November....	8,766,737	350,669.50	8,954,178	358,167.11
December....	6,984,722	279,388.87	6,998,027	279,921.07
	108,676,781	\$4,347,071.24	115,232,917	\$4,609,316.68

RECAPITULATION 1931

	Adminis- tration	Engineer- ing	Inspection and Super- vision	Advertis- ing	General Expense	Labor and Material	Miscella- neous	Total
Administration	\$165,866.23							\$165,866.23
Maintenance Misc.						\$47,136.15		47,136.15
Maintenance Sec. 9						248.63		248.63
Maintenance Sec. 17 and 18						10,685.86		10,685.86
Maintenance State Aid			\$36,400.49			960,597.22		996,997.71
Maintenance State Highways			47,045.64			1,485,639.40		1,532,685.04
State Highway Construction		\$237,428.15		\$2,582.01	\$97,161.52	4,249,066.11	\$1,419.02	4,587,656.81
State Aid Construction			105,963.04			3,688,618.05		3,794,581.09
Third Class Construction			9,585.27			758,164.19		767,749.46
Special Resolves			994.64			206,384.49		207,379.13
Bridge Loan Construction		136,634.02			44,383.00	1,887,865.27		2,068,882.29
Motor Transport and Equipment						737,939.58		737,939.58
Waldo-Hancock Bridge Operating							1,924.74	1,924.74
Waldo-Hancock Bridge Construction						808,465.21		808,465.21
Richmond-Dresden Toll Bridge Operating							2,221.61	2,221.61
Motor Vehicle Department							154,542.43	154,542.43
State Highway Police							151,273.42	151,273.42
Administration and Rebates—Gas Tax							202,713.43	202,713.43
Compensation for Injuries							52,929.53	52,929.53
State Topographical Map							10,000.00	10,000.00
Carlton Bridge (operating)							30,089.19	30,089.19
Bridge Maintenance		11,147.07				57,520.95		68,668.02
Removal of Snow						538,602.82		538,602.82
Reserve Carlton Bridge							50,000.00	50,000.00
Acct. Int. Carlton Bridge							119,206.76	119,206.76
Reserve to Retire							581,000.00	581,000.00
Accrued Interest							752,523.33	752,523.33
	\$165,866.23	\$385,209.24	\$199,989.08	\$2,582.01	\$141,544.52	\$15,436,933.93	\$2,109,843.46	\$18,441,968.47

SUPERVISION CHARGES	
Administration	\$165,866.23
Engineering	385,209.24
Inspection and Supervision	199,989.08
Advertising	2,582.01
	\$753,646.56

LABOR AND MATERIAL	
Maintenance	\$ 2,504,307.26
Construction—Highway Loan	4,249,066.11
Right of Way	97,161.52
State Aid	3,688,618.05
Third Class	758,164.19
Special Resolve	206,384.49
Motor Transport and Equipment	737,939.58
Bridge Loan	1,887,865.27
Right of Way	44,383.00
Waldo-Hancock Bridge	808,465.21
Bridge Maintenance	57,520.95
Removal of Snow	538,602.82

Overhead Charges .04838 on Net Expenditures
 Overhead Charges .04087 on Gross Expenditures

\$15,578,478.45

STATE HIGHWAYS**1931**

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 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 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**Wells—Federal Aid Project No. 87-E and 101-C.**

This project consists of the reconstruction of a concrete road built out of automobile funds in 1912 and 1913—length 4.48 miles, and a bituminous macadam road built out of bond money in 1914 and 1915—length 2.08 miles. Project 87-E begins at the east end of Federal Aid Project No. 87-D at Ogunquit Village and extends easterly to the junction of the road to Sanford in Wells Village, which is the beginning of Federal Aid Project No. 101-C. Project 101-C begins at the end of Project 87-E and extends easterly to the beginning of Project 101-B, near the underpass of the Boston and Maine Railroad. The total length of Project 87-E is 4.95 miles, and the total length of Project 101-C is 2.00 miles. A contract for the construction of both these projects, aggregating 6.95 miles, was awarded to Amos D. Bridges' Sons, Inc. of Hazardville, Connecticut. Type of surface, concrete. Width of surface, 30 feet. Shoulders, 3 feet. A fourth slab of concrete ten feet wide was constructed from the end of Project 101-C through the underpass for a distance of

approximately one-quarter mile. This project was completed in 1931. Expenditures in 1931 for Project 87-E amount to \$244,007.53. Expenditures in 1931 for Project 101-C amount to \$99,286.20.

STATE HIGHWAY—B

Fryeburg—Federal Aid Project No. 130-A. This project begins near the Saco River in the Town of Fryeburg, and extends easterly across land subject to overflow. Total length of project 1.64 miles, of which the equivalent of 0.94 miles was constructed in 1931. As this project was built across land subject to overflow, a considerable fill was necessary, and the contract was awarded with the provision that the pavement should not be placed until the season of 1932. Type of surface, bituminous macadam. Width of surface, 20 feet, with 3 and 4-foot shoulders. Contractor, Hagan-Thibodeau Construction Company, Eden Park, Rhode Island. Expenditures in 1931 amount to \$34,459.36.

STATE HIGHWAY—B-S

Casco—State Project. A bituminous macadam surface was constructed on the road on which grading was done in 1929 and 1930. This was experimental work and was divided into four approximately equal sections. On two sections emulsified asphalts were used as binder. On one of these sections, the asphalt used was "Bitumuls" and the other was "Colas". One section was constructed of a patented type of pavement known as "Penolithic". The other section was a "Mixed-in-Place" type of construction. The binding material was tar supplied by The Barrett Company of Everett, Massachusetts. The work was done by force account, under the supervision of Arthur F. Rourke. Length of this pavement, 2.83 miles. The four companies who furnished the bituminous material for this experimental work provided experienced engineers to advise in the construction of the section in which each individual company was interested.

Grading, base and culverts for future surfacing, were constructed by force account under the supervision of

Arthur F. Rourke. This work is an extension of the previous project from Webbs Mills easterly to the Poland line. Length of this section, 2.19 miles, which is reported as stage construction. It is proposed to pave this section during the season of 1932. Total expenditures in 1931 in Casco, for both the pavement and grading sections, amount to \$74,876.80.

Poland—State Project. Grading, base and culverts for future surfacing were constructed by force account under the supervision of Arthur F. Rourke. This work extends from the Casco town line to the State Aid road near Tripp Pond. Length of project, 2.09 miles, which is reported under stage construction. It is proposed to construct a bituminous macadam surface in this section during the season of 1932. Expenditures in 1931 amount to \$41,767.94.

STATE HIGHWAY—C

Falmouth and Cumberland—Federal Aid Project No. 121-B. This project was completed in 1929. Expenditures carried over to 1931 amount to \$2,710.70.

Cumberland—Yarmouth—Federal Aid Project No. 121-C. 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-B and extends easterly nearly to the Freeport line. From the Princes Point road to Royal River, the road was built on new location. Total length of project, 4.41 miles, of which 1.24 miles is in Cumberland and 3.17 miles is in Yarmouth. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. The equivalent of 3.53 miles was constructed in 1930, leaving a balance of 0.88 miles which was completed in 1931. Contractor, Bruno & Petitti, Boston, Massachusetts. Expenditures in 1931 amount to \$78,628.94.

Yarmouth—Freeport—Federal Aid Project No. 121-E. This project consists of the reconstruction of the bituminous macadam road built in 1914 and 1915. The total length of the project is 7.57 miles, of which 0.01

miles is in Yarmouth and 7.56 miles is in Freeport. This project begins at the end of Federal Aid Project No. 121-C, and extends to the Brunswick line, which is the beginning of Federal Aid Project No. 121-D. The contract was awarded in September, 1930 and some work was done that fall. As the amount of work was comparatively small and the project is a part of the 1931 program, no mileage was reported in 1930. The project was completed in 1931 and all mileage was reported for that year. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor—Lane Construction Corporation of Meriden, Connecticut. Expenditures in 1931 amount to \$273,323.77.

Brunswick—Federal Aid Project No. 121-D. This project consists of the reconstruction of the bituminous macadam road built in 1914 and 1915 and over bituminous macadam (State Aid) of an earlier date. The project begins at the Freeport town line and extends to the Village Corporation line. From Hillside Crossing to Deep Cut Crossing, the highway was constructed on a new location, thus avoiding a grade crossing and two right angle turns at an overhead crossing, as well as one other dangerous curve. Total length of project, 4.16 miles, of which 2.68 miles were constructed in 1930, leaving a balance of 1.48 miles which was constructed in 1931. Type of surface concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bruno & Petitti, Boston, Massachusetts. Expenditures in 1931 amount to \$80,957.90.

Brunswick—State Project. This project was completed in 1930. Additional expenditures in 1931 amount to \$1,206.06.

STATE HIGHWAY—D

Woolwich—State Project. A contract for the construction of a surface-treated gravel road beginning at the east end of the extension of the contract which was awarded to B. Perini & Sons, Inc. of Ashland, Massachusetts, in 1929, and extending easterly to the Wiscasset line, was awarded to The Arborio Road Construction Company, Hartford, Connecticut. Type of surface,

bituminous treated gravel. Length, 1.78 miles. Width, 20 feet. Shoulders, 4'-3". This road was designed so that a concrete surface could be placed on it in the future. Total expenditures, including expenditures on the grading and surfacing projects carried over from previous years, amounted in 1931 to \$43,719.39.

Wiscasset—State Project. The contract under which the Woolwich project was built, also covered a section of road in Wiscasset extending from the Woolwich town line to Wiscasset Village. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 4'-3". This road was designed to permit placing a concrete pavement in the future. Length of project, 3.98 miles. Contractor, Arborio Road Construction Company of Hartford, Connecticut. The work was begun and completed in 1931. Expenditures in 1931 amount to \$57,817.09.

Warren—Federal Aid Project No. 117-C. This project begins at the westerly end of Federal Aid Project 117-B, and extends westerly. Total length of project, 2.84 miles, all of which was constructed in 1931. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corporation, Meriden, Connecticut. Expenditures in 1931 amount to \$117,820.44.

Thomaston—Warren—Federal Aid Project No. 117-B. This project was constructed in 1930. The pavement on the fills of the approaches to the bridge over Georges River was not constructed that year. This pavement was constructed by the Lane Construction Corporation in 1931. Expenditures in 1931 amount to \$1,892.52.

STATE HIGHWAY—D-SPUR

Boothbay—State Project. This project begins at the end of the 1928 work at Boothbay Center and extends to the Boothbay Harbor town line. Some grading, base and culverts were installed in the fall of 1930, but no mileage was reported for that year. The work was completed in 1931. Type of surface, bituminous macadam.

Width of surface, 20 feet. Length, 0.58 miles. Work was done by force-account under the supervision of Arthur F. Rourke. Expenditures in 1931 amount to \$14,183.28.

Boothbay Harbor—State Project. This project begins at the Boothbay town line and extends to Boothbay Harbor Village. Some grading, base and culverts were constructed in the fall of 1930, but no mileage was reported that year. The 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. Length constructed, 1.12 miles. Expenditures in 1931 amount to \$29,978.87.

STATE HIGHWAY—E

Manchester—Augusta—State Project. Grading for a change in alignment over Pelton Hill at the Manchester-Augusta line, was started late in the year. This project shortens the distance between Augusta and Winthrop about one-half mile, and eliminates three bad curves. This work was started in 1930 and completed in 1931. The total length of the project is 0.61 miles, of which 0.43 miles is in Manchester and 0.18 miles is in Augusta. A distance of 0.63 miles was reported in 1930 under stage construction. Type of surface, bituminous treated gravel. Work was done by force-account under the supervision of Guy Babcock. Expenditures in 1931 amount to \$11,490.87. In the construction of this project, provision was made for the addition of future pavement.

STATE HIGHWAY—F

Jay—Federal Aid Project No. 96-B. This project was completed in 1930. Expenditures carried over to 1931 amount to \$2,392.97.

Farmington—Federal Aid Project No. 97-D. This project consists of the construction of the approaches to a concrete bridge over the Sandy River above Fairbanks. Total length of project, 0.45 miles, all of which was reported in 1930. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet.

Contractor, Ralph Giovannucci, Pittsfield, Maine. The project was completed in 1931. Expenditures in 1931 amount to \$9,275.36.

Farmington—Federal Aid Project No. 97-E. This project begins at the end of the 1930 State Project, near the Franklin County Memorial Hospital, and extends westerly. Total length of project, 1.47 miles. The project was completed in 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph M. Davis, Old Town, Maine. Expenditures in 1931 amount to \$21,057.25.

Avon—Federal Aid Project No. 119-C. This project begins at the northerly end of Federal Aid Project 119-B and extends northerly. Length of project, 1.18 miles, all of which was completed in 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, James H. Kerr, Rumford, Maine. Expenditures in 1931 amount to \$24,851.20.

Avon—State Project. This project is an extension of Federal Aid Project 119-C, and was constructed by James H. Kerr, Rumford, Maine in connection with that contract. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.20 miles. Expenditures in 1931, including work done in the town of Phillips amount to \$4,037.85.

Phillips—State Project. In connection with the construction of Federal Aid Project 119-C and its extension in the town of Avon, 0.07 miles of bituminous treated gravel road was constructed in the town of Phillips. This begins at the Avon town line. Expenditures are included in the cost of the extension to the Avon work.

STATE HIGHWAY—F-O

Dixfield—Federal Aid Project No. 109-E. This project was completed in 1930. Expenditures carried over to 1931 amount to \$1,136.49.

Wilton-Dixfield—Federal Aid Project No. 109-F.

This project was completed in 1930. Expenditures carried over to 1931 amount to \$9,004.97.

STATE HIGHWAY—H**Norridgewock—Federal Aid Project No. 131-B.**

This project begins at the junction of the roads leading to Starks and Mercer, and extends easterly through Norridgewock Village to Federal Aid Project No. 57. Total length of Project, 0.90 miles, of which 0.86 miles is on Highway "H" and 0.04 miles is on Highway "V". The work was completed in 1931. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Vito Mininni, Inc., Biddeford, Maine. Expenditures in 1931 amount to \$36,747.44.

Solon-Bingham—Federal Aid Project No. 105-C.

This project was completed in 1929. Expenditures for right of way carried over to 1931 amount to \$650.00.

Solon—Federal Aid Project No. 105-F. This project begins at the end of Federal Aid Project 105-B, and extends through Solon Village to Federal Aid Project 105-C. Total length of Project, 0.76 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. The project was not quite completed in 1931, but all mileage was reported for that year. Contractor, I. J. Murphy, Somerville, Massachusetts. Expenditures in 1931 amount to \$23,672.97.

Bingham—Federal Aid Project No. 105-D. This project was completed in 1930. Expenditures carried over to 1931 amount to \$723.50.

Bingham—Federal Aid Project No. 105-E. This project begins at the northerly end of Federal Aid Project 105-D, and extends northerly to the junction of the former road with the new location of the highway. Length of project, 0.79 miles. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Type of surface, bituminous macadam. Width of surface, 20 feet. This surface was widened through the business section of the

Village so as to pave the distance between curbs. This additional pavement was paid for by the Town. Expenditures in 1931 amount to \$15,978.53.

Bingham-Moscow—Federal Aid Project No. 124-C. This project begins at the northerly end of Federal Aid Project 105-E and extends northerly to the beginning of Federal Aid Project 124-A. Total length of project, 1.22 miles, of which 0.46 miles is in Bingham and 0.76 miles is in Moscow. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Width of surface, 18 feet. Shoulders, 3 feet. Type of surface, bituminous treated gravel. Work was completed in 1931. Expenditures in 1931 including reimbursement to the Central Maine Power Company for part of the cost of a culvert previously constructed, amount to \$59,908.08.

Moscow—Federal Aid Project No. 124-A. This project was completed in 1930. Expenditures carried over to 1931 amount to \$1,415.08.

Moscow-Caratunk—Federal Aid Project No. 124-B. This project was completed in 1930. Expenditures carried over to 1931 amount to \$8,359.84.

STATE HIGHWAY—H-I

Palmyra-Newport—Federal Aid Project No. 120-C. This project begins at the end of Federal Aid Project No. 120-A and extends easterly to a junction with State Highway "I" in Newport. Total length of project, 6.70 miles, of which 6.51 miles is in Palmyra and 0.19 miles is in Newport. This project was completed in 1931. Contractor, H. T. Smith Express Company of Meriden, Connecticut. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$102,410.73.

Canaan—Federal Aid Project No. 120-D. A section of unimproved road in the town of Canaan was built under contract with J. R. Cianchette & Company, Pittsfield, Maine. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet.

Length of project, 1.47 miles, all of which was reported in 1931, although the work was not quite completed. Expenditures in 1931 amount to \$24,062.78.

Canaan—State Project. In connection with the construction of Federal Aid Project 120-D, an extension easterly was constructed by J. R. Cianchette & Company of Pittsfield, Maine. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.18 miles, all of which was reported in 1931. Some work remains to be done in 1932. Expenditures in 1931 amount to \$2,098.31.

STATE HIGHWAY—I

Herman and Carmel—Federal Aid Project No. 110-C. This project was completed in 1930. Expenditures carried over to 1931 amount to \$24,611.87.

Carmel—Federal Aid Project No. 110-E. This project begins at the easterly end of Federal Aid Project No. 110-C, and extends westerly to a point near the Carmel Railroad Crossing. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 3.03 miles. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures in 1931 amount to \$134,089.25.

Newport—Federal Aid Project No. 110-F. A section of road was constructed on new location between railroad crossings at East Newport. This was to eliminate two grade crossings. Type of surface, bituminous treated gravel. This project was designed for a future 20-foot concrete pavement, which it is planned to construct in 1932. Length, 2.00 miles, which is reported as stage construction. Contractor, H. T. Smith Express Company Meriden, Connecticut. Expenditures in 1931 amount to \$59,800.16.

Carmel—State Project. This project is a cut-off from the present highway east of Newport Village, and eliminates several sharp curves. The project is located on a town road. This project consisted of grading, cul-

verts and base for a future 20-foot concrete pavement to be built in 1932. Total length of project 1.54 miles which was reported as stage construction in 1931. Some work remains to be done in 1932 under this contract. Contractor, Richard Kennedy & Company, Portland, Maine. Expenditures in 1931 amount to \$13,349.22.

Carmel—State Project. This project consists of the State's portion of the work of constructing a new overpass of the Maine Central Railroad at Carmel Station. The work was done by force-account under the supervision of Arthur F. Rourke. The approaches were designed for the construction of a future 20-foot concrete pavement which it is proposed to build in 1932. Length of project 0.37 miles which was reported as stage construction in 1931. Expenditures in 1931 amount to \$10,706.41.

STATE HIGHWAY—J

Dover-Foxcroft—Federal Aid Project No. 134-A. This project extends from the main street in Dover-Foxcroft southerly. Length of project, 0.63 miles. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Rogers & Mullaney, Bangor, Maine. Expenditures in 1931 amount to \$27,530.59.

Dover-Foxcroft—State Project. A short section of highway was constructed over the bridge and approaches in Dover-Foxcroft Village. The total distance between curbs was paved. Part of this was paid by the town. The work was done under the supervision of Arthur F. Rourke. Type of surface, bituminous macadam. Length of project, 0.12 miles. Width, variable. Expenditures in 1931 amount to \$10,758.19.

STATE HIGHWAY—K

Fort Kent—Federal Aid Project 108-G. This project begins at the end of Federal Aid Project 108-C and extends westerly to the International Bridge. Type of surface, concrete. Width of surface, 20 feet. Shoulders 3 feet. Length of project, 1.00 mile, of which 0.4 miles

was reported in 1931. Contractor, J. P. McCabe, Inc., South Boston, Massachusetts. Expenditures in 1931 amount to \$18,947.85.

Frenchville—Federal Aid Project No. 108-E. This project was built in 1930 with the exception of a small amount of work carried over to 1931. Length of project 2.08 miles, all of which was reported in 1930. Contractor, P. A. Cyr & Theophile Soucy, Lille, Maine. Expenditures carried over to 1931 amount to \$12,467.88.

Grand Isle—Federal Aid Project No. 108-F. This project was begun and completed in 1930. Expenditures carried over to 1931 amount to \$8,944.72.

Connor-Cyr—Federal Aid Project No. 92-F. This project begins at the northerly end of Federal Aid Project No. 92-E, and extends northerly to the Van Buren town line. The contract for this construction was awarded to P. A. Cyr & Theophile Soucy of Lille, Maine. The total length of the contract is 7.78 miles, but this includes reconstruction of Project 92-B—reducing a former grade of 10% to 7% on that project. The total length of F. A. Project 92-F, which includes additional mileage constructed, is 7.56 miles, of which 0.86 miles is in Connor and 6.70 miles in Cyr Plantation. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. All mileage was reported this year, but surface treatment remains to be done in 1932. Expenditures in 1931 amount to \$123,053.86.

Caribou—Federal Aid Project No. 92-G. This project begins at the southerly end of Caribou Village, and extends southerly to the Presque Isle town line. The project was begun in 1931 and completed, except for the surfacing at Prestile Hill, which was postponed until 1932 to allow for settlement. Total length of project, 5.51 miles, all of which is reported for 1931. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures in 1931 amount to \$173,002.55.

STATE HIGHWAY—K-1

State Project—Presque Isle. This project was completed in 1930. Expenditures carried over to 1931 amount to \$5,607.46.

State Project—Westfield-Mars Hill. This project begins at the southerly end of the improved State Aid road in Westfield, and extends to Mars Hill Village. A contract was made with Amos D. Bridge's Sons, Inc., Hazardville, Connecticut for the construction of 2.78 miles of this project, ending at the junction of the road leading to Blaine. This contract carried provisions that it might be extended, and an extension to State Highway "K" in Mars Hill Village was given. The equivalent of 0.4 miles in Westfield was reported in 1931. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders 3 feet. Expenditures in 1931 amount to \$18,031.29.

STATE HIGHWAY—K-SPUR

Fort Fairfield—Federal Aid Project No. 125-A. This project begins in Fort Fairfield Village, and extends to the Canadian Line. Length of project, 1.85 miles, of which 1.38 miles was reported in 1930, leaving 0.47 miles which was completed in 1931. Type of surface, bituminous macadam. Width of surface, 20 feet. Width of shoulders, 3 feet. Contractor, Boone & Brewer Construction Company, Inc., Presque Isle, Maine. Expenditures in 1931 amount to \$24,678.35.

Fort Fairfield—State Project. A short section on the easterly end of F. A. Project 125-A, was constructed by Boone & Brewer Construction Company as a state project. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Length of project, 0.21 miles. Expenditures in 1931, which include some expenditures on State Highway K-2, amount to \$9,575.11.

STATE HIGHWAY—K-2

Fort Fairfield—State Project. In connection with the State Project on State Highway "K-Spur" in Fort Fairfield, a short section of state highway on K-2 was also constructed. Type of surface, bituminous macadam. Length, 0.03 miles. Expenditures are included in the construction of State Project K-Spur Fort Fairfield.

STATE HIGHWAY—L-SPUR

Prospect—State Project. This project was begun in 1930, and the total mileage was reported that year. The project was completed in 1931. This project is an approach to the Waldo-Hancock Bridge, and is to be paid for by a special bond issue authorized for the construction of this bridge. Expenditures in 1931 amount to \$49,133.88.

STATE HIGHWAY—L-Y

Stockton Springs and Prospect—Federal Aid Project No. 127-B. This project begins at the end of the improved construction at Sandy Point and extends easterly to the Waldo-Hancock Bridge. Length of project, 3.26 miles, of which 2.30 miles is in Stockton Springs and 0.96 miles is in Prospect. The project was begun and completed in 1931, but there will be some expenditures carried over to 1932. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders 3 feet. Contractor, Joseph McCormick, East Providence, R. I. Expenditures in 1931 amount to \$93,764.44.

Verona—Federal Aid Project No. 127-C. This project is located on Verona Island and extends from the Waldo-Hancock Bridge to the bridge connecting Verona Island with Bucksport. The project is an approach to the Waldo-Hancock Bridge and is to be paid for from the special bond issue authorized for the construction of that bridge. Length of project, 0.85 miles. The contractor constructed in addition 0.01 miles of approaches to the Verona-Bucksport bridge, which was a part of Project 127-D, but was not let with the contract for that project. The total length of construction reported for Verona Island is 0.86 of a mile. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Additional width was built at the toll house near the Waldo-Hancock Bridge. Contractor, Litchfield & Douglas, Brunswick, Maine. Expenditures in 1931 amount to \$23,104.21.

STATE HIGHWAY—M

Bar Harbor—Federal Aid Project No 113-B. This project was completed in 1930. Expenditures carried over to 1931 amount to \$16,818.24.

Bar Harbor—Federal Aid Project No. 113-C. This project begins at the end of Federal Aid Project No. 113-B, and extends southerly. Work was begun and completed in 1931. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Length, 1.22 miles. Contractor, Joseph P. McCabe, Inc., South Boston, Massachusetts. Expenditures in 1931 amount to \$71,177.43.

STATE HIGHWAY—M-SPUR

Bar Harbor—Federal Aid Project No. 112-B. This project was completed in 1930. Expenditures carried over to 1931 amount to \$5,694.97. The town of Bar Harbor contributed \$18,000 toward the cost of this project, in consideration of changing the type from bituminous macadam pavement, as originally proposed, to concrete pavement.

Bar Harbor—Federal Aid Project No. 112-C. This project begins about one-quarter of a mile south of Salisbury Cove Post Office, and extends to Hulls Cove. Length of project, 2.05 miles. The work was completed in 1931, but some expenditures were carried over to 1932. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Rogers & Mullaney, Bangor, Maine. Expenditures in 1931 amount to \$114,963.53.

STATE HIGHWAY—N

Sullivan—Federal Aid Project No. 98-F. This project begins at the east end of the Hancock-Sullivan Bridge, and extends easterly. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 0.60 miles. Contractor, J. R. Cianchette & Company, Pittsfield, Maine. Expenditures in 1931 amount to \$16,714.38.

Millbridge—Federal Aid Project No. 98-G. This project begins at the Steuben town line and extends easterly to the junction of Route 1 and Route 1-A. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders 3 feet. Length of project, 1.84 miles. Contractor, Hector J. Cyr & Company, Waterville, Maine. Expenditures in 1931 amount to \$36,414.78.

Jonesboro, Whitneyville and Machias—Federal Aid Project No. 99-A. This project was completed in 1930, except for the surface treatment, which was applied in 1931. All mileage was reported in 1930. Expenditures in 1931 amount to \$22,446.46.

Columbia Falls—Federal Aid Project No. 99-D. This project was completed in 1930. Expenditures carried over to 1931 amount to \$3,111.00.

Perry—Federal Aid Project No. 100-D. This project begins at the end of Federal Aid Project No. 5, and extends easterly to Federal Aid Project No. 61. Total length of project, 2.05 miles, all of which was constructed in 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph Giovannucci, Pittsfield, Maine. Expenditures in 1931 amount to \$42,169.78.

Pembroke—Federal Aid Project No. 123-A. This project was completed in 1930. Expenditures carried over to 1931 amount to \$544.93.

Baileyville—Federal Aid Project No. 132-A. Two sections of highway were constructed in the town of Baileyville. The first section begins at the Princeton-Baileyville town line, and extends easterly 7,450 feet. The second section is 2,600 feet long, and is located near Woodland Village. Total length of project, 1.90 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph Giovannucci, Pittsfield, Maine. Expenditures in 1931, including cost of a bridge at Baileyville, amount to \$36,576.99.

Danforth—Federal Aid Project No. 133-A. This project begins about one-half mile north of the Brookton town line and extends northerly to a road junction about one and one-half miles east of Danforth Village. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Length, 3.47 miles. The work was completed in 1931. Expenditures in 1931 amount to \$50,461.67.

Topsfield—Federal Aid Project No. 133-B. This project begins at the Brookton town line and extends southerly. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 5.68 miles. The work was practically completed in 1931 except for the surface treatment, which will be applied in 1932. All mileage is reported for 1931. Contractor, Charles E. Horne, Millbury, Massachusetts. Expenditures in 1931 amount to \$90,636.53.

Dennysville—State Project. A short section of gravel road was constructed by force-account under the supervision of E. F. Walker, Dennysville, Maine. Length of project, 0.85 miles. Expenditures in 1931 amount to \$10,833.18.

East Machias—State Project. A short section of gravel road was constructed in East Machias by force-account under the supervision of Harry F. Hall, East Machias. Type of surface, gravel. Length, 0.30 miles. Expenditures in 1931 amount to \$7,578.20.

STATE HIGHWAY—N-SPUR

Addison-Columbia Falls—Federal Aid Project No. 114-B. This project begins at the junction of State Highway "N" and extends southerly to Federal Aid Project No. 114-A. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length 1.19 miles, of which 0.48 miles is in Addison and 0.71 miles is in Columbia Falls. Contractor, J. R. Cianchette & Company, Pittsfield, Maine. Expenditures in 1931 amount to \$18,009.39.

STATE HIGHWAY—O

Gilead—Federal Aid Project No. 94-A. This project was completed in 1927. Final payment made in 1931 amounts to \$2,519.74.

Gilead—Federal Aid Project No. 94-E. This project begins at the end of Federal Aid Project No. 94-A, and extends easterly to the Bethel line—Federal Aid Project No. 94-D. Part of the project is on new location

to avoid two grade crossings of the Canadian National Railways. Total length of project, 3.67 miles. The equivalent of 2.57 miles was reported in 1930, leaving a balance of 1.10 miles which was reported in 1931. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, O. W. Fernald Berlin, New Hampshire. Expenditures in 1931 amount to \$40,602.99. Final payment will be made in 1932.

Peru—Federal Aid Project No. 89-B. This project was completed in 1930. Expenditures carried over to 1931 amount to \$4,589.27.

STATE HIGHWAY—P

Rockland-Rockport—State Project. This work was completed in 1930. Expenditures carried over to 1931 amount to \$977.08.

Jefferson—State Project. This project begins at the end of the 1930 work in Jefferson, and extends easterly to the Somerville town line. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 0.08 miles. The work was done by force-account under the supervision of W. S. Barton, Weeks Mills, Maine. Expenditures in 1931 amount to \$387.62.

Somerville—State Project. This project begins at the Jefferson town line and extends easterly. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 2.44 miles. Work was done by force-account under the supervision of W. S. Barton, Weeks Mills, Maine. Expenditures in 1931 amount to \$66,150.55.

Washington—State Project. This project begins at the Somerville town line and extends easterly. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.76 miles. The work was done by force-account under the supervision of W. S. Barton. Expenditures in 1931 amount to \$21,677.41.

Union-Washington—State Project. This project begins at the end of the 1929 work and extends westerly.

Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Vito Mininni, Inc., Biddeford, Maine. Length of project, 2.76 miles, of which 1.38 miles is in Union and 1.38 miles in Washington. Expenditures in 1931 amount to \$47,425.47.

STATE HIGHWAY—R

China—State Project. This project begins at the end of the 1930 construction and extends easterly to the Palermo town line. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 3.26 miles. Contractor, Wyman & Simpson, Inc., Augusta, Maine. Expenditures in 1931, which include \$11,752.04 paid in the previous years contract, amount to \$98,538.62.

Palermo—State Project. This project begins at the China town line and extends easterly. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 5.05 miles. Contractor, Charles E. Horne, Millbury, Massachusetts. Expenditures in 1931 amount to \$95,731.43.

Searsmont—State Project. This project was completed in 1930. Expenditures carried over to 1931 amount to \$771.36.

Morrill—State Project. Expenditures in connection with the construction of a bridge on this project, transferred from the Bridge Account, amount to \$1,298.30.

STATE HIGHWAY—S

Mechanic Falls—Federal Aid Project No. 80-C. This project begins at the Poland town line and extends to the Oxford town line. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Length of project, 2.60 miles. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures in 1931 amount to \$83,781.39.

STATE HIGHWAY—U

Lebanon and Sanford—State Project. This project begins at Eastwood Station and extends easterly. The project was completed except for surface treatment and final cleaning up, in 1930, and all mileage was reported that year. Expenditures carried over to 1931 amount to \$25,536.68.

STATE HIGHWAY—V

Farmington—Federal Aid Project No. 122-B. This project begins just east of Farmington Village, and extends to the New Sharon town line. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 4.10 miles. The project was completed except for surface treatment and final cleaning up. Expenditures in 1931 amount to \$57,689.19.

Mercer-Norridgewock—Federal Aid Project No. 131-A. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 1.93 miles, of which 1.69 miles is in Mercer and 0.24 miles is in Norridgewock. The project was completed in 1931, but some expenditures are carried over to 1932, Contractor, Vito Mininni, Biddeford, Maine. Expenditures in 1931 amount to \$38,312.40.

STATE HIGHWAY—X

Corinth—Federal Aid Project No. 85-D. This project was completed in 1930 except for some work which was left until the removal of the trolley track. This work was done in 1931. Expenditures carried over from 1930 and work done in 1931 amount to \$8,065.93.

Charleston—Federal Aid Project No. 85-E. This project begins at the Garland town line and extends southerly nearly to Thayers Corner. The project was completed except for surface treatment, and all mileage was reported in 1930. Surface treatment was applied in 1931. Expenditures in 1931 amount to \$12,254.00.

Charleston—Federal Aid Project No. 85-G. This project consists of two sections, one beginning at the end

of Federal Aid Project No. 85-E, and extending through Charleston Village. The second section begins at the end of the improved road, and extends southerly to the Corinth town line. Total length of project, 4.53 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, R. M. Davis, Old Town, Maine. Expenditures in 1931 amount to \$95,117.13.

Kenduskeag-Corinth—Federal Aid Project No. 85-F. This project is in two sections. One section begins about 1.7 miles south of the Corinth town line, and extends northerly to Federal Aid Project No. 85-D. The second section begins at the northerly end of Federal Aid Project 85-D and extends northerly to the Charleston town line. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project 6.14 miles, of which 1.71 miles is in Kenduskeag and 4.43 miles is in Corinth. Contractor, R. M. Davis, Old Town, Maine. Expenditures in 1931 amount to \$56,710.72.

STATE HIGHWAY—Y

Orrington—Federal Aid Project No. 91-C. This project was completed in 1930. Expenditures carried over to 1931 amount to \$1,439.98.

OSSIPEE TRAIL

Cornish, Parsonsfield and Porter—Federal Aid Project No. 126-A. This project was completed in 1930. Expenditures carried over to 1931 amount to \$1,590.40.

Gorham—Federal Aid Project No. 135-A. This project begins at the Westbrook town line and extends westerly through Gorham Village. Total length of project, 3.56 miles. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Angelo Susi & Company, Roslindale, Massachusetts. Expenditures in 1931 amount to \$133,657.54.

PEQUAKET TRAIL

Baldwin—Expenditures in connection with the construction of a bridge, transferred from the Bridge Department, amount to \$3,528.48. No mileage is reported.

SOKOKIS TRAIL

Waterboro—State Project. A contract for the construction of a section of gravel road, beginning at East Waterboro and extending northerly to Little Ossipee Lake, a distance of 2.49 miles, was awarded to W. H. Hinman, Inc., of Skowhegan, Maine. This contract was extended and several short sections in addition were constructed, making the total length of improved road built in Waterboro in 1931, 4.02 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$38,229.36.

STATE HIGHWAY—121

Mechanic Falls—Federal Aid Project No. 106-E. This project was completed in 1930. Expenditures carried over to 1931 amount to \$577.08.

Oxford—Federal Aid Project No. 106-F. This project begins at the Mechanic Falls town line and extends to the junction with State Highway "S" in Welchville. Length of project, 2.39 miles. Part of this project is on new location to avoid two grade crossings of the Canadian National Railways. This project was completed except for the surfacing on the new location, which was left until the season of 1932 to allow for settlement. All mileage is reported for 1931. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures in 1931 amount to \$85,191.40.

STATE HIGHWAY—126

Webster—State Project. This project was completed in 1930. Expenditures carried over to 1931 amount to \$1,246.60.

Wales—State Project. A section of state highway beginning at the Webster town line and extending easterly, was constructed under contract with James H. Kerr, Rumford, Maine. Length of project, 2.10 miles. Type of surface bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$37,912.02.

Monmouth—State Project. This project begins at the Litchfield town line and extends to the Wales town line. Total length of project, 1.99 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, James H. Kerr, Rumford, Maine. Expenditures in 1931 amount to \$64,089.93.

Litchfield—State Project. A section of gravel road adjoining the West Gardiner town line, was constructed in 1931 under the supervision of A. J. Wiggin, Superintendent of Maintenance. Length, 0.16 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$3,199.79.

West Gardiner—State Project. This project was begun in 1930 and the equivalent of 0.50 miles was reported for that year. The work was completed in 1931, under contract with Joseph McCormick of East Providence, Rhode Island, this contract being an extension to his West Gardiner-Gardiner, project. Length reported for 1931, 0.40 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$6,378.53.

West Gardiner and Gardiner—State Project. This project begins at Speare's Corner, and extends to the bridge over the Cobbosseecontee Stream in Gardiner. Length of project, 5.01 miles, of which 4.28 miles is in West Gardiner and 0.73 miles is in Gardiner. The work was completed in 1931. Contractor, Joseph McCormick, East Providence, Rhode Island. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$97,383.33.

Pittston—State Project. A section of state highway adjacent to the Whitefield town line was constructed by force-account under the supervision of W. S. Barton. Type of surface, gravel. The equivalent length of road reported in 1931 is 0.20 miles. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$3,770.76.

Jefferson—State Project. A section of gravel road adjacent to the Whitefield-Jefferson town line, was constructed by force-account under the supervision of W. S. Barton. The equivalent of 2.00 miles is reported for 1931. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$32,890.96.

STATE HIGHWAY—127

Dresden—State Project. This project begins in Dresden Village and extends southerly. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.76 miles. This work was done by force-account under the supervision of R. F. Bragdon. Expenditures in 1931 amount to \$39,186.96.

Wiscasset—State Project. A short section of state highway adjacent to the Dresden town line was constructed by force-account under the supervision of R. F. Bragdon. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.43 miles. Expenditures in 1931 amount to \$6,682.73.

STATE HIGHWAY—132

Jefferson—State Project. A change of location was made in Jefferson to give better alignment and grades. This work was done by force-account under the supervision of W. S. Barton. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. This work connects with the east end of the 1928 state highway construction. Length, 0.61 miles. The expenditure in 1931 amounts to \$18,725.94.

Waldoboro—State Project. At Orffs Corner a section of state highway was constructed by force-account

under the supervision of W. S. Barton. The road was relocated so as to greatly reduce the curvature at Orff's Corner, and at the sharp curve east of this corner. Total length of project, 1.10 miles. Width of surface, 18 feet. Shoulders, 3 feet. Type of surface, bituminous treated gravel. This was a mixed-in-place surface, using gravel and emulsified asphalt furnished by the American Bitumuls Company. Expenditures in 1931 amount to \$24,585.55.

STATE HIGHWAY—137

Knox—State Project. This project was constructed in 1930. Expenditures carried over to 1931 amount to \$6,230.79.

Brooks—State Project. This project was completed in 1930. Expenditures in 1931 amount to \$1,164.82.

Waldo—State Project. This project was completed in 1930. Expenditures carried over to 1931 amount to \$106.66.

STATE HIGHWAY—150

Cornville—State Project. Two sections of state highway were constructed by force-account under the supervision of E. W. Edgerley. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.78 miles. Expenditures in 1931 amount to \$11,980.71.

Athens—State Project. A section of state highway adjoining the Harmony town line 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, 1.17 miles. Expenditures in 1931 amount to \$29,836.25.

Harmony—State Project. A section of gravel road adjoining the Athens town line 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 of project, 1.47 miles. Expenditures in 1931 amount to \$18,310.01.

Parkman—State Project. Three sections of gravel road were constructed by Wyman & Simpson, Inc., Augusta, Maine, under contract. Total length of project, 2.63 miles. Type of surface, gravel. Width of surface,

18 feet. Shoulders, 3 feet. Expenditures in 1931 amount to \$34,222.48.

STATE HIGHWAY—174

Orland—Federal Aid Project No. 129-A. This project begins at the junction of State Highway "Y" in Orland and extends easterly to the Ellsworth line. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length of project, 5.88 miles. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures in 1931 amount to \$121,749.81.

JACKMAN-ROCKWOOD SOMERSET COUNTY

Expenditures on the road from Jackman to Rockwood were made to the extent of \$16,723.57. The mileage is reported under Special Resolves.

STATE HIGHWAY SUMMARY

1914 to 1931 Inclusive

With Corrections due to Reconstruction, 1925 to 1931 Inclusive

Type	Original Mileage	Reconstruction Add	Mileage Deduct	Net Mileage
Gravel	1,000.65	9.04	58.87	950.82
Macadam	2.10	.....	.....	2.10
Sand Clay	6.75	.....	2.98	3.77
Gravel and Macadam	6.68	.....	6.68	.....
Bituminous Macadam	270.72	47.22	24.95	292.99
Concrete	102.90	82.58	7.30	178.18
	1,389.80	138.84	100.78	1,427.86

STATE HIGHWAYS

Mileage by Counties—1914-1931 Inclusive

County	Original Mileage	Reconstruction Add	Mileage Deduct	Net Mileage
Androscoggin	75.57	12.32	12.41	75.48
Aroostook	157.25	5.73	5.70	157.28
Cumberland	117.58	28.40	28.47	117.51
Franklin	69.10	0.61	0.67	69.04
Hancock	75.06	13.65	10.96	77.75
Kennebec	114.42	16.57	14.87	116.12
Knox	32.77	13.72	4.81	41.68
Lincoln	56.89	3.98	3.98	56.89
Oxford	76.16	0.94	0.94	76.16
Penobscot	137.91	10.44	5.21	143.14
Piscataquis	64.26	0.63	0.64	64.25
Sagadahoc	36.34	3.36	3.36	36.34
Somerset	137.58	3.28	3.31	137.55
Waldo	66.32	0.49	0.65	66.16
Washington	88.85	.....	.....	88.85
York	83.74	24.72	4.80	103.66
	1,389.80	138.84	100.78	1,427.86

1931

STATE HIGHWAYS

CONSTRUCTION AND RECONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin . . .	S 126	Mechanic Falls	Bit. Mac.		2.60
		Wales	Gravel		2.10
Aroostook	K K K K-Spur K K-2 K-1	Connor	Gravel		1.08
		Cyr	Gravel		6.70
		Caribou	Bit. Mac.		5.51
		Fort Fairfield	Bit. Mac.		0.68
		Fort Kent	Concrete		0.40
		Fort Fairfield	Bit. Mac.		0.03
Cumberland	C C C B-S Ossipee Tr.	Westfield	Bit. Mac.		0.40
		Yarmouth	Concrete		0.89
		Freeport	Concrete		7.56
		Brunswick	Concrete		1.48
		Casco	Concrete	Bit. Mac.	2.83
Franklin	Gorham		Concrete		3.56
Franklin	F F F V	Farmington	Gravel		1.47
		Avon	Gravel		1.38
		Phillips	Gravel		0.07
		Farmington	Gravel		4.10
Hancock	L-Y M-Spur M-Spur M N 174	Verona	Gravel		0.86
		Bar Harbor	Concrete		2.05
		Bar Harbor	Gravel*		1.14
		Bar Harbor	Concrete		1.22
		Sullivan	Gravel		0.60
		Orland	Gravel		5.88
Kennebec	126 126 126 126 126 R E E	Gardiner	Gravel		0.73
		West Gardiner	Gravel		4.68
		Monmouth	Gravel		1.99
		Litchfield	Gravel		0.16
		Pittston	Gravel	Gravel	0.20
		China	Gravel		3.26
		Augusta		Gravel	0.18
		Manchester		Gravel	0.43
Knox	D P P P	Warren	Concrete		2.84
		Washington	Gravel		1.38
		Washington		Gravel	0.76
		Union	Gravel		1.38
Lincoln	D P P D-Spur D-Spur 126 127 127 132 132	Wiscasset	Gravel		3.98
		Somerville		Gravel	2.44
		Jefferson		Gravel	0.08
		Boothbay		Bit. Mac.	0.58
		Boothbay Harbor		Bit. Mac.	1.12
		Jefferson		Gravel	2.00
		Wiscasset		Gravel	0.43
		Dresden		Gravel	2.76
		Jefferson		Gravel	0.61
Waldoboro		Gravel	1.10		
Oxford	B O 121	Fryeburg	Bit. Mac.		0.94
		Gilead	Gravel		1.10
		Oxford	Bit. Mac.		2.39
Penobscot	I X X X H-I	Carmel	Concrete		3.03
		Kenduskeag	Gravel		1.71
		Corinth	Gravel		4.43
		Charleston	Gravel		4.53
		Newport	Gravel		0.19
Piscataquis	J J 150	Dover-Foxcroft	Concrete		0.63
		Dover-Foxcroft		Bit. Mac.	0.12
		Parkman	Gravel		2.63

CONSTRUCTION AND RECONSTRUCTION (Con.)

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Somerset.....	H	Bingham.....	Bit. Mac.		0.79
	H	Solon.....	Bit. Mac.		0.76
	H	Bingham.....	Gravel		0.46
	H	Moscow.....	Gravel		0.76
	H	Norridgewock.....	Bit. Mac.		0.86
	H-I	Palmyra.....	Gravel		6.51
	H-I	Canaan.....	Gravel		1.65
	V	Mercer.....	Gravel		1.69
	V	Norridgewock.....	Gravel		0.24
	150	Harmony.....		Gravel	1.47
	150	Athens.....		Gravel	1.17
	150	Cornville.....		Gravel	0.78
	V	Norridgewock.....	Bit. Mac.		0.04
Sagadahoc.....	D	Woolwich.....	Gravel		1.78
	D	Woolwich.....	Gravel †		1.00
Waldo.....	R	Palermo.....	Gravel		5.05
	L-Y	Stockton Springs...	Gravel		2.30
	L-Y	Prospect.....	Gravel		0.96
Washington....	N	Milbridge.....	Gravel		1.84
	NN	Perry.....	Gravel		2.05
	NN	Baileyville.....	Gravel		1.90
	NN	Danforth.....	Gravel		3.47
	NN	Topsfield.....	Gravel		5.68
	NN	East Machias.....		Gravel	0.30
	N	Dennysville.....		Gravel	0.85
	N-Spur	Addison.....	Gravel		0.48
York.....	N-Spur	Columbia Falls....	Gravel		0.71
	A	Wells.....	Concrete		6.95
	Sokokis Tr.	Waterboro.....	Gravel		4.02

*Work completed in 1928 as stage construction. Mileage not reported until 1931

†Work completed in 1930 as stage construction. Mileage not reported until 1931

SUMMARY—1931

Concrete.....	30.61 Miles
Bituminous Macadam.....	19.65 "
Gravel.....	115.64 "
Total.....	165.90 "

1931 STAGE CONSTRUCTION

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

County	Highway	Town	Construction	Length Miles
Androscoggin.....	B-S	Poland.....	Force Account	2.09
Cumberland.....	B-S	Casco.....	Force Account	2.19
Penobscot.....	I	Newport.....	Contract	2.00
	I	Carmel.....	Contract	1.54
	I	Carmel.....	Force Account	0.37
			Total.....	8.19

STATE HIGHWAYS

Projects Carried over to 1932

County	Highway	Town	Type	Total Length	Length 1931	Carried Over
Aroostook.....	K	Fort Kent.....	Concrete	1.00	0.40	0.60
	K-I	Mars Hill.....	Bit. Mac.	0.60		0.60
	K-I	Westfield.....	Bit. Mac.	2.18		0.40
Kennebec.....	126	Pittston.....	Gravel	0.74	0.20	0.54
		Fryeburg.....	Bit. Mac.	1.60	0.94	0.66
Oxford.....	B	Old Town.....	Concrete	0.03		0.03
Penobscot.....	I	Milford.....	Concrete	0.91		0.91

SUMMARY

Type	Total Length	Length—1931	Carried Over
Gravel.....	0.74	0.20	0.54
Bituminous Macadam.....	4.38	1.34	3.04
Concrete.....	1.94	0.40	1.54
Totals.....	7.06	1.94	5.12

STATE HIGHWAY REPLACEMENT TABLE

Mileage Previously Reported, Replaced by State Highway Construction—1931

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Replaced Miles
Androscoggin...	S	Mechanic Falls....	Gravel	1916	Bit. Mac.	2.60
Aroostook.....	K	Connor.....	Gravel	1928	Gravel	0.22
	K	Caribou.....	Gravel	1915	Bit. Mac.	5.48
Cumberland....	C	Yarmouth.....	Bit. Mac.	1914	Concrete	0.82
	C	Freeport.....	Bit. Mac.	1914-15	Concrete	7.57
Franklin.....	F	Farmington.....	Gravel	1914-15	Gravel	0.16
	E	Manchester.....	Bit. Mac.	1921	Gravel	0.03
Kennebec.....	E	Augusta.....	Bit. Mac.	1921	Gravel	0.05
	D	Warren.....	Gravel	1914	Concrete	2.28
Knox.....	D	Wiscasset.....	Gravel	1914-15	Gravel	3.98
Lincoln.....	D	Fryeburg.....	Gravel	1914	Bit. Mac.	1.43
Oxford.....	B	Carmel.....	Gravel	1914-15	Concrete	1.43
Penobscot.....	I	Dover-Foxcroft.....	Gravel	1914-15	Concrete	0.64
Fiscataquis.....	J	Woolwich.....	Gravel	1914	Gravel	1.00
Sagadahoc.....	D	Wells.....	Bit. Mac.	1914-15	Concrete	2.08
York.....	A					
Total..						29.28

SUMMARY

Replaced State Highway Mileage—1925-1931, Inclusive

Gravel.....	58.87	Miles
Gravel and Macadam.....	6.68	"
Sand Clay.....	2.98	"
Bituminous Macadam.....	24.95	"
Concrete.....	7.30	"

Total.....100.78 "

STATE AID REPLACEMENT TABLES

Mileage Previously Reported, Replaced by State Highway
Construction—1931

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Aroostook.....	K	Connor.....	Gravel	Gravel	0.41
	K	Cyr.....	Gravel	Gravel	4.18
	K-I	Westfield.....	Gravel	Bit. Mac.	0.22
Cumberland.....	B-S	Casco.....	Gravel	Bit. Mac.	1.27
	Ossipee Tr.	Gorham.....	Gravel	Concrete	3.56
Franklin.....	V	Farmington.....	Gravel	Gravel	4.10
Hancock.....	N	Sullivan.....	Gravel	Gravel	0.18
	L-Y	Verona.....	Gravel	Gravel	0.55
	174	Orland.....	Gravel	Gravel	0.22
Kennebec.....	126	West Gardiner....	Gravel	Gravel	1.07
Knox.....	D	Warren.....	Gravel	Concrete	0.56
Lincoln.....	P	Somerville.....	Gravel	Gravel	0.58
	D-Spur	Boothbay.....	Gravel	Bit. Mac.	3.24
	D-Spur	Boothbay Harbor..	Gravel	Bit. Mac.	1.04
	126	Lincoln.....	Gravel	Bit. Mac.	0.20
	127	Wiscasset.....	Gravel	Bit. Mac.	0.25
	127	Dresden.....	Gravel	Bit. Mac.	0.66
Oxford.....	132	Jefferson.....	Gravel	Bit. Mac.	0.61
	O	Gilead.....	Gravel	Gravel	0.20
Penobscot.....	121	Oxford.....	Gravel	Bit. Mac.	2.42
	X	Charleston.....	Gravel	Gravel	0.04
Piscataquis.....	H-I	Newport.....	Gravel	Gravel	0.11
	J	Dover-Foxcroft...	Gravel	Bit. Mac.	0.11
Somerset.....	H	Bingham.....	Gravel	Bit. Mac.	0.79
	H	Bingham.....	Gravel	Gravel	1.50
	H	Norridgewock.....	Gravel	Bit. Mac.	0.60
	H-I	Palmyra.....	Gravel	Gravel	1.12
	H-I	Canaan.....	Gravel	Gravel	0.18
	V	Mercer.....	Gravel	Gravel	0.42
	150	Harmony.....	Gravel	Gravel	0.76
	150	Athens.....	Gravel	Gravel	0.21
	150	Cornville.....	Gravel	Gravel	0.13
150	Parkman.....	Gravel	Gravel	0.07	
Waldo.....	R	Palermo.....	Gravel	Gravel	1.10
	L-Y	Stockton Springs..	Gravel	Gravel	0.03
Washington.....	N	Milbridge.....	Gravel	Gravel	1.84
	N	Perry.....	Gravel	Gravel	2.13
	N	Baileyville.....	Gravel	Gravel	0.26
	N	Danforth.....	Gravel	Gravel	0.15
	N	Topsfield.....	Gravel	Gravel	1.64
	N	Dennysville.....	Gravel	Gravel	0.32
	N-Spur	Columbia Falls....	Gravel	Gravel	0.49
	N-Spur	Addison.....	Gravel	Gravel	0.46
	York.....	Sokokis Tr.	Waterboro.....	Gravel	Gravel	1.78

THIRD CLASS REPLACEMENT TABLES**Mileage Previously Reported, Replaced by State Highway
Construction—1931**

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Hancock.....	174	Orland.....	Gravel	Gravel	1.10

SPECIAL RESOLVES REPLACEMENT TABLES**Mileage Previously Reported, Replaced by State Highway
Construction—1931**

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Cumberland.....	B-S	Casco.....	Gravel	Bit. Mac.	0.42
Lincoln.....	D-Spur D-Spur 132	Boothbay.....	Gravel	Bit. Mac.	0.63
		Boothbay Harb..	Gravel	Bit. Mac.	0.08
		Waldoboro.....	Gravel	Gravel	1.22
Somerset.....	150	Harmony.....	Gravel	Gravel	0.08

CONSTRUCTION AND RECONSTRUCTION

January 1, 1935

FAP. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
87E 101C	A	Kittery							
	A	Kennebunk	\$401.43					\$401.43	
	A	Wells		24.83	\$4.15		\$0.50	29.48	
	A	Wells			18.64	\$9,032.69	6,368.65	15,419.98	
	A	Wells			12.66	15.83	4,099.77	4,128.26	
118A 118B	A	Kennebunkport		133.33				133.33	
	A	Biddeford	166.20					166.20	
	A	Saco	1,021.52					1,021.52	
	A	Saco-Scarboro					2.29	2.29	
	A	Scarboro					1,717.91	1,717.91	
130A	A	So. Portland	18.30	311.50				329.80	
	A-Spur	Saco	.75					.75	
	B	Fryeburg	85.00	272.00	30.00			387.00	
	B	Fryeburg			36.85	1,676.57	641.00	2,354.42	
	B-S	Naples	188.90					188.90	
121A 121B 121C	B-S	Casco	448.76	322.07	1.72	419.73		1,192.28	
	B-S	Poland		469.72	173.77	334.92		978.41	
	C	Falmouth					1,165.14	1,165.14	
	C	Falmouth-Cumberland				12.10	191.27	203.37	
	C	Cumberland-Yarmouth		22.50		2,453.07	2,208.47	4,684.04	
121D	C	Brunswick				1,864.61	193.22	2,057.83	
121E	C	Freeport-Yarmouth			2.61	7,724.15	1,113.27	8,840.03	
63	D	Brunswick							
	D	Woolwich		236.47	140.18	3,283.97	2,994.25	6,654.87	
	D	Wiscasset	36.00	529.00	77.97	3,300.71	2,560.27	6,503.95	
	D	Edgecomb							
	D	Edgecomb	211.83					314.95	
	D	Newcastle	1,776.58		22.12	79.10	1.90	1,776.58	
	D	Damariscotta	902.27					902.27	
	D	Nobleboro	1,259.70					1,259.70	
	D	Waldoboro	2,242.40					2,242.40	
	D	Warren	612.43	250.00		45.00	10.00	917.43	
117A	D	Thomaston-Warren							
117B	D	Thomaston					17.62	17.62	
117C	D	Thomaston-Warren				113.33	32.39	145.72	
96B 119B 119C	D	Warren			113.21	3,730.21	3,025.29	6,868.71	
	D	Rockport							
	D	Lincolnvile	955.47					955.47	
	D-Spur	Edgecomb	553.56					553.56	
	D-Spur	Boothbay	8.76		.78	85.21		94.75	
	D-Spur	Boothbay Harbor	8.76	50.00		235.57	.77	295.10	
	E	Falmouth		12.00				12.00	
	E	Gray					225.00	225.00	
	E	Leeds					158.00	158.00	
	E	Manchester				151.30		151.30	
97D 97E 109A 109D 109E 109F	E	Augusta				37.50		37.50	
	F	Livermore					.75	.75	
	F	Jay				33.00		33.00	
	F	Avon	19.65			93.20	140.00	252.85	
	F	Avon		30.00	64.01	1,340.13	3.75	1,437.89	
97D 97E 109A 109D 109E 109F	F	Avon		60.00		60.50		120.50	
	F	Farmington	174.42	125.00	2.50	14.00		315.92	
	F	Farmington		96.00		564.20	146.75	806.95	
	F	Farmington			60.43	695.08	1,555.50	2,311.01	
	F-O	Dixfield				50.00		50.00	
131B 105C 105D	F-O	Dixfield				33.33		33.33	
	F-O	Dixfield				256.69	539.80	796.49	
	F-O	Wilton-Dixfield				142.54		142.54	
	G	Oakland		237.00				237.00	
	G	Waterville	147.95	381.67				529.62	
131B 105C 105D	H	Winslow				40.00	300.00	340.00	
	H	Norridgewock		323.00				323.00	
	H	Norridgewock			33.46	1,828.78	346.35	2,208.59	
	H	Solon	211.93	107.17			650.00	319.10	
	H	Solon-Bingham						650.00	
105D	H	Bingham		93.00	74.00			167.00	
	H	Bingham			.35	44.00		44.35	

EXPENDITURES OF STATE HIGHWAYS

to December 31, 1931

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Drainage	Culverts	Surfacing	Guard Rail	Bridges	Detours	Total			
							\$ 401.43		Amt. cl & rec from U S Gov 17386.56
\$9,582.19	\$18,050.03	\$160,432.79	\$3,104.57		\$269.11	\$228,587.55	244,007.53	\$184,249.98	
2,431.68	7,658.47	73,865.18	655.29			95,157.94	99,286.20	81,136.58	
							133.33		
							166.20		
525.00						525.00	1,021.52		
							527.29		
							1,717.91		
							329.80		
							75		
5,332.53	1,613.95					31,717.94	387.00		
							34,072.36	8,185.48	
							188.90		
11,717.40	5,907.08	26,540.45	3,704.50			73,684.52	74,876.80		Rt. of Way 30.00
12,343.63	3,738.92	554.83				40,789.53	41,767.94		
							1,165.14		
							2,710.70		
8,237.37	2,507.33	34,222.87	2,781.03			73,940.33	73,940.33	24,281.20	Lg pd by Cumb. Co PL Co 446.87
	3,578.07					2,507.33	2,507.33		Grad driv 125.00
							78,628.94		& Condem. 6253.07
6,304.21	5,192.96	44,894.06	3,107.30			78,900.07	80,957.90	30,922.83	Co sh l. d. 321.05
14,058.31	7,166.45	178,099.95	5,513.70		8,211.17	264,483.74	273,323.77	113,460.00	(Rt Cates pl 40.00
		902.88				1,206.06	1,206.06		Rt. of Way 25130
6,648.35	5,399.94	1,732.50	2,017.96			37,064.52	43,719.39		Rt. of Way 611.40
11,079.54	7,410.65	8,537.67	2,650.00			51,313.14	57,817.09		
	108.00	67.00						7,155.64	
							1,014.88		
							1,776.58		
							902.27		
							1,259.70		
							2,242.40		
							917.43		
		14.50				14.50	14.50		
							17.62		
13,345.70	4,803.05	1,568.19	64.11			1,732.30	1,732.30	30,000.00	
		77,849.88	2,835.10			110,951.73	117,820.44	103,630.82	Co sh land dam 1497.50
						51.00	51.00		
		855.54				855.54	955.47		
		3,533.06				14,088.53	1,409.10		
		13,628.50	1,037.85			29,683.77	14,183.28		
							29,978.87		
							12.00		
							225.00		
160.80	111.32	56.74	502.15			11,302.07	158.00		
							11,453.37		
							37.50		
							75		
315.32	212.89	296.56	158.20			2,359.97	2,392.97	8,805.00	
							407.35		
5,344.12	3,004.11	4,277.95	2,885.20			154.50	24,851.20	19,406.18	Ins. Adj. 348.17
875.48	49.69	1,085.10	411.60			23,413.31	4,037.85		
							3,917.35		
							315.92		
1,447.66	122.42	1,411.45	942.23			8,468.41	9,275.36	5,340.20	(Bldg. sold 10.00
4,079.57	4,715.72	3,519.30	1,308.25			18,746.24	21,057.25	18,330.22	Rt. of way 150.00
							50.00		
							33.33		
200.00		140.00				340.00	1,136.49	12,350.48	Cul. Tr. 2306.33
1,428.05	3,052.92	1,261.58	453.60			8,862.43	9,004.97	4,882.12	Rt. of Way 40.00
							237.00		
							529.62		
							340.00		
							323.00		
13,833.87	3,484.95	10,921.48	1,086.92			34,215.85	36,424.44	28,500.00	(Cal. chlor China Searsmont 403.30
							319.10		
							650.00		
							167.00		
		679.15				679.15	723.50		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1931

FAP. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
105E	H	Bingham		74.00	13.60	975.50	.75	1,063.85	1,307.00
105F	H	Solon		105.51	8.90	1,285.02		1,399.43	3,125.56
	H	Moscow				61.00		61.00	
124A	H	Moscow				195.00		195.00	
124B	H	Moscow-Caratunk				1,907.85		1,907.85	6,451.99
124C	H	Bingham-Moscow		159.00	13.52	1,486.65	17,702.92	19,362.09	22,815.03
	H-I	Canaan	39.82	331.50		71.98		443.30	497.25
	H-I	Palmyra		794.84				794.84	
120C	H-I	Palmyra-Newport			74.42	5,025.06		5,099.48	50,276.90
120D	H-I	Canaan			22.89	2,043.76	25.00	2,091.65	9,177.75
	H-I	Newport		13.33		10.00		23.33	
	I	Clinton	771.27					771.27	
	I	Pittsfield	521.20	207.83				729.03	
110B	I	Bangor-Hermon				90.00		90.00	
110C	I	Hermon-Carmel				699.04	359.85	1,058.89	13,625.30
110D	I	Newport				20.00		20.00	
110E	I	Carmel	14.50		62.76	3,752.00	5.54	3,834.80	25,635.99
110F	I	Newport			82.24	3,023.09	5,753.42	8,858.75	25,047.50
	I	Newport	1.70	599.52				601.22	
	I	Carmel	910.92	458.50	6.28	764.25	11.90	2,151.85	7,342.24
	I	Carmel Overhead				422.50	801.00	1,223.50	8,439.85
	I	Hermon		25.00		165.33		190.33	
	I	Detroit	100.94	345.15				446.09	
	I	Dover-Foxcroft	46.60	329.51		457.28		833.39	2,262.77
134A	J	Dover-Foxcroft			5.23	959.29		964.52	1,853.91
	J	Abbot	3.75					3.75	
	J-K	Milo				20.00		20.00	
	J-K	Dover-Foxcroft		33.33		20.00	50.75	104.08	4.12
138A	K	Milford	227.69	223.00				450.69	
	K	Milford		29.16	6.61	8.54		44.31	
	K	Presque Isle	634.08					634.08	
	K	Caribou	361.70	1,135.50				1,497.20	
	K	Connor		159.00				159.00	
	K	Cyr	54.15	816.32		6.00		876.47	
	K	Frenchville		36.00				36.00	
	K	Fort Kent		345.00				345.00	
92E	K	Connor				39.00		39.00	
92F	K	Connor-Cyr			83.99	5,013.44	2,463.75	7,561.18	50,612.42
92G	K	Caribou		20.00	48.13	4,156.19		4,224.32	30,951.56
108D	K	Madawaska-Frenchville				580.89	60.00	640.89	3,694.83
108E	K	Frenchville				199.00		199.00	2,259.53
108F	K	Grand Isle						1,178.49	8,468.02
108G	K	Fort Kent			44.91	1,133.58		347.99	2,235.03
	K-Spur	Fort Fairfield				887.20	1,001.50	1,888.70	7,397.86
125A	K-Spur	Fort Fairfield						130.00	
	K1	Mars Hill	130.00			89.82		89.82	1,596.46
	K1	Presque Isle				196.35		737.68	
	K1	Westfield	265.83	275.50		229.62		1,262.73	1,275.70
	K1	Mars Hill	491.33	535.50	6.28	982.31		982.31	8,113.50
84C	K1	Westfield-Mars Hill						48.70	
	L	Winterport				1,235.73		1,235.73	30,092.80
	L-Spur	Prospect		261.00	22.20			287.05	1,087.02
	L-Y	Stockton Springs	3.85	101.67	20.00			121.67	
	L-Y	Prospect		22.50		5,805.40	3,745.00	9,626.42	41,629.13
127B	L-Y	Stockton Springs-Prospect				1,468.36		1,484.91	11,421.63
127C	L-Y	Verona			16.55			461.06	
	L-Y	Verona	239.89	221.17				1,178.43	
	M	Holden	1,152.03			26.40		1,070.60	
	M	Ellsworth	1,070.60						914.29
	M	Mt. Desert					150.00	2,083.38	
	M	Bar Harbor	551.86	1,381.52			302.00	302.00	
103B	M	Dedham-Ellsworth				489.81		489.81	1,768.39
113B	M	Bar Harbor			40.47	3,268.87	2,990.04	6,299.38	4,319.31
113C	M	Bar Harbor					453.55	453.55	
	M-Spur	Bar Harbor				535.01	1.00	535.01	-1,004.63
112B	M-Spur	Bar Harbor				5,819.36	6,758.57	12,619.92	26,732.21
112C	M-Spur	Bar Harbor							

EXPENDITURES OF STATE HIGHWAYS—Continued
to December 31, 1931

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Drainage	Culverts	Surfacing	Guard Rail	Bridges	Detours	Total			
11,072.97	2.00	2,532.71				14,914.68	15,978.53	14,973.91	
8,832.71	3,792.77	5,850.60	352.80			21,954.44	23,353.87	8,003.19	
	1,276.48					1,276.48	1,337.48		(Rec. C.M.P. Co. 39653.47
		1,220.08				1,220.08	1,415.08	14,727.52	CMP Co 73536.79
						6,451.99	8,359.84	29,125.26	Tr. asphalt 479.15
2,590.39	7,128.05	3,507.44	3,000.60			39,041.51	58,403.60	38,119.10	Co. shld 2680.00
594.00	28.44	290.52	244.80			1,655.01	2,098.31		Rt of way 1242.01
							794.34		
18,183.41	6,631.87	17,947.01	3,453.89			96,493.08	101,592.56	60,949.17	
6,587.37	2,235.21	2,602.80	1,368.00			21,971.13	24,062.78	9,801.24	
							23.33		
							771.27		
							729.03		
							90.00		
1,384.15	241.92	7,439.50	859.51		2.60	23,552.98	24,611.87	21,876.95	Rt. of way 23.00
			36.40			36.40	56.40		
6,153.43	3,617.75	78,060.26	3,576.10		13,210.92	130,254.45	134,089.25	113,545.87	
8,616.67	7,950.02	4,662.20	4,063.80			50,340.19	59,198.94	45,698.39	
							601.22		
558.00	1,496.09	754.50			1,801.04	11,197.37	13,349.22		
	288.56	85.80				9,482.91	10,706.41		
313.00				19.25		418.05	608.38		
							446.09		
271.96		7,360.14	29.93			9,924.80	10,758.19		Tr. to BM 3650.52
3,275.75	1,213.50	19,539.09	683.82			26,566.07	27,530.59	9,435.00	Town pd paving Main St. 1500.00
			17.58			17.58	37.58		
		126.00	12.00			142.12	246.20		
							450.69		
							44.31		
							634.08		
							1,497.20		
							159.00		
							876.47		
							36.00		
							345.00		
	812.00		8.37			820.37	859.37		
29,932.56	13,908.78	16,334.87	3,668.58			114,457.21	122,018.39	86,510.67	
68,691.03	19,925.16	44,932.19	2,781.09			167,281.03	171,503.35	104,039.25	
			108.65			108.65	108.65		
3,132.24	788.21	3,378.50	833.21			11,826.99	12,467.88	3,668.78	
3,303.90	1,249.29	1,641.32	291.68			8,745.72	8,944.72	4,003.28	
4,424.29	3,957.85	574.20				17,424.36	18,602.85	3,420.73	
3,965.05	450.25	2,576.79				9,227.12	9,575.11		
9,500.55	656.74	4,910.53	323.97			22,789.65	24,678.35	7,047.14	Tr. 126A surfacing 1385.00
							130.00		Asph. surf. 163.89
2,634.55	85.09	1,013.13	188.41			5,517.64	5,607.46		
							737.68		
405.63						1,681.33	2,944.06		
3,287.52	1,836.22					13,237.24	14,219.55		
	23.00					71.70	71.70		
8,068.13	1,139.35	7,949.60	648.27			47,898.15	49,133.88		
						1,087.02	1,374.07		
							121.67		
14,939.27	9,981.89	11,612.25	4,479.74			82,642.28	92,268.70	66,289.53	
3,756.43	2,861.10	2,898.76	220.32			21,158.24	22,643.15	9,417.50	
							461.06		
							1,178.43		
							1,070.60		
							914.29		
							2,083.38		
							302.00		
2,343.59	598.30	10,988.84	629.31			16,328.43	16,818.24	13,275.00	
18,038.77	6,576.82	35,259.86	633.79		49.50	64,878.05	71,177.43	36,510.67	
							453.55		Twn pd 18000.00
3,191.36	636.21	3.94	2,332.08			5,158.96	5,694.97	8,090.66	Tr. cem 9098.39
13,426.58	4,158.97	55,789.26	2,221.59		15.00	102,343.61	114,963.53	63,007.80	Tr. l dam 150.00

CONSTRUCTION AND RECONSTRUCTION

January 1, 1931

FAP. No.	High-way	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
	N	Ellsworth	41.00					41.00	
	N	Hancock							
	N	Sullivan	153.44	80.67				234.11	
98D	N	Hancock							360.00
98E	N	Hancock				76.83		76.83	
98F	N	Sullivan		22.50	27.42	1,061.19	434.80	1,545.91	5,900.85
98G	N	Millbridge			33.92	1,973.32	656.76	2,664.00	11,689.02
99A	N	Jonesboro, Whitneyville, Machias				596.94	79.25	676.19	8,524.67
99D	N	Columbia Falls				46.59		46.59	1,383.18
100A	N	Calais				12.00	1.00	13.00	
100C	N	Robbinston				60.66	150.00	210.66	
61	N	Perry							
100D	N	Perry			50.62	2,181.75	266.14	2,498.51	16,204.03
	N	Millbridge		385.43				385.43	
	N	Columbia Falls		100.00				100.00	
	N	East Machias	3.00					3.00	3,722.27
	N	Perry		222.00		219.42		441.42	
	N	Dennysville				43.50	118.00	161.50	5,047.90
	N	Calais	270.74					270.74	
	N	Baring	414.59					414.59	
	N	Baileysville	346.26	407.67				753.93	
	N	Topsfield	389.15	1,002.01		109.50		1,506.66	
	N	Amity	139.30					139.30	
	N	Orient	610.64					610.64	
	N	Danforth	161.01	505.00				666.01	.67
	N	Addison		150.00				150.00	
114B	N-Spur	Addison-Columbia Falls			27.44	1,043.85		1,071.29	4,320.12
123A	N	Pembroke				32.33	100.00	132.33	572.07
132A	N	Baileysville			84.37	2,413.90	2,797.58	5,295.85	10,890.61
133A	N	Danforth			62.50	2,364.83	559.76	2,987.09	20,505.24
133B	N	Topsfield			2.12	4,886.45		4,888.57	46,051.64
94A	N	Gilead							1,895.41
94D	O	Bethel							
94E	O	Gilead				2,439.10	126.65	2,565.75	17,015.37
89B	O	Peru				221.00		221.00	3,380.80
	P	Rockport				160.00	4.58	164.58	289.92
	P	Whitefield				2.22		2.22	17.22
	P	Jefferson	56.59			59.26	4.70	120.55	91.71
	P	Somerville		506.67	76	1,275.29	388.76	2,171.48	29,291.01
	P	Washington	775.04	269.17	29.90	339.33	1,859.68	2,773.12	9,088.61
	P	Union		320.00	26.45	752.02	1,592.79	2,691.26	257.81
	P	Washington		45.00	25.00	2,327.63	142.39	2,540.02	17,565.05
128A	O	Brunswick-Topsham Bridge			26.50		18.00	44.50	
	O	Topsham					3,370.00	3,370.00	
	O	Hallowell							
	R	China	4.40	240.17	31.42	3,833.41	246.97	4,356.37	59,860.18
	R	Palermo	74.08	896.34	44.10	3,700.82	3,494.39	8,209.73	34,278.76
	R	Liberty	720.06					720.06	
	R	Searsmont				9.45		9.45	467.61
	R	Morrill							330.50
	S	Poland	747.45	321.50				1,068.95	1.07
	S	Mechanic Falls	3.15	458.00	18.00			479.15	
	S	Oxford	8.80	278.00				286.80	
80C	S	Mechanic Falls		30.00	5.25	2,269.93		2,305.18	7,801.28
93A	S	Paris							
	U	Sanford	12.22			71.00		83.22	
	U	Lebanon-Sanford		16.66		1,741.39	2,828.79	4,586.84	5,748.23
122A	V	New Sharon					33.00	33.00	
	V	Norridgewock		158.00				158.00	
	V	Mercer		326.50	18.00			326.50	
	V	Farmington	16.70	889.51				906.21	
122B	V	Farmington			4.57	2,144.15		2,148.72	10,933.51
131A	V	Mercer-Norridgewock			64.19	2,174.55		2,238.74	14,168.94
	X	Kenduskeag		33.32				33.32	
	X	Corinth		633.34				633.34	
	X	Charleston		839.50				850.00	
	X	Dover-Foxcroft	10.50	334.50				334.50	
85B	X	Bangor					437.50	437.50	

EXPENDITURES OF STATE HIGHWAYS—Continued

to December 31, 1931

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Drainage	Culverts	Surfacing	Guard Rail	Bridges	Detours	Total			
			116.53			116.53	41.00		
			10.50			10.50	116.53		Reimb. Carry Pl.
			31.95			360.00	244.61		work '29-30 117.86
4,130.12	1,577.90	2,167.62	1,147.37			31.95	360.00		
8,655.78	6,307.97	5,925.28	787.30			14,923.86	108.78	5,940.80	
3,047.51	1,248.77	8,436.12	513.20			33,365.35	16,469.77	6,480.98	
496.66	157.22	143.30	784.05			21,770.27	36,029.35	21,820.65	
						2,964.41	22,446.46	9,799.26	
							3,011.00	5,172.83	
							13.00		
56.34						56.34	210.66	18,010.45	
9,641.34	2,848.66	8,720.12	1,815.70			39,229.85	56.34	34,673.35	
							385.43		
1,804.62	360.87	1,491.45	195.99			7,575.20	100.00		
1,934.51	2,000.77	1,388.90	299.60			10,671.68	7,578.20		
							441.42		
				5,868.12		5,868.12	270.74		
							414.59		
							6,622.05		
							1,500.66		
							139.30		
							610.64		
							666.68		
							150.00		
5,229.92	3,622.35	2,632.46	1,133.25			16,938.10	18,009.39	16,875.92	
-2,336.93	1,951.59	914.58	455.43			412.60	544.93		
6,348.44	1,200.70	3,493.88	2,725.46			24,659.09	29,954.94		
10,778.73	2,869.93	8,208.50	532.30	3,913.20		46,807.90	49,794.99	41,134.07	
12,208.77	6,622.49	12,679.20	6,685.20			84,247.30	89,135.87	42,370.40	
	373.80	132.28	118.25			2,519.74	2,519.74		
2,895.17	627.89	10,487.00	7,011.81			38,037.24	40,602.99	19,161.14	
100.80	545.12	204.75	136.80			4,368.27	4,589.27	46,912.46	
522.58						812.50	977.08	3,296.82	
						17.22	19.44		
60.56	25.34	19.46	70.00			267.07	387.62		
17,008.41	7,139.83	9,019.13	1,520.69			63,979.07	66,150.55		
5,886.23	663.52	2,334.44	931.49			18,904.29	21,677.41		
	24.70					282.51	2,973.77		
12,039.74	3,274.29	4,601.61	4,430.99			41,911.68	44,451.70		Right of way 1.82
							44.50		
			9.00			9.00	3,370.00		
12,230.31	4,040.85	11,065.49	6,365.39	610.03	10.00	94,182.25	98,538.62		Right of way 8.25
21,915.63	9,137.53	17,232.02	4,957.76			87,521.70	95,731.43		
		214.13	13.50			761.91	720.06		
66.67			424.80			1,298.30	771.36		
543.00						1,070.02	1,298.30		
						1.07	1,070.02		
							479.15		
41,763.09	8,019.25	20,903.84	2,509.60			80,997.06	286.80	79,761.21	
							83,302.24		Iron pipe sd185.22
2,508.11	870.35	8,048.59	3,691.34			20,866.62	83.22		
							25,453.46		
							33.00		
							158.00		
							326.50		
22,497.30	6,951.67	11,112.22	3,139.56			54,634.26	906.21	21,547.23	
7,640.33	4,764.13	6,417.01	2,598.75			35,589.16	56,782.98	38,120.40	
							37,827.90		
							33.32		
							633.34		
							850.00		
							334.50		
							437.50		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1931

FAP. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
85D	X	Corinth				30.00	2.25	32.25	2,020.55
85E	X	Charleston				182.50	94.00	276.50	3,710.35
85F	X	Corinth-Kenduskeag			59.45	3,768.92	222.27	4,050.64	15,702.43
85G	X	Charleston		34.50	39.71	4,233.35	2.97	4,310.53	39,589.00
	Y	Orland	714.50				.75	715.25	
	Y	Bucksport	137.18					137.18	
91C	Y	Orrington				100.00		100.00	
	Y-Spur	Castine					219.50	219.50	
	Oss. Tr.	Gorham	1,161.19	88.34				1,249.53	
135A	Oss. Tr.	Gorham			24.52	5,858.37	2,309.96	8,192.85	23,263.16
	Oss. Tr.	Standish	655.08					655.08	
	Oss. Tr.	Porter	1,190.79					1,190.79	
126A	Oss. Tr.	Cornish-Parsonsfield-Porter		40.00		88.00	1.55	129.55	
	Peg. Tr.	Baldwin							
	Sok. Tr.	Limerick					6.86	6.86	2.85
	Sok. Tr.	Waterboro	1,118.68	532.91	90.05	2,758.34		4,499.98	13,064.57
	Sok. Tr.	Lyman	361.68					361.68	
	Sok. Tr.	Hollis	296.84					296.84	
	Sok. Tr.	Dayton	225.44					225.44	
	Sok. Tr.	Old Orchard							14.90
		Oxford	97.31	446.78				544.09	
106C	121	Minot-Auburn				54.00	1.00	55.00	
106D	121	Auburn				90.00		90.00	
106E	121	Mechanic Falls							
106F	121	Oxford		5.84	4.94	2,971.21	1,100.69	4,082.68	41,822.91
	126	Webster							
	126	Wales	164.71	330.50	33.56	1,942.09	136.75	2,607.61	12,849.10
	126	Monmouth		360.34	40.23	2,238.88	261.00	2,900.45	38,108.32
	126	Litchfield				6.00		6.00	10.22
	126	West Gardiner	39.90	509.33	.64	605.26		1,155.13	
	126	Gardiner-West Gardiner				2,629.45	127.50	2,756.95	33,892.54
	126	Gardiner		118.00	28.15			146.15	43.60
	126	Pittston	177.13	89.25		16.20		282.58	1,784.84
	126	Pitterson	296.33	189.50		341.89	142.12	969.84	19,924.43
	127	Pittston	16.00					16.00	
	127	Dresden	13.00			216.45		229.45	21,635.90
	127	Wiscasset				90.00		90.00	2,726.14
	132	Jefferson		194.16		254.01	294.60	742.77	12,442.64
	132	Waldoboro	8.75	238.82		219.72	1,293.89	1,761.18	6,326.49
	134	Mt. Vernon							35.00
	137	Freedom							.85
	137	Knox				80.21	590.00	670.21	898.69
	137	Brooks				16.00		16.00	117.04
	137	Waldo							1.58
	150	Cornville	70.16	66.00		78.70		214.86	3,562.04
	150	Athens	57.72	255.00		251.03		563.75	12,915.95
	150	Harmony	23.80	253.34		321.71		598.85	8,684.99
	150	Parkman	568.66	155.00	47.70	1,521.88		2,293.24	10,304.75
	157	Mattawamkeag							37.70
	157	Medway					5.47	5.47	
	174	Orland	30.10	1,220.00	42.00			1,292.10	.53
129A	174	Orland		45.00	59.46	6,479.08	2,125.25	8,708.79	56,241.23
		Jackman-Rockwood		82.66		198.00	65.00	345.66	5,436.27
		1, 2, 3 Range 9							12.10
		Expense of Issuing Bonds							
Totals			\$31,429.35	27,865.51	\$2,582.01	178,133.29	97,161.52	337,171.68	\$1,462,534.06

EXPENDITURES OF STATE HIGHWAYS—Concluded
to December 31, 1931

LABOR AND MATERIALS									
Drainage	Culverts	Surfacing	Guard Rail	Bridges	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
1,776.43	327.58	3,214.49	694.63			8,033.68	8,065.93	3,389.87	
1,969.13	307.72	5,682.00	308.30			11,977.50	12,254.00	15,963.37	
12,318.19	2,037.25	17,840.75	4,010.80		84.00	51,993.42	56,044.06	41,018.90	
23,013.17	8,734.49	15,066.29	3,544.05		9.60	89,956.60	94,267.13	47,361.25	S.A. Tr. 12259.00
							715.25		
	143.48	443.40	601.74	151.36		1,339.98	1,439.98		
							137.18		
							219.50		
							1,249.53		
5,498.30	4,543.74	81,365.36	2,930.29		7,863.84	125,464.69	133,657.54	39,465.83	
							655.08		
		1,385.00	75.85			1,460.85	1,190.79	71,325.00	
				3,528.48		3,528.48	1,590.40		
97.70			485.55		1,086.56	1,672.66	3,528.48		
5,469.30	6,336.66	8,114.78	744.07			33,729.38	1,679.52		Detour claim of H W Hill, c56, R. 193
							38,229.36		
							361.68		
							296.84		
							225.44		
			20.50			35.40	35.40		
							544.09		
							55.00	9,691.14	Tr. Cn pipe 54.28
							90.00	39,300.00	
		577.08				577.08	577.08		
24,308.45	5,671.09	9,306.27				81,108.72	85,191.40	32,824.36	
	74.09	1,172.51				1,246.60	1,246.60		
9,557.96	2,522.85	6,707.00	3,667.50			35,304.41	37,912.02		
10,126.65	2,692.74	7,106.99	3,154.78			61,189.48	64,089.93		
	59.19	3,124.38				3,193.79	3,199.79		
	5,223.40					5,223.40	6,378.53		Tr. Camp acct. to Maint. 3176.87
23,632.59	8,055.41	26,245.07	2,611.02			94,436.63	97,193.58		
							43.60		
	1,703.34					3,488.18	3,770.76		
6,870.93	2,451.74	2,637.62	36.40			31,921.12	32,890.96		
							16.00		Repair to rd 15.50
9,077.58	1,663.93	4,287.16	2,292.94			38,957.51	39,186.96		Culv. 18.00
2,443.70	677.77	630.50	114.62			6,592.73	6,682.73		
2,584.28	945.98	1,291.00	719.27			17,983.17	18,725.94		
7,851.03	916.21	7,395.57	335.07			22,824.37	24,585.55		
	1.50					35.00	35.00		
	725.49	1,950.03	1,348.92			2.35	2.35		
	163.27	273.83	315.06			5,560.58	6,230.79		
	38.07	41.13	25.63			1,148.82	1,148.82		
	2,994.50	2,504.43	205.57	522.00		106.66	106.66		
	7,269.92	3,388.72	1,955.98			11,765.85	11,980.71		
	2,954.40	3,736.33	1,120.46			29,272.50	29,836.25		
	10,909.92	4,925.31	2,251.20			17,711.16	18,310.01		
	37.70	137.37				31,929.24	34,222.48		
						212.77	212.77		
						53	5.47		
18,393.50	10,633.45	17,573.04	8,907.17			111,748.39	120,457.18	91,832.69	Ref. on culv 56.64
4,019.82	90.55	6,679.71	60.13	91.43		16,377.91	16,723.57		Condm. 809.00
						12.10	12.10		Som. Co. 10000.00
							1,419.02		Sp. Res. 10000.00
801,950.43	361,649.93	1,405,746.69	169,538.53	14,552.51	33,093.96	4,249,066.11	4,587,656.81	2,255,423.72	221,471.56

STATE AID ROAD WORK

Including Expenditures from January 1, 1931 to December 31, 1931

The total expenditure on account of State Aid road work for the year beginning January 1, 1931 and ending December 31, 1931 amounted to \$3,702,636.33. Of this total expenditure the sum of \$2,573,617.66 was paid from State appropriations and \$1,129,018.67 was paid by cities, towns and counties.

Of this total cost, \$14,350.37 was paid for engineering, and \$3,688,285.96 was paid for labor and material. Of the cost of engineering shown above \$13,643.31 was paid to local engineering staffs in cities for preparation of plans and inspection. The State paid from the General State Aid Supervision account the amount of \$89,745.90. (The towns paid \$1,866.77 which was not included in the construction cost.)

The cost of new construction work is divided as follows: 1931 gravel \$2,601,964.77, 1930 base completed in 1931 \$57,968.72, unfinished work (grading and base) \$287,649.38, gravel reconstruction \$340,431.69, concrete construction \$97,687.34, concrete reconstruction \$36,719.63, widening previously built concrete road \$3,697.33, granite block construction \$107,267.50, granite block track area \$10,763.46, bituminous macadam construction \$15,957.29, bituminous macadam reconstruction \$9,163.28, Warrenite construction \$48,780.65, Warrenite reconstruction \$9,159.57, retread construction \$17,689.42, retread reconstruction \$3,336.26, bituminous surface treatment \$33,664.92, grading only \$3,921.56, culverts \$12,034.36, unclassified miscellaneous work \$4,779.20. The above work totals \$3,702,636.33.

Of the total amount paid from State funds \$2,439,599.39 was paid from 1931 apportionments; \$97,565.73 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$24,441.91 was paid from Special Legislative appropriations; \$3,244.57 was paid from Third Class funds; \$4,378.75 from General Highway Fund; \$3,072.72 from Maintenance Fund; \$1,087.83 from miscellaneous credits and \$226.76

from other funds to take care of overdraft in Whiting. 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 \$78,390.79. Of this amount \$68,796.79 was paid from 1931 apportionments, \$9,594.00 from unexpended balances carried forward from 1930.

Transfers made from State Aid fund to State Highway amounted to \$14,841.00; transfer to Bridge Loan \$2,873.85; transfer to Maintenance Fund \$742.04; and reimbursement to towns for work reported in previous years amounted to \$59,933.90. The above totals added to the expenditure on State Aid roads make a total expenditure on State Aid of \$2,652,008.45. Adding to above total the general supervision expenditure of \$89,745.90, town supervision expenditure of \$1,866.77 and the transfer of \$25,000.00 for compensation insurance makes a grand total of \$2,768,621.12.

Applications for State Aid apportionments were received from 538 towns including cities and townships. Of this number apportionments for 9 towns have been carried forward to 1932.

158 towns increased their appropriations in 1931 and applied for State Aid under the provisions of Section 22, Chapter 28 of the Revised Statutes of 1930 (Five Times Provision). Of this number 149 had received additional State Aid under the Five Times provision in previous years and 9 towns made appropriation under this provision for the first time.

262 towns made appropriations and applied for State Aid under the provisions of Sections 26 to 34 inclusive of Chapter 28, Revised Statutes of 1930 (Three Town Act). Included in above are 6 towns raising money under Section 32 of this Chapter and 5 towns raising money under Special Act of the Legislature.

The total appropriations made by the towns for State Aid purposes amounted to \$1,293,643.99. Appropriations were scaled 23% so that all the towns were required to use to match the State's apportionment was \$996,105.87.

The total State apportionments amounted to \$3,354,633.51. Apportionments scaled 23% amounted to \$2,583,067.80.

The fund available for State Aid road apportionment in 1931 was \$2,700,000.00 as provided in Chapter 251 P. L. 1931. This fund being insufficient to match town appropriations, a scale-down of 23% was made which resulted in an apportionment of \$2,583,067.80, the balance being set up and used for engineering, surveying, supervision, inspection, and for compensation insurance.

432 towns built 294.08 miles of gravel road at an average cost of \$1.67 per linear foot, or \$8,847.75 per mile.

In 50 towns 28.39 miles of gravel road that was graded and based in 1930 was surfaced and reported completed in 1931 at an average cost of \$2,042.01 per mile.

In 73 towns a part or whole of the fund was expended in grading and base to be surfaced and reported complete in 1932. 34.3 miles was reported incomplete and the average cost of this work amounted to \$8,385.79 per mile.

In 91 towns a part or whole of the fund was expended in reconstructing previously accepted State Aid roads. 38.03 miles was rebuilt at an average cost of \$8,950.48 per mile.

In 3 towns reinforced concrete pavement was constructed, a total of 1.43 miles. 31,367 sq. yds. cost \$3.11 per sq. yd.

In 2 towns reinforced concrete pavement replaced old State Aid construction and 0.7 miles of road was rebuilt, 10,274 sq. yds., cost \$3.57 per sq. yd.

In 3 towns a part of fund was expended in constructing granite block pavement on a concrete base. Mileage amounted to 1.16 miles, 25,119 sq. yds., cost \$4.23 per sq. yd.

In 2 towns 0.91 miles of bituminous macadam was constructed at a cost of \$17,516.23 per mile and in one town 0.43 miles reconstructed at a cost of \$21,260.51 per mile.

In 1 town 0.54 miles of Warrenite pavement was constructed, 12,649 sq. yds., costing \$3.86 per sq. yd. and in one town a Warrenite surface replaced old State Aid construction, 3,248 sq. yds. costing \$2.82 per sq. yd.

In 3 towns a part of fund was expended in placing a retread top on work based previously, 2.53 miles costing \$7,000.17 per mile; and in 2 towns 0.80 miles of retread top replaced old State Aid gravel construction at a cost of \$4,165.12 per mile.

In complying with Chapter 271, P. L. 1931, bituminous surface treatment was applied in 22 towns. 41 miles was given surface treatment at a cost of \$821.69 per mile.

Mileage Summary for 1931

Gravel road entirely built in 1931	294.082	miles
Gravel graded and based 1930, completed 1931	28.388	"
<hr/>		
Total reported gravel mileage for 1931	322.470	"
Concrete pavement	1.433	"
Granite Block pavement on concrete base	1.158	"
Bituminous Macadam	0.911	"
Warrenite	0.536	"
Bituminous Retread	2.527	"
<hr/>		
1931 Total added mileage	329.035	"
1931 Gravel Reconstruction mileage	38.035	"
1931 Concrete Reconstruction mileage	0.702	"
1931 Bituminous Reconstruction mileage	1.495	"
<hr/>		
1931 Constructed mileage	369.267	"
1931 Gravel road, graded and based (not surfaced)	34.300	"

Mileage Built on State Highways

Gravel construction	9.85	miles
Gravel reconstruction	2.69	"
Bituminous retread construction	1.14	"
Bituminous retread reconstruction	0.20	"
Reinforced concrete	0.28	"
Granite Block	0.36	"
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Total built on State Highways	14.52	"

Apportionment of State Aid as follows:

Apportionments Sect. 21, Chap. 28, R. S. 1931	\$601,308.48
Additional apportionments Sect. 22, Chap 28, R. S. 1931	763,693.30
Apportionments Sects. 26-34, Chap. 28, R. S. 1931	1,989,631.73
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Total apportionment	3,354,633.51
Pro rata scale-down of 23%	771,565.71
<hr/>	
	2,583,067.80

Unexpended balance from State appropriations	124,970.30
Total amount available from apportionments	2,708,038.10
1931 General Supervision Fund	90,869.22
Town money paid in	462.00
Transferred from other funds	35,334.28
Miscellaneous credits	2,758.27
Totals	\$2,837,461.87

JOINT FUND

1931 Apportionment	\$2,583,067.80
Balance State Funds	124,970.30
	\$2,708,038.10
1931 Town appropriations	\$996,105.87
Previous appropriations	23,420.00
	1,019,525.87
	\$3,727,563.97

STATEMENT OF FUNDS AVAILABLE FROM STATE AID
APPORTIONMENT

Expenditures made and Balances for 1931

Year	Funds Available 1931	Balances Lapsed	Expenditures 1931	Balances Dec. 31, '31
1927 Unexpended Balance	\$ 5.40			\$ 5.40
1928 Unexpended Balance	\$1,787.80		\$1,307.04	480.76
1929 Unexpended Balance	4,359.75		1,913.57	2,446.18
1930 Unexpended Balance	118,363.14		103,736.45	14,626.69
1930 Special Resolve Trans.	251.54			251.54
1930 Third Class	50.00		50.00	
1930 Refunds and Mdse. sold	105.66		105.66	
1930 Town money on hand	47.01		47.01	
1930 Unexpended Working Bal.	\$124,970.30		\$107,159.73	17,810.57
1930 Gen. Supr. overdrawn	10,721.01			
1930 Net Unexpended Balance	\$114,249.29			
1931 Gen. Supr. Trans.	10,721.01			
Balance for Expenditure 1931	\$124,970.30			
1931 State Aid Apportionment	2,583,067.80		2,508,396.18	74,671.62
1931 Gen. Supr. Fund	90,869.22		89,745.90	1,123.32
1931 Town money paid in	462.00			462.00
1931 Trans. from Spec. Res.	24,441.91		24,441.91	
1931 Trans. from Third Class	3,244.57		3,244.57	
1931 Trans. from General Highway Fund	4,378.75		4,378.75	
1931 Trans. from Maintenance	3,072.72		3,072.72	
1931 Trans. from Motor Trans.	196.33		196.33	
Credit for Loader Rental	261.34		261.34	
Credit from Refunds	202.48		202.48	
Credit—Counties—Land Damage	233.90		233.90	
Credit Gen. Supr. paid by towns	1,866.77		1,866.77	
Credit—Town of Gilead	168.78		168.78	
Credit—Material sold	25.00		25.00	
Totals	\$2,837,461.87		\$2,743,394.36	\$94,067.51
Overdrawn Town Account			226.76	*226.76
Compensation Insurance	15,341.97		25,000.00	9,658.03
	\$2,852,803.84		\$2,768,621.12	\$84,182.72

*Overdrawn account

STATEMENT OF EXPENDITURES

1931 State Aid

Engineering and inspection paid by cities.....	\$13,643.31
Engineering and inspection paid by State.....	707.06
Labor and material.....	3,688,285.96
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Cost charged to work.....	3,702,636.33
Paid by towns.....	\$1,129,018.67
Paid by State.....	2,573,617.66
<hr/>	
	3,702,636.33
General Engineering and Supervision.....	89,745.90
Reimbursements to towns.....	59,933.90
Transfers to other accounts.....	18,456.89
Town funds transferred to State Highway.....	2,665.00
Additional supervision paid by towns.....	1,866.77
Compensation insurance.....	25,000.00
<hr/>	
	3,900,304.79
Paid by towns.....	\$1,133,550.44
Paid by State.....	2,766,754.35
<hr/>	
Total Expenditures.....	\$3,900,304.79

Reimbursements

Westbrook (road built in 1930).....	\$10,459.68
Rangeley (road built in 1930).....	4,296.60
Trenton (road built in 1930).....	260.54
Farmingdale (road built in 1930).....	739.86
Waterville (road built in 1930).....	12,917.52
Camden (road built in 1930).....	6,769.67
Rockland (road built in 1930).....	3,243.81
Union (road built in 1930).....	2,522.29
South Bristol (road built in 1927, '28, '29).....	4,613.57
Dixfield (road built in 1926 and 1929).....	3,193.59
Hebron (road built in 1930).....	1,163.40
Oxford (road built in 1930).....	387.86
Paris (road built in 1930).....	535.25
Porter (road built in 1930).....	2,852.99
Lincoln (road built in 1930).....	943.74
Old Town (road built in 1927 and 1930).....	4,676.44
Lincolnvile (road built in 1930).....	357.09
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	\$59,933.90

Transfer to Maintenance

Hampden 1931 funds.....	742.04
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Transfers to General Highway Fund

Charleston—1930 funds	9,594.00
Norridgewock—1931 funds	5,247.00
	14,841.00

Transfer to Bridge

Oakfield 1931 funds	2,873.85
Town Account Transferred to General Highway Fund	
Charleston—1930 fund	2,665.00

SUMMARY OF EXPENDITURES ON STATE AID ROADS
January 1, 1931 to December 31, 1931

No. of Towns	Type of Road	Square Yards	Cost per Sq. Yd.	Linear Feet	Cost per Lin. Ft.	Miles	Cost per Mile	Cost of Engineering	Cost of Inspection	Cost of Labor and Material	Total Cost
432	Gravel			1,552,783	\$1.675	294.082	\$8,847.75	\$1,094.82		\$2,600,869.95	\$2,601,964.77
50	1930 Base, Surf. 1931			149,898	0.386	28.388	2,042.01			57,968.72	57,968.72
73	Grading and Base			181,125	1.586	34.302	8,385.79			287,649.38	287,649.38
91	Reconstruction			199,492	1.706	38.035	8,950.48			340,431.69	340,431.69
3	Concrete	31,367	3.114	7,573	1.290	1.433	68,169.81	1,683.75	30.00	95,973.59	97,687.34
2	Concrete Reconstruction	10,274	3.574	3,711	9.895	0.702	52,307.16	525.23		36,194.40	36,719.63
1	Concrete: Widening adds no Mileage	616	6.002							3,697.33	3,697.33
3	Granite Block	25,119	4.227	6,113	17.547	1.158	92,631.69	6,463.60		100,803.90	107,267.50
	Granite Block on R. R. Track adds no Mileage	2,502	4.300	2,408	4.470	0.456	23,604.08			10,763.46	10,763.46
2	Bituminous Macadam			4,811	3.316	0.911	17,516.23			15,957.29	15,957.29
1	Bit. Macadam Reconstr.			2,275	4.027	0.431	21,260.51			9,163.28	9,163.28
1	Warrenite	12,649	3.856	2,827	17.255	0.536	91,008.67	3,939.63		44,841.02	48,780.65
1	Warrenite Reconstr.	3,248	2.820	1,388	6.610	0.263	34,827.26	109.06		9,050.51	9,159.57
3	Retread			13,340	1.326	2.527	7,000.17			17,689.42	17,689.42
2	Retread Reconstr.			4,228	0.789	0.801	4,165.12			3,336.26	3,336.26
22	Surface Treatment			216,335	0.155	40.970	821.69			33,664.92	33,664.92
1	Grading only			1,400	2.801					3,921.56	3,921.56
	Culverts									12,034.36	12,034.36
	Miscellaneous							504.28		4,274.92	4,779.20
								\$14,320.37			
									\$30.00	\$3,688,285.96	\$3,702,636.33
									Total Cost	Pd. by Town	Pd. by State
									\$3,702,636.33	\$1,129,018.67	\$2,573,617.66

432 Towns constructed in 1931 294.082 miles of Gravel
 50 Towns completed 1930 base in 1931 28.388

1931 Added Mileage	322.470	"	"	Gravel
3 Towns built	1.433	"	"	Concrete
3 Towns built	1.158	"	"	Granite Block
2 Towns built	0.911	"	"	Bit. Mac.
1 Town built	0.536	"	"	Warrenite
3 Towns built	2.527	"	"	Retread

1931 Total added Mileage 329.035
 1931 Gravel Reconstruction 38.035
 1931 Concrete Reconstruction 0.702
 1931 Bituminous Reconstruction 1.495

1931 Constructed 369.267 miles
 Bituminous Surface Treatment 40.970 miles
 Grading and Base (not surfaced) 34.302 miles

Cost of Work			
Reimbursements to towns			
Trans. to Gen. Highway Fund			
Transfer to Bridge Loan			
Transfer to Maintenance			
General Account			
Compensation Insurance			
Town Funds transferred to			
State Highway construction		2,665.00	
Add. Supervision pd. by town		1,866.77	
Total Expenditures	\$3,900,304.79	\$1,133,550.44	\$2,766,754.35

1931 STATE AID COUNTY TABLE, SHOWING MILEAGE COSTS

County	Miles Gravel	Miles '30 Base Surf. '31	Miles Bit. Mac.	Miles Concre.	Miles Gr. Blk.	Miles Warrenite	Miles Retread	Total Miles Constr.	Miles Grading & Base	Miles Reconstructed	Miles Surface Treat.	Total Cost	Paid by Town	Paid by State
Androscoggin.....	3.900	0.777	.....	0.581	0.257	.....	.....	5.515	2.377	1.241	.....	\$136,358.60	\$61,312.89	\$75,045.71
Aroostook.....	48.186	3.892	.....	.....	.....	.....	.....	52.078	1.488	6.998	3.049	524,548.05	132,530.51	392,017.54
Cumberland.....	12.635	0.057	.....	.....	0.901	*0.263 0.536	*0.600	14.129	1.847	5.623	.....	365,676.13	153,963.31	211,712.82
Franklin.....	4.555	2.483	.....	.....	.....	.....	.....	7.038	2.835	3.987	5.350	123,210.60	29,648.20	93,562.40
Hancock.....	28.282	4.635	.....	.....	.....	.....	1.383	34.300	1.318	3.035	8.921	314,909.39	87,803.19	227,106.20
Kennebec.....	18.384	2.297	.....	*0.263	.....	.....	.....	20.681	4.318	1.687	4.650	238,316.53	72,598.30	165,718.23
Knox.....	9.730	.....	.....	.....	.....	.....	*0.201 0.746	10.476	0.975	0.428	.....	113,923.15	41,877.90	72,045.25
Lincoln.....	9.319	4.697	.....	.....	.....	.....	.....	14.016	3.078	0.228	.....	133,429.39	41,966.49	91,462.90
Oxford.....	11.437	1.780	.....	.....	.....	.....	.....	13.217	0.966	4.107	8.648	212,131.92	59,274.10	152,857.82
Penobscot.....	38.764	0.369	.....	0.833	.....	.....	.....	39.966	1.392	5.825	1.850	384,297.21	109,307.38	274,989.83
Piscataquis.....	11.431	0.095	.....	.....	.....	.....	.....	11.526	1.089	2.402	1.532	117,806.72	31,596.30	86,210.42
Sagadahoc.....	5.966	0.909	.....	.....	.....	.....	.....	6.875	1.250	.....	.....	81,726.40	26,469.45	55,256.95
Somerset.....	28.486	4.830	.....	0.019	.....	.....	.....	33.335	2.434	1.257	2.100	268,989.93	81,107.17	187,882.76
Waldo.....	14.859	0.227	.....	.....	.....	.....	.....	15.086	2.358	0.298	.....	140,206.28	41,862.86	98,343.42
Washington.....	29.848	0.076	.....	0.156	.....	.....	0.398	30.478	6.361	1.072	2.210	316,284.71	63,354.07	252,930.64
York.....	18.300	1.264	*0.431 0.755	*0.439	.....	.....	.....	20.319	0.256	2.044	2.660	230,821.32	94,346.55	136,474.77
Totals.....	294.082	28.388	0.911	1.433	1.158	0.536	2.527	329.035	34.342	40.232	40.970	\$3,702,636.33	\$1,129,018.67	\$2,573,617.66

*Mileage contained in "Reconstruction" Mileage

Inspection Cost, paid from State's part of "Joint Fund"..... \$30.00

Engineering Cost, paid from State's part of "Joint Fund"..... 677.06

Engineering Cost, paid from Town's part of "Joint Fund"..... 13,643.31

THIRD CLASS HIGHWAYS**January 1, 1931 to December 31, 1931**

Apportionments from the Third Class Highway Fund for 1931 were made to 458 towns, and apportionment was made to 1 town (Saco) to be taken from 1932 Third Class Fund, 1930 balances were carried forward in 17 towns not entitled to apportionment in 1931. The total amount available for Third Class Highways on April 15, 1931, when the apportionment was made, was \$700,000.08, which was made up as follows:—\$700,000.00 from the General Highway Fund; \$0.08 from 1930 unapportioned balance. The rate of apportionment was \$46.09 per mile of Third Class roads.

Unexpended balances from 1930, amounting to \$40,-645.09 were carried forward to 1931; \$8,339.91 transferred from Special Resolve appropriations; \$422.63 paid by towns of supervision; \$3,864.68 unexpended General Supervision balance; miscellaneous credits of \$6.87 from town of Newburg and \$154.40 from town of Searsmont; \$2,326.62 a 1931 apportionment to city of Saco to be taken from 1932 Third Class fund. The total amount available for Third Class expenditure was \$755,760.28, of this amount \$0.08, the 1930 unapportioned balance plus \$2,385.29 from the 1930 General Supervision balance was lapsed to the General Highway Fund.

The work done in 1931 is briefly as follows:—386 towns built gravel surfaced roads; 1 town (Portland) built a Penolithic Macadam road; 30 towns expended part of fund and 10 towns expended all of fund in uncompleted work; 9 towns expended part of fund and 6 towns expended all of fund in rebuilding gravel; 10 towns expended 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 \$767,751.22. Of this total expenditure \$673,-487.92 was paid from Third Class Highway apportionments; \$8,339.91 was paid from Special Resolves and \$76,338.12 was paid by cities and towns. In addition to the

above, \$422.63 was paid by towns and \$9,162.64 was paid by the State for Supervision.

Reimbursements were made to 2 towns reported in 1928; 1 town reported in 1929; 10 towns reported in 1930; total amount of reimbursements \$22,555.22.

A total of 98.78 miles was reported in 1931, of which 98.47 were constructed with gravel surface and 0.31 miles of Penolithic Macadam. In addition to the above mileage 2.57 miles were reported as Rebuilt Gravel and 8.04 miles were reported as Uncompleted Work.

STATEMENT OF THIRD CLASS HIGHWAY FUND
From January 1, 1931 to December 31, 1931

	Funds Available	Lapsed to Gen. Highway Fund	Expenditures	Balance
1930 Unapportioned Balance	\$ 0.08	\$0.08		
1930 Unexpended Balance	40,645.09		\$39,838.77	\$ 806.32
1930 General Supervision Balance	3,864.68	2,385.29	1,479.39	
1931 Supervision paid by Town	422.63		422.63	
1931 General Supervision Apportionment	17,098.29		7,683.25	9,415.04
1931 Construction Apportionment	682,901.71		666,662.99	16,238.72
1931 Transfers from Special Resolve	8,339.91		8,339.91	
1931 Miscellaneous Refunds	161.27		161.27	
1931 Apportionment to Saco from 1932 Funds	2,326.62		2,209.95	116.67
Totals	\$755,760.28	\$2,385.37	\$726,798.16	\$26,576.75
Cost of Supervision (General and paid by Town)			9,585.27	
State Expenditure on Third Class Roads			717,212.89	
Transfer and Reimbursements			25,799.79	
Paid by State—1931 Construction			\$691,413.10	
Paid by Town—1931 Construction			76,338.12	
Total Cost—1931 Construction			\$767,751.22	

STATE HIGHWAY COMMISSION

**COUNTY TABLE—1931
THIRD CLASS HIGHWAYS**

	Gravel	Bit. Mac.	Total Miles Con- structed	*Rebuilt	*Uncom- pleted Work	Total Cost	Paid by Town	Paid by State
Androscoggin.....	6.57		6.57	0.15		\$45,849.64	\$7,329.71	\$38,519.93
Aroostook.....	9.68		9.68	0.20	0.16	73,567.20	12,724.76	60,842.44
Cumberland.....	9.09	0.31	9.40	0.45	0.73	77,117.17	19,386.51	57,730.66
Franklin.....	5.14		5.14	0.04	0.32	40,582.64	1,796.59	38,786.05
Hancock.....	5.13		5.13		0.50	37,540.38	4,766.24	32,774.14
Kennebec.....	7.27		7.27		1.23	60,026.23	8,832.39	51,193.84
Knox.....	2.82		2.82		0.33	25,398.29	635.54	24,762.75
Lincoln.....	1.76		1.76	0.03	1.19	20,603.18	1,507.57	19,095.61
Oxford.....	8.17		8.17		0.13	73,733.58	1,852.15	71,881.43
Penobscot.....	10.57		10.57		0.10	64,175.16	3,614.68	60,560.48
Piscataquis.....	3.54		3.54		0.03	29,395.72	1,884.32	27,511.40
Sagadahoc.....	1.08		1.08		0.86	15,830.80	860.17	14,970.63
Somerset.....	7.32		7.32	0.98	0.90	58,774.32	5,085.53	53,688.79
Waldo.....	7.91		7.91	0.23	0.11	51,805.55	2,770.33	49,035.22
Washington.....	3.90		3.90	0.28	0.10	24,412.80	569.39	23,843.41
York.....	8.52		8.52	0.21	1.35	68,938.56	2,722.24	66,216.32
Totals.....	98.47	0.31	98.78	2.57	8.04	\$767,751.22	\$76,338.12	\$691,413.10
General Engineering and Inspection Costs.....						9,585.27	422.63	9,162.64
Total Costs.....						\$777,336.49	\$76,760.75	\$700,575.74

*Columns not included in "total miles constructed"

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1931—December 31, 1931

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
386	Gravel	98.47		\$684,663.54	\$684,663.54	\$64,511.45	\$613,207.70	\$7,044.39	\$620,252.09	\$6,953.01
1	Penolithic Macadam	0.31		13,243.11	13,243.11	7,671.75	5,571.36		5,571.36	42,719.71
3	Repairs			484.44	484.44	5.77	378.67		378.67	
15	Rebuilt Gravel			15,819.88	15,819.88	406.90	15,412.98		15,412.98	
40	Uncompleted Work			53,540.25	53,540.25	3,742.25	48,502.48	1,295.52	49,798.00	
445	Totals (1931 Work)	98.78		\$767,751.22	\$767,751.22	\$76,338.12	\$683,073.19	\$8,339.91	\$691,413.10	
	Expenditures for Supervision (General and paid by Town)								9,585.27	
13	Reimbursements								22,555.22	
3	Transfers to State Aid								3,244.57	
	Total State Expenditures								\$726,798.16	
22	Laid Overs to 1932									
483										
9	Towns reported construction and rebuilding									
10	Towns reported construction and uncompleted work									
24	Towns reported construction and were reimbursed									
459	Towns received apportionment in 1931 (including City of Saco) Rate of apportionment \$46.09 per mile of Third Class roads									

STATE HIGHWAY COMMISSION

SPECIAL RESOLVES**Including Expenditures, January 1, 1931****to December 31, 1931****Available Funds**

Chapter 104, P. L. 1931 provided \$150,000.00 for expenditure in 1931 to aid 160 towns in the construction and repair of roads and bridges.

Chapter 83 P. L. 1931 provided \$209.00 to reimburse the town of Island Falls for defending suit against town for change in grade.

Chapter 107 P. L. 1931 provided \$1,659.83 to reimburse the Treasurer of Hebron Academy for cost of repairing water pipe damaged by the construction of road in 1930.

Chapter 109, P. L. 1931 provided \$7,500.00 to be expended in 1931 for the construction of a road from Greenville to Rockwood.

Chapter 112, P. L. 1931 provided \$5,000.00 for expenditure in 1931 on the road between Eustis, Maine and Woburn, Canada.

Chapter 120, P. L. 1931 provided \$5,000.00 for expenditure in 1931 on the Sourdnhunk-Togue Pond road in Townships 1R9, 2R9, 2R10 and 3R10, Piscataquis County.

Chapter 121, P. L. 1931 provided \$5,000.00 for expenditure in 1931 in Township No. 10 Hancock County.

Chapter 124, P. L. 1931 provided \$10,000.00 for expenditure in 1931 on the Jackman-Rockwood road.

Chapter 142, P. L. 1931 provided \$5,000.00 for expenditure in 1931 for the purpose of building a road either over or around Haystack Mt. in the town of Castle Hill.

In addition to the above appropriations the Samoset Company paid in \$10,000.00 as provided by Chapter 107, P. L. 1929, for the construction of the Jackman-Rockwood road.

The unexpended balance brought forward from 1930 in addition to the above amounts made a fund of \$213,-295.48 available for expenditure in 1931.

WORK DONE IN 1931

The resolves under Chapter 104 P. L. 1931 and balances under Chapter 148 P. L. 1929 were expended as follows: In 80 towns funds expended in construction work in accordance with specifications for state aid and third class road, in 23 towns funds expended in general repair work, in 18 towns funds expended in grading and base, and completed with state aid or third class funds or left unfinished for completion in 1932 with additional resolve money, in one town fund was used to rebuild old state aid work, in one town fund was used for the construction of a bridge, in 10 towns fund was laid over for expenditure in 1932, in 17 towns fund was transferred to the state aid account, in 9 towns fund was transferred to the third class account and in 1 town fund was transferred to the bridge loan fund.

The fund appropriated for the Greenville-Rockwood road was expended in establishing the location, cutting the right of way and burning slash on right of way between the Squaw Mountain Fish Hatchery and Rockwood.

The fund for the Eustis-Woburn road was expended in cutting down knolls and widening road for the purpose of improving vision and making the driving conditions less hazardous.

The Sourdahunk-Togue Pond resolve was expended in extending tote road from the Togue Pond road about five miles to the Sourdahunk camps.

The No. 10 resolve was transferred and expended with the State aid fund.

The Jackman-Rockwood resolve was expended and road opened to the public July 1, 1931 in accordance with agreement between the State Highway Commission and the Samoset Company.

The only expenditure made from the Castle Hill resolve was for the survey made over and around Haystack Mountain.

Old balances from Chapter 148, P. L. 1929, amounting to \$354.72 were lapsed to the general highway fund. \$3,276.43 of 1931 Jackman-Rockwood resolve was lapsed to general highway fund after making transfer and ex-

pending from general highway fund the overdraft made on the Jackman-Rockwood road in 1930 amounting to \$19,960.57. The net overexpenditure from General Highway Fund amounting to \$16,684.14.

The total state expenditure from special resolve appropriations amounted to \$182,903.71 and \$10,000.00 from private funds, and \$38,871.61 was expended from town funds. A balance of \$17,806.20 is available for expenditure in 1932.

In addition to repairs and miscellaneous work, 19.43 miles of gravel road was reported as constructed during the season of 1931.

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES
Expenditures from January 1, 1931 to December 31, 1931

	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State 1931 Resolve	Paid by State 1929 Resolve	Paid by State 1927 Resolve	Paid by State 1923 Resolve	Paid by State Gen. Hwy. Fund	Total Paid by State
Road Construction	\$644.20	\$104,613.03	\$105,257.23	\$30,750.25	\$73,492.06	\$1,014.92				\$74,506.98
Road Reconstruction	28.72	2,979.61	3,008.33	1,481.73	1,500.00	26.60				1,526.60
Road Repairs	121.02	23,206.70	23,327.72	2,290.45	18,838.52	2,198.75				21,037.27
Uncompleted Road Work	181.80	24,674.72	24,856.52	4,349.18	20,052.90	454.44				20,507.34
Bridge Construction		450.92	450.92		447.86	3.06				450.92
Inspection on Transfers and Laid Overs	18.90		18.90		16.80	2.10				18.90
Sub Totals	\$994.64	\$155,924.98	\$156,919.62	\$38,871.61	\$114,348.14	\$3,699.87		845.47		\$118,048.01
Orient International Bridge		845.47	845.47							845.47
Eustis-Woburn Road	122.25	7,746.20	7,868.45		4,148.92		3,719.53			7,868.45
Deer Isle Road		35.00	35.00				35.00			35.00
Sourdnahunk-Togue Pond Road		4,998.98	4,998.98		4,986.88		12.10			4,998.98
Greenville-Rockwood		8,545.58	8,545.58		7,500.00				1,045.58	8,545.58
Jackman-Rockwood Road		16,723.57	16,723.57		6,723.57				*10,000.00	16,723.57
Castle Hill Road	188.00		188.00		188.00					188.00
Totals	\$1,304.89	\$194,819.78	\$196,124.67	\$38,871.61	\$137,895.51	\$3,699.87	\$3,766.63	\$845.47	\$11,045.58	\$157,253.06
Special Resolves transferred or paid with State Aid					22,035.64	2,406.27				24,441.91
Special Resolves transferred or paid with Third Class					8,339.91					8,339.91
Special Resolves transferred to Bridge Loan Fund					1,000.00					1,000.00
Reimbursement to Island Falls					209.00					209.00
Reimbursement to Hebron Academy					1,659.83					1,659.83
Totals					\$171,139.89	\$6,106.14	\$3,766.63	\$845.47	\$11,045.58	\$192,903.71
Paid by Private Funds										*10,000.00
Total paid from State Funds										\$182,903.71

STATE HIGHWAY COMMISSION

STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS
Expenditures January 1, 1931 to December 31, 1931, and Balances on December 31, 1931

	Appropriations	Lapsed to Gen. Hwy. Fund	Expenditures	Balance
Chapter 133, Resolves 1923, Orient International Bridge Balance.....	\$1,173.26		\$845.47	\$327.79
Chapter 158, Resolves 1927, Eustis-Woburn Balance.....	3,719.53		3,719.53	
Chapter 112, Resolves 1927 Deer Isle-Little Deer Isle Balance.....	108.01		35.00	73.01
Chapter 148, Resolves 1929, Road Resolves Balance.....	8,777.12	354.72	6,106.14	2,316.26
Chapter 152, Resolves 1929, Sourdnhunk-Togue Pond Balance.....	148.73		12.10	136.63
Total Balances brought forward from 1930.....	\$13,926.65			
Chapter 104, Resolves 1931, Road Resolves.....	150,000.00		140,723.69	9,276.31
Chapter 83, Resolves 1931, Island Falls Reimbursement.....	209.00		209.00	
Chapter 107, Resolves 1931, Hebron Academy Reimbursement.....	1,659.83		1,659.83	
Chapter 109, Resolves 1931, Greenville-Rockwood Road.....	7,500.00		7,500.00	
Chapter 112, Resolves 1931, Eustis-Woburn Road.....	5,000.00		4,148.92	851.08
Chapter 120, Resolves 1931, Sourdnhunk-Togue Pond Road.....	5,000.00		4,986.88	13.12
Chapter 121, Resolves 1931, No. 10 Township Road.....	5,000.00		5,000.00	
Chapter 124, Resolves, Jackman-Rockwood Road.....	10,000.00	3,276.43	6,723.57	
Received from Samoset Company, Jackman-Rockwood Road.....	10,000.00		10,000.00	
Chapter 142, Resolves 1931, Castle Hill Road.....	5,000.00		188.00	4,812.00
Totals.....	\$213,295.48	\$3,631.15	\$191,858.13	\$17,806.20
Paid from General Highway Fund in anticipation of 1932 Greenville-Rockwood Road.....			1,045.58	
Total Expenditure.....			192,903.71	
Miscellaneous Resolves paid from General Highway Fund.....			31,473.88	
Miscellaneous Resolves paid from Old Balances.....			4,600.00	
Jackman-Rockwood Resolve paid by Samoset Company.....			10,000.00	
Resolves transferred to State Aid Account.....			19,441.91	
Resolves transferred to Third Class Account.....			8,339.91	
Resolves transferred to Bridge Loan Account.....			1,000.00	
Sub Totals to Deduct from Total Expenditure.....			\$74,855.70	
Paid by State on 1931 Road Resolves.....			\$118,048.01	
Paid by Town on 1931 Road Resolves.....			38,871.61	
Total Cost of 1931 Road Resolves.....			\$156,919.62	

SPECIAL RESOLVES

	Total Miles Constr.	Gravel	Cost of Gravel	Cost of All Other Work	Total Cost	Paid by Town	Paid by State
Androscoggin.....	.74	.74	\$4,460.28	.....	\$4,460.28	\$522.18	\$3,938.10
Aroostook.....	3.53	3.53	17,564.60	\$1,339.36	19,937.43	7,083.96	12,853.47
Cumberland.....	1.22	1.22	7,432.61	1,008.46	8,441.07	2,958.70	5,482.37
Franklin.....	.20	.20	1,217.46	6,230.57	15,316.48	1,951.49	13,364.99
Hancock.....	1.06	1.06	4,663.51	2,050.71	6,749.22	2,114.72	4,634.50
Kennebec.....	.76	.76	3,574.88	6,112.37	9,687.25	1,490.75	8,196.50
Knox.....	.76	.76	4,865.60	826.14	5,691.74	288.20	5,403.54
Lincoln.....	1.10	1.10	6,159.58	4,877.93	11,037.51	1,540.32	9,497.19
Oxford.....	.59	.59	3,710.75	1,167.27	4,878.02	1,604.50	3,273.52
Penobscot.....	1.66	1.66	7,230.08	6,843.77	14,073.85	1,153.85	12,920.00
Piscataquis.....	.91	.91	6,132.50	1,996.62	21,673.68	617.18	21,056.50
Sagadahoc.....	.27	.27	2,235.58	4,754.88	6,990.46	2,483.30	4,507.16
Somerset.....	1.77	1.77	9,800.13	1,358.69	27,882.39	5,194.62	*22,687.77
Waldo.....	.96	.96	5,140.35	3,495.59	8,635.94	1,383.68	7,252.26
Washington.....	1.53	1.53	7,879.89	4,549.10	12,428.99	2,187.91	10,241.08
York.....	2.37	2.37	13,189.43	5,050.93	18,240.36	6,296.25	11,944.11
Totals.....	19.43	19.43	\$105,257.23	\$51,662.39	\$196,124.67	\$38,871.61	\$157,253.06

*Includes \$10,000.00 private funds

STATE HIGHWAY COMMISSION

1931 REPORT

BRIDGE CONSTRUCTION

The Bridge Act was amended by the 1931 legislature so that the cost of construction or reconstruction of all bridges on State highways, with the exception of those located in the compact sections of towns having a population of over ten thousand inhabitants is paid entirely by the State. In the figures given below, the bridges for construction of which, proceedings were started by the State, are classed the same as those where proceedings were started by towns.

There were carried over from 1930 three hundred and twenty-six petitions for state and county aid in bridge construction. Proceedings for construction of sixty other bridges were started in 1931, eighty-six bridges were placed under construction and twenty-three petitions were discontinued, leaving two hundred and seventy-seven petitions on file at the end of the year.

The State's portion of the cost of construction was paid from the bond issue authorized in 1929. Bonds having a value of one million five hundred thousand dollars were issued in 1931, leaving two million five hundred thousand dollars for future work.

The following work was undertaken in 1931:

Town and County	Contractor	Est. Cost	Description
Albion Kennebec	Force Account	\$7,600	McDonald Bridge; two concrete slab spans, clear span length along roadway 17'-10" each, 42° skew; concrete pier, concrete cap and extension of existing stone abutments; 21 ft. roadway.
Alna Lincoln	Reed & Reed	\$17,550	Carleton Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments, pile foundation; 20 ft. roadway; new location.
Anson Somerset	James Frederick & Co..	\$6,000	Pelton Stream Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Athens Somerset	Ulric Metivier	\$6,300	Johnson Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; concrete wearing surface; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Auburn Androscoggin	Kennebec Construction Corp.	\$64,500	Oakdale Bridge; three concrete T-beam spans, clear span lengths along roadway 50 ft. each, 36° skew; two piers, two concrete abutments pile foundation; 25 ft. roadway, concrete surface; new location.
Avon Franklin	Force Account	\$19,550	Valley Brook Bridge; concrete T-beam span, clear span length 45 ft.; concrete abutments; 22 ft. roadway, concrete surface.
Bangor Penobscot	Cyr Brothers Co.	\$36,500	Franklin Street Bridge; two existing concrete arch spans widened upstream and downstream with concrete T-beams, clear span lengths 39 ft. and 46 ft., two 9 ft. sidewalks, 48 ft. roadway; concrete surface.
Bangor Penobscot	Stewart & Williams	\$9,000	Six Mile Falls Bridge; two existing plate girder spans widened, clear span length 52 ft. each; old abutments and pier capped with concrete; concrete roadway slab, 24 ft. roadway.
Bingham Somerset	Wyman & Simpson, Inc.	\$21,500	Austin Stream Bridge; two concrete T-beam spans, clear span length along roadway 45 ft. 8 in. each, 40° skew; concrete pier, two concrete abutments; 5 ft. sidewalk, 22 ft. roadway, concrete surface; new location.
Boothbay Lincoln	F. W. Carlton Substructure and floor Kittredge Bridge Co. Steel superstructure	\$34,400	Barter's Island Bridge; four steel I-beam spans, span lengths 40 ft. to 44 ft., c-c bearings, one center bearing steel truss swing span, span length 110 ft. c-c end bearings; concrete abutments, 4 piers of double pile bents, existing stone pier for swing span capped with concrete, two piers on concrete seal courses; all timber creosoted; 20 ft. roadway, asphalt plank wearing surface.
Brooks Waldo	Force Account	\$7,600	Cites Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 26 ft. 6 in. roadway.
Brunswick-Topsham Cumberland- Sagadahoc	Southern New England Contractors Supply Co. Substructure & floor slab Boston Bridge Works, Inc. Steel superstructure	\$294,000	Androscoggin River Bridge; Federal Aid Project 128-A; three steel thru truss spans, distance c-c of bearings, 310 ft. for two spans and 174 ft. 5 in. for third span; two concrete piers, concrete abutments; concrete floor slab and wearing surface; 30 ft. roadway with provisions for electric railway, 5 ft. sidewalk; new location.
Byron Oxford	Ulric Metivier	\$19,500	Mort Bridge; concrete T-beam span, clear span length 50 ft.; concrete abutments; 20 ft. roadway, concrete surface.

Town and County	Contractor	Est. Cost	Description
Camden Knox	Walter V. Mitton, Inc..	\$18,600	Main Street Bridge; two concrete slab spans, clear span length 15 ft. each; concrete pier, concrete abutments; 48 ft. roadway, two 9 ft. sidewalks, concrete surface.
Carthage Franklin	Force Account	\$31,500	Newman Bridge; two T-beam spans, clear span length along roadway 43 ft. each, 30° skew; concrete pier, concrete abutments; 21 ft. roadway, concrete surface.
Charleston Penobscot	Naugler Brothers, Inc..	\$6,000	Creamery Bridge; concrete slab span, clear span length 14 ft.; concrete abutments; 22 ft. roadway.
China Kennebec	Wyman & Simpson, Inc.	\$4,700	Branch Mills Bridge; concrete slab span, clear span length 20 ft.; existing stone abutments capped and extended with concrete; 22 ft. roadway, 5 ft. sidewalk.
Codyville Washington	Tidewater Construction Co.	\$9,000	Jim Brown Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 20 ft. roadway.
Dixfield-Mexico Oxford	Hector J. Cyr Co., Inc..	\$17,500	Webb River Bridge; two concrete T-beam spans, clear span lengths 39 ft. 2½ in. and 41 ft. ¼ in., one concrete abutment, one concrete pier; 24 ft. roadway, 5 ft. sidewalk, concrete wearing surface.
Dresden Lincoln	Cyr Brothers Co. Substructure & floor slab Standard Engineering & Contracting Co. Steel superstructure	\$42,600	Upper Bridge; steel truss span length c to c of end pins 100 ft.; concrete abutments, pile foundation east abutment; 22 ft. roadway, concrete floor slab and wearing surface.
Farmington Franklin	Force Account	\$15,000	Gower Farm Bridge; concrete slab span, clear span length 17 ft. 3¾ in. on centerline of road, 30° skew; concrete abutments, pile foundation; 22 ft. roadway, concrete surface.
Farmington- Chesterville Franklin	Force Account	\$66,700	Farmington Falls Bridge; four concrete T-beam spans, clear span length 50 ft. each; three concrete piers, concrete abutments; 22 ft. roadway, 5 ft. sidewalk, concrete surface.
Fort Kent Aroostook	Joseph P. McCabe, Inc.	\$14,400	Main Street Bridge; existing concrete abutments extended with concrete, two concrete wings added to each abutment
Freeport Cumberland	Force Account	\$17,700	Collins Mill Bridge; concrete slab span, clear span length 20 ft. 8½ in.; concrete abutments; 51 ft. 6 in. between curbs providing for 26 ft. roadway on fill.
Fryeburg Oxford	Force Account	\$22,600	Eddy Flats Bridge; concrete slab span, clear span length 28 ft. on center line of road, 45° skew; concrete abutments, pile foundations; 24 ft. roadway, concrete surface.

Town and County	Contractor	Est. Cost	Description
Fryeburg Oxford	Force Account	\$25,500	Osgood Bridge; five steel I-beam spans, each span length 39 ft. c to c of bearings; double pile bents on 45° skew; 24 ft. roadway, all timber creosoted, wood strip floor, asphalt plank wearing surface; new location.
Fryeburg Oxford	Force Account	\$11,000	Shortridge Bridge; concrete slab span, clear span length 20 ft.; concrete abutments, pile foundation; 24 ft. roadway, concrete surface.
Fryeburg Oxford	R. W. Booker Co., Inc. Substructure & floor slab Pittsburgh-Des Moines Steel Co. Steel superstructure	\$63,700	Walker's Bridge; steel truss span, 260 ft. c to c of bearings; concrete abutments, pile foundation; 22 ft. roadway, concrete floor slab, concrete surface; new location.
Georgetown Sagadahoc	F. W. Carlton	\$9,200	East Bridge; three steel I-beam spans, each span 42 ft. c to c of bearings; two concrete abutments, two pile bent piers, all timber creosoted, 21 ft. roadway, wood strip floor, asphalt plank wearing surface.
Georgetown Sagadahoc	F. W. Carlton	\$17,000	West Bridge; four steel I-beam spans, span lengths about 45 ft. each on center line of road, 30° skew; three pile bent piers, two pile bent abutments, all timber creosoted, 21 ft. roadway, wood strip floor, asphalt plank wearing surface; new location.
Gorham Cumberland	J. R. Partridge	\$7,700	Getchell Bridge; concrete slab span, clear span length 14 ft., concrete abutments on concrete floor slab; 20 ft. roadway
Grand Isle Aroostook	Boone & Brewer Construction Co.	\$6,200	Soucy Bridge; concrete box culvert, 11 ft. x 11 ft., 25° skew, 22 ft. roadway.
Harrington Washington	George W. Crane	\$38,250	Lower Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments, stone faced; 22 ft. 6 in. roadway, 5 ft. sidewalk, concrete surface.
Island Falls Aroostook	Edmond Cyr & Co.	\$25,000	Randall Bridge; steel I-beam span, clear span length 55 ft.; concrete abutments; 21 ft. roadway, concrete floor, concrete surface.
Jefferson Lincoln	Tidewater Construction Co.	\$5,400	Davis Bridge; concrete slab span, span length 13 ft. 10 1/2 in. on center line of roadway, 30° skew; concrete abutments on concrete floor slab and timber grillage; 22 ft. roadway
Jonesport Washington	Cecil H. McNally	\$9,200	Cummings Bridge; concrete slab span, clear span length 15 ft.; stone abutments, concrete cap; 20 ft. roadway, 5 ft. sidewalk.
Knox Waldo	Force Account	\$5,400	Kennedy Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Limerick-Waterboro York.....	Hector J. Cyr Co., Inc.	\$33,800	Stimson Bridge; three T-beam spans, clear span lengths 45 ft. each on center line of road, 24° to 30° skew; two concrete piers, concrete abutments; 24 ft. roadway, concrete surface; new location.
Lyman..... York.....	Benedetto Bucci.....	\$3,800	Bartlett Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 22 ft. roadway.
Madison..... Somerset.....	Green & Wilson.....	\$26,000	Canal Bridge; concrete rigid frame span, clear span length 30 ft., concrete abutments; 35 ft. roadway, concrete surface, two 6 ft. sidewalks.
Milo..... Piscataquis.....	Edmond Cyr & Co.....	\$15,700	Canal Bridge; two concrete slab spans, clear span length 18 ft. each on center line of road, 20° skew; concrete abutments, concrete pier; 30 ft. roadway, 6 ft. sidewalk, concrete surface.
Monmouth..... Kennebec.....	Kennebec Construction Corp.....	\$16,000	Jock Stream Bridge; two concrete slab spans, clear span length 20 ft. each; concrete abutments, concrete pier, pile foundation; 20 ft. roadway.
Monmouth..... Kennebec.....	S. Talarico.....	\$9,500	Tacoma Bridge; concrete slab span, clear span length 20 ft. 3½ in.; concrete abutments; 22 ft. roadway, concrete surface.
Mount Vernon..... Kennebec.....	Force Account.....	\$8,600	Grist Mill Bridge; two concrete slab spans, clear span length 12 ft. 2¼ in. each on center line of road, 10° skew; concrete abutments, concrete pier; 30 ft. roadway, 5 ft. sidewalk.
Mount Vernon..... Kennebec.....	Force Account.....	\$9,300	Telephone Bridge; concrete slab span, clear span length 18 ft.; concrete abutments, 22 ft. roadway, 5 ft. sidewalk.
Newcastle..... Lincoln.....	Reed & Reed.....	\$5,600	Meadow Brook Bridge; concrete box culvert 10 ft. x 6 ft. 10 in.; timber grillage foundation; 20 ft. roadway.
Newcastle..... Lincoln.....	Reed & Reed.....	\$9,900	Nichols Bridge; concrete slab span, clear span length 10 ft. on center line of road, 15° skew; concrete abutments, 48 ft. between curbs providing for 26 ft. roadway on fill.
New Sharon- Chesterville... Franklin.....	Kennebec Construction Corp.....	\$26,700	McCurdy Pond Bridge; two concrete slab spans, clear span length 15 ft. each on center-line of road, 30° skew; concrete abutments, concrete pier, timber grillage; 22 ft. clear roadway; new location.
Oakfield..... Aroostook.....	Cecil H. McNally.....	\$19,550	Village Bridge; two concrete T-beam spans, clear span length 30 ft. each; one concrete abutment, concrete pier, existing stone abutment underpinned and capped with concrete, new concrete wing; 22 ft. roadway, 5 ft. sidewalk, concrete surface.

Town and County	Contractor	Est. Cost	Description
Orland Hancock	Stewart & Williams	\$16,700	Toddy Pond Bridge; concrete slab span, clear span length 16 ft.; concrete abutments; 22 ft. roadway; new location.
Orrington Penobscot	Force Account	\$14,000	Bunker Bridge; concrete slab span, clear span length 19 ft. 8 in.; concrete abutments on pile foundation; 22 ft. roadway.
Oxford Oxford	A. Michelini & Sons, Inc.	\$15,400	Baker Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, pile foundation; 24 ft. roadway, concrete surface.
Oxford Oxford	A. Michelini & Sons, Inc.	\$10,200	Minister Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments, pile foundation; 24 ft. roadway, concrete surface.
Palermo Waldo	Walter V. Mitton, Inc. Substructure & floor slab Standard Engineering & Contracting Co. Steel superstructure	\$23,000	Sheepscot Bridge; steel truss span, length 120 ft. c to c of pins; concrete abutments, pile foundation; concrete floor slab 22 ft. roadway, concrete surface; new location.
Palmyra Somerset	Kennebec Construction Corp. Substructure & floor slab Standard Engineering & Contracting Co. Steel superstructure	\$34,000	Iron Bridge; steel truss span, length 200 ft. c to c of bearings, concrete abutments, pile foundation; 22 ft. roadway, concrete floor slab, concrete surface; new location.
Palmyra Somerset	James Frederick & Co.	\$4,200	Palmyra Bridge; concrete slab span, span length 11 ft. on center line of road, 13° skew; concrete abutments; 22 ft. roadway, 5 ft. sidewalk.
Perham Aroostook	Force Account	\$8,000	Salmon Stream Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; 20 ft. roadway.
Pittsfield Somerset	Force Account	\$75,000	Main Street Bridge; North channel; two concrete T-beam spans, clear span length, 25 ft. each; concrete abutments, concrete pier. South channel; two concrete T-beam spans, clear span length 48 ft. each, concrete abutments, concrete pier, north abutment pile foundation, 24 ft. roadway, 5 ft. sidewalk, concrete surface.
Portland Cumberland	John H. Simonds Co.	\$13,200	Mill Creek Bridge; concrete T-beam span, clear span length about 28 ft.; existing stone abutments jacketed and capped with concrete; 24 ft. roadway, 5 ft. sidewalk, concrete surface.
Portland Cumberland	John H. Simonds Co.	\$12,200	Stroudwater Bridge; concrete T-beam span, clear span length about 50 ft. 5 in.; existing stone abutments jacketed and capped with concrete on downstream wings, remainder of each abutment capped with concrete; 24 ft. roadway, 5 ft. sidewalk, concrete surface.

Town and County	Contractor	Est. Cost	Description
Presque Isle Aroostook	Boone & Brewer Construction Co.	\$5,000	Hanson Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 22 ft. roadway.
Readfield Kennebec	Stewart & Williams	\$6,200	Torsey Pond Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 22 ft. roadway, includes rebuilding timber dam upstream.
Sebec-Atkinson Piscataquis	Wyman & Simpson, Inc.	\$56,500	Union Bridge; four concrete T-beam spans, span lengths 50 ft. each on center line of road, 30° skew; concrete abutments, three concrete piers; 21 ft. roadway, concrete surface; new location.
Shirley Piscataquis	Earle L. Keene	\$7,000	Shirley Mills Bridge; steel I-beam span, clear span about 46 ft. 2 in.; existing concrete abutments capped with concrete; concrete floor slab, 18 ft. roadway, 4 ft. sidewalk, concrete surface.
Solon Somerset	Tidewater Construction Co.	\$10,800	Main Street Bridge; concrete T-beam span, clear span length 47 ft. 3½ in.; existing stone abutments jacketed and capped with concrete; 30 ft. roadway, 5 ft. sidewalk, concrete surface.
South Thomaston Knox	Reed & Reed	\$28,800	Keag Bridge; two concrete T-beam spans, clear span length 35 ft. each; stone abutments and pier with concrete caps; 22 ft. roadway, 5 ft. sidewalk, concrete surface.
Southwest Harbor- Tremont Hancock	Green & Wilson	\$8,700	Marsh Bridge; concrete slab span, clear span length 20 ft.; stone abutments with concrete footings and caps, pile foundation; 22 ft. roadway.
Standish Cumberland	Bradley & Linscott	\$7,500	Rich Mill Bridge; concrete slab span, clear span length 15 ft.; concrete abutments on concrete floor slab and timber grillage; 20 ft. roadway.
Topsfield Washington	James Frederick & Co.	\$8,000	Flood Brook Bridge; concrete slab span, clear span length 20 ft. on center line of road, 30° skew; concrete abutments, 20 ft. roadway.
Unity Waldo	Force Account	\$6,000	Meadow Brook Bridge; concrete slab span, clear span length 17 ft. 4 in. on center line of road; 30° skew; concrete abutments on concrete floor slab and timber grillage; 20 ft. roadway.
Waldo Waldo	Force Account	\$9,500	Levanseller Bridge; concrete slab span, clear span length 18 ft. 3¼ in. on center line of road, 35° skew; concrete abutments; 20 ft. roadway.
Wales Androscoggin	J. A. Greenleaf & Sons	\$4,500	Frost Bridge; concrete box culvert 10 ft. x 9 ft. 6¾ in., 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Wallagrass Aroostook	Nadeau & Dumond	\$10,000	Strip Bridge; concrete slab span, clear span length 17 ft. 5 in. on center line of road, 55° skew; concrete abutments; overall length of slab 45 ft. 8½ in. to provide for 24 ft. roadway on fill.
Washington Knox	Wyman & Simpson, Inc.	\$5,700	Sid Mill Bridge; concrete slab span, clear span length 17 ft.; concrete abutments; 22 ft. roadway.
Washington-Union Knox	Wyman & Simpson, Inc.	\$12,500	Medomak Bridge; concrete T-beam span, clear span length 50 ft. on center line of road; 35° skew; concrete abutments, pile foundation; 22 ft. roadway, concrete surface; new location.
Wayne Kennebec	Walter V. Mitton, Inc..	\$11,200	North Wayne; concrete T-beam span, clear span length 25 ft.; concrete abutments; 20 ft. roadway.
Wellington Piscataquis	James Frederick & Co..	\$8,300	Bog Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Wells York	Cook & Co., Inc.	\$18,200	Buffam Bridge; concrete slab span, clear span length 18 ft.; concrete abutments, stone faced, pile foundation; 42 ft. roadway, concrete surface; new location.
Wells York	Cook & Co.	\$6,200	Capell Bridge; existing T-beam span widened to obtain 42 ft. roadway; existing stone abutments extended with concrete, pile foundation; clear span length about 27 ft. on center line of road, about 55° skew; concrete surface.
Wells York	Luten Bridge Co., Inc..	\$12,700	Donnell's Bridge; concrete slab span, clear span length 17 ft. 6 in. on center line of road, about 30° skew; existing stone and concrete abutments jacketed and extended with concrete; 32 ft. roadway, concrete surface.
West Gardiner- Litchfield Kennebec	J. A. Greenleaf & Sons Co.	\$23,800	Babcock Bridge; concrete T-beam span, clear span length about 50 ft.; concrete abutments, pile foundation; 24 ft. roadway, concrete surface; new location.
West Gardiner Kennebec	J. A. Greenleaf & Sons Co.	\$8,500	Cold Stream Bridge; concrete T-beam span, clear span length 35 ft. on center line of road, 23° skew; concrete abutments, pile foundation; 22 ft. roadway.
Willimantic Piscataquis	Naugler Brothers, Inc.. Substructure Standard Engineering & Contracting Co. Steel superstructure Floor by Force Acct.	\$20,300	Arnold Bridge; steel truss span, length 111 ft. c to c of bearings; concrete abutments; wood strip floor, 20 ft. roadway, asphalt plank wearing surface; new location.

Town and County	Contractor	Est. Cost	Description
Windham-Gorham . Cumberland	Naugler Brothers, Inc. .	\$58,000	South Windham Bridge; three concrete T-beam spans, clear span lengths 50 ft. each; concrete abutments, two concrete piers; 30 ft. roadway, two 5 ft. sidewalks, concrete surface.
Wiscasset-Edgecomb Lincoln.	Kerr & Houston, Inc. . .	\$310,000	Sheepscot River Bridge; Federal Aid Bridge 117-D; one hundred twenty-one steel I-beam spans, span lengths 18 ft. to 26 ft. c to c of bearings, length over all 3240 ft., piers and abutments of pile bents, all creosoted lumber, one center bearing steel truss swing span 120 ft. c to c of end bearings; wood strip floor, 22 ft. roadway, 5 ft. sidewalk, asphalt plank wearing surface.
Woolwich-Wiscasset Sagadahoc Lincoln.	Tidewater Construction Co.	\$9,200	Montsweag Farm Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 24 ft. roadway, concrete surface.

Contract for construction of floor of Androscoggin River Bridge between Mexico and Peru was awarded to James H. Kerr. For description see 1930 report.

The following table shows the bridge accounts closed during 1931, with final cost and distribution of cost:

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Abbot.....	Pisc.	Abbot.....	\$26,420.84	\$18,494.59	\$7,926.25	
Abbot.....	Pisc.	Upper Abbot	14,590.15	10,213.11	4,377.04	
Andover.....	Oxf.	Gordon.....	8,421.32	2,711.67	2,526.40	\$3,183.25
Andover.....	Oxf.	Hall.....	9,245.97	3,083.15	2,773.79	3,384.03
Auburn.....	And.	Parsons Mill..	6,143.51	1,535.88	1,843.05	2,764.58
Baldwin.....	Cum.	Breakneck.....	13,223.98	9,256.79	3,967.19	
Baldwin.....	Cum.	Folly.....	9,711.43	3,204.77	2,913.43	3,593.23
Bar Harbor..	Han.	Garland.....	6,773.93	4,741.75	2,032.18	
Berwick.....	York	Beaver Dam..	2,783.80	1,948.66	835.14	
Caribou.....	Aroos.	Bailey Mitchell	11,696.45	4,421.26	3,508.93	3,766.26
Caribou.....	Aroos.	Fish Hatchery	21,679.95	8,195.02	6,503.99	6,980.94
Caribou.....	Aroos.	Grimes Mill..	34,296.18	13,101.14	10,288.85	10,906.19
Casco.....	Cum.	Mill.....	7,233.83	2,719.92	2,170.15	2,343.76
Chelsea.....	Ken.	Togus Stream.	4,765.15	1,834.58	1,429.55	1,501.02
China.....	Ken.	China Village.	6,105.29	1,782.74	1,831.59	2,490.96
Codyville Pl.	Wash.	Main Tomah..	10,889.33	6,457.37	3,266.80	1,165.16
Coplin Pl....	Frank.	Nash Stream..	19,912.23	12,395.76	5,973.67	1,542.80
Cornith.....	Penob.	Beans Mill....	4,816.43	1,363.05	1,444.93	2,008.45
Cornish.....	York	Warren.....	27,976.85	12,169.93	Y 5,668.00	C 3,142.05
Hiram.....	Oxf.	Hiram.....	46,467.20	23,791.21	Y 2,725.06	C 4,271.81
Cornish.....	York	Hiram.....			Y 9,414.07	C 3,702.31
Hiram.....	Oxf.	Hiram.....			O 4,526.09	H 5,033.52
Dixfield.....	Oxf.	Tom Stone...	9,584.25	6,708.98	2,875.27	
Dover.....						
Foxcroft.....	Pisc.	Dover.....	48,737.42	17,448.00	14,621.22	16,668.20
Drew.....	Penob.	Mattawamk'g	100,424.52	69,309.05	30,127.36	988.11
Drew.....	Penob.	Meadow Br....	8,327.54	5,747.34	2,498.26	81.94
Farmington..	Frank.	Red.....	27,235.58	19,064.91	8,170.67	
Gilead.....	Oxf.	Peabody Sch..	4,101.56	2,871.09	1,230.47	
Hancock.....	Han.	Carrying Place	7,665.26	5,365.68	2,299.58	
Hancock.....	Han.	Kilkenny.....	6,431.34	4,501.94	1,929.40	
Harmony.....	Som.	Village.....	17,792.87	12,455.01	5,337.86	
Houlton.....	Aroos.	Red.....	28,212.84	7,335.34	8,463.85	12,413.65
Lebanon.....	York	Sinclair.....	4,695.71	3,287.00	1,408.71	
Lebanon.....	York	Creamery....	4,583.23	3,208.26	1,374.97	
Livermore..						
Liver Falls.	And.	Andros. River	13,983.80	9,788.66	4,195.14	
Lovell.....	Oxf.	Alder Brook..	3,524.91	1,089.20	1,057.47	1,378.24
Lovell.....	Oxf.	Mill Brook...	6,524.55	2,016.09	1,957.36	2,551.10
Masardis....	Aroos.	Squa Pan.....	18,107.55	9,615.11	5,432.26	3,060.18
Mason.....	Oxf.	Pleasant River	2,954.20	1,494.83	886.26	573.11
Morrill.....	Waldo	Thomas.....	3,451.41	2,415.99	1,035.42	
Mt. Vernon..	Ken.	W. Mt. Vernon	8,922.39	6,245.67	2,676.72	
Mt. Vernon..	Ken.	Walton Mill..	8,535.04	5,974.53	2,560.51	
Newry.....	Oxf.	Bear River....	22,623.58	15,836.51	6,787.07	
Prentiss....	Pen.	Jones.....	7,477.33	3,783.53	2,243.20	1,450.60
Presque Isle	Aroos.	Clark.....	9,251.14	2,312.79	2,775.34	4,163.01
Rome.....	Ken.	Meadow Str...	8,970.85	2,960.38	1,547.25	1,966.31
Smithfield..	Som.				S 1,144.01	S 1,352.90
Roxbury.....	Oxf.	Frye.....	1,367.13	371.86	410.14	585.13
Rumford.....	Oxf.	Austin.....	8,775.47	4,545.69	2,632.64	1,597.14
Rumford.....	Oxf.	Abbotts Mill..	14,216.04	7,292.83	4,264.81	2,658.40
Rumford.....	Oxf.	Linn.....	2,226.82	1,153.49	668.05	405.28
Rumford.....	Oxf.	Peterson.....	11,423.16	5,860.08	3,426.95	2,136.13
Rumford.....	Oxf.	Martin.....	46,732.69	24,207.54	14,019.80	8,505.35
Rumford.....	Oxf.	Chisholm Park	299,878.65	150,907.68	85,463.59	63,507.38
Searsmont..	Waldo	Tannery.....	10,835.10	4,919.14	3,250.53	2,665.43
So. Portland	Cum.	Anthoine Cr..	19,535.26	4,883.81	5,860.58	8,790.87
T. I. R. 4....	Aroos.	Henderson.....	10,019.84	7,013.89	3,005.95	
T. I. R. 4....	Aroos.	L. Henderson.	5,243.66	3,670.56	1,573.10	
T. I. R. 5....	Aroos.	Gulliver Brook	6,333.50	4,433.45	1,900.05	
Turner.....	And.	North Turner.	8,858.26	6,200.78	2,657.48	
Union.....	Knox	East Union..	6,198.57	4,339.00	1,859.57	
Unity.....	Waldo	Bither Mill..	8,969.66	5,220.34	2,690.90	1,058.42
Unity.....	Waldo	Oxbow.....	6,079.64	3,538.35	1,823.89	717.40
Unity.....	Waldo	Outlet.....	14,110.08	8,212.07	4,233.02	1,664.99
Unity.....	Waldo	Moulton.....	20,347.29	11,842.12	6,104.19	2,400.98
Vienna.....	Ken.	Village.....	9,293.71	6,505.60	2,788.11	
Wells.....						
Kennebunk..	York	Little River..	21,820.60	15,274.42	6,546.18	
Wilton.....	Frank	Severy.....	2,758.73	1,931.11	827.62	
Wilton.....	Frank	Walton.....	10,336.68	7,235.68	3,101.00	
Windham....	Cum.	Dole.....	9,420.30	2,355.08	2,826.09	4,239.13
			\$ 1230,053.53	\$656,177.81	\$364,516.02	\$209,359.70

The total net expenditures for State and County aid bridge construction in 1931, including expenditures from special resolves from the Bridge Loan Fund, was \$2,068,-882.29 of which \$136,634.02 was for engineering, advertising and inspection, \$1,887,865.27 for labor and material, and \$44,383.00 for right of way and property damage.

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 1931.

Vanceboro-St. Croix, International Bridge, \$17,500.00. See 1927 and 1928 reports. Total amount expended, \$12,651.40.

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 1931.

Mattawamkeag, Mattawamkeag Bridge, \$113,400.00. See 1928 report. Total amount expended, \$82,207.44.

1927 Resolves

Norridgewock, Covered Bridge. Applied as part of town's portion of cost of bridge under State and County Aid law. Account not closed in 1931.

Fort Kent-Clair International Bridge, \$150,000.00. See 1929 and 1930 reports. Total amount expended, \$113,893.56.

Forest City, International Bridge, \$10,500.00. See 1927 and 1928 reports. Total amount expended, \$6,-566.14.

Hampden, Stanley Bridge, \$4,000.00. See 1927 report. Total amount expended, \$3,046.16.

1929 Resolves

Salem, Mill Pond Bridge.

Sangerville and Guilford, Sangerville Station Bridge.

Amounts appropriated by two above resolves applied as town's portion of cost of bridges under State and County Aid law. Accounts not closed in 1931.

Dover-Foxcroft, Dover Bridge, \$17,400.00. Applied as town's share of cost of bridge under State and County Aid law. Total amount expended, \$16,668.20.

1931 Resolves

Chap. 133, P. & S. L., Calais-St. Stephens, International Bridge, \$150,000.00. Nothing done as no money available for Canadian portion of bridge.

Chap. 86, Wellington, Bog Bridge \$2,000.00.

Chap. 89, Sebec, \$3,630.10, Atkinson, \$2,609.28, Union Bridge.

Chap. 132, Jonesport, Cummings Bridge, \$3,250.00.

Amounts appropriated by three above resolves applied as town's portions of cost of bridges under State and County Aid law. For descriptions see another part of this report. Accounts not closed in 1931.

Chap. 84, Reed Pl., Wytopotlock Bridge, \$1,750.00.

Chap. 82, Dixmont, Center Bridge, \$1,000.00.

No work on bridges designated in the above two resolves was undertaken in 1931.

Chap. 140, Rumford and Mexico, Ridlonville Sidewalk Bridge, \$15,000.00. Placed under construction in 1931. Three steel truss spans, lengths 75 ft., 149 ft., 149 ft., c. to c. bearings. 6 ft. concrete sidewalk. Present highway bridge abutments and piers extended with concrete. Contractors: Substructure and floor, James H. Kerr; steel superstructure, Kittredge Bridge Co. Expended to December 31, 1931, \$13,877.18.

MAINE KENNEBEC BRIDGE

This bridge was opened for traffic on September 30, 1931. For description see 1930 report. Expended from construction account to December 31, 1931, \$257,114.29.

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	\$3,687.19
Belfast—Lower Bridge	1,158.70
Belgrade—Belgrade Lakes Bridge	550.28
Calais—International Bridge	294.03 Cr.

Durham—Tracy Brook Bridge	2,090.41
Machiasport—East Machiasport Bridge	82.86
Madawaska—International Bridge	1,937.22
Medway—E. Br. Penobscot R. Bridge	2,000.00
New Sharon—New Sharon Bridge	500.00
Trenton—Mount Desert Bridge	191.31
Van Buren—International Bridge	1,146.29
Washburn—Aroostook River Bridge	2,000.00
Wells—Edward Hill Bridge	215.47
Yarmouth—W. Br. Cousins R. Bridge	81.87
	<hr/>
	\$15,347.57

Three other bridges

Baileyville—Upper Bridge (extension)

Carmel—Harvey Bridge (extension)

Baldwin—Schoolhouse Bridge

were constructed by the Bridge Division. The cost of the work will be paid from State highway construction funds.

BRIDGE MAINTENANCE

In July 1931, as provided in Chapter 93, P. L. 1931, the State took over from the towns, the maintenance of all bridges on state highways, except in the cases of those bridges that lie within the compact sections of any city or town of over ten thousand inhabitants. About 550 bridges were by this act placed under the control of the commission. The expenditures for maintenance up to December 31, 1931 amounted to \$68,668.02, with credits amounting to \$1,610.87 making net expenditures of \$67,057.15.

MAINTENANCE WORK FOR 1931

Maintenance work during 1931 was performed generally by patrol maintenance. 448 patrolmen were employed in caring for 5,233.88 miles of road in 518 towns. Of this mileage 2,015.09 miles was improved State Highway, 2,627.86 miles was improved State Aid Highway and

the balance or 590.93 miles was unimproved road. There was also maintained by special arrangement with the towns 345.35 miles of improved State Aid road and 8.62 miles of improved State Highway.

A total expenditure for labor and material of \$2,482,748.84 was made on this work, including \$14,859.42 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$83,388.93 making the total gross expenditure chargeable to maintenance of \$2,566,137.77, of this amount the State furnished \$2,305,518.53 and the cities and towns furnished \$260,619.24. The average expenditure per mile was \$459.24.

On the 2,015.09 miles of improved State Highway, the expenditure for labor, material and supervision was \$1,525,791.43 or an average expenditure per mile of \$757.18.

The expenditure on the 3,218.79 miles of other road under patrol was for labor, material and supervision \$1,018,974.62 or an average expenditure per mile of \$316.57.

SNOW REMOVAL 1930-1931

Number of towns in which snow removal work was done by towns. 402
 Number of towns in which snow removal work was done by state. 1

	State Highways	State Aid Highways	Town Roads	Total
Number of miles on which towns applied for state aid.....	1691.39	2345.11	4444.61	8481.11
Number of miles accepted	1841.69	2332.17	4153.51	8327.37
Number of miles plowed by state (Indian Township—12.4)				
Total number of miles.....				8327.37
Paid by towns for snow removal.....				\$323,786.13
Paid by state for snow removal.....				200,630.18
Paid by state for snow removal (supervision).....				16,338.83
Total paid by state for snow removal.....				216,969.01
Total cost.....				\$540,755.14
Average cost per mile.....				\$65.02
Snow fence erected by state.....		42,350 linear feet		
Snow fence erected by towns.....			1,056,605 linear feet	

SNOW REMOVAL 1931-1932

Number of towns in which snow removal work was done by towns. 475
 Number of towns in which snow removal work was done by state. 1

	State Highways	State Aid Highways	Town Roads	Total
Number of miles on which towns applied for state aid.....	1985.66	3294.25	5635.55	10915.46
Number of miles accepted—..	2029.95	3191.58	5097.15	10318.68
Number of miles plowed by state (Indian Township—12.4)				
Total number of miles				10318.68
Paid by towns for snow removal				\$222,526.24
Paid by state for snow removal				(218,674.32
Paid by state for snow removal (supervision)				17,722.82
Total paid by state for snow removal				236,397.14
 Total cost				 \$458,923.38
Average cost per mile				\$44.47
Snow fence erected by state		22,300 linear feet		
Snow fence erected by towns		1,615.209 linear feet		

FINANCIAL STATEMENT

January 1, 1932—June 30, 1932

Statement of Receipts and Expenditures with Balance of the Maine State Highway Commission for the Period Ending June 30, 1932.

HIGHWAY LOAN FUND

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Balance Overdrawn
Expenditures.....	\$355,055.02	\$545,161.63		Balance January 1, 1932.....	\$282,315.12		
				Receipts—Federal Aid.....	127,063.70		
				Receipts—Miscellaneous.....	3,192.79		
				Receipts—Town Bar Harbor.....	23,462.00		
				Receipts—Property sold.....	1,800.00		
Balance to July 1, 1932.....				Balance overdrawn July 1, 1932.....			\$462,383.04
				Bal. of this acct. June 1 was \$82,778.59			

BRIDGE LOAN FUND

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Balance Overdrawn
Expenditures.....	\$522,386.38	\$151,168.94		Balance January 1, 1932.....	\$349,241.58		
				Receipts—Towns.....	26,139.31		
				Receipts—Federal Aid.....	205,931.95		
				Receipts—County.....	45,696.96		
				Receipts—Tolls—Richmond.....	1,687.25	\$1,074.75	
				Receipts—Miscellaneous.....	4,074.04	668.49	
				Receipts—Public Utilities (Woolwich).....	2,109.03		
				Receipts—Subscription C. M. P. Co. & N. E. Tel. & Tel.....	4,285.50		
Balance to July 1, 1932.....				Balance overdrawn July 1, 1932.....			\$32,646.46
				Bal. of this acct. June 1 was \$116,779.24			

MOTOR TRANSPORT AND EQUIPMENT

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Balance Overdrawn
Expenditures.....	\$144,172.82	\$43,502.10		Balance January 1, 1932.....	\$393,263.24		
				Receipts—Rental.....	22,779.84		
				Transfer—Stock.....	5,611.90	1,766.62	
Balance to July 1, 1932.....			\$235,746.68	Bal. of this acct. June 1 was \$277,482.16			

STATE HIGHWAY COMMISSION

CARLTON-KENNEBEC BRIDGE

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Balance Overdrawn
Expenditures	\$6,210.09	\$1,276.16		Balance January 1, 1932	\$92,076.53		
Accrued Interest	28,540.00			Receipts—Tickets	31,081.20	20,299.40	
Balance to July 1, 1932			\$107,430.88	Bal. of this acct. June 1 was \$88,407.64			

WALDO-HANCOCK BRIDGE

Expenditures	\$83,481.69	\$34,521.46		Balance January 1, 1932	\$185,839.68		
				Receipts—Tolls	12,667.59	\$9,569.55	
Balance to July 1, 1932			\$108,789.81	Receipts—Federal Aid	18,716.14		
				Bal. of this acct. June 1 was \$133,741.72			

SPECIAL RESOLVES

Expenditures	\$859.50	\$575.58		Balance January 1, 1932	\$17,664.59		
Balances lapsed and transferred	804.81			Transfer—G. H. F. Greenville		\$7,500.00	
Balance to July 1, 1932			\$22,931.33	Receipts	5.00	1.63	
				Bal. of this acct. June 1 was \$16,005.28			

GENERAL HIGHWAY FUND

Bal. overdrawn Jan. 1, 1932 . . .	\$2,477,900.87			Receipts—Auto Fines	\$3,971.39	\$2,286.41	
Trans.—Accrued Interest	366,690.00	\$75,619.17		Receipts—Gas Tax	1,077,650.10	627,744.79	
Trans.—Reserve	234,000.00	24,000.00		Receipts—Auto Fees, 1931	1,689.35		
Trans.—Greenville-Rockwood . . .	7,500.00			Receipts—Auto Fees, 1932	2,269,953.40	198,942.47	
Trans.—Fines	95.77			Receipts—Secretary of State	4,605.00	1,766.55	
Payment protested Check		6.88		Receipts—Fines and Penalties	300.21	12.72	
Trans.—Aeronautical Fund	726.12	289.39		State Aid and Third Class Bal. lapsed . .	1,595.77		
				Receipts—Miscellaneous	44.37	67.06	
				Special Resolves lapsed	323.70		
Balance to July 1, 1932			\$1,018,715.27	Bal. State Police Dept. lapsed		1,482.84	
				Bal. Motor Vehicle Dept. lapsed		13,107.34	

ADMINISTRATION OF STATE HIGHWAY COMMISSION

Expenditures	\$62,615.81	\$16,432.14		Balance January 1, 1932	\$85,633.75		
Balance lapsed		9,114.56		Receipts—Blueprints and Spec.	2,239.30		
Balance to July 1, 1932				Receipts—Miscellaneous	289.46		
				Bal. of this acct. June 1 was \$25,546.70			

MAINTENANCE OF HIGHWAY POLICE DEPARTMENT

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Balance Overdrawn
Expenditures	\$49,802.50	\$28,787.10		Balance January 1, 1932	\$79,397.60		
Balances to July 1, 1932 lapsed to G. H. F.		1,482.84		Receipts—Sale of Supplies	656.75	\$18.09	
				Bal. of this acct. June 1 was \$30,251.85			

MAINTENANCE OF MOTOR VEHICLE DEPARTMENT

Expenditures	\$46,960.40	\$11,686.64		Balance January 1, 1932	\$71,754.38		
Balance lapsed to G. H. F.		13,107.34		Bal. of this acct. June 1 was \$24,793.98			

BRIDGE MAINTENANCE

Expenditures	\$59,507.81	\$10,063.09		Balance January 1, 1932	\$82,942.85		
Balance to July 1, 1932			\$14,819.15	Receipts	1,406.95	\$40.25	
				Bal. of this acct. June 1 was \$24,841.99			

REMOVAL OF SNOW FROM HIGHWAYS AND TOWNWAYS

Expenditures	\$19,681.68	\$78,684.93		Balance January 1, 1932	\$212,869.99		
Balance to July 1, 1932			\$114,746.78	Receipts—Towns	231.00		
				Transfer	12.40		
				Bal. of this acct. June 1 was \$193,431.71			

IMPROVEMENT STATE ROADS JOINT FUND

Expenditures	\$68,108.35	\$373,110.89		Balance January 1, 1932	\$94,903.73		
Balance to July 1, 1932				Receipts—Miscellaneous	1,280.92	\$55,064.03	
				Receipts—Towns			
				Balance overdrawn to July 1, 1932			\$289,970.56

ACCRUED INTEREST AND RESERVE TO RETIRE HIGHWAY AND BRIDGE BONDS

Accrued Interest	\$595,797.50			Transfer General Highway Fund	\$595,797.50		
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STATE HIGHWAY COMMISSION

ADMINISTRATION AND REBATES ON INTERNAL COMBUSTION ENGINE FUEL (GAS TAX)

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Balance Overdrawn
Expenditures.....	\$54,671.95	\$11,612.70		Balance January 1, 1932.....	\$69,538.89		
				Check cancelled.....	110.28		
				Refund of refund Check.....	32.51		
Balance to July 1, 1932.....			\$3,397.03	Bal. of this acct. June 1 was \$15,009.73			

THIRD CLASS HIGHWAY FUND

Expenditures.....	\$2,031.26	\$20,014.37		Balance January 1, 1932.....	\$26,576.75		
				Receipts—Miscellaneous.....	8.25		
Balance to July 1, 1932.....			\$4,539.37	Bal. of this acct. June 1 was \$24,553.74			

MAINTENANCE OF STATE AND STATE AID HIGHWAYS

Expenditures.....	\$486,597.92	824,072.70		Balance January 1, 1932.....	\$1,597,715.33		
				Receipts—Towns.....	2,734.50		
				Receipts—Miscellaneous.....	10,926.46	\$46.00	
Balance to July 1, 1932.....			\$300,751.97	Bal. of this acct. June 1 was \$1,124,778.67			

COMPENSATION FOR INJURIES RECEIVED

Expenditures.....	\$28,637.56	\$3,386.81		Balance January 1, 1932.....	\$33,157.82		
				Receipts cancel Checks.....	227.75		
				Receipts of Subrogation Procedure.....	1,000.00		
Balance to July 1, 1932.....			\$2,361.20	Bal. of this acct. June 1 was \$5,748.01			

MAINE HIGHWAYS MAGAZINE

Expenditures.....	\$1,206.53	\$1,989.08		Council Order.....	\$2,000.00		
				Receipts—Advertisers.....	359.84	\$325.28	
				Balance overdrawn to July 1, 1932.....			\$510.49
Balance to July 1, 1932.....				Bal. of this acct. June 1 was \$1,153.31			

Total Expenditures.....\$7,983,708.84
 Less Overdraft..... 785,510.55

 \$7,198,198.29
 Balance to July 1 1,934,229.47

Total Receipts.....\$9,132,427.76

 7,198,198.29

 Balance to June 1, 1932.....\$1,934,229.47